



**SOUTH CAROLINA'S  
HIGHWAY SAFETY AND PERFORMANCE PLAN  
FFY 2010**

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

**September 1, 2009**

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### ATTACHMENTS

Attachment 1: Highway Cost Summary 217 Form

Attachment 2: Paid Media Summary FFY 2010

## 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 crashes, 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 2010 include: impaired driving countermeasures, occupant protection, police traffic services (speed enforcement) and traffic records (statewide).** Other areas eligible for funding in FFY 2010 include: emergency medical services, motorcycle safety, 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 2008, the rate, according to preliminary statistics, was 1.88 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 2008, 920 people were killed in South Carolina traffic crashes, or an average of 2.5 per day. There were 49,300 people injured in the state's over 110,647 reported crashes. The economic loss to the state for 2008 was approximately \$2.8 billion dollars, not to mention the grief and suffering inflicted on the human victims in these crashes. The projects included in South Carolina's Highway Safety and Performance Plan for FFY 2010 should have a measurable impact on reducing the continuing carnage on South Carolina's streets and highways.

## **STATE CERTIFICATIONS AND ASSURANCES**

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

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are 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
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 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

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;

**The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:**

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

**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.**

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));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and 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 18.20, 18.21, and 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;

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), which prohibits discrimination on the basis of handicaps (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 or 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; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- k. 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;
- l. 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.
    - m. 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).
    - n. 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.
        - o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
        - p. 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.
- q. 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.

r.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) 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 with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **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:

19. 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.
20. (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.
21. 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**

22. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
23. 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.
24. 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.
25. 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.
26. 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.
27. 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.
28. 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.
29. 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.

30. 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.
31. 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

32. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
33. 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.
34. 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.

35. 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.
36. 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.
37. 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)
38. 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.
39. 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.
40. 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:*

41. 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.
42. 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.

## **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).

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**Governor's Representative for Highway Safety**

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**Date**

## **FFY 2010 PROCESS TO IDENTIFY SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS**

A Problem Identification meeting was held on December 2, 2008, which included OHS staff (Director, Assistant Director, Statistical Research Manager, Grants Administration Manager, Law Enforcement Liaisons, and Program Managers). The meeting began with a Statewide Statistical Overview by Tami McDonell, Statistical Research Manager, to give participants a picture of the highway safety problems in general in the state of South Carolina. The presentation included an identification of problem or priority counties in the state regarding traffic safety issues and concerns. A general discussion of major problem areas and identification of priority areas for funding followed. An analysis by the OHS was presented, based on traffic data over a three-year period, which shows 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 2010 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; and Traffic Records (Statewide Emphasis).

It was the consensus of the OHS staff, based on the meeting outlined above and the review of statewide statistics and project development ideas and efforts, that certain types of projects were strategic to reducing the state's mileage death rate and the number of injury crashes. The OHS staff recommended that proposals for the following projects receive priority attention for FFY 2010 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, BATmobile utilization and participation in statewide sustained impaired driving enforcement initiatives.
- \* Projects to 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 DUI detection; and DUI sentencing alternatives.
- \* Extensive training on traffic safety issues for magistrates and judges.
- \* Projects to establish or strengthen traffic enforcement units within local law enforcement agencies. Such projects must include a comprehensive enforcement effort, including DUI enforcement, speed enforcement, and occupant protection enforcement at a minimum. Such projects must also include Law Enforcement Network participation, BATmobile utilization and participation in all components of statewide mobilization enforcement initiatives (occupant protection, impaired driving, speed enforcement, etc.).
- \* Projects to automate the state's collision and uniform traffic citation report forms.

- \* Statewide enforcement campaigns combining education, media, diversity outreach, and enforcement components to improve occupant restraint usage by South Carolina citizens and visitors and to attack the ever-growing impaired driving problem in the state.
- \* Projects to establish DUI courts in pilot regions of the State to attack the problem of DUI recidivism.
- \* 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**

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

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

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

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

## **OTHER PROGRAM AREAS FOR CONSIDERATION**

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

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

## **PROCESS FOR DEVELOPING THE PROJECTS IN THIS PLAN**

**Development of the Funding Guidelines.** With the completion of the Problem Identification process, staff developed the 2010 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 2010 Funding Guidelines, Page 31). 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 2010 Funding Guidelines, Page 31).

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 22, 2008, 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](http://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 6, 2009, at 5:00 p.m. Applicants were provided names and telephone numbers of Highway Safety staff to contact for assistance.

**Workshops for Potential Applicants.** A Funding Guidelines workshop was held in Columbia on January 15, 2009 at the SC Department of Archives 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. The workshop included specific instructions on how to complete budget pages. 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 provided with sample, completed grant applications and other useful information to assist in the preparation of their applications.



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

The deadline for Highway Safety grant applications for FFY 2010 funding was Friday, March 6, 2009, at 5:00 p.m. Ninety-one (91) applications were received by the due date. The Grants Management Information System (GMIS) assigned pre-application numbers to all applications received. All grant personnel had access to the applications through GMIS. The first stage of the review process involved the 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 Senior Accountant and the Fiscal Technician assigned to the Highway Safety Program in the Grants Accounting Office provided financial review comments on all applications during the review sessions and at a subsequent budget review meeting held on May 4, 2009. The initial review process was conducted April 20-24, 2009.

A second stage of the review process involved additional meetings between the Grants Administration Manager, Assistant Director, and Director of the OHS. The week of May 18<sup>th</sup>, a series of meetings was held to discuss grant applications in detail and to prioritize the grant projects for funding. 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 applicant identified, analyzed, and comprehended the local or state problems. **Applicants who did not demonstrate a traffic safety problem/need were not recommended for funding.**
4. The extent to which the proposal sought to provide a realistic and comprehensive approach toward problem solution, including documenting coordination with local and state agencies necessary for successful implementation.
5. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
6. The extent to which the estimated cost justified the anticipated results.
7. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area; the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.
8. The ability of the applicant to successfully implement the project based on the experience of the agency in implementing similar projects, and the capability of the agency to provide necessary administrative

support to the project. For continuation projects, the quality of work and the responsiveness to grant requirements demonstrated in past funding years, current or past grant performance, results of past monitoring visits, and the timeliness and thoroughness of required reports.

**Individual Review.** The first segment of the staffing allowed for the individual to review the application against established criteria; the review also reflected how well the grant application was written. Each individual who reviewed the grant applications had access to the "Review Sheet" housed within GMIS. The Review Sheet contained room for comments regarding each application area and a place for the reviewer to recommend approval or denial for the individual grant. A separate review sheet was documented as individual proposals were discussed containing supplemental considerations, such as current or past grant performance; success in attaining self-sufficiency (if a past subgrantee); likelihood of project to significantly reduce crashes, injuries and fatalities; multi-jurisdictional nature of the project; letters of support from interested parties, and other factors which could affect funding consideration.

**Discussion of Review Comments: First Stage.** Once all reviewers had completed their individual reviews, a multi-day staffing review was established. The review was conducted April 20-24, 2009. Each Program Manager presented grant applications from respective program areas and others as assigned before a review committee composed of the Grants Administration Manager, Grants Accounting staff, Program Managers, and the Assistant Director of the OHS.

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

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

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

**Discussion of Review Comments – Second Stage.** The second stage of the grant review process was based on discussions between the 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 2010 appropriation for Section 402 funds, anticipated carry-forward funds from FFY 2009 grants, as well as anticipated Section 410, Section 405 and Section 406 funds, it is expected that a majority of the projects listed in the Highway Safety Plan will receive funding at some point during FFY 2010. The exact number will depend upon the availability of funds, which is unknown at this time.**

**As the above-mentioned pools of funds become available during FFY 2010, the grant projects listed in the Highway Safety Plan will be considered for funding. Ear-marked funds, the applicant's interest/ability in implementing the grant, and the amount of funds available are factors which may alter the priority in which projects are funded and the amount of the Grant Award (e.g., the total grant award received by an applicant may be decreased from the amount recommended in this document in order to adjust to a shorter grant period instead of the typical 12-month grant period.).**

On the following pages are the Summaries of Projects submitted for FFY 2010 Highway Safety funding for every grant application approved. Office of Highway Safety staff provided recommendations for review and approval to the South Carolina Public Safety Coordinating Council pursuant to Section 23-6-520, South Carolina Code of Laws, 1976, as amended. After approval by the Council on July 27, 2009, Highway Safety staff finalized program area plans. Upon receipt of the FFY 2010 Obligation Limitation, grant awards will be issued to those applicants approved through this process.

## **PROCESS FOR ESTABLISHING PERFORMANCE GOALS**

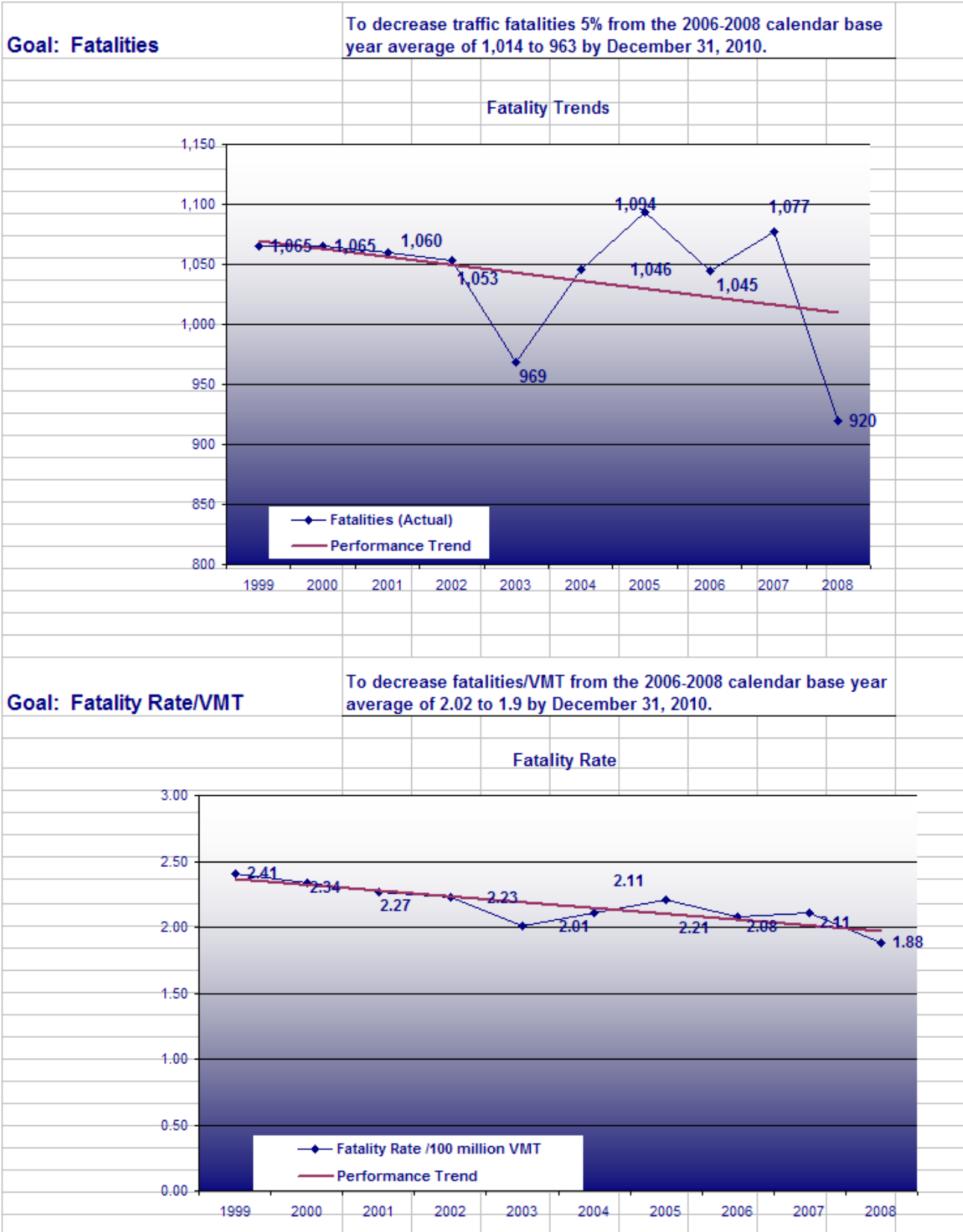
After the problem identification process was complete, Program Managers and the Grants Administration Manager reviewed all the information compiled for their specific areas of responsibility, including statistical information and funding priorities established for FFY 2010. In establishing specific performance 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 2010 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; 2006-2008 calendar base year average data will be used to compare progress towards goals.
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 2010.

Crash Data / Trends	Progress Report Data 2003-2008							2006-2008 3 yr. Average
	2003	2004	2005	2006	2007	2008	2009	
Fatalities (Actual)	969	1,046	1,094	1,045	1,077	920		1,014
	2003	2004	2005	2006	2007	2008		
Fatality Rate #100 million VMT (Total)	2.01	2.11	2.21	2.08	2.11	1.88		2.02
Rural	2.82	2.76	3.96	3.64	3.81	3.74		3.73
Urban	0.58	0.91	0.50	0.56	0.43	0.17		0.39
	2003	2004	2005	2006	2007	2008		
# of Serious Injuries	4,224	4,211	4,143	4,091	4,104	3,511		3,902
	2003	2004	2005	2006	2007	2008		
# of Fatalities Involving Driver or Motorcycle Operator w/ $\geq$ .08 BAC	389	368	436	419	464	403		429
	2003	2004	2005	2006	2007	2008		
# of Unrestrained Passenger Vehicle Occupant Fatalities	496	579	548	457	492	411		453
	2003	2004	2005	2006	2007	2008		
# of Speeding-Related Fatalities	410	463	481	419	454	351		408
	2003	2004	2005	2006	2007	2008		
# of Motorcyclist Fatalities	89	88	106	110	131	123		121
	2003	2004	2005	2006	2007	2008		
# of Unhelmeted Motorcyclist Fatalities	69	72	78	82	96	91		90
	2003	2004	2005	2006	2007	2008		
# of Drivers Age 20 or Younger Involved in Fatal Crashes	173	164	167	164	170	142		159
	2003	2004	2005	2006	2007	2008		
# of Pedestrian Fatalities	80	86	98	128	108	100		112
	2003	2004	2005	2006	2007	2008		
% Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	72.7%	65.7%	69.7%	72.5%	74.5%	79.5%		81.5%
	2003	2004	2005	2006	2007	2008		
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities				27,352	108,964	232,707		
	2003	2004	2005	2006	2007	2008		
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities				3,765	6,554	20,031		
	2003	2004	2005	2006	2007	2008		
# of Speeding Citations Issued During Grant-Funded Enforcement Activities				95,902	188,097	438,058		

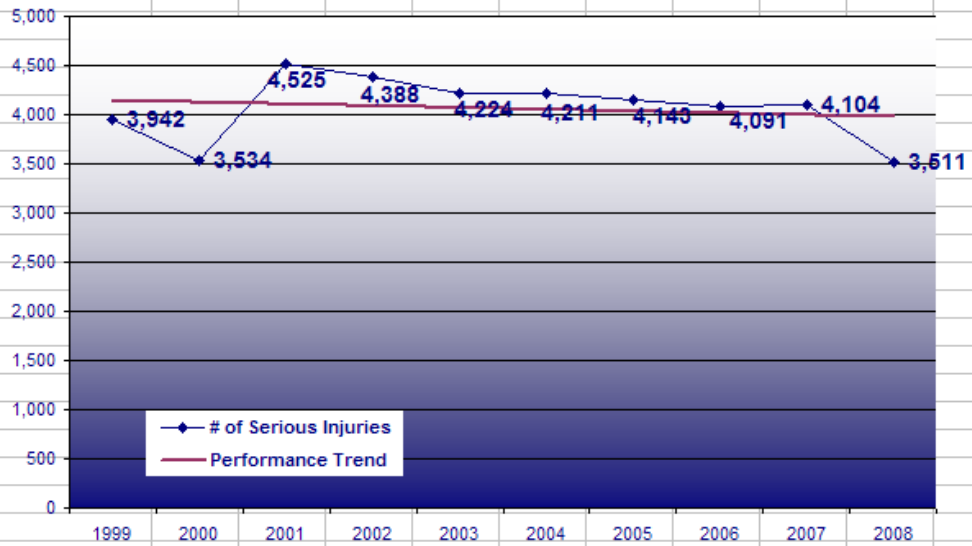
## Performance Goals and Trends



**Goal: Injuries**

To decrease serious traffic injuries 5% from the 2006-2008 calendar base year average of 3,902 to 3,707 by December 31, 2010.

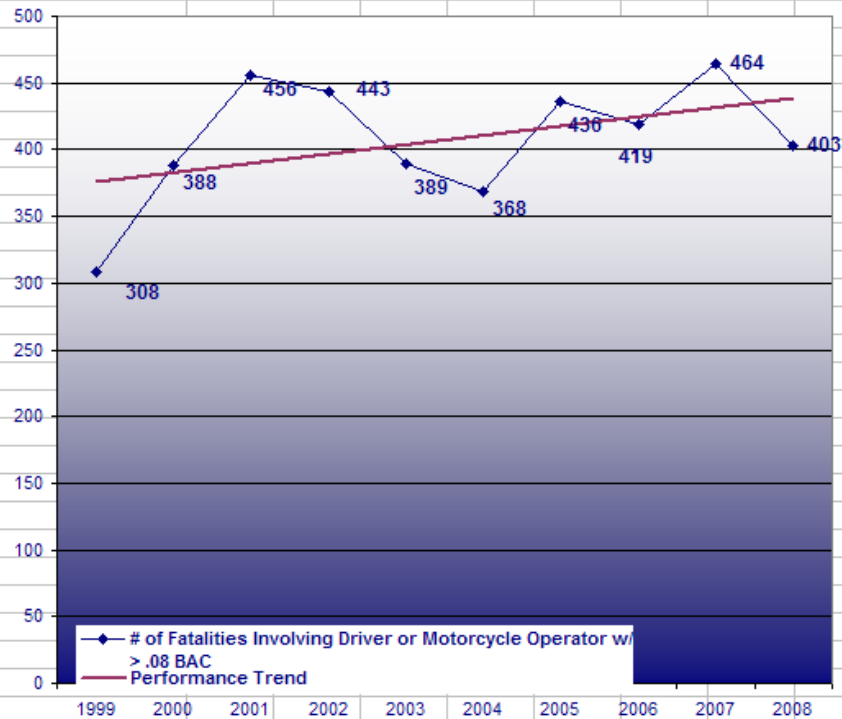
**Injury Trends**



**Goal: Fatalities at .08 or Above**

To decrease alcohol-related impaired driving fatalities 5% from the 2006-2008 calendar base year average of 429 to 408 by December 31, 2010.

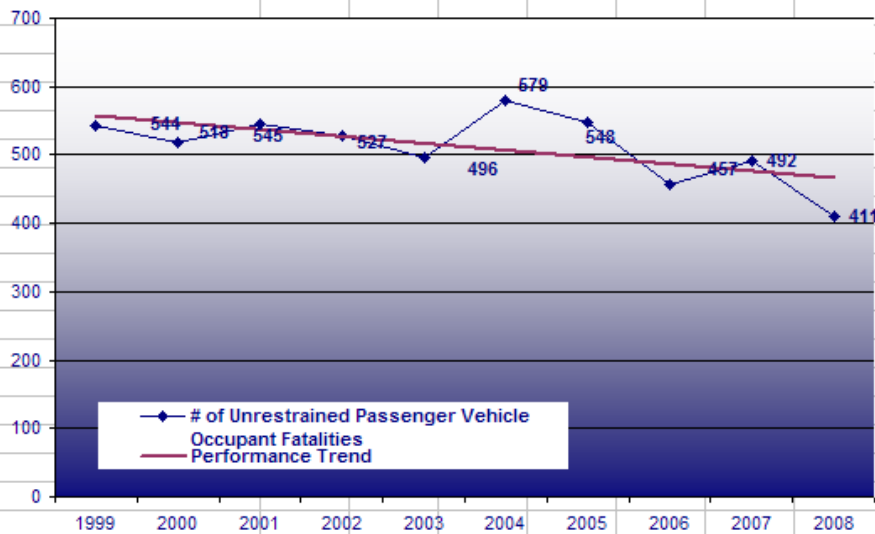
**# of Fatalities Involving Driver or Motorcycle Operator w/ > .08 BAC**



**Goal: Unrestrained Fatalities**

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5% from the 2006-2008 calendar base year average of 453 to 429 by December 31, 2010.

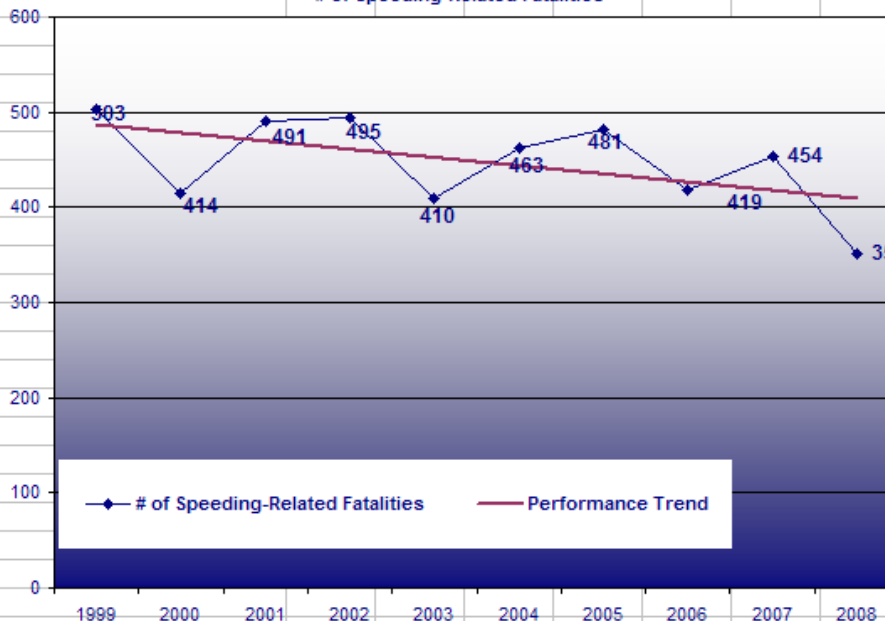
# of Unrestrained Passenger Vehicle Occupant Fatalities



**Goal: Speeding-Related Fatalities**

To decrease speed-related fatalities 5% from the 2006-2008 calendar base year average of 408 to 387 by December 31, 2010.

# of Speeding-Related Fatalities

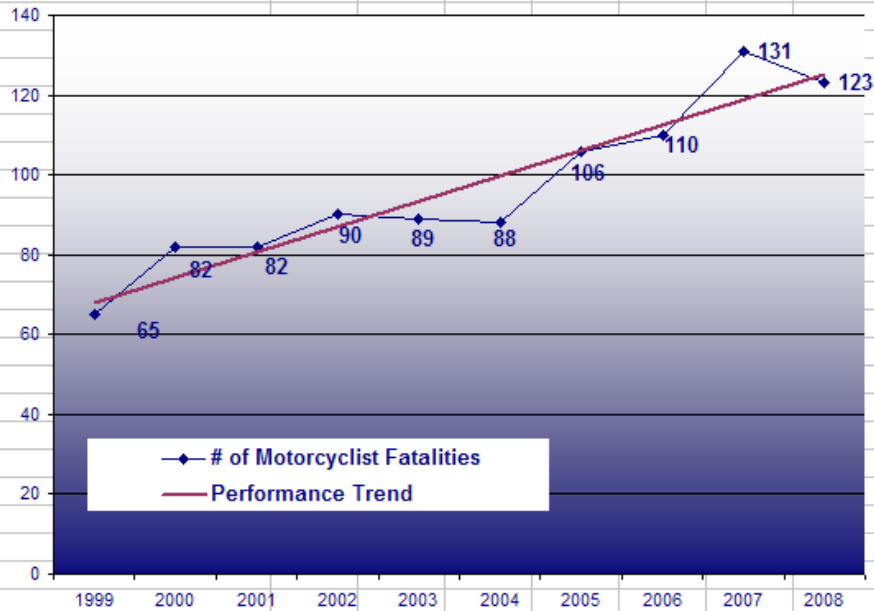




**Goal: Motorcyclist Fatalities**

To decrease motorcyclist fatalities 5% from the 2006-2008 calendar base year average of 121 to 115 by December 31, 2010.

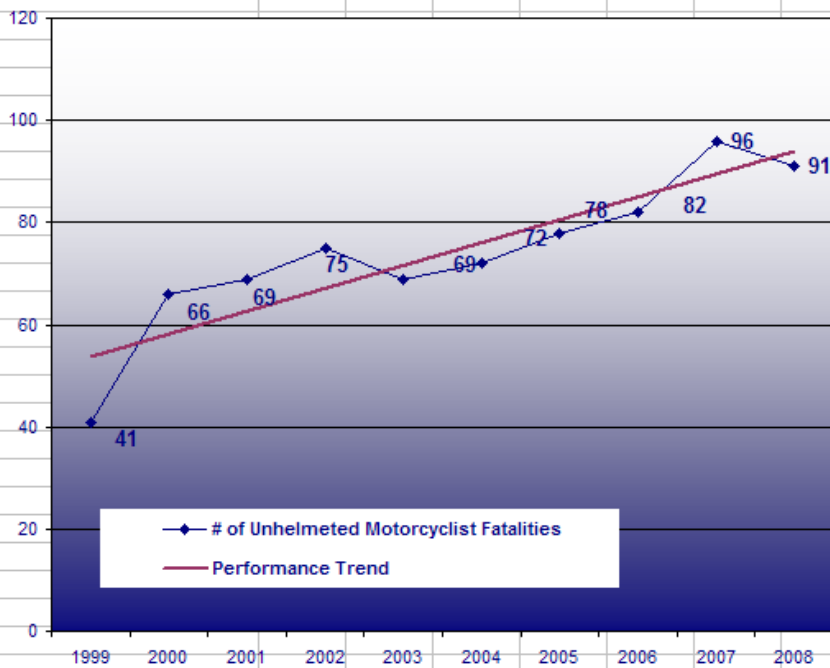
# of Motorcyclist Fatalities



**Goal: Unhelmeted Motorcyclists**

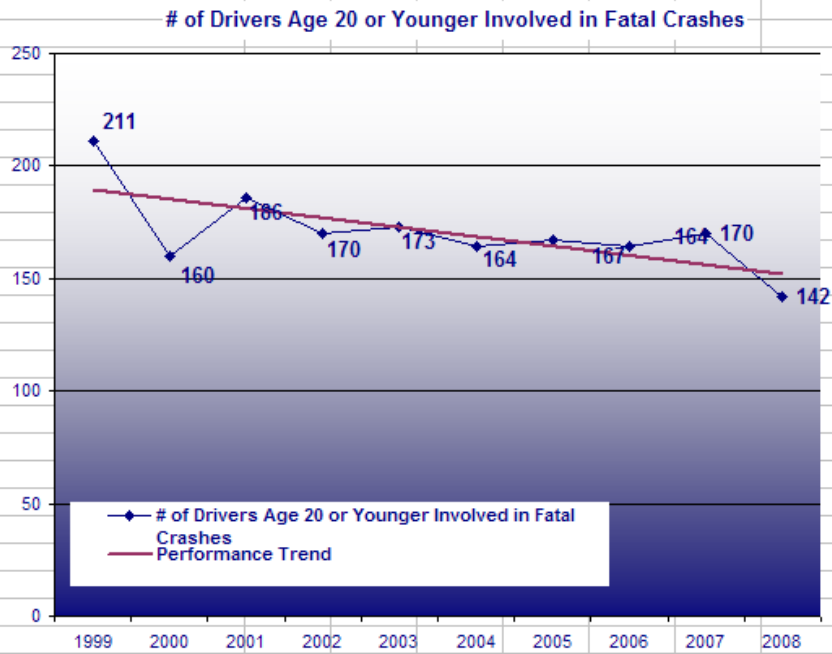
To decrease unhelmeted motorcyclist fatalities 5% from the 2006-2008 calendar base year average of 90 to 85 by December 31, 2010.

# of Unhelmeted Motorcyclist Fatalities



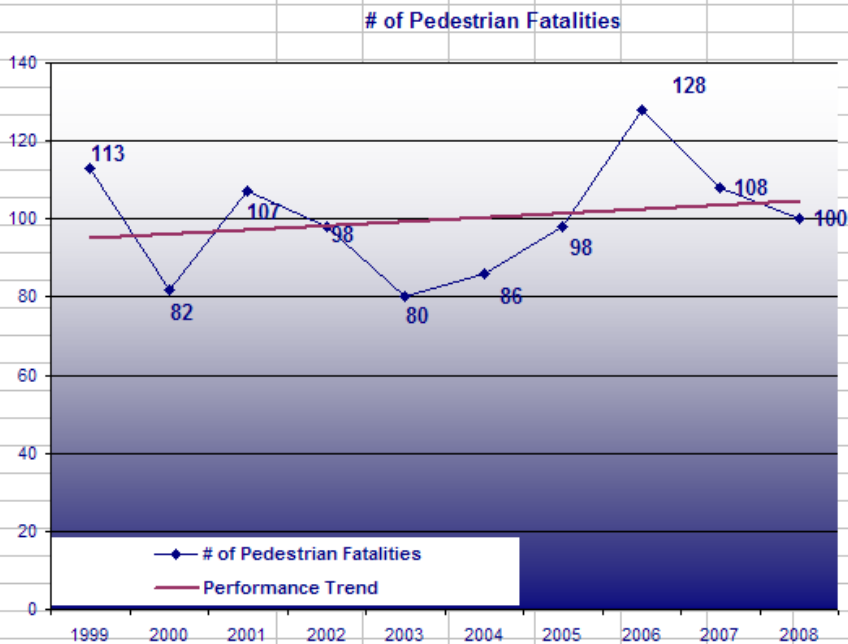
**Goal: Drivers 20 or Under**

To decrease drivers age 20 or younger involved in fatal crashes 5% from the calendar base year average of 159 to 151 by December 31, 2010.



**Goal: Pedestrian Fatalities**

To reduce pedestrian fatalities 5% from the calendar base year average of 112 to 106 by December 31, 2010.

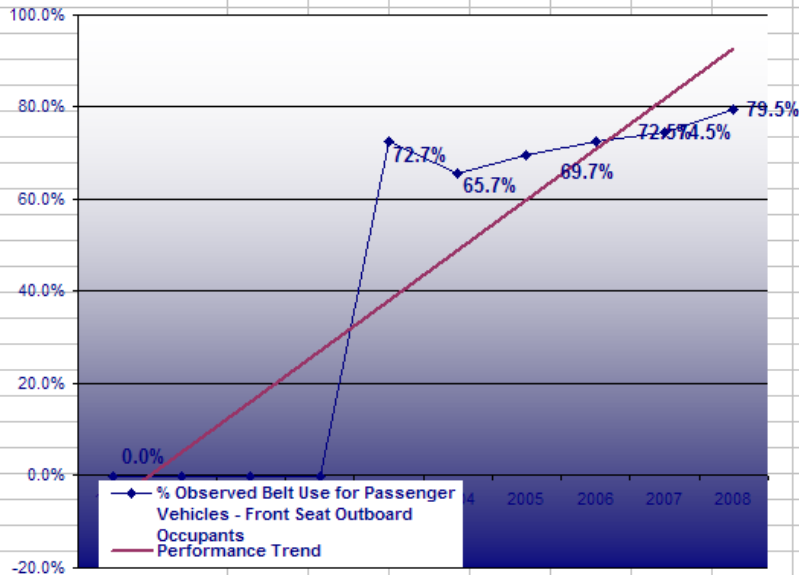


**Goal: Observed Belt Use**  
**Baseline**

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2 percentage points from the 2009 calendar base year average usage rate of 81.5% to 83.5% by December 31, 2010.

Baseline Data

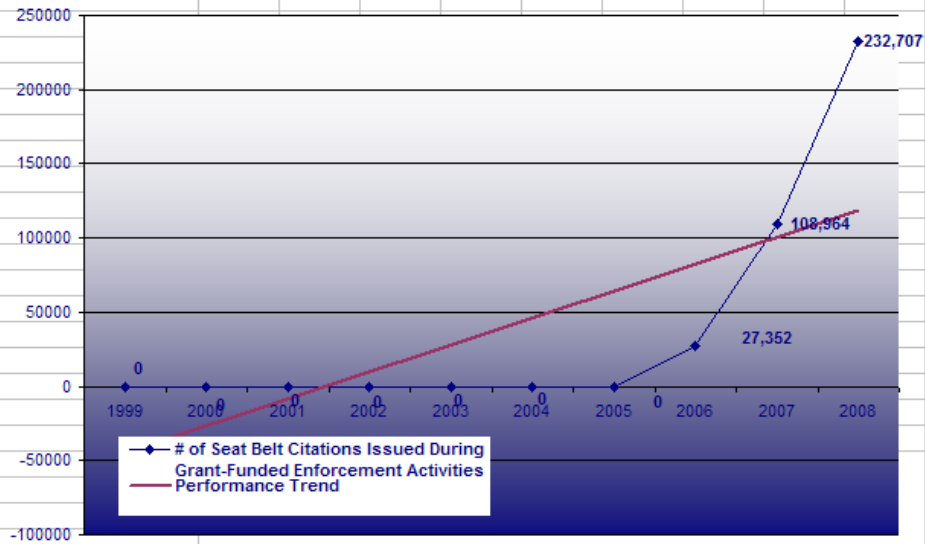
% Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants



**Goal: Seat Belt Citations**

To increase the number of grant-funded seat belt citations issued during the FY 2010 grant year.

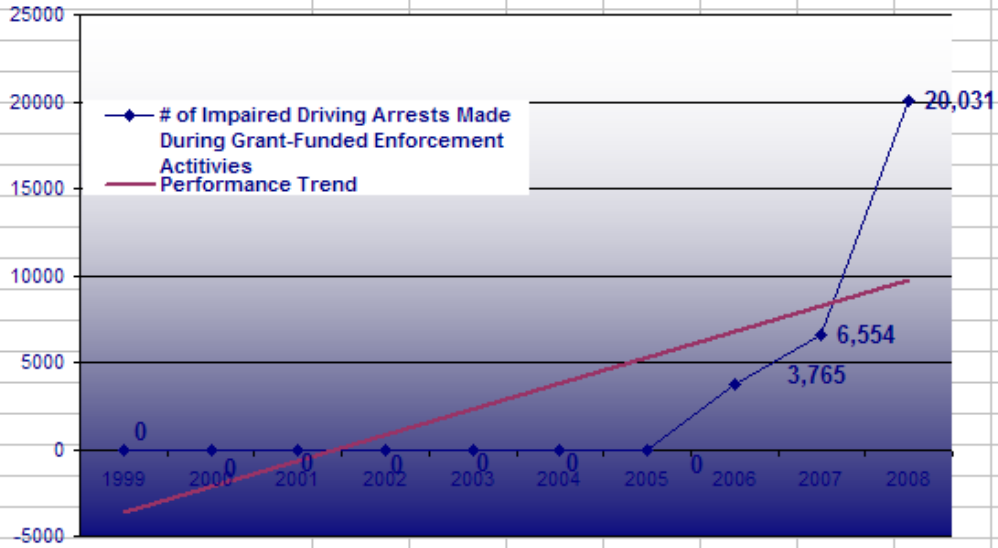
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities



**Goal: Impaired Driving Arrests**

To increase the number of grant-funded impaired driving arrests made during the FY 2010 grant year.

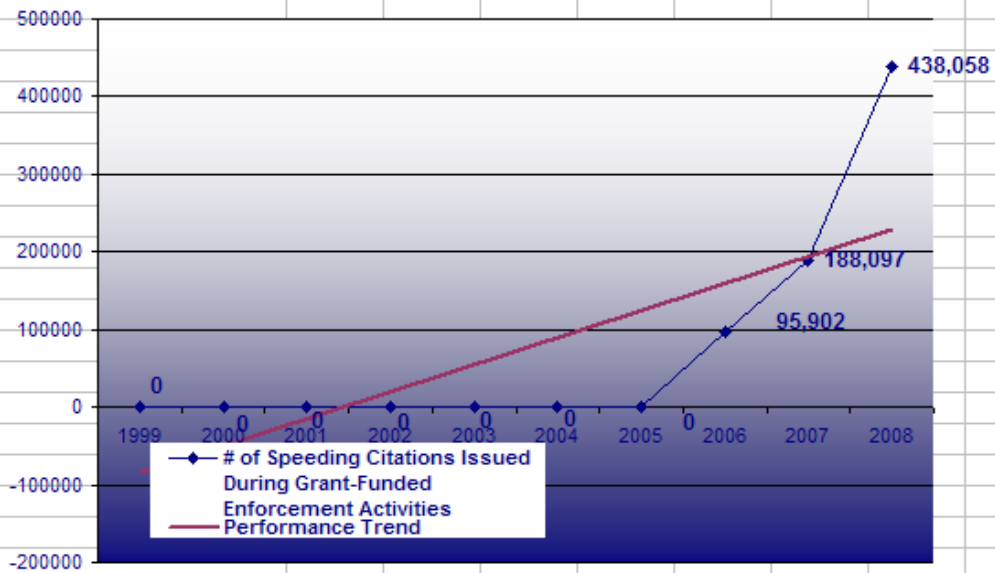
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities



**Goal: Speeding Citations**

To increase the number of grant-funded speeding citations issued during the FY 2010 grant year.

# of Speeding Citations Issued During Grant-Funded Enforcement Activities



## **Performance Measures**

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

## **PROGRAM ADMINISTRATION PROGRAM AREA**

**Goal:** To reduce the number of traffic crashes reported during CY 2010 by 5%, as compared to 2006-2008 calendar base year average data.

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 Office coordinates highway safety programming focused on public outreach and education, aggressive traffic law enforcement, promotion of new safety technologies, the integration of public health strategies and techniques, collaboration with safety and business organizations, the implementation of engineering-related countermeasures, and cooperation with state and local governments. Programming resources are directed to national and state-identified priority areas previously outlined in this document.

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.

### **Objectives:**

1. To maintain an effective staff to administer the Highway Safety Program in South Carolina.
2. To administer operating funds to targeted communities to support the implementation of programs contained in the SC Highway Safety Plan.
3. To evaluate the effectiveness of programs and their impact upon the performance goals.

### **Performance Measures:**

1. Maintain the level of staff to effectively manage all OHS initiatives.
2. Administer budgeting/auditing program requirements.
3. Conduct program evaluations and produce annual reports on program effectiveness.

### **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. Project personnel will also be trained in grant writing in order to assist in becoming self-sufficient. The support and maintenance of the Law Enforcement Network System in the state of South Carolina will allow highway safety best practices to be shared and replicated.

3. Highway Safety staff will monitor 100% of all projects funded in order to provide adequate technical assistance and to insure compliance with grant guidelines.
4. 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 revive 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. 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. 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 2010 Law Enforcement DUI Challenge on a statewide level utilizing strategies similar to those utilized in FFY 2009. The campaign will run from December 1, 2009 through September 3, 2010, and will continue to feature high-visibility enforcement and earned media statewide, but will focus on seventeen (17) targeted counties (Aiken, Anderson, Beaufort, Berkeley, Charleston, Darlington, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter and York) that represent 73.8% of the state's population and have seen approximately 71.5% of the state's fatal DUI-related crashes over the three-year period 2006-2008. 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 2009-2010 and Labor Day 2010 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, other SCDPS staff and partner agencies/groups will continue to educate and inform the citizenry of the state and its visitors about the changes to the state's DUI law. The legislation became effective February 10, 2009. The educational strategies employed in this effort will inform citizens, visitors, and law enforcement officers of the changes to the law. Educational strategies will be incorporated to reach out to all citizens and visitors of the state, including minority populations (African-American and Hispanic).

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.

5. Highway Safety staff will develop/implement technical training programs as needed to support local project initiatives.
6. The OHS will provide funding to highway safety staff and advocates to attend significant conferences and training events related to highway safety issues. As appropriate, when information on national or state-initiated training programs becomes available, the OHS will forward the information to highway safety project directors or those with direct interest in the training. If it is determined that funds are available to support requests to attend these programs, information will be included in the information package outlining procedures for requesting assistance.
7. 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 2010 highway safety projects.
8. The OHS will conduct a Memorial Service for Highway Fatality Victims of 2009 during the early spring of 2010. 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.
9. The OHS will conduct a *School Zone Safety Week* emphasis during the late summer of 2010. The emphasis, designated to be during the first month of school in the state by legislative proviso, 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.
10. Highway Safety staff will continue to support and assist in the further development of the Law Enforcement Network (LEN) System in the state. Sixteen (16) LENs have been formed corresponding to the sixteen judicial circuits in South Carolina. LENs provide significant enforcement assistance to the SCDPS and the OHS in their attempts to reduce traffic-related crashes, injuries and fatalities. They also allow for the sharing and dissemination of information among member agencies, as well as promoting multi-jurisdictional enforcement strategies and efforts. The OHS will continue to provide mini-grant funding for the LENs to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the system. The OHS will continue to provide training to LENs through LEN Coordinator meetings, regularly scheduled LEN meetings, and Traffic Safety Officer certification courses.
11. Highway Safety staff will continue to provide Law Enforcement Liaison services to both state and local law enforcement agencies.



12. Highway Safety staff will continue a *Motorcycle Safety Campaign* in 2010 which will focus on specific locations and times which have a high occurrence of motorcycle crashes, injuries and fatalities. This campaign will target the months of the year and locations in which significant motorcycle rallies occur in the state.
13. 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.
14. 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. Additionally, a poster campaign emphasizing unsafe driving habits will be underway in high schools across South Carolina.
15. The OHS will continue a statewide billboard campaign to increase public awareness of highway safety issues in the state and to support enforcement mobilization efforts.
16. The OHS will conduct periodic surveys to track driver attitudes and awareness concerning impaired driving, safety belt use and speed issues utilizing in part recommended questions developed by NHTSA and GHSA.
17. The OHS will hold a DUI Awards Ceremony honoring those law enforcement agencies and officers who have excelled in DUI enforcement during CY 2009.
18. The OHS, in partnership with the SC Department of Transportation (SCDOT), will disseminate information to the public regarding highway safety and engineering issues through the use of message signs, radio stations, social web sites and presentations.
19. In partnership with SCDOT, the OHS will utilize a statewide database of locations designated as problematic for run-off-the-road (ROR) problems (developed by SCDOT) to create and implement a public information and education campaign to address ROR issues.
20. The OHS will assist the SCDPS in developing and submitting a legislative agenda for the agency relative to highway safety issues to include legislation on aggressive driving and the establishment of safety corridors.

**PROJECT TO BE IMPLEMENTED:**

**Project Number:** 2H10001  
**Subgrantee:** SC Department of Public 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, Grants Administration Manager, Administrative Assistant, Senior Accountant, and Fiscal Technician employed under the grant will ensure that programmatic/financial monitoring is conducted on 100% of all highway safety grants. Project staff will continue to provide the administrative functions for the operation of the Section 402 program.

**Budget:** The project will fund Personnel @ \$347,330 (includes salaries and fringe benefits for one [1] director [50%], one [1] assistant director, one [1] grants administration manager, one [1] senior accountant [90%], one [1] fiscal technician [90%], and one [1] administrative assistant); Contractual Services @ \$10,000 (includes funding to utilize the State’s “Beeline” contract to continue the implementation and maintenance of the GMIS for the OHS); and Other @ \$52,680 (includes printing, postage, telephone, supplies, indirect cost, Enterprise Software maintenance, and tort insurance).

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**Program Administration: Budget Summary**

<b>Project Number</b>	<b>Subgrantee</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
2H10001	South Carolina Department of Public Safety	Highway Safety Planning & Administration	\$205,005/ \$205,005	Section 402/ State Funds
<b>402 Total</b>			<b>\$205,005</b>	
<b>Total All Funds</b>			<b>\$205,005</b>	

## ALCOHOL PROGRAM AREA

**Goal:** To reduce alcohol/drug related motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures.

### **Problem Analysis:**

Statistics from the SC Department of Public Safety's (SCDPS) Statistical Analysis Center indicate that there were 5,488 DUI-related crashes in the state in 2008. There were 387 fatal crashes that were DUI-related, resulting in the deaths of 426 people. Of the 5,488 DUI-related crashes, 2,541 were injury crashes resulting in 3,751 injuries. The term "DUI-related crash" encompasses crashes with DUI as a contributing factor. It does not include impaired pedestrians or bicyclists, and the occasional impaired passenger who causes a crash. DUI continues to be the number one contributing factor in fatal crashes in South Carolina. The contributing factor of Too Fast for Conditions is the second most common contributing factor in DUI-related crashes with 420 crashes and 146 fatalities.

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 43% in 2008. This is a 2% increase over the percentage for 2007. There was a total of 1,163 drivers involved in fatal crashes in South Carolina during 2008. According to the National Highway Traffic Safety Administration's (NHTSA) National Center for Statistics and Analysis, 403 of these drivers showed a BAC of .08 or greater. This means that 34.6% of all drivers in fatal crashes were legally impaired at the time of the crash. This represents an increase over 2007, when 32.9% of all drivers in fatal crashes were legally drunk.

During the five-year period 2004-2008, Greenville, Horry, Richland, Lexington, Charleston, Spartanburg, York, Anderson, Aiken, and Florence counties experienced the highest reported frequencies of DUI-related collisions. During the five-year period, Greenville County had the highest number of DUI-related fatal crashes with 147, followed by Horry with 124, Lexington and Spartanburg with 120 each, and Richland with 111. According to the daily vehicle miles driven by state drivers in 2008, Greenwood, Darlington, Lancaster, Sumter, Horry, Edgefield, Union, Pickens, Laurens, and York counties experienced the highest vehicle mileage crash rates in DUI-related collisions. Also, from 2004-2008, Greenville, Horry, Richland, Lexington, York, Spartanburg, Orangeburg, Charleston, Laurens, and Florence counties experienced the highest number of fatalities in DUI-related collisions for drivers under 21. 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 2004-2008, a total of 5,182 people died in South Carolina traffic collisions, and 247,386 people were injured in these crashes. Of those killed during this time period, 2,149 (or 41.5%) died in a DUI-related traffic crash. A total of 18,273 of those injured, or 7.4%, were involved in a DUI-related crash. From 2004 to 2008, the state has experienced a 19% increase in the number of reported DUI-related crashes. Drivers in the 25-34 year old age group experienced the highest number of DUI-related fatal crashes from 2006-2008. This age group accounted for 5,643 drivers in crashes with DUI as a contributing factor. The second highest age group of drivers involved in DUI-related fatal crashes during this period were drivers aged 15-24, totaling 5,461, followed by drivers aged 35-44, totaling 4,472. During the period 2006-2008, 71.2% of the drivers involved in DUI-related crashes were male. Females were involved in 24.6% of DUI-related crashes from 2006-2008. Saturday evenings and early Sunday mornings are the leading time periods for DUI-related crashes.

### **Target or At Risk Populations/Counties:**

Drivers aged 15-24 and 25-34 are both considered at risk populations for alcohol countermeasures. Drivers aged 25-34 represent the age group experiencing the highest number of DUI-related fatal crashes from 2006-

2008. While drivers aged 15-24 rank a close second and include young people who cannot legally consume alcohol. DUI-related crashes occurred most frequently in rural areas and with male drivers. The seventeen target counties (Aiken, Anderson, Beaufort, Berkeley, Charleston, Darlington, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter, and York) accounted for 71.5% of the state's alcohol-related fatal crashes in CY 2006-2008. These counties also represent 73.8% of the State's total population.

### **Objectives:**

1. To increase the level of BAC reporting on fatalities from coroners.
2. To increase the number of grant-funded DUI arrests made during the grant year.
3. To provide statewide training to prosecutors and magistrates to increase effective prosecution of highway safety offenses.
4. To continue the DUI Law Enforcement Challenge requiring at least quarterly impaired driving enforcement initiatives combined with two major mobilization crackdowns.
5. To conduct a public information and education campaign to emphasize impaired driving enforcement initiatives.
6. To review, prioritize and establish a timeline for the implementation of the NHTSA recommendations resulting from the South Carolina Impaired Driving Assessment of 2009.

### **Performance Measures for Goals and Objectives:**

1. A comparison of statewide alcohol fatality and injury data with statewide crash and injury totals will be used to measure goals and objectives.
2. BAC reporting on fatalities will be examined and compared to previous years.
3. Number of grant-funded DUI arrests.
4. Number of trainings conducted for prosecutors and magistrates.
5. The 2010 DUI Law Enforcement Challenge is continued.
6. Earned and paid media reports on all impaired driving campaign efforts.
7. Established priorities and timeline for the implementation of the NHTSA recommendations from the SC Impaired Driving Assessment.

### **Strategies:**

1. A statewide DUI Law Enforcement Challenge (*Sober or Slammer!*) will continue combining enforcement, education, media, and diversity outreach components to attempt to reduce alcohol-related crashes, injuries, and fatalities in the state. The campaign will feature enforcement crackdowns during the Labor Day holidays of 2010 and the Christmas/New Year's holidays of 2009-2010 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. South Carolina will use a similar strategy as employed in last year's Sustained DUI Enforcement Campaign with this high-visibility DUI enforcement initiative. 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 sixteen 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 conviction rate of DUI offenders will be increased through the use of improved testing equipment and specially trained prosecutors.
3. 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.
4. SLED will provide technical support to local law enforcement on BAC testing procedures and use of the equipment, and to prosecutors through courtroom testimony.
5. 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.
6. The backlog of DUI cases in Spartanburg, York, and Charleston Counties will be decreased through the maintenance of a solicitor, who will devote 100% of his time to prosecuting DUI cases.
7. Sheriff's Offices will establish or add to existing Traffic Units to increase DUI enforcement in rural areas.
8. BAC reports from Coroners and SLED will continue to be entered in a database to track testing results.
9. Monthly contact will be made with the Executive Director of the Coroner's Association to address BAC reporting from Coroners statewide.
10. The Impaired Driving Countermeasures Program Manager will continue to be involved with the SC Department of Alcohol and Other Drug Abuse Services Underage Drinking Action Group.
11. The OHS will maintain the statewide SC Impaired Driving Prevention Council (SCIDPC) made up of professionals from the arenas of highway safety, law enforcement, judiciary 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.
12. The OHS will work with the SCIDPC to review 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 Alcohol Assessment will be used to strengthen the Alcohol Countermeasures Program.
13. The OHS will hold a DUI Awards Ceremony honoring those law enforcement agencies and officers who have excelled in DUI enforcement during CY 2009.

**PROJECTS TO BE IMPLEMENTED:**

**Project Number:** 2H10006  
**Subgrantee:** SC Department of Public Safety  
**Project Title:** Impaired Driving Countermeasures

**Project Description:** The project will continue the employment of an Impaired Driving Countermeasures Program Manager (IDCPM) to administer alcohol countermeasures highway safety grants during the course of the grant year. The Program Manager will also coordinate the implementation of recommendations resulting from the 2009 Statewide Impaired Driving Assessment. The IDCPM will be responsible for the ongoing administration of alcohol countermeasures projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring at least twice annually, as well as responding to requests for budget and programmatic revisions.

**Budget:** The project will fund Personnel @ \$54,108 (includes salary and fringe benefits for one [1] IDC Program Manager); Contractual Services @ \$400,000 (includes PI&E efforts, with paid media, to complement the SOS campaign); Travel @ \$1,000 (includes in-state lodging, per diem, and transportation for program management responsibilities); and Other @ \$71,017 (includes indirect costs; BAT Mobile maintenance, equipment, mechanical, insurance, etc. for two [2] vehicles; telephone; printing; postage; office supplies; tort insurance; Enterprise Software maintenance; copy equipment rental; DUI Awards Ceremony supplies; and two [2] air cards for the Bat Mobiles).

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**Project Number:** 2H10009  
**Subgrantee:** Lexington County Sheriff's Department  
**Project Title:** Sheriff's DUI and Speed Enforcement Traffic Unit

**Project Description:** The project will maintain the three traffic officers and continue to position them in problem areas determined from information retrieved from the South Carolina Public Safety statistics. The use of saturation teams for patrolling problem areas will be dictated by calls of concern from citizens, and other special events taking place in the county. Lexington County Sheriff's Office will target the problem areas by maintaining at least 4 checkpoints monthly (low manpower) and 2 large scale (SCLLEN) checkpoints within the municipalities.

**Budget:** The project will fund Personnel @ \$172,913 (includes salaries and fringe benefits for three [3] traffic officers); Travel @ \$46,875 (includes mileage, lodging, per diem, and parking fees for in-state travel); and Other @ \$9,590 (includes office supplies, operating supplies, mobile phone service fees, e-mail service fees, 800 radio service fees, and registration fees).

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**Project Number:** 2H10010  
**Subgrantee:** York County Solicitor's Office  
**Project Title:** York County Solicitor's Office DUI Unit

**Project Description:** The project will maintain the current grant-funded Assistant Solicitor, who will focus his/her efforts on the prosecution of DUI cases. The Assistant Solicitor will work to reduce the backlog of DUI cases in the Sixteenth Circuit and will also conduct DUI seminars, open forum DUI “town meetings”, and DUI victim impact panel meetings. The Assistant Solicitor will help organize, plan, and implement law enforcement training seminars relating to investigation and prosecution of DUI cases.

**Budget:** The project will fund Personnel @ \$65,839 (includes salary and fringe benefits for one [1] Assistant Solicitor); Travel @ \$375 (includes lodging and per diem for in-state travel); and Other @ \$175 (includes registration fees).

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**Project Number:** 2H10011  
**Subgrantee:** South Carolina Criminal Justice Academy  
**Project Title:** Impaired Driving Countermeasures Training for Law Enforcement

**Project Description:** The project will expand the SC Criminal Justice Academy (SCCJA) Traffic Safety Unit to include the DRE and SFST coordination for the state of South Carolina to provide a method to allow for the collection, analysis, and evaluation of data to assess the training's effectiveness. A statewide Impaired Driver Coordinator will be hired and will provide 1 DRE class to 20 students and 2 SFST instructor courses within the grant period. The Coordinator will also assist the SCCJA Traffic Safety Unit in providing additional alcohol training classes to the officers of the state of South Carolina.

**Budget:** The project will fund Personnel @ \$59,184 (includes salary and fringe benefits for one [1] State Impaired Driver Coordinator); Travel @ \$43,000 (includes in-state meals, lodging, and transportation and out-of-state meals, lodging, and transportation for the SIDC and DRE participation); Equipment @ \$2,000 (includes one [1] laptop); and Other @ \$15,988 (includes one [1] LCD projector, one [1] printer, indirect costs, educational materials, printing, DRE supplies, DRE conference registration, and postage).

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**Project Number:** 2H10013  
**Subgrantee:** City of Anderson Police Department  
**Project Title:** DUI Traffic Unit

**Project Description:** The project will maintain the current grant-funded traffic officers to proactively enforce DUI statutes in predetermined areas of the city. Their duties will include tracking, analyzing and reporting the conditions that contribute to DUI and drugged driving related crashes. The officers will conduct at least two high-profile enforcement campaigns each month throughout the grant period. The officers will work primarily nights and weekends to provide the most coverage during times when DUI collisions are occurring.

**Budget:** The project will fund Personnel @ \$98,261 (includes salaries and fringe benefits for two [2] DUI traffic officers); Travel @ \$11,290 (includes mileage, lodging, and per diem for in-state travel for two [2] DUI traffic officers); and Other @ \$1,800 (includes VHS Tapes/DVDs, office supplies, drug screening kits and cell phone service).

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**Project Number:** 2H10016  
**Subgrantee:** SC Department of Public Safety / Highway Patrol  
**Project Title:** SCHP Horry and Florence County DUI Enforcement Team

**Project Description:** The project will maintain the two-member DUI team in Horry County, hire one additional DUI enforcement officer and expand the focus area of the grant to Horry and Florence counties. The DUI traffic officers will enforce South Carolina's DUI traffic laws within Horry and Florence Counties. 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.

**Budget:** The project will fund Personnel @ \$178,783 (includes salaries and fringe benefits for three [3] troopers); Travel @ \$37,260 (includes in-state mileage for day-to-day travel); Equipment @ \$42,754 (includes one [1] police vehicle, one [1] radar, one [1] mobile radio, one [1] portable radio, one [1] laptop computer, one [1] in-car digital camera, and one [1] lightbar); and Other @ \$14,895 (includes one [1] barcode reader, one [1] in-car thermal printer, one [1] signal siren control, one [1] under-hood set of speaker brackets, one [1] flashlight with wand, one [1] round LED blue light, one [1] fire extinguisher, one [1] trunion kit with mounts/cables, one [1] anti-theft device, one [1] set of lighter wells with brackets, one [1] push bumper, one [1] set of seatbelt locks, one [1] laptop docking station with power supply/mounts/cables, and indirect costs).

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**Project Number:** 2H10017  
**Subgrantee:** South Carolina Commission on Prosecution Coordination  
**Project Title:** Traffic Safety Resource Prosecutor

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

**Budget:** The project will fund Personnel @ \$132,574 (includes salaries and fringe benefits for one [1] Traffic Safety Resource Prosecutor, and one [1] Traffic Safety Resource Administrative Assistant); Contractual Services at \$4,200 (includes contracting with expert speakers statewide and nationally to present topics at DUI training seminars); Travel @ \$14,199 (includes in-state lodging, meals and mileage, and out-of-state lodging, meals and mileage for the TSRP and speakers, and airfare); and Other @ \$24,422 (includes registration fees, training materials, postage, printing, office space, training room, audio/visual, office supplies, and cell phone service).

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**Project Number:** 2H10019  
**Subgrantee:** SC Department of Public Safety / Highway Patrol  
**Project Title:** SCHP Richland and Lexington County DUI Enforcement Team

**Project Description:** The project will hire three DUI enforcement traffic officers to enforce South Carolina's DUI traffic laws within Lexington and Richland Counties. 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.

**Budget:** The project will fund Personnel @ \$178,783 (includes salaries and fringe benefits for three [3] troopers); Travel @ \$37,260 (includes mileage for in-state day-to-day travel); Equipment @ \$128,262 (includes three [3] police vehicles, three [3] radars, three [3] mobile radios, three [3] portable radios, three [3] laptop computers, three [3] in-car digital cameras, and three [3] lightbars); and Other @ \$19,763 (includes three [3] barcode readers, three [3] in-car thermal printers, three [3] signal siren controls, three [3] under-hood sets of speaker brackets, three [3] flashlights with wands, three [3] round LED blue lights, three [3] fire extinguishers, three [3] trunion kits with mounts/cables, three [3] anti-theft devices, three [3] lighter wells with brackets, three [3] push bumpers, three [3] sets of seatbelt locks, three [3] laptop docking stations with power supply/mounts/cables, and indirect costs).

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**Project Number:** 2H10021  
**Subgrantee:** Darlington County Sheriff's Office  
**Project Title:** Alcohol Countermeasures and Education Initiative

**Project Description:** The project will hire a traffic Sergeant that will focus on DUI and traffic enforcement. The DUI Traffic Sergeant will actively enforce alcohol and impaired driving by saturating problem areas of the county and using sobriety checkpoints. Roadways and areas with histories of high crash or fatality rates, sustained citizen complaints, and known county impaired driver traveling points will be aggressively targeted by the DUI Traffic Sergeant.

**Budget:** The project will fund Personnel @ \$46,168 (includes salary and fringe benefits for one [1] DUI Traffic Sergeant); Travel @ \$12,455 (includes mileage, lodging, per diem, and incidentals for in-state travel); Equipment @ \$35,600 (includes one [1] police vehicle with LEN markings, one [1] vehicle lightbar, one [1] 800 MHz vehicle mobile radio unit, one [1] in-car digital mobile video unit and one [1] dual antenna radar unit); and Other @ \$4,680 (includes one [1] siren speaker, one [1] power control box, one [1] vehicle console, one [1] push bumper, one [1] cell phone basic service, one [1] set of stop sticks, one [1] passive alcohol sensor, one [1] rear transport passenger cage and one [1] rear window prisoner guard).

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**Project Number:** 2H10023  
**Subgrantee:** City of Rock Hill  
**Project Title:** City of Rock Hill Traffic Enforcement Unit

**Project Description:** The project will continue the existing Traffic Enforcement Unit. The project aims to reduce the number of traffic violations and incidents while increasing the number of DUI arrests. The Traffic Enforcement Unit will enforce all traffic-related activities, which will include enforcement of all traffic laws. This will be accomplished through evaluation of high collision areas, patrolling roadways with heavy traffic flow, issuing citations for traffic violations, and implementing traffic safety checkpoints and saturation efforts throughout the city of Rock Hill.

**Budget:** The project will fund Personnel @ \$106,796 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$50,598 (includes in-state travel for patrol and training mileage and meals); and Other @ \$1,000 (includes training registration fees).

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**Project Number:** 2H10024  
**Subgrantee:** Berkeley County Sheriff's Office  
**Project Title:** County of Berkeley DUI Team

**Project Description:** The project will hire three (3) DUI officers to conduct DUI enforcement and concentrate on times with the highest frequency of DUI-related violations and crashes. The grant-funded officers will work evenings and nights, to include weekend nights. The DUI Team will concentrate and conduct saturation patrols and public safety checkpoints in areas determined to have the highest frequency of DUI-related crashes and deaths. The DUI Unit will utilize efforts to coordinate aggressive, visible checkpoints during events known to increase alcohol consumption.

**Budget:** The project will fund Personnel @ \$147,602 (includes salaries and fringe benefits for three [3] traffic officers); Travel @ \$37,935 (includes mileage, lodging, and per diem for in-state travel); Equipment @ \$129,791 (includes three [3] police vehicles, three [3] in-car video camera units, three [3] in-car radars, three [3] vehicle mobile radios, three [3] laptop computers, three [3] lightbars, one [1] checkpoint trailer, and three [3] walkie talkies); and Other @ \$11,076 (includes three [3] vehicle passenger transportation cages, impairment simulation goggle set, three [3] barcode readers, three [3] traffic vests, three [3] fire extinguishers, three [3] power control centers, three [3] push bumpers, three [3] sirens/speakers, fifteen [15] traffic cones, office supplies and stop sticks).

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**Project Number:** 2H10025  
**Subgrantee:** Anderson County Sheriff's Office  
**Project Title:** Anderson County DUI Traffic Team

**Project Description:** The project will hire two (2) DUI Traffic Enforcement Officers to conduct DUI enforcement. The grant-funded officers will work nights, including weekend nights. 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.

**Budget:** The project will fund Personnel @ \$97,389 (includes salaries and fringe benefits for two [2] DUI traffic officers); Travel @ \$24,448 (includes mileage, lodging and per diem for in-state travel); Equipment @ \$87,700 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] in-car radars, two [2] in-car 800MHz radios, two [2] 800MHz walkies, two [2] lightbar packages and two [2] laptop computers); and Other @ \$10,650 (includes office supplies, two [2] in-car thermal printers, two [2] barcode readers, two [2] vehicle cages, two [2] vehicle consoles, two [2] push bumpers, two [2] traffic vests, two [2] flares, two [2] checkpoint signs, traffic cones, impairment simulation goggle set, two [2] fire extinguishers, two [2] cellular phones with basic service, two [2] stop sticks, two [2] digital cameras, two [2] flashlights and drug screening kits).

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**Project Number:** 2H10026  
**Subgrantee:** City of Charleston Police Department  
**Project Title:** City of Charleston Police DUI Task Force

**Project Description:** The project will hire two DUI officers to expand the DUI Task Force to four officers. The DUI Task Force will work during evening and nighttime hours to provide the maximum effective service during the "peak" DUI hours. The team will use a variety of enforcement strategies including saturation patrols and public safety checkpoints to apprehend DUI offenders.

**Budget:** The project will fund Personnel @ \$100,566 (includes salaries and fringe benefits for two [2] traffic officers); Equipment @ \$74,000 (includes two [2] laptops, two [2] in-car radios, two [2] walkie talkies, two [2] vehicles and two [2] light packages); and Other @ \$3,300 (includes two [2] vehicle cages, two [2] window bars, two flashlights, laptop mounts, and OHS required decals) .

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**Project Number:** 2H10027  
**Subgrantee:** Town of Mount Pleasant Police Department  
**Project Title:** DUI Enforcement and Education Program

**Project Description:** The project will hire two officers who will strictly enforce DUI laws and spend 100% of their time towards the goals and objectives of the grant. The officers will strengthen the "Impaired Driving Campaign" to include education and working collaboratively with other state, county and local agencies with the ultimate goal of reducing accidents, injury and death. Various enforcement strategies will be used during all times of the day and night, to include the use of non-conventional vehicles, video cameras, etc. and selected enforcement activities at areas identified through statistical analysis.

**Budget:** The project will fund Personnel @ \$113,218 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$16,200 (includes in-state day-to-day mileage); Equipment @ \$81,330 (includes two [2] police vehicles, two [2] vehicle light packages, two [2] vehicle radar packages, two [2] in-car video packages, two [2] in-car radios and two [2] laptops); and Other @ \$5,762 (includes two [2] siren kits, two [2] sensor flashlights, two [2] in-car consoles, printing, educational supplies, two [2] barcode readers, OHS required vehicle decals and two [2] alcohol sensors).

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**Project Number:** 2H10028  
**Subgrantee:** Orangeburg Department of Public Safety  
**Project Title:** DUI Special Enforcement Team

**Project Description:** The project will hire two (2) DUI officers to the DUI Special Enforcement Team. The grant-funded officers will work primarily nights and weekends to increase the likelihood of apprehending DUI offenders. The officers will use enforcement strategies such as saturation patrols and sobriety checkpoints.

**Budget:** The project will fund Personnel @ \$86,657 (includes salaries and fringe benefits for two [2] traffic officers); Equipment @ \$65,550 (includes two [2] police vehicles, two [2] vehicle lightbars, two [2] digital in-car mobile video units and two [2] hand-held radars); and Other @ \$4,861 (includes two [2] passenger transportation cages, two [2] mobile radio units, two [2] power control centers, traffic cones, two [2] siren speakers, two [2] fire extinguishers, two [2] electronic sirens, two [2] stop sticks and cell phones).

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**Project Number:** 2H10030  
**Subgrantee:** North Augusta Department of Public Safety  
**Project Title:** DUI Enforcement Team

**Project Description:** The project will hire two (2) traffic officers to conduct DUI enforcement. The officers will be assigned to work hours identified through statistical data identifying impaired driving issues. These duties will include checkpoints, saturation patrols, and providing educational material pertaining to impaired driving. Specific emphasis will be placed upon state and national impaired driving campaigns, school functions, holiday periods, sporting events, etc.

**Budget:** The project will fund Personnel @ \$120,578 (include salaries and fringe benefits for two [2] traffic officers); Travel @ \$15,000 (includes mileage for day to day in-state travel); Equipment @ \$74,766 (includes two [2] police vehicles, two [2] emergency lighting for vehicles, two [2] in-car dual antenna radars, two [2] in-car video cameras, two [2] laptop computers, and two [2] mobile radios); and Other @ \$7,550 (includes sirens for two [2] vehicles, two [2] barcode readers, two [2] in-car thermal printers, two [2] flashlights, two [2] digital cameras, impairment simulation goggle set, educational materials and office supplies).

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**Project Number:** 2H10031  
**Subgrantee:** Ninth Circuit Solicitor's Office  
**Project Title:** DUI Prosecutor & DUI Legal Assistant

**Project Description:** The project will hire an Assistant Solicitor and a Legal Assistant to focus on DUI prosecution in Charleston County. The Assistant Solicitor will attend specialized training to increase his/her knowledge of DUI prosecution and will work towards increasing the number of DUI convictions in the ninth circuit. Additionally, the number of pending cases will be reduced as a result of having the grant-funded Assistant Solicitor focused on DUI cases.

**Budget:** The project will fund Personnel @ \$131,359 (includes salaries and fringe benefits for one [1] Assistant Solicitor and one [1] Legal Assistant); and Travel @ \$1,301 (includes mileage, lodging, and per diem for in-state travel).

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**Project Number:** 2H10033  
**Subgrantee:** Town of Summerville  
**Project Title:** DUI Enforcement/Education Team

**Project Description:** The project will hire two (2) DUI Traffic Enforcement Officers to work nights, including weekend nights on regular patrol, saturation patrol and sobriety checkpoint activities. Public safety checkpoints will be conducted in areas known to be frequented by impaired drivers and will focus on roadways that statistics have shown would present the most problem with DUI drivers.

**Budget:** The project will fund Personnel @ \$120,074 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$28,280 (includes in-state travel for two [2] traffic officers); Equipment @ \$27,400 (includes two [2] in-car video systems, two [2] in-car radars, two [2] mobile radios, two [2] laptops, and two [2] vehicle light system sets); Other @ \$5,680 (includes four hundred [400] video tapes, office supplies, two [2] siren speakers, two [2] siren/light control centers, two [2] window bar sets, two [2] transport cases, two [2] laptop stands, two [2] flashlights and two [2] consoles).

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**Project Number:** 2H10035  
**Subgrantee:** Mauldin Police Department  
**Project Title:** Mauldin Police Department Alcohol Countermeasures Team (MPDACT)

**Project Description:** The project will hire two (2) DUI Traffic Enforcement Officers to conduct DUI enforcement. The grant-funded officers will primarily work nights, to include weekends and during the days and times that impaired drivers are typically traveling on the roadways. The officers will direct their enforcement activities toward known DUI problem areas that will be determined through Mauldin Police Department's Records Management System. They 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 will fund Personnel @ \$103,588 (includes salaries and fringe benefits for two [2] patrol officers); Travel @ \$16,564 (includes enforcement mileage); Equipment @ \$67,956 (includes two [2] police vehicles with keyless entry, two [2] in-car digital audio/visual cameras with collision kits, two [2] in-car radars with interface cables, two [2] vehicle emergency light packages and two [2] laptop computers); and Other @ \$10,597 (includes two [2] control consoles with cup holders and arm rests, two [2] computer mounts and screen holders, two [2] map lights, two [2] 450MHz police radios with antennas and coaxial cables, two [2] vehicle transport cages, two [2] push bumpers, two [2] rechargeable flashlights with chargers, two [2] three-outlet powerpoints, OHS required vehicle decals, two [2] siren speakers, two [2] siren controllers, two [2] power control modules, two [2] fire extinguishers, two [2] tire deflation devices, two [2] cellular phone services - basic, office and printing supplies and two [2] passive alcohol sensors).

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**Project Number:** 2H10036  
**Subgrantee:** Darlington City Police  
**Project Title:** DUI Enforcement Project

**Project Description:** The project will hire an additional DUI traffic officer to expand the DUI Enforcement Unit. The DUI unit will actively enforce South Carolina's DUI laws. The officer will seek specialized training in the detection and prosecution of DUI offenders. The DUI traffic enforcement officer will aggressively enforce moving violations associated with impaired driving. Enforcement strategies such as saturation patrols and checkpoints will be utilized to apprehend DUI offenders.

**Budget:** The project will fund Personnel @ \$37,624 (includes salary and fringe benefits for one [1] traffic sergeant).

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**Project Number:** 2H10037  
**Subgrantee:** Seventh Circuit Solicitor's Office  
**Project Title:** DUI Prosecution Team

**Project Description:** The project will hire an additional Assistant Solicitor to try DUI cases in the Seventh Judicial Circuit. The additional Assistant Solicitor will work with the previously funded Assistant Solicitor to investigate and prosecute all alcohol and drug-related driving cases in Spartanburg County. The Assistant Solicitors will direct the day to day case preparation and prosecution of DUI and related offenses. The prosecutors will interview potential witnesses, correspond with defense counsel and court officials, research legal issues and coordinate the logistics of the trial or plea.

**Budget:** The project will fund Personnel @ \$64,255 (includes salary and fringe benefits for one [1] Assistant Solicitor); Travel @ \$550 (includes lodging and per diem for in-state travel); and Other @ \$3,500 (includes office supplies, mobile phone service, registration fees, and printer cartridges).

**Project Number:** 2H10038  
**Subgrantee:** City of Hanahan  
**Project Title:** City of Hanahan's DUI Enforcement Unit

**Project Description:** The project will hire one DUI traffic enforcement officer to work shifts based on the highest frequency of DUI-related traffic violations and/or crashes based on statistical information. The grant-funded officer will work nights, including weekend nights in regular patrol, saturation patrol and sobriety checkpoint enforcement activity.

**Budget:** The project will fund Personnel @ \$47,272 (includes salary and fringe benefits for one [1] DUI enforcement officer); Travel @ \$12,000 (includes in-state mileage); and Equipment @ \$3,000 (includes one [1] laptop computer).

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**Project Number:** 2H10042  
**Subgrantee:** City of Clinton Department of Public Safety  
**Project Title:** City of Clinton DUI Team

**Project Description:** The project will hire two [2] DUI Traffic Enforcement Officers to work shifts based on the highest frequency of DUI-related traffic violations and/or crashes based on statistical information. The DUI Team 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. The DUI Traffic Enforcement Team will concentrate enforcement efforts on violations and behaviors known to correspond with impaired driving.

**Budget:** The project will fund Personnel @ \$82,253 (includes salaries and fringe benefits for two [2] traffic officers; Travel @ \$12,000 (includes in-state mileage for DUI enforcement); Equipment @ \$81,400 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] in-car radars, two [2] mobile 800 radios, two [2] laptop computers, two [2] lightbars and two [2] walkie-talkies); and Other @ \$8,270 (includes two [2] barcode readers, two [2] in-car thermal printers, two [2] sirens and speakers, two [2] passive alcohol sensors, two [2] stop spikes systems, OHS required decals for two [2] vehicles, one [1] impairment simulator goggle set, mounts and office supplies).

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**Project Number:** 2H10048  
**Subgrantee:** Hampton County  
**Project Title:** 14th LEN Traffic Enforcement Team

**Project Description:** The project will maintain the current traffic unit to spend 100% of its time on DUI enforcement. The officers will patrol roadways identified with high incidents of DUI-related collisions, issuing citations for traffic violations, and implementing traffic safety checkpoints and saturation efforts throughout Hampton County.

**Budget:** The project will fund Personnel @ \$95,717 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$22,766 (includes mileage, lodging, and per diem for in-state travel); Equipment @ \$3,000 (includes one [1] LIDAR); and Other @ \$3,228 (includes Palmetto 800 service, cell phone and service, office supplies, safety vests, and safety cones).

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**Alcohol: Budget Summary**

<b>Project Number</b>	<b>Subgrantee</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
2H10006	SC Department of Public Safety	Impaired Driving Countermeasures	\$526,197	Section 410
2H10009	Lexington County Sheriff's Department	Sheriff's DUI & Speed Enforcement Traffic Unit	\$229,378	Section 402
2H10010	York County Solicitor's Office	York County Solicitor's Office DUI Unit	\$66,389	Section 410
2H10011	SC Criminal Justice Academy	Impaired Driving Countermeasures Training for Law Enforcement	\$120,172	Section 410
2H10013	City of Anderson Police Department	DUI Traffic Unit	\$111,351	Section 410
2H10016	SC Department of Public Safety / Highway Patrol	SCHP Horry and Florence County DUI Enforcement Team	\$272,147/ \$1,545	Section 410/ Section 402 (radar only)
2H10017	South Carolina Commission on Prosecution Coordination	Traffic Safety Resource Prosecution	\$175,395	Section 410
2H10019	SC Department of Public Safety / Highway Patrol	SCHP Richland and Lexington County DUI Enforcement Team	\$359,433/ \$4,635	Section 410/ Section 402 (radar only)
2H10021	Darlington County Sheriff's Office	Alcohol Countermeasures & Education Initiative	\$96,903/ \$2,000	Section 410/ Section 402 (radar only)
2H10023	City of Rock Hill	City of Rock Hill Traffic Enforcement Unit	\$158,394	Section 402
2H10024	Berkeley County Sheriff's Office	County of Berkeley DUI Team	\$322,308/ \$4,096	Section 410/ Section 402 (radar only)
2H10025	Anderson County Sheriff's Office	Anderson County DUI Traffic Team	\$216,187/ \$4,000	Section 410/ Section 402 (radar only)
2H10026	City of Charleston Police Department	City of Charleston Police DUI Task Force	\$177,866	Section 410
2H10027	Town of Mount Pleasant Police Department	DUI Enforcement & Education Program	\$207,226/ \$9,284	Section 410/ Section 402 (radar only)
2H10028	Orangeburg Department of Public Safety	DUI Special Enforcement Team	\$151,418/ \$5,650	Section 410/ Section 402 (radar only)
2H10030	North Augusta Department of Public Safety	DUI Enforcement Team	\$213,894/ \$4,000	Section 410/ Section 402 (radar only)
2H10031	Ninth Circuit Solicitor's Office	DUI Prosecutor	\$132,660	Section 410

<b>2H10033</b>	<b>Town of Summerville</b>	<b>DUI Enforcement/Education Team</b>	<b>\$178,634/ \$2,800</b>	<b>Section 410/ Section 402 (radar only)</b>
<b>2H10035</b>	<b>Mauldin Police Department</b>	<b>Mauldin PD Alcohol Countermeasures Team</b>	<b>\$194,705/ \$4,000</b>	<b>Section 410/ Section 402 (radar only)</b>
<b>2H10036</b>	<b>Darlington City Police</b>	<b>DUI Enforcement Project</b>	<b>\$37,624</b>	<b>Section 410</b>
<b>2H10037</b>	<b>Seventh Circuit Solicitor's Office</b>	<b>DUI Prosecution Team</b>	<b>\$68,305</b>	<b>Section 410</b>
<b>2H10038</b>	<b>City of Hanahan</b>	<b>City of Hanahan's DUI Enforcement Unit</b>	<b>\$62,272</b>	<b>Section 410</b>
<b>2H10042</b>	<b>City of Clinton Department of Public Safety</b>	<b>City of Clinton DUI Team</b>	<b>\$179,923/ \$4,000</b>	<b>Section 410/ Section 402 (radar only)</b>
<b>2H10048</b>	<b>Hampton County</b>	<b>14<sup>th</sup> LEN DUI Enforcement Team</b>	<b>\$124,711</b>	<b>Section 402</b>
<b>402 Total</b>			<b>\$558,493</b>	
<b>Total All Funds</b>			<b>\$4,429,502</b>	

## COMMUNITY TRAFFIC SAFETY PROJECT PROGRAM AREA

**Goals:** To reduce the number of traffic crashes reported during CY 2010 by 5%, as compared to 2006-2008 calendar base year average data. To decrease motorcyclist fatalities 5% from the 2006-2008 calendar base year average of 121 to 115 by December 31, 2010. To decrease unhelmeted motorcyclist fatalities 5% from the 2006-2008 calendar base year average of 90 to 85 by December 31, 2010. To increase the number of successfully implemented highway safety projects through the provision of specialized training for both project directors and project staff and increased project development efforts. To provide continuing specialized training to project personnel and highway safety staff in order to improve project/program management skills.

### **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 2008 (1.88) is the lowest on record for the state, but remains significantly higher than the national MDR. 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 an equal number of pedestrians dying each year as the result of being struck by motor vehicles. Approximately 60% of the individuals dying in crashes who have access to safety belts were not wearing them at the time of their deaths. In order to make a difference in these negative traffic statistics, the Office of Highway Safety must fund creative projects that can have a wide affect in all communities on the various problem areas contributing to highway injuries and fatalities.

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

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

### **Objectives:**

1. To send a minimum of twenty individuals to specialized highway safety related programs.
2. To promote national and state highway safety emphasis programs by announcing through the OHS available training opportunities.
3. To produce a calendar and newsletter for distribution among highway safety stakeholders.
4. To conduct a motorcycle safety campaign in counties holding major motorcycle rallies in the state.
5. To plan and implement School Zone Safety Week events during the month of August 2010.
6. To conduct a Traffic Victims Memorial Service for families of highway crash victims lost in the year 2009.

7. To establish and implement an Office of Highway Safety Booth/Display at selected statewide and community events.
8. To implement Drive Safely Work Week events among state employee populations for the first week of October 2009.
9. To coordinate and implement, with the assistance of the agency contractor and appropriate Program Managers, statewide occupant protection and impaired driving mobilization campaigns.
10. To conduct a statewide billboard campaign to increase public awareness and support enforcement mobilization campaigns during FFY 2010.
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, public address announcements at sporting events, program advertising at sporting events and a poster campaign in the high schools.

### **Performance Measures:**

1. Lists of individuals receiving financial support to attend training will be maintained, including name, agency and meeting/conference attended.
2. Copies of course announcements will be maintained in grant files, along with an indication of distribution.
3. Copies of calendar and newsletters will be maintained.
4. Copies of materials prepared and a record of any and all campaign activities will be maintained.
5. Copies of School Zone Safety Week materials will be maintained with a record of any media coverage received.
6. Records of participation in the Memorial Service will be maintained along with a record of any media coverage received.
7. Booth layouts, pictures attendance figures and materials distribution information will be maintained.
8. Copies of materials will be maintained as well as a record of any media coverage received.
9. Copies of campaign-related information and documentation of campaign activities will be maintained.
10. A list of billboard locations 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 or those with direct interest in the training. If it is determined that funds are available to support requests to attend these programs, information will be included in the information package outlining procedures for requesting assistance.
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 revive 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. 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. 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 2010 Law Enforcement DUI Challenge on a statewide level utilizing strategies similar to those utilized in FFY 2009. The campaign will run from December 1, 2009 through September 3, 2010, and will continue to feature high-visibility enforcement and earned media statewide, but will focus on seventeen (17) targeted counties (Aiken, Anderson, Beaufort, Berkeley, Charleston, Darlington, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter and York) that represent 73.8% of the state's population and have seen approximately 71.5% of the state's fatal DUI-related crashes over the three-year period 2006-2008. 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 2009-2010 and Labor Day 2010 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.

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.

3. The OHS will conduct a Memorial Service for Highway Fatality Victims of 2009 during the early spring of 2010. 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.
4. The OHS will conduct a *School Zone Safety Week* emphasis during the late summer of 2010. The emphasis, designated to be during the first month of school in the state by legislative proviso, 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.

5. Highway Safety staff will continue a *Motorcycle Safety Campaign* in 2010 which will focus on specific locations and times which have a high occurrence of motorcycle crashes, injuries and fatalities. This campaign will target the months of the year and locations in which significant motorcycle rallies occur in the state.
6. 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 and the statewide Black Expo.
7. The OHS will continue a statewide billboard campaign to increase public awareness of highway safety issues in the state and to support enforcement mobilization efforts.
8. 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. Additionally, a poster campaign emphasizing unsafe driving habits will be underway in high schools across South Carolina.

**PROJECT TO BE IMPLEMENTED:**

**Project Number:** 2H10004  
**Subgrantee:** SC Department of Public 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, judiciary, subgrantees, OHS staff, etc.) throughout the state.

**Budget:** The project will fund Personnel @ \$104,160 (includes salaries and fringe benefits for one [1] Public Affairs Manager and one [1] Program Coordinator); Contractual Services @ \$275,000 (includes utilizing SCDPS Contractor for a Highway Safety Awards Ceremony, a “Highways or Dieways” PI&E campaign, a motorcycle safety campaign, the 2009 Annual Victims’ Memorial Service, the High School Ticket campaign, SC State Fair and additional highway safety-related events); Travel @ \$25,000 (includes in-state and out-of-state travel for highway safety-related workshops and conferences); and Other @ \$85,100 (includes telephone and toll-free line, tuition/registration/exhibit fees/membership fees, office supplies, meeting room costs, postage, educational materials and supplies, printing and distribution costs, cost of web site design, posters, and other printing and duplication needs, OHS booth/display, copy equipment rental, Enterprise Software maintenance, tort insurance, 2010 SC State Fair and indirect costs).

**Community Traffic Safety Project: Budget Summary**

<b>Project Number</b>	<b>Subgrantee</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
<b>2H10004</b>	<b>South Carolina Department of Public Safety</b>	<b>Public Information, Outreach and Training</b>	<b>\$489,260</b>	<b>Section 402</b>
<b>402 Total</b>			<b>\$489,260</b>	
<b>Total All Funds</b>			<b>\$489,260</b>	



## **MOTORCYCLE SAFETY PROGRAM AREA**

**Goals:** To decrease motorcyclist fatalities 5% from the 2006-2008 calendar base year average of 121 to 115 by December 31, 2010. To decrease unhelmeted motorcyclist fatalities 5% from the 2006-2008 calendar base year average of 90 to 85 by December 31, 2010.

### **Problem Analysis:**

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

In 2008, there were a total of 2,255 crashes involving motorcycles in the state. One hundred and two (102) of these crashes took the lives of one hundred and ten (110) persons. A total of 2,042 persons were injured in these crashes. Over the past five years, motorcycle crashes have represented 1.78% of all crashes, 10.03% of all crash fatalities, and 3.6 % of all crash injuries in South Carolina. The counties with the highest number of motorcycle crashes are Horry, Greenville, Charleston, Richland, and Spartanburg.

### **Objectives:**

1. To educate and increase the awareness of motorists and motorcyclists in jurisdictions where motorcycle crashes are the highest.
2. To continue implementing the recommendations resulting from the South Carolina Motorcycle Safety Assessment.

### **Outcome Measures:**

1. Implementation of a paid media plan delivering the "Ride Smart" message.
2. Implementation of recommendations resulting from the South Carolina Motorcycle Safety Assessment conducted in 2007.

### **Strategies:**

1. A successful motorcycle safety public information and education campaign from CY 2004-CY 2009 will be continued in Horry County during the month of May 2010 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest) and during the State's H.O.G. Rally in September 2010, if the rallies are held.
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 were received for motorcycle safety funding for FFY 2010.

## OCCUPANT PROTECTION PROGRAM AREA

**Goal:** To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5% from the 2006-2008 calendar base year average of 452 to 429 by December 31, 2010.

### Problem Analysis:

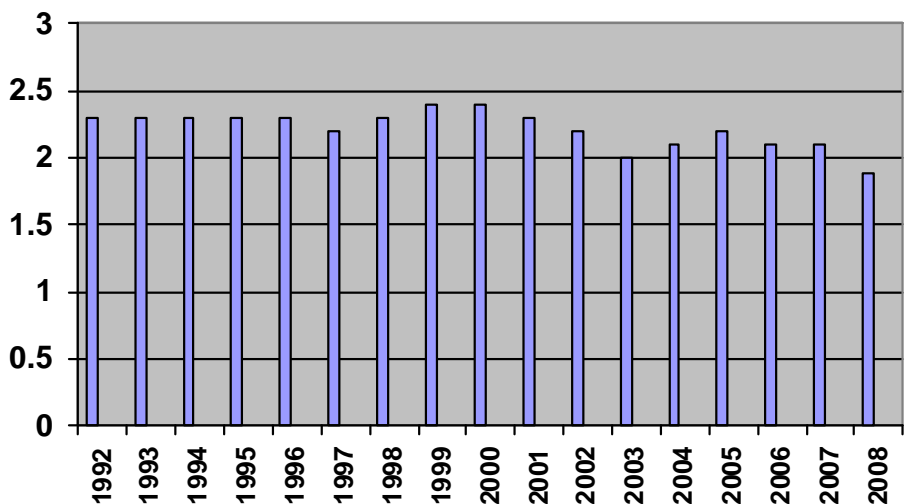
Traffic fatalities are the most severe consequence of motor vehicle collisions; however, even in non-fatal collisions, the cost in human suffering can be severe. According to the **preliminary 2008 data**, traffic collisions were responsible for 2.8 billion dollars in economic losses to South Carolina during the year, a slight increase over 2007. Economic losses include property damage, medical costs and lost productivity, but do not include intangible costs, such as grief and suffering.

**Preliminary 2008 data** indicate that there were 46,913 reported traffic injuries in 2008, compared to 49,262 in 2007. From 1991

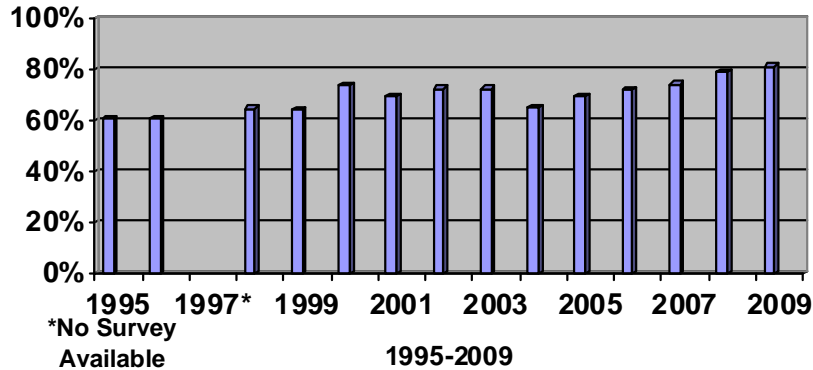
through 1996, South Carolina's Mileage Death Rate (MDR) declined from 2.6 to 2.3. After five years of an MDR of 2.3 for the state, it fell to 2.2 in 1997; however, in 1998, the MDR returned to 2.3, increased to 2.4 in 1999 and 2000, and decreased minimally to 2.3 for 2001. South Carolina's MDR decreased slightly again in 2002 to 2.2, then decreased again in 2003 by 9.1% to an all time low of 2.0. In 2004, however, the MDR rose again to 2.1 and was 2.2 for 2005. It is estimated that this number will be 1.88 for 2008. South Carolina's MDR remains substantially higher (48%) than the national rate of 1.27 (an estimate from NHTSA). In addition, in 2008, a traffic crash was reported in South Carolina every 4.69 minutes, with 112,011 crashes reported during the year. A factor in this deadly trend continues to be low usage rates of occupant protection devices.

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 79% in 2008 to 81.5% in 2009, indicating that more than 18% of the state's motorists still refuse to obey the state's occupant protection laws. The increase can be directly attributed to South Carolina's Memorial Day 2009 high-visibility enforcement mobilization known as *Buckle up, SC. It's the law and it's enforced.* 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

**Mileage Death Rate**  
Deaths Per 100 Million Vehicle Miles



## SAFETY BELT USAGE RATE



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 preliminary 2008 data indicates that, of the 250,599 occupants who were involved in traffic crashes (automobiles and trucks), 227,044 were restrained, 217, or 0.095%, were killed and 1,664 sustained incapacitating injuries. Of the reported 6,624 unrestrained crash victims, 419, or 6.3%, were killed, and 825 sustained incapacitating injuries. **For CY 2008, there were 781 automobile and truck occupants totally ejected during crashes from the vehicles in which they were riding. Of those ejected, 176, or 22.5%, were killed. Of the 246,380 occupants not ejected, 449, or 0.18%, were killed. The percentage of fatalities suffered by ejected occupants was 125 times greater than that of occupants not ejected.**

For children 0-19, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. From calendar year 2004-2008, 49,499 children under six years of age were motor vehicle occupants involved in traffic crashes in South Carolina. During this five-year period, 47,711 of the above number were restrained by some restraint device. These figures indicate a reported compliance rate with the SC Child Passenger Safety Seat Law of approximately 86%. During the five-year period, 65 occupants under the age of six were killed. Informal surveys indicate that proper usage of child safety seats is less than 15% in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide. Misuse of safety seats may result in death or serious injury to a child. A formal, scientifically designed, statewide survey is needed to measure the degree of misuse and the types of misuse problems so that appropriate educational programs may be developed to address this issue.

### **Target or At Risk Populations:**

Children, ages 0-5, are a high-risk population group for injury/death because of the increasing number of fatalities and incorrect usage of child restraint devices. In 2008, 9,191 children under the age of six were involved in traffic crashes. 9,039 of these were motor vehicle occupants and 8,930 of those children were restrained by some type of device. However, data indicates that many of the child occupant restraint devices are used improperly. Young drivers under the age of 25 accounted for 390 drivers involved in fatal crashes; this is 24.5% of the total. In addition, NHTSA has reported that young black males are also at risk.

**Objectives:**

1. To increase the statewide safety belt usage rate to 83%.
2. To continue a diversity outreach program to address occupant restraint issues among minority populations.

**Performance Measures:**

1. Statewide observational survey data will be compiled to determine if the belt usage goal has been achieved.
2. A diversity outreach component will be developed and implemented in a significant occupant protection project.

**Strategies:**

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

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

9. The statewide Occupant Protection Assessment Final Report will be used to develop an action plan outlining areas in which the State should continue to target for improvement.

**PROJECTS TO BE IMPLEMENTED:**

**Project Number:** 2H10002  
**Subgrantee:** SC Department of Public Safety  
**Project Title:** Occupant Protection Program Management

**Project Description:** The project will continue the employment of an Occupant Protection Program Manager (OPPM) to administer all Section 402 and Section 405 funded occupant protection highway safety grants during the course of the grant year. Specific activities of the OPPM will include coordinating the distribution of the *Campaign Safe and Sober* Planner materials to all Highway Safety Project Directors; planning and coordinating special public information events during *Buckle Up, America! Week* in May 2010, and the *National Child Passenger Safety Awareness Week* in September 2010; 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 2010.

**Budget:** The project will fund Personnel @ \$63,597 (includes salary and fringe benefits for one [1] Occupant Protection Program Manager); Contractual Services @ \$280,000 (includes utilizing the services of the agency contractor to develop, plan and implement a statewide public information and educational program focusing on the State's primary enforcement safety belt law and a statewide safety belt survey); Travel @ \$1,000 (includes in-state lodging, per diem, transportation and parking); and Other @ \$19,875 (includes indirect costs, postage/shipping, office supplies, telephone costs, printed materials, copy equipment rental, Enterprise Software maintenance, tort insurance and CPS Technician fees).

**Project Number:** 2H10034  
**Subgrantee:** SC Dept. of Health and Environmental Control, Bureau of Chronic Disease and Health Promotion, Injury & Violence Prevention Division  
**Project Title:** Giving Safety a Boost in South Carolina

**Project Description:** The project will maintain a Program Assistant and Program Coordinator to support efforts to prevent injuries and deaths to children and adults in South Carolina caused by motor vehicle crashes through a partnership between the SCDPS, SC Department of Health and Environmental Control (SCDHEC) and various other safety partners. The main focus of the project will be to educate and train public health agency staff, parents and caregivers concerning Child Passenger Safety (CPS) and occupant restraint usage. There is also a Diversity Outreach component to the project that will focus on populations (Hispanic/Latino, African American) that buckle up less than their non-minority counterparts.

**Budget:** The project will fund Personnel @ \$88,957 (includes salaries and fringe benefits for one [1] Program Assistant and one [1] Program Coordinator); Travel @ \$7,447 (includes mileage, lodging and per diem); and Other @ \$39,950 (includes three [3] shipping and storage units, indirect costs, child safety seats, office supplies, cell phone service, printing and training supplies).

**Project Number:** 2H10043  
**Subgrantee:** Summerville Fire Department  
**Project Title:** Child Restraint Fitting Station

**Project Description:** The project will continue Fitting Stations at four fire stations under the control of the Fire Chief. The Child Restraint Training Officer will coordinate with local CRS Instructors to help with training of technicians. The project will coordinate with local day cares and elementary schools to conduct presentations, and checkpoints will be periodically established at local day cares, schools, shopping centers and events expressing an interest in the program and requesting safety seat checkpoints.

**Budget:** The project will fund Other @ \$2,450 (includes child passenger safety technician certification and re-certification fees, office supplies and styrofoam spacer material).

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**Occupant Protection: Budget Summary**

<b>Project Number</b>	<b>Subgrantee</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
2H10002	South Carolina Department of Public Safety	Occupant Protection Program Management	\$84,472/ \$280,000	Section 402/ Section 405
2H10034	SC Department of Health and Environmental Control	Giving Safety a Boost in South Carolina	\$136,354	Section 402
2H10043	Summerville Fire Department	Child Restraint Fitting Station	\$2,450	Section 402
<b>402 Total</b>			<b>\$223,276</b>	
<b>Total All Funds</b>			<b>\$502,276</b>	

## **POLICE TRAFFIC SERVICES PROGRAM AREA**

**Goal:** To reduce the number of overall motor vehicle crashes, injuries and fatalities through the systematic delivery of effective program countermeasures.

### **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 2010.

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. In the State of South Carolina, driver inattention was the leading primary contributing factor in over 51,948 crashes, including 127 fatal crashes and 13,232 injury crashes from 2004-2008. From 2004-2008, following too closely was the primary contributing factor in over 34,685 crashes, including 7 fatal crashes and 9,290 injury crashes. In addition, failure to yield the right-of-

way caused nearly 113,253 crashes, including 484 fatal crashes and 35,329 injury-related crashes during the five-year period. From 2004-2008, disregarding signs/signals was the primary contributing factor in more than 28,582 crashes, including 196 fatal crashes and 11,388 injury crashes. Improper lane changes caused over 30,533 crashes, including 66 fatal crashes and 4,497 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.

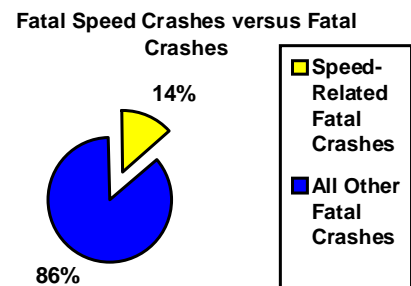
In the state of South Carolina, driving under the influence (DUI) of alcohol and/or drugs was by far the leading contributing factor of fatal crashes in 2008, resulting in 344 fatal crashes and 378 fatalities. From 2004-2008, more than 2,149 people were killed in South Carolina in alcohol-related crashes.

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. This new equipment has enabled some police departments to maintain a 90% conviction rate in DUI cases. The use of passive alcohol sensors has increased detection of DUI by forty to seventy percent. 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 2008 was speeding. Last year, speed-related crashes accounted for 13.8% (116) of all fatal crashes, and for 26.1% (8,106) of all injury-related crashes in South Carolina. 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.

**Objectives:**

1. To maintain and strengthen partnerships with all South Carolina law enforcement agencies.
2. To increase the number of grant-funded speed citations issued during the grant year.
3. To continue the Law Enforcement Network.

**Performance Measures for Goals and Objectives:**

1. A comparison of statewide alcohol fatality and injury data with statewide crash and injury totals will be used to measure goals and objectives.
2. Support specialized highway safety and traffic enforcement initiatives.
3. Continue to provide funding to Law Enforcement partners to assist with providing tools for effective traffic enforcement activities.
4. Maintaining the Law Enforcement Network.

**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. Highway Safety staff will work with PTS Project Directors and state procurement staff to establish state purchasing contracts for various equipment utilized in traffic enforcement.
4. More than 200 public safety checkpoints will be scheduled and conducted by police traffic services and alcohol countermeasures subgrantees during FFY 2010.
5. Traffic safety enforcement units will be continued and established in sheriff's offices in priority counties.
6. Educational programs will be developed to accompany traffic enforcement and DUI enforcement projects to increase community awareness of traffic safety-related issues.
7. Traffic safety enforcement programs throughout the state will participate in Law Enforcement Networks established in the 16 Judicial Circuits in South Carolina.
8. Traffic safety enforcement projects will participate in statewide and national highway safety emphases and enforcement crackdown programs.
9. A continuation grant project will focus on the Traffic Safety Officer curriculum in the state and develop a Traffic Safety Instructor program, and will include providing instruction in the following classes: Detection and Standardized Field Sobriety Testing (SFST), 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.

10. Section 1906 funds will be used to develop training programs 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. A minimum of nineteen (19) executive trainings and two supervisor trainings in each of four designated Law Enforcement Networks (2<sup>nd</sup> Judicial Circuit Law Enforcement Network, 4<sup>th</sup> Judicial Circuit Law Enforcement Network, 7<sup>th</sup> Judicial Circuit Law Enforcement Network and 9<sup>th</sup> Judicial Circuit Law Enforcement Network) and a special training for Law Enforcement Network Coordinators and Assistant Coordinators will be conducted across the state. The cost of the project is anticipated to be approximately \$400,000.
11. 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 2010.

**PROJECTS TO BE IMPLEMENTED:**

**Project Number:** 2H10005  
**Subgrantee:** SC Department of Public 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 PTS Program Manager will also be responsible for the ongoing development of innovative PTS programs regarding highway safety in target areas of the State. Additionally, the Police Traffic Services Program Manager will formalize traffic enforcement coordination, communication, and evaluation measures statewide and expand the development of specialized traffic enforcement units.

**Budget:** The project will fund Personnel @ \$61,475 (includes salary and fringe benefits for one [1] Police Traffic Services Program Manager); Travel @ \$1,000 (includes in-state lodging, meals and transportation); and Other @ \$13,152 (includes indirect costs, office supplies, phone, printing and duplication, postage, educational materials, room rental and meeting room costs, copy equipment rental, Enterprise Software maintenance, and tort insurance.)

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**Project Number:** 2H10007  
**Subgrantee:** SC Department of Public Safety  
**Project Title:** Law Enforcement Coordination

**Project Description:** The project will fund two Field Law Enforcement Liaison (LEL) positions within the Office of Highway Safety. The LELs will continue to develop and maintain the Law Enforcement Network system, will work to establish and maintain relationships between the OHS and law enforcement agencies around the state, and will garner law enforcement support of and participation in statewide enforcement mobilization campaigns. The project will also provide Law Enforcement Network mini-grants to the established networks around the state. The networks will serve as a key component of both the *Sober or Slammer!/Drunk Driving. Over the Limit. Under Arrest.* Sustained Enforcement initiatives and the *Buckle up, South Carolina. It's the law and it's enforced.* campaign.

**Budget:** The project will fund Personnel @ \$145,200 (includes salaries and fringe benefits for two [2] Field Law Enforcement Liaison positions); Contractual Services @ \$10,000 (includes contracting for LEN Coordinator's meetings); Travel @ \$7,500 (includes in-state mileage, lodging and per diem for the two [2] grant-funded positions and lodging, per diem, transportation for training conferences and out-of state transportation and per diem); and Other @ \$459,374 (includes indirect costs, plaques and recognition certificates, printing and duplication, phone, postage, education and training materials, copy equipment rental, Enterprise Software maintenance, tort insurance, Law Enforcement Network mini-grants [\$25,000 per SCLen], office supplies, SCLen clothing, registration fees and DUI Awards Ceremony law enforcement incentives).

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**Project Number:** 2H10008  
**Subgrantee:** Richland County Sheriff's Department  
**Project Title:** Motorcycle Safety Education and Enforcement

**Project Description:** The project will maintain the currently funded two traffic deputies and utilize proactive traffic enforcement to reduce collisions in known dangerous intersections and problematic stretches of the highway. The Deputies will conduct selective speed enforcement in regions assigned by the Traffic Sergeant. They will conduct checkpoints and engage in selective enforcement of safety belt and child restraint usage as well as conduct selective DUI enforcement, including checkpoints.

**Budget:** The project will fund Personnel @ \$104,937 (includes salaries and fringe benefits for two [2] Deputy Sheriffs); Travel @ \$15,150 (includes in-state enforcement mileage); Equipment @ \$2,200 (includes one [1] LIDAR); and Other @ \$1,600 (includes two [2] GPS units and office supplies).

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**Project Number:** 2H10012  
**Subgrantee:** City of Columbia Police Department  
**Project Title:** Enhance Traffic Enforcement Unit

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

**Budget:** The project will fund Personnel @ \$125,331 (includes salaries and fringe benefits for two [2] traffic officers); Equipment @ \$5,339 (includes one [1] LIDAR speed measuring device and one [1] generator); and Other @ \$7,117 (includes one [1] projector, one [1] projector screen, one [1] canopy shelter, two [2] basic cell phone service, office supplies, safety lighting, DVD + RW Discs for in-car video systems and traffic cones).

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**Project Number:** 2H10014  
**Subgrantee:** South Carolina Criminal Justice Academy  
**Project Title:** Traffic Safety Officer Program

**Project Description:** The project will maintain the currently funded four Traffic Safety Officer (TSO) Instructors to help reduce fatalities and injuries on the state's roadways by providing comprehensive traffic enforcement/investigative training to the state's traffic law enforcement officers. The Traffic Safety Officer program will track the training of all traffic law enforcement officers and promote ongoing training as their careers progress. The project will implement a Traffic Safety Instructor curriculum in FFY 2010. The Instructors will teach, at a minimum, the following classes: At-Scene Collision Investigation, Technical Collision Investigation, Traffic Collision Reconstruction, Data Master Operator Certification, Data Master Operator Recertification, Advanced DUI and Standardized Field Sobriety Testing, Standardized Field Sobriety Testing Recertification, Speed and Measurement Device Operator Program, Speed Measurement Device Instructor Program and Safe and Legal Traffic Stops (SALTS).

**Budget:** The project will fund Personnel @ \$253,856 (includes salaries and fringe benefits for four [4] Criminology Instructors); Travel @ \$30,540 (includes in-state travel for per diem and lodging and out-of-state travel for per diem, lodging, airfare, and car rental); and Other @ \$73,787 (includes indirect costs, promotional items, educational/training materials, print costs, postage, TSO Conference, registration/tuition fees, and TSO/TSI award items).

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**Project Number:** 2H10015  
**Subgrantee:** City of Conway Police Department  
**Project Title:** Conway's Speed and Accident Reduction Program

**Project Description:** The project will maintain the two currently funded traffic officers. The Traffic Unit will continue to work specialized shifts to reduce the number of traffic-related fatalities, injuries, and collisions occurring in the City of Conway. The Traffic Unit will use the comprehensive approach of education and enforcement. The Unit will conduct saturation patrols and checkpoints to proactively enforce traffic laws.

**Budget:** The project will fund Personnel @ \$92,821 (includes salaries and fringe benefits for two [2] traffic officers); Equipment @ \$6,000 (includes two [2] laptop computers); and Other @ \$1,100 (includes two [2] laptop computer mounting systems and two [2] AC laptop adapters).

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**Project Number:** 2H10018  
**Subgrantee:** Aiken Department of Public Safety  
**Project Title:** Enhance Traffic Enforcement Unit

**Project Description:** The project will maintain the two-member traffic unit to provide enforcement and education of traffic laws to reduce traffic collisions in number and severity. The unit will conduct rolling patrols on heavy volume roadways during peak hours for maximum visibility to motorists. The unit will also conduct enforcement at high collision intersections with specific attention at or near the high collision, or most severe collision, intersections during the time of day that most collisions occur.

**Budget:** The project will fund Personnel @ \$118,879 (includes salaries and fringe benefits for two [2] police officers); Equipment @ \$2,450 (includes one [1] Lidar); and Other @ \$550 (includes VHS video tapes and office supplies).

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**Project Number:** 2H10020  
**Subgrantee:** Spartanburg Public Safety Department  
**Project Title:** SPSD Traffic Enforcement to Reduce Aggressive Driving

**Project Description:** The project will maintain the grant-funded officer to conduct enforcement of aggressive driving as well as speeding, safety belt violations, child restraints, DUI, and other traffic violations. Spartanburg Public Safety Department will participate in the South Carolina Law Enforcement Network, and the Sober or Slammer! Sustained DUI Enforcement campaign. The Spartanburg Public Safety Department will also utilize the BATmobile for DUI enforcement and will report data regarding statewide campaigns and initiatives to the OHS.

**Budget:** The project will fund Personnel @ \$59,161(includes salary and fringe benefits for one [1] Traffic Enforcement Officer); Travel @ \$6,045 (includes lodging and meals for in-state travel and enforcement mileage); and Other @ \$900 (includes office supplies and training registration).

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**Project Number:** 2H10022  
**Subgrantee:** City of North Charleston  
**Project Title:** North Charleston High Crash Intersections and Pedestrian Safety

**Project Description:** The project will maintain the two grant-funded officers to focus on decreasing crashes at the 25 identified high-crash intersections and increasing pedestrian safety. The grant-funded officers will conduct saturation patrols and checkpoints. They will also utilize a “Speed Monitoring Awareness Radar Trailer” to be placed at these intersections and known “trouble spots” for auto/pedestrian crashes to remind drivers to obey the posted speed limit.

**Budget:** The project will fund Personnel @ \$122,136 (includes salaries and fringe benefits for two [2] police officers); and Travel @ \$12,276 (includes in-state travel for mileage and per diem).

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**Project Number:** 2H10029  
**Subgrantee:** City of Cayce Department of Public Safety  
**Project Title:** Traffic Speed Enforcement Unit

**Project Description:** The project will continue the two-member traffic team and position Traffic Officers in problem areas for traffic violations within the City of Cayce. Grant-funded officers will patrol high crash areas and will place extra emphasis on special school functions, such as prom night, sporting events, and holiday break periods.

**Budget:** The project will fund Personnel @ \$104,670 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$3,000 (includes in-state enforcement mileage); Equipment @ \$7,000 (includes two [2] laptop computers and one [1] LCD projector) and Other @ \$2,260 (includes two [2] spot lights, two [2] laptop mounts and cell phone service).

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**Project Number:** 2H10032  
**Subgrantee:** West Columbia Police Department  
**Project Title:** Traffic Enforcement Program

**Project Description:** The project will maintain a two-man traffic enforcement unit dedicated 100% to traffic enforcement. The unit will follow a work schedule that is driven by high incidence hours for both speeding violations and impaired driving. Speeding enforcement, DUI/impaired driving detection, checkpoints, and educational activities are the focus of the unit. Additionally, the unit will work with the Department's public information officer to conduct public awareness efforts aimed at increasing occupant restraint usage and to make the public aware of the Department's commitment to traffic safety.

**Budget:** The project will fund Personnel @ \$118,528 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$21,075 (includes in-state day-to-day mileage, lodging, and per diem); Equipment @ \$2,500 (includes one [1] enclosed trailer); and Other at \$3,190 (includes video tapes, training registration, printing, summons books, mobile radio service, thirty [30] stackable traffic cones and two [2] foldable checkpoint signs).

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**Project Number:** 2H10039  
**Subgrantee:** Batesburg-Leesville Police Department  
**Project Title:** Traffic Safety DUI Enforcement

**Project Description:** The project will maintain a traffic safety officer who will be dedicated 100% to traffic enforcement. The grant-funded officer will work primarily nights and weekends to apprehend DUI offenders. Saturation patrols and sobriety checkpoints will be conducted during enforcement initiatives.

**Budget:** The project will fund Personnel @ \$41,598 (includes salary and fringe benefits for one [1] Traffic Officer); Equipment @ \$4,200 (includes one [1] vehicle mobile radio and one [1] laptop computer); and Other @ \$6,100 (includes one [1] in-car thermal printer, one [1] digital camera with accessories, one [1] passive alcohol sensor, one [1] impairment simulation goggle set, one [1] barcode reader, one [1] traffic vest, one [1] set of flares, one [1] set of checkpoint signs, traffic cones and office supplies).

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**Project Number:** 2H10040  
**Subgrantee:** Mauldin Police Department  
**Project Title:** Mauldin Police Department Traffic Safety Team (MPDTST)

**Project Description:** The project will maintain the current two grant-funded traffic officers. The grant-funded officers will work areas that are determined to be the top five collision prone locations for enforcement action. The focus of the enforcement action at these locations will be speeding, safety restraint usage, and the contributing factors associated with collisions.

**Budget:** The project will fund Personnel @ \$106,176 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$16,564 (includes enforcement mileage for in-state travel for two [2] patrol vehicles); Equipment @ \$6,000 (includes two [2] laptop computers); and Other @ \$2,648 (includes office and printing supplies, educational supplies and two [2] cellular phone services).

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**Project Number:** 2H10041  
**Subgrantee:** Fountain Inn Police Department  
**Project Title:** Secure Our Streets Trilogy

**Project Description:** The project will maintain the current grant-funded officer who will continue to dedicate 100% of his time to traffic enforcement and DUI reduction. The officer will continue to work around peak times of heavy traffic and during hours consistently known for DUI drivers. Emphasis will be placed on known traffic collision locations within the jurisdiction.

**Budget:** The project will fund Personnel @ \$44,195 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$9,090 (includes in-state travel for day-to-day mileage); and Equipment @ \$3,000 (includes one [1] laptop computer).

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**Project Number:** 2H10044  
**Subgrantee:** Dorchester County Sheriff's Office  
**Project Title:** Dorchester County Traffic Enforcement Unit

**Project Description:** The project will hire two traffic officers to spend 100% of their time on traffic enforcement. This will be accomplished through evaluation and identification of high collision areas, patrolling roadways with heavy traffic flow, issuing citations for traffic violations, and implementing traffic safety checkpoints and saturation efforts throughout Dorchester County.

**Budget:** The project will fund Personnel @ \$110,720 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$24,400 (includes in-state enforcement mileage, per diem and training for two [2] traffic officers); Equipment @ \$86,000 (includes two [2] patrol vehicles, two [2] light/siren packages, two [2] in-vehicle radars, two [2] in-vehicle cameras, two [2] laptop computers, two [2] mobile radios, and two [2] portable radios); and Other @ \$11,990 (includes office supplies, educational supplies, cell phone fees for two [2] deputies for twelve [12] months, two [2] vehicle push bumpers, registration fees, two [2] consoles, two [2] cages, two [2] flashlights, two [2] window bar sets, two [2] barcode readers, two [2] in-car thermal printers, OHS required decals, and laptop mounts).

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**Project Number:** 2H10045  
**Subgrantee:** Beaufort County Sheriff's Office  
**Project Title:** Beaufort County Traffic Enforcement Team

**Project Description:** The project will expand the traffic enforcement unit by hiring an additional two officers. The Traffic Unit will utilize 100% of its 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.

**Budget:** The project will fund Personnel @ \$117,679 (includes salaries and fringe benefits for two [2] Traffic Enforcement Officers); Travel @ \$37,360 (includes mileage, lodging and per diem); Equipment @ \$90,725 (includes two [2] police vehicles, two [2] in-car radios, two [2] portable hand-held radios, two [2] laptop computers, two [2] in-car video cameras, two [2] radars, two [2] vehicle light sticks and two [2] LED lights); and Other @ \$10,500 (includes two [2] cages, two [2] consoles, two [2] siren speakers, two [2] rechargeable flashlights, office supplies, two [2] fire extinguishers, two [2] passive alcohol sensors, two [2] sets of stop sticks, twenty [20] traffic cones, two [2] cellular phone service, and educational supplies).

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**Project Number:** 2H10046  
**Subgrantee:** Greer Police Department  
**Project Title:** Increase Size of Greer's Traffic Enforcement Team

**Project Description:** The project will hire two qualified officers to enforce state and local traffic laws in the city limits of Greer. The traffic officers work schedule will be such that they will have the fullest potential for apprehending violators. Saturation patrols and checkpoints will be conducted as part of the enforcement strategy.

**Budget:** The project will fund Personnel @ \$96,569 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$15,150 (includes enforcement mileage); Equipment @ \$74,700 (includes two [2] police vehicles, two [2] in-car radars, two [2] in-car cameras, two [2] radios, one [1] computer and two [2] light packages); and Other @ \$7,430 (includes eight [8] traffic cones, two [2] tire puncturing devices, two [2] flashlights, two [2] cell phones and service, four [4] checkpoint signs, one [1] printer, two [2] siren/speakers, two [2] prisoner barriers, and office supplies).

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**Project Number:** 2H10047  
**Subgrantee:** Hardeeville Police Department  
**Project Title:** Specialized DUI Enforcement Team

**Project Description:** The project will maintain a DUI enforcement officer to conduct DUI enforcement in the City of Hardeeville. The grant-funded officer will be responsible for enforcing DUI-related laws. The officer will work the peak hours when alcohol-related collisions have occurred in the past. The officer will be placed on the highways where the largest percentage of alcohol-related collisions is occurring. In addition, the grant-funded officer will utilize night-time DUI saturation patrols and safety checkpoints for enhanced enforcement of DUI violations.

**Budget:** The project will fund Personnel @ \$66,802 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$11,340 (includes mileage); Equipment @ \$3,000 (includes one [1] laptop computer); and Other @ \$3,300 (includes training registration, one [1] in-car thermal printer and educational supplies).

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**Project Number:** 2H10049  
**Subgrantee:** Lexington Police Department  
**Project Title:** Enhancement of Traffic Division

**Project Description:** The project will expand the current Traffic Unit by hiring three additional traffic officers to dedicate 100% of their time to 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.

**Budget:** The project will fund Personnel @ \$118,085 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$886 (includes in-state mileage, lodging, and per diem to attend the Highway Safety Conference); Equipment @ \$86,800 (includes two [2] police vehicles, two [2] mobile radios, two [2] walkie talkies, two [2] light bars, two [2] in-car video units, two [2] radars, and two [2] laptop computers); and Other @ \$11,186 (includes two [2] siren speakers, two [2] push bumpers, two [2] cages, two [2] siren/control center, two [2] center consoles, two [2] headlight flashers, two [2] anti-theft devices, two [2] cell phone service, 800Mhz airtime and activation, two [2] stop sticks, two [2] fire extinguishers, fifty [50] traffic cones, office supplies, DVD's, two [2] barcode readers, two [2] in-car thermal printers and OHS required decals).

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**Project Number:** 2H10050  
**Subgrantee:** Bluffton Police Department  
**Project Title:** Bluffton Traffic Enforcement Unit

**Project Description:** The project will hire one traffic officer to be 100% dedicated to traffic enforcement and education. The officer will work with the town engineer to identify high collision areas and focus enforcement in those areas to reduce traffic collisions. Checkpoints and saturation patrols will be conducted to strictly enforce DUI, speed, and occupant protection safety laws.

**Budget:** The project will fund Personnel @ \$63,236 (includes salary and fringe benefits for one [1] traffic officer); and Travel @ \$17,675 (includes in-state enforcement mileage).

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**Project Number:** 2H10051  
**Subgrantee:** Moncks Corner Police  
**Project Title:** All Safe Roads Lead to Moncks Corner

**Project Description:** The project will hire two (2) new traffic officers to expend 100% of their time in the enforcement of traffic laws in Moncks Corner. 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 Moncks Corner.

**Budget:** The project will fund Personnel @ \$95,290 (includes salaries and fringe benefits for two [2] Traffic Unit Officers); Travel @ \$9,000 (includes in-state mileage, per diem and lodging); Equipment @ \$79,600 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] in-car radars, two [2] mobile radios, two [2] laptop computers and two [2] lightbars); and Other @ \$9,630 (includes office supplies, educational materials, two [2] barcode readers, two [2] sirens, two [2] speakers, two [2] flashlights, two [2] digital cameras, two [2] vehicle dividers, two [2] GPS devices, two [2] stop sticks, two [2] in-car thermal printers, two [2] fire extinguishers, traffic cones, laptop mounts and cell phone service).

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**Project Number:** 2H10052  
**Subgrantee:** Fort Mill Police Department  
**Project Title:** Fort Mill Traffic Enforcement Unit

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

**Budget:** The project will fund Personnel @ \$108,418 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$26,000 (includes enforcement mileage, lodging, and per diem for two [2] traffic officers); Equipment @ \$67,000 (includes two [2] police vehicles, two [2] in-car digital video cameras, two [2] in-car radars and two [2] vehicle lighting); and Other @ \$11,420 (includes office supplies, educational supplies, two [2] sirens and controllers, two [2] flashlights, twenty [20] traffic cones, two [2] fire extinguishers, two [2] cellular phones and basic service plans for twelve [12] months, two [2] stop sticks, two [2] OHS required decals, two [2] vehicle partitions, registration fees and impairment simulation goggles).

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**Police Traffic Services Program Area: Budget Summary**

<b>Project Number</b>	<b>Subgrantee</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
2H10005	SC Department of Public Safety	Police Traffic Services (PTS) Program Management	\$75,627	Section 402
2H10007	SC Department of Public Safety	Law Enforcement Coordination	\$622,074	Section 402
2H10008	Richland County Sheriff's Department	Motorcycle Safety Education and Enforcement	\$123,887	Section 402
2H10012	City of Columbia Police Department	Enhance Traffic Enforcement Unit	\$137,787	Section 402
2H10014	SC Criminal Justice Academy	Traffic Safety Officer Program	\$358,183	Section 402
2H10015	City of Conway Police Department	Police Traffic Services/Speed Enforcement	\$99,921	Section 402
2H10018	Aiken Department of Public Safety	Enhance Traffic Enforcement Unit	\$121,879	Section 402
2H10020	Spartanburg Public Safety Department	SPSD Traffic Enforcement to Reduce Aggressive Driving	\$66,106	Section 402
2H10022	City of North Charleston	North Charleston High Crash Intersections & Pedestrian Safety	\$134,412	Section 402
2H10029	City of Cayce Dept. of Public Safety	Traffic Speed Enforcement Unit	\$116,930	Section 402
2H10032	West Columbia Police Department	Traffic Enforcement Program	\$145,293	Section 402
2H10039	Batesburg-Leesville Police Department	Traffic Safety DUI	\$51,898	Section 402
2H10040	Mauldin Police Department	Mauldin PD Traffic Safety Team	\$131,388	Section 402
2H10041	Fountain Inn Police Department	Secure Our Streets Trilogy	\$56,285	Section 402
2H10044	Dorchester County Sheriff's Office	Dorchester County Traffic Enforcement Unit	\$233,110	Section 402
2H10045	Beaufort County Sheriff's Office	Beaufort County Traffic Enforcement Team	\$256,264	Section 402
2H10046	Greer Police Department	Increase Size of Greer's Traffic Enforcement Team	\$193,849	Section 402
2H10047	Hardeeville Police Department	Specialized DUI Enforcement Team	\$84,442	Section 402
2H10049	Lexington Police Dept.	Enhancement of Traffic Division	\$216,957	Section 402
2H10050	Bluffton Police Dept.	Bluffton Traffic Enforcement Unit	\$80,911	Section 402
2H10051	Moncks Corner Police Department	All Safe Roads Lead to Moncks Corner	\$193,520	Section 402
2H10052	Fort Mill Police Dept.	Fort Mill Traffic Enforcement Unit	\$212,838	Section 402
<b>402 Total</b>			<b>\$3,713,561</b>	
<b>Total All Funds</b>			<b>\$3,713,561</b>	

## TRAFFIC RECORDS PROGRAM AREA

**Goal:** To implement a strategic plan that will create a fully electronic traffic records system including the collection, transfer, repository, analysis, and interfaces that will make traffic records available to all highway safety stakeholders in a manner that supports their program goals and activities.

### **Problem Analysis:**

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

Traffic collision data are the focal point of the various record systems that must be accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific, analytical procedures. The results of any analytical process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system.

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

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

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

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

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

The TRCC includes representation from the state agencies responsible for components of the TRS, along with representatives of local law enforcement who were selected by the South Carolina Law Enforcement Network. South Carolina's TRCC Executive Group has been organized and attended an initial meeting in September 2007. This meeting resulted with the Office of Highway Safety's Tami McDonell, being assigned the role of the State's Traffic Records Coordinator including chairing the State's TRCC and providing administrative staff support for the TRCC. These actions address the recommendations in Section 4A of the 2007 assessment. 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 Traffic Records Strategic Plan (TRSP) was developed by the TRCC Working Group and subsequently approved by the TRCC Executive Group at a meeting held on June 4, 2009. South Carolina applied for Section 408 grant funding in June 2009 and was awarded Section 408 grant funding in August 2009. The TRSP will help South Carolina spend limited resources wisely, thus getting the largest benefit for the investment of money and staff time. A strategic plan is a way for South Carolina to ensure that new efforts are aimed squarely at needed improvements to the data and that resources are allocated in a systematic manner. In addition, as situations change and South Carolina reacts to new opportunities or requirements, the strategic plan can help to put those changes and opportunities into context. It is easier to judge impact when the state knows the direction it is heading, and what resources are required to get there.

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



## **CURRENT TRAFFIC RECORDS INITIATIVES:**

### **1. The South Carolina Collision and Ticket Tracking System (SCCATTS):**

The South Carolina Collision and Ticket Tracking System is envisioned as 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.

Approximately \$3.2 million in FFY 2006 Section 406 funds will be utilized to outfit the South Carolina Highway Patrol with hardware for the implementation of the SCCATTS project. Also, The SCDOT will expend approximately \$4 million to provide additional hardware to the SC Highway Patrol and to local law enforcement agencies throughout the state to implement the SCCATTS initiative statewide.

**2. Bar Coding of South Carolina Vehicle Registration – A Section 408 Grant Project:** This project will support local operations in rolling out the bar coded vehicle registration documents. The SCDMV system is ready for this to be implemented, with necessary software changes, and the registration document needs to be redesigned to make room for printing the bar code. Some software changes will be required and purchase of appropriate bar code software may be required. Additionally the SCDMV will need to coordinate this effort with the approximately 30 counties that now have the ability to print registrations. This proposal does not include bar code readers for any users outside of SCDMV operations. Implementation of bar coding will have a major impact on data quality for crash and citation information, since data will be captured automatically.

### **3. SCCATTS interfaces to the SC Justice Department (SCJD) and SC Department of Motor Vehicles (SCDMV) – A Section 408 Grant Project:**

#### *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.

#### *SCCATTS interface with SCDMV*

This project will create an interface between SCDMV and SCCATTS. This will ensure that SCDMV can accept collision and citation data (including dispositions) from SCCATTS. The project is relatively simple since the SCCATTS software is capable of providing data in any specified format. The contractor will need to write the

format to create the requested output. System changes will need to be made to the SCDMV system to accept the electronic data and update the driver's record.

*First Steps:*

This project will create an updated SCCATTS Information Architecture document that provides a specification or roadmap for the agencies to complete the interface project.

The project must define the central SCCATTS' Database (DB), down to a table definition and data element level and how SCDPS, using Visual Statement, the Courts and SCDMV would interface with this DB and the processes involved in those interfaces. This first step will update the SCCATTS Information Architecture document based on the Visual Statement implementation and will define common system architecture for all impacted agencies. This will include data elements, tables, database structure, details involving message traffic between agencies and tools to utilize the collected data.

The SCCATTS Information Architecture document will also be updated to define the process for uploading the data captured by SCHP, STP and LLE. It will define how OHS, SCDOT and SCDMV access and process the collision data. The document will also define the process for SCJD to access the ticket data, its dissemination to the appropriate court for adjudication, the process for updating the ticket data by the courts after adjudication when information is sent back to the central DB, and the process that SCDMV uses to pull the adjudicated ticket data from the DB to the SCDMV system to update the driver's record.

The processes for transmitting and providing .pdf's of the ticket and crash reports to the central DB 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 DB. It will define the ownership for the database and responsibilities each agency has in regard to the DB.

- 1) Improve collection and management of core traffic records data systems
- 2) Improve traffic records data integration, access and analysis
- 3) Improve management and coordination of traffic records system improvements

**Objectives:**

1. To continue the rollout phase of the SCCATTS initiative.
2. Complete the Section 408 Projects: Bar Coding of Vehicle Registrations and SCCATTS Interfaces to SC Department of Motor Vehicles and SC Justice Department.

**Performance Measures:**

1. Complete the field testing of the SCCATTS project in a SCHP Troop during FFY 2010.
2. Completion of the Bar Coding of Vehicle Registrations and SCCATTS Interfaces to SC Department of Motor Vehicles and SC Justice Department.

**PROJECTS TO BE IMPLEMENTED:**

**Project Number:** 2H10003  
**Subgrantee:** SC Department of Public Safety  
**Project Title:** South Carolina Collision and Ticket Tracking System(SCCATTS)

**Project Description:** The project will continue with the development and implementation of the SCCATTS project. A SCCATTS Project Coordinator has been hired to maintain familiarity with the total project in order to properly assist with the completed rollout of the effort. The current Phase of the project involves the rollout of the SCCATTS system. Included in the next Phase of the project, as outlined by the TRCC in the Traffic Records Strategic Plan, is contracting with a vendor to interface SCCATTS with SCDMV and SC Justice Department through the use of Section 408 funds.

**Budget:** The project will fund Personnel @ \$87,656 (includes salaries and fringe benefits for one [1] SCCATTS Project Coordinator and one [1] Operations Manager); Contractual Services @ \$350,000 (includes software, training and other services relative to SCCATTS enhancement and SCDMV and SCJD interface with SCCATTS); Travel @ \$2,500 (includes in-state per diem, lodging, and transportation and out-of-state per diem, lodging and transportation for staff members involved with the SCCATTS effort); and Other @ \$34,979 (includes indirect costs, data processing supplies, printing, telephone, statewide road centerline data, tort insurance, software updates, office supplies, training for Statistical Analysis Center and ITO staff, and Enterprise Software maintenance).

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**Traffic Records Program Area: Budget Summary**

<b>Project Number</b>	<b>Subgrantee</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
<b>2H10003</b>	<b>South Carolina Department of Public Safety</b>	<b>South Carolina Collision and Ticket Tracking System (SCCATTS)</b>	<b>\$175,135/ \$300,000</b>	<b>Section 406/ Section 408 (contractual services)</b>
<b>402 Total</b>			<b>\$0</b>	
<b>Total All Funds</b>			<b>\$475,135</b>	

## **YOUTH ALCOHOL/YOUTH TRAFFIC SAFETY**

**Goal:** To decrease the number of drivers age 20 or younger involved in fatal crashes by 5% from the 2006-2008 calendar base year average of 158 to 151 by December 31, 2010.

### **Problem Analysis:**

Alcohol-related car crashes are the number one killer of young South Carolinians aged 15-24. In 2008, drivers between the ages of 15 and 24 were involved in 1,831 crashes which involved the use of alcohol. Of these crashes, 134 resulted in fatalities. In 2008, young drivers between the ages of 15 and 24 were involved in 23% of all alcohol and/or drug-related crashes. This is staggering, since only those drivers that are 21 years of age or older are of legal drinking age in South Carolina. However, drivers between the ages of 15 and 20 were involved in 741, or 40%, of the 1,831 alcohol and/or drug-related crashes involving individuals between the ages of 15 and 24.

### **Objectives:**

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

### **Performance Measures:**

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

### **Strategies:**

1. Projects will be implemented statewide which address youth traffic safety issues, such as drinking & driving, safety belt use, and speeding.
2. Public service announcements will be produced and aired on underage drinking and DUI.
3. Young people will be educated about the dangers of drinking and driving through the statewide distribution of educational materials, health and safety fairs, and public awareness campaigns.
4. The SC Impaired Driving Prevention Council will continue to meet and will make recommendations addressing the problems of impaired driving in South Carolina from a variety of perspectives (treatment/rehabilitation, enforcement, adjudication, and education).
5. The South Carolina Highway Patrol's Community Resource Officers will conduct safety presentations in high schools throughout the state.
6. South Carolina will continue a Law Enforcement DUI Challenge which will include two DUI crackdown mobilizations during the Christmas/New Year's holidays of 2009-2010 and the Labor Day holiday of 2010.

7. The OHS will conduct a safety campaign in the 200 high schools in the state utilizing highway safety messages printed on tickets for athletic and other special events, public address announcements at sporting events, program advertising at sporting events and a poster campaign in the high schools.

**NOTE:** No specific grant applications were approved for youth alcohol/youth traffic safety funding for FFY 2010.

## FFY 2010 Grant Equipment Valued At \$5,000 and Above

Grant No.	Subgrantee	Equipment	Total	Funding Source
2H10044	Dorchester County Sheriff	Patrol Vehicles (2)	\$ 46,000	402
		In-Vehicle Camera (2)	\$ 10,400	402
		Mobile Radio (2)	\$ 10,400	402
2H10045	Beaufort County Sheriff	Police Vehicle (2)	\$ 44,400	402
		In-Car Video Camera (2)	\$ 12,000	402
2H10045	Greer Police Department	Police Vehicle (2)	\$ 48,000	402
		In Car Camera (2)	\$ 10,000	402
2H10049	Lexington Police Department	Police Vehicle (2)	\$ 44,000	402
		In-Car Video Camera (2)	\$ 10,800	402
2H10051	Moncks Corner Police Department	Police Vehicle (2)	\$ 48,000	402
		In-Car Video Camera (2)	\$ 10,600	402
2H10052	Fort Mill Police Department	Police Vehicle (2)	\$ 48,000	402
		In-Car Digital Video Cameras (2)	\$ 11,000	402
2H10016	SCHP: Horry/Florence DUI	Police Vehicle (1)	\$ 22,891	410
2H10019	SCHP: Richland/Lexington DUI	Police Vehicle (3)	\$ 68,673	410
2H10021	Darlington County Sheriff	Police Vehicle (1)	\$ 24,000	410
2H10024	Berkeley County Sheriff	Police Vehicles (3)	\$ 68,400	410
		In-Car Video Camera (3)	\$ 15,803	410
2H10025	Anderson County Sheriff	Police Vehicles (2)	\$ 46,700	410
		In-Car Video Cameras (2)	\$ 10,000	410
2H10026	Charleston Police Department	Patrol Vehicles (2)	\$ 46,000	410
2H10027	Mount Pleasant Police Department	Police Vehicles (2)	\$ 43,150	410
		In-Car Video (2)	\$ 11,503	410
2H10028	Orangeburg DPS	Police Vehicles (2)	\$ 48,000	410
2H10030	North Augusta DPS	Police Vehicles (2)	\$ 45,366	410
2H10035	Mauldin Police Department	Police Vehicles (2)	\$ 44,956	410
2H10042	Clinton DPS	Police Vehicles (2)	\$ 44,000	410
5017657160	SCDPS	Law Enforcement Vehicles (16)	\$ 384,000	406/SCDOT

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2010-00-00-00		\$ .00	\$205,005.00	\$ .00	\$249,733.00	\$249,733.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$205,005.00</b>	<b>\$ .00</b>	<b>\$249,733.00</b>	<b>\$249,733.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$512,483.00	\$512,483.00	\$ .00
	<b>Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$512,483.00</b>	<b>\$512,483.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$240,959.00	\$240,959.00	\$ .00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$240,959.00</b>	<b>\$240,959.00</b>	<b>\$ .00</b>
<b>Police Traffic Services</b>								
	PT-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$4,551,526.00	\$4,551,526.00	\$ .00
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$4,551,526.00</b>	<b>\$4,551,526.00</b>	<b>\$ .00</b>
<b>Traffic Records</b>								
	TR-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$329,435.00	\$329,435.00	\$ .00
	<b>Traffic Records Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$329,435.00</b>	<b>\$329,435.00</b>	<b>\$ .00</b>
<b>Community Traffic Safety Project</b>								
	CP-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$489,260.00	\$489,260.00	\$ .00
	<b>Community Traffic Safety Project Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$489,260.00</b>	<b>\$489,260.00</b>	<b>\$ .00</b>
	<b>NHTSA 402 Total</b>		<b>\$ .00</b>	<b>\$205,005.00</b>	<b>\$ .00</b>	<b>\$6,373,396.00</b>	<b>\$6,373,396.00</b>	<b>\$ .00</b>
<b>405 OP SAFETEA-LU</b>								
	K2-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$415,890.00	\$415,890.00	\$ .00
	<b>405 Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$415,890.00</b>	<b>\$415,890.00</b>	<b>\$ .00</b>

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
<b>405 OP SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$415,890.00</b>	<b>\$415,890.00</b>	<b>\$ .00</b>
<b>NHTSA 406</b>								
	K4AL-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$163,928.00	\$163,928.00	\$ .00
	<b>406 Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$163,928.00</b>	<b>\$163,928.00</b>	<b>\$ .00</b>
<b>406 Occupant Protection</b>								
	K4OP-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$80,000.00	\$80,000.00	\$ .00
	<b>406 Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$80,000.00</b>	<b>\$80,000.00</b>	<b>\$ .00</b>
<b>406 Police Traffic Services</b>								
	K4PT-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$43,676.00	\$43,676.00	\$ .00
	<b>406 Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$43,676.00</b>	<b>\$43,676.00</b>	<b>\$ .00</b>
<b>406 Traffic Records</b>								
	K4TR-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$3,249,815.00	\$3,249,815.00	\$ .00
	<b>406 Traffic Records Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$3,249,815.00</b>	<b>\$3,249,815.00</b>	<b>\$ .00</b>
	<b>NHTSA 406 Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$3,537,419.00</b>	<b>\$3,537,419.00</b>	<b>\$ .00</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$346,262.00	\$346,262.00	\$ .00
	<b>408 Data Program Incentive Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$346,262.00</b>	<b>\$346,262.00</b>	<b>\$ .00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$346,262.00</b>	<b>\$346,262.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$5,330,649.00	\$5,330,649.00	\$ .00
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$5,330,649.00</b>	<b>\$5,330,649.00</b>	<b>\$ .00</b>
<b>410 High Fatality Rate</b>								
	K8FR-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$2,005,290.00	\$2,005,290.00	\$ .00
	<b>410 High Fatality Rate Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$2,005,290.00</b>	<b>\$2,005,290.00</b>	<b>\$ .00</b>



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

State: South Carolina

**Highway Safety Plan Cost Summary**

2010-HSP-1

Posted: 09/23/2009

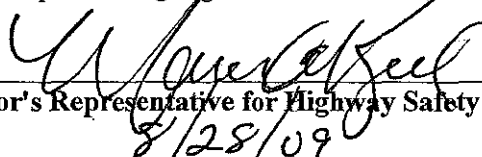
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Report Date: 09/23/2009

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>410 High Visibility</b>								
	K8HV-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$1,000,301.00	\$1,000,301.00	\$ .00
	<b>410 High Visibility Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$1,000,301.00</b>	<b>\$1,000,301.00</b>	<b>\$ .00</b>
<b>2010 Motorcycle Safety</b>								
	K6-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$101,080.00	\$101,080.00	\$ .00
	<b>2010 Motorcycle Safety Incentive Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$101,080.00</b>	<b>\$101,080.00</b>	<b>\$ .00</b>
	<b>2010 Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$101,080.00</b>	<b>\$101,080.00</b>	<b>\$ .00</b>
<b>1906 Prohibit Racial Profiling</b>								
	K10-2010-00-00-00		\$ .00	\$ .00	\$ .00	\$992,522.00	\$992,522.00	\$ .00
	<b>1906 Prohibit Racial Profiling Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$992,522.00</b>	<b>\$992,522.00</b>	<b>\$ .00</b>
	<b>NHTSA Total</b>		<b>\$ .00</b>	<b>\$205,005.00</b>	<b>\$ .00</b>	<b>\$20,102,809.00</b>	<b>\$20,102,809.00</b>	<b>\$ .00</b>
	<b>Total</b>		<b>\$ .00</b>	<b>\$205,005.00</b>	<b>\$ .00</b>	<b>\$20,102,809.00</b>	<b>\$20,102,809.00</b>	<b>\$ .00</b>

**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).



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Governor's Representative for Highway Safety

8/28/09

Date