



**SOUTH CAROLINA'S
HIGHWAY SAFETY AND PERFORMANCE PLAN
FFY 2011**

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

September 1, 2010

NOTE:

The most recent available FARS data was used where applicable and the most recent available State data was used where applicable throughout the FFY 2011 Highway Safety Plan.

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ATTACHMENTS

Attachment 1: Highway Cost Summary 217 Form

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OVERVIEW OF THE SECTION 402 HIGHWAY SAFETY PROGRAM

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

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

Funding of eligible projects is based on nationally-established priority areas and others which, with additional justification and approval from NHTSA, may be deemed as state-identified "priority areas." **Priority areas for Federal FY 2011 include: impaired driving countermeasures, occupant protection, police traffic services (speed enforcement) and traffic records (statewide).** Other areas eligible for funding in FFY 2011 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 2009, the rate, according to preliminary statistics, was 1.84 fatalities per 100 million miles of travel. The federally-funded State and Community Highway Safety grant program has been a major contributor to that decline.

Despite the gains, highway safety remains a significant and costly problem. According to preliminary statistical data for CY 2008, 920 people were killed in South Carolina traffic collisions, or an average of 2.5 per day. There were 46,925 people injured in the state's 107,252 reported collisions. The economic loss to the state for 2008 was approximately \$2.7 billion dollars, not to mention the grief and suffering inflicted on the human victims in these collisions. The projects included in South Carolina's Highway Safety and Performance Plan for FFY 2011 should have a measurable impact on reducing the continuing carnage on South Carolina's streets and highways.

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

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

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(I)).

Other Federal Requirements

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

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

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

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

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

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

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

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of

any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this

covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or

- b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

(2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –


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

ENVIRONMENTAL IMPACT

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



Governor's Representative for Highway Safety



State or Commonwealth

2011
For Fiscal Year

8/27/10
Date

**FFY 2011 PROCESS TO IDENTIFY
SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS**

Problem Identification began in December 2009, with a Statewide Statistical Overview by the Statistical Research Manager, to provide a synopsis of the highway safety problems in general in the state of South Carolina. The overview included an identification of problem or priority counties in the state regarding traffic safety issues and concerns. A general discussion of major problem areas and identification of priority areas for funding followed. The analysis was 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 2011 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 2011 Highway Safety funding:

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

- * Projects to automate the state's collision and uniform traffic citation report forms.
- * Statewide enforcement campaigns combining education, media, diversity outreach, and enforcement components to improve occupant restraint usage by South Carolina citizens and visitors and to attack the ever-growing impaired driving problem in the state.
- * Extensive training on traffic safety issues for law enforcement.
- * A project to maintain a Traffic Safety Resource Prosecutor in the State of South Carolina to provide training on the prosecution of traffic safety violations, predominantly DUI, occurring in the State of South Carolina and to assist in the actual prosecution of traffic safety violations statewide.
- * Projects to educate parents on the proper use of child safety seats and to promote the proper use of safety belts among all age groups. Projects targeting the usage of safety belts by young drivers and male drivers, ages 15 - 34.
- * Projects addressing pedestrian safety issues, and targeting, in particular, male pedestrians impaired by consumption of alcoholic beverages.
- * Projects addressing the safe operation of motorcycles, encouraging voluntary compliance with helmet laws, promoting rider education, and dealing with impaired riding issues.

An analysis by the Office of Highway Safety, based on state traffic data over a three-year period, shows counties in the state of South Carolina which lead the state in statistical categories regarding fatal and severe injury crashes (number alcohol-related, percentage DUI-related, number speed-related, percentage speed-related, number DUI and/or speed-related, and percentage DUI and/or speed-related). The charts are prepared using the State Collision Master File. The charts display selected characteristics for collisions that involve either a death or an incapacitating injury, which is defined as any injury, other than fatal, which prevents the injured person from walking, driving, or normally continuing the activities he or she was capable of before the injury occurred. Grant projects submitted for FFY 2011 impacting counties listed in red in the charts on Pages 8-10, which lead in the above-referenced statistical categories, will be given priority for federal funding.

All Fatal And Severe Injury Collisions South Carolina 2006 - 2008

COUNTY	2006	RANK	2007	RANK	2008	RANK	Three Year Total	RANK
Abbeville	23	38	29	34	18	41	70	38
Aiken	134	10	126	10	106	12	366	10
Allendale	8	46	5	46	10	45	23	46
Anderson	181	8	168	7	146	7	495	8
Bamberg	16	44	17	43	13	43	46	44
Barnwell	14	45	28	35	25	35	67	41
Beaufort	129	12	109	12	108	11	346	12
Berkeley	190	6	175	6	154	6	519	6
Calhoun	20	39	15	44	12	44	47	43
Charleston	345	2	388	1	321	1	1054	1
Cherokee	63	21	60	25	58	22	181	22
Chester	18	40	28	35	40	28	86	31
Chesterfield	51	29	42	29	47	23	140	28
Clarendon	63	21	41	30	38	29	142	27
Colleton	81	18	81	18	83	14	245	16
Darlington	70	20	64	22	63	20	197	20
Dillon	25	35	19	41	30	33	74	36
Dorchester	104	14	102	14	105	13	311	13
Edgefield	26	34	22	39	32	32	80	34
Fairfield	17	41	33	31	23	38	73	37
Florence	134	10	115	11	117	10	366	10
Georgetown	63	21	72	20	46	25	181	22
Greenville	265	3	287	3	243	3	795	3
Greenwood	56	26	57	26	63	20	176	24
Hampton	17	41	33	31	20	39	70	38
Horry	353	1	345	2	273	2	971	2
Jasper	82	16	64	22	45	26	191	21
Kershaw	55	27	66	21	47	23	168	25
Lancaster	82	16	84	17	77	19	243	17
Laurens	61	24	79	19	79	17	219	19
Lee	25	35	19	41	19	40	63	42
Lexington	198	5	165	8	144	8	507	7
McCormick	17	41	13	45	9	46	39	45
Marion	32	31	33	31	18	41	83	33
Marlboro	28	32	25	37	24	37	77	35
Newberry	28	32	46	27	35	31	109	30
Oconee	60	25	63	24	45	26	168	25
Orangeburg	110	13	106	13	80	16	296	14
Pickens	85	15	88	15	79	17	252	15
Richland	246	4	270	4	220	4	736	4
Saluda	24	37	20	40	25	35	69	40
Spartanburg	188	7	205	5	172	5	565	5
Sumter	73	19	85	16	81	15	239	18
Union	35	30	25	37	26	34	86	31
Williamsburg	52	28	44	28	36	30	132	29
York	164	9	163	9	132	9	459	9
Total	4111		4124		3587		11,822	

Counties in red are ranked in the top 15 counties in the above categories 3 or more times.

Speed/Too Fast For Conditions Fatal & Severe Injury Crashes

South Carolina 2006 - 2008

COUNTY	Speed Crashes 2006	RANK	Speed Crashes 2007	RANK	Speed Crashes 2008	RANK	Speed Crashes 06 to 08	RANK	ALL Fatal & Severe Crashes 06 to 08	RANK	% Speed Related 06 - 08	RANK	Average Rank
Abbeville	8:37		10:35		10:34		28:34		70:38		40.0%	16	32.3
Aiken	58:9		43:10		27:17		128:10		366:10		35.0%	26	13.7
Allendale	4:45		2:46		6:44		12:46		23:46		52.2%	1	38.0
Anderson	73:5		79:5		58:6		210:5		495:8		42.4%	6	5.8
Bamberg	8:37		7:40		4:46		19:43		46:44		41.3%	10	36.7
Barnwell	6:41		13:33		9:37		28:34		67:41		41.8%	8	32.3
Beaufort	35:12		36:13		36:9		107:11		346:12		30.9%	38	15.8
Berkeley	64:6		55:7		42:8		161:7		519:6		31.0%	37	11.8
Calhoun	4:45		6:42		5:45		15:45		47:43		31.9%	30	41.7
Charleston	79:2		100:3		76:1		255:2		1054:1		24.2%	46	9.2
Cherokee	25:19		22:25		21:21		68:21		181:22		37.6%	23	21.8
Chester	6:41		10:35		11:32		27:38		86:31		31.4%	33	35.0
Chesterfield	14:29		18:29		21:21		53:30		140:28		37.9%	21	26.3
Clarendon	21:23		16:30		21:21		58:26		142:27		40.8%	14	23.5
Colleton	34:13		28:18		34:12		96:15		245:16		39.2%	19	15.5
Darlington	32:16		22:25		27:17		81:18		197:20		41.1%	11	17.8
Dillon	13:30		7:40		11:32		31:33		74:36		41.9%	7	29.7
Dorchester	34:13		33:14		32:15		99:14		311:13		31.8%	32	16.8
Edgefield	12:31		11:34		13:30		36:31		80:34		45.0%	4	27.3
Fairfield	8:37		14:31		10:34		32:32		73:37		43.8%	5	29.3
Florence	34:13		32:15		34:12		100:13		366:10		27.3%	44	17.8
Georgetown	20:26		24:21		15:29		59:25		181:22		32.6%	29	25.3
Greenville	77:3		101:2		66:3		244:3		795:3		30.7%	39	8.8
Greenwood	23:20		25:20		19:26		67:23		176:24		38.1%	20	22.2
Hampton	6:41		14:31		8:40		28:34		70:38		40.0%	16	33.3
Horry	100:1		107:1		73:2		280:1		971:2		28.8%	42	8.2
Jasper	26:18		19:27		13:30		58:26		191:21		30.4%	41	27.2
Kershaw	22:22		31:16		23:20		76:19		168:25		45.2%	3	17.5
Lancaster	23:20		24:21		27:17		74:20		243:17		30.5%	40	22.5
Laurens	21:23		37:11		33:14		91:17		219:19		41.6%	9	15.5
Lee	12:31		6:42		7:42		25:41		63:42		39.7%	18	36.0
Lexington	63:7		48:8		35:11		146:9		507:7		28.8%	43	14.2
McCormick	5:44		4:44		7:42		16:44		39:45		41.0%	12	38.5
Marion	8:37		9:37		9:37		26:40		83:33		31.3%	35	36.5
Marlboro	10:34		8:39		10:34		28:34		77:35		36.4%	24	33.3
Newberry	12:31		24:21		20:25		56:28		109:30		51.4%	2	22.8
Oconee	21:23		28:18		19:26		68:21		168:25		40.5%	15	21.3
Orangeburg	38:11		31:16		36:9		105:12		296:14		35.5%	25	14.5
Pickens	30:17		37:11		28:16		95:16		252:15		37.7%	22	16.2
Richland	77:3		89:4		63:4		229:4		736:4		31.1%	36	9.2
Saluda	10:34		4:44		9:37		23:42		69:40		33.3%	27	37.3
Spartanburg	51:10		66:6		63:4		180:6		565:5		31.9%	31	10.3
Sumter	17:28		24:21		21:21		62:24		239:18		25.9%	45	26.2
Union	10:34		9:37		8:40		27:38		86:31		31.4%	33	35.5
Williamsburg	18:27		19:27		17:28		54:29		132:29		40.9%	13	25.5
York	61:8		47:9		44:7		152:8		459:9		33.1%	28	11.5
Total	1,333		1,399		1,181		3,913		11,822		33.1%		

Counties in red are ranked in the top 15 counties in the above categories 4 or more times.

Fatal & Severe Injury DUI Crashes

South Carolina 2006 - 2008

COUNTY	DUI 2006	R A N K	DUI 2007	R A N K	DUI 2008	R A N K	DUI 06 to 08	R A N K	ALL Fatal & Severe Crashes 06 to 08	R A N K	% DUI 06 - 08	R A N K	Average Rank
Abbeville	6:35		10:29		5:37		21:32		70:38				30.2
Aiken													
Allendale	2:46		0:46		4:39		6:46		23:46		26.1%:17		40.0
Anderson											25.1%:19		
Bamberg	4:38		3:41		2:44		9:44		46:44		19.6%:36		41.2
Barnwell	3:41		7:35		9:27		19:36		67:41				32.2
Beaufort	16:19		17:21		19:17		52:20				15.0%:44		22.2
Berkeley											20.4%:34		
Calhoun	6:35		8:33		3:41		17:39		47:43				32.3
Charleston											13.6%:45		
Cherokee			17:21		14:23		49:22		181:22				19.7
Chester	4:38		10:29		13:24		27:29		86:31				26.5
Chesterfield	13:24		7:35		9:27		29:27		140:28		20.7%:33		29.0
Clarendon	15:20		12:27		8:30		35:26		142:27		24.6%:24		25.7
Colleton	12:28		13:26		19:17		44:23		245:16		18.0%:39		24.8
Darlington									197:20				
Dillon	3:41		3:41		6:35		12:42		74:36		16.2%:40		39.2
Dorchester			19:19				58:17				18.6%:38		19.5
Edgefield	8:30		9:32		7:32		24:31		80:34				28.2
Fairfield	3:41		10:29		5:37		18:37		73:37		24.7%:23		34.0
Florence											22.7%:30		
Georgetown	15:20		19:19		9:27		43:24		181:22		23.8%:26		23.0
Greenville											24.9%:20		
Greenwood	13:24		15:24		12:25		40:25		176:24		22.7%:29		25.2
Hampton	4:38		7:35		3:41		14:40		70:38		20.0%:35		37.8
Horry											18.7%:37		
Jasper	7:33		14:25		8:30		29:27		191:21		15.2%:43		29.8
Kershaw									168:25				
Lancaster	17:18		20:18		17:20		54:19		243:17		22.2%:31		20.5
Laurens									219:19				
Lee	9:29		5:38		7:32		21:32		63:42				29.7
Lexington													
McCormick	8:30		2:45		1:46		11:43		39:45				37.2
Marion	7:33		3:41		3:41		13:41		83:33		15.7%:42		38.5
Marlboro	3:41		3:41		2:44		8:45		77:35		10.4%:46		42.0
Newberry	3:41		12:27		12:25		27:29		109:30		24.8%:22		29.0
Oconee	14:23				15:22		52:20		168:25				19.0
Orangeburg											26.7%:16		
Pickens			17:21				59:16				23.4%:27		18.0
Richland											21.6%:32		
Saluda	8:30		4:39		6:35		18:37		69:40		26.1%:17		33.0
Spartanburg													
Sumter	13:24				19:17		55:18		239:18		23.0%:28		20.0
Union	6:35		8:33		7:32		21:32		86:31		24.4%:25		31.3
Williamsburg	13:24		4:39		4:39		21:32		132:29		15.9%:41		34.0
York											24.8%:21		
Total	880		981		913		2,774		11,822		23.5%		

Counties in red are ranked in the top 15 counties in the above categories 4 or more times.

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 2011 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 2011 Funding Guidelines, Page 30). In order to place funding where the problems exist, the Guidelines further specified that, "Priority consideration will be given to applicants proposing major alcohol countermeasures, motorcycle safety, occupant protection, pedestrian safety, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years." (See Item 1, FFY 2011 Funding Guidelines, Page 30).

The guidelines: (1) described the highway safety problems identified by Highway Safety staff; (2) discussed the types of projects desired and for which priority would be given, based on the problem identification process; (3) described allowable and unallowable activities/program costs; (4) discussed the areas eligible for funding; (5) provided the criteria by which applications would be reviewed and evaluated; (6) gave a checklist for completion of the grant application; (7) discussed the responsibilities of funded applicants; and (8) gave specific requirements for various types of applications submitted under the various program areas.

Solicitation Process. Once the guidelines were completed, a flyer was mailed on December 23, 2009, to more than 250 state and local law enforcement agencies, state agencies, school districts, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state referring them to the Office of Highway Safety web site at www.scdps.org. The web site contained the complete Funding Guidelines document, as well as a link to the online Highway Safety Grant application through the Grants Management Information System (GMIS), and instructions for the preparation of the grant application document. The application deadline was Friday, March 5, 2010 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 6, 2010 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 2011 funding was Friday, March 5, 2010, at 5:00 p.m. Eighty-eight (88) applications were received by the due date. The Grants Management Information System (GMIS) assigned pre-application numbers to all applications received. All grant personnel had access to the applications through GMIS.

Applications for continued and new highway safety activities received from state agencies, political subdivisions, and private, non-profit organizations were reviewed at both stages in accordance with the review criteria listed below:

1. The degree to which the proposal addressed a national or state identified problem area. **Primary consideration was granted to those projects which addressed major impaired driving countermeasures, occupant protection, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths and injuries during the last three years.**
2. The extent to which the proposal met the published criteria within the specific emphasis area.
3. The degree to which the applicant identified, analyzed, and comprehended the local or state problems. **Applicants who did not demonstrate a traffic safety problem/need were not recommended for funding.**
4. The extent to which the proposal sought to provide a realistic and comprehensive approach toward problem solution, including documenting coordination with local and state agencies necessary for successful implementation.
5. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
6. The extent to which the estimated cost justified the anticipated results.
7. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area; the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.
8. The ability of the applicant to successfully implement the project based on the experience of the agency in implementing similar projects, and the capability of the agency to provide necessary administrative support to the project. For continuation projects, the quality of work and the responsiveness to grant requirements demonstrated in past funding years, current or past grant performance, results of past monitoring visits, and the timeliness and thoroughness of required reports.

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

Discussion of Review Comments: First Stage. Once all reviewers had completed their individual reviews, a multi-day staffing review was established. The review was conducted April 26-30, 2010. Each Program Manager presented grant applications from respective program areas and others as assigned before a review committee composed of the Grants Administration Manager, Grants Accounting staff, Program Managers, and the Assistant Director of the OHS.

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

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

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

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

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

Based upon these reviews, one priority list of projects emerged. This "final" ranking was based upon those projects which would have the greatest affect on reducing collisions, injuries, and fatalities on the state's highways. Ranking priority for projects recommended for funding was given to: (1) on-going grant applications for the overall management and administration of the Highway Safety grant program; (2) continuation grant applications; (3) new grant applications located in the high crash counties or addressing one of the Funding Guidelines priority areas; and (4) new grant applications which demonstrated a highway safety problem and were located outside the high crash counties.

Based upon the anticipated FFY 2011 appropriation for Section 402 funds, anticipated carry-forward funds from FFY 2010 grants, as well as anticipated Section 410, Section 408, Section 2010, 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 2011. 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 2011, 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 2011 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 19, 2010, Highway Safety staff finalized program area plans. Upon receipt of the FFY 2011 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 2011. 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 2011 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. **The most recent available FARS data was used where available and applicable and the most recent available State data was used where available and applicable throughout the FFY 2011 Highway Safety Plan.**
7. Developed performance measures to monitor the state's progress toward accomplishment of goals.

Following the establishment of goals, specific strategies to accomplish the goals were provided. The strategies incorporated activities to be funded through the program, as well as activities to be coordinated statewide by the Office of Highway Safety during FFY 2011.

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

Core Outcome Measures		Year				
		2004	2005	2006	2007	2008
Traffic Fatalities	Total	1,046	1,094	1,045	1,077	920
	Rural	887	970	904	966	877
	Urban	159	124	141	111	43
	Unknown	0	0	0	0	0
Fatalities Per 100 Million Vehicle Miles Driven	Total	2.11	2.21	2.08	2.11	1.85
	Rural	2.76	3.96	3.64	3.81	3.63
	Urban	0.91	0.50	0.56	0.43	0.17
Passenger Vehicle Occupant Fatalities (All Seat Positions)	Total	826	843	771	800	658
	Restrained	216	251	261	247	215
	Unrestrained	579	548	457	492	411
	Unknown	31	44	53	61	32
Alcohol-Impaired Driving Fatalities (BAC=.08+)**	Total	368	436	419	464	403
Speed-Related Fatalities	Total	463	481	419	454	351
Motorcycle Fatalities	Total	88	106	110	131	123
	Helmeted	16	26	28	31	29
	Unhelmeted	72	78	82	96	91
	Unknown	0	2	0	4	3
Drivers Involved in Fatal Crashes	Total	1,349	1,422	1,399	1,412	1,163
	Aged Under 15	0	3	0	2	4
	Aged 15-20	164	164	164	168	138
	Aged Under 21	164	167	164	170	142
	Aged 21 and Over	1,178	1,239	1,214	1,220	1,004
	Unknown Age	7	16	21	22	17
Pedestrian Fatalities	Total	86	98	128	108	100

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

Performance Goals and Trends

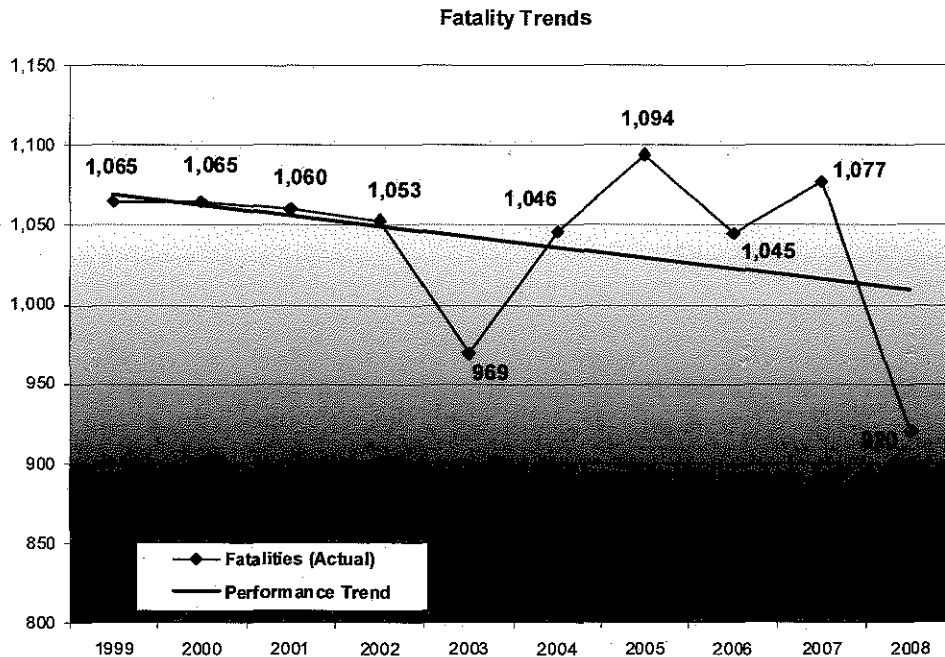
Crash Data / Trends	Progress Report Data 2003-2008								2006-2008 3 yr. Average
	2003	2004	2005	2006	2007	2008	2009	2010	
Fatalities (Actual)	968	1,046	1,094	1,045	1,077	920			1,014
Fatality Rate ^{per 100 million VMT} (Total)	2.01	2.11	2.21	2.08	2.11	1.85			2.01
Rural	2.82	2.76	3.96	3.64	3.81	3.63			3.69
Urban	0.58	0.91	0.50	0.56	0.43	0.17			0.39
# of Serious Injuries	4,224	4,211	4,143	4,091	4,104	3,513			3,903
# of Fatalities Involving Driver or Motorcycle Operator w/ .08 BAC	389	368	436	419	464	403			429
# of Unrestrained Passenger Vehicle Occupant Fatalities	496	579	548	457	492	411			453
# of Speeding-Related Fatalities	410	463	481	419	454	351			408
# of Motorcyclist Fatalities	89	88	106	110	131	123			121
# of Unhelmeted Motorcyclist Fatalities	69	72	78	82	96	91			90
# of Drivers Age 20 or Younger Involved in Fatal Crashes	173	164	167	164	170	142			159
# of Pedestrian Fatalities	80	86	98	128	108	100			112
% Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	72.7%	65.7%	69.7%	72.5%	74.5%	79.5%	81.5%	85.4%	
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities				27,352	108,964*	232,707	265,952		
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities				3,765	6,554*	20,031	26,589		
# of Speeding Citations Issued During Grant-Funded Enforcement Activities				95,902	188,097*	438,058	521,114		

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

Performance Goals and Trends

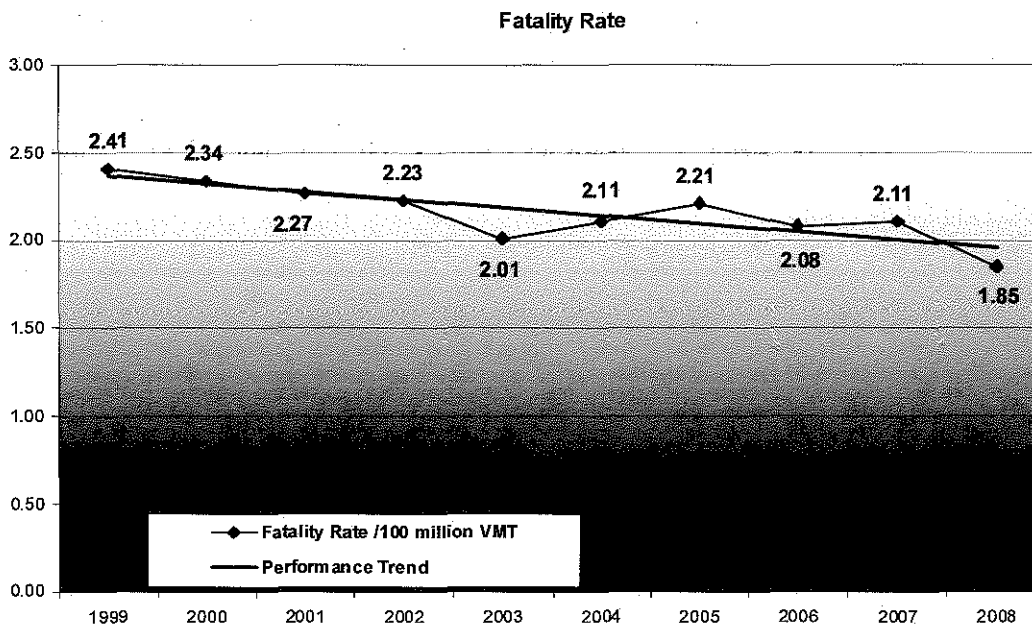
Goal: Fatalities

To decrease the three-year (2009-2011) average number of traffic fatalities by 15% from the baseline three-year (2006-2008) average of 1,014 to 862 fatalities by December 31, 2011.



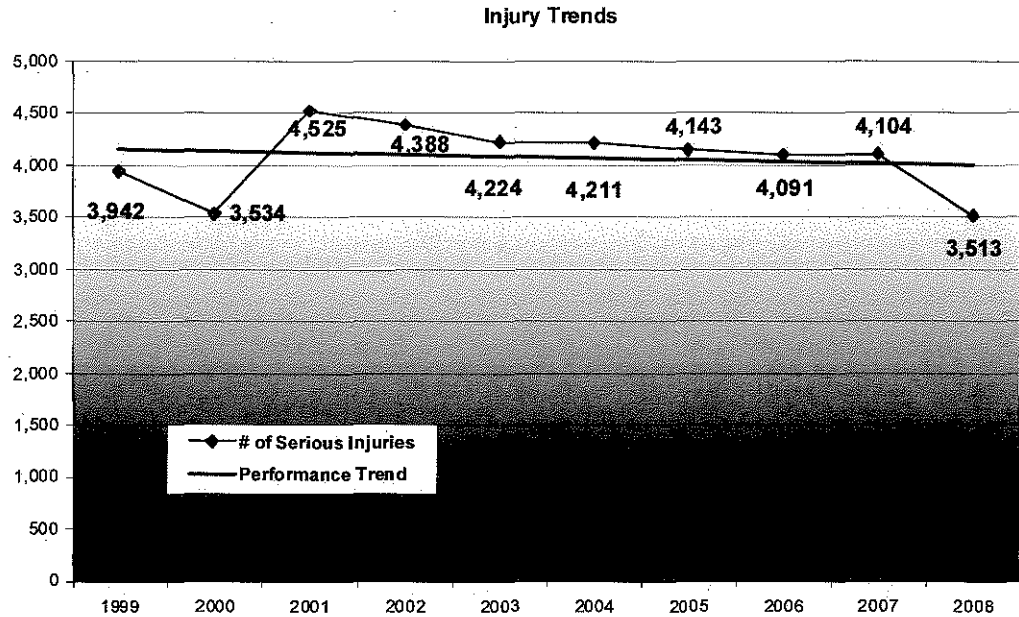
Goal: Fatality Rate/VMT

To decrease the three-year (2009-2011) average fatalities/VMT by 5% from the baseline three-year (2006-2008) average of 2.01 to 1.91 fatalities/VMT by December 31, 2011.



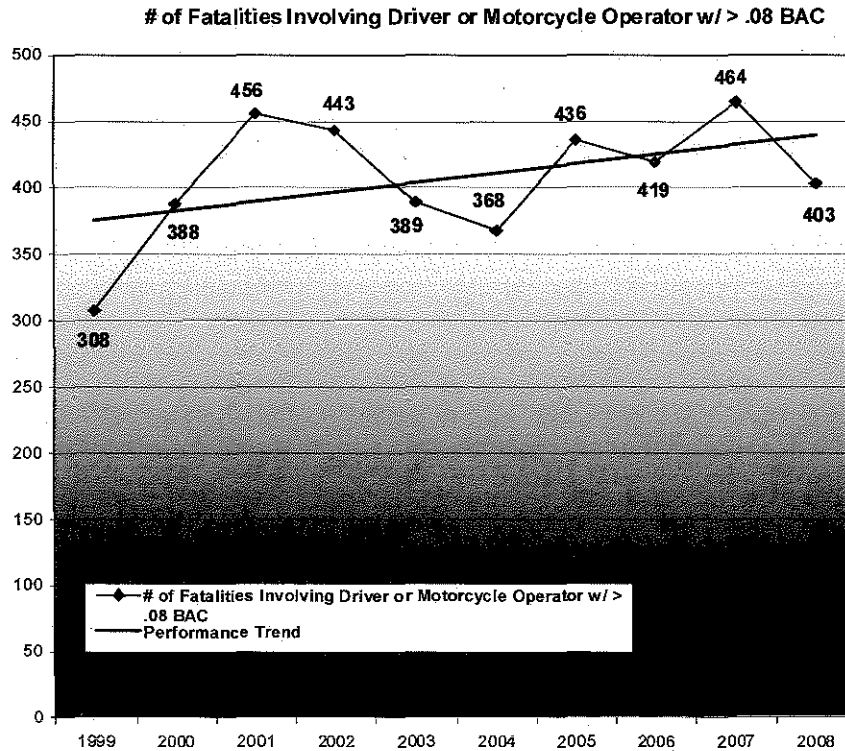
Goal: Injuries

To decrease the three-year (2008-2010) average number of serious traffic injuries by 5% from the baseline three-year (2006-2008) average of 3,903 to 3,707 by December 31, 2011.



Goal: Fatalities at .08 or Above

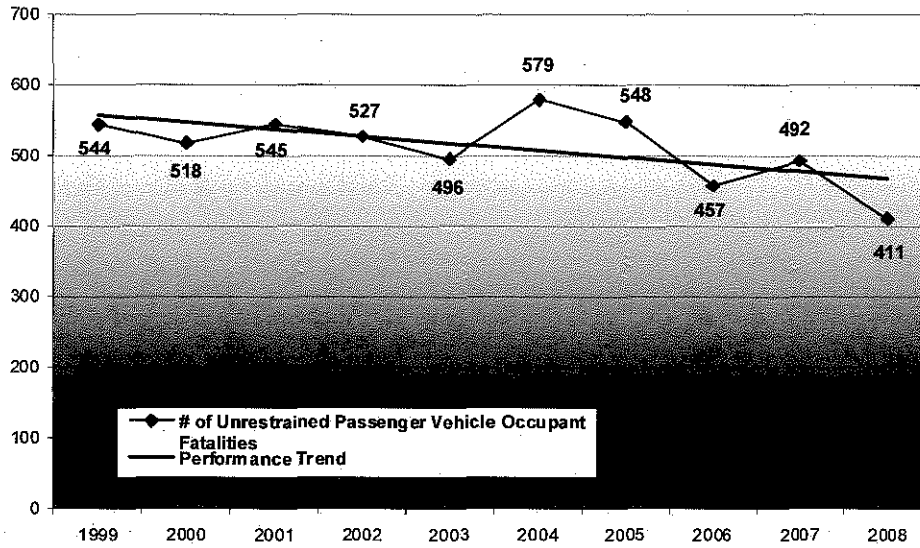
To decrease the three-year (2008-2010) average number of alcohol-related impaired driving fatalities by 5% from the baseline three-year (2006-2008) average of 429 to 408 alcohol-related impaired driving fatalities by December 31, 2011.



Goal: Unrestrained Fatalities

To decrease the three-year (2009-2011) average number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the baseline three-year (2006-2008) average of 453 to 408 by December 31, 2011.

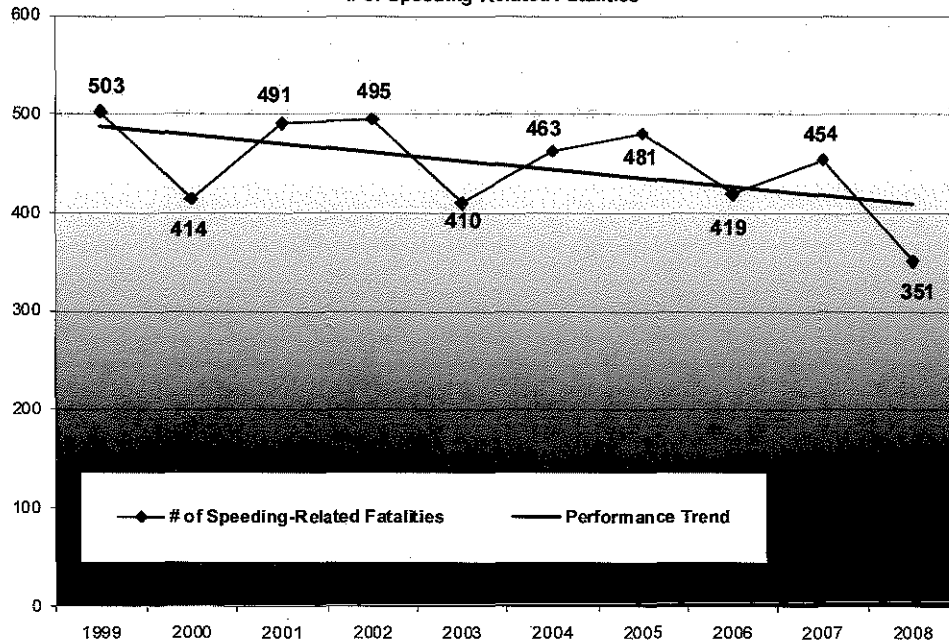
of Unrestrained Passenger Vehicle Occupant Fatalities



Goal: Speeding-Related Fatalities

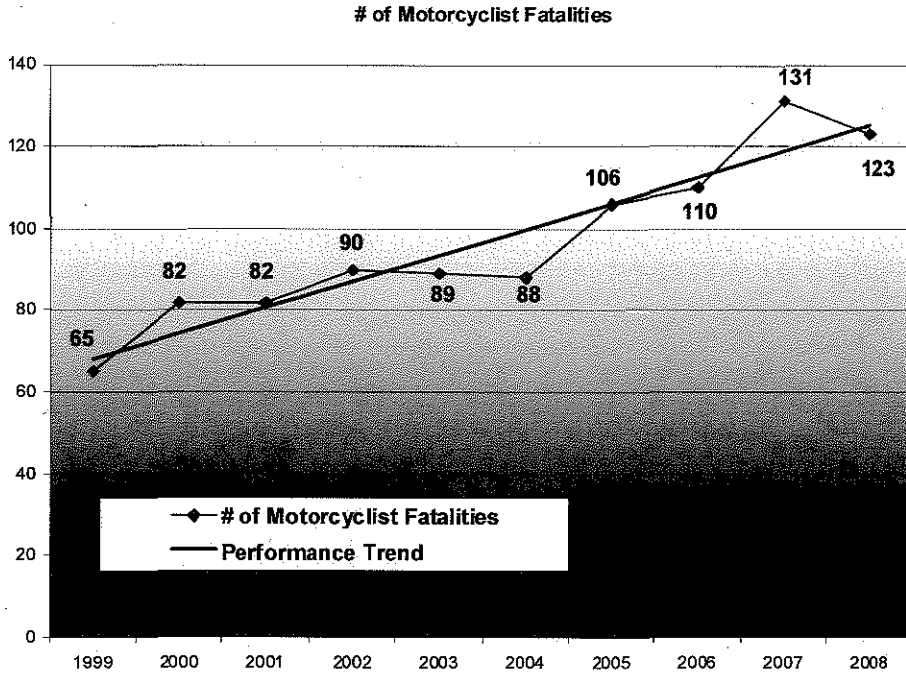
To decrease the three-year (2009-2011) average number of speeding-related fatalities by 15% from the baseline three-year (2006-2008) average of 408 to an average of 345 by December 31, 2011.

of Speeding-Related Fatalities



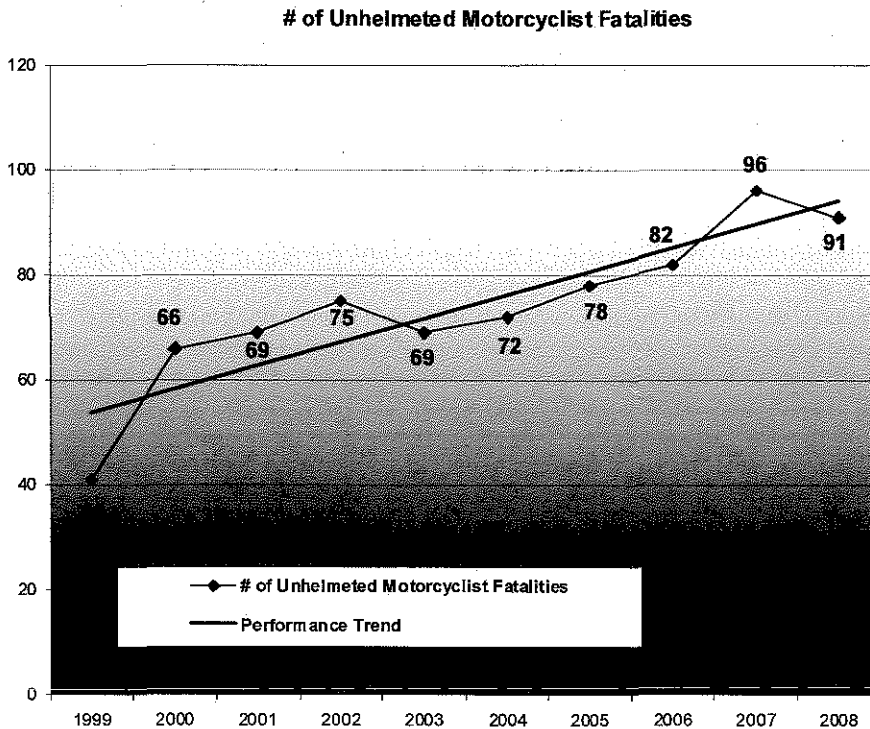
Goal: Motorcyclist Fatalities

To decrease the three-year (2009-2011) average number of motorcyclist fatalities by 5% from the baseline three-year (2006-2008) average of 121 to 115 motorcyclist fatalities by December 31, 2011.



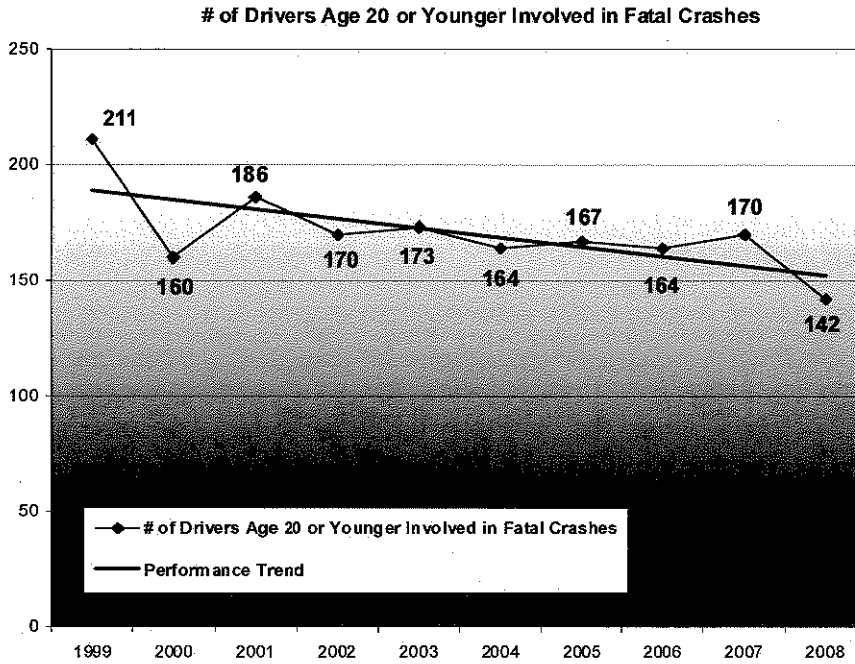
Goal: Unhelmeted Motorcyclists

To decrease the three-year (2009-2011) average number of unhelmeted motorcyclist fatalities by 5% from the baseline three-year (2006-2008) average of 90 to 85 unhelmeted motorcyclist fatalities by December 31, 2011.



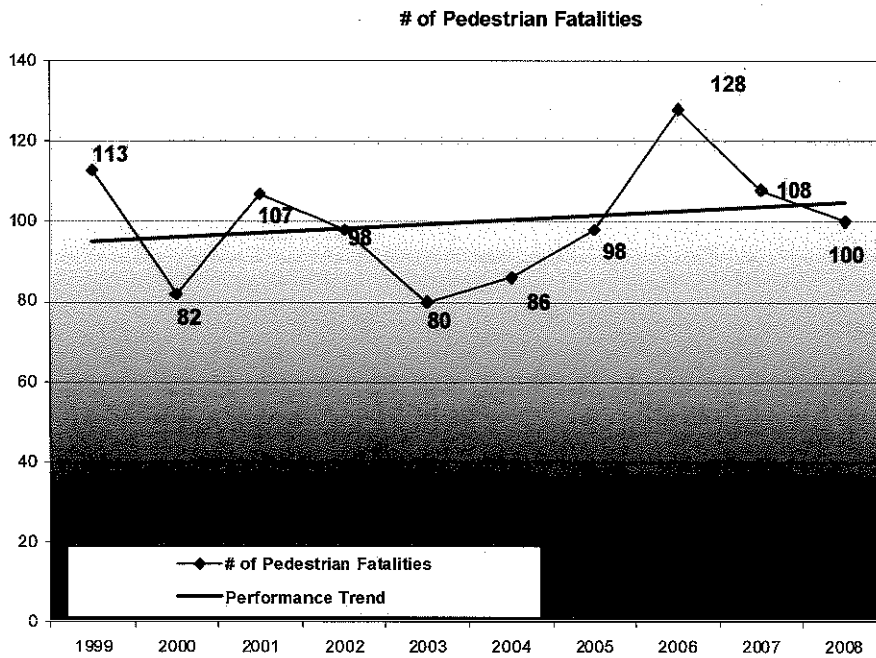
Goal: Drivers 20 or Under

To decrease the three-year (2009-2011) average number of drivers age 20 or younger involved in fatal crashes by 10% from the baseline three-year (2006-2008) average of 159 to 143 by December 31, 2011.



Goal: Pedestrian Fatalities

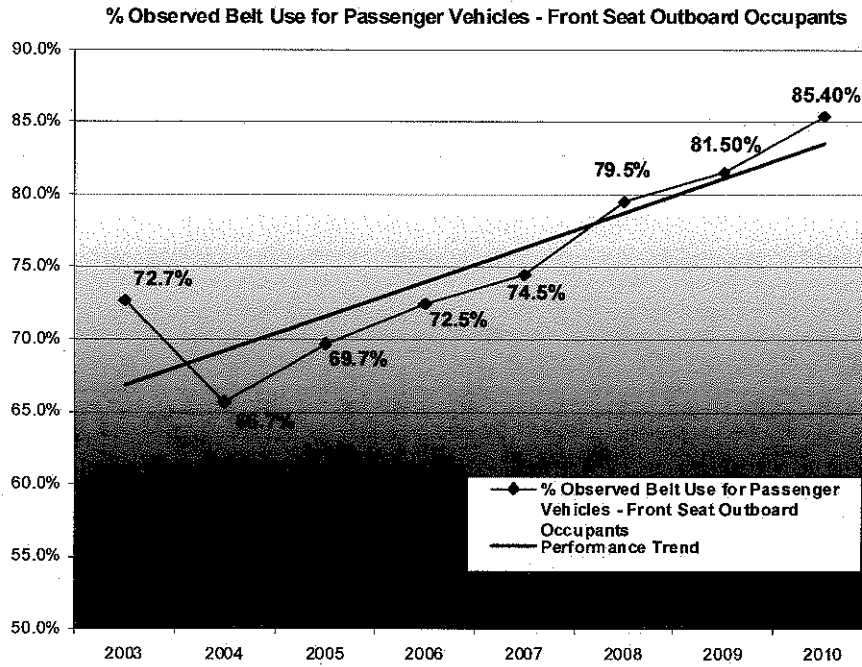
To decrease the three-year (2009-2011) average number of pedestrian fatalities by 10% from the baseline three-year (2006-2008) average of 112 to 101 pedestrian fatalities by December 31, 2011.



**Goal: Observed Belt Use
Baseline**

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 2 percentage points from the 2010 calendar base year usage rate of 85.4% to 87.4% by December 31, 2011.

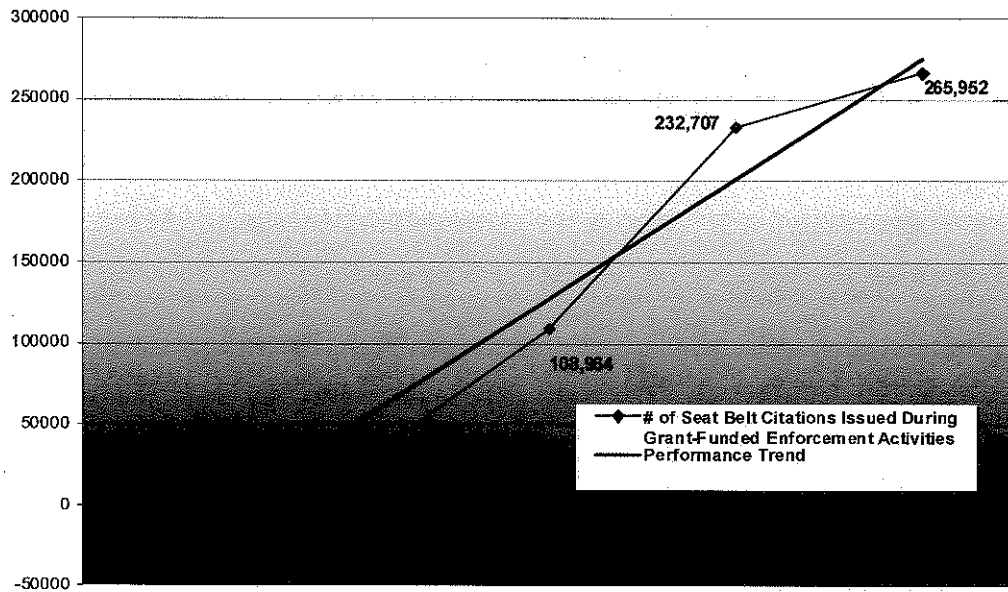
Baseline Data



Goal: Seat Belt Citations

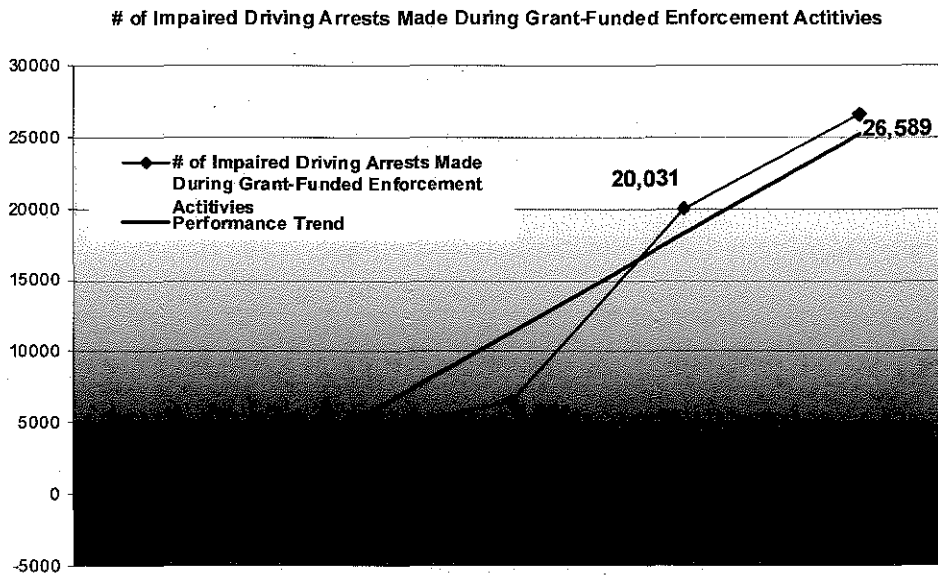
To increase the number of grant-funded seat belt citations issued by 5% from 265,952 in 2009 to 280,000 in 2011.

of Seat Belt Citations Issued During Grant-Funded Enforcement Activities



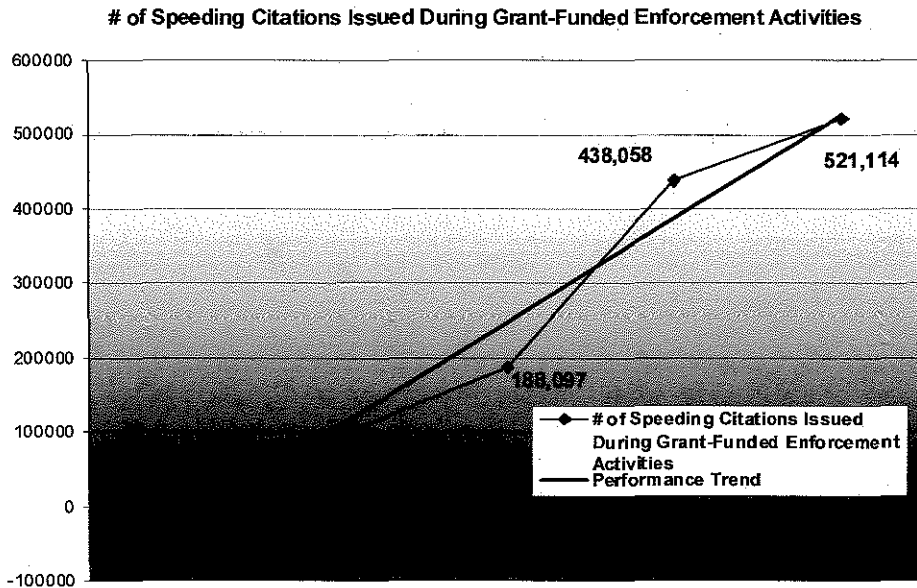
Goal: Impaired Driving Arrests

To increase the number of grant-funded impaired driving arrests made by 5% from 26,589 in 2009 to 28,000 in 2011.



Goal: Speeding Citations

To increase the number of grant-funded speeding citations issued during the FY 2011 grant year. To increase the number of grant-funded speeding citations issued by 5% from 521,114 in 2009 to 549,000 in 2011.



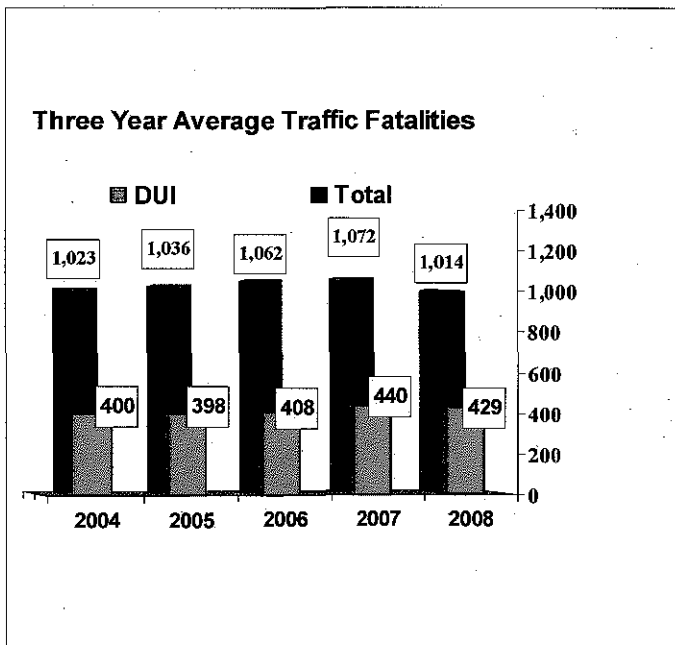
Performance Measures

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

Problem Analysis:

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



Note: The **three year average** for Total Fatalities has declined by 5.4%.
The **three year average** for DUI Total Fatalities has declined by 2.5%.

Primary activities of the Unit include:

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

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

Goals:

1. To decrease the three-year (2009-2011) average number of traffic fatalities by 15% from the baseline three-year (2006-2008) average of 1,014 to 862 fatalities by December 31, 2011.
2. To decrease the three-year (2009-2011) average fatalities/VMT by 5% from the baseline three-year (2006-2008) average of 2.01 to 1.91 fatalities/VMT by December 31, 2011.

Objectives:

1. To decrease traffic fatalities by 5%, from 920 in 2008 to 874 by December 31, 2011.
2. To decrease traffic-related severe injury crashes by 5%, from 2,911 in 2008 to 2,765 by December 31, 2011.
3. To maintain an effective staff to administer the Highway Safety Program in South Carolina throughout the FY 2011 grant year.
4. To prepare and submit to NHTSA the FY 2011 Highway Safety Plan for South Carolina by September 1, 2010.
5. To evaluate the effectiveness of programs and their impact upon the performance goals by preparing and submitting to NHTSA the FY 2011 Annual Report for South Carolina by December 31, 2011.

Performance Measures:

Goals:

1. A comparison of the 2006-2008 calendar base year average for traffic fatalities will be made to the most current available FARS data.
2. A comparison of the 2006-2008 calendar base year average for fatalities/VMT will be made to the most current available FARS data.

Objectives:

1. A comparison of the number of traffic fatalities from the previous year will be made to the most current available statewide data.
2. A comparison of the number of traffic-related serious injury crashes from the previous year will be made to the most current available statewide data.
3. Maintain the level of staff to effectively manage all OHS initiatives.
4. Submit the FY 2011 Highway Safety Plan to NHTSA by the assigned deadline.
5. Conduct program evaluations and produce annual reports on program effectiveness by the assigned deadline.

Strategies:

1. Highway Safety staff will monitor traffic crash and other appropriate data on an on-going basis in order to make course corrections as necessary.
2. Project personnel will be trained in project management and financial management of grants in order to obtain maximum performance. Project personnel will also be trained in grant writing in order to assist in becoming self-sufficient.
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 follow a previously successful highway safety initiative entitled, Highways or Dieways? The Choice Is Yours.

In particular, staff will work with local project personnel and law enforcement officials to implement the *Buckle up, SC. It's the law and it's enforced.* program throughout South Carolina during the Memorial Day holiday period in an effort to reach national safety belt usage goals.

Highway Safety staff, other SCDPS staff and partner agencies/groups will continue to educate and inform the citizenry of the state and its visitors about the state's primary enforcement safety belt law. 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 2011 Law Enforcement DUI Challenge on a statewide level utilizing strategies similar to those utilized in FFY 2010. The campaign will run from December 1, 2010 through September 5, 2011, 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 2010-2011 and Labor Day 2011 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 2011 highway safety projects.
8. The OHS will conduct a Memorial Service for Highway Fatality Victims of 2010 during the early spring of 2011. 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 2011. 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 2011 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 2010.

18. The OHS and the SC Department of Transportation (SCDOT) have developed a strong partnership to enhance traffic safety initiatives through a variety of activities:
 - a. dissemination of information to the public regarding highway safety and engineering issues through the use of message signs, radio stations, social web sites and presentations. The SCDOT message boards are used during each enforcement campaign to keep the various safety messages front and center for the target audience.
 - b. utilization of 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.
 - c. development of a speed overtime enforcement campaign funded by SCDOT utilizing the South Carolina Highway Patrol to employ an overtime initiative in two locations (Horry County and Greenville County) in the state identified as having high incidents of speed-related collisions during October and November of 2010.
 - d. development of a Strategic Highway Safety Coordinator position to be housed in the OHS and funded by the SCDOT to coordinate the implementation of various projects designed to impact goals in the Strategic Highway Safety Plan.
 - e. continue implementation of the SCCATTS project to create a fully electronic traffic records system.
 - f. continue development of an outreach effort through the SC Department of Motor Vehicles offices throughout the state.
 - g. continue the implementation of the Safety Improvement Team (SIT), funded by SCDOT, to focus on work zone safety.

19. 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: 2H11001
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 and Grants Administration Manager employed under the grant will ensure that programmatic/financial monitoring is conducted on 100% of all highway safety grants. Project staff will continue to provide the administrative functions for the operation of the Section 402 program.

Budget: The project will fund Personnel @ \$291,510 (includes salaries and fringe benefits for one [1] director [50%], one [1] assistant director, and one [1] grants administration manager); Contractual Services @ \$10,000 (includes funding to utilize the State's "Beeline" contract to continue the implementation and maintenance of the GMIS for the OHS); and Other @ \$40,152 (includes indirect cost, printing, postage, telephone, Enterprise Software maintenance/data supplies, tort insurance, office supplies, long distance, cellular phone service, and the toll free line).

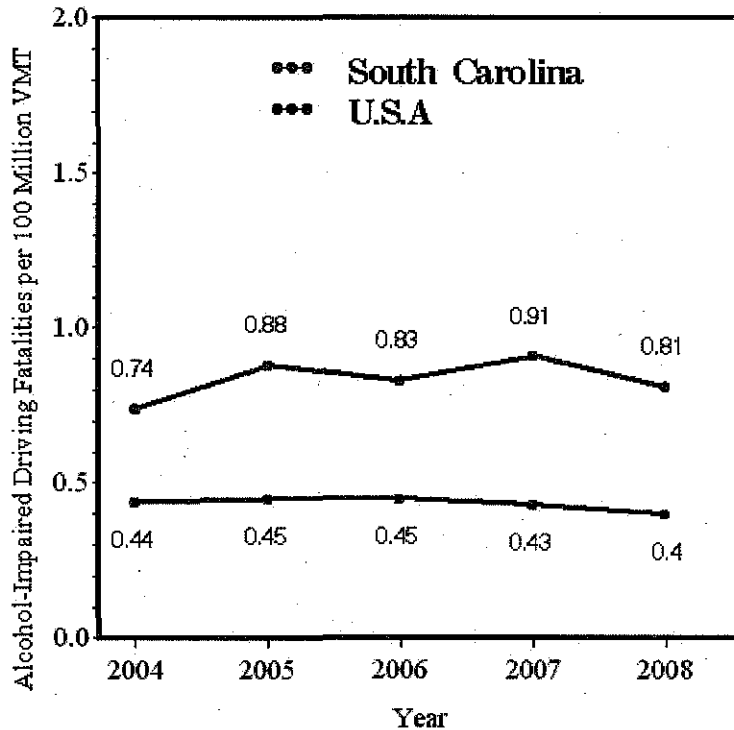
Program Administration: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H11001	South Carolina Department of Public Safety	Highway Safety Planning & Administration	\$170,831/ \$170,831	Section 402/ State Funds
402 Total			\$170,831	
Total All Funds			\$341,662	

ALCOHOL PROGRAM AREA

Problem Analysis:

Alcohol-Impaired Driving Fatalities per 100 Million VMT



Statistics from the SC Department of Public Safety's (SCDPS) Statistical Analysis Center indicate that there were 5,487 DUI-related crashes in the state in 2008. According to the National Highway Traffic Safety Administration (NHTSA), in 2008 there were 496 drivers with a BAC of .08 or higher involved in fatal collisions in South Carolina that resulted in the deaths of 403 people. Of the 5,487 DUI-related crashes, 2,558 were injury crashes resulting in 3,752 injuries. The term "DUI-related crash" encompasses crashes with DUI as a contributing factor. It does not include impaired pedestrians or bicyclists, and the occasional impaired passenger who causes a crash. DUI continues to be the number one contributing factor in fatal crashes in South Carolina. The contributing factor of Too Fast for Conditions is the second most common contributing factor in DUI-related crashes and the next is "Run off Road". The following charts indicate that the three-year average for severe injuries in DUI-related has declined by 0.8% from 2007 to 2008. DUI in SC State data is defined as a collision with at least one driver with a BAC of .01+ and/or drugs in their system at the time of the collision.

Strong efforts continue to increase BAC level reporting for drivers involved in fatal crashes. According to data from the Fatality Analysis Reporting System (FARS), South Carolina's percentage of known BAC levels for drivers in fatal crashes was 43% in 2008. This is a 2% increase over the percentage for 2007. There were 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, 496 of these drivers showed a BAC of .08 or greater. This means

that 42.6% of all drivers in fatal crashes were legally impaired at the time of the crash. This represents an increase over 2007, when 39.8% of all drivers in fatal crashes were legally drunk.

**Top Fifteen Counties for Fatal and Severe Injury DUI Crashes:
South Carolina 2006-2008**

County	2006	2007	2008	Total
Greenville	68	70	60	198
Lexington	64	68	61	193
Horry	51	77	54	182
Spartanburg	48	60	54	162
Richland	52	50	57	159
Charleston	48	46	49	143
Anderson	34	44	46	124
Aiken	37	41	43	121
Berkeley	36	32	38	106
York	38	41	35	114
Florence	25	25	33	83
Orangeburg	30	24	25	79
Laurens	23	23	27	73
Darlington	22	26	21	69
Kershaw	15	30	17	62

In addition to the fatal and severe injury DUI crashes outlined in the chart above, the OHS reviews the counties with the highest reported frequencies of DUI-related collisions which during the three-year period 2006-2008, were Greenville, Horry, Lexington, Charleston, Spartanburg, Richland, Orangeburg, Berkeley, York, and Florence counties. Greenville County had the highest number of DUI-related fatalities with 94, followed by Horry and Lexington with 91, Charleston with 83, and Spartanburg with 64. According to the daily vehicle miles driven in 2008, Marion, Allendale, Chesterfield, Barnwell, Williamsburg, Berkeley, Lexington, Sumter, Saluda, and Georgetown counties experienced the highest vehicle mileage death rates in DUI-related collisions. Due to the high number of DUI-related crashes in these counties, priority will be given to applications that propose initiatives targeting these counties.

From 2006-2008, a total of 3,042 people died in South Carolina traffic collisions, and 146,331 people were injured in these crashes. Of those killed during this time period, 1,286 (or 42.27%) died in a DUI-related traffic crash. A total of 11,110 of those injured, or 7.6%, were involved in a DUI-related crash. From 2006 to 2008, the state has experienced a 13% increase in the number of reported DUI-related crashes. According to State data, 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 5,644 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 5,460, 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, 24.6% were female, and 4.2 % were unknown. 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. According to SC State data, drivers aged 15-24 now represent the age group experiencing the highest number of DUI-related fatal crashes from 2006-2008. While drivers aged 25-34 now rank a close second. This is very concerning since many of the 15-24 year old drivers cannot legally consume alcohol. DUI-related crashes occurred most frequently in rural areas with male drivers.

Attitudinal Survey

In order to assess awareness and the impact of campaign efforts, telephone surveys of South Carolina drivers are conducted before and after the campaigns. The following are survey results from the attitudinal surveys conducted in May 2010. An additional survey regarding impaired driving will be conducted to coincide with the Labor Day 2010 campaign.

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

According to the survey, over 90% of those interviewed claimed that they had not driven a motor vehicle in the past 30 days within two hours after drinking alcoholic beverages; 4.5% said they had done so once, 3.5% had done so from two to 29 days, and 0.2% had driven after drinking alcohol on all 30 days.

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

A large percentage of respondents were aware of alcohol impaired driving or drunk driving enforcement by police. About 70% had heard or read anything in the past 30 days about this effort by police.

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

Those surveyed also generally believed that someone who drives after drinking is likely to get arrested. One-fourth believed that a person who drives after drinking will always be arrested; 30.9% thought they would be arrested most of the time; 29.9% said they would be arrested about half the time; 13.9% felt they would rarely be arrested; and only 0.4% believed they would never be arrested.

Goals:

1. To decrease the three-year (2008-2010) average number of alcohol-related impaired driving fatalities by 5% from the baseline three-year (2006-2008) average of 429 to 408 alcohol-related impaired driving fatalities by December 31, 2011.
2. To increase the number of grant-funded impaired driving arrests made by 5% from 26,589 in 2009 to 28,000 in 2011.

Objectives:

1. To decrease DUI-related severe traffic injuries from 726 by 5% to 689 by December 31, 2011.
2. To provide at least six statewide trainings to law enforcement officers, prosecutors, and magistrates to increase effective prosecution of highway safety offenses by September 30, 2011.
3. To continue the DUI Law Enforcement Challenge requiring at least quarterly impaired driving enforcement initiatives combined with two major mobilization crackdowns during FY 2011.
4. To conduct two public information and education campaigns to emphasize impaired driving enforcement initiatives during FY 2011.
5. To maintain the Impaired Driving Prevention Council (IDPC) and conduct a minimum of two meetings a year to continue implementation of NHTSA recommendations resulting from the South Carolina Impaired Driving Assessment of 2009 during FY 2011.

Performance Measures:

Goals:

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

Objectives:

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

Strategies:

1. A statewide DUI Law Enforcement Challenge (*Sober or Slammer!*) will continue combining enforcement, education, media, and diversity outreach components to attempt to reduce alcohol-related crashes, injuries, and fatalities in the state. The campaign will feature enforcement crackdowns during the Labor Day holidays of 2011 and the Christmas/New Year's holidays of 2010-2011 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 four equipped law enforcement vehicles and other impaired driving equipment incentives, funded by the SCDOT. The OHS will fund these enforcement activities with available Section 410 funding, if awarded. The OHS will utilize at least half of its Section 410 High Fatality Rate State funding for the rollout of the campaign.

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

to target for improvement. The recommendations of the Alcohol Assessment will be used to strengthen the Alcohol Countermeasures Program.

12. The OHS will hold a DUI Awards Ceremony honoring those law enforcement agencies and officers who have excelled in DUI enforcement during CY 2010.
13. Training programs for prosecutors, law enforcement officers, and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases will be conducted.

PROJECTS TO BE IMPLEMENTED:

Project Number: 2H11006
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 project will also partially fund an Administrative Assistant, a Senior Accountant, and a Fiscal Technician to assist with the administrative and financial functions of the alcohol countermeasures highway safety grants. The Program Manager will continue to coordinate the implementation of recommendations resulting from the 2009 Statewide Impaired Driving Assessment. The IDCPM will be responsible for the ongoing administration of alcohol countermeasures projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring at least twice annually, as well as responding to requests for budget and programmatic revisions.

Budget: The project will fund Personnel @ \$81,207 (includes salary and fringe benefits for one [1] IDC Program Manager and one [1] Administrative Assistant [20%], one [1] Senior Accountant [22.5%] and one [1] Fiscal Technician [22.5%]); Contractual Services @ \$400,000 (includes PI&E efforts, including paid media, to complement the SOS campaign); Travel @ \$1,000 (includes in-state lodging, per diem, and transportation for program management responsibilities); and Other @ \$75,686 (includes indirect costs, BAT Mobile maintenance, equipment, mechanical, insurance, etc. for two [2] vehicles, Law Enforcement DUI Challenge Appreciation items, DUI Awards Ceremony supplies, telephone, printing, postage, office supplies, tort insurance, copy equipment rental, two [2] air cards for the Bat Mobiles, Enterprise Software maintenance/data supplies, maintenance supplies, and Bat Mobile fuel).

Project Number: 2H11010
Subgrantee: South Carolina Commission on Prosecution Coordination
Project Title: DUI Prosecution Programs

Project Description: The project will enter into a contract with each of the sixteen Judicial Circuit Offices of the Solicitor to provide employment of a grant-funded DUI prosecutor and staff to address driving under the influence and highway safety issues. The grant-funded DUI prosecution program will provide key roles in networking with other criminal justice professionals in the judicial circuit on these issues. The purpose is to provide critical support to enhance the capability of the State's prosecutors/law enforcement to effectively prosecute traffic safety violations. The grant-funded DUI prosecutor's primary duty will be to prosecute DUI cases and will focus on magistrate court cases.

Budget: The project will fund Personnel @ \$17,456 (includes salary and fringe benefits for one [1] Part Time Administrative Assistant); Contractual Services @ \$1,200,000 (includes up to a \$75,000

allotment for each of the 16 Judicial Circuits); Equipment @ \$1,550 (includes one [1] computer and peripherals); and Other @ \$1,124 (includes rent).

Project Number: 2H11011

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 @ \$52,608 (includes salary and fringe benefits for one [1] State Impaired Driver Coordinator); Travel @ \$84,000 (includes in-state meals, lodging and transportation and out-of-state meals, lodging and transportation for the SIDC and DRE); and Other @ \$24,355 (includes indirect cost, educational materials, printing, DRE supplies, DRE conference registration, and postage).

Project Number: 2H11013

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 @ \$97,745 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$11,190 (includes in-state travel for patrol mileage, lodging and meals); and Other @ \$2,200 (includes VHS tapes/DVD's, office supplies, drug screening kits, registration fees and cell phone service).

Project Number: 2H11015

Subgrantee: Lexington County Sheriff's Department

Project Title: Enhanced Speed and DUI Traffic Enforcement Team

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

Budget: The project will fund Personnel @ \$116,798 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$18,999 (includes in-state travel for patrol mileage and in-state lodging and meals); Equipment @ \$74,800 (includes two [2] patrol vehicles, two [2] 800 MHZ radios, two [2] light bars, two [2] laptop computers, two [2] in-car video cameras, and two [2] in-car radar units); and Other @ \$14,912 (includes office supplies, operating supplies, impairment goggles, mobile phones and service, radio service, email service, two [2] power control centers, two [2] vehicle safety barriers, two [2] sirens and speakers, two [2] in-car thermal printers, two [2] tire deflation devices, two [2] passive alcohol sensors, two [2] flashlights, two [2] digital cameras, two [2] push bumpers, two [2] fire extinguishers, traffic cones and compact flash memory cards).

Project Number: 2H11016

Subgrantee: SCDPS: Highway Patrol

Project Title: SCHP Horry & Florence County DUI Enforcement Team

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

Budget: The project will fund Personnel @ \$178,783 (includes salaries and fringe benefits for three [3] Troopers); Travel @ \$37,260 (includes in-state enforcement mileage); and Other @ \$11,317 (includes indirect costs).

Project Number: 2H11017
Subgrantee: South Carolina Commission on Prosecution Coordination
Project Title: Traffic Safety Resource Prosecutor

14. **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. The TSRP will also conduct trainings for prosecutors, law enforcement officers, and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases. When requested, the TSRP will serve as second chair on DUI prosecutions.

Budget: The project will fund Personnel @ \$132,719 (includes salaries and fringe benefits for one [1] Traffic Safety Resource Prosecutor and one [1] Traffic Safety Resource Administrative Assistant); Contractual Services @ \$4,200 (includes contracting with speakers from across the state and nation); Travel @ \$14,199 (includes lodging, meals and mileage for in-state travel and lodging, meals, airfare and mileage for out-of-state travel); and Other @ \$24,422 (includes registration fees, training materials, postage, printing, office space, training room rental, audio/visual, office supplies, and one [1] cell phone).

Project Number: 2H11018
Subgrantee: City of North Charleston
Project Title: DUI Enforcement Team

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

Budget: The project will fund Personnel @ \$125,576 (includes salaries and fringe benefits for two [2] Police Officers); Travel @ \$24,000 (includes in-state DUI enforcement mileage); Equipment @ \$90,600 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] in-car radars, two [2] mobile radios, two [2] walkie talkies, two [2] laptop computers, and two [2] light bars); and Other @ \$7,425 (includes two [2] vehicle cages, office supplies, two [2] impairment simulation goggle sets, checkpoint supplies, two [2] passive alcohol sensors, window bars, two [2] equipment consoles, two [2] control box/speakers and two [2] wig wag flashers).

Project Number: 2H11019
Subgrantee: SCDPS: Highway Patrol
Project Title: SCHP Richland & Lexington County DUI Enforcement Team

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

Budget: The project will fund Personnel @ \$178,783 (includes salaries and fringe benefits for three [3] Troopers); Travel @ \$37,260 (includes in-state enforcement mileage); and Other @ \$11,317 (includes indirect costs).

Project Number: 2H11021
Subgrantee: Darlington County Sheriff's Office
Project Title: Alcohol Countermeasures and Education Initiative

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

Budget: The project will fund Personnel @ \$41,963 (includes salary and fringe benefits for one [1] DUI traffic officer).

Project Number: 2H11022

Subgrantee: South Carolina Department of Probation, Parole, and Pardon Services

Project Title: Ignition Interlock Training and Public Awareness

Project Description: The project will provide education to the public, people convicted of DUI, and to law enforcement through posters, brochures, and public service announcements on the Ignition Interlock Device (IID) program in South Carolina. The posters and brochures will be developed and distributed to all South Carolina Department of Motor Vehicles and South Carolina Department of Alcohol and Other Drug Abuse Services offices, and placed in highly visible areas where customer service is received. Secondly, DVDs will be developed to target those drivers who are having the IID installed in their vehicles. The DVD will be developed to address the South Carolina IID Law and the points violation process contained in the IID Law. This DVD would be shown to drivers as they are having the IID installed so that they will have a full understanding regarding the South Carolina IID Law before they leave the installer's location. A training DVD will be developed to train law enforcement on the technology behind the IID, the statutes as they relate to the IID, and proper traffic stop procedures when dealing with a driver who has an IID restricted license. Additionally, the administrator will attend training at the International Interlock Conference held on an annual basis.

Budget: The project will fund Contractual Services @ \$268,570 (includes one [1] contract with a public relations/advertising firm); and Other @ \$1,000 (includes one [1] DVD duplicator).

Project Number: 2H11024

Subgrantee: Berkeley County Sheriff's Office

Project Title: County of Berkeley DUI Team

Project Description: The project will maintain the three DUI grant-funded officers to enforce South Carolina's DUI Laws. The grant-funded officers will continue working weekend nights and evenings. The DUI Team will be positioned in areas according to DUI traffic problem data collected and from information retrieved from OHS statistics. The unit will conduct regular patrol, saturation patrols, and public safety checkpoint enforcement activities. The unit will place special emphasis on functions in the county that would warrant the likelihood of DUI incidences such as prom night, sporting events, graduation, and holiday break periods. The DUI Team will continue to participate in the local law enforcement network and all aspects of the *Sober or Slammer!* campaign in an effort to enhance the awareness and visibility of South Carolina's DUI problem.

Budget: The project will fund Personnel @ \$141,223 (includes salaries and fringe benefits for three [3] DUI Officers); and Travel @ \$36,000 (includes in-state travel for DUI enforcement mileage).

Project Number: 2H11025
Subgrantee: Anderson County Sheriff's Office
Project Title: Anderson County DUI Traffic Team

Project Description: The project will continue the employment of two (2) DUI Traffic Enforcement Officers. 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. The team will place specific emphasis on school functions such as prom night, sporting events, holidays, and graduation week. Citizen complaints will also determine saturation locations. The grant-funded officers will continue to actively participate in the Law Enforcement Network (LEN) and all OHS special activities.

Budget: The project will fund Personnel @ \$97,389 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$24,000 (includes in-state travel for patrol mileage); and Other @ \$2,450 (includes office supplies and cell phone service).

Project Number: 2H11026
Subgrantee: City of Charleston Police Department
Project Title: City of Charleston Police DUI Task Force

Project Description: The project will maintain two DUI officers to continue the expansion of 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 @ \$106,578 (includes salaries and fringe benefits for two [2] Police Officers).

Project Number: 2H11027
Subgrantee: Town of Mount Pleasant Police Department
Project Title: DUI Enforcement and Education Program

Project Description: The project will maintain two officers to continue the aggressive impaired driving enforcement program. The officers will work nights, including weekend nights, in regular patrol, saturation patrol and sobriety checkpoint enforcement activity. Positioning the DUI Traffic Officers in problem areas will be determined from information retrieved from OHS statistics. 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 @ \$114,592 (includes salaries and fringe benefits for two [2] Traffic Patrol Officers); Travel @ \$16,200 (includes in-state enforcement mileage); Equipment @ \$8,328 (includes two [2] portable radios with chargers); and Other @ \$3,054 (includes two [2] in-car thermal printers, educational materials, and fatal vision goggles).

Project Number: 2H11028
Subgrantee: Orangeburg Department of Public Safety
Project Title: DUI Special Enforcement Team

Project Description: The project will maintain the current grant-funded officers to continue to take a proactive approach in reducing DUI's through selective enforcement of city roadways and by participation in DUI checkpoints, both departmental and multi-jurisdictional. The grant-funded officers will participate actively in the First Circuit Law Enforcement Network, and will work primarily nights, weekends, and early morning in areas that are determined to be high crash areas by local DUI stats and trends. The grant officers will participate fully in state-wide DUI initiatives.

Budget: The project will fund Personnel @ \$98,738 (includes salaries and fringe benefits for one [1] Corporal and one [1] PSO II); Travel @ \$18,000 (includes in-state enforcement mileage); and Other @ \$5,500 (includes DUI goggles, office supplies, and presentation materials).

Project Number: 2H11030
Subgrantee: North Augusta Department of Public Safety
Project Title: DUI Enforcement Team

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

Budget: The project will fund Personnel @ \$126,606 (includes salaries and fringe benefits for two [2] DUI Enforcement Officers); Travel @ \$15,000 (includes in-state enforcement mileage); and Other @ \$2,000 (includes educational materials and office supplies).

Project Number: 2H11035
Subgrantee: Mauldin Police Department
Project Title: Mauldin Police Department Alcohol Countermeasures Team
(MPDACT)

Project Description: The project will maintain the current two grant-funded DUI Traffic Enforcement Officers. 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.

Budget: The project will fund Personnel @ \$107,608 (includes salaries and fringe benefits for one [1] Corporal and one [1] Patrol Officer); Travel @ \$19,897 (includes in-state enforcement mileage); and Other @ \$2,834 (includes cellular phone service, office and printing supplies, checkpoint supplies, and USB mass storage device).

Project Number: 2H11036
Subgrantee: Darlington City Police
Project Title: DUI Enforcement Program

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

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

Project Number: 2H11038
Subgrantee: City of Hanahan
Project Title: City of Hanahan's DUI Enforcement Unit

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

Budget: The project will fund Personnel @ \$43,351 (includes salary and fringe benefits for one [1] DUI Enforcement Officer); Travel @ \$12,000 (includes in-state DUI enforcement mileage); Equipment @ \$4,000 (includes one [1] 800 MHz digital portable radio); and Other @ \$2,228 (includes office supplies, voice radio access charges, and educational supplies).

Project Number: 2H11040
Subgrantee: Kershaw County Sheriff's Office
Project Title: Kershaw County DUI Team

Project Description: The project will hire two officers that will dedicate 100 percent of their time to traffic enforcement and DUI enforcement. The officers will work shifts based on the highest frequency of DUI-related traffic violations and/or collisions based on statistical data maintained by the Sheriff's Office. Each job duty will correlate to the stipulations set forth in the grant. The grant-funded officer will work nights, including weekend nights in regular patrol, saturation patrol, and sobriety checkpoints. The grant-funded officers will be placed in problem areas based on the statistical data collected from the Office of Highway Safety. The grant-funded officers will conduct saturation patrols in areas that have a high frequency of DUI-related collisions, and place special interests on large scale events the county is having, as well as prom night, sporting events, holiday break periods, and graduation week. Public safety checkpoints will be conducted in areas known to be frequented by impaired drivers and areas which have been known to be problematic.

Budget: The project will fund Personnel @ \$103,756 (includes salaries and fringe benefits for two [2] DUI Enforcement Officers); Travel @ \$25,000 (includes in-state enforcement mileage); Equipment @ \$65,890 (includes two [2] police vehicles, two [2] in-car cameras, two [2] mobile radios, two [2] laptop computers, two [2] light bar packages, two [2] hand-held radios, and two [2] in-car radars); and Other @ \$7,340 (includes office supplies, checkpoint supplies, two [2] passive alcohol sensors, OHS Required Vehicle markings, two [2] sirens, two [2] safety screen vehicle barriers, air cards, and cell phone service).

Project Number: 2H11041
Subgrantee: Aiken Department of Public Safety
Project Title: DUI Enforcement Team

Project Description: The project will expand the traffic unit by two (2) officers to focus exclusively on DUI reduction through enforcement and education. The grant-funded officers will be used to create a systematic and data-driven approach to reduce the number of DUI-related collisions, injuries, and fatalities, as well as economic loss to the area. Patrols will be conducted in locations and during times that are shown to have high numbers of alcohol-related collisions and arrests based on analysis of collision data between 6:00 PM and 2:00 AM.

Budget: Personnel @ \$124,527 (includes salaries and fringe benefits for two [2] Police Officers); Travel @ \$15,000 (includes in-state enforcement mileage); Equipment @ \$67,704 (includes two [2] police vehicles, two [2] in-car video systems, two [2] 800 MHz police radios, two [2] vehicle emergency lighting packages, and two [2] dual antenna radars); and Other @ \$9,709 (includes two [2] vehicle passenger safety barriers, two [2] tire deflation devices, two [2] passive alcohol sensors, two [2] sirens and speakers, two [2] police vehicle consoles, two [2] rear window safety barriers, two [2] push bumpers for police vehicles, two [2] HEAT decals for police vehicles, two [2] digital cameras with cases, two [2] rechargeable flashlights, four [4] compact flash cards, two [2] fire extinguishers, two [2] traffic safety vests, ten [10] traffic safety cones, office supplies, Palmetto 800 service fees, one [1] DUI goggle education kit, and two [2] UHF police radios).

Project Number: 2H11042
Subgrantee: City of Clinton Department of Public Safety
Project Title: City of Clinton DUI Enforcement Phase 2

Project Description: The project will maintain two grant-funded DUI Traffic Enforcement Officers. The grant-funded officers will work shifts based on the highest frequency of DUI-related traffic violations and/or crashes based on statistical information maintained by the City of Clinton DPS, and the Office of Highway Safety's (OHS) Statistical Analysis Center. The grant-funded officers will work nights, including weekend nights, in regular patrol, saturation patrol and sobriety checkpoint enforcement activity. Positioning the DUI Traffic Officers in problem areas will be determined from information retrieved from OHS statistics. 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. Public safety checkpoints will be conducted in areas known to be frequented by impaired drivers.

Budget: The project will fund Personnel @ \$86,908 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$12,000 (includes in-state travel for patrol mileage); and Other @ \$4,500 (includes office supplies and checkpoint supplies).

Alcohol: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H11006	SC Department of Public Safety	Impaired Driving Countermeasures	\$557,893	Section 410
2H11010	South Carolina Commission on Prosecution Coordination	DUI Prosecution Programs	\$1,220,130	Section 410
2H11011	SC Criminal Justice Academy	Impaired Driving Countermeasures Training for Law Enforcement	\$160,963	Section 410
2H11013	City of Anderson Police Department	DUI Traffic Unit	\$111,351	Section 410
2H11015	Lexington County Sheriff's Department	DUI Traffic Enforcement Team	\$222,269/ \$3,240	Section 410/ Section 402 (radar only)
2H11016	SC Department of Public Safety / Highway Patrol	SCHP Horry and Florence County DUI Enforcement Team	\$227,360	Section 410
2H11017	South Carolina Commission on Prosecution Coordination	Traffic Safety Resource Prosecution	\$175,540	Section 410
2H11018	North Charleston Police Department	DUI Enforcement Unit	\$242,201/ \$5,400	Section 410/ Section 402 (radar only)
2H11019	SC Department of Public Safety / Highway Patrol	SCHP Richland and Lexington County DUI Enforcement Team	\$227,360	Section 410
2H11021	Darlington County Sheriff's Office	Alcohol Countermeasures & Education Initiative	\$41,963	Section 402
2H11022	SC Department of Probation, Parole, and Pardon Services	Ignition Interlock Training and Public Awareness	\$269,570	Section 410
2H11024	Berkeley County Sheriff's Office	County of Berkeley DUI Team	\$177,223	Section 410
2H11025	Anderson County Sheriff's Office	Anderson County DUI Traffic Team	\$123,839	Section 410
2H11026	City of Charleston Police Department	City of Charleston Police DUI Task Force	\$106,578	Section 410

2H11027	Town of Mount Pleasant Police Department	DUI Enforcement & Education Program	\$142,174	Section 410
2H11028	Orangeburg Department of Public Safety	DUI Special Enforcement Team	\$122,238	Section 402
2H11030	North Augusta Department of Public Safety	DUI Enforcement Team	\$143,606	Section 410
2H11035	Mauldin Police Department	Mauldin PD Alcohol Countermeasures Team	\$130,339	Section 410
2H11036	Darlington City Police	DUI Enforcement Project	\$45,273	Section 402
2H11038	City of Hanahan	City of Hanahan's DUI Enforcement Unit	\$61,579	Section 402
2H11040	Kershaw County Sheriff's Office	Kershaw County DUI Team	\$198,501/ \$2,790	Section 410/ Section 402 (radar only)
2H11041	Aiken Department of Public Safety	DUI Enforcement Team	\$213,640/ \$3,300	Section 410/ Section 402 (radar only)
2H11042	City of Clinton Department of Public Safety	City of Clinton DUI Team	\$103,408	Section 410
402 Total			\$285,783	
410 Total			\$4,753,945	
Total All Funds			\$5,039,728	

COMMUNITY TRAFFIC SAFETY PROJECT PROGRAM AREA

Problem Analysis:

South Carolina remains one of the top five states in the nation in the severity of its motor vehicle crashes, as evidenced by statistical data. The state must provide funding for projects that will enhance overall community highway safety efforts in order to change the negative traffic statistics that are adversely affecting South Carolina's citizens. South Carolina's mileage death rate in 2008 (1.88) is the lowest on record for the state, but remains significantly higher than the national MDR of 1.27 in 2008. The state of South Carolina remains consistently in the top five states in the country for DUI-related traffic deaths. More than 10% of the state's roadway fatalities are motorcyclists, with approximately the same number of pedestrians dying each year as the result of being struck by motor vehicles.

In 2008, 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.

Goals:

1. To decrease the three-year (2008-2010) average number of serious traffic injuries by 5% from the baseline three-year (2006-2008) average of 3,903 to 3,707 serious traffic injuries by December 31, 2011.
2. To decrease the three-year (2009-2011) average number of drivers age 20 or younger involved in fatal crashes by 10% from the baseline three-year (2006-2008) average of 159 to 143 drivers age 20 or younger involved in fatal crashes by December 31, 2011.
3. To decrease the three-year (2009-2011) average number of motorcyclist fatalities by 5% from the baseline three-year (2006-2008) average of 121 to 115 motorcyclist fatalities by December 31, 2011.

Objectives:

1. To decrease the number of severe traffic injuries by 5%, from 3,513 in 2008 to 3,337 by December 31, 2011.
2. To decrease the number of drivers age 20 or younger involved in severe injury crashes by 16%, from 516 in 2008 to 433 by December 31, 2011.
3. To send a minimum of twenty individuals to specialized highway safety related programs by

September 30, 2011.

4. To promote national and state highway safety emphasis programs by announcing through the OHS available training opportunities during FY 2011.
5. To conduct a motorcycle safety campaign in counties holding major motorcycle rallies in the state by July 2011.
6. To plan and implement School Zone Safety Week events during the month of August 2011.
7. To conduct a Traffic Victims Memorial Service for families of highway crash victims lost in the year 2010 by May 2011.
8. To establish and implement an Office of Highway Safety Booth/Display at selected statewide and community events during FY 2011.
9. To implement a Drive Safely Work Week or similar event among state employee populations for the first week of October 2010.
10. To coordinate and implement, with the assistance of the agency contractor and appropriate Program Managers, statewide occupant protection and impaired driving mobilization campaigns throughout FY 2011.
11. To conduct a statewide billboard campaign to increase public awareness and support enforcement mobilization campaigns during FFY 2011.
12. To conduct a safety campaign in the 200 high schools in the state utilizing highway safety messages printed on tickets for athletic and other special events, public address announcements at sporting events, poster campaign, and program advertising at sporting events during FFY 2011.

Performance Measures:

Goals:

1. A comparison of the 2006-2008 calendar base year average for severe traffic injuries will be made to the most current available statewide data.
2. A comparison of the 2006-2008 calendar base year average for the number of drivers age 20 or younger involved in fatal crashes will be made to the most current available FARS data.
3. A comparison of the 2006-2008 calendar base year average for motorcyclist fatalities will be made to the most current available FARS data.

Objectives:

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

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

Strategies:

1. The OHS will provide funding to highway safety staff and advocates to attend significant conferences and training events related to highway safety issues. As appropriate, when information on national or state-initiated training programs becomes available, the OHS will forward the information to highway safety project directors or those with direct interest in the training. If it is determined that funds are available to support requests to attend these programs, information will be included in the package outlining procedures for requesting assistance.
2. Highway Safety staff will coordinate statewide public information and education efforts to promote compliance with occupant protection laws and impaired driving laws. An overarching theme of all campaign efforts will be utilized by the OHS and the SCDPS. The theme will continue a previously successful highway safety initiative entitled, Highways or Dieways? The Choice Is Yours.
3. In particular, staff will work with local project personnel and law enforcement officials to implement the *Buckle up, SC. It's the law and it's enforced.* program throughout South Carolina during the Memorial Day holiday period in an effort to reach national safety belt usage goals.
4. Highway Safety staff, other SCDPS staff and partner agencies/groups will continue to educate and inform the citizenry of the state and its visitors about the state's primary enforcement safety belt law. 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.
5. Staff will also continue a sustained DUI enforcement initiative by implementing the 2011 Law Enforcement DUI Challenge on a statewide level utilizing strategies similar to those utilized in FFY 2010. The campaign will run from December 2010 through September 2011, 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 2010-2011 and

Labor Day 2011 holiday periods. Participating law enforcement agencies will engage in at least quarterly specialized impaired driving enforcement activity (saturation patrols and sobriety checkpoints), as well as an additional four nights of specialized impaired driving enforcement activity during the two enforcement mobilization crackdowns. Participating law enforcement agencies seeing a reduction in Network-wide impaired driving statistics will become eligible to win significant law enforcement equipment after the completion of the campaign.

6. All major mobilization emphases of the OHS will include messages to reach the diverse population of the State. The OHS will incorporate into its diversity outreach strategies information gleaned from quantitative research conducted by Apter, International during the FFY 2007 grant year. The Apter research sought to find answers as to why people, particularly teens, African Americans, Hispanics, and rural residents are more likely not to use appropriate occupant restraints. The research also attempted to gain clues as to why drivers take specific risks on the highways relative to drinking and driving. The somewhat startling results obtained by the research have been and will continue to be used to develop strategies to encourage behavioral change. The information will be utilized in all efforts of the OHS relative to enforcement mobilization strategies, particularly in terms of media outreach.
7. The OHS will conduct a Memorial Service for Highway Fatality Victims of 2010 during the early spring of 2011. The service will be held at a church in the Columbia, SC, area, and families, loved ones, and friends of all highway fatality victims will be invited, as well as law enforcement.
8. The OHS will conduct a *School Zone Safety Week* emphasis during the late summer of 2010. The emphasis will involve highway safety stakeholders statewide in an effort to call the attention of the motoring public to the importance of safety in school zones.
9. Highway Safety staff will continue a *Motorcycle Safety Campaign* in 2011 which will focus on specific locations and times which have a high occurrence of motorcycle crashes, injuries and fatalities. This campaign will target the months of the year and locations in which significant motorcycle rallies occur in the state.
10. The OHS will also provide funding and coordination for a Highway Safety booth/display to be used at various statewide events, including the SC State Fair.
11. The OHS will continue a statewide billboard campaign to increase public awareness of highway safety issues in the state and to support enforcement mobilization efforts.
12. The OHS will utilize paid advertising of highway safety messages at high school sports venues in the State, to include advertising on printed tickets for sporting and other special events, a high school poster campaign, as well as public address announcements and program advertising.

PROJECT TO BE IMPLEMENTED:

Project Number: 2H11004
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, subgrantees, OHS staff, etc.) throughout the state. The project will also partially fund an Administrative Assistant to assist with the administrative functions of the public information, outreach, and training highway safety grant.

Budget: The project will fund Personnel @ \$119,314 (includes salaries and fringe benefits for one [1] Public Affairs Manager, one [1] Program Coordinator, and one [1] Administrative Assistant [20%]); Contractual Services @ \$311,000 (includes utilizing SCDPS Contractor for a Highway Safety Awards Ceremony, a "Highways or Dieways" PI&E campaign, youth outreach, a motorcycle safety campaign, the 2010 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); Equipment @ \$17,000 (includes one [1] impaired and distracted driving simulator and one [1] lobby kiosk); and Other @ \$88,341 (includes indirect costs, telephone, copy equipment rental, office supplies, postage, tuition/registration/exhibit fees/membership fees, meeting room costs, Memorial Service, printing and distribution costs, OHS booth/display, Enterprise Software maintenance/data supplies, tort insurance, 2010 SC State Fair, software, maintenance supplies, and cell phone service).

Community Traffic Safety Project: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H11004	South Carolina Department of Public Safety	Public Information, Outreach and Training	\$560,655	Section 402
402 Total			\$560,655	
Total All Funds			\$560,655	

MOTORCYCLE SAFETY PROGRAM AREA

Problem Analysis:

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

In 2008, there were a total of 2,257 crashes involving motorcycles in the state. According to NHTSA there were 123 motorcyclists killed in 2008. State data shows that 2,042 persons were injured in these crashes. Over the past three years, motorcycle crashes have represented 1.91% of all crashes, 11.97% of all crash fatalities, and 3.92% of all crash injuries in South Carolina. The counties with the highest number of motorcycle crashes are Horry, Greenville, Charleston, Richland, and Spartanburg.

Goals:

1. To decrease the three-year (2009-2011) average number of motorcyclist fatalities by 5% from the baseline three-year (2006-2008) average of 121 to 115 motorcyclist fatalities by December 31, 2011.
2. To decrease the three-year (2009-2011) average number of unhelmeted motorcyclist fatalities by 5% from the baseline three-year (2006-2008) average of 90 to 85 unhelmeted motorcyclist fatalities by December 31, 2011.

Objectives:

1. To conduct a paid media campaign to educate and increase the awareness of motorists and motorcyclists during the month of May 2011.
2. To increase the number of motorcycle trainings offered in the state from 245 to 250 during FY 2011.

Performance Measures:

Goals:

1. A comparison of the 2006-2008 calendar base year average for motorcyclist fatalities will be made to the most current available FARS data.
2. A comparison of the 2006-2008 calendar base year average for unhelmeted motorcyclist fatalities will be made to the most current available FARS data.

Objectives:

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

Strategies:

1. A successful motorcycle safety public information and education campaign from CY 2005-CY 2010 will be continued in Horry County during the month of May 2011 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest), 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.
4. A new grant project will focus on increasing the available motorcycle rider training in the State.

PROJECT TO BE IMPLEMENTED:

Project Number: 2H11009
Subgrantee: SC Technical College System
Project Title: State Motorcycle Rider Education Program

Project Description: The project will expand the training program offered by the SC Technical College System by adding two additional sites. Currently the Motorcycle Training Program is being offered at Technical Colleges in nine counties. The primary concern will be placing programs in counties that show a high motorcycle crash rate. Tentative sites have been targeted in Anderson and Orangeburg Counties.

Budget: Contractual Services @ \$5,000 (includes one [1] instructor training); Equipment @ \$60,000 (includes twelve [12] motorcycles); and Other @ \$13,000 (includes instructor incentives (shirts and hats), rental space and program advertisements).

Motorcycle Safety Project: Budget Summary

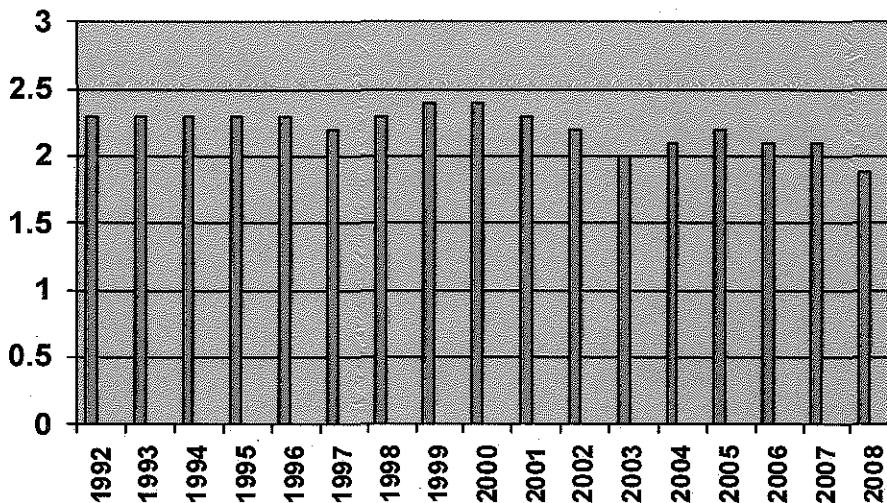
Project Number	Subgrantee	Project Title	Budget	Budget Source
2H11009	South Carolina Technical College System	State Motorcycle Rider Education Program	\$78,000	Section 2010
Total All Funds			\$78,000	

OCCUPANT PROTECTION PROGRAM AREA

Problem Analysis:

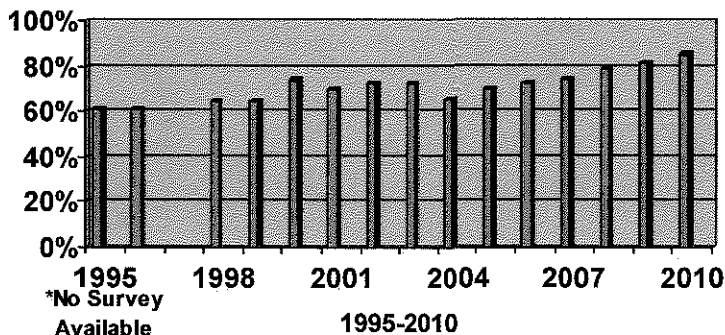
Traffic fatalities are the most severe consequence of motor vehicle collisions; however, even in non-fatal collisions, the cost in human suffering can be severe. According to the National Safety Council's formula for estimating economic loss for traffic collisions, South Carolina experienced a loss of 2.71 billion dollars in 2008. Economic losses include property damage, medical costs and lost productivity, but do not include intangible costs, such as grief and suffering.

Mileage Death Rate
Deaths Per 100 Million Vehicle Miles



State data for 2008 indicate that there were 46,925 reported traffic injuries during the year, 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 2.11 and was 2.21 for 2005. The MDR fell to 2.08 again for 2006 and 2.11 for 2007 and then South Carolina reached an all time low of 1.85 in 2008. South Carolina's MDR remains substantially higher (30%) than the national rate of 1.3. In addition, in 2008, a traffic crash was reported in South Carolina every 4.9 minutes; with 107,252 crashes reported during the year.

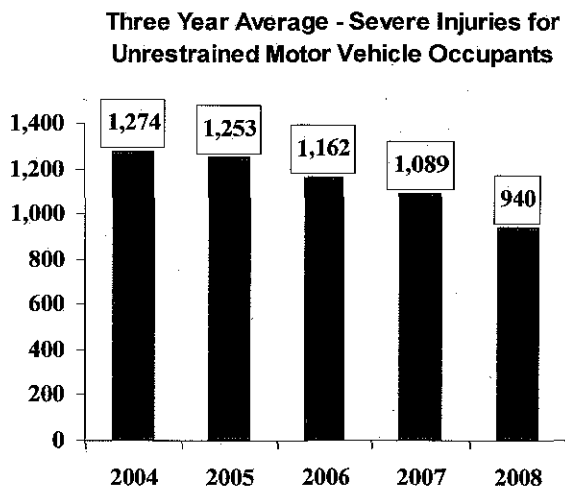
SAFETY BELT USAGE RATE



According to the statewide observational surveys conducted by the University of South Carolina's Statistical Laboratory, safety belt usage for South Carolina has increased from 81.5% in 2009 to 85.4% in 2010, indicating that more than 14% 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 2010 high-visibility enforcement mobilization known as *Buckle up, SC. It's the law and it's enforced* and continued efforts on the part of local law enforcement agencies and the South Carolina Highway Patrol in enforcing the State's safety belt law. This trend is consistent with other mobilizations conducted in the state over the past three years. Surveys continue to show that males and minority groups lag behind females and non-minority groups in safety belt use.

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

Additional information provided by 2008 State data indicates that, of the 250,636 occupants who were involved in traffic crashes (automobiles, vans and trucks), 227,036 were restrained, 217, or 0.10%, were killed and 1,663 sustained incapacitating injuries. Of the reported 6,628 unrestrained crash victims, 417, or 6.3%, were killed, and 824 sustained incapacitating injuries. **For CY 2008, there were 779 automobile and truck occupants totally ejected during crashes from the vehicles in which they were riding. Of those ejected, 175, or 22.5%, were killed. Of the 246,429 occupants not ejected, more than 448, or 0.18%, were killed. The percentage of fatalities suffered by ejected occupants was 100 times greater than that of occupants not ejected.** As indicated below, according to state data, the three-year average for unrestrained motor vehicle occupants with severe injuries has declined by 13.7% from 2007 to 2008.



Data Source: SC State Data

For children 0-19, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. From calendar years 2006-2008, 28,953 children under six years of age were motor vehicle occupants involved in traffic crashes in South Carolina. During this three-year period, 27,694 of those children were restrained by some restraint device. These figures indicate a reported compliance rate with the SC Child Passenger Safety Seat Law of approximately 96%. During the three-year period, 50

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, 9,259 children under the age of six were involved in traffic crashes. 9,159 of these were motor vehicle occupants and 8,809 of those children were restrained by some type of device. However, data indicates that many of the child occupant restraint devices are used improperly. Also according to State data young drivers under the age of 25 accounted for 278 drivers involved in fatal crashes; this is 23.4% of the total. In addition, NHTSA has reported that young black males are also at risk.

Attitudinal Survey

In order to assess awareness and the impact of campaign efforts, telephone surveys of South Carolina drivers are conducted before and after the campaigns. The following are survey results from the attitudinal surveys conducted in May 2010 for the safety belt campaign.

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

According to the survey, a large majority of drivers in South Carolina wear their shoulder belts all the time when driving their primary vehicle: 84.0% of respondents in the pre-campaign survey and 91.1% of those post-campaign said that they wore shoulder belts all the time; only 2.1% in the pre-wave and 2.4% in the post-wave reported never wearing shoulder belts. There were differences in shoulder belt usage by type of primary vehicle. Among those whose primary vehicle was a sport utility vehicle, 81.7% reported wearing their shoulder belt all the time, compared to 82.6% of those whose primary vehicle was a pick-up truck, 89.3% of those who usually drive a car, and 97.9% of those who most often drive a van or mini-van. The wide-spread use of seat belts among South Carolinians is also evident in the responses to the question on the last time respondents did not wear their seat belt when driving. In the pre-campaign survey, 73.8% reported that the last time they did not wear their seat belt was more than a year ago while in the post-campaign survey this percentage was 78.7%. The percentage who said that the last time they did not wear a seat belt while driving within the past day was 6.7% (pre) and 6.4% (post) and another 8.6% of the pre-campaign and 5.4% of the post-campaign respondents indicated that the last time they did not wear their seat belts was within the past week. The use of seat belts that a large majority of South Carolina drivers report when driving their primary vehicle is also evident when they ride in different types of vehicles. Following are the pre- and post-campaign percentages for wearing a safety belt "all the time" when riding in various types of vehicles: car, 83.5% and 86.1%; pick-up truck, 81.7% and 85.8%; sport utility vehicle, 80.5% and 89.0%; and passenger van or mini-van, 80.5% and 87.7%. Reported use of seats belts when driving their primary vehicle in the past three months increased in both the pre-campaign and post-campaign surveys. In the pre-campaign survey 14.8% said they had increased their use of seat belts in the past three months and 10.4% of those in the post-campaign survey gave this response; 1.1% of the respondents in the pre-

campaign survey and 0.2% those in the post-campaign survey said their use of seat belts had decreased during this period. The reasons most frequently cited for increased seat belt use in the pre-campaign survey were seeing accidents, not wanting to get a ticket, pressure from others, and increased awareness of safety. In the post-campaign, the reasons most frequently cited for increased seat belt use were the seat belt law, not wanting to get a ticket, and the influence of other people.

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

Public perceptions of the likelihood of being stopped by the police for not wearing a safety belt did not change between the pre- and post-campaign surveys. In the pre- and post-surveys the percentages who said the chances of getting a ticket if you don't wear your safety belt were as follows: always, 18.8% and 17.4%; most of the time, 31.8% and 28.9%; half of the time, 27.0% and 24.2%; rarely 20.6% and 27.5%; and never, 1.8% and 1.9%. Similarly, the percentage who said that a driver who is not wearing a safety belt is more likely to be stopped by the police compared to a month ago was 47.0% in the pre-campaign survey and 47.9% in the post.

Question 3: In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?

In the pre-campaign survey, 20.2% of respondents said that they had read, seen or heard anything about seat belt law enforcement by police. This percentage increased significantly to 36.1% in the post-campaign survey.

Goals:

1. To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 2 percentage points from the 2010 calendar base year usage rate of 85.4% to 87.4% by December 31, 2011.
2. To decrease the three-year (2008-2010) average number of unrestrained passenger vehicle occupant fatalities in all seating positions by 10% from the baseline three-year (2006-2008) average of 453 to 408 by December 31, 2011.
3. To increase the number of grant-funded seat belt citations issued by 5%, from 265,952 in 2009 to 280,000 in 2011.

Objectives:

1. To conduct a paid media campaign to reach the diverse population of the state of South Carolina to address occupant restraint issues in May 2011.
2. To increase the number of fitting stations from 42 to 46 by December 31, 2011.
3. To decrease the number of child deaths for children under six by 10%, from 8 in 2008 to 7 by December 31, 2011.
4. To conduct an outreach effort in conjunction with Child Passenger Safety Week in September 2011.

Performance Measures:

Goals:

1. Statewide observational survey data will be compiled to determine if the belt usage goal has been achieved.
2. A comparison of the 2006-2008 calendar base year average for traffic fatalities will be made to the most current available FARS data.
3. The number of grant-funded seat belt citations issued will be examined and compared to previous year.

Objectives:

1. A final report on the paid media campaign conducted during May 2011 will be maintained.
2. Documentation of the number of fitting stations in South Carolina will be maintained in the grant files.
3. A comparison of the number of child deaths from the previous year will be made to the most current available FARS data.
4. Documentation of all activities in support of Child Passenger Safety Week will be maintained in the grant files.

Strategies:

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

1. Highway Safety staff will issue an interagency agreement to secure a contractor to conduct one (1) statewide observational safety belt usage survey. The survey will be conducted in accordance with NHTSA guidelines.
2. Highway Safety staff, other SCDPS staff and partner agencies/groups will continue a statewide education initiative to inform the citizenry of the State and its visitors about the State's primary enforcement safety belt law. The legislation became effective December 9, 2005. The educational strategies employed in this effort will inform citizens and visitors of the law and emphasize the life-saving potential of the legislation.
3. The Occupant Protection Program Manager, working with all funded projects, will plan and coordinate special public information events during the national safety belt mobilization, National Child Passenger Safety Week, and any other national or regional traffic safety campaigns.
4. Trainings will be offered, such as the 8-hour hands-on CPS training, to those agencies and organizations wanting basic information on child passenger safety. Education will be provided to foster care parents, DSS staff, schools, church organizations, state and local enforcement agencies on child passenger safety.
5. Information encouraging compliance with the state's occupant protection laws will be disseminated through media advisories, alerts, press releases and other related publicity.

6. Special child safety seat inspection clinics will be conducted to educate the public on the importance of the consistent and correct use of child safety seats and the dangers of air bags to children.
7. A high visibility statewide enforcement and education campaign (*Buckle up, SC. It's the law and it's enforced.*) will be conducted to emphasize the importance of and to increase the use of occupant restraints. The campaign will include diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations.
8. A project to increase child safety and booster seat use among the state's minority populations will be continued. Training materials will be translated into Spanish so that seat recipients may understand the importance of correct installation of occupant restraint hardware. A corresponding effort will be made to increase safety belt use among the State's Hispanic population.
9. A project to expand the use of the Rollover Simulator to effectively provide occupant protection education and outreach to reduce the number of motorists not wearing safety belts.
10. The statewide Occupant Protection Assessment Final Report will continue to be used as a guide for implementing projects and activities. Several of the recommendations are being implemented through the grant to the SC Department of Health and Environmental Control (SCDHEC), such as organizing and supporting a state coalition dedicated to occupant protection and conducting seat belt observational surveys at the county and local levels.

PROJECTS TO BE IMPLEMENTED:

Project Number: 2H11002
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. The project will also partially fund an Administrative Assistant, a Senior Accountant, and a Fiscal Technician to assist with the administrative and financial functions of the occupant protection highway safety grants. Specific activities of the OPPM will include coordinating the planning and coordinating special public information events during *Buckle Up, America! Week* in May 2011, and the *National Child Passenger Safety Awareness Week* in September 2011; 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 2011.

Budget: The project will fund Personnel @ \$90,770 (includes salaries and fringe benefits for one [1] Occupant Protection Program Manager, one [1] Administrative Assistant [20%], one [1] Senior Accountant [22.5%], and one [1] Fiscal Technician [22.5%]); Contractual Services @ \$400,000 (includes utilizing the services of the agency contractor to develop, plan and implement a statewide public information and educational program focusing on the State's primary enforcement safety belt law and a statewide safety belt survey); Travel @ \$1,000 (includes in-state lodging, meals, transportation and parking); and Other @ \$26,202 (includes indirect costs, postage/shipping, office supplies, CPS Technician fees, printed materials and supplies, copy equipment rental, Enterprise Software maintenance/data supplies, tort insurance, telephone costs, and maintenance supplies).

Project Number: 2H11032

Subgrantee: SCDPS: Highway Patrol

Project Title: SCHP Occupant Protection Education and Outreach Program

Project Description: The project will enhance the Rollover Simulator Demonstration Project to expand the number of presentations conducted each year and the number of people exposed to the simulator. The Rollover Simulator Demonstration Plan will outline the specific areas of the three regions to target. The Plan will prioritize, based upon the greatest areas of need, the possible venues to most effectively provide occupant protection education and outreach in an effort to reduce the number of motorists not wearing their seat belts who are involved in fatal traffic collisions. Possible venues may include festivals/fairs, schools (especially High Schools) and large presentations, such as the ones conducted by the Community Resource Officers at the Charleston Air Force Base with 2,000 participants. With the addition of two new rollover units at least 1,000 members of the public in the selected county areas will be provided rollover simulator demonstrations, to include a minimum of 60 safety presentations using the rollover units to emphasize the importance of seat belt use.

Budget: The project will fund Equipment @ \$72,545 (includes two [2] rollover truck-type units and two [2] PA systems); and Other @ \$3,745 (includes three [3] extra dummies, two [2] simulator unit covers, two [2] stainless steel stanchions, two [2] sets of stanchion ropes, two [2] extension cords, and one [1] magnetic board w/stand and double sets of lettering).

Project Number: 2H11034

Subgrantee: SC Dept. of Health and Environmental Control

Project Title: Giving Safety a Boost in SC II

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

Budget: The project will fund Personnel @ \$88,957 (includes salaries and fringe benefits for one [1] Program Coordinator and one [1] Program Assistant); Travel @ \$7,423 (includes in-state mileage, lodging, and meals); Equipment @ \$24,000 (includes one [1] new vehicle with a trailer); and Other @ \$39,451 (includes shipping and three [3] storage units, indirect costs, Child Safety Seats, office supplies, cell phone service, two [2] air cards, printing supplies, and training supplies).

Occupant Protection: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H11002	South Carolina Department of Public Safety	Occupant Protection Program Management	\$117,972/ \$400,000	Section 402/ Section 405
2H11032	SC Department of Public Safety / Highway Patrol	Occupant Protection Education and Outreach Program	\$76,290	Section 402
2H11034	SC Department of Health and Environmental Control	Giving Safety a Boost in South Carolina	\$159,831	Section 402
402 Total			\$354,093	
405 Total			\$400,000	
Total All Funds			\$754,093	

POLICE TRAFFIC SERVICES PROGRAM AREA

Problem Analysis:

Traffic law enforcement plays a crucial role in deterring impaired driving, increasing safety belt and child restraint usage, encouraging compliance with speed laws, and reducing other unsafe driving actions. A combination of highly visible enforcement, public information, education, and training is needed to achieve a significant impact in reducing crash-related injuries and fatalities in South Carolina.

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

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

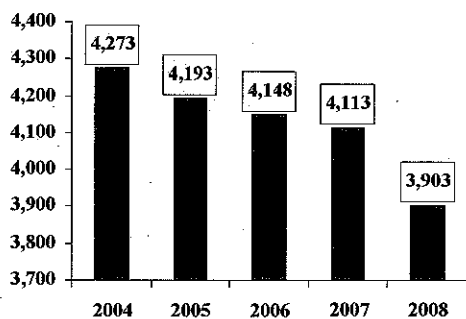
In order to remain state-of-the-art in law enforcement, personnel must be given the opportunity to receive specialized training, not only in the latest traffic enforcement techniques, but in the proper operation of equipment as well. South Carolina is fortunate to have an excellent Criminal Justice Training Academy and a close relationship with certain national training institutions. Several departments in South Carolina have been recipients of improved traffic enforcement programs, because officers have received specialized training in the areas of advanced collision reconstruction and investigation, in breathalyzer and radar operations, and in managing a selective traffic enforcement program. Such training initiatives will be continued in FFY 2011.

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

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

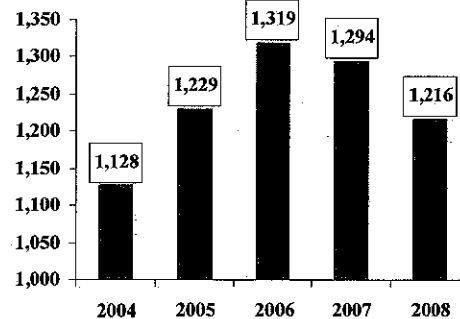
crashes must also be addressed through appropriate enforcement interventions. According to state data files, in South Carolina, driver inattention was a contributing factor in 60,651 crashes, including 185 fatal crashes and 16,349 injury crashes from 2006-2008. From 2006-2008, following too closely was a contributing factor in 28,972 crashes, including 3 fatal crashes and 6,808 injury crashes. In addition, failure to yield the right-of-way caused 71,815 crashes, including 327 fatal crashes and 22,718 injury-related crashes during the three-year period. From 2006-2008, disregarding signs/signals was a contributing factor in 18,869 crashes, including 149 fatal crashes and 7,473 injury crashes. Improper lane changes contributed to 21,256 crashes, including 57 fatal crashes and 3,324 injury crashes. These reckless driving habits are the causes of a substantial number of traffic collisions. Law enforcement should take steps to prevent traffic crashes through a combination of strict traffic enforcement and public education. The following charts show the three-year average for total severe injuries has declined by 5.1% from 2007 to 2008 and the three-year average for severe injuries in speed related collision has declined by 5.1% from 2007 to 2008.

Three Year Average - Total Severe Injuries



Data Source: SC State Data

Three Year Average - Severe Injuries in Speed Related Collisions



Data Source: SC State Data

In the state of South Carolina, driving under the influence (DUI) of alcohol with a BAC > .08 was by far the leading contributing factor of fatal crashes in 2008. According to NHTSA's imputed DUI statistics, 403 fatalities were DUI related. From 2006-2008, 1,286 people were killed in South Carolina in DUI (BAC = .08+) crashes. (NHTSA's 2009 data is not yet available).

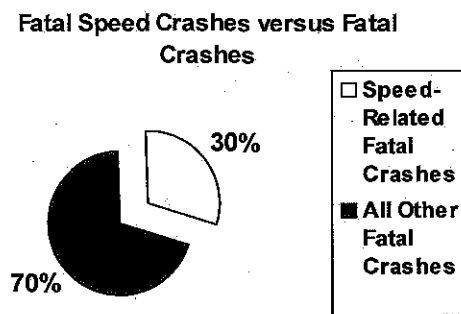
Alcohol enforcement programs involve complex traffic enforcement issues. First, an effective traffic records system must be available in order to identify problem areas, track case dispositions, and analyze final results. The traffic officers assigned to such programs must be highly trained and skilled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

Traffic enforcement efforts in DUI detection, apprehension, and conviction can be enhanced through the use of up-to-date equipment. Most law enforcement agencies are in need of innovative equipment, such as the passive breath test devices and in-car video cameras, which enable the traffic officer to videotape all traffic violations.

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. According to NHTSA there were 351 fatalities in speeding-related crashes in 2008. This accounted for 38.2% of fatalities. Based on state data for 2008, 30.3% (9,415) are injury related crashes.



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

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

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

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

**Top Ten Counties for Speed/Too Fast for Conditions
Fatal and Severe Injury Crashes: South Carolina 2006-2008**

County	2006	2007	2008	Total
Horry	100	107	73	280
Charleston	79	100	76	255
Greenville	77	101	66	244
Richland	77	89	63	229
Anderson	73	79	58	210
Spartanburg	51	66	63	180
Berkeley	64	55	42	161
York	61	47	44	152
Lexington	63	48	35	146
Aiken	58	43	27	128
Beaufort	35	36	36	107
Orangeburg	38	31	36	105
Florence	34	32	34	100
Dorchester	34	33	32	99
Colleton	34	28	34	96
Laurens	21	37	33	91

Attitudinal Survey

In order to assess awareness and the impact of campaign efforts, telephone surveys of South Carolina drivers are conducted before and after the campaigns. The following are survey results from the attitudinal surveys conducted in May 2010 for the safety belt campaign.

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

According to the survey, in terms of driving above the speed limit, 2.9% of respondents said that they always drove above 35 miles per hour on a local road with a speed limit of 30 MPH; 15.5% said that they drove above 30 MPH most of the time; 26.0% did so about half the time; 36.0% rarely drove above this speed; and 19.7% said they never drove above 35 MPH on a local road with a speed limit of 30 MPH.

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

A number of South Carolina drivers also report driving above the speed limit on a road with a speed limit of 65 miles per hour. The percentages who said they drove above 70 miles per hour on such on a road were as follows: always, 3.8%; most of the time, 9.2%; half of the time, 15.5%; rarely 40.0%; and never, 31.6%.

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

Slightly less than half of those surveyed (48.5%) reported that they had seen, heard, or read anything in the past 30 days about speed enforcement by police.

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

Drivers' perceptions of the chances of a person who is driving over the speed limit getting a ticket are much lower than the perceived likelihood that a person who drives after drinking alcohol will get arrested. About 10% thought that a person who is speeding will always get a ticket, while 36.4% said they would get a ticket most of the time; 30.7% felt they would do so about half the time; 21.0% believed they would rarely get a ticket; and 1.7% thought they never would.

Goals:

1. To decrease the three-year (2009-2011) average number of speed-related fatalities by 15% from the baseline three-year (2006-2008) average of 408 to an average of 345 by December 31, 2011.
2. To decrease the three-year (2009-2011) average number of drivers age 20 or younger involved in fatal crashes by 10% from the baseline three-year (2006-2008) average of 159 to 143 by December 31, 2011.
3. To decrease the three-year (2008-2010) average number of serious traffic injuries by 5% from the baseline three-year (2006-2008) average of 3,903 to 3,707 by December 31, 2011.
4. To increase the number of grant-funded speeding citations issued by 5%, from 521,114 in 2009 to 549,000 in 2011.

Objectives:

1. To decrease the number of speed-related traffic fatalities by 5%, from 351 in 2008 to 333 by December 31, 2011.
2. To decrease speed-related serious injury crashes by 6%, from 907 in 2008 to 852 by December 31, 2011.
3. To maintain the sixteen (16) Law Enforcement Networks throughout FY 2011.

Performance Measures:

Goals:

1. A comparison of the 2006-2008 calendar base year average for speed-related fatalities will be made to the most current available FARS data.
2. A comparison of the 2006-2008 calendar base year average for number of drivers age 20 or younger involved in fatal crashes will be made to the most current available FARS data.
3. A comparison of the 2006-2008 calendar base year average for serious traffic injuries will be made to the most current available FARS data.
4. The number of grant-funded speeding citations issued will be examined and compared to previous year.

Objectives:

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

Strategies:

The following strategies will be implemented to achieve project goals:

1. PTS projects will be developed and implemented in areas where analysis of traffic collision and citation data indicates a major traffic safety problem. The PTS projects funded are located in counties identified as having a significant problem with alcohol and/or speed-related traffic collisions and fatalities.
2. Law Enforcement Networks will continue to meet to share information among agencies, to disseminate information from the Office of Highway Safety, and to conduct multi-jurisdictional traffic enforcement activity.
3. 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 2011.
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 OHS staff met with staff from the SC Criminal Justice Academy and the SC Highway Patrol to develop the Request for Proposal (RFP). The target audiences will be 1) State and local law enforcement executives and 2) State and local law enforcement supervisory personnel. The supervisory personnel trainings will also include a train-the-trainer component. The cost of the project is anticipated to be approximately \$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 2011.
12. The SC Highway Patrol, funded by the SC Department of Transportation, has developed a speed enforcement overtime effort to be conducted in two locations in the state identified as having high incidents of speed-related collisions during October and November of 2010.

PROJECTS TO BE IMPLEMENTED:

Project Number: 2H11005

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

Budget: The project will fund Personnel @ \$90,615 (includes salaries and fringe benefits for one [1] Police Traffic Services Program Manager, one [1] Administrative Assistant [20%], one [1] Senior Accountant [22.5%], and one [1] Fiscal Technician [22.5%]); Travel @ \$1,000 (includes in-state lodging, meals, parking and transportation); and Other @ \$16,347 (includes indirect costs, office supplies, phone, printing and duplication, postage, tort insurance, room rental and meeting room costs, copy equipment rental, Enterprise Software maintenance/data supplies, educational materials, maintenance supplies, and air card fees.)

Project Number: 2H11007
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. The project will also partially fund an Administrative Assistant, a Senior Accountant, and a Fiscal Technician to assist with the administrative and financial functions of the law enforcement coordination highway safety grant and the Law Enforcement Network mini-grants.

Budget: The project will fund Personnel @ \$174,187 (includes salaries and fringe benefits for two [2] Field Law Enforcement Liaison positions, one [1] Administrative Assistant [20%], one [1] Senior Accountant [22.5%], and one [1] Fiscal Technician [22.5%]); Contractual Services @ \$10,000 (includes contracting for LEN Coordinator's meetings); Travel @ \$8,000 (includes in-state lodging, meals, registration and transportation for the two [2] Field Law Enforcement Liaison positions and out-of-state lodging, meals, registration and transportation for training conferences); Equipment @ \$20,000 (includes eight [8] radars); and Other @ \$480,469 (includes indirect costs, plaques and recognition certificates, printing and duplication, office phone, postage, education and training materials, copy equipment rental, Enterprise Software maintenance/data supplies, tort insurance, office supplies, DUI Awards Ceremony law enforcement incentives, registration fees, cell phone service, SCLen clothing, Law Enforcement Network mini-grants [\$26,000 per SCLen], LEL vehicle fuel, LEL vehicle insurance, LEL vehicle maintenance, LEL vehicle vinyl graphics, maintenance supplies, and air card fees).

Project Number: 2H11008
Subgrantee: Richland County Sheriff's Department
Project Title: Motorcycle Safety Education and Enforcement

Project Description: The project will maintain the two currently funded traffic deputies and utilize proactive traffic enforcement to reduce collisions in known dangerous intersections and problematic stretches of the highway. The officers will detect and apprehend DUI offenders and report road conditions that could be a factor in the cause of traffic collisions. The officers will keep a record of all citations issued and will conduct selective speed enforcement in regions assigned by the Traffic Sergeant. The grant-funded officers will conduct checkpoints and engage in selective enforcement of safety belt and child restraint usage. The Traffic Enforcement Division will conduct selective DUI enforcement, including checkpoints. The Traffic Sergeant will direct the officers to patrol in areas and conduct checkpoints during the times that are considered to be dangerous due to the high number of people driving under the influence. The officers will participate in a minimum of 24 traffic safety programs that educate the public in the dangers and consequences of hazardous driving habits. A major focus of this project will be outreach to the over-40 male demographic who often purchase motorcycles they are not equipped to properly operate. The applicant intends to work in conjunction with area motorcycle dealerships in this effort.

Budget: The project will fund Personnel @ \$94,548 (includes two [2] Deputy Sheriff Traffic Unit officers); Travel @ \$25,000 (includes enforcement mileage); and Other @ \$400 (includes office supplies).

Project Number: 2H11012
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 @ \$129,420 (includes salaries and fringe benefits for two [2] Master Police Officers); and Equipment @ \$2,500 (includes one [1] Lidar unit).

Project Number: 2H11014
Subgrantee: South Carolina Criminal Justice Academy
Project Title: Traffic Safety Officer Program

Project Description: The project will maintain the four 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 @ \$239,885 (includes salaries and fringe benefits for four [4] Criminology Instructor IV positions); Travel @ \$33,640 (includes in-state and out-of-state per diem and lodging, and out-of-state airfare and car rental); and Other @ \$90,449 (includes indirect cost, promotional items, educational/training materials, printing cost, postage, TSO Conference supplies, registration/tuition fees, and TSO/TSI award items).

Project Number: 2H11023
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 officer. The Traffic Deputy will utilize 100% of his/her time in the enforcement of traffic laws in Beaufort County. This will be accomplished through evaluation and identification of high collision areas, patrolling roadways with heavy traffic flow, issuing citations for traffic violations, and implementing traffic safety checkpoints and saturation efforts throughout Beaufort County. The Traffic Deputy will actively participate in special traffic enforcement efforts, to include serving as active members of the LEN. Special Enforcement activity will be conducted during the entire grant period.

Budget: The project will fund Personnel @ \$51,574 (includes salary and fringe benefits for one [1] Traffic Enforcement Deputy); Travel @ \$12,500 (includes in-state travel enforcement mileage); Equipment @ \$48,000 (includes one [1] police vehicle, one [1] in-car radio, one [1] portable hand-held radio, one [1] in-car video camera, one [1] radar, one [1] vehicle lighting system, and one [1] LED lights); and Other @ \$5,475 (includes one [1] vehicle cage/transport barrier, one [1] console, one [1] siren speaker, one [1] rechargeable flashlight, office supplies, one [1] fire extinguisher, one [1] passive alcohol sensor, one [1] stop sticks, ten [10] traffic cones, cellular phone service, educational supplies, and one [1] memory card).

Project Number: 2H11029
Subgrantee: City of Cayce Department of Public Safety
Project Title: Traffic Speed Enforcement Unit

Project Description: The project will continue the currently funded 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. Citizen calls and other problem areas may also dictate enforcement efforts. Placing officers in targeted areas is expected to reduce traffic collisions, injuries, and fatalities.

Budget: The project will fund Personnel @ \$100,907 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$20,000 (includes in-state patrol mileage); and Other @ \$1,680 (includes cell phone service and air card service).

Project Number: 2H11031
Subgrantee: Dorchester County Sheriff's Office
Project Title: Dorchester County DUI Traffic Enforcement Team

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

Budget: The project will fund for Personnel @ \$122,374 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$25,550 (includes in-state enforcement mileage, lodging, and per diem); Equipment @ \$84,800 (includes two [2] patrol vehicles, two [2] light bar packages, two [2] in-car cameras, two [2] vehicle radios, two [2] portable radios, two [2] radar, and two [2] laptop computers); and Other \$16,270 (includes registration fees, radio service fees, traffic safety supplies, two [2] push bumpers, two [2] vehicle cages, cell phone service, air card service, office supplies, educational supplies, two [2] tire deflation devices, two [2] passive alcohol sensors, two [2] sirens, two [2] speakers, two [2] power consoles, OHS required decals, two [2] fire extinguishers, two [2] flashlights, brackets, laptop mounts, and two [2] in-car thermal printers.)

Project Number: 2H11033
Subgrantee: Lexington Police Department
Project Title: Enhancement of Traffic Division

Project Description: The project will expand the current Traffic Unit by hiring two additional traffic officers to dedicate 100% of their time to enforcement of traffic laws in and around the Town of Lexington. 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 @ \$127,995 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$500 (includes in-state mileage); Equipment @ \$80,000 (includes two [2] police vehicles, two [2] 800 MHz mobile radios, two [2] 800 MHz walkie talkies, two [2] light bars, two [2] in-car video units, and two [2] in-car radar units); and Other @ \$8,400 (includes two [2] push bumpers, two [2] cell phone services, 800 MHz airtime and activation, two [2] vehicle cages, two [2] stop sticks, traffic cones, office supplies, DVD's for in-car videos, two [2] OHS required decals, two [2] headlight flashers, two [2] anti-theft devices, and two [2] fire extinguishers).

Project Number: 2H11037
Subgrantee: Greer Police Department
Project Title: Expansion of Greer Police Traffic Enforcement Team

Project Description: The project will hire two traffic officers who will spend 100% of their time in the enforcement of traffic laws in the City of Greer. 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 Greer. Traffic Officers will actively participate in special traffic enforcement efforts to include serving as active members of the LEN, participating in the citywide implementation of traffic safety checkpoints and saturation efforts and working with the other LEN members in multi-jurisdictional traffic enforcement activities.

Budget: The project will fund Personnel @ \$96,571 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$15,000 (includes in-state enforcement mileage); Equipment @ \$74,000 (includes two [2] police vehicles, two [2] in-car radars, two [2] in-car cameras, two [2] mobile radios, two [2] laptops, and two [2] light packages); and Other @ \$9,080 (includes eight [8] traffic cones, two [2] tire puncturing devices, two [2] in-car thermal printers, two [2] flashlights, office supplies, two [2] cell phones and twelve [12] months' service, four [4] checkpoint signs, two [2] hand-held walkie talkies, two [2] sirens, and two [2] prisoner barriers).

Project Number: 2H11039
Subgrantee: Batesburg-Leesville Police Department
Project Title: Traffic Safety DUI Enforcement

Project Description: The project will maintain the DUI Enforcement Officer who will concentrate efforts through saturation patrols in areas based upon incidents of alcohol-related collisions, prioritized by frequency and severity. Positioning the DUI Enforcement Officer in problem areas will be determined from information retrieved from OHS statistics and local data.

Budget: The project will fund Personnel @ \$41,746 (includes salary and fringe benefits for one [1] Traffic Officer); Equipment @ \$2,400 (includes one [1] Lidar); and Other @ \$1,560 (includes office supplies, traffic cones).

Project Number: 2H11043
Subgrantee: City of Rock Hill
Project Title: City of Rock Hill Traffic Enforcement Unit

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

Budget: The project will fund Personnel @ \$108,451 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$48,000 (includes in-state travel for patrol mileage); Equipment @ \$80,800 (includes two [2] radars, two [2] in-car digital video cameras, two [2] portable radios, two [2] mobile vehicle radios, two [2] patrol vehicles, and two [2] light packages); and Other @ \$8,296 (includes two [2] digital cameras, two [2] passive alcohol sensors, two [2] stop sticks, two [2] in-car GPS units, two [2] cell phones and service, two [2] safety barriers, two [2] sirens, and two [2] push bumpers).

Project Number: 2H11044

Subgrantee: Spartanburg Public Safety Department

Project Title: City of Spartanburg's Collision Reduction through Enforcement

Project Description: The project will hire an additional grant officer to enhance traffic enforcement in the City of Spartanburg. The Traffic Enforcement Officer will complete directed enforcement. Spartanburg Public Safety Department will participate in the South Carolina Law Enforcement Network, and the Sober or Slammer! Sustained DUI Enforcement campaign. The grant-funded officer will participate in special enforcement and education activities in support of national and statewide highway safety initiatives and will report data regarding statewide campaigns and initiatives to the OHS.

Budget: The project will fund Personnel @ \$42,840 (includes salary and fringe benefits for one [1] Traffic Officer); Travel @ \$5,670 (includes in-state travel for patrol mileage); Equipment @ \$37,102 (includes one [1] patrol vehicle, one [1] in-car digital video camera, one [1] emergency lights, one [1] radar and one [1] mobile radio); and Other @ \$2,150 (includes office supplies, education supplies and OHS required decals).

Project Number: 2H11045

Subgrantee: West Columbia Police Department

Project Title: West Columbia Traffic Enhancement Project

Project Description: The project will add one officer to the traffic unit for a total of a three-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. The hours will vary depending on special events and specific needs. Occupant restraint usage will be an area of focus for the team as well. The traffic unit will only be utilized for its stated purpose, and the schedules will vary depending on special traffic enforcement needs that are pre-determined by the Department. Speeding enforcement, DUI/impaired driving detection, checkpoints, and educational activities are the focus of the unit. Additionally, the unit will work with the Department's public information officer to conduct public awareness efforts aimed at increasing occupant restraint usage and to make the public aware of the Department's commitment to traffic safety.

Budget: The project will fund Personnel @ \$59,870 (includes salary and fringe benefits for one [1] Traffic Enforcement Officer); Travel @ \$10,750 (includes in-state enforcement mileage, per diem, and lodging); Equipment @ \$37,000 (includes one [1] police vehicle, one [1] mobile handheld radio, one [1] in-car digital video camera, one [1] in-car radar unit, and one [1] vehicle light bar package); and Other @ \$2,660 (includes one [1] vehicle transportation cage, one [1] siren and speaker package, one [1] fire extinguisher, DVD's/cases, training registration, summons books, mobile radio service, traffic cones, and one [1] vehicle console with brackets).

Project Number: 2H11046
Subgrantee: Simpsonville Police Department
Project Title: Simpsonville Police Enforcement Team

Project Description: The project will hire two (2) Traffic Enforcement Officers to conduct traffic enforcement in the City of Simpsonville. The grant-funded officer will work shifts that include weekend nights, and will conduct saturation patrols and sobriety checkpoints in areas determined to have the highest frequency of DUI-related crashes. The officers will be positioned in problem areas determined from information retrieved from OHS statistics. Emphasis will also be placed on special school functions such as prom night, sporting events, holiday break periods, and graduation week. The grant-funded officers will also participate actively in the Law Enforcement Network.

Budget: The project will fund Personnel @ \$97,169 (includes salaries and fringe benefits for two [2] DUI Enforcement Officers); Equipment @ \$87,548 (includes two [2] patrol cars, two [2] radars, two [2] in-car cameras, two [2] 800 MHz walkie talkies, two [2] 800 MHz car radios, two [2] 460 MHz walkie talkies, two [2] laptop computers ruggedized, and two [2] emergency lights for patrol cars); and Other @ \$9,580 (includes two [2] 460 MHz car radios, two [2] tire deflation devices, two [2] passive alcohol sensors, two [2] in-car printers with stands, two [2] computer cradles, two [2] driver license scanners, two [2] prisoner transport cages, two [2] car consoles, two [2] sirens/speakers, two [2] flashlights, and two [2] push bumpers).

Project Number: 2H11047
Subgrantee: City of Hartsville Police Department
Project Title: Alcohol Countermeasures and Education Initiative

Project Description: The applicant will hire a DUI Enforcement Officer that will focus 100% on DUI and traffic enforcement. The officer will be scheduled 40 hours per week, and these hours will vary from week to week, ensuring that the officer will work nights, weekends, holidays and DUI checkpoints. The DUI Officer will be highly trained in the areas of expert impaired driving detection, court preparation, sobriety checkpoint operations, testimony and prosecution of DUI cases, and field sobriety operations. The DUI Officer will focus on deterring, detecting, and reducing traffic violations.

Budget: The project will fund Personnel @ \$42,323 (includes salary and fringe benefits for one [1] Officer); Equipment @ \$40,000 (includes one [1] police vehicle with LEN markings, one [1] vehicle lights, one [1] 800 MHz car radio with installation, one [1] in-car digital mobile video unit, and one [1] dual antenna radar unit); and Other @ \$4,680 (includes one [1] car siren and speaker, one [1] power control box, one [1] car console, one [1] front bumper push bar, cell phone service for 12 months, one [1] stop stick system, one [1] passive alcohol sensor, one [1] rear seat prisoner cage, and one [1] rear windows prisoner guards).

Project Number: 2H11048
Subgrantee: Berkeley County Sheriff's Office
Project Title: Berkeley County Traffic Enforcement Unit

Project Description: The project will hire two traffic officers to expend 100% of their time enforcing traffic laws in Berkeley County. The Berkeley County Traffic Unit will actively participate in special traffic enforcement efforts, to include the Law Enforcement Network, traffic safety checkpoints, saturation patrols efforts, and concentrating enforcement activities where collisions and/or special types of violations are occurring. The Traffic Enforcement Unit will participate in the Law Enforcement DUI Challenge of the SC Department of Public Safety based on the schedule outlined by the Office of Highway Safety. The Traffic Unit will place special emphasis on national campaigns, including National Child Passenger Safety Week in September and "Hands Across the Border" enforcement events in the summer of 2011. The Traffic Unit will conduct educational presentations on traffic issues for schools, civic groups, churches, and businesses.

Budget: The project will fund Personnel @ \$96,581 (includes salaries and fringe benefits for two [2] Traffic Enforcement Officers); Travel @ \$24,000 (includes in-state enforcement mileage); Equipment @ \$84,816 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] in-car radars, two [2] vehicle mobile radios, two [2] light bars, two [2] laptop computers, and two [2] hand-held radios); and Other @ \$7,795 (includes two [2] sirens/speakers, two [2] push bumpers, two [2] digital card swipes and printers, two [2] transportation cages, two [2] power control consoles, two [2] stop sticks, office supplies, fire extinguisher, reflective traffic vest, and emergency LED lamp).

Project Number: 2H11049
Subgrantee: Monks Corner Police Department
Project Title: Safer Roads Around Monks Corner

Project Description: The project will hire two 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. Enforcement activities will be documented throughout the grant period.

Budget: The project will fund Personnel @ \$110,045 (includes salaries and fringe benefits for two [2] Traffic Unit Officers); Travel @ \$7,950 (includes in-state enforcement mileage); Equipment @ \$72,900 (includes two [2] police vehicles, two [2] in-car video cameras, two [2] in-car radars, two [2] laptop computers, two [2] light bars, and two [2] mobile 800 radios); and Other @ \$11,690 (includes office supplies, educational supplies, two [2] digital card swipes/in-car thermal printers, two [2] sirens/speakers, two [2] flashlights, two [2] digital cameras, two [2] vehicle partitions, two [2] center consoles and laptop mounts, decals, two [2] UPS devices, traffic cones, cell phone basic service, two [2] stop sticks, and two [2] fire extinguishers).

Project Number: 2H11050

Subgrantee: Lancaster County Sheriff's Office

Project Title: Lancaster County Traffic Enforcement Unit

Project Description: The project will hire two traffic officers to dedicate 100% of their time to proactive traffic enforcement. The Traffic Unit will actively participate in special traffic enforcement efforts, to include the Eighth Circuit Law Enforcement Network, participating in the countywide implementation of traffic safety checkpoints and saturation efforts, working with other LEN members in multi-jurisdictional traffic enforcement activity and concentrating enforcement activities where collisions and/or specific types of violations are occurring. The Traffic Unit will fully participate in enforcement; education and media activities associated with the state's occupant protection and impaired driving enforcement crackdowns.

Budget: The project will fund Personnel @ \$94,246 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$42,000 (includes in-state travel for patrol mileage); Equipment @ \$75,000 (includes two [2] police vehicles, two [2] in-car digital video cameras, two [2] in-car radars, two [2] light bar packages, two [2] 800 MHz mobile walkie talkies, and two [2] laptop computers); and Other @ \$12,225 (includes DVD's, two [2] transport cages, two [2] sirens and speakers, two [2] push bumpers, two [2] in-car radios, office supplies, checkpoint supplies, two [2] flashlights, education supplies, cell phone service, two [2] GPS units, two [2] stop sticks and traffic cones).

Project Number: 2H11051

Subgrantee: Sumter Police Department

Project Title: Highway Safety and Traffic Enforcement

Project Description: The project will hire two officers to be proactive in their enforcement methods and will engage in highly visible enforcement in areas of the city. The department will analyze collision locations, causation factors, time of day, and day of week, to make decisions on which routes to patrol. Officers will identify common collision causations within the city of Sumter and proactively work to enforce the laws regarding these violations. By increasing enforcement of these violations, it is anticipated that drivers will become more aware of the risks of these practices and will be more likely to avoid them.

Budget: The project will fund Personnel @ \$79,531 (includes salaries and fringe benefits for two [2] Traffic Officers); Equipment @ \$69,794 (includes two [2] light sets, two [2] vehicle mobile radio units, two [2] in-car mobile video units, two [2] hand-held radar units, and two [2] police vehicles); and Other @ \$2,622 (includes two [2] brackets/cables/accessories, two [2] power control centers, two [2] stop sticks, two [2] OHS required decals, and two [2] siren/speakers).

Project Number: 2H110052
Subgrantee: Fountain Inn Police Department
Project Title: T.E.A.M. 1

Project Description: The project will hire a grant officer to enhance the current traffic unit who will dedicate 100% of his time to traffic enforcement and DUI reduction. The officer will 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. This unit will coordinate the Department's participation in the monthly multi-jurisdictional traffic task force for Greenville County Safe Communities and will also coordinate public safety checkpoints within the city.

Budget: The project will fund Personnel @ \$44,195 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$9,000 (includes in-state enforcement mileage, lodging and per diem); Equipment @ \$32,827 (includes one [1] patrol vehicle, one [1] vehicle light equipment, one [1] vehicle in-car video system, one [1] radar, and one [1] laptop computer); and Other @ \$5,850 (includes one [1] vehicle passenger cage, one [1] vehicle mobile radio unit, video tapes for in-car units, one [1] vehicle power control center, one [1] siren/speaker, traffic cones, one [1] vehicle push bumper, one [1] vehicle fire extinguisher, one [1] cellular phone and service, stop sticks, educational supplies, office supplies, and one [1] flashlight).

Police Traffic Services Program Area: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H11005	SC Department of Public Safety	Police Traffic Services (PTS) Program Management	\$107,962	Section 402
2H11007	SC Department of Public Safety	Law Enforcement Coordination	\$692,656	Section 402
2H11008	Richland County Sheriff's Department	Motorcycle Safety Education and Enforcement	\$119,948	Section 402
2H11012	City of Columbia Police Department	Enhance Traffic Enforcement Unit	\$131,920	Section 402
2H11014	SC Criminal Justice Academy	Traffic Safety Officer Program	\$363,974	Section 402
2H11023	Beaufort County Sheriff's Office	Beaufort County Traffic Enforcement Team	\$117,549	Section 402
2H11029	City of Cayce Dept. of Public Safety	Traffic Speed Enforcement Unit	\$122,587	Section 402
2H11031	Dorchester County Sheriff's Office	Dorchester County Traffic Enforcement Team	\$248,994	Section 402
2H11033	Lexington Police Department	Enhancement of Traffic Division	\$216,895	Section 402
2H11037	Greer Police Department	Expansion of Greer Police Traffic Enforcement Team	\$194,651	Section 402
2H11039	Batesburg-Leesville Police Department	Traffic Safety DUI	\$45,706	Section 402

2H11043	Rock Hill Police Department	Traffic Enforcement Unit	\$245,547	Section 402
2H11044	Spartanburg Public Safety Department	City of Spartanburg's Collision Reduction through Enforcement	\$87,762	Section 402
2H11045	West Columbia Police Department	Traffic Enhancement Project	\$110,280	Section 402
2H11046	Simpsonville Police Department	DUI Enforcement Team	\$194,297	Section 402
2H11047	Hartsville Police Department	Alcohol Countermeasures and Education Initiative	\$87,003	Section 402
2H11048	Berkeley County Sheriff's Office	Traffic Enforcement Unit	\$213,192	Section 402
2H11049	Moncks Corner Police Department	Safer Roads Around Moncks Corner	\$202,585	Section 402
2H11050	Lancaster County Sheriff's Department	Traffic Enforcement Unit	\$223,471	Section 402
2H11051	Sumter Police Department	Highway Safety and Traffic Enforcement	\$151,947	Section 402
2H11052	Fountain Inn Police Dept.	T.E.A.M. 1	\$91,872	Section 402
402 Total			\$3,970,798	

TRAFFIC RECORDS PROGRAM AREA

Problem Analysis:

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

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

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

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

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

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

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

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

- Participation in the strategic planning update meetings by designated TRCC Working Group members.
- Upon approval of the *Traffic Records Strategic Plan for Traffic Records Improvements (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.

The strategic plan was updated and approved by the TRCC Executive Group in May of 2010.

Goals:

1. To increase access to SCCATTS on-line data retrieval and analysis from 0% of law enforcement agencies to 20% of law enforcement agencies by December 31, 2011.
2. To increase from 0% of vehicle information captured using barcodes to 20% by December 31, 2011.

Objectives:

1. To implement state-of-the-art electronic field data collection for law enforcement statewide to improve timeliness, accuracy, completeness, accessibility, consistency, and data integration by December 31, 2011.
2. To complete the Section 408 Projects: Bar Coding of Vehicle Registrations and SCCATTS Interfaces to SC Department of Motor Vehicles and SC Judicial Department by December 31, 2011.

Performance Measures:

Goals:

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

Objectives:

1. Complete the rollout of equipment for the SCCATTS project for the SCHP and begin rollout of the SCCATTS project to local law enforcement during FFY 2011.
2. Completion of the Bar Coding of Vehicle Registrations and SCCATTS Interfaces to SC Department of Motor Vehicles and SC Judicial Department by the deadline.

Strategies:

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

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

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

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

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

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

Roughly \$1.6 million in FFY 2006 Section 406 Funds was used to procure a vendor to develop the electronic reporting solution. A vendor (Visual Statement) was selected in June of 2008 to develop electronic versions of the TR-310, Uniform Traffic Ticket, Public Contact Form, and Size and Weight Citation. The solution was tested in November 2009 and was deemed complete in January of 2010. Currently it is in use by a single post within the South Carolina Highway Patrol and is being piloted by four local law enforcement agencies. By the end of CY 2010, the SC Highway Patrol will have roughly 55% of its field enforcement submitting collision reports electronically. Following the pilot with the four local law enforcement agencies, steps will be taken to distribute the software to the agencies able to submit collision reports electronically. This solution will be of no cost to any law enforcement agency within the state of South Carolina.

Approximately \$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 SC Department of Transportation (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. Beginning in August 2010, the SC Highway Patrol will be outfitted with complete mobile data terminals for electronic collision reporting. Hardware for local law enforcement agencies will be procured following the purchase for the Highway Patrol.

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

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

will have a major impact on data quality for crash and citation information, since data will be captured automatically.

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

SCCATTS interface with SCDMV

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

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

SCCATTS Interface with SCJD

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

PROJECTS TO BE IMPLEMENTED:

Project Number: 2H11003

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 will be retained 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 the SC Judicial Department through the use of Section 408 funds.

Budget: The project will fund Personnel @ \$89,080 (includes salaries and fringe benefits for one [1] SCCATTS Project Coordinator and one [1] Operations Manager); Contractual Services @ \$650,000 (includes software, training and other services relative to SCCATTS enhancement, SCDMV and SCJD interfaces with SCCATTS, Bar Code Registration project, Collision/Citation Numbering Project, TR310 Form Revision, etc.); Travel @ \$3,000 (includes in-state meals, lodging, and transportation and out-of-state meals, lodging and transportation for staff members involved with the SCCATTS effort); and Other @ \$45,868 (includes indirect costs, data processing supplies, printing, telephone, statewide road centerline data, tort insurance, software updates, office supplies, training for Statistical Analysis Center and Information Technology Office staff, and Enterprise Software maintenance).

Traffic Records Program Area: Budget Summary

Project Number	Subgrantee	Project Title	Budget	Budget Source
2H11003	South Carolina Department of Public Safety	South Carolina Collision and Ticket Tracking System (SCCATTS)	\$187,948/ \$600,000	Section 406/ Section 408 (contractual services)
402 Total			\$0	
Total All Funds			\$787,948	

PAID MEDIA SUMMARY FFY 2011

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

Category/Campaign	Budget
<i>Sober or Slammer!/Drunk Driving. Over the Limit. Under Arrest.</i>	\$1,695,000
<i>Buckle up. South Carolina. It's the law and it's enforced.</i>	\$400,000
<i>Ride Smart Motorcycle Campaign</i>	\$75,000

**2011 Highway Safety
Equipment \$5,000
and above**

Grant No.	Subgrantee	Equipment	Total Cost	Funding Source
2H011009	SC Technical College System	(12) Motorcycles @ \$5,000 each	\$60,000	2010
2H11015	Lexington County Sheriff's Department	(2) Police Vehicles @ \$23,160 each (2) 800 mhz Digital Encrypt Radio @ \$5,500 each	\$46,320 \$11,000	410
2H11019	North Charleston Police Department	(2) Police Vehicles @ \$24,000 each (2) In Car Cameras @ \$5,800 each	\$48,000 \$11,600	410
2H11023	Beaufort County Sheriff	(1) Patrol Vehicle (1) In Car Radio (1) Portable Handheld Radio (1) In Car Video Camera	\$22,000 \$7,200 \$7,000 \$6,200	402
2H11031	Dorchester County Sheriff	(2) Police Vehicles @ \$22,500 each	\$45,000	402
2H11032	SCDPS: SC Highway Patrol	(2) Rollover Truck Units @ \$34,512.50 each	\$69,025	402
2H11033	Lexington Police Department	(2) Police Vehicles @ \$23,000 each (2) In Car Video Units @ \$5,400 each	\$46,000 \$10,800	402
2H11034	Department of Health & Environmental Control	(1) Vehicle	\$22,000	402
2H11037	Greer Police Department	(2) Police Vehicles @ \$24,000 each	\$48,000	402
2H11040	Kershaw County Sheriff	(2) Police Vehicles @ \$22,000 each	\$44,000	410
2H11041	Aiken Department of Public Safety	(2) Police Vehicles @ \$21,452 each	\$42,904	410
2H11043	Rock Hill Police Department	(2) Police Vehicles @ \$20,000 each (2) In Car Digital Video Camera @ \$6,000 each (2) Portable Radios @ \$5,800 each (2) Mobile Vehicle Radios @ \$5,000 each	\$40,000 \$12,000 \$11,600 \$10,000	402
2H11044	Spartanburg Department of Public Safety	(1) Patrol Vehicle (1) In Car Digital Video Camera	\$22,802 \$6,500	402
2H11045	West Columbia Police Department	(1) Patrol Vehicle (1) In Car Digital Video Camera	\$24,000 \$5,000	402
2H11046	Simpsonville Police Department	(2) Police Vehicles @ \$22,100 each	\$44,200	402
2H11047	Hartsville Police Department	(1) Patrol Vehicle (1) In Car Digital Video Camera (1) In Car Radio	\$24,000 \$5,500 \$6,100	402
2H11048	Berkeley County Sheriff	(2) Police Vehicles @ \$22,800 each (2) In Car Video Units @ \$5,268 each	\$45,600 \$10,536	402
2H11049	Moncks Corner Police Department	(2) Police Vehicles @ \$22,000 each	\$44,000	402
2H11050	Lancaster County Sheriff	(2) Police Vehicles @ \$24,000 each	\$48,000	402
2H11051	Sumter Police Department	(2) Police Vehicles @ \$21,617 each (2) In Car Mobile Video Unit @ \$5,650 each	\$43,234 \$11,300	402
2H11052	Fountain Inn Police Department	(1) Patrol Vehicle	\$24,000	402
K0505HK8FR09	SCDPS	Law Enforcement Vehicles (4)	\$96,000	SCDOT/410