



south carolina
DEPARTMENT *of* PUBLIC SAFETY
PROTECT. EDUCATE. SERVE.

OFFICE *of* HIGHWAY SAFETY AND JUSTICE PROGRAMS

**Highway Safety Grant Program
Grant Solicitation**

HIGHWAY SAFETY FUNDING GUIDELINES

JANUARY 2025

Contents

PURPOSE OF THE FUNDING GUIDELINES.....	3
DESCRIPTION OF SOUTH CAROLINA'S TRAFFIC COLLISION PROBLEM	5
ASSISTANCE IN DEVELOPING GRANT PROPOSALS.....	16
PRIORITY EMPHASIS AREAS ELIGIBLE FOR FUNDING IN FFY 2026.....	17
PRIORITY EMPHASIS AREA PROGRAM DESCRIPTIONS	18
EMPHASIS AREA PROGRAM DESCRIPTION: POLICE TRAFFIC SERVICES.....	18
<i>ENFORCEMENT PROJECTS</i>	18
<i>LAW ENFORCEMENT TRAINING PROJECTS</i>	20
EMPHASIS AREA PROGRAM DESCRIPTION: IMPAIRED DRIVING COUNTERMEASURES (IDC)	22
<i>ENFORCEMENT PROJECTS</i>	22
<i>TRAINING</i>	23
<i>PROSECUTION/ADJUDICATION</i>	24
<i>COURT MONITORING</i>	26
EMPHASIS AREA PROGRAM DESCRIPTION: HIGHWAY SAFETY EDUCATION.....	27
<i>JUDICIAL EDUCATION</i>	27
<i>CHILD AND ADULT PASSENGER SAFETY EDUCATION</i>	28
<i>MATURE/OLDER DRIVER EDUCATION</i>	29
<i>YOUNG DRIVER EDUCATION</i>	29
<i>PEDESTRIAN SAFETY EDUCATION</i>	29
<i>COMMUNITY-BASED EDUCATION</i>	29
RESPONSIBILITIES OF FUNDED APPLICANTS.....	32
OVERVIEW & GENERAL FUNDING REQUIREMENTS/LIMITATIONS.....	36
CRITERIA FOR GRANT APPLICATION REVIEW	42
HIGHWAY SAFETY APPLICATION REVIEW CHECKLIST	44
FREQUENTLY ASKED QUESTIONS.....	46

PURPOSE OF THE FUNDING GUIDELINES

The purpose of this manual, prepared by the Office of Highway Safety and Justice Programs (OHSJP) of the South Carolina Department of Public Safety, is to outline the specific criteria to be followed in the preparation of Highway Safety grant applications and to assist potential applicants in determining whether a proposed traffic safety activity is eligible for funding in Federal Fiscal Year (FFY) 2026. The manual provides direction for the state's highway safety planning process and presents concise guidelines to assist eligible applicants in obtaining federal funding support for highway safety programs. Highway Safety funds are received on an annual basis from the National Highway Traffic Safety Administration (NHTSA) of the U. S. Department of Transportation (USDOT).

Those interested in applying for FFY 2026 Highway Safety funding are strongly encouraged to attend the Grant Solicitation Workshop in February 2025. Details regarding workshop registration can be found on page 4 of this manual. **Please note that only the following entities are eligible for consideration for Highway Safety funding: (1) State agencies; (2) private, non-profit organizations listed as 501(c)3; (3) political subdivisions (city/county governments); and (4) state, local and federally recognized tribal governments.**

Please note that a law enforcement applicant must be in compliance with Section 56-5-6560 of the South Carolina Code of Laws regarding the reporting of Public Contact Information to be considered eligible for funding. Applicants must not be delinquent in the submission of fines, fees, and surcharges to the State Treasurer's Office.

FFY 2026 Highway Safety grant applications must be received electronically by the Office of Highway Safety and Justice Programs by 5:00 PM on Friday, April 4, 2025 Supporting documents and/or appendices to the application may be uploaded as an attachment. Applications received after April 4, 2025, **will not** be considered. The grant application must be completed using *IntelliGrants*, the Office of Highway Safety and Justice Programs' online grant management system. The Highway Safety application will be available on *IntelliGrants* beginning February 6, 2025.

Following the submission deadline, the OHSJP will utilize a multi-level review process to determine whether an application is approved or disapproved. Grant award announcements will be emailed prior to the start of the FFY 2026 grant period which is October 1, 2025.

HIGHWAY SAFETY GRANT CYCLE FFY 2026

- January 16, 2025: Notification of solicitation of applications and workshop announcement emailed to potential applicants.
- February 4, 2025 OHSJP Grant Solicitation Workshop. Registration: 8:30 AM - 9:00 AM.
Workshop: 9:00 AM - 1:00 PM, Seawell's, 1125 Rosewood Drive, Columbia, SC 29201.
- February 6, 2025: OHSJP Grant Solicitation Workshop. Registration: 8:30 AM - 9:00 AM.
Workshop: 9:00 AM - 1:00 PM, Seawell's, 1125 Rosewood Drive, Columbia, SC 29201.
- February 7, 2025: Application opens. The grant application must be completed using *IntelliGrants* <https://scdps.IntelliGrants.com/>.
- March 21, 2025: *IntelliGrants* New User Registration Deadline. New users must submit their subgrantee user registration requests no later than **5:00 PM on Friday, March 21, 2025.**
- April 4, 2025: Due date for Highway Safety grant applications. All grant applications **must** be received electronically by the OHSJP by 5:00 PM on Friday, April 4, 2025. **Applications received after the due date will not be considered.**
- September 2025: FFY 2026 grant awards issued with funding beginning October 1, 2025. Notification of applicants not approved for funding.

DESCRIPTION OF SOUTH CAROLINA'S TRAFFIC COLLISION PROBLEM

Traffic Collision Statistics (preliminary data): Statistics for South Carolina indicate that during 2024, approximately 141,806 traffic collisions were reported; this is a 2.71% decrease from 2023, when 145,756 collisions were reported. Collisions in 2024 resulted in 1,015 fatalities and an estimated 50,194 injuries. The number of traffic fatalities in 2024 was 2.86% lower than in 2023, when 1,044 persons were fatally injured in South Carolina traffic collisions.

Mileage Death Rate (preliminary data): The state's mileage death rate (MDR), or traffic fatalities per 100 million miles of travel, in 2024 was 1.63, a 4.68% decrease from 2023 when the MDR was 1.71. According to the most recent data available, the national mileage death rate in 2023 was 1.26. Based on 2023 figures, South Carolina's MDR of 1.71 was about 35.71% higher than the national mileage death rate of 1.26.

2024 SC Traffic Collision Statistics Clock (preliminary data): Breaking collision statistics down by time in 2024 indicated the following:

- * 1 Traffic Collision was reported every 3.7 minutes.
- * 1 Traffic Death was reported every 8.7 hours.
- * 1 Non-fatal Traffic Injury was reported every 10.5 minutes.
- * 1 Property-Damage-Only Collision was reported every 4.9 minutes.

In 2023, South Carolina had 4,119,783 licensed drivers who operated 5,147,878 registered motor vehicles on a roadway system of 78,438 miles of streets and highways.



DUI Involvement in Collisions:

According to NHTSA's Fatality Analysis Reporting System (FARS) 2022 data, alcohol-impaired fatalities for 2022 totaled 474 (2022 is the most recent year in which FARS data is available). Of the total number of fatalities in SC during 2022, 474 people had a blood alcohol concentration (BAC) of .08 or greater, which accounted for 43.00% of all drivers involved in fatal collisions.



Speed Involvement in Collisions (preliminary data):

According to the SC Department of Public Safety's preliminary data for 2024, of the approximately 50,194 total traffic-related injuries reported in 2024, 14,420 or approximately 28.7%, occurred in speeding-related collisions. Injuries in speeding-related traffic collisions decreased from 15,440 in 2023 to 14,420 in 2024, a decrease of 6.61%. The percentage of traffic-related injuries that involved speeding decreased slightly from 29.9% in 2023 to 28.7% in 2024.

Serious injuries in speeding-related traffic collisions decreased by 8.21% from 2023 to 2024 with 865 such injuries occurring in 2023 and 794 in 2024; however, the percentage of traffic-related serious injuries that involved speeding decreased slightly, from 35.00% in 2023 to 31.1% in 2024. Total and serious traffic-related injuries that involved speeding decreased in 2024 when

compared to 2023, and state data shows that South Carolina’s overall speeding-related fatalities decreased by 4.84%, from 413 fatalities in 2023 to 393 fatalities in 2024.

Five-Year Collision Data: In order to examine traffic collision trends over time, the Office of Highway Safety and Justice Programs’ staff reviewed collision data for the period 2019-2024. During this five-year period, the state’s MDR in 2019 was 1.74 before increasing to 1.98 in 2020; it rose again to 2.08 in 2021 before falling to 1.85 in 2022. For 2023, the state’s MDR decreased to 1.71. Collision statistics for the period are presented in the chart below.

**South Carolina Collision Statistics
2020 - 2024**

Year	Total Collisions	Total Fatalities	Total Persons Injured	Death Rate
2020	121,235	1,066	47,985	1.98
2021	147,724	1,198	53,596	2.08
2022	143,426	1,093	50,172	1.85
2023	145,756	1,044	51,622	1.71
2024	141,806	1,015	50,194	1.63

All 2023-2024 data are preliminary

Top Primary Contributing Factors 2024

2024 Top Primary Contributing Factors		
Fatal Collisions	Injury Collisions	Total Collisions
Driving Too Fast for Conditions	Failed To Yield Right of Way	Driving Too Fast for Conditions
Driver Under Influence	Driving Too Fast for Conditions	Failed To Yield Right of Way
Failed To Yield Right of Way	Disregarded Signs/Signals/Etc.	Improper Lane Usage/Change
Lying &/Or Illegally In Roadway	Driver Under Influence	Followed Too Closely
Wrong Side/Wrong Way	Followed Too Closely	Distracted/Inattention

All 2024 data are preliminary

Location of Highest Numbers of Property-Damage-Only Crashes: During the five-year period from 2020-2024, the five counties with the highest number of property-damage-only collisions were Greenville, Charleston, Richland, Spartanburg, and Horry counties.

Location of Highest Numbers of Injury Crashes: The locations of the largest number of injury collisions during the five-year period from 2020-2024 were Charleston, Greenville, Horry, Richland, and Spartanburg counties.

Location of Highest Numbers of Fatal Crashes: The locations of the largest number of fatal crashes during the five-year period from 2020-2024 were Greenville, Horry, Charleston, Spartanburg, and Richland counties.

Driver Groups Involved in Crashes: During the five-year period from 2020-2024, the age groups with the highest number of drivers involved in fatal collisions (presented in order) included drivers ages 30-34, 25-29, and 20-24. The age groups with the highest number of drivers involved in serious injury collisions (presented in order) included drivers ages 25-29, 20-24, and 30-34. Drivers under the age of 35 continued to be over-represented in traffic crashes, based on the size of the category of licensed drivers in this group. Male drivers continued to be involved in a higher number of collisions than female drivers.

An Analysis by the Office of Highway Safety and Justice Programs: Based on traffic data over the 2020-2024 period, the charts on pages 8-15 show counties in the state of South Carolina which led the state in statistical categories regarding fatal and serious injury collisions:

- number of fatal and serious injury collisions;
- number of fatal and serious injury by DUI alcohol-related and/or drug collisions;
- number of fatal and serious injury by speed-related collisions;
- number of fatal and serious injury pedestrian-involved collisions
- number of fatally and seriously injured unrestrained occupant fatalities;
- number of fatal and serious injury young driver-involved collisions;
- number of fatal and serious injury older driver-involved collisions;
- number of fatal and serious injury collisions with a primary contributing factor of distracted driving;

SC Fatal and Serious Injury Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Charleston	306	302	332	268	275	296	1,779
Greenville	335	257	304	299	250	288	1,733
Horry	242	206	261	250	234	232	1,425
Spartanburg	213	206	247	178	207	201	1,252
Richland	201	174	188	181	159	149	1,052
York	157	141	148	128	126	162	862
Lexington	171	123	144	135	141	134	848
Anderson	152	135	141	111	94	105	738
Berkeley	124	109	107	115	137	118	710
Orangeburg	112	118	133	88	94	89	634
Florence	132	91	119	81	86	76	585
Beaufort	82	83	91	97	78	88	519
Aiken	74	77	100	77	93	91	512
Sumter	85	80	93	101	76	65	500
Dorchester	71	72	76	70	65	91	445
Pickens	81	57	84	64	74	65	425
Oconee	70	61	45	66	50	53	345
Laurens	69	64	44	59	59	47	342
Darlington	56	35	58	62	55	46	312
Cherokee	53	48	55	50	43	50	299
Georgetown	44	41	53	44	67	49	298
Jasper	55	46	59	51	41	46	298
Colleton	45	55	45	38	37	55	275
Lancaster	58	59	44	29	34	47	271
Kershaw	47	49	55	48	30	35	264
Greenwood	49	46	37	46	38	19	235
Chesterfield	44	34	35	33	35	37	218
Williamsburg	43	36	39	29	25	23	195
Clarendon	46	28	32	35	25	23	189
Chester	37	27	36	30	30	24	184
Marlboro	29	27	31	34	26	23	170
Dillon	28	24	32	32	26	23	165
Marion	35	24	24	26	17	29	155
Newberry	28	22	28	28	25	17	148
Union	26	30	17	24	21	19	137
Fairfield	20	31	24	17	24	21	137
Hampton	23	30	23	19	17	9	121
Calhoun	14	20	32	14	13	10	103
Lee	18	19	15	18	14	12	96
Abbeville	19	13	12	15	16	13	88
Barnwell	13	12	16	14	12	12	79
Edgefield	14	15	10	15	10	11	75
Saluda	11	8	15	8	13	13	68
Bamberg	9	10	7	9	12	8	55
Allendale	9	10	8	6	9	3	45
McCormick	6	5	5	6	1	8	31
	3,556	3,160	3,504	3,148	3,014	3,035	19,417

SC Fatal and Serious Injury Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
SC Fatal and Serious Injury DUI Alcohol and/or Drug Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Greenville	55	53	71	66	50	47	342
Richland	36	40	55	54	34	31	250
Horry	53	41	44	43	38	28	247
Spartanburg	47	49	46	25	35	39	241
Lexington	36	35	35	37	36	38	217
Charleston	45	34	37	30	34	22	202
York	40	34	42	16	26	39	197
Anderson	31	32	31	23	14	28	159
Berkeley	24	23	24	27	33	25	156
Orangeburg	21	26	12	21	22	25	127
Aiken	17	13	22	26	29	16	123
Sumter	16	21	21	20	17	13	108
Florence	25	17	26	8	8	12	96
Dorchester	19	21	13	13	8	22	96
Pickens	20	15	18	14	12	16	95
Laurens	18	15	9	17	18	14	91
Oconee	20	20	13	11	9	10	83
Beaufort	12	20	13	14	11	12	82
Colleton	12	26	11	11	10	5	75
Greenwood	12	11	15	17	10	3	68
Lancaster	14	14	10	7	9	12	66
Kershaw	12	8	16	13	6	8	63
Darlington	18	6	10	14	10	4	62
Jasper	15	7	8	8	11	5	54
Cherokee	12	15	5	6	7	8	53
Clarendon	14	7	7	11	5	8	52
Chester	5	5	16	11	5	7	49
Georgetown	5	4	12	6	16	3	46
Chesterfield	11	9	6	7	4	8	45
Fairfield	5	6	7	6	6	6	36
Williamsburg	7	4	5	4	4	6	30
Abbeville	7	5	8	5	2	3	30
Lee	6	6	4	7	4	3	30
Newberry	0	9	7	8	3	3	30
Edgefield	6	9	4	4	2	4	29
Marion	6	3	6	2	3	5	25
Saluda	4	2	5	3	5	6	25
Union	4	5	1	4	3	2	19
Hampton	2	4	2	4	4	2	18
Marlboro	5	5	1	3	2	1	17
McCormick	3	2	3	4	0	4	16
Dillon	4	3	0	4	3	0	14
Calhoun	2	1	2	2	5	2	14
Barnwell	3	2	1	2	2	2	12

SC Fatal and Serious Injury Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Bamberg	1	1	0	1	2	3	8
Allendale	2	2	1	1	1	0	7
	732	690	705	640	578	560	3,905

SC Fatal and Serious Injury Speed\Too Fast for Conditions Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Charleston	69	99	108	86	84	91	537
Greenville	101	82	90	92	82	87	534
Spartanburg	83	84	85	60	70	67	449
Horry	73	61	88	65	68	65	420
Lexington	72	38	51	53	58	44	316
Richland	56	58	55	59	49	37	314
Orangeburg	64	58	58	45	44	41	310
Anderson	57	47	58	41	41	35	279
York	50	44	46	46	45	47	278
Berkeley	45	40	39	34	55	37	250
Florence	35	35	41	33	37	30	211
Aiken	29	33	44	29	38	32	205
Sumter	30	29	26	44	30	18	177
Pickens	30	23	32	21	25	25	156
Laurens	37	23	18	29	23	26	156
Beaufort	25	22	27	24	20	26	144
Darlington	22	17	26	32	24	16	137
Dorchester	17	21	18	19	19	26	120
Jasper	15	16	26	15	23	15	110
Kershaw	20	20	21	22	14	12	109
Georgetown	15	16	19	17	18	20	105
Oconee	22	20	15	19	12	16	104
Lancaster	22	21	19	10	14	16	102
Cherokee	15	17	22	15	12	19	100
Colleton	9	20	14	19	12	19	93
Clarendon	19	12	19	13	11	9	83
Williamsburg	23	16	15	15	8	6	83
Greenwood	21	11	14	14	17	4	81
Chester	15	14	11	9	17	13	79
Marlboro	13	11	17	14	12	7	74
Newberry	12	13	15	11	12	9	72
Dillon	13	11	13	13	12	9	71
Chesterfield	14	14	11	7	12	13	71
Calhoun	12	10	23	7	4	7	63
Hampton	15	12	12	12	9	2	62
Marion	17	9	8	9	6	12	61
Union	7	14	9	11	6	4	51
Fairfield	5	16	8	8	4	10	51
Lee	5	9	8	8	7	8	45
Abbeville	10	3	6	8	10	4	41
Saluda	5	2	10	4	5	8	34

SC Fatal and Serious Injury Speed\Too Fast for Conditions Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Barnwell	6	7	6	3	4	5	31
Edgefield	6	9	2	8	4	1	30
Bamberg	0	4	5	6	6	5	26
Allendale	6	5	3	4	4	2	24
McCormick	4	1	3	1	1	1	11
	1,241	1,147	1,264	1,114	1,088	1,006	6,860

SC Fatal and Serious Injury Pedestrian Involved Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Charleston	58	49	46	36	52	41	282
Greenville	42	35	43	39	35	48	242
Horry	26	29	41	47	37	35	215
Richland	35	34	34	37	34	30	204
Spartanburg	25	18	26	15	24	27	135
Lexington	19	19	15	14	13	18	98
Berkeley	6	14	12	14	25	16	87
Florence	16	9	18	16	11	11	81
York	11	13	12	17	10	15	78
Anderson	20	22	11	6	8	9	76
Beaufort	9	6	9	17	4	12	57
Aiken	6	8	10	9	17	7	57
Orangeburg	10	9	10	9	11	5	54
Dorchester	5	8	7	14	10	9	53
Sumter	10	9	9	5	4	11	48
Darlington	5	6	8	5	7	5	36
Pickens	1	2	10	7	5	7	32
Laurens	5	5	3	6	7	5	31
Georgetown	3	5	5	1	10	6	30
Greenwood	5	10	4	4	5	2	30
Cherokee	3	3	2	9	7	5	29
Colleton	4	6	7	6	2	1	26
Oconee	8	4	1	2	5	5	25
Williamsburg	4	6	2	1	6	5	24
Jasper	6	6	5	4	1	2	24
Lancaster	2	6	3	2	5	4	22
Chester	5	4	5	3	3	1	21
Kershaw	5	2	4	3	1	5	20
Dillon	3	4	4	3	3	2	19
Chesterfield	4	4	1	3	5	1	18
Marion	1	6	3	4	1	3	18
Marlboro	2	5	4	4	1	1	17
Newberry	6	4	1	1	0	4	16
Clarendon	1	2	0	2	6	3	14
Fairfield	1	3	1	3	3	2	13
Hampton	1	5	1	1	1	0	9
Union	2	0	0	2	2	2	8
Calhoun	1	0	2	0	2	2	7

SC Fatal and Serious Injury Pedestrian Involved Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Lee	2	1	2	1	1	0	7
Edgefield	0	1	2	1	1	0	5
Abbeville	3	0	0	1	0	0	4
Allendale	0	1	0	1	1	0	3
Barnwell	0	0	0	0	1	2	3
Saluda	1	1	0	0	0	0	2
Bamberg	1	0	0	0	0	0	1
McCormick	0	0	1	0	0	0	1
	383	384	384	375	387	369	2,282

SC Fatal and Serious Injury Young Driver (15-24) Involved Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Greenville	92	80	96	83	71	97	519
Charleston	76	75	76	66	71	88	452
Spartanburg	60	66	77	58	65	49	375
Horry	56	52	67	51	58	65	349
Richland	54	40	64	51	43	41	293
York	50	36	33	37	34	43	233
Lexington	50	27	44	41	27	41	230
Berkeley	41	28	26	42	42	35	214
Anderson	40	39	42	30	24	25	200
Florence	31	33	33	19	28	22	166
Orangeburg	32	21	34	24	21	23	155
Beaufort	24	19	35	31	19	26	154
Sumter	24	29	27	28	21	13	142
Pickens	25	14	28	21	30	20	138
Dorchester	13	24	26	20	22	29	134
Aiken	18	19	25	15	15	21	113
Oconee	13	18	13	17	16	15	92
Laurens	19	17	10	15	17	11	89
Jasper	13	10	18	11	7	21	80
Cherokee	13	7	14	15	15	15	79
Darlington	20	7	13	18	13	7	78
Greenwood	12	15	15	14	13	7	76
Kershaw	15	14	14	11	11	8	73
Georgetown	13	9	14	5	12	12	65
Colleton	14	12	7	12	5	11	61
Chesterfield	10	10	7	10	8	13	58
Lancaster	11	10	10	10	2	8	51
Dillon	12	5	9	7	5	6	44
Chester	10	6	7	10	6	4	43
Marlboro	5	5	12	9	6	5	42
Newberry	11	5	13	3	4	5	41
Williamsburg	8	8	8	12	2	2	40
Union	8	9	3	7	5	4	36
Marion	9	4	8	4	2	9	36
Fairfield	6	9	6	2	6	6	35

SC Fatal and Serious Injury Young Driver (15-24) Involved Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Clarendon	7	3	5	11	5	2	33
Hampton	6	5	4	7	8	1	31
Abbeville	5	3	3	7	5	2	25
Barnwell	5	1	7	4	4	3	24
Calhoun	5	5	8	1	2	2	23
Lee	6	4	1	4	1	5	21
Edgefield	2	3	2	2	5	3	17
Bamberg	2	3	4	3	2	1	15
Saluda	1	2	5	1	4	2	15
Allendale	2	2	1	1	3	1	10
McCormick	2	0	1	2	0	0	5
	951	813	975	852	785	829	5,205

SC Fatal and Serious Injury Older Driver (55+) Involved Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Greenville	112	81	91	108	84	107	583
Charleston	101	79	109	77	90	96	552
Horry	94	67	94	88	81	87	511
Spartanburg	67	71	77	62	77	76	430
York	70	38	55	41	48	59	311
Richland	54	56	50	50	44	57	311
Lexington	52	51	51	46	53	42	295
Anderson	51	43	42	40	39	39	254
Orangeburg	38	44	52	27	28	30	219
Berkeley	33	36	34	36	39	32	210
Florence	40	27	32	34	26	25	184
Beaufort	39	27	23	39	27	28	183
Sumter	27	22	29	30	28	24	160
Aiken	25	28	22	17	32	25	149
Dorchester	21	17	30	17	23	36	144
Oconee	25	22	18	30	21	24	140
Georgetown	23	20	18	19	36	22	138
Pickens	30	16	28	23	21	19	137
Laurens	20	19	17	18	21	16	111
Darlington	24	11	16	17	17	23	108
Cherokee	18	14	23	14	20	18	107
Lancaster	19	24	21	9	11	17	101
Kershaw	15	21	21	20	7	16	100
Colleton	17	16	10	14	17	23	97
Jasper	20	11	17	23	11	12	94
Chesterfield	14	14	13	14	10	13	78
Greenwood	18	11	11	16	13	9	78
Clarendon	18	14	9	18	9	6	74
Chester	17	7	8	11	13	12	68
Williamsburg	9	9	14	8	6	11	57
Marlboro	12	8	8	8	10	7	53
Dillon	10	9	10	8	7	7	51

SC Fatal and Serious Injury Older Driver (55+) Involved Collisions 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Union	12	10	5	6	8	10	51
Marion	13	5	7	9	5	9	48
Newberry	12	2	10	13	7	4	48
Fairfield	4	11	11	5	13	4	48
Calhoun	7	8	13	5	5	5	43
Hampton	5	13	5	6	6	3	38
Lee	2	11	6	5	8	3	35
Abbeville	7	4	2	6	6	5	30
Barnwell	5	4	5	7	2	4	27
Bamberg	4	4	1	3	5	5	22
Edgefield	4	2	2	6	4	4	22
Saluda	7	2	2	3	4	2	20
Allendale	1	3	3	1	1	2	11
McCormick	2	3	0	0	0	4	9
	1,218	1,015	1,125	1,057	1,043	1,082	6,540

SC Fatal and Serious Injury Collisions with Primary Contributing Factor of Distracted Driving 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Charleston	24	19	29	28	24	19	143
Spartanburg	4	7	4	6	7	7	35
York	7	4	9	6	2	4	32
Beaufort	3	4	3	9	5	8	32
Horry	4	5	8	2	2	9	30
Greenville	7	3	7	0	7	5	29
Lexington	5	1	4	4	6	5	25
Berkeley	3	3	4	2	6	7	25
Dorchester	3	2	3	4	4	2	18
Pickens	4	3	2	2	3	1	15
Richland	2	0	3	4	2	4	15
Georgetown	6	1	1	1	1	3	13
Jasper	2	2	1	5	2	1	13
Cherokee	2	0	3	3	2	1	11
Greenwood	2	3	1	0	3	0	9
Lancaster	1	1	3	0	1	3	9
Florence	3	1	1	1	0	2	8
Laurens	3	2	0	1	0	1	7
Chesterfield	1	1	1	2	0	2	7
Sumter	0	1	2	1	2	1	7
Anderson	1	0	3	1	0	1	6
Orangeburg	3	0	1	0	2	0	6
Barnwell	1	0	2	2	0	1	6
Newberry	0	0	4	0	1	1	6
Aiken	2	1	0	0	2	0	5
Colleton	1	2	1	0	1	0	5
Marion	0	1	1	3	0	0	5
Oconee	0	0	1	2	1	1	5
Hampton	1	1	0	1	0	0	3

SC Fatal and Serious Injury Collisions with Primary Contributing Factor of Distracted Driving 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Chester	1	1	0	0	0	0	2
Darlington	1	0	1	0	0	0	2
Kershaw	1	0	0	1	0	0	2
Fairfield	0	1	0	0	0	1	2
Marlboro	1	0	0	0	0	0	1
Clarendon	1	0	0	0	0	0	1
Saluda	0	0	1	0	0	0	1
Bamberg	0	0	1	0	0	0	1
Williamsburg	0	0	1	0	0	0	1
Abbeville	0	0	1	0	0	0	1
Calhoun	0	0	0	1	0	0	1
Edgefield	0	0	0	1	0	0	1
Allendale	0	0	0	1	0	0	1
	100	70	107	94	86	90	547

SC Unrestrained Fatally and Seriously Injured Occupants with Access to a Seatbelt 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Greenville	76	63	55	71	62	58	385
Charleston	61	56	55	50	46	60	328
Horry	47	51	56	52	41	40	287
Spartanburg	45	35	52	38	54	41	265
Orangeburg	38	43	34	33	43	64	255
Richland	37	47	50	42	41	26	243
Lexington	38	29	44	31	40	32	214
Anderson	35	32	49	26	22	29	193
Berkeley	23	43	27	32	45	35	205
York	27	41	32	25	29	46	200
Florence	39	31	40	21	24	25	180
Sumter	20	29	25	33	26	17	150
Aiken	23	24	27	27	25	19	145
Colleton	16	37	18	22	16	15	124
Beaufort	16	17	30	23	25	17	128
Pickens	19	22	21	20	20	11	113
Darlington	21	17	17	30	20	16	121
Laurens	17	26	13	24	17	16	113
Dorchester	20	20	28	18	8	13	107
Oconee	18	17	10	18	14	10	87
Jasper	15	15	19	14	19	7	89
Georgetown	15	13	11	18	13	11	81
Chesterfield	14	14	14	10	11	19	82
Lancaster	20	20	10	6	17	13	86
Williamsburg	20	18	7	18	9	7	79

SC Unrestrained Fatally and Seriously Injured Occupants with Access to a Seatbelt 2019-2024 (2023-2024 Preliminary)							
County	2019	2020	2021	2022	2023	2024	2019-2024
Kershaw	10	12	23	16	12	6	79
Clarendon	12	10	20	15	6	6	69
Greenwood	16	7	9	14	9	3	58
Dillon	7	9	18	11	14	7	66
Cherokee	8	8	9	9	10	13	57
Union	9	12	8	13	6	9	57
Chester	6	13	12	7	13	4	55
Marion	10	9	9	6	9	15	58
Marlboro	11	10	8	11	11	7	58
Newberry	13	8	9	10	5	5	50
Hampton	9	8	12	7	6	7	49
Fairfield	5	7	11	5	13	6	47
Abbeville	5	6	7	6	9	7	40
Calhoun	6	4	10	6	7	5	38
Saluda	8	4	6	6	5	6	35
Barnwell	4	4	7	8	5	7	35
Lee	7	4	3	6	5	6	31
Edgefield	3	10	2	6	4	7	32
Allendale	6	5	1	3	3	1	19
Bamberg	2	3	3	3	3	3	17
McCormick	2	0	3	3	0	4	12
	879	913	934	873	842	781	5,222

ASSISTANCE IN DEVELOPING GRANT PROPOSALS

Research Assistance

Collision data, broken down by county, is located in the resources section of the Highway Safety Grants page: <https://scdps.sc.gov/ohsjp/hs-grants>

Applicants are encouraged to visit the following websites for a wealth of research information (including, but not limited to, collision statistics) for developing Highway Safety grant applications:

- The National Highway Traffic Safety Administration’s National Center for Statistics and Analysis (NCSA): <https://cdan.nhtsa.gov/>
- Statistical Analysis and Research Section of the SC Department of Public Safety's Office of Highway Safety and Justice Programs: https://scdps.sc.gov/ohsjp/stat_services
- SC Strategic Highway Safety Plan, 2020-2024: https://www.scdot.org/performance/pdf/reports/BR1_SC_SHSP_Dec20_rotated.pdf

Assistance from Office of Highway Safety and Justice Programs

Applicants are strongly encouraged to contact the OHSJP early in the process for assistance and guidance in completing and submitting grant applications (e.g., forming appropriate project goals, objectives, evaluation measures, etc.). Listed below are contact names and program

area(s) of expertise. The OHSJP staff can be reached at 803-896-9950.

- Lekia Richards: Police Traffic Services/Speed Enforcement, Occupant Protection
- Hailey Kanipe: Impaired Driving Countermeasures
- Sabrina Culp: Enforcement, Pedestrian Safety, Education and Outreach
- Angela Campbell: Financial/Budget
- Talima Richburg: Financial/Budget
- Brian Hilpisch: Financial/Budget
- Ivy Brown: Financial/Budget
- Ross Hartfield: Statistics

All other questions can be directed to Shawnée Goodman, Highway Safety Grant Program Manager.

Applicants can also find further guidance using the Highway Safety Application Review Checklist and the Frequently Asked Questions.

PRIORITY EMPHASIS AREAS ELIGIBLE FOR FUNDING IN FFY 2026

Applications must address at least one of the following priority emphasis areas, and/or support strategies found in South Carolina's Strategic Highway Safety Plan (SHSP), or other traffic safety program areas that are identified and supported by data.



Police Traffic Services: The goal of this program area is to reduce fatalities and serious injuries resulting from collisions on South Carolina's roadways through high visibility enforcement and traffic safety education. Under this program area, traffic safety education and training for law enforcement officers should be provided, law enforcement community collaboration should occur, and/or law enforcement agencies should aim to develop or enhance traffic enforcement programs necessary to directly impact traffic collisions, fatalities, and injuries. Police Traffic Services programs may be implemented as a comprehensive approach to provide general enforcement to address focus areas within individual jurisdictions. Enforcement programs may also be developed to focus on priority violation-types and issues (e.g. speeding, distracted driving, occupant protection, pedestrian activity).



Impaired Driving Countermeasures: The goal of this program area is to reduce fatalities and serious injuries resulting from impaired driving (or walking, or biking) collisions on South Carolina’s roadways. Impaired driving program areas include enforcement of DUI laws, effective prosecution and adjudication through South Carolina’s judiciary system, traffic safety education and training for law enforcement officers, prosecutors, and judges, and increased outreach and awareness efforts. Impaired driving program funds provide technical assistance, educational and training opportunities, awareness campaigns, enforcement, and resources to agencies such as the court system, prosecutors, law enforcement agencies, and non-profit organizations conducting proven countermeasure strategies in the effort to eliminate impaired driving.



Highway Safety Education: The goal of this program area is to promote behavior change among identified populations in an effort to reduce traffic collisions, injuries, and fatalities. Highway safety education may be provided to address the following groups/issues: young drivers, mature or older drivers, underserved/overrepresented communities, the judicial system, child passenger safety, and pedestrian safety.

PRIORITY EMPHASIS AREA PROGRAM DESCRIPTIONS

EMPHASIS AREA PROGRAM DESCRIPTION: POLICE TRAFFIC SERVICES

The following projects are eligible for funding in FFY 2026 under the PTS program area:

ENFORCEMENT PROJECTS

Comprehensive PTS or Specialized Enforcement Projects – General or Specialized (Speed and aggressive driving; Occupant Protection, Distracted Driving, Pedestrian)

In order for enforcement proposals to be considered for funding, local crash data (hot spot locations and/or high-crash corridors), citation data, and radar readings should be used and available to fully justify the need for increased traffic enforcement. Jurisdictions must have a high incidence of collisions or a significant increase over the previous year in order to justify a proposal. Collision data and analyses, along with citation data, should be used to clearly indicate a major problem and to demonstrate that increased enforcement will have a major impact on the reduction of traffic collisions and increase compliance of traffic laws. The traffic officers assigned to conduct program activities must be highly trained and skilled. 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. All traffic officers assigned to conduct enforcement activities must be Class 1 certified officers and maintain a current certification in Standardized Field Sobriety Testing and

Speed Measurement Device Operator (if your agency allows the use of radar/LIDAR for speed enforcement). Current CPS Technician, DataMaster DMT, ARIDE and Drug Recognition Expert (DRE) certifications are recommended but not required.

Proposals for Enforcement Projects must:

- a. Describe how the enforcement effort will be initiated to increase enforcement of traffic laws, including safety belt and child passenger safety laws, and other hazardous driving actions. Sufficient enforcement activities must be performed in order to have an effective impact on collision reduction and traffic law compliance. Include an enforcement plan detailing specific locations, days/nights of the week and hours during which the enforcement will be conducted. Include an enforcement plan that includes the approximate number of enforcement activity hours to be conducted under the grant (e.g., it is anticipated that 50 hours of enforcement activity will be conducted each month for a total of approximately 600 hours over the course of the grant period).
- b. Describe the need for this project, based on data (i.e. citation/public contact information and the number of collisions, injuries, and fatalities) specific to the area to be covered by the program.
 - a. The enforcement project may be for comprehensive PTS or specialized (speed and aggressive driving; occupant protection, distracted driving, pedestrian) enforcement.
- c. Equipment will only be considered when there is a **demonstrated** need in the problem identification statement. Equipment required to perform enforcement activities must be **fully justified** and must have a direct effect upon the apprehension and conviction of traffic offenders while performing grant activity hours. Requests for vehicles will not be considered.
- d. Agencies applying for and receiving funding for any enforcement program must agree to continue or begin participation in the South Carolina Law Enforcement Network (SCLEN).
- e. If funding was received in the previous fiscal year, applicants must provide an analysis of the results of the previous year's activities (e.g. the number of DUI arrests compared with previous years, the number of speeding citations issued compared with previous years, the number of citations for other violations issued compared with previous years, the number of traffic collisions and fatalities compared with previous years, etc.).
- f. All applications should address how funding will serve to decrease the number of collisions, injuries, and fatalities in their respective jurisdictions through enhanced enforcement. Enforcement of all traffic laws/violations is important; however, speed, distracted driving, occupant protection, DUI, and Pedestrian violations are considered to be violation priorities.
- g. All enforcement programs must include media components such as social media posts (or press releases) educating the public on traffic safety issues, promoting statewide traffic safety campaigns and enforcement mobilizations, and detailing the grant project's activities) to support the enforcement program.

Law Enforcement Challenge Grant Projects

In order for an agency to apply for a Law Enforcement Challenge Grant, the agency *must also* participate in the state's 2026 Law Enforcement Challenge and submit a signed Law Enforcement Challenge Participation Statement. Collision data and analyses, along with citation data, should be used to clearly indicate a problem and to demonstrate that increased enforcement will have a major impact on the reduction of traffic crashes and an increase in compliance with traffic laws. The traffic officers assigned to conduct program activities must be highly trained and skilled. 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. All traffic officers assigned to conduct enforcement activities must be Class 1 certified officers and maintain a current certification in Standardized Field Sobriety Testing and Speed Measurement Device Operator. Current CPS Technician, DataMaster DMT, ARIDE and Drug Recognition Expert (DRE) certifications are recommended but not required.

Proposals for Law Enforcement Challenge Grant Projects must:

- a. Include a statement certifying that the agency will participate in the 2026 Law Enforcement Challenge and conduct proactive traffic enforcement efforts (checkpoints, saturation/directed patrols) during the Challenge period, to include specialized enforcement activities during the four major mobilization periods: *Christmas/New Year's Sober or Slammer! (SOS!), Buckle Up, South Carolina (BUSC), Operation Southern Slow Down, and Labor Day SOS!*
- b. Describe how the enforcement effort will be initiated in the jurisdiction to increase enforcement of traffic laws, including safety belt and child passenger safety laws, and other hazardous driving actions. Sufficient enforcement activities must be performed in order to have an effective impact on collision reduction and traffic law compliance.
- c. All applications should address how funding will serve to decrease the number of collisions, injuries, and fatalities in their respective jurisdictions through enhanced enforcement.

LAW ENFORCEMENT TRAINING PROJECTS

Traffic Safety Officer Training: the goal of this project type is to provide essential traffic safety training for law enforcement officers throughout the state. These project types would provide critical support to enhance the capability of the state's law enforcement officers to enforce the traffic laws by providing access to specialized traffic safety training opportunities. This specialized training is available to educate, prepare and assist officers in their daily traffic-related duties and serves to enhance overall public safety on the roadways. Proposals for projects that provide training for law enforcement officers must:

- a. Assess training needs and develop and provide training programs for law enforcement officers;

- b. Include a minimum number of training courses to be provided throughout the grant year;
- c. Provide descriptions of the training courses to be offered and should address how funding will serve to decrease the number of collisions, injuries, and fatalities in the state and increase compliance with the state's traffic laws.
- d. State agencies applying for PTS Law Enforcement Training projects must demonstrate in the application that, if awarded, funds will be expended by the State agency *on behalf of* local political subdivisions
 - 1. This may be accomplished by providing proof of the specific political subdivision's submission of a request for the State agency to implement a project on its behalf. The request does not need to be a formal application but should, at minimum, contain a description of the political subdivision's problem identification and a description of where and/or how the project or activity should be deployed to have effect within political subdivisions. This documentation should be uploaded to the applicant's electronic application prior to application submission.

EMPHASIS AREA PROGRAM DESCRIPTION: IMPAIRED DRIVING COUNTERMEASURES (IDC)

The following projects are eligible for funding in FFY 2026 under the IDC program area:

ENFORCEMENT PROJECTS

In order for DUI enforcement proposals to be considered for funding, local crash data (hot spot locations and/or high DUI-related crash corridors) and citation data should be used and available to fully justify the need for increased DUI enforcement activity. Jurisdictions must have a high incidence of DUI-related collisions or a significant increase over the previous year in order to justify a proposal. Collision data and analyses, along with citation data, should be used to clearly indicate a major DUI problem and to demonstrate that increased DUI enforcement will have a major impact on the reduction of DUI-related collisions and increase compliance of traffic laws. The officers assigned to conduct program activities must be highly trained and skilled. 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. All traffic officers assigned to conduct enforcement activities must be Class 1 certified officers and maintain a current certification in Standardized Field Sobriety Testing and Speed Measurement Device Operator (if your agency allows the use of radar/lidar for speed enforcement). Current DataMaster DMT, ARIDE and Drug Recognition Expert (DRE) certifications are recommended but not required.

Proposals for DUI Enforcement Projects must:

- a. Describe how the enforcement effort will be initiated to increase impaired driving enforcement and other hazardous driving actions. Sufficient enforcement activities must be performed in order to have an effective impact on DUI-related collision reduction and traffic law compliance. Include an enforcement plan that includes the approximate number of DUI enforcement activity hours to be conducted under the grant (e.g., it is anticipated that 50 hours of DUI enforcement activity will be conducted each month for a total of approximately 600 hours over the course of the grant period).
 - **DUI enforcement project activities must primarily be conducted during night and weekend shifts between the hours of 3 PM and 6 AM, except in cases in which an officer is required to appear in court or scheduled to attend approved training.**
- b. Describe the need for this specialized program based on data (i.e. citation/public contact information and the number of DUI-related collisions, injuries, and fatalities) specific to the area to be covered by the program.
- c. Equipment will only be considered when there is a **demonstrated** need in the problem identification statement. Equipment required to perform enforcement activity must be **fully justified** and must have a direct effect upon the apprehension and conviction of traffic offenders while performing grant activity hours. Requests for vehicles will not be considered.
- d. Agencies applying for and receiving funding for any enforcement program must agree to continue or begin participation in the South Carolina Law Enforcement Network (SCLLEN).

- e. If funding was received in the previous fiscal year, applicants must provide an analysis of the results of the previous year's activities (e.g. the number of DUI arrests compared with previous years).
- f. All applications should address how funding will serve to decrease the number of DUI-related collisions, injuries, and fatalities in their respective jurisdictions through enhanced enforcement.
- g. All enforcement programs must include media components such as social media posts (or press releases) educating the public on traffic safety issues, promoting statewide traffic safety campaigns and enforcement mobilizations, and detailing the grant project's activities) to support the enforcement program.

IMPAIRED DRIVING COUNTERMEASURES (IDC) TRAINING

The following IDC training projects are eligible for funding in FFY 2026:

Traffic Safety Resource Prosecutor

A Traffic Safety Resource Prosecutor (TSRP) project would provide critical support to enhance the capability of the state's prosecutors and law enforcement to effectively prosecute traffic safety violations. Proposals for projects that establish a Traffic Safety Resource Prosecutor must:

- a. Assess training needs and develop and provide training programs for prosecutors, law enforcement officers, and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases;
- b. 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; pre-trial procedures; trial practice; and appellate practice;
- c. Serve as a resource to prosecutors in the state on impaired driving and other traffic cases;
- d. Prepare briefs, legal memoranda, and other pleadings for use at hearings, trials, or on appeal of such cases;
- e. Train and provide technical assistance to state, local, and county law enforcement in methods of evidence gathering, especially newly emerging technology and trial techniques, which will improve officers' ability to effectively prosecute impaired driving cases;
- f. Coordinate with the Office of Highway Safety and Justice Programs (OHSJP) to serve as the liaison with additional prosecutors to enable them to become more involved in traffic safety initiatives;
- g. Respond to written and verbal inquiries made by prosecutors concerning criminal law, associated administrative issues, procedure, or special problems, and offer competency and expertise in providing a broad range of technical assistance and support services for prosecuting traffic safety offenses;
- h. Regularly attend SCLLEN meetings and meet regularly with law enforcement agencies to explain prosecutorial policy, answer questions, and receive suggestions; foster improved law enforcement/prosecutor cooperation; strengthen effective law

enforcement and prosecution strategies; and regularly apprise prosecuting attorneys on evolving areas of traffic safety law;

- i. Attend the annual NHTSA Region 4 Law Enforcement Liaison Conference;
- j. Serve as an active participant on the state's Impaired Driving Prevention Council; and
- k. Provide consultation on and prosecute, or serve as second chair on, difficult impaired driving cases at various locations around the state.

Impaired Driving Countermeasures Training for Law Enforcement

The goal of this project type is to provide essential impaired driving detection and enforcement training for law enforcement officers throughout the state. This project would provide critical support to enhance the proficiency of the state's law enforcement officers to detect, apprehend and successfully prosecute impaired drivers through the provision of SFST, ARIDE, and DRE training. This specialized training is available to educate, prepare and assist officers in their daily traffic-related duties and serves to enhance overall public safety by removing impaired drivers from the roadways and increasing DUI conviction rates. Proposals for projects that provide impaired driving training for law enforcement officers must:

- a. Identify how efforts to increase the number of law enforcement officers trained and actively certified as DREs and DRE Instructors will be accomplished;
- b. Include a minimum number of SFST, ARIDE, and DRE training courses to be provided throughout the grant year;
- c. Provide descriptions of the training courses to be provided and address how funding will serve to decrease the number of impaired driving-related collisions, injuries, and fatalities in the state and increase compliance with the state's traffic laws.

PROSECUTION/ADJUDICATION

Special DUI Prosecutors

The goal of this project category is to impact DUI recidivism and the conviction rate of DUI offenders in priority counties and/or judicial circuits where there is a backlog of DUI cases, as well as a problem of effectively prosecuting DUI jury trials. Special DUI Prosecutor projects can be housed in solicitor's offices or law enforcement agencies (LEAs), such as police departments and sheriff's offices/departments.

Special DUI Prosecutor projects housed in solicitor's offices will fund activity hours for Assistant Solicitors to prosecute DUI-related cases in both General Sessions and Summary Courts. Special DUI Prosecutor projects housed in LEAs will fund activity hours for LEA Prosecutors to prosecute all drug- and alcohol-related driving arrests made by agency law enforcement officers/deputies. All prosecutors who perform activity hours will also be required to participate in their local South Carolina Law Enforcement Network (SCLLEN). This will allow for relationship building with law enforcement and enhanced officer knowledge of DUI investigative techniques and current statutory and case law developments. Also, all prosecutors who perform activity hours will be required to attend the Traffic Safety Resource Prosecutor-sponsored trainings to increase their knowledge of DUI Prosecution.

The Assistant Solicitor(s) assigned to perform grant activity hours, as well as the LEA Prosecutor(s) assigned to perform grant activity hours, shall be prohibited from defending DUI cases while serving as the grant-assigned Special DUI Prosecutor.

This project category is activity hour-based, so multiple qualified prosecutors may be assigned to perform project activity hours.

Proposals for projects that establish a Special DUI Prosecutor must:

- a. Provide the number of *nolle prosee* cases, or the number of cases dismissed over the past three years;
- b. Demonstrate that the targeted county has a substantial backlog of DUI cases. Comparisons with the backlogs of other jurisdictions would be helpful. The age of backlogged cases should also be provided;
- c. Outline OHSJP-approved DUI-related training to be provided for the assigned prosecutor, such as Standardized Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), and emerging technologies for the detection of alcohol and other drugs. Prosecutors should learn about sentencing strategies for offenders who abuse these substances and participate in multi-disciplinary training with law enforcement personnel;
- d. Establish special goals for increasing the jury trial conviction rate of Summary Court DUI prosecutions and for decreasing the DUI case backlog;
- e. Discuss how the project will be evaluated;
- f. Discuss how DUI cases are currently being handled with existing staff;
- g. Provide a sound approach for project implementation; and
- h. Provide the conviction rate for the previous three years, by county, in the judicial circuit.

Special DUI Paralegals

The purpose of funding is to provide paralegal assistants to law enforcement who prosecute misdemeanor traffic offense cases without assistance in Summary Courts. These Special DUI Paralegals will perform activity hours, which may include activities such as providing clerical and research assistance and processing discovery requests forwarded to officers in response to DUI cases, to aid in the preparation of cases for court. The Special DUI Paralegals should also coordinate and maintain an inter-agency or inter-department schedule/calendar of the officers' Office of Motor Vehicle Hearing (OMVH) appearances related to DUI arrests.

The goal of this project category is to impact the number of administrative-related dismissals of DUI cases and to provide law enforcement with much-needed support, which would allow them to spend more time conducting enforcement activities as opposed to the administrative tasks related to preparing for court.

Proposals for projects that establish a Special DUI Paralegal must:

- a. Certify that the county or jurisdiction has law enforcement who prosecute their own DUI cases without assistance in summary courts;
- b. Demonstrate that the targeted county has a substantial backlog of DUI cases. Comparisons with the backlogs of other jurisdictions would be helpful. The age of backlogged cases should also be provided;
- c. Discuss how DUI cases are currently being handled with existing staff;
- d. Provide the number of *nolle prosee* cases, or the number of cases dismissed over the past three years, and the average of these cases.
- e. Provide the number of administrative-related dismissals of traffic cases (if possible);
- f. Provide the DUI conviction rate for the previous three years, by county in the judicial circuit, and if possible, the DUI conviction rate for cases prosecuted by the agency's officers/troopers/deputies;
- g. Include the length of time it currently takes officers/law enforcement staff to process discovery requests and other clerical and research tasks related to traffic and DUI cases;
- h. Discuss how the project will be evaluated; and
- i. Provide a sound approach for project implementation.

COURT MONITORING

Court Monitoring

The purpose of funding is to provide data on how many impaired driving cases are dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts. In court monitoring programs, people observe, track, and report on DWI/DUI court or administrative hearing activities.

Proposals for court monitoring projects must:

- a. Identify counties in which courts will be monitored and demonstrate that the targeted counties have documented impaired-driving issues.
- b. Identify the number of cases to be monitored throughout the grant period and the staff needed to successfully monitor those cases.
- c. Discuss current DUI conviction rates in the counties identified for court monitoring efforts
- d. Detail the activities that will be accomplished throughout the grant period (e.g. volunteer recruitment, stakeholder events, presentations, reports, etc.)
- e. Discuss how the project will be evaluated; and
- f. Provide a sound approach for project implementation.

EMPHASIS AREA PROGRAM DESCRIPTION: HIGHWAY SAFETY EDUCATION & LAW ENFORCEMENT COMMUNITY COLLABORATION

The following education projects are eligible for funding in FFY 2026:

JUDICIAL EDUCATION

Judges, by virtue of having the responsibility of sentencing impaired drivers, are in a unique position to impact offenders who are over-represented in fatal crashes. Using newly-developed screening tools, judges can identify those persons most likely to re-offend, and direct interventions and technology that have been proven to reduce recidivism. The Judicial Outreach Liaison (JOL) program informs this process by bringing the latest research to judges on the front-line through peer-to-peer interactions. A State JOL will function as an educator, writer, consultant and liaison to share the latest research with the judges of South Carolina. In addition to informing sentencing and interventions in this manner, the State JOL can, upon request, also provide important insight to policy makers attempting to improve impaired driving traffic safety.

A Judicial Outreach Liaison (JOL) project would provide critical support to improve the delivery of justice in impaired driving through education, communication, community outreach activities, and collegial and ethical collaboration with judges, traffic safety entities, and stakeholders. Proposals for projects that establish a State JOL must include a plan to accomplish the following activities:

- a. Develop a thorough understanding of 1) national and state judicial education programs available on the topics of impaired driving, 2) the judicial serving organizations of South Carolina, and 3) the initiatives and programs of the OHSJP relating to the judiciary;
- b. Provide training and education to judges and other court officials regarding impaired driving;
- c. Contact and establish a working relationship with judges and judicial educators to promote judicial education related to sentencing and supervision of DWI offenders, evidentiary issues, legal updates, alcohol/drug testing, and monitoring technology;
- d. Identify barriers that hamper effective training, education or outreach to the courts and recommend alternative means to address these issues and concerns;
- e. Regularly attend and participate in SCLEN and Statewide Impaired Driving Task Force meetings;
- f. Solicit opportunities to speak at state highway safety conferences and state judicial conferences;
- g. Attend and present at meetings, conferences, workshops, media events and other gatherings, focusing on impaired driving;
- h. Share information, as appropriate, with Law Enforcement Liaisons (LELs), the OHSJP, NHTSA Regional Offices, TSRPs, and Prosecutor and Probation Fellows, about opportunities to improve the criminal justice system;

- i. Identify issues of concern to judges and other court officials regarding impaired driving and bring them to the attention of appropriate criminal justice or highway safety officials.

CHILD AND ADULT PASSENGER SAFETY EDUCATION

Projects submitted to address child and adult passenger safety education should promote the importance of proper usage of seat belts and child passenger safety restraints in motor vehicles. Projects which encourage and educate on the proper use of occupant restraints including seat belt and child passenger safety seat programs will be given priority. Allowable activities may include pursuing Child Passenger Safety Technician (CPST) and Child Passenger Safety Technician Instructor (CPSTI) certifications; teaching the Child Passenger Safety Technician Certification course, and community seat check events, caregiver education and the distribution of Child Passenger Safety Seats within communities. Proposals submitted for projects that provide Child Passenger Safety Education must include the following:

- a. Identify how efforts to increase the number of actively certified CPSTs and CPSTIs will be accomplished;
- b. Include a minimum number of CPST training courses to be provided throughout the grant year;
- c. Identify how efforts to increase the number of permanent fitting stations will be accomplished, particularly in underserved communities without fitting stations;
- d. Identify the number of inspection events serving each of the following population categories: urban, rural, and at-risk.
- e. Identify how efforts to increase access to child safety seat inspection events, particularly in underserved communities without fitting stations and limited access to resources, will be accomplished and identify how this will be tracked;
- f. Include a minimum number of educational presentations on the state's primary seat belt law and the proper usage of seatbelts and child restraint devices;
- g. Identify the number of child safety seats to be distributed within the community. The distribution of seats must be supported by a distribution plan which includes a description of how seats will be distributed to underserved populations and the methods used to track distribution.
- h. Address how funding will serve to decrease the number of collisions, injuries, and fatalities involving improperly restrained or unrestrained occupants in the state and increase compliance with the state's primary seat belt law.
- i. State agencies applying for Child and Adult Passenger Safety Education projects must demonstrate that, if awarded, funds will be expended by the State agency *on behalf of* local political subdivisions and provide evidence of the political subdivision's involvement in identifying its traffic safety needs and input into the implementation of the activity within its jurisdiction.
 - 1. This may be accomplished by providing proof of the specific political subdivision's involvement in the planning process of the highway safety program and that the project has been developed based on identification of need by the political subdivisions and will be implemented accordingly.

Documentation showing the political subdivision's participation in the planning processes (e.g., meeting minutes, data submissions, etc.) should be uploaded the applicant's electronic application prior to application submission.

- a. If project is awarded, the state agency also must obtain written acceptance by the political subdivisions of the project or activity being provided on its behalf prior to implementation.
2. If the political subdivision is not involved in the planning process, but submits a request for the State agency to implement a project on its behalf, this is also allowable. The request does not need to be a formal application but should, at minimum, contain a description of the political subdivision's problem identification and a description of where and/or how the project or activity should be deployed to have effect within political subdivision. This documentation should be uploaded to the applicant's electronic application prior to application submission.

MATURE/OLDER DRIVER EDUCATION

The goal of this program area is to reduce fatalities and serious injuries resulting from collisions involving mature drivers (ages 55 and up) on South Carolina's roadways. Projects addressing mature or older driver education may include classroom-based training in basic safe driving practices and in how to adjust driving to accommodate age-related cognitive and physical challenges or programs that combine classroom and individualized on-road training.

YOUNG DRIVER EDUCATION

The goal of this program area is to reduce fatalities and serious injuries resulting from collisions involving young drivers (under the age of 20) on South Carolina's roadways. Such projects may include education on alcohol and/or drugs, safety belt usage, and speeding will be given consideration. These projects should have a greater focus on young drivers and will provide more exposure to alcohol/drug and highway safety messaging than public awareness (media) campaigns, though public awareness campaigns may be a component of such projects. Other projects may include peer-to-peer education, conducting mock DUI trials in schools/community settings, the implementation of victim impact panels, and driving simulation programs, etc.

PEDESTRIAN SAFETY EDUCATION

The goal of this program area is to facilitate engineering improvements, provide training and education, and implement enforcement to reduce fatalities and serious injuries throughout the state. These projects may include comprehensive efforts to combine education and enforcement interventions at high crash locations, social norming campaigns, elementary-age child pedestrian training, education and encouragement activities associated with the promotion of walking as a common mode of travel, walking school bus programs, conspicuity enhancement programs, University Educational Campaigns, education on traffic laws related to pedestrians, etc.

COMMUNITY-BASED EDUCATION

Community-based education programs must address at least one of the following program areas (or combination thereof) and/or support strategies found in the SC Strategic Highway Safety Plan

(SHSP):

- Speeding and aggressive driving
- Impaired driving, riding, or walking
- Pedestrian, bicyclist, and/or motorcycle safety
- Preventing roadside deaths or injuries of first responders or in work zones
- Protecting passengers and children during vehicle operation
- Protecting children and others from risks related to being left unattended in a vehicle

Community-based education projects should serve underserved/overrepresented audiences and may include a variety of strategies and can be comprehensive. These programs should provide opportunities for ongoing education for all (or future) road users and may be delivered in non-traditional, community-based settings, such as faith-based organizations, community centers, day care centers, recreation centers, etc. These projects should also aim to reach underserved communities.

Proposals for **mature/older driver, young driver, pedestrian, and community-based** educational projects should accomplish the following:

- a. Projects must accurately define the focus population. Young (age 20 or younger) drivers and/or young people who have not yet reached driving age are appropriate groups; older drivers; males 18-24, college students, etc.;
- b. Projects must specify a methodology for reaching the defined population. The methodologies designed should clearly outline the manner in which the group will be accessed and the anticipated number to be impacted by the project;
- c. Projects eligible for funding should be located in school districts, colleges, universities, and city or county agencies that deal with safety education or recreation;
- d. Projects should provide services in underserved minority and/or rural communities;
- e. Educational projects should provide in-depth education to a specific population and should measure and evaluate that impact.
- f.

LAW ENFORCEMENT COMMUNITY COLLABORATION

The goal of this project type is to foster effective community collaboration to increase public safety, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities.

Proposals for Law Enforcement Community Collaboration Projects should accomplish the following:

- a. Projects must include the number of traffic safety-focused community collaboration activities to conduct during the grant period.
- b. Projects must provide a discussion of the community collaboration efforts to be employed during the grant period, including the types of activities to be conducted and the neighborhoods/communities the project aims to reach.
- c. Projects must specify a methodology for reaching the defined population and/or include a discussion of existing efforts which may be expounded upon in order to reach the

defined population. The methodologies designed should clearly outline the manner in which the group will be accessed and the anticipated number to be impacted by the project;

- d. Law Enforcement Community Collaboration projects should submit Community Collaboration (CC) reports for each CC event after the CC event has occurred. The report must include information about the events, including the location, a summary of attendees and how the Law Enforcement Agency (LEA) used the feedback they received to adjust their approach and efforts in the identified community.

RESPONSIBILITIES OF FUNDED APPLICANTS

When a project is funded, the authorized official of the recipient agency enters into a written contractual agreement with the SC Department of Public Safety that outlines specific responsibilities. A few conditions of the agreement are:

Reporting Requirements

- Monthly Reports (if applicable)
- Quarterly Progress Reports (programmatic)
- A Final Narrative Report

Claims

Claims for reimbursement are to be submitted on designated forms as issued by the OHSJP. Claims may be submitted no more than once each month and no less than once a quarter; however, claims are held if the grant recipient is delinquent in the submission of required reports or completion of other necessary actions. Failure to submit claims as required may result in project termination.

Procurement

Proper procurement procedures as required by federal, state, and local statutes (OMB Super Circular [2 CFR Part 200 Subparts A-F], 23 CFR Part 1300, and if applicable, the SC Consolidated Procurement Code and Regulations) are to be followed. In addition,

- **All** purchases must be submitted to the OHSJP for review and approval prior to expending funds.
- If the subgrantee utilizes their agency procurement guidelines, relevant documentation must be submitted to the OHSJP to support these purchases (including, but not limited to approval procedures and specific procurement guidelines/laws).
- The updated SC Procurement Code procurement thresholds are as follows:
 - **Small Purchases (\$0-\$10,000):** Small purchases not exceeding ten thousand dollars may be accomplished without securing competitive quotations if the prices are considered reasonable. Your Agency's purchasing department must annotate the purchase requisition: 'Price is fair and reasonable' and sign. The purchases must be distributed equitably among qualified suppliers. When practical, a quotation must be solicited from other than the previous supplier before placing a repeat order.
 - **Small Purchases (\$10,001-\$25,000):** Written request for written quotes from a minimum of three qualified sources of supply may be made and, unless adequate

public notice is provided in the South Carolina Business Opportunities, documentation of at least three bona fide, responsive, and responsible quotes must be attached to the purchase requisition for a small purchase over ten thousand dollars but not in excess of twenty-five thousand dollars.

- **Advertised Small Purchases (\$25,001-\$100,000):** Written solicitation of written quotes, bids, or proposals may be made for a small purchase, other than a small purchase of construction, not in excess of one hundred thousand dollars. The procurement must be advertised at least once in the South Carolina Business Opportunities publication. A copy of the written solicitation and written quotes must be attached to the purchase requisition. The award must be made to the lowest responsive and responsible source or, when a request for proposal process is used, the highest-ranking offer.
- All contracts for services must be submitted for review and approval prior to execution. **Only under exceptional circumstances are sole source contracts approved.**
- Purchases in excess of \$5,000 in the unit or aggregate and requiring approval of specifications/bid awards must be submitted through the standard approval process prior to August 1.
- All grant-funded purchases must be requested, purchased, invoiced, delivered and paid during the grant period: October 1 - September 30. Therefore, any purchases made under the FFY 2026 grant must be documented with purchase requisitions/purchase orders dated on or before September 30, 2026.
- Equipment items identified in the grant budget are encouraged to be purchased during the first quarter of the grant period. If the subgrantee is unable to purchase items in the first quarter of the grant period, a written justification must be provided to the OHSJP Financial Staff for review.

Agencies failing to follow these procedures will not receive reimbursement for such procurements. Purchases for items that are on a state contract require approval from the OHSJP Financial Staff prior to purchase, to ensure the purchase meets all requirements. Recipient agency staff should verify contract dates prior to purchase to ensure that the contract is in existence at the time of purchase and includes both the contract number and expiration date on documentation submitted when reimbursement is requested.

Written Requests

- Requests for grant revisions after a grant is awarded must be submitted to the Office of Highway Safety and Justice Programs prior to the implementation of the change. Revisions cannot be implemented until written approval is granted by the Office of Highway Safety and Justice Programs. **Retroactive approval of revisions will not be granted, and costs incurred in such situations will not be reimbursed.**

- Reimbursement for travel expenditures must be in accordance with the Approved Budget. **All trainings and/or conferences for personnel and activity hour-based projects must be approved by the OHSJP prior to attendance and listed in the budget narrative. Failure to obtain such prior written approval will result in such travel expense claims being denied for reimbursement using grant funds.** If grant funded personnel are unable to travel for any reason, the OHSJP will not reimburse for those expenditures. The subgrantee is encouraged to request a refund from the original vendor to be reimbursed for any unused travel expenses.

Personnel

- Time sheets must be maintained for all personnel performing grant activities, reflecting the hours worked on and charged to the project. Costs associated with the performance of tasks outside the scope of the grant will not be reimbursed.
- For Police Traffic Services, Occupant Protection, and Impaired Driving Countermeasures Enforcement Programs, DUI Prosecutors, and Paralegals, the OHSJP can reimburse for time spent performing activities, not positions. NHTSA highway safety grants used for enforcement and prosecutorial projects are for performing highway traffic safety activities, not for hiring State or local law enforcement and prosecutors. Therefore, project agreements involving law enforcement or prosecutors must specify hours of eligible activity required to perform the project. Project agreements may not be expressed in terms of full or part-time employee positions. Agencies may apply for combined overtime and straight time activity hours, but the same officer may not be assigned to multiple enforcement grant projects (for example, Officer A cannot be assigned to an impaired driving enforcement project and a police traffic services enforcement project).
- Reimbursement for hours of eligible straight-time activity includes compensation for time spent on the activity and a corresponding proportional share of fringe benefits (i.e., those fringe benefits, excluding leave hours, earned during the hours performing activity under a NHTSA-funded activity hour-based grant). Percentage based fringes (FICA/Medicare, retirement, workers compensation) can be requested for all officers working grant activities; however, health, dental, vision, etc. are only able to be requested for up to 4 officers.
- Reimbursement for hours of eligible overtime activity includes compensation for time spent on the overtime activity and a corresponding proportional share of fringe benefits (i.e., those fringe benefits, excluding leave hours, earned during overtime hours only). The fringes must pertain directly to the overtime hours, i.e. FICA/Medicare, retirement percentage, and worker's compensation. Your application must specifically include a request for overtime enforcement hours to qualify for reimbursement.

- Law enforcement officers performing grant-funded IDC enforcement hours—straight-time activity hours or overtime hours—must primarily work nights and weekends (between the hours of 3 PM - 6 AM).
- Grant activities may be reimbursed only for personnel specifically identified in the approved grant budget.

Equipment Purchased with Grant Funds

- All equipment purchased with Highway Safety grant funds must be used for the originally authorized grant purposes for which it was acquired, whether or not the project continues to be supported by federal funds. Agencies receiving funds to purchase equipment must notify the Office of Highway Safety and Justice Programs and request disposition instructions when (1) equipment becomes obsolete, and the agency desires to sell or dispose of the equipment; or (2) the equipment is no longer able to be used for the original purpose. No disposition of property can be made by the subgrantee until written instructions are provided by the Office of Highway Safety and Justice Programs.
- Property Control records must be submitted for all equipment purchased with Highway Safety funds. The equipment is subject to an annual property inventory to verify use in accordance with the original grant-funded activities. Serial numbers listed on the Property Control Form should reflect visible serial numbers on the installed equipment.

OVERVIEW & GENERAL FUNDING REQUIREMENTS/LIMITATIONS

The Office of Highway Safety and Justice Programs of the South Carolina Department of Public Safety is charged with the administration of highway safety programs throughout the state. Highway safety programs in South Carolina originated under the Highway Safety Act of 1966 and have promoted safety in a variety of areas through state and local projects. It requires states to provide a data-driven traffic safety enforcement program to prevent traffic violations, crashes, crash fatalities, and crash injuries. On November 21, 2021, the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law), was signed into law. The Act authorized \$550 billion over fiscal years 2022 through 2026 for new spending on the nation's infrastructure, including roads, bridges, and mass transit. To be eligible for federal funds, each traffic safety problem must be substantiated through appropriate data analysis, and the proposed solutions must possess a potential for impact.

General Requirements:

All proposals submitted should demonstrate:

1. A highway safety problem/need exists;
2. A measurable impact on highway and traffic safety;
3. Cost effectiveness;
4. A comprehensive and systematic approach implemented in a well-defined geographic area;
5. A method for project evaluation (both performance and impact evaluation);
6. All cost items are an integral part of an approved highway safety program and have been justified accordingly.

Special Note Regarding General Costs of Government:

Federal grant funds may not be used for activities considered "general costs of government" (2 CFR § 200.444) according to long-standing Federal law, codified in the government-wide rule for Federal grants (the Supercircular), unless specifically allowed under the Federal statute or regulation. The rationale is that Federal funds should not support costs incurred by a State or locality in the ordinary course of conducting its own affairs. General costs of government include salaries and other expenses associated with government operation. The Supercircular specifically identifies "police" (i.e., law enforcement) and "prosecutors," who carry out government services normally provided to the general public. (2 CFR § 200.444(a)(4-5) .

The replacement of routine and/or existing state or local expenditures with the use of federal grant funds and/or the use of federal grant funds for costs of activities that constitute general

expenses required to carry out the overall responsibilities of a state or local agency is considered to be replacement of general costs of government and is not allowable.

General Allowable Costs:

To be allowable, an applicant's costs must be necessary, reasonable, allocable, and used in accordance with appropriate statutes and implementing grant regulations. Highway Safety grant funds are to be used to support state problem identification, planning, and implementation of a program to address a wide range of highway safety problems that are related to human factors and the roadway environment and which contribute to the reduction of crashes, deaths, and injuries.

1. The following are some examples of eligible items for Highway Safety grant funding. Please be advised that certain project types have further restrictions on allowable costs:
 - Implementation of educational efforts to increase public compliance with occupant protection laws.
 - Implementation of a comprehensive enforcement program for detecting, investigating, arresting, and convicting alcohol-impaired or drug-impaired drivers.
 - Development and administration of countermeasures programs to correct identified problems.
 - Program coordination for alcohol-impaired driving and drug-impaired driving prevention, public information, and education activities.
 - Necessary mission-related equipment, training, and travel. .
 - Evaluation of the effectiveness of program or project improvements.
 - The cost of training is allowable using curricula developed by, equivalent to, or endorsed by USDOT/NHTSA.
 - Purchase of child restraint devices is allowable if they are in compliance with NHTSA performance standard FMVSS #213 for these devices. A plan to distribute and track distribution must be in place.
 - Development costs of new training curricula and materials are allowable if they will not duplicate materials already developed for similar purposes by USDOT/NHTSA or by other states. This does not preclude modifications of present materials necessary to meet particular state and local instructional needs.
2. Costs are allowable for highway safety consultant services from universities, public

agencies, non-government organizations, and individuals for state or local highway safety support services or products consistent with the applicable OMB Circular, provided applicable procurement purchasing procedures are followed.

3. Costs are allowable to support a specific highway safety project with educational activities that offer specific educational items/educational printed materials. Documentation must be available to show that such activities do not violate state law. Educational items, activities, and any printed materials must directly relate to the project objectives and must be preapproved by the OHSJP and specifically listed in the budget.
4. Costs of meetings and conferences, in which the primary purpose is the documentable dissemination of technical information, are allowable, including meals, transportation, rental of meeting facilities, and other incidental costs with prior approval from the OHSJP and specifically listed in the budget.

Specific Examples of Allowable/Non-Allowable Costs:

The provisions stated in the following sections are not intended to deny flexibility in supporting potential traffic collision and injury reduction activities; however, the conditions do serve as a guide in describing costs that **are allowable or not allowable for highway safety funding**.

1. Facilities

a. The cost of land is not allowable.

b. The cost of construction or reconstruction of driving ranges, towers, and skid pads is not allowable.

c. The cost of construction, rehabilitation, remodeling, or office furnishings and fixtures for state, local, or private buildings or structures is not allowable. The following are some examples of those items considered as furnishings or fixtures, for which costs are not allowable:

Desk	Coat Rack	Floor Covering	Picture/Clock
Chair	Credenza	Storage Cabinet	Draperies
Table	Book Case	Portable Partition	Fixed Lighting
Filing Cabinet	Shelving	Office Planter	Lamp

2. Promotional Items

The costs of promotional items are not eligible for reimbursement (promotional items include but are not limited to: pens, shirts, keychains, etc.)

3. Equipment –

- a. Costs for major (\$10,000 or more) equipment purchases require specific prior approval from NHTSA.
- b. Equipment purchased with grant funds can only be used in conjunction with project activity hours as listed in the Program Objective
- c. Purchase of the following equipment items is allowable only if they are part of a comprehensive traffic enforcement program:

(NOTE: Equipment-only applications will not be considered for funding.)

- 1) Hand-held radar units/LIDAR units. Devices must meet federal Standards
 - 2) Traffic Cones (SCDOT specification – Not to exceed \$25 each)
 - 3) Lighting and Safety Equipment that is not considered “standard issue” (e.g. lighting used at checkpoints)
 - 4) Alcohol testing devices used for training purposes (Devices must be on the Conforming Product List issued by the U.S. Department of Transportation and the International Association of Chiefs of Police).
- d. The following items are not allowable for purchase/reimbursement with grant funds:
- 1) Mainframe computers
 - 2) Weapons, uniforms, or badges
 - 3) Stop sticks
 - 4) Passive alcohol sensors
 - 5) Monthly cell phone service
 - 6) Monthly radio service charges
 - 7) Golf carts

- 8) License plate readers
- 9) Electronic speed limit signs
- 10) Permanent signage/signage without a safety message
- 11) Monthly wifi/mifi service charges
- 12) Purchase of body-worn cameras
- 13) Speed/checkpoint trailers
- 14) Block/in-service trainings
- 15) Leave hours of any kind for activity hours-based grants
- 16) Hours spent working a natural disaster

NOTE: All equipment with a unit cost over \$5,000 must comply with the BUY AMERICA ACT:

The Buy America Act (BAA) prohibits subgrantees from using highway safety grant funds under Title 23 U.S.C. Chapter 4 §313 to purchase products, unless they are produced (manufactured or assembled) in the United States. This prohibition applies to steel, iron, and all manufactured products, unless the Secretary of Transportation has determined that it is appropriate to waive the BAA requirement.

Subgrantees must have vendors complete the BAA Certificate for Compliance Form for purchases with highway grant funds to be eligible for reimbursement.

A product's listing on State Contract does not certify that it complies with the BAA.

The subgrantee should, to the greatest extent practicable under a Federal award, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products).

4. Travel

- a. The cost of international travel is not allowable, except as separately approved by NHTSA and the state.
- b. The Office of Highway Safety and Justice Programs must approve all requests for out-of-state travel in writing and in advance, and must be specifically listed in the Travel section of the approved application budget.
- c. The current policy of the S.C. Comptroller General's Office only allows for reimbursement after the lodging has occurred. Therefore, billing payments made

upfront through travel websites (ex. Expedia, Kayak, Travelocity, etc.) are considered “advance payments” for lodging and will not be reimbursed through the state.

- d. The cost of day-to-day patrol mileage for an officer performing grant activity is allowable based on the approved grant mileage rate if there are corresponding activity hours worked. *See mileage requirement.

5. Training

- a. Costs are allowable to pay for the salary and pro rata share of fringe benefits of individuals assigned to perform grant activities while pursuing OHSJP-approved training when prior approval is obtained and trainings are specifically listed in the budget narrative.
- c. **The purchase of portable alcohol breath testing devices is allowable if listed in the budget narrative, but the devices may be used only in a training context.**

6. Alcohol Treatment Services

The cost of counseling and other alcohol and drug abuse treatment services, the cost of the promotion of such services, and the cost of any materials related to treatment services are not allowable.

7. Letters of Support:

Letters of support are requested with the grant application **only** if funds are requested for multi-agency traffic enforcement projects and other projects involving multiple partners.

8. Matching Requirements:

Grant applications are 100% federally funded for FFY 2026. No cash match is required for any eligible applicant.

9. Limitations of Federal Funding:

Federal funding is limited to the support of new highway safety activities, the upgrading/expansion of established highway safety activities, or both.

10. Indirect Cost Rates:

- **States and Local Government and Tribe:** Agencies must prepare an indirect cost proposal, and submit it to the State Indirect Cost Officer for review and approval. The OHSJP reserves the right to negotiate indirect cost rate charges to a grant prior to award. If the subgrantee does not have a federally negotiated indirect cost rate, the De Minimis indirect cost rate of 10% of the Modified Total Direct Costs (MTDC) may be applied. See the Omnibus Super Circular Title 2 Subtitle A Chapter II Part 200 Subpart E and Appendix VII to Part 200 for more details.

- **Private, Non-Profit Organizations:** private, non-profit organizations receiving federal funds are authorized to recover indirect costs. See the Omnibus Super Circular Title 2 Subtitle A Chapter II Part 200 Subpart E for more details.

CRITERIA FOR GRANT APPLICATION REVIEW

Applications for proposed highway safety activities from qualified applicants will be reviewed by OHSJP staff in accordance with the review criteria listed below. Recommendations by the OHSJP staff will then be forwarded to the SC Public Safety Coordinating Council for its review/approval pursuant to Section 23-6-520, SC Code of Laws, 1976, as amended. Applications for funding will be reviewed on the following basis:

1. The degree to which the proposal addresses a national or state-identified problem area. Priority consideration will be given to applicants proposing major alcohol countermeasures, occupant protection, and speed enforcement programs within the counties identified previously as having the highest numbers and percentages of alcohol, speed-, and /or unrestrained-related traffic collisions, deaths, and injuries during the last three years.
2. The extent to which the proposal meets the published criteria within the specific guidelines.
3. The degree to which the applicant identifies, analyzes, and comprehends the local or state problems. **Applicants who do not demonstrate a traffic safety problem/need will not be considered for funding.**
4. The extent to which the proposal seeks 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 justifies the expected 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 agency's past experience in implementing similar projects; the capability of the agency to provide necessary administrative support to the project.
9. For projects funded in previous fiscal years, 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.

10. Applicants must not be delinquent in the submission of fines, fees, and surcharges to the State Treasurer's Office.
11. Law enforcement applicants must be current in the reporting of Public Contact Information to the SCDPS pursuant to Section 56-5-6560 of the South Carolina Code of Laws.

HIGHWAY SAFETY APPLICATION REVIEW CHECKLIST



ALL APPLICATIONS SHOULD BE REVIEWED PRIOR TO SUBMISSION USING THE CHECKLIST PROVIDED BELOW. IF THERE ARE ANY NEGATIVE ANSWERS, PLEASE REVISE YOUR APPLICATION TO ENSURE COMPLIANCE IN PROVIDING THE NECESSARY INFORMATION.

Yes	No	
—	—	1. Is the problem statement clear and concise?
—	—	2. Is sufficient information regarding the problem provided?
—	—	3. Has sufficient data been provided in the problem analysis to prove the problem?
—	—	4. Has adequate information on the current situation been provided in the problem analysis?
—	—	5. Are the objectives stated in measurable terms for specific time periods?
—	—	6. Does the narrative describe the project and discuss the tasks and activities proposed to correct the identified problem?
—	—	7. Will the performance indicators listed measure the attainment of stated objectives?
—	—	8. Has the source or method of collecting data to measure effect been identified?
—	—	9. Will the indicators listed measure the impact of program goals?
—	—	10. Has an evaluation plan been included in the application?
—	—	11. Has the subject of continuation of project activity for future years been adequately discussed?
—	—	12. If funding was received in the previous fiscal year, has a thorough analysis of the results of the previous year's project been included in the narrative?
—	—	13. Does the application fall under one of the program areas identified for funding?

- 14. Have all costs been satisfactorily justified according to the approach proposed? Has sufficient budget detail been given and all figures checked for accuracy?
- 15. Is the agency current in the submission of fines, fees, and surcharges?
- 16. Is the agency current in reporting Public Contact Information to the SCDPS pursuant to Section 56-5-6560 of the South Carolina Code of Laws?
- 17. Have funding requests for items other than equipment been included?

FREQUENTLY ASKED QUESTIONS

1. Can we receive funding for equipment only?

- a. No, highway safety grants must also have a significant programmatic component.

2. What is the reason that vehicles and installed equipment cannot be purchased in FFY 2026?

- a. National Highway Traffic Safety Administration (NHTSA) highway safety grant funds for enforcement projects are for performing traffic safety activities, thus funding may only be used for activities and equipment considered essential to the performance of those activities. It would not be feasible to expect vehicles and installed equipment to be used 100% in support of grant activities as officers may, at times, be required to use the vehicles and installed equipment for non-grant-related activities, such as responding to calls-for-service or collisions. Therefore, these items are not allowable.

3. Can we receive funding for items such as pens, shirts, and bags with our logo/emblem printed on them?

- a. No, the National Highway Traffic Safety Administration (NHTSA) has deemed these items to be classified as 'Promotional' and not eligible for reimbursement using NHTSA grant funds.

4. Is there a grant award cap?

- a. Law Enforcement Challenge Grant projects are capped at \$10,000. For all other project types, there is not a cap during the application process. You are able to request as little or as much as is needed to complete the goals and objectives of your grant project; however, the amounts requested may be adjusted during the review and award process. Any supplemental information that you can provide with regard to why you may need certain items/funding is helpful during the review process.

5. How can we determine the best budget estimate to use for training/travel expenses as we complete the application?

- a. The OHSJP is only able to reimburse the maximum allowable rates established by our agency and NHTSA. If desired, your agency can pay any remaining amount (i.e., if the expenses are \$200 and the OHSJP can only reimburse \$175, your agency may pay the \$25 out of your agency's funds).

Lodging cannot exceed the U.S. General Services Administration (GSA) rate. You can visit <http://www.gsa.gov/portal/content/104877> to gauge what the rate may be in FFY 2026.

Meals cannot be more than the State of South Carolina’s per diem, as listed below. If your agency’s policy is stricter, please follow that policy.

	IN-STATE	OUT OF STATE	DEPART BEFORE	RETURN AFTER
Breakfast	\$8.00	\$10.00	6:30 am	11:00 am
Lunch	\$10.00	\$15.00	11:00 am	1:30 pm
Dinner	\$17.00	\$25.00	5:15 pm	8:30pm
Maximum	\$35.00	\$50.00		

Reimbursement for mileage cannot be higher than your agency’s rate. The maximum reimbursement for mileage is updated by the Internal Revenue Service (IRS) in January.

6. How does the OHSJP determine which projects to recommend for grant funding?

- a. Several things are considered and the information provided here represents only a fraction of the process used to compile recommendations for funding. If more guidance is desired for your organization/agency, please attend the Grant Solicitation Workshop and/or call staff at 803-896-9950 for more assistance. The OHSJP staff reads every application and looks at data to determine what counties are experiencing the most fatalities and severe injury collisions for each program area. The priority counties for funding are highlighted on each of the charts. Organizations/agencies are encouraged to apply for the program area(s) in which their counties are experiencing problems. Availability of grant funds and specifics requested in the application are also considered.

7. If we are approved for funding for a Federal Fiscal Year 2026 highway safety grant, can we increase the grant funds requested in the application?

- a. No, the grant funding amount cannot be altered by the applicant. The level of funding for an agency/organization can be lowered by the OHSJP at the time of funding recommendation. However, the overall requested amount listed in the application cannot be increased.

8. If I currently have a highway safety grant, do I have to apply again?

- a. Yes, if you would like to be considered for an additional year of funding. Grants are awarded for one fiscal year only.

9. When should I start applying for FFY 2026 grants?

- a. The grant application will open on February 6, 2025 and everyone is encouraged to begin applying as soon as possible. The deadline for application submission is **5:00 PM Friday, April 4, 2025.**

10. What are the dates for FFY 2026/when does FFY 2026 start and end?

- a. October 1, 2025–September 30, 2026.

11. How can I obtain new login information in IntelliGrants?

- a. You are able to create a new subgrantee login and select the appropriate agency to affiliate yourself with in IntelliGrants. Please contact a member of our staff for further assistance.

12. Can a law enforcement agency apply for multiple grant programs, e.g. a Police Traffic Services grant, an Impaired Driving Countermeasures Enforcement grant, an Occupant Protection grant, and a Special DUI Prosecutor grant?

- a. Yes, a law enforcement agency can submit an application for all of the aforementioned programs. Note: an officer cannot be assigned to perform hours on more than one enforcement grant during the fiscal year.

13. Does a law enforcement agency have to have an overtime policy in place in order to include overtime enforcement activity in its application?

- a. Yes, a law enforcement agency must have an overtime policy in place to apply if applying for overtime hours in a FFY 2026 Highway Safety Grant and the policy must be submitted with the application by uploading the document under the Documents tab on the *IntelliGrants* online grant management system.

14. Does an officer have to spend 100% of their time on grant activities?

- a. No. However, you should only submit and will only be reimbursed for the time that is spent on grant activities. Additionally, any equipment awarded must be used 100% of the time for project activities.

15. Do we have to hire a new officer if awarded a grant?

- a. No. You may hire a new officer, but it is not required. Activities worked should be in addition to your current activities, so it is not necessary to hire a new officer for the sole purpose of conducting grant activities. Additionally, enforcement and prosecutorial projects fund activities, rather than people. Since any person may be identified and assigned to perform grant activity, hiring a person for the sole purpose of performing grant activity is not necessary. Nor is it necessary to hire someone to fill the duties of the individual assigned to perform the grant activity since that individual may still perform his/her original duties (time spent performing those duties would just not be reimbursable under the grant).

16. If we already have a traffic team, are we supplanting if we request reimbursement for traffic enforcement activities?

- a. As aforementioned, per NHTSA’s guidance on General Costs of Government, our office no longer funds “positions” and only funds “activity-based hours.” The allowable grant activity hours are considered supplemental and specialized activities geared toward high visibility enforcement and prosecutorial projects, and therefore are not considered supplanting/General Costs of Government. Please keep in mind that highway safety grant projects must either develop new highway safety activities or expand established highway safety activities. An agency that currently has a traffic team and is approved for a highway safety grant in FFY 2026 will need to demonstrate, and provide supporting documentation for, traffic enforcement activities that go beyond their previous level of traffic safety efforts.

17. Is there a limit to the number of officers that can be assigned?

- a. There is not a limit to the number of officers that may be assigned; however, non-percentage based fringes (health, dental, vision insurance) are only eligible costs for up to 4 officers per grant.

18. What are eligible activity hours/eligible activities?

- a. Eligible activity hours/eligible activities will depend upon the emphasis area under which the program is funded and the specific project type. For example, the purpose of enforcement projects is to provide increased/additional enforcement activity, above and beyond what is accomplished through the regular course of patrol or through regular enforcement activity. Therefore, eligible activities include active enforcement activities and participation in active enforcement events: checkpoints, saturation patrols, and LEN/multi-jurisdictional checkpoints. In certain instances, eligible activities under enforcement projects may also include time spent during OHSJP-approved trainings (not block training), but that will be determined on a case-by-case basis.

19. Do we need to know how many activity hours we will want repayment for prior to the grant being given?

- a. It is good practice to have an idea of the amount of activity hours needed in order to implement the project so that you may accurately estimate the funding amount that would be required to achieve your grant goals and objectives. You may indicate this information in the budget narrative section of your grant application.

20. Which officers are able to work on the grant/which qualifications do they need to have?

- a. It is in the subgrantee’s best interest to assign its agency’s most “seasoned” and dedicated officers to perform grant activity; however, at minimum, enforcement activity hours should be conducted by officers trained and certified in Standard Field

Sobriety Testing, and Speed Measurement Device Operator (if your agency uses Radar/LIDAR for speed enforcement). Advanced Roadside Impaired Driving Enforcement, Drug Recognition Expert, Datamaster DMT, and Child Passenger Safety Technician certifications are suggested, but not required.

21. Would prosecutors only be able to count "court time" as working on said project?

- a. There are many eligible activities for prosecutorial projects including the following that are related to grant DUI/alcohol cases:
- Case Review
 - Court Hearings/Trials
 - Court Observations
 - Attorney Communication
 - Law Enforcement Network (LEN) Meetings
 - OHSJP-Approved Trainings
 - Pre-Trial Meetings with Officers
 - Trial Preparation
 - Officer/Witness Meetings

22. Would you be able to review a draft of our application/provide technical assistance on our grant applications?

- a. Yes, our office is able to review a draft of your application and provide technical assistance on a first-come, first-served basis if adequate time has been provided to do so. Please note, however, that positive feedback on an existing application is not a guarantee that the application will be approved. Additionally, implementing all of the feedback/assistance provided is also not a guarantee of approval.

****Please be advised, the OHSJP expects additional guidance to be forthcoming from the National Highway Traffic Safety Administration (NHTSA) of the U. S. Department of Transportation (USDOT) regarding eligibility requirements, allowable and unallowable costs, or other relevant changes that could impact the contents in this document. The OHSJP will communicate any applicable changes to subgrant recipients as necessary.**

THIS PAGE INTENTIONALLY LEFT BLANK