



**HIGHWAY SAFETY AND
PERFORMANCE PLAN
FFY 2008**

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

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OVERVIEW OF THE SECTION 402 HIGHWAY SAFETY PROGRAM

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

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

Funding of eligible projects is based on nationally-established priority areas and others which, with additional justification and approval from NHTSA, may be deemed as state-identified "priority areas." **Priority areas for Federal FY 2008 include: impaired driving countermeasures, occupant protection, police traffic services (speed enforcement) and traffic records.** Other areas eligible for funding in FFY 2008 include motorcycle safety and pedestrian safety.

Legislatively mandated functions of the state highway safety program include:

- * Developing and preparing the annual Highway Safety and Performance Plan.
- * Establishing priorities for highway safety programs funded within the state.
- * Providing information and assistance to prospective aid recipients on program benefits, procedures for participation, and development of plans.
- * Encouraging and assisting local units of government to improve their highway safety planning and administration efforts.
- * Reviewing the implementation of state and local highway safety plans and programs, regardless of funding source, and evaluating the implementation of those plans and programs funded under 23 U.S.C. 402.
- * Monitoring the progress of activities and the expenditure of Section 402 funds contained within the state's approved Highway Safety and Performance Plan.

- * Assuring that independent audits are made of the financial operations of the Highway Safety Unit and the use of Section 402 funds by any subrecipient.
- * Coordinating the agency's Highway Safety and Performance Plan with other federally and non-federally supported programs relating to or affecting highway safety.
- * Assessing program performance through analysis of data relevant to highway safety planning.

Highway safety programs have been successful. In 1966, the motor vehicle death rate in South Carolina was 7.7 fatalities per 100 million vehicle miles of travel; in 2006, the rate, according to preliminary statistics, was 2.1 fatalities per 100 million miles of travel. The federally-funded State and Community Highway Safety grant program has been a major contributor to that decline.

Despite the gains, highway safety remains a significant and costly problem. According to preliminary data for CY 2006, 1,031 people were killed in South Carolina traffic crashes, or an average of 3 per day. There were 45,559 people injured in the state's 102,874 reported crashes. The economic loss to the state for 2006 was estimated to reach \$2.74 billion dollars, not to mention the grief and suffering inflicted on the human victims in these crashes. The projects recommended for funding in the FFY 2008 Summaries and Recommendations for Highway Safety Projects should have a measurable impact on reducing the continuing carnage on South Carolina's streets and highways.

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

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

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

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

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations

(49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

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

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

The State will provide a drug-free workplace by:

- k. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the

actions that will be taken against employees for violation of such prohibition;

- l. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

18. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
19. (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
20. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such

activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
22. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
23. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
25. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
29. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
32. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
33. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
34. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
35. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered

transactions and in all solicitations for lower tier covered transactions.
(See below)

37. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
38. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

40. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
41. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

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

Governor's Representative for Highway Safety

Date

FFY 2008 PROCESS TO IDENTIFY SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS

A Problem Identification meeting was held on January 11, 2007, which included OHS staff (Director, Assistant Director, Statistical Research Manager, Planning and Evaluation Manager, Law Enforcement Liaisons, and Program Managers). The meeting began with a Statewide Statistical Overview by Tami Upchurch, Statistical Research Manager, to give participants a picture of the highway safety problems in general in the state of South Carolina. The presentation included an identification of problem or priority counties in the state regarding traffic safety issues and concerns. A general discussion of major problem areas and identification of priority areas for funding followed. An analysis by the OHS was presented, based on traffic data over a three-year period, which shows seventeen (17) counties in the state of South Carolina as leading the state in at least four of six statistical categories regarding fatal and severe injury crashes (number alcohol-related, percentage alcohol-related, number speed-related, percentage speed-related, number alcohol and/or speed-related, and percentage alcohol and/or speed-related). The counties are: Aiken, Anderson, Berkeley, Charleston, Colleton, Dorchester, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg, and York. During the meeting, the OHS tentatively designated the seventeen counties above as counties that would receive priority for federal funding, pending the outcome of subsequent input gathering meetings with federal partners. Priority areas for highway safety initiatives for FFY 2008 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; and Traffic Records (Statewide Emphasis).

Grant projects submitted for FFY 2008 which will impact the counties listed above will be given priority for federal funding.

It was the consensus of the OHS staff, based on the meeting outlined above and the review of statewide statistics and project development ideas and efforts, that certain types of projects were strategic to reducing the state's mileage death rate and the number of injury crashes. The OHS staff recommended that proposals for the following projects receive priority attention for FFY 2008 Highway Safety funding:

- * DUI and speeding enforcement projects focusing the traffic enforcement efforts of local and state jurisdictions, as well as multi-jurisdictional projects, on the apprehension of impaired drivers and those exceeding speed limits in the state of South Carolina. These types of projects provide support for the statewide *Sober or Slammer!* Campaign, which is South Carolina's version of the national *Drunk Driving. Over the Limit. Under Arrest.* Campaign. These types of projects must also have components which include Law Enforcement Network participation, BATmobile utilization and participation in statewide sustained impaired driving enforcement initiatives.

- * Multi-jurisdictional traffic enforcement projects bringing together state, county and municipal law enforcement agencies to attack, with comprehensive enforcement strategies, the highway safety problems plaguing South Carolina communities. Projects must be data-driven focusing on high crash corridors and chief contributing factors for crashes. These projects, as well, must include Law Enforcement Network participation, BATmobile utilization and participation in all components of statewide mobilization enforcement initiatives (occupant protection, impaired driving, speed enforcement, etc.).
- * Statewide safe driver public education and information initiatives focusing on the leading probable causes of injury collisions (driving too fast for conditions, failure to yield right of way, etc.). Such campaigns must include an enforcement component. The campaigns will focus on the reduction of injuries relative to traffic collisions and should be implemented on the local level in small group settings.
- * Projects to educate young drivers, ages 16 - 34, as to how alcohol impairs driving ability and the consequences of driving while impaired. Proposals will also be entertained for training projects for the state's judiciary and prosecutors, which provide education on how driving ability is impaired at various blood alcohol levels. Law enforcement projects should also include guidelines for conducting public safety checkpoints; the use of horizontal gaze nystagmus as a field sobriety test; the use of passive alcohol sensors for DUI detection; and DUI sentencing alternatives.
- * Extensive training on traffic safety issues for magistrates and judges.
- * Projects to establish or strengthen traffic enforcement units within local law enforcement agencies. Such projects must include a comprehensive enforcement effort, including DUI enforcement, speed enforcement, and occupant protection enforcement at a minimum. Police traffic services projects, which include only an "equipment shopping list," or which have not identified the presence of a significant highway safety problem will not be considered. Such projects must also include Law Enforcement Network participation, BATmobile utilization and participation in all components of statewide mobilization enforcement initiatives (occupant protection, impaired driving, speed enforcement, etc.).
- * Projects to automate the state's collision and uniform traffic citation report forms.
- * Statewide enforcement campaigns combining education, media, diversity outreach and enforcement components to improve occupant restraint usage by South Carolina citizens and visitors and to attack the ever-growing impaired driving problem in the state.

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

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

PRIORITY STATUS

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

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

Police Traffic Services/Speed Enforcement: The development or enhancement of traffic enforcement programs necessary to directly impact traffic crashes, fatalities, and injuries. Speeding programs are a priority; however, these programs should also include attention to DUI enforcement and occupant protection. Components of grant proposals may also include efforts to educate and improve the driving skills, attitudes and behaviors of young drivers, ages 15 - 24.

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

OTHER PROGRAM AREAS FOR CONSIDERATION

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

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

PROCESS FOR DEVELOPING FFY 2008 PROJECTS

Development of the Funding Guidelines. With the completion of the Problem Identification process, staff developed the 2008 Highway Safety Funding Guidelines. This document established guidelines for the submission of grant applications for highway safety funding in accordance with the priorities established through the problem identification process and basic federal requirements of the Section 402 program. Under the new performance-based process, the guidelines stipulated that "applicants who do not demonstrate a traffic safety problem/need will not be considered for funding." (See Item 3, FFY 2008 Funding Guidelines, Page 34.). In order to place funding where the problems exist, the Guidelines further specified that "Priority consideration will be given to applicants proposing major alcohol countermeasures, motorcycle safety, occupant protection, pedestrian safety, speed enforcement and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths and injuries during the last three years." (Item 1, FFY 2008 Funding Guidelines, Page 34). The priority counties referred to in the preceding quote are Aiken, Anderson, Berkeley, Charleston, Colleton, Dorchester, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg, and York. Grant projects from other counties which demonstrated a significant highway safety problem also received funding consideration. However, due to the severity of problems in the above counties, projects impacting these counties were given priority consideration for funding.

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

Solicitation Process. Once the guidelines were completed, a letter was mailed on January 26, 2007, to more than 250 state and local law enforcement agencies, state agencies, school districts, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state referring them to the Office of Highway Safety web site at www.scdps.org. The web site contained the complete Funding Guidelines document, as well as an updated grant application and instructions for the preparation of the grant application document. The application deadline was Friday, April 6, 2007, at 5:00 p.m. Applicants were provided names and telephone numbers of Highway Safety staff to contact for assistance.

Workshops for Potential Applicants. Four (4) Funding Guidelines workshops were held around the state during the week of February 12, 2007. Workshops were held in Columbia at the SC Law Enforcement Officers Hall of Fame on February 13, 2007; in Greenville at the County Square complex on February 14, 2007; in North Charleston at

the North Charleston City Hall Council Chambers on February 15, 2007; and in Florence at the Florence County Council Chambers on February 16, 2007. Collectively, approximately 100 individuals were in attendance. During the workshops, attendees were provided with an explanation of the highway safety problem in South Carolina; a description of the various program areas eligible for funding; an explanation of allowable costs; a description of the types of projects for which priority consideration would be given; a description of the criteria by which applications would be reviewed; specific instructions on the proper completion of the grant application form; and a presentation on how to write a winning grant proposal. The workshops included specific instructions on how to complete budget pages and a mini-course on how to write a grant proposal. Meeting participants came from across the state and represented all sectors of the highway safety community (engineering, education, enforcement, EMS, etc.). Participants were provided with sample, completed grant applications and other useful information to assist in the preparation of their applications.

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

The deadline for Highway Safety grant applications for FFY 2008 funding was Friday, April 6, 2007, at 5:00 p.m. Sixty-nine (69) applications were received by the due date and time of April 6, 2007, at 5:00 PM. One grant application was received after the due date and time and was not considered as part of the grants review process. Office of Highway Safety (OHS) administrative staff assigned pre-application numbers to all applications received and routed copies of the applications received by the deadline to appropriate reviewers. The first stage of the review process involved the Director, Assistant Director, Planning and Evaluation Manager, and Program Managers for the Office of Highway Safety reviewing and discussing the applications submitted by the due date and time. The Senior Accountant and the Fiscal Technician assigned to the Highway Safety Program in the Grants Accounting Office provided financial review comments on all applications during the review sessions and at subsequent budget review meetings. The process was conducted May 7-9, and 15, 2007. **Attachment 1** provides a listing of all applications received.

A second stage of the review process involved providing copies of grant applications for review and comment to the NHTSA Southeast Region Program Manager for South Carolina and additional federal partners representing the Federal Highway Administration (FHWA) and the Federal Motor Carrier Safety Administration (FMCSA). Comments and input were received in writing from the NHTSA Southeast Region Program Manager for South Carolina on May 21, 2007.

Applications for continued and new highway safety activities received from state agencies, political subdivisions, and private, non-profit organizations were reviewed at both stages in accordance with the review criteria listed below. Applications recommended for funding were incorporated into designated Program Area Plans (PAPs) for committee review and approval. Applications for funding were reviewed on the following basis:

1. The degree to which the proposal addressed a national or state identified problem area. **Primary consideration was granted to those projects which addressed major alcohol countermeasures, occupant protection, police traffic services/speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths and injuries during the last three years. The counties identified as being priority were Aiken, Anderson, Berkeley, Charleston, Colleton, Dorchester, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg, and York.**
2. The extent to which the proposal met the published criteria within the specific emphasis area.

3. The degree to which the subgrantee identified, analyzed, and comprehended the local or state problems. **Applicants who did not demonstrate a traffic safety problem/need were not recommended for funding.**
4. The extent to which the proposal sought to provide a realistic and comprehensive approach toward problem solution, including documenting coordination with local and state agencies necessary for successful implementation.
5. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
6. The extent to which the estimated cost justified the anticipated results.
7. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area; the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.
8. The ability of the applicant to successfully implement the project based on the experience of the agency in implementing similar projects; the capability of the agency to provide necessary administrative support to the project. For continuation projects, the quality of work and the responsiveness to grant requirements demonstrated in past funding years, current or past grant performance, results of past monitoring visits, and the timeliness and thoroughness of required reports.

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

Discussion of Review Comments: First Stage. Once all reviewers had completed their individual reviews, a three-day staffing review was established. The review was conducted May 7-9, and 15, 2007. Each Program Manager presented grant applications from his/her program area before a review committee composed of the Planning and Evaluation Manager, Grants Accounting staff, other Program Managers, the Assistant Director of the OHS and the Director of the OHS.

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

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

If there were differing recommendations regarding denial or approval, additional discussion was held. New information provided during the discussion was used to reach a consensus. At the close of discussion, a vote of all reviewers was taken as to whether to recommend denial or approval.

Discussion of Review Comments – Second Stage. The second stage of the grant review process was based on input received from the NHTSA Southeast Region Program Manager for South Carolina, who reviewed all grant applications and submitted comments and input on May 21, 2007. His suggestions/comments were reviewed by OHS staff and considered in terms of recommendations already agreed upon. Though grant applications were shared with Federal Highway Administration and Federal Motor Carrier Safety Administration staff in Columbia, SC, no official comments were received by the OHS from these Federal partners. General consensus was reached on each of the grant applications, even though individuals may have approved some grants ultimately denied by the group, or vice versa.

Ranking Based on Potential Impact. Upon the conclusion of the two stages of staffing meetings, the third portion of the review process began. A review of all of the "approved" grant applications was conducted by OHS management staff to determine which applications, based upon the OHS's staff experience and expertise, would have the greatest impact on reducing collisions, injuries, and fatalities on this state's highways. Each of these was ranked according to its degree of impact in this area. A follow-up review of the "denied" grants was conducted to ensure that no grant worthy of funding was denied.

Based upon these reviews, one priority list of projects emerged. This "final" ranking was based upon those projects which would have the greatest affect on reducing collisions, injuries, and fatalities on the state's highways. Ranking priority for projects recommended for funding was given to: (1) on-going grant applications for the overall management and administration of the Section 402 program; (2) multi-jurisdictional traffic enforcement grants (3) continuation grants with personnel; (4) continuation grants without personnel; (5) new grant applications located in the "priority" counties or

addressing one of the Funding Guidelines priority areas; and (6) new grant applications which demonstrated a highway safety problem and were located outside the “priority” areas.

The priority order for Highway Safety grant applications recommended for funding by Highway Safety staff is seen in Attachment 1, which also includes internal grant applications recommended for approval and applications not recommended for funding. Based upon the anticipated FFY 2008 appropriation for Section 402 funds, anticipated carry-forward funds from FFY 2007 grants, as well as anticipated Section 410, Section 405 and Section 1906 funds, it is expected that a majority of the grant applications recommended for funding approval, if approved by the Council, will receive funding at some point during FFY 2008. The exact number will depend upon the availability of funds, which is unknown at this time.

When the above-mentioned pools of funds become available during FFY 2008, those grant proposals which were approved will be considered for funding. The grant proposals will be considered in the order in which they are listed; however, earmarked funds, the applicant's interest/ability in implementing the grant, and the amount of funds available are factors which may alter the priority in which projects are funded and the amount of the Grant Award (e.g., the total grant award received by an applicant may be decreased from the amount recommended in this document in order to adjust to a shorter grant period instead of the typical 12-month grant period.). The Council's approval of those projects which it deems fund-worthy will be considered final.

Office of Highway Safety staff has provided recommendations for review and approval by the South Carolina Public Safety Coordinating Council (SCPSCC) pursuant to Section 23-6-520, South Carolina Code of Laws, 1976, as amended. The SCPSCC met on August 13, 2007 and approved the highway safety grant projects for FFY 2008 contained in this document. An executive summary of highway safety activities is presented as the Highway Safety and Performance Plan (HSPP) for Federal Fiscal Year 2008. The HSPP for FFY 2008 is the basis for federal funding support and is submitted as a single document to federal authorities. Upon receipt of the FFY 2008 Obligation Limitation, grant awards will be issued to those applicants approved through this process.

PROCESS FOR ESTABLISHING PERFORMANCE GOALS

After the problem identification process was complete, Program Managers and the Planning and Evaluation Manager reviewed all the information compiled for their specific areas of responsibility, including statistical information and funding priorities established for FFY 2008. In establishing specific performance goals for program areas, Program Managers and the Planning and Evaluation Manager:

1. Examined collision, citation, and other appropriate data from the past three to five years.
2. Reviewed research and discussion comments regarding system gaps that need to be addressed through the goal-setting process.
3. Reviewed the priorities established during the development of the FFY 2008 Funding Guidelines document and how these could be incorporated into program area goals.
4. Reviewed projects recommended for funding approval and how these projects will impact the identified problems and/or system gaps.
5. Developed both short term and long term goals to impact the problems targeted for the assigned program areas. New short-term goals were established for CY 2008; new long-term goals were also established to reflect the period of CY 2008 to 2012.
6. Established a baseline from which progress would be measured; 2007 data will be used to compare progress towards short-term goals.
7. Developed performance measures to monitor the state's progress toward accomplishment of goals.

Following the establishment of goals, specific strategies to accomplish the goals were provided. The strategies incorporated activities to be funded through the program, as well as activities to be coordinated statewide by the Office of Highway Safety during FFY 2008.

PROGRAM ADMINISTRATION

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

Primary activities of the Unit include:

- * **Problem Identification:** Includes identification of actual and potential traffic safety hazards and effective countermeasures.
- * **Administration:** Includes preparation of the Annual Highway Safety and Performance Plan and distribution and administration of federal funds to state, local and private agencies.
- * **Monitoring and Evaluation:** Includes monitoring and evaluation of approved highway safety projects, as well as other highway safety initiatives conducted through other sources of funding, and the preparation of an annual evaluation of the Highway Safety and Performance Plan.
- * **Public Information and Education:** Includes development and coordination of numerous public awareness activities with particular emphasis on impaired driving, occupant protection, speed reduction, and other similar efforts.

A complete problem analysis is provided in the individual program area sections that follow. The performance goals and measures for program administration are based on this analysis.

NATIONAL DOT PERFORMANCE GOALS:

1. Reduce the passenger vehicle fatality rate per 100 million vehicle miles traveled, from 1.14 (2005) to 1.06.
2. Reduce the motorcycle rider fatality rate per 1,000 registrations to 0.76.
3. Reduce the non-occupant fatality rate per 100 million vehicle miles traveled to 0.19.
4. Reduce the large truck and bus fatality rate per 100 million vehicle miles traveled to 0.171.

NHTSA INTERMEDIATE OUTCOME MEASURES

1. Reduce the rate of fatalities in high BAC (.08+) crashes per 100 million vehicle miles traveled from 0.49 (2005) to 0.48.
2. Increase safety belt use from 81% to 84%.
3. Reduce the percentage of improperly licensed motorcyclists involved in fatal crashes, from 24% (2005) to 22.5%.
4. Increase restraint use among 0 through 7 year olds, from 82% (2004) to 85%.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the number of traffic crashes reported during CY 2008 by 5%, as compared to CY 2007 data.
2. To reduce the mileage death rate (MDR) of the State during CY 2008 by 5%, as compared to CY 2007 data.
3. To reduce the mileage injury rate (MIR) of the State during CY 2008 by 5%, as compared to CY 2007 data.

Long Range Goals (2008 - 2012):

1. To reduce the number of traffic crashes reported by 15% by the end of CY 2012.
2. To reduce the State's mileage death rate (MDR) by 15% by the end of CY 2012.
3. To reduce the State's mileage injury rate (MIR) by 15% by the end of CY 2012.

Performance Measures: Traffic crash, injury and fatality data will be compiled and compared with baseline data at the end of each calendar year to measure progress toward goal accomplishment.

STRATEGIES:

1. Highway Safety staff will monitor traffic crash and other appropriate data on an on-going basis in order to make course corrections as necessary.
2. Project personnel will be trained in project management and financial management of grants in order to obtain maximum performance. Project personnel will also be trained in grant writing in order to assist in becoming self-

sufficient. The support and maintenance of the Law Enforcement Network System in the state of South Carolina will allow highway safety best practices to be shared and replicated.

3. Highway Safety staff will monitor 100% of all projects funded in order to provide adequate technical assistance and to insure compliance with grant guidelines.
4. Highway Safety staff will coordinate statewide public information and education efforts to promote compliance with occupant protection laws and impaired driving laws. The overarching theme of all campaign efforts was adopted by the Office of Highway Safety and the SC Department of Public Safety in December 2004. The theme is *Target Zero*. A supporting tagline for this theme (...*because one traffic fatality is too many.*) testifies to the significance of the theme itself and displays the intent to call the public's attention to the tragedy and senselessness of even one traffic fatality.

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

Highway Safety staff, other SC Department of Public Safety staff and partner agencies/groups will continue to educate and inform the citizenry of the state and its visitors about the state's primary enforcement safety belt law. The legislation became effective December 9, 2005. The educational strategies employed in this effort will inform citizens and visitors of the law and emphasize the life-saving potential of the legislation. Educational strategies will be incorporated to reach out to all citizens and visitors of the state, in particular those minority populations (African-American and Hispanic) which have traditionally shown a lower rate of safety belt and child passenger safety restraint usage.

Staff will also continue the *Sober or Slammer! (SOS)* sustained impaired driving enforcement campaign on a statewide level utilizing strategies similar to those utilized in FFY 2007. The campaign will run from October 1, 2007 through September 1, 2008, and will continue to feature high-visibility enforcement and earned media statewide, but will focus on seventeen (17) targeted counties (Aiken, Anderson, Berkeley, Charleston, Colleton, Dorchester, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg and York) that represent 72.3% of the state's population and in which 68.5% of the state's fatal alcohol-related crashes occur. The campaign will feature participation of more than 130 local law enforcement agencies statewide, as well as the SC Highway Patrol and the State Transport Police. Thus, the campaign will literally touch all citizens of the state in each of the state's forty-six (46) counties. The campaign will once again feature two major DUI enforcement crackdowns during Christmas/New Year's 2007-2008 and Labor Day 2008 holiday periods. Participating law enforcement agencies will

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

Highway Safety staff will also coordinate and cooperate with other NHTSA national or regional enforcement strategies (i.e., *100 Days of Summer Heat* and *Hands Across the Border*).

All major mobilization emphases of the OHS will include diversity outreach components in order to focus on the diverse population of the state and to reach out specifically to African American and Hispanic citizens in seeking their support and assistance in delivering highway safety messages to all citizens and visitors of the state. The OHS will incorporate into its diversity outreach strategies information gleaned from quantitative research conducted by Apter, International during the FFY 2007 grant year. The Apter research sought to find answers as to why people, particularly teens, African Americans, and Hispanics, are more likely not to use appropriate occupant restraints. The research also attempted to gain clues as to why drivers take specific risks on the highways relative to drinking and driving. The somewhat startling results obtained by the research can be used to develop strategies to encourage behavioral change. The information will be utilized in all efforts of the OHS relative to enforcement mobilization strategies, particularly in terms of media outreach.

5. Highway Safety staff will develop/implement technical training programs as needed to support local project initiatives.
6. The OHS will provide funding to highway safety staff and advocates to attend significant conferences and training events related to highway safety issues. As appropriate, when information on national or state-initiated training programs becomes available, the OHS will forward the information to highway safety project directors or those with direct interest in the training. If it is determined that funds are available to support requests to attend these programs, information will be included in the information package outlining procedures for requesting assistance.
7. Staff of the OHS will work with the NHTSA Southeast Region Office to plan and conduct a Project Management Course for new Project Directors of the FFY 2008 highway safety projects.
8. The OHS will maintain a clearinghouse, which includes a variety of educational videos related to highway safety. The clearinghouse will make its informational materials and services available to law enforcement agencies, schools, highway

safety advocates, and other highway safety stakeholders to promote highway safety throughout the state of South Carolina.

9. The OHS will conduct a Memorial Service for Highway Fatality Victims of 2007 during the early spring of 2008. The service will be held at a church in the Columbia, SC, area, and families, loved ones, and friends of all highway fatality victims will be invited.
10. The OHS will conduct a *School Zone Safety Week* emphasis during the late summer of 2008. The emphasis, designated to be during the first month of school in the state by legislative proviso, will involve highway safety stakeholders statewide in an effort to call the attention of the motoring public to the importance of safety in school zones.
11. Highway Safety staff will continue to support and assist in the further development of the Law Enforcement Network (LEN) System in the state. Sixteen (16) LENs have been formed corresponding to the sixteen judicial circuits in South Carolina. LENs provide significant enforcement assistance to the SC Department of Public Safety and the Office of Highway Safety in their attempts to reduce traffic-related crashes, injuries and fatalities. They also allow for the sharing and dissemination of information among member agencies, as well as promoting multi-jurisdictional enforcement strategies and efforts. The OHS will continue to provide mini-grant funding for the LENs to assist them in their ongoing enforcement efforts and in recruiting additional enforcement agencies to enlist in the system. The OHS will continue to provide training to LENs through LEN Coordinator meetings, regularly scheduled LEN meetings, and Traffic Safety Officer certification courses.
12. Highway Safety staff will continue to provide Law Enforcement Liaison services to both state and local law enforcement agencies. This includes the coordination of the use of two Breath Alcohol Testing (BAT) mobile units for specialized impaired driving enforcement activities around the state.
13. Highway Safety staff will continue a *Motorcycle Safety Campaign* in 2008 which will focus on specific locations and times which have a high occurrence of motorcycle crashes, injuries and fatalities. This campaign will target the months of the year and locations in which significant motorcycle rallies occur in the state.
14. The Office of Highway Safety will also provide funding and coordination for a Highway Safety booth/display to be used at various statewide events, including the SC State Fair.
15. The Office of Highway Safety will pursue the continuation of a project begun in FFY 2006 utilizing paid advertising of highway safety messages at major college sports venues in the State and featuring college head coaches.

16. OHS staff will work with Regional NETS Coordinators and statewide industry Safety Managers to promote at least two Highway Safety Public Awareness Campaigns a year for local businesses.

PROJECTS TO BE IMPLEMENTED:

Grant Number: 2H08001
Name of Applicant: SC Department of Public Safety: Office of Highway Safety
Project Title: Highway Safety Planning and Administration
Federal Recommended: \$ 303,381
Match Recommended: \$ 303,381
Total Amount Recommended: \$ 606,762
Funding Source: Section 402
Benefit: State

Description of Problem. As indicated in the grant application, preliminary statistics for South Carolina during 2006 indicate that 102,874 traffic collisions were reported. This is a 6.1% decrease from 2005 totals, when 109,554 collisions were reported. Collisions in the year 2006 resulted in 1,031 fatalities and 45,559 non-fatal injuries. The number of traffic deaths was 5.8% lower than in 2005, when 1,094 persons were fatally injured in South Carolina traffic crashes. South Carolina's mileage death rate (MDR) in 2005 of 2.2 (according to preliminary estimates) remained 51% higher than the national mileage death rate of 1.46. The estimated economic loss to the State from traffic crashes was more than 2 billion dollars. This total does not reflect the human toll of pain and suffering.

Based on the above-stated traffic problems in the State, the South Carolina Department of Public Safety's Office of Highway Safety must provide the leadership, planning, guidance, and cooperation necessary to achieve an effective and efficient traffic safety campaign, which strives to reduce the number of traffic collisions, fatalities, and injuries. Only through such a coordinated effort will a reduction in the state's MDR and in the economic loss associated with vehicle crashes occur.

In order to provide the needed planning and guidance to subgrantees, it is essential to retain the current Office of Highway Safety (OHS) staff positions and to train these individuals on highway safety-related matters. The current OHS staff consists of one (1) Director, one (1) Assistant Director, one (1) Planning and Evaluation Manager, one (1) Senior Accountant, one (1) Fiscal Technician, and one (1) Administrative Assistant. One (1) Business Manager position is also needed to deal with a myriad of funding and procurement issues relative to highway safety grants and mobilization campaigns.

Continuous programmatic and financial monitoring of all grants is greatly needed to properly administer the Highway Safety program. The number of calls received for technical assistance further evidences the need for such monitoring. There are currently three (3) Program Manager positions needed to perform the programmatic monitoring of

highway safety grants and two (2) financial staff to perform the financial monitoring of these grants. The two financial staff (Senior Accountant and Fiscal Technician), aside from the responsibility of financial monitoring, also process monthly federal aid reimbursement vouchers and federal advances, as well as requests for reimbursement and budget revisions from subgrantees. The financial staff also prepare the Highway Safety Plan Cost Summary Report on the Grants Management Information System (GMIS), perform agency audits, oversee property control of grant-purchased equipment, and perform the financial staffing of grant applications from subgrantees. Financial staff provide financial technical assistance and desk financial monitoring to ensure compliance with state and federal regulations.

OHS staff members and support staff within the OHS is in need of ongoing training that would enhance their abilities to perform their job duties and increase their knowledge in the field of grants and highway safety in general. Due to the ongoing changes in federal and state laws, procurement, and administration of the grants, there is a continuous need to provide the staff with legal, procurement, and administrative training in specialized areas for the strengthening of the management skills of Program Managers. Proper training enhances the ability of OHS staff to provide appropriate technical assistance to subgrantees.

Project Directors and prospective grant seekers are also in need of formal and hands-on training in several areas; enhancement of grant writing techniques, including proper editing and proofreading; program administration; and effective networking with other Project Directors. Additionally, Project Directors must be aware of the relationship between the success of their projects and the accomplishment of the objectives of the OHS. Based upon the above, it is evident that knowledge and training of the OHS staff and Project Directors are vital to improving the quality and success of the Highway Safety Program in South Carolina.

Approach Proposed. The OHS's Planning and Administration project will provide funding for staff time and expenses incurred by the Office of Highway Safety which are directly related to the planning, development, coordination, monitoring, evaluating, and auditing of projects under the Section 402 Program. The proposal also includes the responsibility for coordinating and evaluating the highway safety efforts among the various agencies throughout the state. The goal is to generate a 5% reduction in the number of traffic collisions, injuries, and fatalities during the grant period.

The Director of the OHS, Assistant Director, Planning and Evaluation Manager, Administrative Assistant, Senior Accountant, and Fiscal Technician employed under the grant will ensure that programmatic/financial monitoring is conducted on 100% of all highway safety grants. With assistance from the accounting staff, the Program Managers will provide on-going technical assistance to subgrantees via monthly telephone calls, on-site visits, and the dissemination of technical materials.

Project staff will also plan and conduct several training programs for subgrantees to strengthen the operation of projects funded through the Highway Safety Program. A

Project Management Course will be held for new subgrantees and planned for the first quarter of FFY 2008. Through this course, subgrantees will learn the various rules and regulations which govern their projects, how to complete various required reports, how to work with the media to promote their highway safety initiative, and how their project fits into the overall state strategy to improve highway safety. Also, a series of workshops will be held in various parts of the state to present the FFY 2009 SC Highway Safety Program's Funding Guidelines. The workshops will be conducted by OHS staff members and NHTSA representatives. Prospective Project Directors will be given instruction regarding the completion of grant applications, including a session on developing a project proposal and grant writing techniques.

OHS and Statistical Analysis Center (SAC) staff, with input from Federal partners (NHTSA, FHWA, FMCSA, etc.), will determine priority areas for FFY 2009 based on available data. Once priorities are determined, service gaps identified, and high need geographic areas are determined, the FFY 2009 Funding Guidelines will be written and posted on the OHS website. Letters notifying potential applicants of the document's availability on the website will be mailed to current and prospective subgrantees. Along with the Funding Guidelines document will be posted, a current Grant Application Form and instructions for completing the grant form. The OHS anticipates that by the next funding cycle (FFY 2009), applicants will be able to submit grant applications online through the Grants Management System of the SC Department of Public Safety.

Project staff will continue to provide the administrative functions for the operation of the Section 402 program. These functions include all tasks necessary for the preparation of the annual Highway Safety and Performance Plan; the preparation of the annual Evaluation Report of projects funded during the previous fiscal year; program development activities; on-going problem identification; preparation of the annual Funding Guidelines and project solicitation; monitoring; responding to grant revision requests and other correspondence; and notification and awarding of grants.

Program Managers are responsible for developing expertise in their assigned program areas. To fulfill this responsibility, staff will continue to read and research materials related to their program areas, and participate in national meetings and seminars. Program Managers will share technical knowledge with subgrantees, providing training and technical assistance as requested.

A newly developed Business Manager position will be maintained during the grant year to deal with the tremendous number of funding and procurement issues relative to highway safety in general and the specific campaigns and efforts conducted and supported by the OHS.

Description of Budget. The project will fund Personnel @ \$509,706 (includes salaries and fringe benefits for one [1] director [half], one [1] assistant director, one [1] planning and evaluation manager, one [1] senior accountant, one [1] fiscal technician [75%], one [1] administrative assistant and one [1] business manager); Contractual Services @ \$2,500 (includes funding to utilize the State's "Beeline" contract to continue the

implementation and maintenance of the GMS for the OHS); and Other @ \$92,056 (includes printing, postage, telephone, supplies, indirect cost, Enterprise Software maintenance, and tort insurance).

Grant Number:	2H08004
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	Public Information, Outreach, and Training
Federal Recommended:	\$ 366,095
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 366,095
Funding Source:	Section 402
Benefit:	State

Description of Problem. As indicated in the application, South Carolina remains one of the top five states in the nation in the severity of its motor vehicle crashes, as evidenced by statistical data. The state must provide funding for projects that will attempt to impact the negative traffic statistics that are adversely affecting South Carolina's citizens. South Carolina's average mileage death rate (MDR) for the last five years, 2.12, is 45.2% higher than the national MDR of 1.46. The top probable causes for traffic crashes include driving too fast for conditions, failure to yield right-of-way, driver inattention, following too closely, and improper lane change/usage. A reduction in the state's mileage death rate must be effected, and the economic loss associated with vehicle crashes must also reflect a downward trend. In order to make a difference in these negative traffic statistics in the state, the Office of Highway Safety must fund creative projects that can have a wide impact on all of the various problem areas contributing to highway injuries and fatalities.

Currently, this grant project serves as the only funding mechanism available to provide the necessary travel, tuition, and subsistence to send selected traffic officers, solicitors, highway safety professionals, and other individuals to specialized seminars and training programs that are randomly scheduled throughout the year. There is a need to provide ongoing specialized training throughout the state of South Carolina to traffic officers, solicitors, highway safety professionals, and other individuals working in highway safety. Currently, with major budget cuts at all levels of government, there is little funding available to provide the necessary travel, tuition, and subsistence to send selected traffic officers, solicitors, highway safety professionals, and other individuals to specialized training and seminar programs.

Prior to FY 1997, other than conducting pre-work conferences with subgrantees, there was no organized training program to teach project skills to new highway safety project directors. The lack of knowledge in project management and in applicable federal guidelines has deterred many projects from being successfully implemented. The continuation and expansion of specialized training programs and attendance at highway safety-related meetings and conferences are crucial elements in keeping highway safety

professionals and local project personnel abreast of new technology and innovative programs which may be utilized to combat the state's severe traffic crash problem.

To make significant strides in crash, injury, and fatality reduction, highway safety personnel from across the state need to be exposed to innovative, cutting-edge programs and countermeasures that might be implemented in South Carolina. One additional way to expose highway safety professionals to innovative programs and countermeasures is through the vehicle of a statewide highway safety conference. A conference of this nature has the ability to bring together safety professionals and stakeholders from all areas of highway safety, including enforcement, engineering, education, and health services.

Approach Proposed. The project will upgrade the quality of highway safety efforts in the state of South Carolina utilizing a multi-faceted approach. The project will retain the services of a Public Affairs Manager, funded by the project, to assist a paid Coordinator in the development of statewide enforcement campaigns, such as *Buckle up, South Carolina. It's the law and it's enforced.* and *Sober or Slammer!/Drunk Driving. Over the Limit. Under Arrest.* Campaigns will contain enforcement, education, community involvement, diversity outreach, and media components in an effort to reduce alcohol-related crashes, injuries, and deaths on South Carolina's roadways. Funding for the campaigns will come from other National Highway Traffic Safety Administration funds.

The project will develop a Statewide Highway Safety Conference and Highway Safety Awards Ceremony, a motorcycle safety campaign, the 2007 Annual Victims' Memorial Service, and additional highway safety-related events. The project will also work with NHTSA Southeast Region staff and OHS staff to conduct a Project Management Course for all Project Directors of new FFY 2008 highway safety projects. The project will also seek to receive solicitations for the use of grant funds for specialized training and conferences from a variety of highway safety professionals (law enforcement, judiciary, subgrantees, OHS staff, etc.) throughout the state. This will allow highway safety stakeholders to have access to cutting-edge training opportunities around the nation in the arena of highway safety. The grant will also provide funding and coordination for a Highway Safety booth/display at various statewide events, an OHS calendar and electronic newsletter, and significant project development activities to attempt to secure higher quality grant applications and projects. The Public Affairs Manager will be involved in any and all special projects efforts of the OHS.

The project will utilize funding to continue to educate the state's citizens regarding the state's recently passed primary seat belt enforcement law.

Description of Budget. The project will fund Personnel @ \$73,695 (includes salary and fringe benefits for one [1] Public Affairs Manager); Contractual Services @ \$200,000 (includes utilizing SCDPS Contractor for a Statewide Highway Safety Conference and Highway Safety Awards Ceremony, a motorcycle safety campaign, the 2007 Annual Victims' Memorial Service, SC State Fair and additional highway safety-related events); Travel @ \$30,000 (includes in-state and out-of-state travel for highway safety-related

workshops and conferences); Equipment @ \$3,000 (includes one [1] laptop computer with docking station including CD and DVD burner) and Other @ \$59,400 (includes telephone and toll-free line, tuition/registration/exhibit fees/membership fees, office supplies, meeting room costs, postage, educational materials and supplies, printing and distribution costs, OHS booth/display, copy equipment rental, software, Enterprise Software maintenance, tort insurance, and indirect costs).

ALCOHOL COUNTERMEASURES

Problem Analysis:

Statistics from the SC Department of Public Safety's (SCDPS) Statistical Analysis Center indicate that there were 4,981 alcohol-related crashes in the state in 2005. There were 440 fatal crashes that were alcohol-related, resulting in the deaths of 501 people. Of the 4,981 alcohol-related crashes, 2,335 were injury crashes resulting in 3,714 injuries. The term "alcohol-related crash" encompasses crashes with DUI as a factor, impaired pedestrians or bicyclists, and the occasional impaired passenger who causes a crash. In order to establish goals for preventing DUI, it is necessary to determine the number of alcohol-related crashes caused by drinking and driving. DUI alone was a contributing factor in 398 fatal crashes in 2005, resulting in the deaths of 458 persons. DUI continues to be the number one contributing factor in fatal crashes in South Carolina. The contributing factor of Too Fast for Conditions is the second most common contributing factor with 276 crashes and 301 fatalities.

Strong efforts continue to increase BAC level reporting for drivers involved in fatal crashes. According to data from the Fatality Analysis Reporting System (FARS), South Carolina's percentage of known BAC levels for drivers in fatal crashes was 36.47% in 2005. This is a 1.13% decrease over the percentage for 2004. There was a total of 1,419 drivers involved in fatal crashes in South Carolina during 2005. According to the National Highway Traffic Safety Administration (NHTSA)'s National Center for Statistics and Analysis, 318 of these drivers tested .08 or greater. This means that 22.4% of all drivers in fatal crashes were legally impaired at the time of the crash. This represents an improvement over 2004, when 25% of all drivers in fatal crashes were legally drunk.

During the five-year period 2001-2005, Greenville, Horry, Richland, Charleston, Spartanburg, Lexington, York, Anderson, Florence, and Berkeley counties experienced the highest reported frequencies of alcohol-related collisions. During the five-year period, Horry County had the highest number of DUI-related fatal crashes with 119, followed by Greenville with 115, and Spartanburg with 111. According to the amount of mileage driven by state drivers in 2005, Abbeville, Edgefield, Greenwood, Lancaster, Marlboro, Sumter, and Union counties experienced the highest percentage of vehicle mileage crash rates in alcohol-related collisions. Also, from 2001-2005, Anderson, Florence, Greenville, Horry, Lexington, Richland, Spartanburg, Dorchester, Orangeburg and Sumter counties experienced the highest number of fatalities in alcohol-related collisions for drivers under 21. Due to the high number of alcohol or drug-related crashes in these counties, priority will be given to applications that propose initiatives targeting these counties.

From 2001-2005, a total of 5,221 people died in South Carolina traffic collisions, and 256,779 people were injured in these crashes. Of those killed during this time period, 1,953 (or 37.4%) died in an alcohol or drug-related traffic crash. A total of 18,426 of those injured, or 7.2%, were involved in an alcohol or drug-related crash. From 2001-

2005, the state has experienced an 11.3% increase in the number of alcohol-related crashes. Drivers in the 25-34 year old age group experienced the highest number of alcohol-related fatal crashes from 2003-2005. This age group accounted for 5,061 drivers in crashes with a probable cause/primary contributing factor of alcohol or drugs. The second highest age group of drivers involved in alcohol-related crashes during this period were drivers aged 15-24 (most of whom are not allowed legally to purchase, possess or consume alcoholic beverages), totaling 5,172, followed by drivers aged 35-44, totaling 4,347. During the period 2003-2005, 71.3% of the drivers involved in alcohol-related crashes were male. Females were involved in 23.8% of alcohol-related crashes from 2003-2005. Friday and Saturday evenings are consistently the leading time periods for alcohol-related crashes.

Target or At Risk Populations/Counties:

Drivers aged 25-34 accounted for 24% of all drivers in alcohol-related crashes from 2003-2005. Alcohol-related crashes occurred most frequently in rural areas and with male drivers. The seventeen target counties (Aiken, Anderson, Berkeley, Charleston, Colleton, Dorchester, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg, and York) accounted for 70.3% of the state's alcohol-related fatal crashes in CY 2003-2005. These counties also represent 72.3% of the State's total population.

NATIONAL GOAL:

Reduce the alcohol fatality rate from 0.51 in 2006 to 0.49 by 2007.

REGIONAL GOAL:

Reduce the alcohol fatality rate from 0.65 in 2004 to 0.58 by 2007.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the alcohol-related crash MDR by 10% by the end of CY 2008, as compared to CY 2007 data.
2. To reduce the alcohol-related crash MIR by 10% by the end of CY 2008, as compared to CY 2007 data.
3. To reduce the involvement of drivers aged 25-34 in alcohol-related crashes by 3% by the end of CY 2008, as compared to CY 2007 data.
4. To increase conviction rates by the DUI special prosecutor in Spartanburg County by 5% by the end of CY 2008, as compared to CY 2007.

5. To increase the level of BAC reporting on fatalities from coroners by 10% by the end of CY 2008, as compared to CY 2007.

Long Range Goals (CY 2008 – CY 2012):

1. To reduce the alcohol-related crash MDR by 30% by CY 2012.
2. To reduce the alcohol-related crash MIR by 30% by CY 2012.
3. To reduce the involvement of drivers aged 25-34 in alcohol-related crashes by 5% by the end of CY 2012.

Performance Measures:

1. A comparison of statewide alcohol fatality and injury data with statewide crash and injury totals will be used to measure short and long range performance goals.
2. Data comparing the percentage of drivers aged 25-34 with the total number involved in alcohol-related crashes will be examined.
3. Spartanburg County DUI solicitor conviction rates will be measured and compared with current rates to determine if improvements have been made.

STRATEGIES:

1. A statewide sustained DUI campaign (*Sober or Slammer!*) will continue combining enforcement, education, media, and diversity outreach components to attempt to reduce alcohol-related crashes, injuries, and fatalities in the state. The campaign will feature enforcement crackdowns during the Labor Day holidays of 2008 and the Christmas/New Year's holidays of 2007-2008 utilizing saturation patrols and sobriety checkpoints, along with the utilization of the State's two Breath Alcohol Testing (BAT) mobile units, as key enforcement strategies. The campaign, though implemented statewide, will focus on counties shown statistically to have significant problems with alcohol-related crashes, injuries and fatalities. South Carolina will use a similar strategy as employed in last year's Sustained DUI Enforcement Campaign with this high-visibility DUI enforcement initiative. The campaign will work through the SC Law Enforcement Network system. Participating agencies will conduct four nights of DUI enforcement activity (checkpoints and saturation patrols) over the two-week crackdown periods in addition to regular monthly specialized DUI enforcement activity. Reporting and evaluation will be key components within this initiative. Participation with state and federal initiatives, along with proven reduction of impaired driving collisions, will earn law enforcement agencies statewide a chance to win one of eight equipped law enforcement vehicles. The OHS will fund these enforcement activities with available Section 410 funding, if awarded.

2. The conviction rate of DUI offenders will be increased through the use of improved testing equipment and specially trained prosecutors.
3. The public will be educated about the dangers of drinking and driving through the statewide distribution of educational materials, health and safety fairs and statewide alcohol campaigns.
4. SLED will provide technical support to local law enforcement on BAC testing procedures and use of the equipment, and to prosecutors through courtroom testimony.
6. Standardized Field Sobriety Tests (SFST) training will be provided, for state troopers and local law enforcement officials, in DUI detection and in Interview and Interrogation Techniques. Drug Recognition Expert training will also be provided to law enforcement officers throughout the state.
7. The backlog of DUI cases in Spartanburg County will be decreased through the maintenance of a solicitor, who will devote 100% of his time to prosecuting DUI cases.
8. Sheriff's Offices will establish or increase Traffic Units to increase DUI enforcement in rural areas.
9. BAC reports from the coroners and SLED will continue to be entered in a database to track testing results.
10. Monthly contact will be made with the Executive Director of the Coroner's Association to address BAC reporting from the coroners.
11. The Program Manager will continue to be involved with the Task Force on Underage Drinking Action Group.
12. Programs to address youth alcohol problems will continue in schools within counties with a high occurrence of DUI collisions, injuries and deaths. There are Safe Communities organizations to help accomplish this strategy, as well as South Carolina Highway Patrol's curriculum developed with grant funds. In addition, Anderson University will develop and implement a training program for its students and neighboring high school students to discourage impaired driving.
13. Multi-jurisdictional traffic teams will be maintained and expanded in priority areas of the state. The formation of the teams will allow law enforcement agencies to work together to combat the problem of DUI in their respective jurisdictions.
14. The OHS will maintain the statewide SC Impaired Driving Prevention Council made up of professionals from the arenas of highway safety, law enforcement, judiciary and treatment/rehabilitation in an effort to combat the increasing impaired driving

problems and issues in the state. The Council will utilize recommendations and information resulting from the Statewide Alcohol Assessment conducted by NHTSA in September 2002 and the Statewide Alcohol Symposium held in September 2003 as bases for the ongoing work of the Task Force. The Task Force will continue its work toward strengthening DUI laws in the state of South Carolina.

15. Though the Seventh Circuit Solicitor's Office in Spartanburg, South Carolina will spearhead the initiative, the OHS will monitor and assist with the implementation of NHTSA's DWI Standards Assessment Program. The OHS will also, utilizing assistance from NHTSA Southeast Region staff, continue to attempt to increase the presence of DUI/Drug Courts in the state of South Carolina as yet another DUI countermeasure. Currently, training for Charleston County and Chesterfield County is scheduled for September 2007.
16. The OHS will schedule the use of two breath alcohol testing (BAT) mobiles purchased during FFY 2004. The vehicles will be available to state and local law enforcement agencies and Law Enforcement Networks around the state for DUI enforcement activities. Law Enforcement Liaisons will coordinate the scheduling for the use of the vehicles. The OHS will attempt to secure media attention for the use of these enforcement vehicles, and Law Enforcement Liaisons will provide training and technical assistance to agencies utilizing the BATmobiles.

PROJECTS TO BE IMPLEMENTED:

Grant Number:	2H08006
Name of Applicant:	SC Department of Public Safety – Office of Highway Safety
Project Title:	Impaired Driving Countermeasures Program Management
Federal Recommended:	\$ 714,217
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 714,217
Funding Source:	Section 410
Benefit:	State

Description of Problem. As described in the grant application, from 2001-2005 in South Carolina, driving under the influence of alcohol or drugs was the probable cause/primary contributing factor, or was proven to be a characteristic in 1,762 fatal collisions, resulting in the deaths of 1,953 persons. Additionally, there were a total of 23,793 alcohol-related collisions and 18,426 alcohol-related crash injuries during the aforementioned time period. There were also 10,247 property-damage-only collisions which were alcohol/drug-related. Drivers in the 15-24 year old age group (most of whom are not legally able to purchase, possess, or consume alcoholic beverages) experienced the highest number of alcohol-related crashes from 2001-2005. The time period reveals that 71.4% of drivers involved in alcohol-related collisions were male. While progress has been made in reducing the number of deaths and serious injuries on South Carolina's

highways relative to alcohol, the mileage death rate (MDR) continues to be above the national average.

Approach Proposed. The project will continue the employment of an Impaired Driving Countermeasures Program Manager (IDCPM) to administer alcohol countermeasures highway safety grants during the course of the grant year. The Program Manager will also coordinate the implementation of recommendations resulting from the 2002 Statewide Alcohol Assessment and 2003 Alcohol Symposium. The IDCPM will also be responsible for the on-going administration of alcohol countermeasures projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring at least twice annually, as well as responding to requests for budget and programmatic revisions. The IDCPM will also assist the Public Affairs Manager of the OHS, who will work with the agency's Contractor to develop and implement a statewide DUI public information and education campaign for the Labor Day holiday time period. The project will maintain a Coordinator's position which will be responsible for coordinating Standardized Field Sobriety Tests (SFST) training, Drug Recognition Expert (DRE) training, and utilization of the OHS's two BAT Mobile units, including insuring proper maintenance and storage of the vehicles, arranging for the lending of the vehicles from pick-up to return, coordinating with schedules of the Law Enforcement Network Coordinators regarding the Sustained DUI Enforcement Campaign, and maintaining all equipment within the BAT Mobiles.

Description of Budget. The project will fund Personnel @ \$133,719 (includes salaries and fringe benefits for one [1] IDC Program Manager and one [1] Coordinator); Contractual Services @ \$500,000 (includes PI&E efforts, including paid media, to complement the SOS campaign); Travel @ \$2,000 (includes in-state lodging, per diem, and transportation for program management and Coordinator responsibilities); Equipment @ \$38,000 (includes two [2] DMT breath alcohol testing units and four [4] digital in-car video cameras for the BATmobile units); and Other @ \$40,498 (includes indirect costs, BAT Mobile maintenance, equipment, mechanical, insurance, etc. for two [2] vehicles, meeting room costs, telephone, printing, postage, office supplies, tort insurance, Enterprise Software maintenance, and copy equipment rental.

Grant Number:	2H08011
Name of Applicant:	Seventh Judicial Circuit Solicitor's Office
Project Title:	Alcohol Countermeasures Prosecution Unit
Federal Recommended:	\$ 80,635
Match Recommended:	\$ 20,159
Total Amount Recommended:	\$ 100,794
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, Spartanburg County is a consistent leader in South Carolina for traffic fatalities, injuries, and property damage

crashes. Spartanburg County sees half of these crash statistics as having alcohol as a contributing factor. In 2005, the Spartanburg County Sheriff's Office made it a priority to stop drunk driving in the county. Consequently, DUI arrests have risen dramatically, from 62 in 2004 to 688 in 2006. The Seventh Judicial Circuit Solicitor's Office has tackled the case growth through a grant since 2003, but the grant ends in 2007 and is not likely to be funded through the county government once funding has expired. Through the work of the Solicitor's Office, it has been discovered that a mobile prosecutor is much more successful in obtaining convictions in smaller municipalities than inexperienced law enforcement officers pitted against seasoned defense attorneys.

Approach Proposed. The project will fund an Assistant Solicitor and Paralegal to investigate and prosecute only DUI and drug-related driving offenses, thereby improving the conviction rate through better preparation for each level of court cases. The duties of the Assistant Solicitor and Paralegal will be typical of prosecution for DUI and drug-related driving offenses. The Assistant Solicitor will also be an active participant with the 7th Judicial Circuit Law Enforcement Network and will be available for around-the-clock consultation with all law enforcement. The project will also continue the efforts of the DWI Standards Assessment Program in Spartanburg County.

Description of Budget. The project will fund Personnel @ \$94,814 (includes salaries and fringe benefits for one [1] Assistant Solicitor and one [1] Paralegal); Travel @ \$2,125 (includes in-state mileage, lodging and per diem); and Other @ \$3,855 (includes office supplies, one [1] mobile phone services, training and registration fees, and printer cartridges).

Grant Number:	2H08013
Name of Applicant:	The County of Spartanburg
Project Title:	Reduce Hazardous Moving and Alcohol/Drug Related Collisions
Federal Recommended:	\$ 141,216
Match Recommended:	\$ 35,304
Total Amount Recommended:	\$ 176,520
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, preliminary statistics for South Carolina indicate that during 2006, 102,874 traffic collisions were reported. Collisions in CY 2006 resulted in an estimated 1,031 fatalities and 45,559 injuries. Driving under the influence of alcohol or drugs was a contributing factor in over 370 fatal collisions, resulting in deaths of more than 410 persons. Of the more than 4,600 alcohol-related collisions, 48% were injury crashes, and 44% were property-damage-only crashes. Although progress has been made, there is still much work to be done to make Spartanburg County roadways safer. In 2006, the Spartanburg County Sheriff's Office issued 119 safety belt violations, 32 child restraint violations, 3,847 speed violations and 756 DUI violations. During the five-year period from 2002-2006 Spartanburg County

has ranked in the top four counties in South Carolina in the number of property-damage-only crashes, injury crashes and fatal crashes.

Approach Proposed. The project will compose a DUI traffic enforcement task force that will reduce the number of impaired drivers in Spartanburg and surrounding counties, assist in securing convictions for repeat offenders, promote heavy traffic enforcement presence in Spartanburg County, conduct highly visible public safety checkpoints and saturation patrol efforts and identify and build relationships with other law enforcement agencies and community groups.

Description of Budget. The project will fund Personnel @ \$76,830 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$8,640 (includes mileage for in-state travel); Equipment @ \$82,400 (includes two [2] in-car cameras, [2] radars, two [2] in-car radios, two [2] walkie-talkies, two [2] police vehicles, two [2] blue light packages, one [1] desk top computer and printer and two [2] hand-held radars); and Other @ \$8,350 (includes one [1] TV/VCR/DVD combo, two [2] digital cameras, training and registration fees for two [2] officers, two [2] ear pieces for walkie-talkies, two [2] sets of traffic cones, two [2] traffic law books, two [2] drug identification books, two [2] tire deflation devices, two [2] center radio consoles, two [2] sets of educational materials, two [2] siren speakers, two [2] sirens, two [2] push bumpers and two [2] fire extinguishers).

Grant Number:	2H08017
Name of Applicant:	SC Commission on Prosecution Coordination
Project Title:	Traffic Safety Resource Prosecutor
Federal Recommended:	\$ 148,616
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 148,616
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, according to the South Carolina Traffic Collision Fact Book 2004, driving under the influence of alcohol or drugs was the probable cause in 408 fatal collisions. A total of 4,733 alcohol-related collisions were reported with 3,587 persons injured. Of the total 4,733 alcohol and drug-related collisions, 6.3% were fatal crashes, 49.2% were injury crashes and 44% were property-damage-only crashes. In South Carolina, drivers between the ages of 14-17 are disproportionately represented in alcohol and drug impaired traffic collisions and fatalities. Although there are minimum drinking age laws, there remains an increase in underage drinking and drug use throughout the state. Simultaneously, statutory and case laws often change, as do attitudes regarding drinking and driving. Therefore, prosecutors, law enforcement officers, and judges need an aggressive means by which to receive current information pertaining to the DUI laws. DUI cost the citizens of South Carolina 2.3 billion dollars in 2004, which helps to demonstrate why ongoing specialized training in DUI-related issues should be a priority for law enforcement, prosecutors, legislators, and judges.

Approach Proposed. The project will continue to fund a statewide Traffic Safety Resource Prosecutor (TSRP) to assess the training needs and subsequently to develop and to provide training programs for prosecutors, law enforcement officers, and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases. The project will also provide technical assistance and legal research to prosecutors regarding a variety of issues, including probable cause, Standardized Field Sobriety Testing, implied consent, breath/blood testing, accusatory instruments, pre-trial procedures, and trial and appellate practice. The TSRP will also serve as a resource to prosecutors on impaired driving and other traffic cases, and will prepare briefs, legal memoranda, and other pleadings for use at hearings, trials, or on appeal, if needed. The aforementioned are but a few of the components explained in the application for this project. Moreover, the components of the project will increase the flow of information, training and assistance to professionals attempting to combat the DUI problems of South Carolina.

Description of Budget. The project will fund Personnel @ \$100,027 (includes salaries and fringe benefits for one [1] Traffic Safety Resource Prosecutor (TSRP) and one [1] half-time Support Secretary); Contractual Services @ \$6,300 (includes contracts for expert speakers and a contract for information technology services); Travel @ \$11,799 (includes funding in-state travel for lodging, per diem, mileage, and fleet management and out-of-state travel for lodging, per diem, and mileage for TSRP and lodging, per diem, mileage and airfare for speakers); and Other @ \$30,490 (includes registration fees, training materials, postage, printing/reproduction costs, office space, room rental, audio visual , office supplies, and cell phone/service).

Grant Number:	2H08036
Name of Applicant:	City of Darlington Police Department
Project Title:	Alcohol Countermeasures and Education Initiative
Federal Recommended:	\$ 30,596
Match Recommended:	\$ 7,649
Total Amount Recommended:	\$ 38,245
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the application, the Darlington Police Department hopes to continue the expanded full-time traffic unit by maintaining an additional officer to focus on DUI enforcement and alcohol awareness in schools. Three major highways run through Darlington's jurisdiction, and these highways bring in large volumes of traffic headed to the coastal are of the State, particularly Myrtle Beach. Additionally, there is one major NASCAR event in Darlington which brings in a tremendous volume of traffic. Since the inception of the Traffic Unit, traffic crashes have been reduced. Darlington County is consistently ranked one of the highest counties for alcohol-related fatalities and crashes in the State.

Approach Proposed. The project will decrease crashes in Darlington by enhancing the traffic division currently in place with the maintenance of the additional full-time traffic officer who is already trained in traffic enforcement. In addition to saturation patrols and

selective enforcement, the officer will conduct checkpoints and traffic safety presentations. His primary focus will be the enforcement of impaired driving laws. He will also establish a rapport with the local media and periodically use the media to issue safety tips. Citation and crash data will be used to determine enforcement locations.

Description of Budget. The project will fund Personnel @ \$36,245 (includes salary and fringe benefits for one [1] traffic corporal); and Other @ \$2,000 (includes one [1] computer server).

Grant Number:	2H08009
Name of Applicant:	Lexington County Sheriff's Department
Project Title:	Sheriff's Speed Enforcement and DUI Traffic Unit
Federal Recommended:	\$ 241,362
Match Recommended:	\$ 60,340
Total Amount Recommended:	\$ 301,702
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, the population in Lexington County has increased over eight percent in the past five years. The growth is enhanced because of the high-tech industries, agriculture, newly developed retail centers, large businesses, retirement communities, and the school systems. Lexington School District #1 recently received the Award of Excellence as one of the top three schools in the State for the year 2006/2007 and has been in these rankings for the past five years. The largest recreational attraction in the county is Lake Murray with Riverbanks Zoo the second largest. The new Riverwalk, located on the riverfront in Lexington County and bordering Richland County, is attracting families to the area.

There are 2,571 roadway miles in Lexington County with 7,641,648 vehicle miles traveled daily in the county. Four major interstate highways, the Columbia Metropolitan Airport and four rail lines link the County of Lexington to all states and continents. There are over 750 square miles in the county in which there are over 1,400 miles of secondary roads. According to the statistical data published by the South Carolina Department of Public Safety for the years 2004 through 2006, Lexington County ranked third in the state in the number of DUI traffic fatal and/or severe injury crashes. During the three-year period, the county experienced 162 DUI-related crashes, with forty-eight (48) resulting in death. An overall 27.2% of the state's totals for alcohol-related traffic fatalities were in Lexington County. Lexington ranked sixth in the state for the number of speed-related fatalities and severe injury crashes, with 191 collisions. Lexington County ranks number five in the state for overall fatal and or severe injury crashes. From January 1 to March 11, 2007, eight (8) traffic fatalities occurred in Lexington County. The Lexington County Sheriff's Department answered 104,950 calls for service in 2004, 104,234 in 2005, and 110,361 in 2006. The Department presently has six (6) officers who work traffic. However, budget constraints over the years have caused the officers to go from call to call and work all types of cases. In order to address the traffic violation problem that faces the Sheriff's Department, a dedicated speed enforcement unit that also

focuses on impaired driving and education is the most effective way to deal with the increasing magnitude of traffic problems in the county.

Approach Proposed. The project will establish a dedicated traffic speed enforcement unit that also focuses on impaired driving violators and education to combat the traffic violation problems that are occurring within Lexington County. The Sheriff's Department has determined that a traffic unit of this type is the most effective way to deal with the traffic issues facing Lexington County. Only by having a specialized traffic unit dedicated to enforcing traffic violations and educating students and citizens, can the complexity of law enforcement situations be addressed in the county, community and in the schools.

Description of Budget. The project will fund Personnel @ \$145,196 (includes salaries and fringe benefits for three [3] traffic officers); Travel @ \$28,662 (includes in-state patrol mileage); Equipment @ \$108,750 (includes three [3] marked vehicles, three [3] light bars, three [3] 800 MHZ digital radios, three [3] in-car video cameras, and three [3] in-car radar units); and Other @ \$19,095 (includes office supplies, operating supplies, three [3] mobile phone service, three [3] 800 MHz radio service, three [3] tire deflation devices, three [3] passive alcohol sensors, one [1] DVD/VCR recorder and playback unit, three [3] vehicle safety barriers, three [3] power control centers, three [3] siren speakers, three [3] push bumpers, three [3] electronic sirens, three [3] fire extinguishers, three [3] flashlights, eighteen [18] traffic cones, one [1] impairment goggles set, and three [3] digital cameras).

Grant Number:	2H08044
Name of Applicant:	Anderson University
Project Title:	AU Drive Smart Program
Federal Recommended:	\$ 40,608
Match Recommended:	\$ 10,152
Total Amount Recommended:	\$ 50,760
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, South Carolina has a problem with vehicle crashes. According to the U.S. Department of Transportation, South Carolina lost 1,093 people in 2005 as a result of motor vehicle crashes. For the years 2003-2005 the number of fatally injured on highways totaled 3,108 victims. In addition, 1,694 of these fatalities were unrestrained passengers. In 2005, 464 of the 1,039 traffic fatalities in South Carolina involved impaired driving. Also, 22 of the 46 fatalities in Anderson, South Carolina, in 2005 were alcohol-related.

Approach Proposed. The project will develop community partnership agreements to aid in developing and implementing the Drive Smart program. The Drive Smart Team's efforts will focus on the collection of data on highway safety patterns in the larger community and the identification of key factors contributing to those problems. Based on the data analysis, the Drive Smart Team will be able to target programs more effectively to increase the impact of the highway safety program. The Drive Smart program will

develop and implement a series of alcohol/drug awareness programs with a focus on the dangers of DUI. These programs will initially target the students at Anderson University, as well as faculty and staff. Secondly, the programs will be included as part of outreach efforts to local high schools, which will considerably expand the target audience for the traffic safety programs.

Description of Budget. The project will fund Personnel @ \$34,694 (includes salary and fringe benefits for one [1] Director); Contractual Services @ \$10,000 (includes the Outside the Classroom alcohol intervention program for freshman students at Anderson University); Travel @ \$1,164 (includes in-state mileage, per diem and lodging to attend the OHS Project Management Course); and Other @ \$4,900 (includes one [1] laptop computer with case, one [1] digital video camera, DUI simulation goggles, educational supplies, postage and office supplies).

MOTORCYCLE SAFETY **OTHER TWO-WHEEL VEHICLE SAFETY**

Problem Analysis:

According to the National Highway Traffic Safety Administration's Traffic Safety Facts 2001, South Carolina's motorcycle fatality rate (number of fatalities per 10,000 registrations) is the second highest in the nation at 15.9. Only the District of Columbia has a higher motorcycle fatality rate, making South Carolina the most dangerous state in which to ride a motorcycle, based on collision statistics.

In 2006, there were a total of 1,956 crashes involving motorcycles in the state. One hundred and six (106) of these crashes took the lives of one hundred and eight (108) persons. A total of 1,772 persons were injured in these crashes. Over the past five years, motorcycle crashes have represented 1.55% of all crashes, 8.60% of all crash fatalities, and 3.0 % of all crash injuries in South Carolina. The counties with the highest number of motorcycle crashes are Horry, Greenville, Charleston, Richland, and Spartanburg.

In 2006, there were 492 collisions involving bicycles. Fourteen (14) persons were killed in the crashes, and 483 were injured. A total of 254 (49.6%) of the riders in crashes were over 30 years of age; 62 (12.1%) were between 12 and 15; 66 (12.9%) were between the ages of 21 and 30; and 43 (8.4%) were under ten years of age. Eight of the 14 persons fatally injured were over 30 years of age, only two were under 16 and two were between the ages of 16 and 20. A total of 427 (83.4%) of the cyclists involved in crashes were males; eleven (11) of the fourteen (14) bicycle fatalities were males.

The largest number of bicycle collisions occurs during the warm weather months. The three summer months (July - September) accounted for 33.7% of all bicycle collisions. The vast majority (339/67.8%) of all bicycle collisions occurred during the day in clear or cloudy weather conditions, including five (5) of the fourteen (14) fatal collisions. Most bicycle crashes occurred in the daylight hours; however, nine (9) of the fourteen (14) fatal collisions (64.3%) occurred after dark.

There were 271 collisions involving motorized bikes reported during 2006. Five (5) persons were killed and 262 were injured in these crashes.

Current initiatives in the area of Two-Wheel Vehicle Safety have fallen on difficult budget times in the State. The motorcycle rider training program funded by the state through the state's technical college system has recently been a victim of state budget cuts. The program may continue, but will only do so if technical colleges can recoup costs by charging tuition for the program.

The South Carolina Department of Public Safety has attempted to address two-wheel vehicle problems by enhancing a project for younger children. The project is known as SAFETY CITY. SAFETY CITY is a video series focusing on highway safety that has been made available to every elementary school in the state of South Carolina. SAFETY

CITY targets children in kindergarten through third grade with pedestrian and bicycle safety messages.

Obviously, sufficient programs to address two-wheel vehicle safety are not present in the state. A program to address this gap is clearly needed.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the number of crashes involving bicycles by 2% by the end of CY 2008, as compared to CY 2007 data.
2. To reduce the motorcycle registration fatality rate by 10% by the end of CY 2008, as compared to CY 2007 data.
3. To reduce the motorcycle registration collision rate by 10% by the end of CY 2008, as compared to CY 2007 data.

Long Range Goals (CY 2008-2012):

1. To reduce the number of bicycle crashes by 7% by the end of CY 2012.
2. To reduce the motorcycle registration fatality rate by 30% by the end of CY 2012.
3. To reduce the motorcycle registration collision rate by 30% by the end of CY 2012.

Performance Measures:

1. Bicycle crash data will be compared with CY 2007 baseline data on an annual basis.
2. Motorcycle registration fatality rate data will be compared with baseline data on an annual basis.
3. Motorcycle registration collision rate data will be compared with baseline data to determine if the desired reductions were achieved.

STRATEGIES:

1. Kindergarten age children will be educated on pedestrian and bicycle safety through the continued implementation of SAFETY CITY.
2. The Aiken County Safe Communities program will participate and assist in bicycle clinics conducted by the Aiken EMS and Aiken Public Safety bike teams. The program will distribute information relative to motorcycle safety at Aiken Technical College in a motorcycle safety class for beginner and intermediate riders.

3. Office of Highway Safety staff will monitor collision statistics for crashes involving pedestrians, bicycles and motorcycles to assess when, where, and why these crashes are occurring and who is involved; the data will be utilized for future program development and to determine the course of ongoing projects.
4. A successful motorcycle safety public information and education campaign from CY 2004-CY 2007 will be continued in Horry County during the month of May 2008 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest) and during the State's H.O.G. Rally in September 2008.
5. The SC Highway Patrol will secure the services of an agency contractor to provide the professional services needed to create an insightful, high quality motorcycle instructional/safety-oriented DVD and other associated print materials. Also incorporated as part of the safety element of the DVD will be stories from families who are "survivors" of those affected by motorcycle collisions. The instructional portion of the DVD will utilize the Patrol's ACE team motorcycle unit, along with other bikers, to demonstrate many of the common driving mistakes people make while operating motorcycles, the risk of driving motorcycles, how to recover from driving errors to prevent accidents, and how motorists have a responsibility to avoid collisions with bikers.
6. The SC Highway Patrol will select, train and equip current members of the SC Highway Patrol as a Motorcycle Enforcement Unit to focus on Orangeburg and Calhoun counties. An enforcement Action Plan will be developed and approved for implementation.

PROJECTS TO BE IMPLEMENTED:

Grant Number:	2H08024
Name of Applicant:	SC Department of Public Safety: SC Highway Patrol
Project Title:	SCHP Motorcycle Safety Awareness Program
Federal Recommended:	\$ 75,000
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 75,000
Funding Source:	Section 402
Benefit:	State

Description of Problem. As described in the grant application, there is a growing problem of motorcycle crashes, injuries and collisions in South Carolina. Palmetto State motorcycle registrations have risen in recent years from 56,000 in 2001 to 88,022 in 2006, an increase of 57%. Motorcycle fatalities have increased as well, jumping from 75 in 2001 to 109 in 2006, an increase of 45%. In fact, motorcycle crash fatalities accounted for nearly 11% of the total estimated 1,031 traffic fatalities that occurred in our State during 2006. This is especially startling when realizing that overall traffic deaths in

South Carolina were 5.7% lower in 2006 as compared to 2005. South Carolina's falling fatality rate would have been even lower if it were not for the significant spike in motorcycle crash fatalities.

Approach Proposed. The project will select a consulting firm which can provide the professional services needed to create an insightful, high quality motorcycle instructional/safety oriented DVD and other associated print materials. Incorporated as part of the safety element of the DVD will also be stories from families who are "survivors" of those affected by motorcycle collisions. The instructional portion of the DVD will utilize the Patrol's ACE team motorcycle unit, along with other bikers, to demonstrate many of the common driving mistakes people make while operating motorcycles, the risk of driving motorcycles, how to recover from driving errors to prevent accidents, and how motorists have a responsibility to avoid collisions with bikers.

Description of Budget. The project will fund Contractual Services @ \$50,000 (includes consultant firm services to create a motorcycle safety DVD presentation) and Other @ 25,000 (includes printed materials and the duplication/distribution of 10,000 DVDs).

Grant Number:	2H08037
Name of Applicant:	SC Department of Public Safety: SC Highway Patrol
Project Title:	SCHP Motorcycle Enforcement Unit
Federal Recommended:	\$ 203,590
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 203,590
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, preliminary data from the SC Office of Highway Safety (OHS) indicate that during 2006, 102,874 traffic collisions were reported in the Palmetto State. These collisions resulted in an estimated 1,031 fatalities and 45,559 injuries. The state's preliminary mileage death rate for 2006 was 2.1 (traffic fatalities per 100 million vehicle miles of travel). According to data from OHS, Orangeburg County ranks in or near the top ten of all 46 counties in the State for total collisions, fatal collisions and injury collisions. During the same three year comparison using OHS statistics (2004-2006) Calhoun County was number two in the State for the percentage of DUI-related crashes resulting in fatalities (34.2% or 25 of 73 crashes). Secondly, Calhoun County was also the fourth deadliest county in the State for the percentage of speed-related crashes resulting in fatalities and severe injuries (43% or 32 of 73 crashes). Many of these Orangeburg County and Calhoun County collisions are occurring on the interstate.

Approach Proposed. The project will select, train and equip current members of the SC Highway Patrol as a Motorcycle Enforcement Unit to focus on Orangeburg and Calhoun counties. An enforcement Action Plan will be developed and approved for implementation. The Project Director will direct the team members as to where within the Troops they should target their enforcement activities during a given day or week,

what type of violations they should be searching for and ticketing, the time (morning, afternoon, or evening) they should be conducting their enforcement efforts, and whether to utilize saturation patrols or public safety checkpoints. Within the appropriate Highway Patrol Troops, the Project Director may periodically coordinate joint enforcement activities with Law Enforcement Networks and local law enforcement agencies.

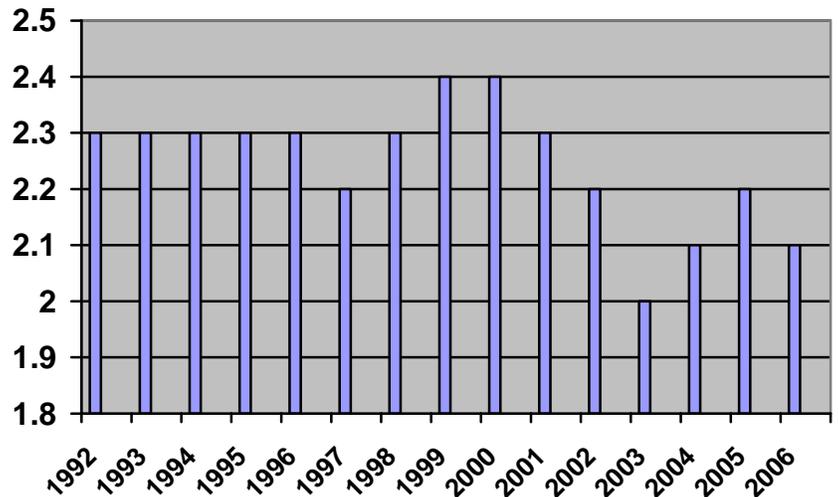
Description of Budget. The project will fund Personnel @ \$113,520 (includes salaries and fringe benefits for two [2] Troopers); Travel @ \$24,840 (includes in-state patrol mileage); Equipment @ \$49,562 (includes two [2] motorcycles, two [2] radars, two [2] mobile radios and two [2] portable radios) and Other @\$15,668 (includes two [2] 12 volt DC accessory sockets, two [2] heated grips, two [2] accessory wire harnesses, two [2] front crash bars, two [2] factory switches, two [2] motorcycle tank bags, two [2] motorcycle handle bar risers, two [2] trunk storage boxes, two [2] helmets, two [2] super sheer mic plus, two [2] push to talk radio switches and indirect costs).

OCCUPANT PROTECTION

Problem Analysis:

Traffic fatalities are the most severe consequence of motor vehicle collisions; however, even in non-fatal collisions, the cost in human suffering can be severe. According to the **preliminary 2006 data**, traffic collisions were responsible for 2.8 billion dollars in economic losses to South Carolina during the year. Economic losses include property damage, medical costs and lost productivity, but do not include intangible costs, such as grief and suffering. In 2006, the economic loss was estimated at \$2,667,099,010, a slight decrease over 2005.

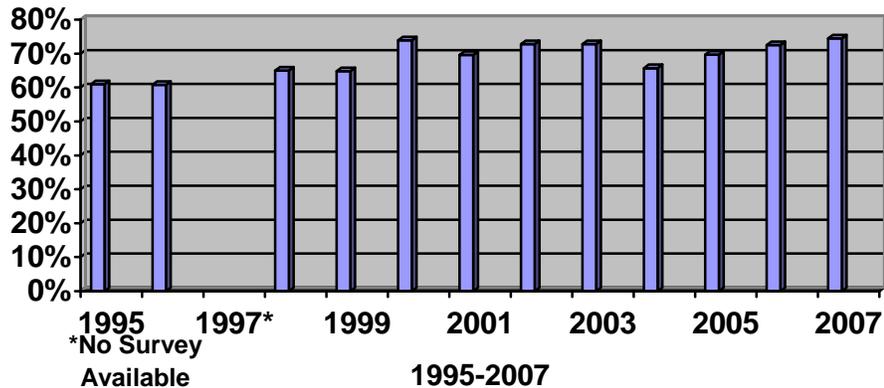
Mileage Death Rate
Deaths Per 100 Million Vehicle Miles



Preliminary 2006 data indicates that there were 50,142 reported traffic injuries in 2006, compared to 49,386 in 2005. From 1991 through 1996, South Carolina's Mileage Death Rate (MDR) declined from 2.6 to 2.3. After five years of an MDR of 2.3 for the state, it fell to 2.2 in 1997; however, in 1998, the MDR returned to 2.3, increased to 2.4 in 1999 and 2000, and decreased minimally to 2.3 for 2001. South Carolina's MDR decreased slightly again in 2002 to 2.2, then decreased again in 2003 by 9.1% to an all time low of 2.0. In 2004, however, the MDR rose again to 2.1 and was 2.2 for 2005. It is estimated that this number will be 2.1 for 2006. South Carolina's MDR remains substantially higher (51%) than the national rate of 1.46 (an estimate from NHTSA). In addition, in 2006, a traffic crash was reported in South Carolina every 4.66 minutes, with 112,933 crashes reported during the year. A factor in this deadly trend continues to be low usage rates of occupant protection devices.

According to the statewide observational surveys conducted by the University of South Carolina's Statistical Laboratory, safety belt usage for South Carolina has increased from 65.7% in 2004 to 69.7% in 2005, indicating that approximately 30% of the state's motorists still refuse to obey the state's occupant protection laws. The increase can be directly attributed to South Carolina's high-visibility enforcement Memorial Day 2005 mobilization known as *Buckle up, SC. It's the law and it's enforced*. This trend is consistent with other mobilizations conducted in the state over the past three years, most notably being *Click It or Ticket!* Surveys continue to show that males and minority groups lag behind females and non-minority groups in safety belt use. The lack of safety

SAFETY BELT USAGE RATE



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

Additional information provided by preliminary 2006 data indicates that of the 271,087 occupants, who were involved in traffic crashes (automobiles and trucks) and were restrained by safety belts, 268, or 0.1%, were killed and 2,018 sustained incapacitating injuries. Of the reported 10,476 unrestrained crash victims, 464, or 4.4%, were killed, and 993 sustained incapacitating injuries. **For CY 2006, there were 919 automobile and truck occupants totally ejected during crashes from the vehicles in which they were riding. Of those ejected, 172, or 18.7%, were killed. Of the 261,519 occupants not ejected, 559, or 0.2%, were killed. The percentage of fatalities suffered by ejected occupants was 93.5 times greater than that of occupants not ejected.**

For children 0-19, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. From calendar year 2001-2005, 53,787 children under six years of age were motor vehicle occupants involved in traffic crashes in South Carolina. During this five-year period, 51,075 of the above number were restrained by some restraint device. These figures indicate a reported compliance rate with the SC Child Passenger Safety Seat Law of approximately 86%. During the five-year period, 58 children occupants under the age of six were killed. Informal surveys indicate that proper usage of child safety seats is less than 15% in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide. Misuse of safety seats may result in death or serious injury to a child. A formal, scientifically designed, statewide survey is needed to measure the degree of misuse and the types of misuse problems so that appropriate educational programs may be developed to address this issue.

Target or At Risk Populations:

Children, ages 0-5, are a high-risk population group for injury/death because of the increasing number of fatalities and incorrect usage of child restraint devices. In 2005, 9,999 children under the age of six were involved in traffic crashes. 9,343 of these were motor vehicle occupants and 9,060 of those children were restrained by some type of device. However, data indicates that many of the child occupant restraint devices are used improperly. Young drivers under the age of 25 accounted for 327 drivers involved in fatal crashes; this is 22.8% of the total. In addition, NHTSA has reported that young black males are also at risk.

NATIONAL GOAL:

Increase safety belt use from 82% in 2006 to 84% by 2008.

REGIONAL GOAL:

Increase safety belt use from 80% in 2006 to 84% by 2008.

STATE PERFORMANCE GOALS:**Short Range Goals:**

1. To increase safety belt usage rates from the current rate of 74.5% to at least 78% by the end of CY 2008 through the continued development and implementation of statewide occupant protection programs.
2. To reduce the MDR for children under the age of six by 10% by the end of CY 2008.

Long Range Goals (2008 - 2012):

1. To increase the statewide safety belt usage rate from 74.5% in 2007 to at least 85% by the end of CY 2012.
2. To reduce the MDR for children under the age of six by 30% by the end of CY 2012.
3. To establish a consistent diversity outreach program to address occupant restraint issues among minority populations.

Performance Measures:

1. Statewide observational survey data will be compiled to determine if the belt usage goal has been achieved.

2. A comparison of statewide fatality and injury data with statewide crash injury totals will be used to measure short and long range performance goals.
3. A diversity outreach component will be developed and implemented in a significant occupant protection project.
4. The Office of Highway Safety Occupant Protection Program Planning and Strategy Document will continue to be implemented. The document contains strategies and objectives for fulfilling this long range goal.

STRATEGIES:

The following strategies will be implemented to achieve established goals:

1. Highway Safety staff will issue an interagency agreement to secure a contractor to conduct one (1) statewide observational safety belt usage survey. The survey will be conducted in accordance with NHTSA guidelines.
2. Highway Safety staff, other SC Department of Public Safety staff and partner agencies/groups will continue a statewide education initiative to inform the citizenry of the State and its visitors about the State's newly enacted primary enforcement safety belt law. The legislation became effective December 9, 2005. The educational strategies employed in this effort will inform citizens and visitors of the law and emphasize the life-saving potential of the new legislation. The effort will utilize a portion of the State's Section 406 award, as agreed upon by the Director of the SC Department of Public Safety and the Executive Director of the SC Department of Transportation, to focus on educating the State's minority populations about the new law.
3. The Occupant Protection Program Manager, working with all funded projects, will plan and coordinate special public information events during Buckle Up, America! Week, National Child Passenger Safety Week, and any other national or regional traffic safety campaigns.
4. The Occupant Protection Program Manager will continue to offer child safety seat installation assistance to citizens through the Office of Highway Safety's Fitting Station.
5. The Occupant Protection Program Planning and Strategy Document will continue to be implemented and will be updated in order to move the Occupant Protection Program in directions needed to enhance the delivery of services and to increase safety belt usage, CPS awareness and safety seat usage in the state of South Carolina.
6. Trainings will be offered, such as the 8-hour hands-on training to those agencies and organizations wanting basic information on child passenger safety. Education

will be provided to foster care parents, DSS staff, schools, church organizations, state and local enforcement agencies on child passenger safety.

7. Presentations will be conducted by Aiken County Safe Communities in high schools in a targeted eight-county area, focusing on 14-19 year-olds, encouraging teens to utilize safety belts, obey posted speed limits and avoid impaired driving. The project will offer incentive prizes to students taking a pledge to utilize safety belts each time they travel in an automobile and encouraging any passengers to buckle up as well. The project will set up ribbon tree/banner displays at each participating school providing safety messages and calling the attention of students to graphic representation of traffic fatalities in their communities by placing ribbons in a prominent tree on campus. Focus counties will be Aiken, Allendale, Bamberg, Barnwell, Edgefield, Hampton, Lexington, and Orangeburg counties.
8. Information encouraging compliance with the state's occupant protection laws will be disseminated through media advisories, alerts, press releases and other related publicity.
9. Special child safety seat inspection clinics will be conducted to educate the public on the importance of the consistent and correct use of child safety seats and the dangers of air bags to children.
10. A high visibility statewide enforcement and education campaign (*Buckle up, SC. It's the law and it's enforced.*) will be conducted to emphasize the importance of and to increase the use of occupant restraints. The campaign will include diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations.
11. A project to increase child safety and booster seat use among the state's minority populations will be continued. Training materials will be translated into Spanish so that seat recipients may understand the importance of correct installation of occupant restraint hardware. A corresponding effort will be made to increase safety belt use among the State's Hispanic population.
12. The Program Manager will continue to be involved with the Hispanic Outreach Committee.
13. A statewide Occupant Protection Assessment will be conducted in conjunction with the National Highway Traffic Safety Administration utilizing a panel of experts on Occupant Protection issues from around the nation.

PROJECTS TO BE IMPLEMENTED:

Grant Number: 2H08002
Name of Applicant: SC Department of Public Safety: Office of Highway Safety
Project Title: Occupant Protection Program Management
Federal Recommended: \$ 644,900
Match Recommended: \$ -0-
Total Match Recommended: \$ 644,900
Funding Source: Section 402
Benefit: State

Description of Problem. As described in the grant application, South Carolina's mileage death rate (MDR) continues to be above the national average. Though falling to a low of 2.0 in 2003, the MDR is estimated to be 2.1 for 2006, significantly higher than the National MDR of 1.46. In 2006, according to preliminary statistics, a traffic crash was reported in South Carolina every 4.66 minutes, with 112,933 crashes reported during the year. A low usage rate of occupant protection devices continues to be a deadly trend in South Carolina. Safety belt usage rates in South Carolina, according to statewide observational surveys by the University of South Carolina's Statistical Laboratory, stood at 74.5% during a statewide mobilization during the Memorial Day holiday season in 2007. Therefore, approximately twenty-five percent of the state's motorists still refuse to obey the state's occupant protection laws. The lack of safety belt usage among males is a major factor that continues to pull the statewide average down. According to preliminary statistics for CY 2006, there were 919 automobile and truck occupants totally ejected from the vehicle in which they were riding during traffic crashes, and, of those, 172, or 18.7%, were killed. Of the 261,519 occupants not ejected, 559, or 0.2%, were killed. From 2001-2005, there were 3,969 fatalities in South Carolina in which the restraint use was known. Of this number, 69.2% were unrestrained.

For children 0-19, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. For calendar year 2005, 9,999 children under six years of age were involved in traffic crashes in South Carolina. Of this number, 6,627 children were restrained by a federally approved child safety seat. An additional 2,433 were restrained with a safety belt or safety belt/shoulder harness combination. 283 were not restrained. During the five-year period 2001-2005, fifty-seven (57) children under the age of six were killed. Of those killed, twenty-one (21) used no restraint, twenty-one (21) used child safety seats, and thirteen (13) used some other form of restraint. The odds of an unrestrained child being killed in a traffic crash were ten times that of a child utilizing some form of occupant restraint. Informal surveys indicate that proper usage of child safety seats represent less than 15% of users in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide.

Approach Proposed. The project will attempt to increase safety belt and child safety seat usage during the project period through the continued development and

implementation of occupant protection programs statewide. An informal survey on child restraint misuse will also be monitored in order to develop and implement appropriate countermeasures to address this problem. Specific activities of the Occupant Protection Program Manager (OPPM) will include coordinating the distribution of the *Campaign Safe and Sober* Planner materials to all Highway Safety Project Directors; planning and coordinating special public information events during *Buckle Up, America! Week* in May 2008, and the *National Child Passenger Safety Awareness Week* in February 2008; and planning, coordinating and implementing, with the assistance of the SCDPS Contractor, the *Buckle up, South Carolina. It's the law and it's enforced.* public information, education and enforcement campaign during the Memorial Day holiday of 2008. The OPPM will continue to administer all Section 402 and Section 405 funded occupant protection programs. The OPPM will also be responsible for reviewing, monitoring and providing technical assistance to project personnel. The OPPM will also prepare the Occupant Protection sections of the annual Summaries and Recommendations for Highway Safety Projects, the Funding Guidelines document, the Highway Safety and Performance Plan, and the Annual Evaluation Report by the required deadlines.

The OPPM will be responsible for the coordination of Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes, as well as the maintenance of the Office of Highway Safety (OHS) permanent fitting station. The OPPM will implement a comprehensive approach to increase the overall safety belt usage rates from 74.5% to at least 78%. The OPPM will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses.

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

The project will focus on implementation of the Occupant Protection Planning and Strategy document. The document outlines efforts that will be taken by the Occupant Protection Program to increase the presence of OP strategies throughout the state and inclusive of a variety of stakeholders, including fire safety professionals, law enforcement, health care professionals, child care experts, and faith-based organizations. The plan also includes the development of marketing strategies for OP efforts.

Description of Budget. The project will fund Personnel @ \$64,000 (includes salary and fringe benefits for one [1] Occupant Protection Program Manager); Contractual Services @ \$550,000 (includes utilizing the services of the agency contractor to develop, plan and implement a statewide public information and educational program focusing on the State's primary enforcement safety belt law, a statewide safety belt survey and to work with the National Highway Traffic Safety Administration to conduct a Statewide Occupant Protection Assessment); Travel @ \$1,000 (includes in-state lodging, per diem, transportation and parking); and Other @ \$29,900 (includes indirect costs, postage/shipping, office supplies, telephone costs, printed materials and supplies, copy equipment rental, Enterprise Software maintenance, tort insurance and CPS Technician fees).

Grant Number: 2H08034
Name of Applicant: SC Department of Health and Environmental Control
Project Title: Buckle Up Safely South Carolina
Federal Recommended: \$ 135,331
Match Recommended: \$ -0-
Total Amount Recommended: \$ 135,331
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, motor vehicle crashes are the leading cause of all injury death in the United States. In 2005, preliminary data indicate that 1,634 children less than six years of age were injured in car crashes in South Carolina, while fifteen (15) lost their lives. Proper restraining of children while riding in motor vehicles can help to reduce the number of injuries, disabilities and deaths resulting from motor vehicle crashes. However, statistics show that less than 15% of child safety seats currently in use are used correctly. There is a real need in the state and nation for training and education in child passenger safety. One way to do this is through the Injury Prevention Division of the South Carolina Department of Health & Environmental Control (SCDHEC) and child care providers across the state. Though training in child passenger safety seat use and child passenger safety issues is important for all citizens, it should be noted that children of impoverished families who are involved in the various public health systems are at great risk for being injured in motor vehicle crashes. Both parents and caregivers who are not adequately trained in child passenger safety issues transport these children. South Carolina has a large number of children served by the various public health systems, with forty-six (46) SCDHEC health departments and forty-six (46) SC Department of Social Services (SCDSS) county offices located in the state. There is also a shortage in the number of Child Passenger Safety (CPS) Fitting Stations located in the state and certified technicians available to conduct workshops and child safety seat checks. Neither parents nor social services workers are adequately trained in child passenger safety. There is a tremendous need in the state to increase the number of CPS Fitting Stations and to provide greater access to parents and caregivers for child safety seat check events.

Approach Proposed. The project will support efforts to prevent motor vehicle crash injuries and deaths to children in the state through a partnership between the SC Department of Public Safety (SCDPS), SCDHEC and various childcare providers. The main focus of the project will be to educate and train public health agency staff, parents and caregivers concerning Child Passenger Safety (CPS). The project will maintain the employment of three full-time program coordinators to provide continuous training for community partners and other state agency staff. The project will conduct a minimum of fifty (50) CPS presentations reaching an estimated one thousand (1000) people, conduct or participate in eighteen (18) National Highway Traffic Safety Administration (NHTSA) certified CPS Technician classes (with target groups being local fire departments, daycare providers, emergency medical technicians, coroners, medical professionals, highway safety subgrantees, automobile dealerships, child-based businesses, and state law

enforcement officers), establish four (4) new CPS Fitting Stations in DHEC health districts, support statewide and national safety belt and CPS emphases and conduct forty (40)-fifty (50) child safety seat check events. The project will take over as the lead/contact agency with National SafeKids for the State's CPS program.

Description of Budget. The project will fund Personnel @ \$90,306 (includes salaries and fringe benefits for two [2] Program Assistant positions; Travel @ \$6,430 (includes in-state mileage, lodging and per diem); Equipment @ \$2,700 (includes laptop computer) and Other @ \$35,895 (includes printer, LCD projector, shipping and storage, child safety seats and indirect cost).

Grant Number:	2H08042
Name of Applicant:	AnMed Health Medical Center
Project Title:	Seat Checks for Safety
Federal Recommended:	\$ 13,568
Match Recommended:	\$ 3,392
Total Amount Recommended:	\$ 16,960
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, motor vehicle crashes continue to be a leading cause of mortality for children in Anderson County. Since 1999, 778 Anderson County children ages 0-9 years have visited the emergency department for injuries sustained as an occupant of a motor vehicle crash in which a motor vehicle violation was involved. Additionally, eleven children ages 0-9 years were fatally injured in motor vehicle crashes between January 1, 2000 and April 1, 2007.

Approach Proposed. The project will adequately meet the demand for additional child restraints earmarked for low income and minority populations. Current line-item budget constraints in the Trauma Services division at AnMed Health Medical Center limit the number of child restraints that can be made available to these populations at approximately 250 per year. With additional financial support to supplement existing programs, it is projected that this number could double, to 500 child restraints per year.

Description of Budget. The project will fund Contractual Services @ \$6,960 (includes paid print media); and Other @ \$10,000 (includes one hundred [100] convertible-style child restraints and 200 high-back booster style child restraints).

Grant Number: 2H08043
Name of Applicant: Summerville Fire Department
Project Title: Child Restraint Fitting Station
Federal Recommended: \$ 27,800
Match Recommended: \$ 6,950
Total Amount Recommended: \$ 34,750
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the Town of Summerville's population increased by 26.6% in the last decade, from 22,519 in 1990 to 27,752 in 2000. The Town Administrator estimates that the current population is around 35,000. Additionally, it is estimated that within 5 years, the population should increase by an additional 30%, to more than 42,000 residents. The Summerville Fire Department has eighty-one (81) full-time firefighters working in four (4) fire stations. Among those firefighters, twenty-seven (27) are certified as Child Passenger Safety Technicians. According to the applicant, the department's Fitting Stations average six (6) walk-ins a day and fifty (50) cars per special event. On occasions, parents have come to the fire stations for help, but there were no safety seats available for replacement. The trained firefighters are faced with the fact that children are sometimes leaving their stations in unsafe seats.

Approach Proposed. The project will have Fitting Stations operable throughout the week at all four (4) fire stations in the area. The Fire Chief will coordinate with the Summerville Police Department and other agencies to help man the stations. Additionally, the Fire Chief will have technicians conduct presentations at elementary schools and daycares, while keeping the media updated on Fitting Station operations.

Description of Budget. The project will fund Equipment @ \$6,500 (includes a 16-foot utility trailer and trailer load leveler and sway bars) and Other @ \$28,250 (includes four hundred [400] child safety seats, technician training, administrative supplies, one [1] banner, art work for utility trailer, technician re-certifications, ten [10] cases of Styrofoam spacer material and five [5] retractable/portable information signs).

POLICE TRAFFIC SERVICES (PTS)/SPEED ENFORCEMENT

Problem Analysis:

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

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

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

In order to remain state-of-the-art in law enforcement, personnel must be given the opportunity to receive specialized training, not only in the latest traffic enforcement techniques, but in the proper operation of equipment as well. South Carolina is fortunate to have an excellent Criminal Justice Training Academy and a close relationship with certain national training institutions. Several departments in South Carolina have been recipients of improved traffic enforcement programs, because officers have received specialized training in the areas of advanced collision reconstruction and investigation, in breathalyzer and radar operations, and in managing a selective traffic enforcement program. Such training initiatives will be continued in FFY 2008.

There is a continued need to support the establishment and enhancement of specialized traffic enforcement units in agencies statewide. Data indicate that the majority of fatal

crashes occur in rural areas, while urban areas experience the highest number of all traffic collisions. Many of the fatal crashes in rural areas tend to involve a single vehicle, while in urban areas multiple units are often involved.

While speed, impaired driving, and strong occupant protection enforcement must remain top priorities for law enforcement personnel, other hazardous driving habits that are major factors in causing traffic crashes must also be addressed through appropriate enforcement interventions. In the State of South Carolina, driver inattention was the leading primary contributing factor in over 54,000 crashes, including 144 fatal crashes and 14,441 injury crashes from 2002-2006. From 2002-2006, following too closely was the primary contributing factor in over 38,000 crashes, including 12 fatal crashes and 9,450 injury crashes. In addition, failure to yield the right-of-way caused nearly 114,000 crashes, including 533 fatal crashes and 35,944 injury-related crashes during the five-year period. From 2002-2006, disregarding signs/signals was the primary contributing factor in more than 29,000 crashes, including 228 fatal crashes and 11,694 injury crashes. Improper lane changes caused over 28,500 crashes, including 74 fatal crashes and 4,204 injury crashes. These reckless driving habits are the causes of a substantial number of traffic collisions. Law enforcement should take steps to prevent traffic crashes through a combination of strict traffic enforcement and public education.

In the state of South Carolina, driving under the influence (DUI) of alcohol and/or drugs was by far the leading contributing factor of fatal crashes in 2006, resulting in 394 fatal crashes and 425 fatalities. From 2002-2006, more than 2,300 people were killed in South Carolina in alcohol-related crashes.

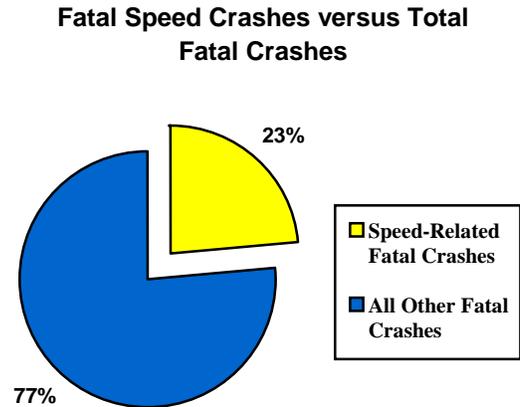
Alcohol enforcement programs involve complex traffic enforcement issues. First, an effective traffic records system must be available in order to identify problem areas, track case dispositions, and analyze final results. The traffic officers assigned to such programs must be highly trained and skilled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

Traffic enforcement efforts in DUI detection, apprehension, and conviction can be enhanced through the use of up-to-date equipment. Most law enforcement agencies are in need of innovative equipment, such as the passive breath test devices and in-car video cameras, which enable the traffic officer to videotape all traffic violations. This new equipment has enabled some police departments to maintain a 90% conviction rate in DUI cases. The use of passive alcohol sensors has increased detection of DUI by forty to seventy percent. These devices, along with advanced training, increased concentrations of personnel and strong educational programs, are means by which South Carolina's traffic collisions and injuries can be reduced.

In South Carolina, as well as throughout the nation, motorists are faced with varying mandatory posted speed limits. There are hundreds of miles of interstate highways in South Carolina that have posted speed limits of 70 miles per hour. In certain areas, the

speed limit decreases dramatically, and motorists must adapt vehicle speed, not just to posted changes, but to environmental conditions as well.

One of the five leading contributing factors in fatal collisions in 2006 was speeding. Last year, speed-related crashes accounted for 23% (220) of all fatal crashes, and for 25% (8,046) of all injury-related crashes in South Carolina. Speed is a factor in numerous other crashes, and crash severity increases based on the speed at impact. Chances of death or serious injury double for every 10 MPH a vehicle travels over 50 MPH. Nationally, speed is a factor in the deaths of 1,000 Americans a month. The estimated economic costs to society of speed-related crashes are \$40 billion per year. One-third of the health care costs of motor vehicle crash injuries are paid by tax dollars. The number of speed-related crashes has been on the decrease over the past five-year period; however, the problem is still significant and must be addressed through both enforcement and education efforts.



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

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

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the number of traffic collisions during CY 2008 by 5%, as compared to CY 2007 data, by developing and implementing well-organized, comprehensive traffic enforcement programs with program support from all levels of command.
2. To reduce the number of traffic collisions with a primary contributing factor of exceeding the posted speed limit by 5% during CY 2008, as compared to CY 2007 data.

3. To reduce the number of traffic collisions with a primary contributing factor of alcohol or drugs by 5% during CY 2008, as compared to CY 2007 data.
4. To reduce the number of traffic collisions caused by aggressive driving behaviors, including driver inattention, failing to yield the right-of-way, disregarding a sign/signal, and improper lane change, by 5% during CY 2008, as compared to CY 2007 data.

Long Range Goals (2008 - 2012):

1. To reduce the number of traffic collisions reported on the state's streets and highways by 15% by the end of CY 2012.
2. To reduce the number of traffic crashes with a primary contributing factor of exceeding the posted speed limit by 10% by the end of CY 2012.
3. To reduce the number of alcohol-related traffic crashes in South Carolina by 10% by the end of CY 2012.
4. To reduce the number of traffic collisions caused by aggressive driving behaviors, including driver inattention, failing to yield the right-of-way, disregarding a sign/signal, and improper lane change, by 10% by the end of CY 2012.

Performance Measures:

Comparisons of current traffic collision data will be made with traffic collision data compiled at the end of each fiscal year to determine if goals have been obtained. Citation and conviction data will also be reviewed where available.

STRATEGIES:

The following strategies will be implemented to achieve project goals:

1. PTS projects will be developed and implemented in areas where analysis of traffic collision and citation data indicates a major traffic safety problem. The seventeen (17) counties identified as being high priority areas for FFY 2008 are Aiken, Anderson, Berkeley, Charleston, Colleton, Dorchester, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg, and York.
2. Law Enforcement Networks will continue to meet to share information among agencies, to disseminate information from the Office of Highway Safety, and to conduct multi-jurisdictional traffic enforcement activity.

3. Highway Safety staff will work with PTS Project Directors and state procurement staff to establish state purchasing contracts for various equipment utilized in traffic enforcement.
4. More than 200 public safety checkpoints will be scheduled and conducted by police traffic services and alcohol countermeasures subgrantees during FFY 2008.
5. A multi-jurisdictional traffic team will be continued in a priority area of the state. The formation of the team will allow law enforcement agencies to work together to combat the problems of DUI and speeding in their respective jurisdictions.
6. A grant project will continue to combine efforts of city and county law enforcement agencies in a priority area of the state to conduct multi-jurisdictional traffic enforcement efforts.
7. Traffic safety enforcement units will be continued in three (3) priority county Sheriff's Offices and begun in an additional three (3) county sheriff's offices.
8. Educational programs will be developed to accompany traffic enforcement and DUI enforcement projects to increase community awareness of traffic-safety related issues, such as the "Traffic Safety Program" in Mount Pleasant, focusing on high school students, who have received, or are about to receive, a driver's permit.
9. Traffic safety enforcement programs throughout the state will participate in Law Enforcement Networks established in the 16 Judicial Circuits in South Carolina.
10. Traffic safety enforcement projects will participate in statewide and national highway safety emphases and enforcement crackdown programs.
11. A continuation grant project will continue to focus on the Traffic Safety Officer curriculum in the state, including regionally-based "Safe and Legal Traffic Stops" (SALTS) training for law enforcement officers to be used as an anti-profiling tool for law enforcement and focusing on the SCDPS stance against differential enforcement.

PROJECTS TO BE IMPLEMENTED:

Grant Number:	2H08005
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	Police Traffic Services Program Management
Federal Recommended:	\$ 90,347
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 90,347
Funding Source:	Section 402
Benefit:	State

Description of Problem. As described in the grant application, nationally, the 2005 mileage death rate (MDR) of 1.5 remained consistent with the rate for 2002. In South Carolina, the MDR of 2.2 reflects an increase of 3.6% from 2004. South Carolina showed an increase in traffic collisions and fatalities in 2005 as compared to 2004. In 2006, according to preliminary statistics, South Carolina experienced a decrease in the number of motor vehicle injuries and fatalities; however, total collisions increased. It is estimated that there were over 112,204 collisions in 2006, which is an increase from 2005. Traffic fatalities decreased 4.8% from 1,093 in 2005 to 1,040 in 2006. The number of injuries resulting from traffic crashes decreased to 49,288, or 1.1%, from 49,841 in 2005. Unfortunately, the economic loss to the State from traffic crashes remains more than \$2.7 billion. This does not include intangible costs, such as grief, pain and suffering. According to the SC Department of Public Safety's preliminary statistics for 2006, driving under the influence of alcohol or drugs was a contributing factor in 390 fatal collisions, resulting in the deaths of 422 persons.

Historically, law enforcement agencies, due to limited resources and staff, have had to be selective in traffic enforcement efforts by providing maximum enforcement efforts at selected times and in selected areas. Some agencies, because of manpower limitations, are unable to conduct traffic enforcement. Other local law enforcement agencies have initiated selective traffic enforcement programs to include DUI enforcement, speed saturation patrols, and occupant protection/child restraint enforcement. As such, there is a continued need to support the establishment of specialized traffic units statewide, particularly in counties identified as focus areas. With limited resources and manpower, there is an even greater need to plan and coordinate highly publicized, multi-jurisdictional enforcement efforts to increase the deterrent effect.

Evaluation of various programs, strategies, and countermeasures are necessary for sharing best practices among agencies statewide. If South Carolina wants to continue making significant strides toward crash reduction, a project to improve and expand traffic enforcement coordination and communication, in addition to the evaluation of highway safety programs, is imperative.

Approach Proposed. The project will attempt to reduce the number of crashes, injuries and fatalities during the project period through the development and implementation of police traffic services (PTS) projects with an emphasis on speed control, DUI enforcement and occupant protection enforcement. The Police Traffic Services Program Manager (PTS PM) will formalize traffic enforcement coordination, communication, and evaluation measures statewide and expand the development of specialized traffic enforcement units.

The PTS PM will assist in scheduling and coordinating statewide, high visibility mobilizations; develop and administer new specialized traffic divisions in focus areas; and develop the statewide strategy for traffic law enforcement programs. A formalized communications network, utilizing the SC Law Enforcement Network System, will be maintained to inform agencies of upcoming mobilizations, of best practices, and of current crash statistics.

The PTS PM will also be responsible for the ongoing development of innovative PTS programs regarding highway safety in target areas of the State. The PTS PM will review crash data annually to determine geographic areas in need of program development efforts, and will incorporate pertinent information to include time and location of traffic crashes, primary contributing factors, citation data, and system gaps. In addition to meeting with appropriate law enforcement agency personnel to develop projects, strategies, and countermeasures to address identified problems, the PTS PM will provide technical assistance and support in the development of funding applications as requested.

On-going administration of PTS projects funded through the Office of Highway Safety will be an integral part of the PTS PM's job. This includes providing technical assistance as requested; making monthly phone calls to project personnel regarding project status; monitoring project activity with implementation schedule; on-site monitoring to ensure compliance with grant terms and conditions, as well as performance of stated objectives; and responding to requests for budget and programmatic revisions. The PTS PM will be thoroughly familiar with the operations of each project and will encourage and arrange for mentoring between new traffic unit personnel and more experienced personnel from other projects.

Description of Budget. The project will fund Personnel @ \$66,954 (includes salary and fringe benefits for one [1] Police Traffic Services Program Manager); Travel @ \$1,000 (includes in-state lodging, meals and transportation); Equipment @ \$3,000 (includes one [1] laptop computer with docking station and CD/DVD burner); and Other @ \$19,393 (includes indirect costs, office supplies, phone, printing and duplication, postage, educational materials, room rental and meeting costs, copy equipment rental, Enterprise Software maintenance, and tort insurance.)

Grant Number:	2H08007
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	Law Enforcement Coordination
Federal Recommended:	\$ 582,385
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 582,385
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As indicated in the grant application, the Mileage Death Rate (MDR) in South Carolina remains substantially higher than the national MDR of 1.44. The State's MDR in 2005 was 2.2, an increase of 3.6% over 2004 and substantially higher than the national MDR. In 2006, the State saw a decrease in traffic-related fatalities, from 1,093 in 2005 to 1,040 in 2006. Traffic-related injuries also decreased in 2006 by 1.1% as measured against 2005, from 49,841 in 2005 to 49,288 in 2006. Unfortunately, the economic loss to the State resulting from traffic crashes remained more than \$2.7 billion. This does not include intangible costs, such as grief, pain and suffering.

According to the SC Department of Public Safety's preliminary statistics for 2006, driving under the influence of alcohol or drugs was a contributing factor in more than 390 fatal collisions resulting in the deaths of 422 persons. In 2005, one traffic collision was reported every 4.7 minutes, one traffic death was reported every 8 hours, one non-fatal traffic injury was reported every 10.6 minutes and one property-damage-only collision was reported every 6.6 minutes. From 2001-2005, a total of 5,221 people died in South Carolina traffic collisions, and 255,931 people were injured in these crashes. Five counties in the State – Greenville, Spartanburg, Richland, Horry and Charleston – consistently experience the highest numbers of crashes statewide. Approximately 26% of South Carolinians still refuse to comply with the State's safety belt law. The number of highway users and the number of vehicles continue to increase annually.

Traffic law enforcement plays a crucial role in deterring impaired driving, increasing occupant restraint use, encouraging compliance with speed laws and reducing other unsafe driving behaviors. It is essential that the Office of Highway Safety, tasked with the reduction of negative traffic statistics in the State, maintain working relationships with law enforcement agencies statewide, at both the State and local levels. The utilization of Law Enforcement Liaisons (LELs) to maintain communication and collaboration among law enforcement agencies in South Carolina can go a long way toward improving traffic safety in the State. LELs build and maintain positive communication and working relationships among the Office of Highway Safety and the State and local law enforcement agencies in the State. The LELs foster multi-jurisdictional traffic enforcement activities and disseminate information regarding and secure participation in statewide enforcement initiatives. The work of the LELs is critical to the improvement of the highway safety situation in the State of South Carolina.

Approach Proposed. The project will fund two (2) Law Enforcement Liaison (LEL) positions within the Office of Highway Safety. The LELs will continue to develop and maintain the Law Enforcement Network system, will work to establish and maintain relationships between the OHS and law enforcement agencies around the state, and will garner law enforcement support of and participation in statewide enforcement mobilization campaigns.

The project will also provide Law Enforcement Network mini-grants to those established networks around the state. The networks will serve as a key component of both the *Sober or Slammer!/Drunk Driving. Over the Limit. Under Arrest.* Sustained Enforcement initiatives and the *Buckle up, South Carolina. It's the law and it's enforced.* campaign. The facilitation of the formation and maintenance of these networks will be enhanced by providing mini-grants to Law Enforcement Networks established around the State. The sixteen (16) networks correspond to the sixteen (16) judicial circuits in the state. The networks have been established to coordinate and promote law enforcement efforts in the state, disseminate information among agencies, and provide needed training for the more than 250 agencies within the state. The mini-grants will be provided through the Law Enforcement Coordination grant to assist the networks in purchasing DUI enforcement equipment and maintenance supplies.

Description of Budget. The project will fund Personnel @ \$165,726 (includes salaries and fringe benefits for two [2] Law Enforcement Liaison positions); Travel @ \$25,000

(includes in-state mileage, lodging and per diem for the two [2] grant-funded positions and lodging, per diem and transportation for training conferences); and Other @ \$391,659 (includes indirect costs, plaques and recognition certificates, printing and duplication, phone, postage, education and training materials, room rental and meeting costs, copy equipment rental, Enterprise Software maintenance, tort insurance, Law Enforcement Network mini-grants, office supplies, and DRE class supplies).

Grant Number: 2H08008
Name of Applicant: Richland County Sheriff's Department
Project Title: Traffic Expansion Program
Federal Recommended: \$ 112,638
Match Recommended: \$ 28,160
Total Amount Recommended: \$ 140,798
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the Richland County Sheriff's Department (RCSD) is experiencing increased traffic volume due to housing and population growth. Richland County consistently ranks among the top five counties statewide for total, fatal, alcohol-related, and injury traffic collisions. During the last twelve years, Richland County has been ranked third highest out of South Carolina's forty-six (46) counties in the number of traffic collisions. From 1995-2003, 423 traffic fatalities occurred in the county, and during the same time period, the county averaged more than 4,700 traffic-related injuries each year. In order to significantly impact traffic crashes and fatalities for Richland County, maintaining the expansion of the current unit is necessary.

Approach Proposed. The project will maintain the expansion of the current four-person Traffic Unit by retaining two additional officers in order to reduce speed-related and DUI collisions in Richland County by 5% during the grant period. The deputies will continue to provide proactive traffic enforcement to reduce collisions in known dangerous intersections in addition to aggressively detecting and apprehending DUI offenders. Selective speed enforcement, checkpoints, and enforcement of safety belt and child restraint usage will also be conducted. Furthermore, the deputies will give a minimum of 15 traffic safety presentations to various groups about the dangers and consequences of hazardous driving habits. Finally, the deputies will continue to keep local media informed of the Traffic Unit's activities and enforcement efforts.

Description of Budget. The project will fund Personnel @ \$95,623 (includes salaries and fringe benefits for two [2] deputies); Travel @ \$34,492 (includes in-state patrol mileage); Equipment @ \$5,000 (includes one [1] laptop computer, one [1] projector with accessories, and two [2] hand-held radars); and Other @ \$5,683 (includes one [1] TV/VCR/DVD combo, one [1] audio visual portable cart, one [1] dual head VCR, office supplies, two [2] jump boxes, two [2] ticket book holders, two [2] passive alcohol sensors, two [2] fire extinguishers, one hundred [100] traffic cones, and two hundred [200] video tapes).

Grant Number: 2H08010
Name of Applicant: Myrtle Beach Police Department
Project Title: Traffic Enforcement Project
Federal Recommended: \$ 129,682
Match Recommended: \$ 32,421
Total Amount Recommended: \$ 162,103
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, while current statistical data shows a decrease in speeding violations within the Myrtle Beach city limits over a three-year period, other areas show increases. DUI arrests have increased from 120 in 2004 to 142 in 2005 to 203 in 2006. Traffic crashes have increased from 2,857 in 2004 to 2,982 in 2005 to 3,178 in 2006. Other traffic violations including Reckless Driving, Failure to Yield, Disregarding Traffic Control Devices, Faulty Equipment and the like are on the rise as well. Statistics reveal that these types of violations have gone from 2,184 in 2004 to 2,212 in 2005 to 2,436 in 2006. A key safety element in regards to traffic collisions is the wearing of safety belts. Occupant restraint violations in the City of Myrtle Beach showed a significant decrease in 2005 as compared to 2004, going from 1,288 to 972; however, there was a large increase for 2006 with the violations reaching a total of 1,642.

Approach Proposed. The project will establish a full-time specialized Traffic Division. A team of two (2) officers will deal with the task of addressing traffic problems and issues that inevitably lead to violations and further problems. The project team will review current statistics and locate problem areas within the City of Myrtle Beach to target with increased enforcement and problem solving skills. The team of officers will be called upon to saturate the area with heavy enforcement and high visibility in order to ease existing problems.

Description of Budget. The project will fund Personnel @ \$86,194 (includes salaries and fringe benefits for two [2] patrol officers); Equipment @ \$70,518 (includes two [2] police vehicles, two [2] vehicle light bars and accessories, two [2] radios, two [2] radar units, two [2] in-car video camera systems and two [2] hand-held radios); and Other @ \$5,391 (includes two [2] partitions, two [2] siren control switch boxes, two [2] consoles, two [2] lights/flashers, two [2] rear door safety panels, two [2] corner strobes, two [2] radio speakers, two [2] tactical lights, two [2] map lights, two [2] window bars, two [2] rear deck lights, two [2] decals, two [2] ticket book holders, and two [2] flashlights).

Grant Number: 2H08012
Name of Applicant: City of Columbia Police Department
Project Title: Traffic Enforcement Unit
Federal Recommended: \$ 136,226
Match Recommended: \$ 34,057
Total Amount Recommended: \$ 170,283
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the City of Columbia contains an area of 139 square miles which includes four major interstates within Richland and Lexington Counties along with thousands of miles of other traveled thoroughfares. The residential population is 116,000, and the daytime population is estimated at 400,000. The City of Columbia is among the three largest cities in South Carolina, and is number two for the number of traffic collisions. The city accounts for approximately 42% of all traffic collisions in Richland County. In 2002, the total number of traffic collisions was 4,476, in 2003 4,532, and in 2004 4,584, which is a steady increase. The City averages twelve collisions per day. In 2005, the City had a marked increase in traffic collisions to 4,931. Due in part to the increased manpower dedicated to traffic enforcement, the City saw an 11% reduction in traffic collisions from 2005 to 2006.

Approach Proposed. The project will continue the expanded traffic unit to provide a comprehensive approach to collision reduction through the use of traffic enforcement, safety education, and collision investigation. Rolling patrols will be used on heavy volume roadways, and special attention will be given to high collision intersections. Statistical data will be used to determine locations and times for specific enforcement emphases. High visibility and enforcement at and near high risk intersections provides the ability to possibly prevent a collision and deter motorists from committing traffic violations which could result in collisions. The unit will work closely with the schools and community to educate and promote traffic safety awareness.

Description of Budget. The project will fund Personnel @ \$134,247 (includes salaries and fringe benefits for three [3] traffic officers); Travel @ \$29,449 (includes in-state patrol mileage and out-of-state travel to IPTM); Equipment @ \$1,415 (includes one [1] desktop computer with monitor); and Other @ \$5,172 (includes office supplies, printing, three [3] fiber optic inspection tools, booth fees, three [3] trunk organizers, and one hundred [100] DVDs).

Grant Number:	2H08014
Name of Applicant:	Criminal Justice Academy
Project Title:	Traffic Safety Officer Program
Federal Recommended:	\$ 381,230
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 381,230
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the SC Criminal Justice Academy provided traffic safety-related training to local agencies for several years. Regrettably, severe state level budget cuts forced the Academy to carry out a Reduction-In-Force, which greatly affected the types of advanced training it is able to offer law enforcement. A victim of these budget cuts was the Traffic Safety Unit of the Academy. A consequence of this loss is the limiting of the traffic officer's access to specialized traffic-related training. The Traffic Safety Officer Program would allow officers from

around the state access to specialized training without having to repetitively pay for out-of-state training.

Approach Proposed. The project will continue the employment of two Traffic Safety Officer Liaisons (TSOL) and add two additional instructors whose primary responsibilities will include developing, monitoring, and assessing both traffic-related training and traffic-related activities throughout the state. A coordinated initiative will be launched to re-establish and support an information network for traffic units throughout the state. The TSOL's will instruct in specific areas of current traffic topics and issues, including regional "Safe and Legal Traffic Stops" (SALTS) training. These individuals will develop traffic programs and initiatives to be presented around the state through the CJA Regional Training system. In addition to the courses traditionally taught, the state is changing to the use of a new breath alcohol testing device, and it will be up to these instructors to train officers on the new machine.

Description of Budget. The project will fund Personnel @ \$237,510 (includes salaries and fringe benefits for four [4] criminology instructors); Travel @ \$52,220 (includes lodging and per diem for in-state travel and airfare, lodging and per diem for out-of-state travel); Equipment @ \$8,000 (includes two [2] laptop computers and two [2] projectors); and Other @ \$83,500 (includes indirect costs, promotional items, registration/tuition fees, educational/training materials, software, cell phone services, printing, postage, TSO Conference, and two [2] printers).

Grant Number:	2H08015
Name of Applicant:	City of Conway Police Department
Project Title:	Conway's Speed and Accident Reduction Program
Federal Recommended:	\$ 89,148
Match Recommended:	\$ 22,287
Total Amount Recommended:	\$ 111,435
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the City of Conway is located in the northern coastal region of South Carolina and is approximately 5 miles from Myrtle Beach and the Grand Strand. Conway is the county seat of Horry County and has a population, according to the 2000 U.S. Census, of 11,788. The 2004 U.S. Census population estimate for the City of Conway is 13,293. Conway's proximity to the Grand Strand more than doubles the amount of population within the City's service area during the tourism season. The ever changing tourist population adds to the City's traffic problems and correlates in increases in traffic crash fatalities in the City. There were two (2) traffic fatalities in 2005 and five (5) in 2006, a 250% increase from one year to the next. The City of Conway has five (5) major US Highways (501, 378, 701n, 701s and 544) and two South Carolina Highways (905 and 90) that come into the City. According to South Carolina Statistics for 2004-2006, Horry County ranked 1st in speed-related crashes, 2nd in alcohol-related fatal and/or severe injury crashes and 2nd in total fatal and/or severe injury crashes.

Approach Proposed. The project will establish a full-time specialized Traffic Division. The current assigned officer with an additional two grant-funded officers will work specialized shifts to ensure meeting or exceeding goals and objectives as established in this grant. The comprehensive approach of education and enforcement is expected to result in a high level of public acceptance. The Department's current Smart System trailer will provide an additional means of educating the public regarding speed violations as it utilizes a speed display sign advising drivers of their speeds. The on-board computer will provide the capability of statistical analysis and speed problem definition in high complaint areas in order to direct enforcement activities.

Description of Budget. The project will fund Personnel @ \$78,185 (includes salaries and fringe benefits for two [2] patrol officers); Travel @ \$1,000 (includes in-state patrol mileage); Equipment @ \$24,600 (includes two [2] vehicle light bars, two [2] vehicle mobile radios, two [2] hand-held radios, two [2] in-car mobile video cameras, two [2] dual antenna radar units and two [2] laptop computers); and Other @ \$7,650 (includes two [2] hand-held radar units, one hundred fifty [150] traffic cones, two [2] power control centers, two [2] siren speakers, two [2] push bumpers, two [2] fire extinguishers, two [2] electronic sirens, two [2] passive alcohol sensors, and two [2] tire deflation devices).

Grant Number:	2H08016
Name of Applicant:	Colleton County Sheriff's Office
Project Title:	Highway Safety Traffic Unit
Federal Recommended:	\$ 133,261
Match Recommended:	\$ 33,316
Total Amount Recommended:	\$ 166,577
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, Colleton County is located on the coast between Charleston and Beaufort Counties. In 2003, Colleton County Sheriff's Office wrote 226 traffic citations, and 609 citations in 2004. In 2005, traffic citations increased to 1,916. The Colleton County Sheriff's Office began participating in the Law Enforcement Networks and is making efforts to increase traffic safety. Colleton County had 391 major collisions in 2004, resulting in 34 deaths, and 374 major collisions in 2005, resulting in 26 deaths. Speeding and driving under the influence stand out as the two most common contributing factors for the major collisions.

Approach Proposed. The project will to maintain the three previously funded traffic enforcement officers to enforce traffic laws in Colleton County and in the 14th Judicial Circuit. Traffic safety checkpoints will be conducted in Colleton County and as part of the LEN. The traffic unit will coordinate its efforts with LEN members to maximize effectiveness and impact. In addition to regularly scheduled traffic enforcement efforts as a traffic unit, the unit will be required to participate at least four times a month with the LEN to conduct highly visible traffic enforcement events throughout the 14th Judicial Circuit. Within Colleton County, the unit will concentrate their efforts on areas identified as problem areas.

Description of Budget. The project will fund Personnel @ \$141,772 (includes salaries and fringe benefits for three [3] traffic officers); Travel @ \$19,440 (includes in-state patrol mileage); and Other @ \$5,365 (includes three [3] cell phone services and printing/binding).

Grant Number: 2H08018
Name of Applicant: City of Aiken
Project Title: Enhance Traffic Enforcement Unit
Federal Recommended: \$ 143,484
Match Recommended: \$ 35,871
Total Amount Recommended: \$ 179,355
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the City of Aiken has a population of approximately 27,490 with the County population at roughly 150,181. The traffic unit of the Aiken Department of Public Safety consists of three officers. They patrol sixteen (16) square miles, which includes two major highways in the City of Aiken along with thousands of other traveled thoroughfares. The City of Aiken continues to expand its boundaries into the southside of Aiken bordering New Ellenton's jurisdiction. Aiken County experienced thirty-six (36) traffic fatalities in 2004, thirty-two (32) in 2005, and thirty-one (31) in 2006. In the past three years, the City has experienced an increase in traffic collisions. In 2004, there were 1,452 traffic collisions, 1,527 in 2005, and 1,570 in 2006.

Approach Proposed. The project will hire three (3) traffic safety officers to enhance the current traffic unit. The additional officers will conduct rolling patrols during peak hours, enforce traffic laws at high risk collision intersections, and conduct public safety checkpoints. Additionally, educational efforts will be made to inform the general population about traffic laws in general and the work of the traffic enforcement unit.

Description of Budget. The project will fund Personnel @ \$98,682 (includes salaries and fringe benefits for three [3] traffic officers); Travel @ \$672 (includes out-of-state travel to attend IPTM's Supervising a Selective Traffic Enforcement Program); Equipment @ \$71,352 (includes three [3] hand-held radars, three [3] vehicle light bars, three [3] dual-antenna radar units, three [3] in-car video cameras, and three [3] patrol cars); and Other @ \$8,649 (includes three [3] ticket book holders, resource manuals, one [1] printer, three [3] rechargeable flashlights, three [3] fire extinguishers, office supplies, three [3] digital cameras, three [3] sirens, one [1] impairment simulation goggle kit, three [3] siren-speakers, three [3] stop sticks, three [3] transport cages, three [3] power control centers and registration fees).

Grant Number: 2H08019
Name of Applicant: Simpsonville Police Department
Project Title: Simpsonville Traffic Enforcement
Federal Recommended: \$ 42,873
Match Recommended: \$ 10,718
Total Amount Recommended: \$ 53,591
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the City of Simpsonville is growing at an average of 4.72% per year and is one of the fastest growing sections of the state. The Simpsonville Police Department has received an increase in calls for service in the past three years. In 2002, the Department received 15,507 calls for service; in 2003 it received 17,839; and in 2004 23,524 calls for service were received. This is a 65% increase for calls in two years. This increase of calls puts a strain on the officers to respond to incidents and traffic collisions. In 2002, the Department worked 856 traffic collisions in the city, and 854 collisions in 2003. The Town of Simpsonville has seen five (5) deaths resulting from traffic collisions in the past three years. In each incident, speed and driver inattention were contributing factors to these traffic deaths. In 2004, the Department created a traffic enforcement team. This team was developed to combat the increasing collisions and to make the streets safer. This team reduced the collisions in 2004 to 838, a 2.2% decrease.

Approach Proposed. The project will continue to provide a dedicated officer working traffic on all four shifts for the sole purpose of enforcing traffic laws and regulations. Strict enforcement of traffic laws should reduce the number of collisions and make the streets safer. With a team of officers concentrating on traffic violations, the number of impaired driving arrests should increase. The project will attempt to attain a 10% increase in traffic citations during the third year of grant activity. The traffic team will present educational seminars in the local high school. The team will be able to conduct license checks and safety belt inspections. The officers will also be trained as Child Passenger Safety Technicians.

Description of Budget. The project will fund Personnel @ \$45,499 (includes salary and fringe benefits for one [1] Traffic Officer); Travel @ \$6,987 (includes in-state patrol mileage); and Other @ \$1,105 (includes thirty [30] traffic cones and office supplies).

Grant Number: 2H08020
Name of Applicant: Spartanburg Public Safety Department
Project Title: SPSD Traffic Enforcement to Reduce Aggressive Driving
Federal Recommended: \$ 59,179
Match Recommended: \$ 14,795
Total Amount Recommended: \$ 73,974
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the City of Spartanburg is located in the central area of Spartanburg County. The west and north of the City of Spartanburg are bordered by two interstates, I-26 and I-85. Due to the accessibility by interstate, the north and west of the City are experiencing the most growth in traffic. Even though the City of Spartanburg has experienced reductions in collisions over the past three years, the number of fatal collisions and the number of persons killed increased in the last year. Local analyses of collisions continue to show that failure to yield right-of-way and speeding are the contributing factors in many traffic collisions. Spartanburg County continues to be one of the top five counties in the State of South Carolina for property-damage-only crashes, injury crashes and fatal crashes.

Approach Proposed. The project will fund a Traffic Enforcement Officer who will devote 100% of his time to traffic enforcement activities. The project will enhance the existing traffic enforcement activities in the City of Spartanburg. The project will provide additional personnel and equipment to address aggressive drivers in the City of Spartanburg that are contributing to traffic collisions.

Description of Budget. The project will fund Personnel @ \$42,789 (includes salary and fringe benefits for one [1] Traffic Enforcement Officer); Travel @ \$375 (includes in-state lodging and per diem); Equipment @ \$29,360 (includes one [1] police vehicle, one [1] vehicle light bar package, one [1] in-car video camera and one [1] radar) and Other @ \$1,450 (includes office supplies and one [1] hand-held radio).

Grant Number:	2H08021
Name of Applicant:	Town of Mount Pleasant
Project Title:	Enhanced Traffic Enforcement Program
Federal Recommended:	\$ 90,912
Match Recommended:	\$ 22,728
Total Amount Recommended:	\$ 113,640
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the Town of Mount Pleasant is the sixth largest city in South Carolina, with a population of 62,610. Additionally, Mount Pleasant experiences a large tourist population year round, particularly in the summer months, and is home to the SC State Ports Authority. This results in increased traffic, both commercial and non-commercial. The increased traffic has resulted in a direct proportional increase in traffic collisions and fatalities. In the year 2005, the Mount Pleasant Police Department investigated 2,223 vehicle collisions, compared to 2,103 in year 2004. The applicant suggests that the increase in vehicle collisions can be attributed to several factors, including construction, failing infrastructure, an increase in traffic, an increase in the number of inexperienced drivers, and aggressive driving behaviors of the motoring public. Over the last six years, the department has investigated seventeen [17] motor vehicle fatalities.

Approach Proposed. The project will attempt to reduce vehicle collisions in Charleston County by originating a two-man Aggressive Driving Team within the Mount Pleasant

Police Department. These officers will be trained in areas essential to the proper operation of the Traffic Unit. In order to change aggressive driving behaviors in Mount Pleasant, innovative enforcement strategies, to include non-conventional vehicles and other techniques, will be implemented during all hours of the day. Additionally, the Unit will continue to educate the public about highway safety issues. The Traffic Services Unit will design and implement a “Traffic Safety Program” focusing on high school students, who have received, or are about to receive, a driver’s permit. The officers will also work collaboratively with other state and local law enforcement agencies to coordinate special law enforcement activities.

Description of Budget. The project will fund Personnel @ \$97,440 (includes salaries and fringe benefits for two [2] Patrol Officers and Travel @ \$16,200 (includes in-state patrol mileage).

Grant Number:	2H08022
Name of Applicant:	City of North Charleston
Project Title:	North Charleston High Crash Intersections and Pedestrian Safety
Federal Recommended:	\$ 122,359
Match Recommended:	\$ 30,590
Total Amount Recommended:	\$ 152,949
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the City of North Charleston is the geographical center of the lowcountry with major traffic arteries comprised of interstate, state and local system road ways for three counties with populations estimated to be over 625,000 by 2010. The incoming number of drivers into North Charleston creates additional hazards for the area, such as injury and non-injury crashes, fatal collisions, moving and other traffic violations. The largest portion of North Charleston is within Charleston County, which is listed as one of the top five (5) counties with the largest number of property-damage-only crashes, injury crashes and fatal crashes. Like many communities throughout the United States, North Charleston faces an increasing Hispanic population. Over the past twelve months, North Charleston has had six (6) pedestrians killed in auto/pedestrian crashes. The last four (4) victims have all been Hispanic men. At least two of the victims were highly intoxicated. The North Charleston Police Department has been stretched to its limits both from qualitative and quantitative standpoints. Calls for service have increased as the population has continued to grow with both new construction and annexations. In addition to these increases, police services must respond to a daily influx of temporary population due to the location of businesses, shopping, the North Charleston Coliseum/Convention Center/Performing Arts Center, commercial trucking and industry.

Approach Proposed. The project will attempt to decrease traffic crashes at the twenty-five (25) identified high-crash intersections and increase pedestrian safety. There will be an increase in citations that each officer will write due to their sole responsibility of

patrolling and traffic enforcement. The team will work on educating the public, specifically Hispanic speaking residents of North Charleston, about the dangers of auto/pedestrian crashes and the need to negotiate the roadways safely.

Description of Budget. The project will fund Personnel @ \$108,477 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$522 (includes in-state mileage, lodging and per diem for project management school); Equipment @ \$41,400 (includes two [2] in-car video cameras, two [2] radars, two [2] laptop computers, two [2] vehicle light packages, two [2] walkie-talkies, and two [2] in-car radios); and Other @ \$2,550 (includes one [1] color printer, office supplies, two [2] sets of stop sticks, and two [2] tint meters).

Grant Number:	2H08023
Name of Applicant:	City of Rock Hill
Project Title:	City of Rock Hill Traffic Enforcement Unit
Federal Recommended:	\$ 139,097
Match Recommended:	\$ 34,775
Total Amount Recommended:	\$ 173,872
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, according to the South Carolina Department of Public Safety, York County had a total of 12,867 traffic crashes from 2004-2006. Just last year, in the City of Rock Hill, the police investigated 2,926 crashes, including six (6) fatal collisions. There were two hundred three (203) DUI citations and 2,269 speeding citations issued during 2006. This reality has made traffic safety and speed enforcement one of the biggest challenges facing the Rock Hill Police Department and has significantly contributed to York County being one of sixteen (16) counties in the state leading in fatal and severe injury crashes.

Approach Proposed. The project will increase the traffic unit by two (2) officers resulting in a traffic unit consisting of one supervisor and four officers. The traffic officers will receive training necessary for the effective and aggressive enforcement of traffic laws. Traffic enforcement activities will include enforcement of all traffic laws. The enforcement activity will be accomplished through evaluation of high collision areas, patrolling roadways with heavy traffic flow, issuing citations for traffic violations and implementing traffic safety checkpoints and saturation patrols. The traffic unit will serve as a member of the York County Multi-Jurisdictional Traffic Enforcement Unit and will participate in the countywide implementation of traffic safety checkpoints and saturation patrols. The traffic unit will also engage in educational activities concerning traffic safety issues and will work with local judges to explain the goals and objectives of the grant project. The project will utilize the Public Affairs Director, in coordination with the Captain of Patrol and Chief of Police, to send out press releases to announce the grant award and to develop and implement public awareness/education campaigns for statewide and national highway safety emphases.

Description of Budget. The project will fund Personnel @ \$85,394 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$48,606 (includes in-state patrol and training mileage and training per diem); Equipment @ \$35,706 (includes two [2] radars, [2] in-car video cameras, two [2] portable radios and two [2] vehicle radios); and Other @ \$4,166 (includes two [2] digital cameras, two hundred [200] VHS video tapes, two [2] Passive Alcohol Sensors, two [2] GPS handheld units, two [2] sets of stop sticks, pager service, cell phone service, two [2] in-car GPS antennas).

Grant Number:	2H08025
Name of Applicant:	SC Department of Public Safety: SC Highway Patrol
Project Title:	Coordinator Support for the Families of Highway Fatalities Project
Federal Recommended:	\$ 48,081
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 48,081
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, motor vehicle collisions claim more lives than domestic abuse, suicide, homicide, or most other diseases. While there are support systems for many of the above named tragedies, such a support system does not exist for one of the most unexpected and sudden deaths in America, a highway fatality. This creates a tremendous void in a much needed resource area. Helping those families who lose a loved one in a highway fatality to share their knowledge of heartbreak and pain could assist in preventing similar tragedies from occurring in the future. Three years ago, the SC Highway Patrol began to use victim families and their tragic stories to educate the public about highway safety problems in the State of South Carolina. In 2005, the group formally became known as the Families of Highway Fatalities (FHF). It is comprised of four components, which are the Highway Safety Speakers Bureau, the Safety Ambassadors, the Peer Team, and Education. The workload of the FHF program has grown to such an extent that it can no longer be handled by the current Highway Patrol Staff and the small cadre of volunteers. As the group becomes more organized and well-known, the demands will continue to increase.

Approach Proposed. The project will maintain the Program Coordinator funded through OHS to oversee the FHF program. The Program Coordinator serves as FHF spokesperson for the media, coordinates SCDPS safety activities with the FHF program, speaks about the FHF program and opportunities, manages the FHF website, manages the Speakers Bureau and generates speaking opportunities. Four regional teams of Safety Ambassadors will be created (in the Upstate, Pee Dee, Lowcountry, and the Midlands). Each team will promote any safety initiative being advocated by SCDPS. Educational materials will be developed and distributed throughout the state. A coordinated effort to contact affected families to offer support and inform them of the group's existence and mission will be led by the Program Coordinator. The Speakers Bureau will be available to participate with troopers and other law enforcement in providing safety presentations to the general public.

Description of Budget. The project will fund Personnel @ \$44,306 (includes salary and fringe benefits for one [1] program coordinator) and Other @ \$3,775 (includes indirect costs).

Grant Number: 2H08026
Name of Applicant: Beaufort County Sheriff's Office
Project Title: Beaufort County Multi-Agency Joint Enforcement Traffic Team
Federal Recommended: \$ 118,239
Match Recommended: \$ 29,560
Total Amount Recommended: \$ 147,799
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, Beaufort County is located on the coast of South Carolina, between Charleston, South Carolina, and Savannah, Georgia. The 2000 Census indicated there were 120,937 residents in Beaufort County; however, the 2004 population indicators estimated that the number of residents increased by 12.2% to 135,725. At this rate of increase the population could reach as many as 169,190 by 2010. With the growth comes increased traffic collisions and traffic law violations. In 2004, there were 3,165 traffic collisions, 25 fatalities, and 1,340 persons injured. In 2005, there were 3,300 traffic collisions, 23 fatalities, and 1,335 persons injured. In 2006, there were 3,400 traffic collisions, 18 fatalities, and 1,387 persons injured. The majority of collisions in Beaufort County are speed related. The Beaufort County Sheriff's Office, Beaufort Police Department, Port Royal Police Department, Yemassee Police Department, and the Bluffton Police Department have entered into a Multi-Agency Joint Enforcement Traffic Team agreement to help address the traffic matters within Beaufort County.

Approach Proposed. The project will maintain the two (2) current grant-funded traffic officers to enforce traffic laws in Beaufort County to work with the Multi-Agency Joint Enforcement Traffic Team with Beaufort Police Department, Port Royal Police Department, Yemassee Police Department, and the Bluffton Police Department. The traffic officers for the county will perform directed patrols in specific locations and times indicated to be problematic. The Multi-Agency Joint Traffic Team will conduct public safety checkpoints at various locations and times throughout Beaufort County. Each participating agency will host a checkpoint in its primary enforcement area. The Multi-Agency Joint Enforcement Traffic Team agreement will remove jurisdictional boundaries for traffic enforcement and will provide a unified approach toward the reduction of traffic collisions, injuries, and fatalities.

Description of Budget. The project will fund Personnel @ \$113,547 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$23,180 (includes in-state patrol mileage and per diem/lodging); Equipment @ \$6,125 (includes two [2] hand-held radars); and Other @ \$4,947 (includes two [2] S.C. Motor Vehicle handbooks, two quick Spanish guides, office supplies, cell phone services, and educational supplies).

Grant Number: 2H08027
Name of Applicant: Beaufort Police Department
Project Title: Beaufort County Multi-Agency Joint Enforcement Traffic Team
Federal Recommended: \$ 61,256
Match Recommended: \$ 15,315
Total Amount Recommended: \$ 76,571
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, Beaufort County is located on the coast of South Carolina, between Charleston, South Carolina, and Savannah, Georgia. The 2000 Census indicated there were 120,937 residents in Beaufort County; however, the 2004 population indicators estimated that the number of residents increased by 12.2% to 135,725. At this rate of increase the population could reach as many as 169,190 by 2010. With this growth comes increased traffic collisions and traffic law violations, both in the City of Beaufort and the county as a whole. In the City of Beaufort, there were 848 traffic collisions in 2004, 734 in 2005, and 823 in 2006. The majority of collisions in Beaufort County are speed related. The two fatal crashes that occurred in the City of Beaufort during 2006 involved impaired driving and speeding. The Beaufort County Sheriff's Office, Beaufort Police Department, Port Royal Police Department, Yemassee Police Department, and the Bluffton Police Department have entered into a Multi-Agency Joint Enforcement Traffic Team agreement to help address the traffic matters within the City of Beaufort and Beaufort County as well.

Approach Proposed. The project will maintain the current grant-funded traffic officer to enforce traffic laws in the City of Beaufort and to participate in the Multi-Agency Joint Enforcement Traffic Team with Beaufort County Sheriff's Office, Port Royal Police Department, Yemassee Police Department, and the Bluffton Police Department. The traffic officer will perform directed patrols in specific locations and times indicated to be problematic within the City of Beaufort. The Multi-Agency Joint Traffic Team will conduct public safety checkpoints at various locations and times throughout Beaufort County. Each participating agency will host a checkpoint in its primary enforcement area. The Multi-Agency Joint Enforcement Traffic Team agreement will remove jurisdictional boundaries for traffic enforcement and will provide a unified approach toward the reduction of traffic collisions, injuries, and fatalities.

Description of Budget. The project will fund Personnel @ \$57,631 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$11,840 (includes in-state travel for patrol mileage and lodging/per diem); Equipment @ \$4,000 (includes one [1] laptop computer with printer and software); and Other @ \$3,100 (includes office supplies, cell phone service, pager service, and educational supplies).

Grant Number: 2H08028
Name of Applicant: Bluffton Police Department
Project Title: 14th LEN Traffic Enforcement Team
Federal Recommended: \$ 55,146
Match Recommended: \$ 13,787
Total Amount Recommended: \$ 68,933
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the 14th Judicial Circuit, comprised of Allendale, Beaufort, Colleton, Hampton, and Jasper counties, has been plagued with serious traffic collisions over the past three years. There have been 842 major traffic collisions resulting in serious injury or fatalities from 2003 through 2005. Speeding and driving under the influence stand out as the two most common contributing factors for these collisions. Speed accounted for 231, or 27.43%, of the 842, and 72, or 8.55%, cited driving under the influence as the contributing factor. Since the inception of the 14th Circuit Law Enforcement Network in 2003, traffic fatalities have decreased by approximately 4%. With the continuation of the grant position in Bluffton and the grant positions in Colleton, Port Royal, and Ridgeland, the 14th Circuit LEN multi-jurisdictional enforcement activity would be able to continue to operate on a weekly basis instead of monthly.

Approach Proposed. The project will maintain the current grant-funded traffic officer to enforce traffic laws and to enhance the efforts of the 14th Judicial Circuit LEN by partnering with other jurisdictions seeking grant funds to engage in multi-jurisdictional enforcement activity. When not engaged in LEN team events, the grant-funded traffic officer will act as a full-time traffic enforcement officer within the Bluffton Police Department's jurisdiction. As part of the 14th Circuit Traffic Enforcement Team, the grant-funded officer will conduct at least four highly publicized traffic enforcement events a month throughout the 14th circuit.

Description of Budget. The project will fund Personnel @ \$45,088 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$14,500 (includes in-state patrol mileage, per diem, and lodging); Equipment @ \$6,095 (includes one [1] public address system, one [1] LED light bar, one [1] multi-media projector, and one [1] laptop computer with software); and Other @ \$3,250 (includes one [1] impairment goggles set, office supplies, educational supplies, and cellular phone service).

Grant Number: 2H08029
Name of Applicant: Town of Ridgeland-Ridgeland Police Department
Project Title: 14th LEN Traffic Enforcement Team
Federal Recommended: \$ 111,913
Match Recommended: \$ 27,978
Total Amount Recommended: \$ 139,891
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the 14th Judicial Circuit, comprised of Allendale, Beaufort, Colleton, Hampton, and Jasper counties, has been plagued with serious traffic collisions over the past three years. There have been 14,466 traffic collisions from 2004 through 2006. Speeding and driving under the influence stand out as the two most common contributing factors for these collisions. Specifically in Jasper County, 77 deaths occurred and 1,389 people were injured in a total of 2,911 traffic collisions over the past three years. Ridgeland Police Department currently has two officers assigned to traffic enforcement and is asking for three additional grant-funded officers due to increased annexation which will grow the Town of Ridgeland from 2,200 acres to 22,000 acres. During calendar year 2006, the 14th Circuit LEN reduced traffic fatalities 23%, from 86 in 2005 to 67 in 2006.

Approach Proposed. The project will maintain the current grant-funded traffic officer and hire one (1) additional officer to enforce traffic laws and to enhance the efforts of the 14th Judicial Circuit LEN by partnering with other jurisdictions seeking grant funds. When not engaged in LEN team events, the grant-funded traffic officers will act as full-time traffic enforcement officers within the Ridgeland Police Department's jurisdiction. As part of the 14th Circuit Traffic Enforcement Team, the grant-funded officers will conduct at least four (4) highly publicized traffic enforcement events a month throughout the 14th circuit.

Description of Budget. The project will fund Personnel @ \$85,071 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$28,000 (includes in-state patrol mileage); Equipment @ \$21,000 (includes one [1] emergency light, one [1] dual antenna radar unit, one [1] hand-held portable radio, one [1] vehicle radio, and one [1] vehicle video system); and Other @ \$5,820 (includes one [1] vehicle cage/barrier, one [1] center console, one [1] siren speaker, one [1] fire extinguisher, one [1] passive alcohol sensor, one [1] stop stick, traffic cones, office supplies, cell phone service for two [2] officers, one [1] reflective vest, one [1] rechargeable flashlight, educational supplies, and one [1] vehicle push bumper).

Grant Number:	2H07030
Name of Applicant:	Town of Port Royal-Port Royal Police Department
Project Title:	LEN Traffic Enforcement Team
Federal Recommended:	\$ 53,999
Match Recommended:	\$ 13,500
Total Amount Recommended:	\$ 67,499
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the 14th Judicial Circuit, comprised of Allendale, Beaufort, Colleton, Hampton, and Jasper counties, has been plagued with serious traffic collisions over the past three years. There have been 935 major traffic collisions resulting in serious injuries or fatalities from 2004 thru 2006. Speeding and driving under the influence stand out as the two most common contributing factors for these collisions. Speed accounted for 312, or 33.3%, of the 935 and 116, or 12.4%, cited driving under the influence as the contributing factor. Since the inception of

the 14th Circuit Law Enforcement Network in 2003, traffic fatalities have decreased slightly, approximately 2 percent.

Approach Proposed. The project will maintain the current grant-funded traffic officer to enforce traffic laws and to enhance the efforts of the 14th Judicial Circuit LEN by partnering with other jurisdictions seeking grant funds. When not engaged in LEN team events, the grant-funded traffic officer will act as a full-time traffic enforcement officer within Port Royal Police department's jurisdiction. As part of the 14th Circuit Traffic Enforcement Team, the grant-funded officer will participate in at least four (4) highly publicized traffic enforcement events a month throughout the 14th circuit.

Description of Budget. The project will fund Personnel @ \$50,914 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$14,050 (includes in-state patrol mileage and per diem,); and Other @ \$2,535 (includes traffic cones, office supplies, cell phone service, and educational supplies).

Grant Number:	2H08031
Name of Applicant:	Town of Summerville
Project Title:	Enhancement of the Traffic Enforcement Unit
Federal Recommended:	\$ 109,992
Match Recommended:	\$ 27,498
Total Amount Recommended:	\$ 137,490
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the Town of Summerville has seen significant population growth, having a 26% increase from 1999 - 2000. The town is the 12th largest municipality and the 10th fastest growing community in South Carolina. As a result, traffic volume continues to increase. The enforcement numbers for the Department have increased significantly with the creation of the Traffic Enforcement Unit. In the year before the unit was established, the Department had 67 DUI arrests, 2,450 speeding citations and 734 safety belt/child restraint citations written. In 2006 there were 114 DUI arrests, 2,163 speeding citations and 1,568 safety belt/child restraint citations written.

Approach Proposed. The project will maintain the enhancement of the current traffic unit by continuing the employment of the two (2) current grant-funded officers. The officers will aggressively patrol the town for all traffic violations and will work closely with other agencies in the tri-county area, including the Charleston County Sheriff's Office and the South Carolina Highway Patrol, to coordinate joint specialized enforcement efforts. The traffic officers will also conduct safety presentations to educate the public about the dangers and consequences of hazardous driving habits and will utilize local media to disseminate information about the traffic unit's initiatives. The additional officers allow the traffic unit to set up saturation patrols on intersections checking for red light violators and failure to yield right-of-way violators.

Description of Budget. The project will fund Personnel @ \$103,292 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$29,198 (includes in-state patrol mileage and per diem, mileage, and lodging for out-of-state training); Equipment @ \$2,600 (includes one [1] LIDAR unit); and Other @ \$2,400 (includes two hundred [200] video tapes, office supplies, printed materials and registration fees).

Grant Number:	2H08032
Name of Applicant:	West Columbia Police Department
Project Title:	Traffic Enforcement Program
Federal Recommended:	\$ 158,593
Match Recommended:	\$ 39,649
Total Amount Recommended:	\$ 198,242
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, West Columbia is a bedroom community just across the Congaree River from downtown Columbia with many major traffic arteries flowing through the city into the downtown area. The population of West Columbia is 13,064; however, traffic volume is much higher. West Columbia has an inordinate number of traffic collisions as compared to the rest of Lexington County. Already in 2007, there have been two (2) traffic fatalities. In 2006, there were 529 collisions with 244 injuries, and in 2005, there were 498 collisions with 260 injuries. This is especially significant considering the approximate 6 square miles of roadways covered by West Columbia. Speed and impaired driving are the two primary factors in the number of collisions experienced by West Columbia. There were fifty-two (52) speed-related and eleven (11) alcohol-related collisions in 2004, and sixty (60) speed-related and four (4) alcohol-related collisions in 2005. In 2006, there were fifty-seven (57) speed-related collisions and twelve (12) alcohol-related collisions.

Approach Proposed. The project will hire two (2) officers who have demonstrated a strong interest in traffic enforcement activities to be 100% dedicated to traffic enforcement. They will provide comprehensive traffic enforcement activities with speed enforcement, DUI detection, checkpoints, and educational activities as the focus. The unit will develop a work schedule that will be driven by high incident hours for speeding and impaired driving. The unit will also participate in all traffic safety programs sponsored by the SC Office of Highway Safety and will make every effort to promote these campaigns in the city.

Description of Budget. The project will fund Personnel @ \$113,787 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$14,225 (includes in-state patrol mileage, lodging, and per diem); Equipment @ \$68,250 (includes two [2] police vehicles, two [2] vehicle light bar packages, two [2] radars, two [2] in-car video camera systems, and two [2] hand-held mobile radio units); and Other @ \$1,980 (includes two [2] vehicle transport cages, two [2] siren/speakers, two [2] fire extinguishers, video tapes, and training registration for two [2] officers).

Grant Number: 2H08035
Name of Applicant: Hampton County
Project Title: 14th LEN Traffic Enforcement Team
Federal Recommended: \$ 140,962
Match Recommended: \$ 35,241
Total Amount Recommended: \$ 176,203
Funding Source: Section 410
Benefit: Local

Description of Problem. As described in the grant application, Hampton County is part of the 14th Judicial Circuit, which includes Allendale, Beaufort, Colleton, Hampton, and Jasper counties. Hampton County has had twenty-four (24) traffic-related deaths, 667 persons injured in traffic crashes, and a total of 1,028 collisions over the past three years. Speed and DUI statistics indicate that 265 of the collisions and four (4) of the fatalities were speed-related and thirty-three (33) of the collisions and three (3) fatalities were alcohol-related.

Approach Proposed. The project will hire two (2) traffic officers to enforce traffic laws and to enhance the efforts of the 14th Judicial Circuit LEN by partnering with other jurisdictions seeking grant funds. When not engaged in LEN team events, the grant-funded traffic officers will act as full-time traffic enforcement officers within the Hampton County jurisdiction. As part of the 14th Circuit Traffic Enforcement Team, the grant-funded officers will conduct at least four (4) highly publicized traffic enforcement events a month throughout the 14th circuit.

Description of Budget. The project will fund Personnel @ \$74,703 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$31,150 (includes in-state patrol mileage); Equipment @ \$61,200 (includes two [2] emergency lights, two [2] dual antenna radars, two [2] hand-held radios, two [2] vehicle radios, two [2] in-car video camera systems, and one [1] police vehicle); and Other @ \$9,150 (includes two [2] vehicle cages/barriers, two [2] center consoles, two [2] siren speakers, two [2] push bumpers, two [2] fire extinguishers, two [2] passive alcohol sensors, two [2] stop sticks, traffic cones, office supplies, cellular phone service for two [2] officers, two [2] reflective traffic vests, two [2] rechargeable flashlights, and educational supplies).

Grant Number: 2H08038
Name of Applicant: Marlboro County Sheriff's Office
Project Title: Secondary Road Patrol and Traffic Accident Prevention
Federal Recommended: \$ 98,009
Match Recommended: \$ 24,502
Total Amount Recommended: \$ 122,511
Funding Source: Section 410
Benefit: Local

Description of Problem. As described in the grant application, Marlboro County is a rural county consisting of 480 square miles and approximately 720 roadway miles. Marlboro County experienced seven (7) traffic fatalities in 2004, four (4) in 2005, and seventeen (17) in 2006. The 2006 fatalities quadrupled from the previous year. Currently, the Marlboro County Sheriff's Office is reactive rather than proactive in terms of traffic enforcement. With the addition of three (3) officers dedicated to traffic enforcement, the Sheriff's Office can make a positive difference in the number of collisions and fatalities in the county.

Approach Proposed. The project will hire one (1) traffic officer who will dedicate 100% of his/her time to traffic enforcement. The officer will tailor work hours to peak traffic times and in locations known for high numbers of traffic incidents. Emphasis will be placed on violations for speeding, aggressive driving, impaired motorists, and safety restraint usage by combining enforcement activity with public information and education efforts. The additional staff will enable the Sheriff's Office to more actively participate in the 4th Circuit LEN by having dedicated personnel available for events.

Description of Budget. The project will fund Personnel @ \$43,066 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$34,710 (includes in-state patrol and training mileage); Equipment @ \$40,000 (includes one [1] in-car video camera, one [1] radar, one [1] laptop with docking station, one [1] patrol vehicle, one [1] LED light bar package with installation, and one [1] hand-held radar); and Other @ \$4,735 (includes one [1] stop stick, one [1] passive alcohol sensor, office supplies, educational supplies, one [1] vehicle signage, one [1] child safety seat, video tapes, one [1] push bumper, and one [1] fire extinguisher and one [1] printer).

Grant Number:	2H08039
Name of Applicant:	Hardeeville Police Department
Project Title:	City of Hardeeville Traffic Enforcement Team
Federal Recommended:	\$ 66,498
Match Recommended:	\$ 16,624
Total Amount Recommended:	\$ 83,122
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, the City of Hardeeville is located between Walterboro, South Carolina and Savannah, Georgia. According to the 2000 Census, there were 1,793 residents residing in Hardeeville; however, the 2004 population indicators estimate that the number of residents increased by 34%. A study conducted by Clemson University estimates the population will grow by the end of 2008 to 14,313 residents. With this growth, the area is experiencing a rise in traffic collisions and violations. There were 124 traffic collisions in 2004 resulting in two (2) fatalities, and 214 traffic collisions in 2005, also resulting in two (2) fatalities. In 2006, there were 151 traffic collisions with three (3) fatalities.

Approach Proposed. The project will hire one (1) new officer who will aggressively enforce traffic laws, specifically in the areas of speed enforcement, DUI apprehension, and child safety seat enforcement. Checkpoints will be conducted as well as traffic safety presentations. The officer will work within the City and will concentrate efforts in high priority areas where increased traffic violations and collisions are occurring.

Description of Budget. The project will fund Personnel @ \$52,845 (includes salary and fringe benefits for one [1] officer); Travel @ \$11,840 (includes in-state patrol mileage, lodging, and per diem); Equipment @ \$12,292 (includes one [1] vehicle emergency light, one [1] mobile radio, one [1] in-car video camera, one [1] dual antenna radar, and one [1] hand-held portable radio); and Other @ \$6,145 (includes one [1] vehicle cage/barrier, one [1] center console, one [1] siren speaker, one [1] push bumper, one [1] fire extinguisher, one [1] passive alcohol sensor, one [1] stop stick, twenty [20] traffic cones, office supplies, cell phone service for one [1] officer, one [1] reflective traffic vest, one [1] rechargeable flashlight, and educational supplies).

Grant Number:	2H08040
Name of Applicant:	Mauldin Police Department-City of Mauldin
Project Title:	Mauldin Police Department Traffic Safety Team
Federal Recommended:	\$ 152,288
Match Recommended:	\$ 38,072
Total Amount Recommended:	\$ 190,360
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, the City of Mauldin, located in Greenville County, is rapidly growing. The population has increased from 15,224 in 2000 to a projected 19,343 in 2005. Traffic collisions have been on the increase from 456 in 2002 to 560 in 2005, an increase of 23%. In an effort to reduce traffic collisions, the City of Mauldin began using directed traffic patrols which resulted in a 2.5 % decrease in 2006 as compared to the previous year. Despite the increased patrols, the City of Mauldin is on pace to have a record high of 616 traffic collisions for this calendar year.

Approach Proposed. The project will hire two (2) traffic officers to dedicate 100% of their time to traffic enforcement. Officers will tailor their work hours to peak traffic times and in locations known as high risk for traffic incidents. Emphasis will be placed on violations for speeding, aggressive driving, impaired motorists, and safety restraint usage by combining enforcement efforts with public information and education efforts. The unit will coordinate the Department's participation in the monthly multi-jurisdictional traffic task force for Greenville County. Additionally, public safety checkpoints will be conducted within the City of Mauldin.

Description of Budget. The project will fund Personnel @ \$100,302 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$18,624 (includes in-state patrol mileage); Equipment @ \$60,622 (includes two [2] in-car video cameras, two [2] radars, two [2] police vehicles, and two [2] emergency light packages); and Other @

\$10,812 (includes two [2] vehicle cages, two [2] vehicle center consoles, two [2] siren speakers, two [2] electronic sirens, two [2] push bumpers, two [2] tire deflation devices, two [2] rechargeable flashlights, two [2] power control centers, one hundred and fifty [150] video tapes, office and printing supplies, cellular phone service for two [2] officers, two [2] mobile radios, two [2] passive alcohol sensors, thirty [30] traffic cones, and educational materials).

Grant Number:	2H08041
Name of Applicant:	Fountain Inn Police Department
Project Title:	S.O.S. (Secure Our Streets)
Federal Recommended:	\$ 65,176
Match Recommended:	\$ 16,294
Total Amount Recommended:	\$ 81,470
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, Fountain Inn has a population of approximately 6,730. The Police Department is comprised of twenty (20) sworn officers, with fourteen (14) working uniform patrol. Their primary function is working calls for service, which leaves very little time for proactive traffic enforcement. Fountain Inn has experienced an increase in traffic collisions in the last three years. In 2004, there were 152 traffic collisions compared to 190 in 2006.

Approach Proposed. The project will hire one (1) traffic officer to dedicate 100% of his/her time to traffic enforcement and DUI reduction. The officer will tailor work hours to peak traffic times and in locations known for high traffic incidents. Emphasis will be placed on DUI during evening and night hours. The officer will coordinate the Department's participation in the monthly multi-jurisdictional traffic task force for Greenville County. Additionally, public safety checkpoints will be conducted within the city.

Description of Budget. The project will fund Personnel @ \$40,380 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$9,230 (includes in-state patrol mileage, lodging and per diem); Equipment @ \$29,254 (includes one [1] in-car video camera system, one [1] radar, one [1] police vehicle, and one [1] emergency light package); and Other @ \$2,606 (includes video tapes, one [1] vehicle radio, one [1] power control center, cellular phone service for one [1] officer, and educational supplies).

TRAFFIC RECORDS

Problem Analysis:

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

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

Prior to restructuring of South Carolina's state government in 1993, the State's TRS was housed in the South Carolina Department of Highways and Public Transportation. The system included driver files, vehicle files, the police-reported collision data, and the roadway characteristics file. Currently collision, driver, and vehicle files are housed and maintained by the SC Department of Public Safety; the roadway characteristics file is housed and maintained by the SC Department of Transportation. There is a need for the Traffic Records Steering Committee to meet periodically to ensure that data linkages remain intact and that priority is given to needed system changes. The Committee will also need to guide the expansion of the system to include other needed data sources.

An assessment of the existing TRS was conducted in 1997 to evaluate whether user demands could be met with current technology for data entry and retrieval. Numerous recommendations for system improvement were made by the team of national experts conducting the assessment. A strategic plan to implement the recommendations of the assessment was also developed; however, the plan has not yet been fully implemented.

The assessment indicated a need to expand the State's TRS to include additional sources of data. Linkages are needed to tie collision reports with ambulance run reports, hospital discharge data, and other data regarding treatment and care of collision victims. Such data is vital in examining the costs of traffic crashes, the effectiveness of various vehicle safety features, and the effectiveness of emergency medical services treatment. Currently, the Office of Research and Statistics of the SC Budget and Control Board is working with SCDPS and SCDHEC to link these records, thus establishing "CODES" in this state. There is also a need for the establishment of a statewide citation file, so that managers can better conduct selective traffic enforcement efforts. Currently, the SCDPS has a file containing citations issued by the SC Highway Patrol that is linked to crash reports; however, citation data is also needed from local law enforcement agencies. Warning ticket data should also be incorporated into a citation file.

Given the above information, a further assessment was conducted in 2001 by an independent contractor with a view toward necessary requirements for the roll-out phase of a redesigned system. The contractor has submitted a detailed plan indicating all the necessary steps for implementation of the redesigned system. The Information Technology Office (ITO) of the SCDPS has utilized available funding to implement key aspects of the plan in order to move the project forward. These key aspects involved equipment upgrades and the design of the central repository system for the SCCATTS project. The TRS Steering Committee will continue to meet and discuss plans to implement assessment recommendations.

A Project Manager for the SCCATTS initiative was hired in June 2003 and proved to be key in advancing this initiative. The Project Manager worked closely with ITO, the Statistical Analysis Center of the SCDPS, and the Traffic Records Steering Committee to continue to implement the project based on GartnerGroup's assessment.

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

NATIONAL GOAL:

Improve the efficiency and effectiveness of state traffic records systems, and improve data driven decision-making at all levels of government.

REGIONAL GOAL:

Improve the efficiency and effectiveness of state traffic records systems, and improve data driven decision-making at all levels of government.

STATE PERFORMANCE GOALS:

Short Range Goal:

To continue, with limited funding, the rollout phase of the SCCATTS initiative based on the assessment of GartnerGroup and a statewide Traffic Records Assessment.

Long Range Goal (2008-2012):

To complete and have a fully operational SCCATTS system by the end of CY 2009.

Performance Measure:

The progress achieved during the continued rollout of the SCCATTS initiative in CY 2008 will be measured based on GartnerGroup's assessment document and the results of a statewide Traffic Records Assessment.

STRATEGIES:

1. The ITO division will continue, with the assistance of the Statistical Analysis Center of the OHS and the SCCATTS Project Coordinator, to implement the rollout phase of the SCCATTS project based on the previous work and assessment of GartnerGroup and the results of a statewide Traffic Records Assessment.
2. The SCDPS will continue to seek additional funding sources in order to be in a position to complete the rollout of the SCCATTS initiative.
3. As agreed upon by the Director of the SC Department of Public Safety and the Executive Director of the SC Department of Transportation per requirements of the US Department of Transportation in the highway safety funding authorization, SAFETEA-LU, the OHS will utilize a significant portion of the State's Section 406 award to advance the State's Traffic Records system. The funding will be used to continue the implementation of the rollout phase of the SCCATTS initiative, including the possible purchase of turnkey software that will capture all the required data elements needed for proper analysis of traffic collisions and citations in the State and store the data in order to provide accessibility for other data users in the State.

PROJECT TO BE IMPLEMENTED:

Grant Number: 2H08003
Name of Applicant: SC Department of Public Safety: Office of Highway Safety
Project Title: South Carolina Collision and Ticket Tracking System (SCCATTS)
Federal Recommended: \$ 169,383
Match Recommended: \$ -0-
Total Amount Recommended: \$ 169,383
Funding Source: Section 402
Benefit: Local

Description of Problem. As indicated in the grant application, traffic crashes, deaths, and injuries continue to plague the state of South Carolina. The state consistently ranks in the top ten in population death rates and mileage death rates. In order to identify problem areas and take corrective countermeasures, the Office of Highway Safety (OHS) of the South Carolina Department of Public Safety (SCDPS) maintains a traffic collision database that includes a number of characteristics regarding these collisions. In addition, the agency posts information regarding traffic crashes and traffic citations to a computerized driver file. The SC Highway Patrol separately maintains a detailed database of all traffic citations investigated by the Patrol. The maintenance of these various databases requires the employment of at least sixty (60) persons to screen, process, and enter the data from the respective source documents. Much of this work is duplicative and prone to errors. The result is the creation of data files with an excessive number of errors and at a cost far higher than necessary. In addition, the timeliness of data is poor.

With only a few minor changes, the current system has remained operative since 1988, and the fundamental data entry keying process dates to the mid-70's. This aging system is expensive to maintain and does not take advantage of recent innovations in data entry technology. In short, because of its obsolescence, this system does a poor job of responding to public needs when compared to more modern systems.

The SCDPS, like many law enforcement agencies faces manpower and budgetary challenges while demands for public safety services continue to increase. For this reason, ease of information sharing and accessibility has become an even more critical aspect of the prevention of crime and the apprehension of criminals. The SCDPS Information Technology Office, OHS, State Transport Police, and the SC Highway Patrol have teamed to investigate information technology solutions to the problems of data incompatibility, interagency data sharing, and information retrieval that plague the Department.

The OHS continues to utilize recommendations received from a private consulting agency, GartnerGroup, to provide additional analysis of the current data collection process and to assess the steps needed in moving the state forward toward converting to a

uniform system. The two most recent applications created for SCCATTS are the Gateway Application and the Fatality Application. The Gateway Application was created to edit data that is electronically submitted to the OHS. Its initial use involves editing data that is submitted to SCCATTS by the SC Department of Motor Vehicles (SCDMV). The application interface has been created to allow any OHS analyst to update the edit rules without the need of a specialized programmer. This flexibility will allow the OHS to quickly adjust to any new data files that will be submitted in the future. The next phase of SCCATTS will begin development on the interface for the Gateway Application that will allow law enforcement agencies to submit data into SCCATTS.

The Fatality Application was developed to monitor and analyze more effectively traffic fatalities in South Carolina. It replaced the previous Fatality Register Microsoft Access Database. The Fatality Application requires less maintenance than the older Access Database. The application has a web based interface that provides low maintenance and easy access to any user with the appropriate network permissions. It was designed with the ability to allow other agencies or departments to enter data into it. By enabling law enforcement agencies to enter fatality information directly into the application, it will greatly reduce delays in OHS receiving fatality information. It will also eliminate the duplicate data entry that currently occurs.

A significant amount of equipment and software was approved by NHTSA and purchased to serve as the structural underpinning for the SCCATTS effort and to begin building the central data repository. The Information Technology Office of the SC Department of Public Safety utilized a "Smart Person" contractual services vendor to begin developing key aspects of the Phase II rollout. This consultant issued a report entitled SCCATTS Information Architecture, which contains a detailed explanation of the work accomplished thus far. The document provides standards for accessing data for online analytical processing, including executive information systems and decision support systems. The document outlines specific technical topics necessary for the SCCATTS effort, the technical components of recommended practices for each technical topic and implementation guidelines. The technical topics addressed are the data warehouse, repository, data hygiene tools, data extraction and transformation tools, data replication tools and business intelligence tools.

A SCCATTS Steering Committee, comprised of key staff members from the Office of Highway Safety, SC Highway Patrol, State Transport Police, the Office of General Counsel, the Information Technology Office, the SC Department of Motor Vehicles, the SC Department of Transportation, and the SC Judicial Department has been formed to provide general oversight and guidance of the SCCATTS project. The Steering Committee has already addressed specific matters, such as legislative changes to the Uniform traffic ticket, changes to data workflow and proposals for federal funding.

Approach Proposed. The project will continue with the development and implementation of the SCCATTS project based on the design elements, analysis, and assessment produced during Phase I by GartnerGroup. The project will continue the employment of a Project Coordinator to serve as a liaison between the OHS and the

SCDPS Information Technology Office (ITO) to ensure that the project remains on course. The Project Coordinator will maintain familiarity with the total project in order to properly assist with the completed rollout of the effort. The Project Coordinator will also continue to apprise interested stakeholders (SCCATTS Oversight Committee, Traffic Records Steering Committee, and the SC Public Safety Coordinating Council) of the status of the project.

Description of Budget. The project will fund Personnel @ \$66,250 (includes salary and fringe benefits for one [1] SCCATTS Project Coordinator); Contractual Services @ \$50,000 (includes software, training and other services relative to SCCATTS enhancement; Travel @ \$5,500 (includes in-state per diem, lodging, and transportation and out-of-state per diem, lodging and transportation for staff members involved with the SCCATTS effort); and Other @ \$47,633 (includes indirect costs, data processing supplies, printing, telephone, statewide road centerline data, tort insurance, software updates, office supplies, and training for Statistical Analysis Center and ITO staff, and Enterprise Software maintenance).

YOUTH ALCOHOL/YOUTH TRAFFIC SAFETY

Problem Analysis:

Alcohol-related car crashes are the number one killer of young South Carolinians aged 15-24. In 2006, drivers between the ages of 15 and 24 were involved in 1,737 crashes which involved the use of alcohol. Of these crashes, 122 resulted in fatalities. In 2006, young drivers between the ages of 15 and 24 were involved in 26% of all alcohol and/or drug-related crashes. This is staggering, since only those drivers that are 21 years of age or older are of legal drinking age in South Carolina. However, drivers between the ages of 15 and 20 were involved in 734, or 42%, of the 1,737 alcohol and/or drug-related crashes involving individuals between the ages of 15 and 24. Research indicates that the average age at which youths begin using alcohol is between 11 1/2 and 12 years of age.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in total collisions which are alcohol-related by 10% by the end of CY 2008, as compared with CY 2007 data.
2. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in injury crashes which are alcohol-related by 10% by the end of CY 2008, as compared with CY 2007 data.
3. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in fatal crashes which are alcohol-related by 10% by the end of CY 2008, as compared with CY 2007 data.

Long Range Goals (2008 - 2012):

1. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in total collisions which are alcohol-related by 30% by the end of CY 2012.
2. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in injury crashes which are alcohol-related by 30% by the end of CY 2012.
3. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in fatal crashes which are alcohol-related by 30% by the end of CY 2012.

Performance Measures:

1. Data showing the rate of all alcohol-related crashes involving drivers under the age of 25 will be examined.
2. Data showing the rate of all alcohol-related injury crashes involving drivers under age 25 will be examined.
3. Data showing the rate of all alcohol-related fatal crashes involving drivers under age 25 will be examined.

STRATEGIES:

1. Projects will be implemented statewide which address youth traffic safety issues, such as drinking & driving, safety belt use, and speeding.
2. Public service announcements will be produced and aired on underage drinking and DUI.
3. Young people will be educated about the dangers of drinking and driving through the statewide distribution of educational materials, health and safety fairs, and public awareness campaigns.
4. A statewide DUI Task Force held its initial meeting on 7/28/04. This multi-agency/organization coalition will continue to meet and will make recommendations addressing the problems of impaired driving in South Carolina from a variety of perspectives (treatment/rehabilitation, enforcement, adjudication, and education). The Task Force has been renamed the SC Impaired Driving Prevention Council.
5. The seven patrol troops will utilize impairment simulation goggles and the "Grave Decisions" video in conducting highway safety programs in middle and high schools throughout the state. The FFY 2004 project entitled "Community Resource Officer Program Enhancement" (CROPE) will continue conducting educational presentations to individuals aged 15-24 utilizing equipment and curriculum materials developed through this grant project. Additionally, the program has expanded as the Community Resource Officers are training local officers to consistently present the materials to targeted audiences.
6. South Carolina will continue a Sustained DUI Enforcement Program which will include two DUI crackdown mobilizations during the Christmas/New Year's holidays of 2007-2008 and the Labor Day holiday of 2008
7. Training sessions will be conducted at 28 targeted public schools in Aiken, Allendale, Bamberg, Barnwell, Edgefield, Hampton, Lexington, and Orangeburg counties. Presentations will be given relative to safety belt usage, obeying posted

speed limits and the avoidance of impaired driving. The project will offer incentive prizes to students taking a pledge to utilize safety belts each time they travel in an automobile and encouraging any passengers to buckle up as well. The project will set up ribbon tree displays at each participating school providing safety messages and calling the attention of students to graphic representation of traffic fatalities in their communities by placing ribbons in a prominent tree on campus.

8. Anderson University will develop and implement a training program for its students and neighboring high school students to discourage impaired driving.

PROJECT TO BE IMPLEMENTED:

Grant Number:	2H08033
Name of Applicant:	Aiken County Board of Disabilities/Tri-Development Center
Project Title:	Seat Belt and Alcohol Usage Among Teenagers – Truth and Consequences
Federal Recommended:	\$ 57,185
Match Recommended:	\$ 14,296
Total Amount Recommended:	\$ 71,481
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, in 2006, there were 46,701 total traffic collisions involving 15-20 year-olds in the eight (8) counties (Aiken, Allendale, Bamberg, Barnwell, Edgefield, Hampton, Lexington, and Orangeburg) on which this project will focus. Of the 46,701 collisions, 133 resulted in death. Preliminary figures for the year 2006 show that 24 persons aged 15-20 were killed in traffic crashes in the eight counties on which this project will focus. A total of 133 persons under the age of 20 were killed in traffic collisions in 2006. 2006 preliminary figures also show that, along with insufficient occupant protection being a problem, alcohol and drugs were as well. For the eight-county focus area of this grant, alcohol and drugs contributed to 67 traffic collisions with 5 of those being fatal.

Approach Proposed. The project will conduct training sessions at twenty-eight (28) targeted public schools in Aiken, Allendale, Bamberg, Barnwell, Edgefield, Hampton, Lexington, and Orangeburg counties. The project will promote the use of safety belts and discourage the use of intoxicating substances while operating motor vehicles and thus reducing the risk of death and lifelong disability. Tri-Development Center will discuss with the schools the importance of safety belt use and the importance of avoiding the hazards of driving under the influence of intoxicating substances.

Description of Budget. The project will fund Personnel @ \$48,396 (includes salaries and fringe benefits for one [1] Project Administrator and one [1] part-time Project Supervisor); Travel @ \$5,885 (includes in-state mileage, lodging and per diem); and Other @ \$17,200 (includes office supplies and stationery, printed materials, postage, student incentives, and ribbon/banner displays).