



HIGHWAY SAFETY AND PERFORMANCE PLAN
FFY 2006

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

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ATTACHMENTS

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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 \$2.0 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 2006 include: alcohol countermeasures, motorcycle safety, occupant protection, pedestrian safety, police traffic services (speed enforcement) and traffic records.** Other areas eligible for funding in FFY 2006 include: emergency medical services, pupil transportation safety, rail-grade crossing safety, roadway safety, and safe communities.

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 2003, 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 2004, 1,046 people were killed in South Carolina traffic crashes, or an average of 2.87 per day. There were 50,464 people injured in the state's 109,786 reported crashes. The economic loss to the state for 2004 was approximately \$2.3 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 2006 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 are not limited to, the following:

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

Certifications and Assurances

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

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

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

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 (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.

- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (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:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

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

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

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

RESTRICTION ON STATE LOBBYING:

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

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.

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred,

suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants 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 2006 PROCESS TO IDENTIFY SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS

The Office of Highway Safety (OHS) conducted a Statewide Alcohol Symposium on Tuesday, September 23, 2003, at the Sheraton Hotel in Columbia, SC. More than 300 attendees from a variety of disciplines (adjudication, prosecution, law enforcement, education, treatment/rehabilitation, etc.) gathered to hear a presentation of the Impaired Driving Assessment conducted in South Carolina in September 2002. The Symposium featured addresses by the OHS Director, NHTSA Region IV representative, Judge Michael Witte, who chaired the Impaired Driving Assessment Team, and the Attorney General of the State of South Carolina, the Honorable Henry McMaster. Workshops were conducted in the afternoon featuring facilitators (William Bilton of the SC Commission on Prosecution Coordination, Judge Witte, Sgt. Cathy Norman of York County Sheriff's Office, and John Hart of the SC Department of Alcohol and Other Drug Abuse Services) who reviewed the priority recommendations of the Impaired Driving Assessment Team, sought input regarding the recommendations from attendees, and developed action plans to attack DUI problem issues in the state of South Carolina. The results of these two major events continue to help give shape to the Problem Identification process in the state of South Carolina.

On July 28, 2004, the Office of Highway Safety brought together a variety of highway safety stakeholders from an array of service agencies, state agencies,

law enforcement, the judiciary and the General Assembly to form a statewide DUI Task Force to address the numerous problems associated with drunk and drugged driving in the state of South Carolina. The task force was ultimately designated as the South Carolina Impaired Driving Prevention Council (SCIDPC). The SCIDPC was formed at the recommendation of the Statewide Impaired Driving Assessment conducted in September 2002 and the Statewide Alcohol Symposium held in September 2003. The Council has met on a regular basis since its inception. The Council is chaired by William Bilton, Executive Director of the SC Commission on Prosecution Coordination, and vice-chaired by David Morris of the Federal Highway Administration. The SCIDPC has established subcommittees to deal with specific aspects of the impaired driving problem. The subcommittees are designated as follows: Enforcement/Prosecution/Adjudication; Treatment/Rehabilitation/Diversion; Legislative; Education/Prevention; and By-Laws. A draft of proposed revised DUI legislation has been submitted to the General Assembly. The SCIDPC has been instrumental in providing input to the OHS regarding DUI issues and problems in the state of South Carolina. This has given the OHS important information and data to be used in the Problem Identification process.

The OHS conducted a meeting of its staff on November 30, 2004, to officially begin the Problem Identification process for FFY 2006. The meeting included several presentations by OHS staff relative to highway safety problems and issues in his/her respective areas of priority. 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. The presentation included an identification of problem or priority counties in the state regarding traffic safety issues and concerns. Program Managers followed with presentations regarding statewide alcohol countermeasures issues, occupant protection issues and speed enforcement/police traffic services issues. 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 eighteen (18) 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: Abbeville, Aiken, Anderson, Berkeley, Charleston, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg, and York. During the November 30, 2004, meeting, the OHS tentatively designated the eighteen counties above as counties that would receive priority for federal funding, pending the outcome of subsequent input gathering meetings with local law enforcement officers and federal partners. Priority areas for highway safety initiatives for FFY 2006 were tentatively adopted as Alcohol Countermeasures; Motorcycle Safety; Occupant Protection; Pedestrian Safety; Police Traffic Services/Speed Enforcement; and Traffic Records (Statewide Emphasis).

The OHS conducted another Problem Identification meeting on December 8, 2004, in Columbia, SC. Law Enforcement Network Coordinators and Assistant Coordinators from the sixteen (16) law enforcement networks in the state were invited to attend the meeting so that the OHS could secure their input regarding identified problem areas and priority counties which resulted from the November 30, 2004, meeting. Presentations were made by Tami Upchurch (Statewide Overview); Barney Derrick (Impaired driving/Pedestrian) and Amie Hammond (Occupant Protection/Motorcycle). Ms. Upchurch conducted another presentation showing a statistical breakdown of alcohol-related and speed-related crashes over a three-year period in the state based on individual counties. Opportunities were given to the LEN Coordinators and Assistant Coordinators to ask questions and contribute information to the presentation and discussion process. A consensus was reached regarding priority areas and counties. Law enforcement participants indicated that an additional area of concern should be training for law enforcement officers and agencies, particularly regarding Standardized Field Sobriety Tests and media skills training.

Grant projects submitted for FFY 2006 which will impact these eighteen counties will be given priority for federal funding.

The OHS Director, Assistant Director, Planning and Evaluation Manager, and Statistical Analysis Center Manager met with Federal partners from the National Highway Traffic Safety Administration and the Federal Highway Administration on Thursday, January 20, 2005, to glean federal input into the highway safety Problem Identification process for the state of South Carolina for FFY 2006 and to share with them information and data secured from the previous meetings with OHS staff and LEN Coordinators. Statistical data was reviewed relative to a number of highway safety problems in the state. Potential priority areas and counties were discussed. The consensus of the group involved the adoption of the eighteen priority counties for funding and the designated priority areas for funding.

Subsequent to the Problem Identification meetings mentioned above, the state of South Carolina made application to NHTSA to be considered as a member of the Strategic Evaluation States (SES) program for 2005-2006. South Carolina and Missouri were chosen to be added to the previous list of thirteen (13) states for this program for 2005-2006. The SES program requires that it be implemented in portions of the state that represent 65% of the state's population or account for 65% of the alcohol-related traffic fatalities. Although the SES initiatives in South Carolina will be implemented statewide, the state has identified and targeted eighteen (18) counties representing 69% of the state's population as the focus for the SES efforts. Coincidentally, these same counties experience just over 72% of the alcohol-related traffic fatalities. The counties identified as target counties for the SES initiatives in South Carolina are Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter, and

York. This list of counties mirrors quite closely the list of priority funding counties for FFY 2006, with the exception of Pickens and Abbeville counties not appearing in the SES initiatives target list and Colleton and Sumter counties not appearing in the priority funding list for FFY 2006.

It was the consensus of the OHS staff, based on the meetings outlined above and the review of statewide statistics and project development ideas and efforts, that certain types of projects were strategic to reducing the state's mileage death rate and the number of injury crashes. The OHS staff recommended that proposals for the following projects receive priority attention for FFY 2006 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 *You Drink and Drive. You Lose.* Campaign. These types of projects must also have components which include Law Enforcement Network participation, BATmobile utilization and participation in SES 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 SES initiatives as components.
- * 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 SES initiatives as components.
- * 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 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.

Motorcycle Safety: The development and implementation of programs to reduce the frequency of involvement of motorcycles in traffic collisions.

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.

Pedestrian Safety: The development, implementation and evaluation of educational and enforcement programs that will enhance pedestrian safety.

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

Emergency Medical Services. The development of programs to increase the number of First Responders to crash scenes and to provide for hazardous materials training.

Pupil Transportation Safety. The implementation of programs to enhance the safety of children at school bus stops and while boarding/de-boarding buses.

Rail-Grade Crossing Safety. The development/implementation of law enforcement training to prevent train/motor vehicle crashes and to improve the investigation of such crashes.

Roadway Safety. The development of programs to improve work zone safety, as well as development of corridor safety improvement projects.

Safe Communities. The development and implementation of Safe Communities programs in geographic regions within the state with the highest frequencies of traffic collisions, injuries, and deaths.

It should be noted that for FFY 2006 no grant applications were approved in the following program areas: Emergency Medical Services, Pedestrian Safety, Pupil Transportation Safety, Rail-Grade Crossing Safety, or Roadway Safety.

PROCESS FOR DEVELOPING FFY 2006 PROJECTS

Development of the Funding Guidelines. With the completion of the Problem Identification process, staff developed the 2006 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 2006 Funding Guidelines, Page 15.). 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 2006 Funding Guidelines, Page 15). The priority counties referred to in the preceding quote are Abbeville, Aiken, Anderson, Berkeley, Charleston, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg, and York.

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

Solicitation Process. Once the guidelines were completed, a letter was mailed on February 7, 2005, 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 8, 2005, 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 28, 2005. Workshops were held in Columbia at the SC Law Enforcement Officers Hall of Fame on March 1, 2005; in Greenville at the Greenville County Council Chambers on March 2, 2005; in North Charleston at the North Charleston City Hall Council Chambers on March 3, 2005; and in Florence at the Florence County Council Chambers on March 4, 2005. Collectively, more than 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 2006 funding was Friday, April 8, 2005, at 5:00 p.m. Sixty-one (61) applications were received by the due date and time of April 8, 2005, 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 held during the week of June 6, 2005. The process was conducted May 23-25, 2005. **Attachment 1** provides a listing of all applications received.

A second stage of the review process involved the Director, Assistant Director, and Planning and Evaluation Manager meeting with the NHTSA Southeast Region Program Manager for South Carolina. Other federal partners representing the Federal Highway Administration (FHWA) and the Federal Motor Carrier Safety Administration (FMCSA) were given copies of the FFY 2006 highway safety grant applications for review. During this second stage, all grant applications submitted by the due date and time were once again reviewed. The review process was conducted on June 1, 2005.

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, 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. The counties identified as being priority were Abbeville, Aiken, Anderson, Berkeley, Charleston, Darlington, Florence,**

Greenville, Greenwood, 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 23-25, 2005. 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 held on June 1, 2005. The Director, Assistant Director, and Planning and Evaluation Manager of the OHS met with the NHTSA Southeast Region Program Manager for South Carolina to review all grants submitted by the due date and time. Copies of grant applications were also submitted to the Federal Highway Administration and Federal Motor Carrier Safety Administration for review.

The discussion focused on grant applications submitted by the due date and time. Some changes were made based on the input from the federal partner. 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. A thorough discussion of the internal grants of the OHS took place between the NHTSA Southeast Region Program Manager for South Carolina, the Director of the OHS, the Assistant Director of the OHS and the Planning and Evaluation Manager in June 2005.

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 2006 appropriation for Section 402 funds, anticipated carry-forward funds from FFY 2005 grants, as well as Section 163 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 2006. 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 2006, 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, ear-marked funds, the applicant's interest/ability in implementing the grant, and the amount of funds available are factors which may alter the priority in which projects are funded and the amount of the Grant Award (e.g., the total grant award received by an applicant may be decreased from the amount recommended in this document in order to adjust to a shorter grant period instead of the typical 12-month grant period.).

The HSPP for FFY 2006 is the basis for federal funding support and is submitted as a single document to federal authorities. Upon receipt of the FFY 2006

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 the FFY 2006. 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 2006 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 2006; new long-term goals were also established to reflect the period of CY 2006 to 2010.
6. Established a baseline from which progress would be measured; 2005 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 2006.

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.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the number of traffic crashes reported during CY 2006 by 5%, as compared to CY 2005 data.
2. To reduce the mileage death rate (MDR) of the State during CY 2006 by 5%, as compared to CY 2005 data.
3. To reduce the mileage injury rate (MIR) of the State during CY 2006 by 5%, as compared to CY 2005 data.

Long Range Goals (2006 - 2010):

1. To reduce the number of traffic crashes reported by 15% by the end of CY 2010.
2. To reduce the State's mileage death rate (MDR) by 15% by the end of CY 2010.
3. To reduce the State's mileage injury rate (MIR) by 15% by the end of CY 2010.

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 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 launch 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 becomes effective December 9, 2005. The educational strategies employed in this effort will inform citizens and

visitors of the effective date of the law and emphasize the life-saving potential of the new legislation.

Staff will also continue the *Sober or Slammer!* (SOS) impaired driving enforcement campaign on a statewide level; however, the strategies associated with the campaign will differ from previous years. With South Carolina being chosen as a Strategic Evaluation State (SES) by NHTSA, the state embarked on a year-long *SOS/You drink and drive. You lose.* sustained DUI enforcement campaign. The campaign effort runs from July 1, 2005 through June 30, 2006 and features high-visibility enforcement and earned media in eighteen (18) targeted counties that represent more than 65% of the state's population and in which more than 65% of the state's fatal alcohol-related crashes occur. The campaign will also feature the *SOS* Labor Day enforcement mobilization during the 2005 and 2006 Labor Day holiday periods. The campaign will have a statewide reach, but will expend significant effort and focus in the eighteen target counties of Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter, and York.

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

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 2006 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 during the early spring of 2006. 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 2006. 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 2006 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.

PROJECTS TO BE IMPLEMENTED:

Application Number: 2H06027C
Name of Applicant: SC Department of Public Safety: Office of Highway Safety

Project Title: Highway Safety Planning and Administration
Federal Recommended: \$ 220,080
Match Recommended: \$ 220,080
Total Amount Recommended: \$ 440,160
Funding Source: Section 402
Benefit: State

Description of Problem. As indicated in the grant application, preliminary statistics for South Carolina during 2004 indicate that 109,786 traffic collisions were reported. This is a 0.8% increase from 2003 totals, when 108,886 collisions were reported. Collisions in the year 2004 resulted in 1,046 fatalities and 50,464 non-fatal injuries. The number of traffic deaths was 7.9% higher than in 2003, when 969 persons were fatally injured in South Carolina traffic crashes. South Carolina's mileage death rate (MDR) in 2004 of 2.1 (according to preliminary estimates) remained 42% higher than the national mileage death rate of 1.48. 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.

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 are in need of on-going 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 on-going 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 project 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 a time shortly after new grants awarded. 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 2007 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 2007 based on available data. Once priorities are determined, service gaps identified, and high need geographic areas are determined, the FFY 2007 Funding Guidelines will be written and mailed to current and prospective subgrantees. The Funding Guidelines document will also be posted, along with the Grant Application Form and instructions for completing the grant form, on the OHS web site.

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.

Description of Budget. The project will fund Personnel @ \$345,144 (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 [half], and one [1] administrative assistant); Contractual Services @ \$30,000 (includes funding to utilize the state's "Smart Person" contract for implementation of the Grants Management System for the OHS); Travel @ \$7,000 (includes in-state and out-of-state travel and subsistence for the SC Public Safety Coordinating Council); and Other @ \$58,016 (includes copying equipment rental, printing, postage, telephone, supplies, indirect cost, Enterprise Software maintenance, and tort insurance).

Application Number: 2H06028C
Name of Applicant: SC Department of Public Safety: Office of Highway Safety

Project Title: Public Information, Outreach, and Training
Federal Recommended: \$ 336,058
Match Recommended: \$ -0-
Total Amount Recommended: \$ 336,058
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 currently has one of the highest mileage death rates (MDR) in the nation, at 2.1 (preliminary 2004 estimate). This rate is 42% higher than the national MDR of 1.48. 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, there is no 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 on-going 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 contributed to the unsuccessful implementation of some grant projects. 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!/You Drink and Drive. You Lose.* 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 2005 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 2006 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, and an OHS calendar and newsletter. The Public Affairs Manager will be involved in any and all special projects efforts of the OHS.

The project will utilize funding to develop and implement a statewide educational program regarding the state's recently passed primary safety belt enforcement law.

Description of Budget. The project will fund Personnel @ \$64,949 (includes salary and fringe benefits for one [1] Public Affairs Manager); Contractual Services @ \$190,000 (includes utilizing SCDPS Contractor for a Statewide Highway Safety Conference and Highway Safety Awards Ceremony, a motorcycle safety campaign, the 2005 Annual Victims' Memorial Service, Primary Seat Belt Law Educational Program and additional highway safety-related events); Travel @ \$26,600 (includes in-state and out-of-state travel for highway safety-related workshops and conferences); and Other @ \$54,509 (includes telephone, 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:

According to the SC Department of Public Safety's (SCDPS) statistics for 2004, driving under the influence of alcohol or drugs was a contributing factor in 408 fatal collisions, resulting in the deaths of 459 persons. A total of 4,733 alcohol-related collisions were reported with 3,587 persons injured. Of the total alcohol-related collisions, 2,023 were property-damage-only collisions. Of the total 4,733 alcohol and drug-related collisions, 8.6% were fatal crashes, 48.6% were injury crashes, and 42.7% were property-damage-only crashes. Although the leading primary contributing factor to fatal collisions was "Driving Too Fast for Conditions" (24%), the second leading primary contributing factor to fatal collisions was DUI at 17.1%.

A strong effort continued during 2004 to increase BAC level reporting for fatalities resulting from motor vehicle crashes. During the year 2004, 743 of the 1,046 traffic collision fatalities were tested by the South Carolina Law Enforcement Division (SLED) Forensic Department, or reported by individual county coroners. The above reporting level showed an increase of 7.6% for tests given over 2003. Consequently, the results of the blood tests indicated that 443 of the 1,046 fatalities were found to have BAC levels of 0.0; 53 tested between .01 and .09; 247 were equal to or above .10 BAC level; and 57 results were unknown. Of the 743 fatalities tested, 300, or 40.1%, tested positive for alcohol and/or drugs. This is an 8.1% reduction from 2003 to 2004.

During the last five years (2000-2004), Greenville, Horry, Charleston, Spartanburg, Richland, Lexington, Anderson, York, 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 98, followed by Greenville with 96, and Spartanburg with 91. According to the amount of mileage driven in 2004, Abbeville, Edgeville, Greenwood, Lancaster, Marlboro, Sumter, and Union counties experienced the highest percentage of vehicle mileage crash rates in alcohol-related collisions. Also, from 2002-2004, Anderson, Charleston, Florence, Greenville, Horry, Lexington, Richland, Spartanburg, and York 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.

The State of South Carolina was recently named a Strategic Evaluation State for 2005-2006. As a result of being chosen as an SE State, South Carolina became eligible to receive funding from NHTSA to conduct a year-long high visibility enforcement campaign in an effort to improve the impaired driving situation in the state. The enforcement campaign must contain law enforcement strategies that

reflect the participation of the SC Highway Patrol/State Transport Police and law enforcement agencies that collectively serve at least 65% of the State's population or that serve geographical subdivisions that account for at least 65% of the State's alcohol-related fatalities. For South Carolina the statistical analysis showed eighteen counties which met the above criteria; that is, these counties reflect approximately 69% of the State's population and 72% of the State's alcohol-related crash fatalities. Except for Abbeville, Edgefield, Marlboro, and Union counties, all of the above-mentioned counties, with the additions of Aiken, Colleton, Darlington, Laurens and Orangeburg counties, will comprise the eighteen focus counties for South Carolina's Strategic Evaluation States initiative from July 1, 2005 – June 30, 2006.

From 2000-2004, a total of 5,191 people died in South Carolina traffic collisions and 260,659 people were injured in these crashes. Of those killed during this time period, 1,622 (or 31.2%) died in an alcohol or drug-related traffic crash. A total of 18,656 of those injured, or 7.2%, were involved in an alcohol or drug-related crash. From 2000–2004, the state has experienced a 4.9% decrease 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 2002-2004. This age group accounted for 4,996 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 ages 15-24 (most of whom are not allowed legally to purchase, possess or consume alcoholic beverages), totaling 5,107, followed by drivers ages 35-44, totaling 4,580. During the period 2000-2004, 71.2% of the drivers involved in alcohol-related crashes were male. Females were involved in 23.9% of alcohol-related crashes from 2002-2004. Friday and Saturday evenings are consistently the leading time periods for alcohol-related crashes.

Target or At Risk Populations/Counties:

Drivers ages 25-34 accounted for 24% of all drivers in alcohol-related crashes from 2002-2004. Alcohol-related crashes occurred most frequently in rural areas and with male drivers. The eighteen target counties (Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter, and York) accounted for 72.5% of the state's alcohol-related fatal crashes in CY 2002-2004. These counties also represent 69% of the states total population.

NATIONAL GOAL:

Reduce the alcohol fatality rate from 0.63 in 2003 to 0.53 by 2005.

REGIONAL GOAL:

Reduce the alcohol fatality rate from 0.71 in 2003 to 0.61 by 2005.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the alcohol-related crash MDR by 10% by the end of CY 2006, as compared to CY 2005 data.
2. To reduce the alcohol-related crash MIR by 10% by the end of CY 2006, as compared to CY 2005 data.
3. To reduce the involvement of drivers ages 25-34 in alcohol-related crashes by 3% by the end of CY 2006, as compared to CY 2005 data.
4. To increase conviction rates by the DUI special prosecutor in Spartanburg County by 5% by the end of CY 2005, as compared to CY 2004.
5. To increase the level of BAC reporting on fatalities from coroners by 10% by the end of CY 2006, as compared to CY 2005.

Long Range Goals (CY 2006 – CY 2010):

1. To reduce the alcohol-related crash MDR by 30% by CY 2010.
2. To reduce the alcohol-related crash MIR by 30% by CY 2010.
3. To reduce the involvement of drivers ages 25-34 in alcohol-related crashes by 5% by the end of CY 2010.

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 ages 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 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 continue to complement the regional efforts of the National Highway Traffic Safety Administration (NHTSA) in establishing an alcohol enforcement mobilization during the Labor Day holidays of 2006 throughout NHTSA's Southeast Region. The campaign, though implemented statewide, will focus on counties shown statistically to have significant problems with alcohol-related crashes, injuries and fatalities.

2. South Carolina, as a Strategic Evaluation State, will join 14 other states in a year-long, continuous, and high-visibility DUI enforcement initiative. Using mostly earned media and enforcement, while operating within the SC Law Enforcement Networks, participating agencies will conduct at least one DUI enforcement weekend per month in a high alcohol-related fatality area of a targeted county. Agencies may also opt to conduct a DUI enforcement emphasis on the following weekend. The initiative will include a *Sober or Slammer!* Labor Day DUI enforcement crackdown in 2006 in which participating agencies will conduct four nights of DUI enforcement activity (checkpoints and saturation patrols) over a two week period. Reporting and evaluation will be a key component within this initiative.
3. The conviction rate of DUI offenders will be increased through the use of improved testing equipment and specially trained prosecutors.
4. 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.
5. 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.
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.
13. Multi-jurisdictional traffic teams will be formed and expanded in four 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 proposed legislation of May 5, 2005, Bill # 4047, will be revisited when the Senate reconvenes.
15. The OHS will continue the implementation of NHTSA's DWI Standards Assessment Program in a pilot county (Spartanburg) in the state of South Carolina. 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.
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:

Application Number:	2H06002C
Name of Applicant:	Pickens County Sheriff's Office
Project Title:	Alcohol Enforcement Program
Federal Recommended:	\$ 82,575
Match Recommended:	\$ 27,525

Total Amount Recommended: \$ 110,100
Funding Source: Section 164
Benefit: Local

Description of Problem. As described in the grant application, the Pickens County Sheriff's Office would need to "more than double sworn personnel" to meet the national average for police officers for rural counties, according to the 2002 edition of *Crime in the United States*. The lack of personnel, population growth, increased calls for service, and the fact that Pickens County ranks 18th in the state for fatal DUI collisions have highlighted the necessity for an Alcohol Enforcement Program. Additionally, the Sheriff's Office does not have educational programs in place to target young adults, the persons most likely to be involved in alcohol-related collisions. Both Clemson University and Southern Wesleyan University are within the jurisdiction of the Pickens County Sheriff's Office. Tri-County Technical College is located within a mile of the border of Pickens County. This presents a tremendous challenge to the Sheriff's Office in dealing with numerous students statistically at high risk for DUI-related collisions, injuries and fatalities.

Approach Proposed. The applicant will continue to employ a two-officer DUI Enforcement Unit trained in all aspects of DUI enforcement, from detection to court presentation. The officers, assigned full-time to the DUI Enforcement Unit, will increase DUI enforcement efforts through checkpoints and saturation patrols deployed based on statistical data regarding problem locations. The unit will also develop educational programs for targeted groups and offer to conduct training for Pickens County schools and businesses.

Description of Budget. The project will fund Personnel @ \$88,162 (includes salaries and fringe benefits for two [2] officers); Travel @ \$20,788 (includes in-state travel: mileage for enforcement/training; lodging, meals, and mileage for Project Management Course; mileage and meals to attend TSO Class); and Other @ \$1,150 (includes office supplies, VHS tapes, DVR-R's, and printed material).

Application Number: 2H06003N
Name of Applicant: Isle of Palms Police Department
Project Title: Traffic Enforcement Unit
Federal Recommended: \$ 54,584
Match Recommended: \$ 6,065
Total Amount Recommended: \$ 60,649
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the application, the City of Isle of Palms is a

barrier island situated to the east of Charleston, North Charleston, and other populated cities in the Tri-County area. It has been deemed the largest beach community in Charleston County. In 2004, the traffic count of persons entering the Isle of Palms exceeded 1,265,821. The city has experienced a significant increase in the total number of full-time residents, as well as visitors. The Isle of Palms Police Department answered 40,676 calls for service in 2004, which is an increase of 1,630 from 2003. In 2004, there were 101 collisions, with eight (8) resulting in injuries. There were 34 DUI arrests in 2004; however the police department is well aware that these statistics are extremely low when taking into consideration the number of people and the nature of their visits. The Isle of Palms realizes that, because the jurisdiction is a beach community, the problems with alcohol and drugs, more specifically DUI, will not decrease without specific enforcement intervention.

Approach Proposed. The project will hire an officer dedicated to enforcing traffic laws. The officer will work closely with other agencies from other jurisdictions and educate the citizens of the City of Isle of Palms regarding impaired driving and occupant protection. The Traffic Unit will specifically address alcohol countermeasures in order to reduce the overall number of traffic collisions.

Description of Budget. The project will fund Personnel @ \$39,617 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$530 (includes in-state mileage and per diem for officer training); Equipment @ \$14,817 (includes one [1] dual antenna radar; one [1] vehicle light package; one [1] laptop computer; one [1] handheld radio; one [1] in-car radio and one [1] in-car video camera); and Other @ \$5,685 (includes one [1] TV/VCR combination, one [1] digital camera; one [1] pair of impaired driving simulation goggles; one hundred [100] video tapes; one [1] flashlight; one [1] glass mount antenna; one [1] speaker with brackets; one [1] siren speaker; one [1] center console; office supplies; printed materials; one [1] passive alcohol sensor; road check signs and traffic cones).

Application Number:	2H06005C
Name of Applicant:	The County of Spartanburg
Project Title:	Spartanburg County DUI Task Force
Federal Recommended:	\$ 97,621
Match Recommended:	\$ 32,540
Total Amount Recommended:	\$ 130,161
Funding Source:	Section 164
Benefit:	Local

Description of Problem. As described in the grant application, over the past three years Spartanburg County has been one of the top five counties in the state for fatal traffic collisions. Additionally, the county experiences a significant number of alcohol/drug-related and speed-related fatalities (54 and 35 in the last three years, respectively), thus necessitating the increase of enforcement and education. The Sheriff's Office has averaged more than 114,000 service calls over the last three years. During this time, many deputies have volunteered off-duty time for proactive traffic enforcement duties, such as public safety checkpoints. In consideration of the above, the Spartanburg County Sheriff's Office has identified a substantial need to continue its current DUI enforcement unit.

Approach Proposed. The project will continue a DUI Task Force to reduce the number of impaired drivers in Spartanburg and surrounding counties, assist in securing convictions for repeat offenders, establish its presence in the county with highly visible checkpoints/saturation patrols, and build partnerships. Although the goal is predominantly to target impaired drivers and increase DUI arrests by 10%, emphasis will also be given to safety belt, child passenger

restraint and speeding violators. In addition to the DUI Task Force, a multi-jurisdictional task force will be continued with the Spartanburg Public Safety Department. Checkpoints and saturation patrols will be rotated between the agencies participating in the task force based on analysis of traffic crash and injury data.

Description of Budget. The project will fund Personnel @ \$111,922 (includes salaries and fringe benefits for three [3] deputy II traffic officers); Travel @ \$12,960 (includes in-state vehicle mileage for the three [3] grant-funded officers); and Other @ \$5,279 (includes educational materials, training and registration, three [3] walkie-talkie ear pieces, three [3] turbo flare kits, three [3] impaired driving simulation goggle kits, three [3] quickie cone sets, three [3] traffic law books, three [3] drug identification books and printed material).

Application Number:	2H06024C
Name of Applicant:	Seventh Judicial Circuit Solicitor's Office
Project Title:	DUI Prosecution Team
Federal Recommended:	\$ 44,803
Match Recommended:	\$ 44,803
Total Amount Recommended:	\$ 89,606
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, in the last five years, Spartanburg County has experienced one of the highest reported frequencies of alcohol-related traffic collisions. Spartanburg County ranked second in the state in 2004 for fatal DUI-related traffic crashes, with twenty-two (22). The SC Highway Patrol, the Spartanburg County Sheriff's Office and thirteen (13) smaller municipal or special- purpose police departments recorded more than five hundred (500) first-offense DUI arrests in Spartanburg County in each of the past three years, according to Spartanburg County Magistrate Court statistics. The Seventh Judicial Circuit Solicitor's Office, from 2001 to 2003, dismissed 148 DUI cases, because of evidentiary and officer availability problems. Because of Spartanburg County's population growth, DUI arrests have increased dramatically and caseloads have become unmanageable with the available personnel.

Approach Proposed. The project will continue utilizing the DUI Prosecution Team in the solicitor's office to focus on DUI cases and their companion cases. Because of the large caseload and backlog of DUI cases, the Spartanburg County Solicitor's Office has assigned repeat offender cases to the Assistant Solicitor. In changing the caseload responsibilities, it is the goal of the solicitor's office to reduce the large number of repeat offender cases that appear on the courts' dockets, while at the same time placing more value on securing DUI first-offense convictions. A paralegal is employed to assist the Assistant Solicitor in the development of case file tracking systems and general day-to-day activities

associated with trial advocacy. The Assistant Solicitor will also be responsible for working with the judges, clerks of court, and law enforcement officers on DUI-related cases.

Description of Budget. The project will fund Personnel @ \$85,730 (includes salaries and fringe benefits for one [1] Assistant Solicitor and one [1] paralegal); Travel @ \$1,464 (includes in-state lodging, mileage and per diem for training); and Other @ \$2,412 (includes office supplies, mobile phone service, and training/registration fees).

Application Number:	2H06025N
Name of Applicant:	Circle Park Behavioral Health Services
Project Title:	Florence County Alcohol Enforcement Project
Federal Recommended:	\$ 103,787
Match Recommended:	\$ 11,532
Total Amount Recommended:	\$ 115,319
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, Florence County has consistently been one of the top 10 counties experiencing the highest reported frequencies of alcohol-related collisions, injuries, and fatalities. Nearly half of all alcohol-related crashes and fatalities involve drivers 15 – 34 years of age, many of which are unaware of how alcohol affects the ability to operate a vehicle. Additionally, 25% of students report that they have ridden with someone who had been drinking in the last 12 months. Prosecutors and judges are not up to date on current alcohol abuse prevention and newly developed enforcement strategies. Similarly, law enforcement needs equipment, training, and the cooperation of other agencies to combat this problem.

Approach Proposed. The project will employ a Project Coordinator and an Administrative Assistant to orchestrate three educational initiatives designed to impact three distinct populations; 1) law enforcement officers who are assigned to patrol duty and have the greatest need for current information and technology on DUI detection and prosecution, 2) Magistrates and Solicitor’s Court where DUI first offense cases are prosecuted, and 3) high school and college-aged students who are the most likely to be involved in an alcohol-related collision. The project will utilize an essential coalition within Florence County referred to as the Community Safety Task Force, composed of members of the Coalition Board of Directors, community volunteers, and multi-jurisdictional law enforcement personnel to assist in this initiative.

Description of Budget. The project will fund Personnel @ \$81,838 (includes salaries and fringe benefits for one [1] Project Coordinator and one [1] Administrative Assistant); Contractual Services @ \$8,000 (includes media campaign, law enforcement training and judicial training); Travel @ \$3,615

(includes in-state mileage, lodging and per diem); and Other @ \$21,866 (includes office space rental; utilities; telephone, fax, internet; office equipment and repairs; office supplies; educational supplies; postage; printing and duplication; training and registration fees; and equipment for law enforcement checkpoints).

Application Number: 2H06026N
Name of Applicant: Tri-County Commission on Alcohol/ and Drug Abuse
Project Title: Orangeburg/Calhoun Alcohol Enforcement Team
Federal Recommended: \$ 155,194
Match Recommended: \$ 17,244
Total Amount Recommended: \$ 172,438
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, Calhoun and Orangeburg Counties are in the midlands of South Carolina with an unemployment rate of 10% in 2003. The two counties are home to over 105,000 people combined. There are many uninhabited areas and deserted country roads which youths use as “party spots,” as well as alternative routes for impaired drivers to avoid detection. Due to cutbacks in the SC Highway Patrol, the cities and municipalities have attempted to increase patrols where available. Unfortunately, alcohol-related collisions continue to increase, even as participation in programs, such as the Alcohol and Drug Safety Action Program (ADSAP), is declining significantly. In addition to the lack of available enforcement officers, the difficulty in prosecuting DUI cases has contributed to the growing problem.

Approach Proposed. The applicant will create an Orangeburg /Calhoun Alcohol Enforcement Team (OCAET) comprised of officers from local and county law enforcement agencies and the Project Coordinator from the Tri-County Commission on Alcohol and Drug Abuse (TCCADA). The TCCADA will contract with local police officers, to participate in OCAET, including increased DUI patrol, youth party patrol/dispersal, community education events, enforced alcohol compliance checks, safety/sobriety checkpoints, merchant education and casual site visits. Local law enforcement agencies will allow the officers to utilize their assigned patrol vehicles while working under contract with OCAET.

Description of Budget. The project will fund Personnel @ \$38,595 (includes salary and fringe benefits for one [1] Project Coordinator); Contractual Services @ \$87,000 (includes twelve [12] officers at fifteen [15] hours per week for twenty-four [24] weeks @ \$20/hr. and three [3] speakers/trainers to provide training events for the OCAET members); Travel @ \$5,343 (includes in-state automobile rental, vehicle mileage, and lodging and per diem for five [5] OCAET members to attend the OHS's Project Management School and a SC Highway Safety Conference); Equipment @ \$14,000 (includes seven [7] laptop computers); and Other @ \$27,500 (includes six [6] alcohol sensors, youth incentives, office supplies, copier, office space, merchant training and utilities).

Application Number:	2H06030C
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	Impaired Driving Countermeasures Program Management
Federal Recommended:	\$ 173,566
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 173,566
Funding Source:	Section 402
Benefit:	State

Description of Problem. As described in the application, driving under the influence of alcohol is one of the leading causes of injury crashes and fatal crashes in the state of South Carolina. From 1999-2003, driving under the influence of alcohol or drugs was the probable cause/primary contributing factor in 1,138 fatal collisions, resulting in the deaths of 1,245 persons. During this time period, a total of 23,423 alcohol-related collisions were reported with 18,534 persons injured. Additionally, 10,442 property-damage-only collisions were alcohol/drug related. Of the total 23,423 alcohol and drug-related collisions, 4.9% were fatal crashes, 50.1% were injury crashes and 44.6% were property-damage-only crashes. Youth involvement in alcohol-related crashes remains high, despite the Zero Tolerance Law for drivers under 21. Motor vehicle crashes are the primary cause of accidental death and injury in the US and in SC. Traffic collisions in SC during the last five calendar years have resulted in 265,838 injuries. If significant reductions in the number of traffic deaths and injuries and in the number of alcohol-related crashes are to be made, community involvement and participation in finding solutions is critical.

Motor vehicle crashes are the leading cause of death for persons of every age from 3 through 33 years old. While some progress has been made in reducing the number of

deaths and serious injuries on South Carolina's highways, the mileage death rate (MDR) continues to be above the national average. In 2004, the MDR was 2.1 deaths per 100 million miles traveled; nationally, the MDR was estimated at 1.48. This places South Carolina's MDR at 42% higher than the national average. In 2004, a traffic crash was reported in South Carolina every 4.8 minutes, with 110,029 crashes reported during the year.

Approach Proposed. The project will fund an Impaired Driving Countermeasures Program Manager to administer impaired driving countermeasures highway safety grants during the course of the grant year. Administration of grants includes oversight and monitoring of subgrantee projects, and provision of technical assistance to subgrantees. The Program Manager will be thoroughly familiar with the operations of each project funded in order to coordinate the statewide sustained DUI enforcement mobilization campaign. The Program Manager will also coordinate the implementation of recommendations resulting from the Statewide Alcohol Assessment conducted in 2002 and the Statewide Alcohol Symposium in 2003. This includes the continued implementation of the SC Impaired Driving Prevention Council (SCIDPC). The SCIDPC will continue to analyze the state's alcohol problems and continue to implement a strategic plan regarding how to address the problems. Individuals from a variety of agencies will continue to participate in scheduled meetings of the SCIDPC, including SCMADD, SC Commission on Prosecution Coordination, SC Department of Alcohol and Other Drug Abuse Services, SC Criminal Justice Academy, SC Department of Education, State Law Enforcement Division, SC Highway Patrol, State Transport Police, and local law enforcement agencies. Specialized equipment (the use of "BATmobiles", checkpoint equipment trailers, etc.) will be provided to the Law Enforcement Network participating agencies.

The Program Manager will also work toward the implementation of the state's year-long *Sober or Slammer!* Sustained DUI Enforcement Campaign. This campaign, launched as a result of the State of South Carolina being named a Strategic Evaluation State by the National Highway Traffic Safety Administration (NHTSA), will utilize our State impaired driving enforcement slogan, *Sober or Slammer!*, and the national slogan, *You Drink and Drive. You Lose.* The campaign will contain enforcement strategies that reflect the participation of the SC Highway Patrol/State Transport Police and law enforcement agencies that collectively serve at least 65% of the State's population, or that serve geographical subdivisions that account for at least 65% of the State's alcohol-related fatalities.

From the enforcement side, the *Sober or Slammer!* Sustained Enforcement Campaign will require certain specific elements:

- 1) A commitment from each participating law enforcement agency to conduct special impaired driving enforcement operations, such as

sobriety checkpoints, saturation patrols, enforcement zones, etc., during scheduled impaired driving crackdowns (local, state, or national) and sustained enforcement activities. Specifically, South Carolina has committed to participating in the national *You Drink and Drive. You Lose*. Crackdown during Labor Day 2006.

- 2) Law enforcement agency participation in this program is defined as follows:
 - a) Participation in the national crackdown by conducting special impaired driving enforcement operations on at least four nights during the Labor Day 2006 time period; and
 - b) Participation in sustained DUI enforcement by conducting at least one special impaired driving enforcement operation per month in high alcohol-related crash/fatalities locations in addition to any special enforcement operations the agency conducts during the national crackdown.

- 3) Enforcement activity must take place in the eighteen focus counties of Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter and York. It may take place in counties beyond these eighteen, but must take place in these eighteen.

Since high visibility enforcement is the core of this effort, the enforcement must be conducted in highly visible ways and will use adequate earned media (news releases, op-ed articles, press conferences, etc.) to focus public attention on the crackdowns and sustained enforcement activities.

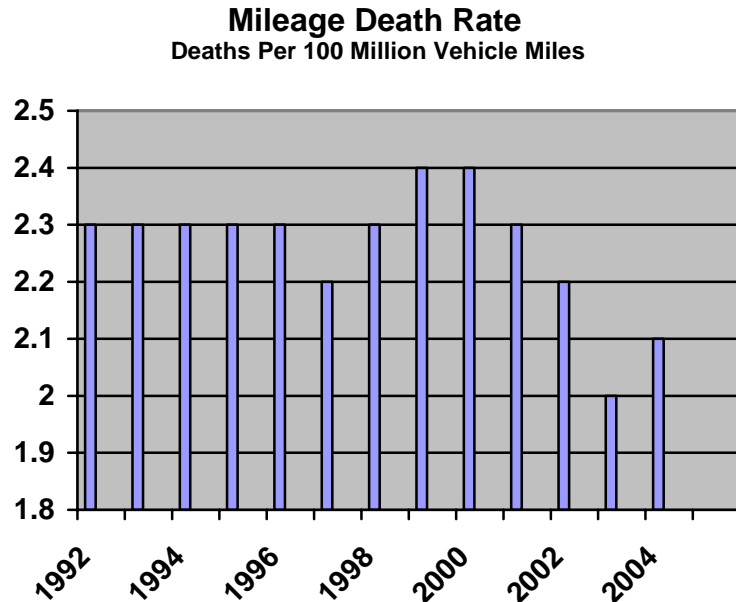
The Program Manager will also continue assisting in the development and implementation of the NHTSA DWI Standards Assessment Program and the NHTSA Drug Courts Program.

Description of Budget. The project will fund Personnel @ \$57,325 (includes salary and fringe benefits for one [1] program manager); Contractual Services @ \$100,000 (includes public information and education efforts to complement the SOS Labor Day campaign; Travel @ \$1,000 (includes lodging, meals, and transportation for in-state travel); and Other @ \$15,241 (includes indirect cost, meeting room costs, telephone, printing, postage, office supplies, tort insurance, copy equipment rental, and Enterprise Software maintenance).

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 2004 South Carolina Traffic Collision Fact Book, traffic collisions were responsible for 2.6 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 2004, the economic loss was estimated at \$2,620,000,000, a slight decrease over 2003.



The 2004 South Carolina Traffic Collision Fact Book indicates that there were 51,226 reported traffic injuries in 2004, compared to 51,267 in 2003. 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. This remains substantially higher (42%) than the national rate of 1.48. In addition, in 2004, a traffic crash was reported in South Carolina every 4.78 minutes, with 110,029 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 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 the 2004 South Carolina Traffic Collision Fact Book indicates that of the 237,643 occupants who were involved in traffic crashes (automobiles and trucks) and were restrained by safety belts, 223, or 0.1%, were killed and 1,952 sustained incapacitating injuries. Of the reported 13,781 unrestrained crash victims, 583, or 4.2%, were killed, and 1,219 sustained incapacitating injuries. **For CY 2004, there were 1,033 automobile and truck occupants totally ejected during crashes from the vehicles in which they were riding. Of those ejected, 229, or 22.2%, were killed. Of the 260,737 occupants not ejected, 553, or 0.2%, were killed. The percentage of fatalities suffered by ejected occupants was 111 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 1999-2004, 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 10% 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 2004, 10,474 children under the age of six were involved in traffic crashes. 10,334 of these were motor vehicle occupants and 9,769 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 313 drivers involved in fatal crashes; this is 24.6% of the total. In addition, NHTSA has reported that young black males are also at risk.

NATIONAL GOAL:

Increase seat belt use from 79% in 2003 to 81% by 2006.

REGIONAL GOAL:

Increase seat belt use from 74% in 2003 to 81% by 2006.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To increase safety belt usage rates from the current rate of 69.7% to at least 78% by the end of CY 2006 through the continued development and implementation of statewide occupant protection programs and the implementation of the State's primary safety belt legislation.
2. To reduce the MDR for children under the age of six by 10% by the end of CY 2006.

Long Range Goals (2006 - 2010):

1. To increase the statewide safety belt usage rate from 69.7% in 2004 to at least 85% by the end of CY 2010.
2. To reduce the MDR for children under the age of six by 30% by the end of CY 2010.
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 occupant protection projects.
4. The Office of Highway Safety Occupant Protection Program Planning and Strategy Document will be implemented. The document contains strategies and objectives for fulfilling this long range performance measure.

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 launch 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 becomes effective December 9, 2005. The educational strategies employed in this effort will inform citizens and visitors of the effective date of the law and emphasize the life-saving potential of the new legislation.
3. The Occupant Protection Program Manager, working with all funded projects, will plan and coordinate special public information events during Buckle Up, America! Week, National Child Passenger Safety Week, and any other national or regional traffic safety campaigns.
4. The Occupant Protection staff 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 in the Pee Dee region, focusing on 14-19

- year-olds, on child passenger safety and on the importance of buckling up. The existing program will continue coalition building through Memoranda of Agreement with law enforcement agencies, school districts, community leaders and faith-based organizations in the target area. Child safety seat clinics will be ongoing in the Pee Dee region.
8. The Pee Dee Safe Communities project will expand its efforts by reaching out to twenty (20) high schools located in Florence, Chesterfield, Darlington, Dillon, Horry, Marion, Marlboro and Williamsburg counties to provide educational projects in each school focusing on students aged 15-19. Presentations will be given relative to seat 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. A similar project will be implemented by Aiken County Safe Communities focusing on schools in Aiken, Allendale, Bamberg, Barnwell, Edgefield, Hampton, Lexington, and Orangeburg counties.
 9. Information encouraging compliance with the state's occupant protection laws will be disseminated through media advisories, alerts, press releases and other related publicity.
 10. 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.
 11. 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 seat belt and child restraint use among the state's minority populations.
 12. 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.
 13. The Program Manager will continue to be involved with the Hispanic Outreach Committee.

14.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:

Application Number: 2H06007C
Name of Applicant: Summerville Fire Department
Project Title: Child Restraint Fitting Station
Federal Recommended: \$ 1,730
Match Recommended: \$ 1,730
Total Amount Recommended: \$ 3,460
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 sixty (60) full-time firefighters working in three (3) fire stations. Among those firefighters, nine are certified as Child Passenger Safety Technicians. According to the applicant, the Department's Fitting Station averages two (2) 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 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 continue to have Fitting Stations operable throughout the week at all three (3) 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 Other @ \$3,460 (includes fifty [50] child restraint seats and eleven [11] Child Passenger Safety Technician recertifications).

Application Number: 2H06029C
Name of Applicant: SC Department of Public Safety: Office of Highway Safety
Project Title: Occupant Protection Program Management

Federal Recommended: \$ 217,662
Match Recommended: \$ -0-
Total Match Recommended: \$ 217,662
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. The rate in 2004 rose to 2.1 from a previous all-time low of 2.0 in 2003. Based on preliminary statistics, the MDR remains 42% above the national MDR of 1.48. In 2004, a traffic crash was reported in South Carolina every 4.8 minutes, with 108,886 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 65.7% during a statewide mobilization surrounding the Memorial Day holiday in 2004. Therefore, approximately 34.3% 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 2004, there were 1,029 automobile and truck occupants totally ejected from the vehicle in which they were riding during traffic crashes, and, of those, 228, or 22.2%, were killed. Of the 257,681 occupants not ejected, 546, or 0.2%, were killed. From 2000-2004, there were 3,969 fatalities in South Carolina in which the restraint use was known. Of this number, 65.3% were unrestrained.

For children 0-19, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. From calendar year 1999-2003, 55,679 children under six years of age were involved in traffic crashes in South Carolina. Of this number, 32,457 (58.3%) children were restrained by a federally approved child safety seat. An additional 20,362 (36.6%) were restrained with a safety belt or safety belt/shoulder harness combination. 2,860 (5.1%) were not restrained. During the five-year period, 67 children under the age of six were killed. Of those killed, 30 used no restraint, 37 used child safety seats, and 17 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 represents 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 increase safety belt 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 2005, and the *National Child Passenger Safety Awareness Week* in February 2005; 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 2005. The OPPM will continue to administer all 402 funded occupant protection programs and the 2003B grant funds. 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 the 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 continue to be assisted by the Occupant Protection Trainer, who will be responsible for conducting the above-referenced class. The OPPM and the OP Trainer 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, which includes a shift in direction for the program. 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 includes conducting at least two (2) Roundtable meetings during the course of the year to deal with safety belt and child passenger safety issues. The plan also includes the development of marketing strategies for OP efforts and increases the focus of the Occupant protection program more on safety belt usage issues.

Description of Budget. The project will fund Personnel @ \$100,320 (includes salaries and fringe benefits for one [1] occupant protection program manager and one [1] occupant protection trainer); Contractual Services @ \$55,000 (includes utilizing the services of the agency contractor to secure a research entity to conduct a statewide observational seat belt survey and to conduct a statewide Occupant Protection Assessment by NHTSA); Travel @ \$6,000 (includes in-state travel); and Other @ \$56,342 (includes indirect costs, postage/shipping, office supplies, telephone costs, printed materials, fifty [50] child safety seats, training

materials and supplies, copy equipment rental, Enterprise Software maintenance, tort insurance, and re-certification fees for SCHP Troopers to be trained as Child Passenger Safety Technicians).

Application Number: 2H06037C
Name of Applicant: SC Department of Health and Environmental Control
Project Title: Children Restrained Safely and Securely
Federal Recommended: \$ 149,657
Match Recommended: \$ -0-
Total Amount Recommended: \$ 149,657
Funding Source: Section 402; Section 2003b
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 2004, preliminary data indicate that 1,498 children less than six years of age were injured in car crashes in South Carolina, while thirteen (13) 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 and adults 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) and safety belt use issues. 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 forty (40) CPS presentations reaching an estimated one thousand (1,000) 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, conduct safety belt use surveys in the State's health districts, conduct educational presentations regarding the State's new primary enforcement safety belt legislation, support statewide and national seat belt and CPS emphases and conduct forty-eight (48) child safety seat check events.

Description of Budget. The project will fund Personnel @ \$111,387 (includes salaries and fringe benefits for three [3] Program Assistants); Travel @ \$5,070 (includes in-state mileage, lodging and per diem); and Other @ \$33,200 (includes shipping and storage, indirect costs and child safety booster and convertible seats).

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 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 2006.

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 76,000 crashes, including 254 fatal crashes and 21,217 injury crashes from 2000-2004. From 2000-2004, following too closely was the primary contributing factor in over 25,000 crashes, including 13 fatal crashes and 9,688 injury crashes. In addition, failure to yield the right of way caused nearly 90,000 crashes, including 407 fatal crashes and 28,824 injury-related crashes during the five-year period. From 2000-2004, disregarding signs/signals was the primary contributing factor in more than 28,000 crashes, including 226 fatal crashes and 11,734 injury crashes. Improper lane changes caused over 24,000 crashes, including 64 fatal crashes and 3,866 injury crashes. These reckless driving habits are the cause of a substantial number of traffic collisions. Law enforcement should take steps to prevent them 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 2004, resulting in 367 fatal crashes and 418 fatalities. From 2000-2004, more than 1,500 people were killed 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.

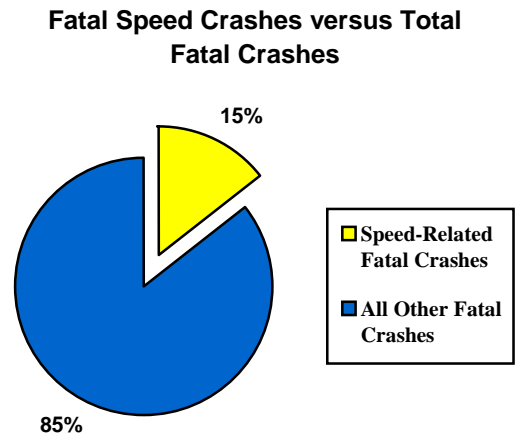
Traffic enforcement efforts in DUI detection, apprehension, and conviction can be enhanced through the use of up-to-date equipment. Most law enforcement agencies are in need of innovative equipment, such as the passive breath test devices and in-car video cameras, which enable the traffic officer to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

The State of South Carolina was recently named a Strategic Evaluation State for 2005-2006. As a result of being chosen as an SE State, South Carolina became eligible to receive funding from NHTSA to conduct a year-long high visibility enforcement campaign in an effort to improve the impaired driving situation in the state. The enforcement campaign must contain law enforcement strategies that reflect the participation of the SC Highway Patrol/State Transport Police and law enforcement agencies that collectively serve at least 65% of the State's population or that serve geographical subdivisions that account for at least 65% of the State's alcohol-related fatalities. For South Carolina the statistical analysis showed eighteen counties which met the above criteria; that is, these counties reflect approximately 69% of the State's population and 72% of the State's alcohol-related crash fatalities. The counties are Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter, and York.

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 primary contributing factors in fatal collisions in 2004 was speeding. Last year, speed-related crashes accounted for 14.8% (140) of all fatal crashes, and for 3% (945) 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 over 50 MPH a vehicle travels. 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 five-year period; however,



the problem is still significant and must be addressed through both enforcement and education efforts.

Because of the 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 2006 by 5%, as compared to CY 2005 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 2% during CY 2006, as compared to CY 2005 data.
3. To reduce the number of traffic collisions with a primary contributing factor of alcohol or drugs by 2% during CY 2006, as compared to CY 2005 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 2% during CY 2006, as compared to CY 2005 data.

Long Range Goals (2006 - 2010):

1. To reduce the number of traffic collisions reported on the state's streets and highways by 15% by the end of CY 2010.
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 2010.

3. To reduce the number of alcohol-related traffic crashes in South Carolina by 10% by the end of CY 2010.
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 2010.

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 eighteen counties identified as being high priority areas for 2006 include Abbeville, Aiken, Anderson, Berkeley, Charleston, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg, and York.
2. Law Enforcement Networks will continue to meet to share information among agencies and to disseminate information from the Office of Highway Safety.
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 2006.
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 problem of DUI 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 enforcement efforts.

7. Traffic safety enforcement units will be continued in three priority 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 emphasis and mobilization programs.
11. A new grant project will re-establish the Traffic Safety Officer curriculum in the state.

PROJECTS TO BE IMPLEMENTED:

Application Number:	2H06006C
Name of Applicant:	City of Rock Hill
Project Title:	City of Rock Hill Traffic Enforcement Unit
Federal Recommended:	\$ 90,738
Match Recommended:	\$ 30,246
Total Amount Recommended:	\$ 120,984
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the City of Rock Hill is located 25 miles south of Charlotte, North Carolina, which is one of the hottest growth spots in the southeastern United States. The City of Rock Hill's population grew from 36,394 residents in 1980 to 49,765 residents in 2000. The 2000 Census has predicted that by

2010, the city's population will reach 75,000. Last year, in the City of Rock Hill, 2,474 crashes were cited by the police with 5 resulting fatalities. There were 163 DUI citations and 2,452 speeding citations written. Because of the population growth, traffic violations/collisions, financial limitations, major roadway intersections and expenses, regional attractions, criminal activity and community concerns, the Rock Hill Police Department is challenged when trying to tackle the problems in its community and continue to support state and federal programs as well.

Approach Proposed. The project will continue a two-man Traffic Enforcement Unit to enforce all traffic laws through evaluation of high collision areas, patrolling roadways with heavy traffic flow, issuing citations for traffic violations and implementing traffic safety checkpoints and saturation efforts. The traffic officers will receive training necessary for the effective and aggressive enforcement of traffic laws. The officers will also serve as

members of the York County Multi-Jurisdictional Traffic Enforcement Unit and participate in county-wide implementation of traffic safety checkpoints and saturation efforts. 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. The project will reduce the number of traffic violations and incidents, while increasing DUI arrests.

Description of Budget. The project will fund Personnel @ \$77,296 (includes salaries and fringe benefits for two [2] Traffic Enforcement Unit officers); Travel @ \$43,388 (includes in-state vehicle mileage for patrolling and mileage and per diem for training for the grant-funded officers and out-of-state mileage, per diem and lodging for the officers to attend IPTM training courses); and Other @ \$300 (includes two hundred [200] VHS tapes and printed material).

Application Number:	2H06008C
Name of Applicant:	City of Darlington Police Department
Project Title:	Traffic Enforcement Program
Federal Recommended:	\$ 21,086
Match Recommended:	\$ 21,087
Total Amount Recommended:	\$ 42,173
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the application, the Darlington Police Department will continue the current full-time traffic unit. Three major highways run through Darlington's jurisdiction, and these highways bring in large volumes of traffic as motorists travel to 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. During the first three months of this year, there have been eight traffic fatalities in Darlington County; however none of those have occurred in the City of Darlington. The continuation of this grant will help ensure the City of Darlington continues to experience zero alcohol-related traffic fatalities.

Approach Proposed. The project will decrease crashes in Darlington by continuing a full-time traffic unit comprised of a sergeant who is already trained in traffic enforcement. In addition to saturation patrols and selective

enforcement, the officer will conduct checkpoints and traffic safety presentations. 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 @ \$41,333 (includes salary and fringe benefits for one [1] traffic sergeant; Travel @ \$150 (includes mileage for attending the OHS's Project Management Course and SC Highway Safety Conference); and Other @ \$690 (includes fifty [50] video tapes; nine volt batteries, photo copy paper, photo printer ink, CD-RW disks and printed material).

Application Number:	2H06010N
Name of Applicant:	Simpsonville Police Department
Project Title:	Simpsonville Traffic Enforcement
Federal Recommended:	\$ 50,472
Match Recommended:	\$ 5,608
Total Amount Recommended:	\$ 56,080
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 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 23,524 calls for service were received in 2004. This is a 65% increase for calls in two years. This increase of calls put 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 had 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, which now consists of two (2) members, has reduced the collisions in 2004 to 838, a 2.2% decrease. In May 2005, a third person is scheduled to join the team. This grant would allow for the addition of a fourth officer on this team, thus allowing for 24-hour coverage by the traffic enforcement team.

Approach Proposed. The project will provide a dedicated officer working traffic on all four shifts and have someone whose sole purpose is to enforce traffic laws and regulations. The project will do this by adding an additional officer to the established traffic enforcement team. 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 attain a 10% increase in traffic citations during the first year of grant activity. The project traffic team will present educational seminars in the local high school. The team will be able to conduct license checks and seat belt inspections. The officers will also be trained as Child Passenger Safety Technicians.

Description of Budget. The project will fund Personnel @ \$38,493 (includes salary and fringe benefits for one [1] Traffic Officer); Travel @ \$6,087 (includes in-state mileage and per diem); Equipment @ \$10,200 (includes one [1] dual antenna radar, one [1] in-car video camera, one [1] walkie-talkie, and one [1] laptop computer); and Other @ \$1,300 (includes one [1] mobile radio, one [1] printer and printed material).

Application Number:	2H06015C
Name of Applicant:	Town of Summerville
Project Title:	Traffic Enforcement Unit
Federal Recommended:	\$ 55,646
Match Recommended:	\$ 55,646
Total Amount Recommended:	\$ 111,292
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. In 2004, the grant-funded officers generated a 17% increase in citations for aggressive driving violations, a 41% increase in speeding violations, and a 91% increase in seatbelt and child restraint violations over against the previous year. The Town of Summerville also had zero fatalities in 2004, compared to seven in 2003.

Approach Proposed. The project will maintain the current two-member, full-time traffic unit. The officers will continue to 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.

Description of Budget. This project will fund Personnel @ \$81,440 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$26,112 (includes in-state vehicle mileage and out-of-state mileage, per diem and lodging for the officers to receive training at IPTM); and Other @ \$3,740 (includes one hundred fifty [150] video tapes, printed material, office supplies, and registration fees for two [2] IPTM courses).

Application Number:	2H06017C
Name of Applicant:	Richland County Sheriff's Department
Project Title:	Traffic Enforcement Division
Federal Recommended:	\$ 112,337
Match Recommended:	\$ 112,337
Total Amount Recommended:	\$ 224,674
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 eleven 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. The continuation of the current four-

man traffic unit would provide equipment, training, and personnel to educate the public about causative actions, followed up by proactive enforcement in designated areas.

Approach Proposed. The project will continue to fund its four-person Traffic Unit 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 at least 20 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 @ \$165,274 (includes salaries and fringe benefits for three [3] deputies and one [1] master deputy) and Travel @ \$59,400 (includes vehicle mileage).

Application Number:	2H06018N
Name of Applicant:	Clemson University Police Department
Project Title:	Traffic Awareness Partnership (C-TAP)
Federal Recommended:	\$ 63,518
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 63,518
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, Clemson University from 2001-2004 had an average enrolment of 17,026 students and an average of 4,494 employees. Pickens County, South Carolina has reflected the national trend of a very high traffic crash rate for young adult drivers. In South Carolina in 2003 persons between the ages of fifteen (15) and twenty-four (24) were involved in 27.1% of the traffic crashes that occurred in the state and 36.7% of the traffic crashes that occurred in Pickens County. Most of Clemson University's population falls within this age group. In fact, individuals 24 years of age or younger represent 97% of the undergraduates at Clemson University. The University sees a number of crashes involving young adults, with an average of 109 crashes each year between the years of 2001 and 2003. There has also been an increase in the number of alcohol arrests and medical calls within the university campus. The problem with Clemson University involves not only the

number of traffic crashes, but, more importantly, the lack of education among students and employees regarding traffic safety.

Approach Proposed. The project will hire a dedicated traffic officer for Clemson University. The officer will develop PowerPoint presentations relative to impaired driving, seatbelt use, child passenger safety, and other general traffic awareness topics. The officer will contact the Redfern Health Center about participating in the University's lifestyles program and other alcohol and drug-related programs to contribute awareness raising presentations to the students about driving under the influence of alcohol and other drugs. The officer will work with the campus residential department in setting up traffic safety programs for the freshmen and other students who live in dormitories on campus. The officer will also attempt to conduct educational presentations for off-campus students as well. The officer, working with the campus residential department, will conduct two dormitory meetings per month. The officer will obtain a central place on campus to have two meetings during the year for employees and students to attend. The officer will give a presentation and demonstration on installing and using child restraint systems and also give a presentation on seatbelt use. The officer will identify problem areas on campus and conduct enforcement activities in these areas while identifying drivers who are breaking SC motor vehicle laws. The officer will set up two high-profile safety checkpoints a year notifying the local and student media. The officer will participate in national and state-sponsored campaigns, as well as the 13th Judicial Circuit Law Enforcement Network. The officer will keep a daily log of all contacts, awareness programs conducted and enforcement.

Description of Budget. The project will fund Personnel @ \$47,269 (includes salary and fringe benefits for one [1] traffic officer; Travel @ \$5,385 (includes in-state mileage, lodging and per diem); Equipment @ \$9,271 (includes one [1] in-car video camera, one [1] dual antenna radar, one [1] data projector, and one [1] laptop computer); and Other @ \$1,593 (includes one [1] mobile radio, one [1] walkie-talkie, fifty [50] VHS tapes, office supplies, road check signs and printed material).

Application Number:	2H06020C
Name of Applicant:	City of North Charleston Police
Department	
Project Title:	North Charleston Traffic Enforcement
Program	
Federal Recommended:	\$ 135,379
Match Recommended:	\$ 45,127
Total Amount Recommended:	\$ 180,506
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the application, North Charleston is a thoroughfare for many tourist attractions and is a geographic center of major traffic arteries comprised of interstate and local system roadways for three counties with a combined population of over half a million people. North Charleston's population during the day grows to over 250,000 due to people that work and shop within the city. The continuous influx of business traffic is increased by the location of an international airport, a water port, a train station, a bus station, and a booming trucking industry, all within the municipal boundaries. In 2003, Charleston County was number one for traffic crashes with injuries and property-damage-only crashes in the state of South Carolina. North Charleston Police Department investigated 25% of Charleston County's total collisions (12,273). This was second only to the Charleston City Police Department. North Charleston's current population is estimated at over 82,000. The continuing growth of the City of North

Charleston creates an ever increasing demand for traffic services and enforcement. In 2003, North Charleston handled 3,148 collisions, including five (5) fatalities. This represents a 37% increase in two years. In 2004, North Charleston handled 8,007 traffic crashes, including nine (9) fatalities.

Approach Proposed. The project will maintain its current Traffic Unit. The unit will dedicate 100% of its time to traffic enforcement and public education. The team will go beyond traditional traffic policing strategies in order to make North Charleston streets safer for citizens and visitors. This project will create a team whose objective is to target areas with high crash numbers with selective enforcement. The team will also create a public awareness program and make presentations of this program to civic and school groups.

Description of Budget. The project will fund Personnel @ \$155,783 (includes salaries and fringe benefits for three [3] police officers); Travel @ \$15,223 (includes in-state vehicle mileage and mileage, per diem and lodging for attendance at the OHS's Project Management Course); Equipment @ \$6,000 (includes two [2] laptop computers); and Other @ \$3,500 (includes office supplies, printing and public education materials).

Application Number:	2H06022C
Name of Applicant:	City of Anderson Police Department
Project Title:	Multi-Jurisdictional Task Force Traffic Unit
Federal Recommended:	\$ 127,869
Match Recommended:	\$ 127,869
Total Amount Recommended:	\$ 255,738
Funding Source:	Section 402; Section 164
Benefit:	Local

Description of Problem. As described in the grant application, Anderson County consistently ranks in the top ten worst counties for persons killed in alcohol and drug-related traffic crashes in South Carolina and is usually ranked in the top five. In 2003, there was a 25% increase in fatal traffic crashes where DUI was the probable cause in Anderson County. The county ranked fifth worst for total number of fatal alcohol and drug-related crashes and seventh worst for total alcohol and drug-related crashes in 2003. During the six year period from 1998-

2003, 83 persons, including those killed in the city, died on the county's roadways in alcohol-related collisions. During 1999, 2000, 2001 2002, and 2003, Anderson County averaged between 63% (2000) and 83% (2002) more total crashes than the average for all other counties in the state. Furthermore, the total number of fatalities from crashes was well over twice the state's per county average for all of those years with the exception of 2002, which was slightly less than two times the per county average. In order to combat the traffic collisions and incidences of DUI in Anderson County, there is a need to continue the proactive multi-jurisdictional task force to aggressively educate the public and enforce traffic laws.

Approach Proposed. The project will maintain the current Multi-Jurisdictional Task Force Traffic Unit in Anderson County. The unit will consist of trained officers from Anderson Police Department, Pendleton Police Department, Honea Path Police Department, and Belton Police Department. All officers assigned to the unit will be properly trained in traffic enforcement. The officers will be formally introduced through a press conference and will conduct selective DUI enforcement, as well as checkpoints and educational presentations. Although all age groups will be targeted through the educational presentations, the team members will specifically focus educational efforts toward white males between the ages of 17-34, which is a group disproportionately represented in DUI crash statistics. A positive rapport with all media outlets will be maintained in order to ensure that the public is kept informed of the team's efforts to combat DUI. Besides ongoing multi-jurisdictional enforcement efforts, the unit will participate in statewide and national enforcement mobilizations.

Description of Budget. The project will fund: **Anderson Police Department** - Personnel @ \$86,220 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$11,732 (includes in-state mileage, lodging, and per diem and out-of-state mileage, lodging, and per diem for officers to attend an Alcohol Symposium); and Other @ \$8,140 (includes registration fees, advanced DUI detection training, cell phone service for two [2] officers, educational and printed materials, VHS tapes, and office supplies); **Belton Police Department** - Personnel @ \$42,254 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$5,988 (includes in-state mileage, lodging, and per diem and out-of-state mileage, lodging, and per diem for the officer to attend an Alcohol Symposium); and Other @ \$1,640 (includes registration fees, cell phone service for one [1] officer, VHS tapes, and office supplies); **Honea Path Police Department** - Personnel @ \$42,254 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$5,988 (includes in-state mileage, lodging, and per diem and out-of-state mileage, lodging, and per diem to attend an Alcohol Symposium); and Other @ \$1,640 (includes registration fees, cell phone service for one [1] officer, VHS tapes, and office supplies); **Pendleton Police Department** - Personnel @ \$42,254 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$5,988 (includes in-state mileage, lodging, and per diem and out-of-state mileage, lodging, and per diem to attend an Alcohol

Symposium); and Other @ \$1,640 (includes registration fees, cell phone service for one [1] officer, VHS tapes, and office supplies).

Application Number: 2H06032C
Name of Applicant: SC Department of Public Safety:
Office of Highway Safety
Project Title: Police Traffic Services Program Management
Federal Recommended: \$ 73,504
Match Recommended: \$ -0-
Total Amount Recommended: \$ 73,504
Funding Source: Section 402
Benefit: State

Description of Problem. As described in the grant application, according to preliminary statistics, South Carolina's mileage death rate (the number of traffic crashes per 100 million vehicle miles traveled) in 2004 was 2.1, while the national MDR remained at 1.48. This was an increase over the all-time low of 2.0 in 2003. While South Carolina showed an increase in traffic collisions in 2003, injuries and fatalities were down from 2002. In 2004, South Carolina experienced an additional decrease in the number of motor vehicle injuries, but showed an increase in fatalities by 9%. Traffic fatalities, crash-related injuries and total crashes decreased on South Carolina's roads from 2002 to 2003 (based on preliminary statistics). However, traffic fatalities increased from 2003 to 2004 by 9%, from 969 to 1,046, and collisions increased from 108,886 in 2003 to an estimated 109,786 in 2004. South Carolina's seat belt usage rate remains below the national average, with approximately 34% of South Carolinians still failing to comply with the state's safety belt law. Driving under the influence (DUI), and speeding remain leading primary contributing factors in crashes, while various aggressive driving behaviors continue to contribute to property damage and injury collisions statewide. There continues to be a need for statewide, coordinated law enforcement efforts to address the major violations causing traffic crashes in our state.

Traffic fatalities in the state increased 9% in 2004, from 969 in 2003 to 1,046 in 2004. Traffic-related injuries decreased by 1.6% from 2003 to 2004, from 51,267 to 50,464. Total crashes increased by 0.8% from 108,886 in 2003 to 109,786 in 2004. However, motor vehicle crashes remain the primary cause of accidental death and injury in the United States and in South Carolina. Traffic collisions in SC during the last five calendar years have resulted in 259,834 injuries. If significant reductions in the number of traffic deaths and injuries are to be made, community involvement and participation in funding solutions is critical.

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 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 new and 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 when and where crashes are occurring, 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 @ \$57,108 (includes salary and fringe benefits for one [1] PTS Program Manager); Travel @ \$1,000 (includes in-state lodging, per diem and mileage); and Other @ \$15,396 (includes indirect costs, office supplies, phone, postage, printing and duplication, educational materials, room rental and meeting costs, copy equipment rental, NCUTLO membership dues, Enterprise Software maintenance, and tort insurance).

Application Number:	2H06033N
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	Law Enforcement Coordination
Federal Recommended:	\$ 420,353
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 420,353
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 1.48. The State's MDR in 2004 was 2.1, 42% higher than the national MDR. In 2004, the State saw an increase in total collisions over 2003, from 108,886 in 2003 to 109,786 in 2004. The State also saw an increase in traffic-related fatalities, from 969 in 2003 to 1,046 in 2004. However, traffic-related injuries actually decreased in 2004 by 1.6% as measured against 2003, from 51,267 in

2003 to 50,464 in 2004. Unfortunately, the economic loss to the State resulting from traffic crashes remained more than \$2.3 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 2004, driving under the influence of alcohol or drugs was a contributing factor in more than 350 fatal collisions resulting in the deaths of more than 390 persons. In 2004, one traffic collision was reported every 4.8 minutes, one traffic death was reported every 8.6 hours, one non-fatal traffic injury was reported every 10.4 minutes and one property-damage-only collision was reported every 6.85 minutes. From 2000-2004, a total of 5,191 people died in South Carolina traffic collisions, and 259,834 people were injured in these crashes. Five counties in the State – Charleston, Richland, Greenville, Horry and Spartanburg – consistently experience the highest numbers of crashes statewide. Approximately 34% 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 Senior Law Enforcement Liaison (LEL) positions within the Office of Highway Safety. The Senior 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 campaigns. The project also will fund one Breath Alcohol Testing (BAT) mobile Coordinator, who will coordinate the use of the BATmobile units among state and local enforcement agencies in South Carolina and will also garner law enforcement support of and participation in statewide enforcement campaigns.

The project also will 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!/You Drink and Drive. You Lose. 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 16 networks correspond to the 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. The LELs will also be responsible for coordinating mini-grants provided to law enforcement agencies as a result of participation in the *Sober or Slammer!* Sustained DUI Enforcement Campaign.

Description of Budget. The project will fund Personnel @ \$205,645 (includes salaries and fringe benefits for two [2] Senior Law Enforcement Liaison positions and one [1] BATmobile Coordinator); Travel @ \$6,000 (includes in-state vehicle mileage, lodging and per diem for the three [3] grant-funded positions and vehicle mileage for the BATmobile units); Equipment @ \$2,600 (includes one [1] computer with 17" monitor and CD writer and one [1] printer); and Other @ \$206,108 (includes indirect costs, printing and duplication, phone, postage,

educational materials, room rental and meeting costs, copy equipment rental, Enterprise Software maintenance, tort insurance, Law Enforcement Network mini-grants, office supplies, and BATmobile maintenance).

Application Number: 2H06034N
Name of Applicant: SC Department of Public Safety: Criminal Justice Academy Division
Project Title: Traffic Safety Officer Program
Federal Recommended: \$ 327,197
Match Recommended: \$ -0-
Total Amount Recommended: \$ 327,197
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the application, the Criminal Justice Academy (CJA) 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 to 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 officers' 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 hire two Traffic Safety Officer Liaisons (TSO) 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 TSO's will instruct in specific areas of current traffic topics and issues. These individuals will develop traffic programs and initiatives to be presented around the state through the CJA Regional Training system.

Description of Budget. The project will fund Personnel @ \$159,600 (includes salaries and fringe benefits for two [2] Criminology Instructor IV positions); Contractual Services @ \$20,000 (includes TSO Awards Ceremony, Commercial Motor Vehicle Crash Investigation training and Motorcycle Crash Investigation training); Travel @ \$8,440 (includes in-state per diem and lodging and out-of-state airfare, per diem and lodging); Equipment @ \$89,200 (includes two [2] laptop computers with monitor, docking station and operating system; two [2] projectors with case; two [2] printers with network connection; speed measurement devices [two (2) each radar and LIDAR]; and twenty-one [21] Datamaster upgrades); and Other @ 49,957 (includes indirect costs, registration/tuition fees, TSO Awards certificates/materials, educational/training materials, educational/training classroom supplies, software, cell phones for two [2] instructors, print costs, and postage).

Application Number:	2H06038C
Name of Applicant:	Lancaster County Sheriff's Department
Project Title:	Traffic Enforcement Unit
Federal Recommended:	\$ 64,041
Match Recommended:	\$ 64,041
Total Amount Recommended:	\$ 128,082
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the application, Lancaster County, which borders the North Carolina state line, is experiencing growth in population, from 61,509 in 2002 to an estimated 62,220 in 2004. With the increased number of residents and businesses, vehicular and pedestrian traffic within the

county has increased, thus increasing traffic problems as a whole. The main thoroughfare that connects Lancaster County to neighboring North Carolina, Highway 521, is a four-lane highway. Statistical data shows that 40% of the traffic citations issued in Lancaster County are on Highway 521 and, of these citations, 48% have been for speeding. As a result of joint efforts with the South Carolina Highway Patrol and the Lancaster City Police, traffic crashes have decreased from 1,287 in 2003 to 1,243 for 2004, alcohol-related crashes have decreased from 105 in 2003 to 100 in 2004, and fatalities have decreased from 20 in 2003 to 17 in 2004. The Sheriff's Department has become more proactive in traffic enforcement, since there has been a dedicated traffic unit in place.

Approach Proposed. The project will maintain a traffic safety unit with two full-time traffic officers. The traffic officers will use a proactive approach towards traffic enforcement to reduce the number of crashes in pre-determined areas in the county. The Unit will increase the detection and apprehension of DUI and speeding violations. The unit will track, analyze and report conditions that were factors in the causes of traffic crashes. Officers will continue to take an active role in the community by making traffic safety presentations at local schools and civic groups, as well as participating in national highway safety initiatives.

Description of Budget. The project will fund Personnel @ \$90,866 (includes salaries and fringe benefits for one [1] traffic supervisor and one [1] traffic officer; Travel @ \$30,006 (includes mileage for the two grant-funded officers and

mileage, per diem and lodging for the two officers to attend a SC Highway Safety Conference; and Other @ \$7,210 (includes video tapes, office supplies, warning lights, stop sticks, traffic cones, road check signs, two [2] cell phones and printed material).

Application Number:	2H06039C
Name of Applicant:	City of Hanahan Police Department
Project Title:	Hanahan Police Traffic Safety Unit
Federal Recommended:	\$ 68,690
Match Recommended:	\$ 22,897
Total Amount Recommended:	\$ 91,587
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the application, the City of Hanahan is within close proximity to the cities of Goose Creek, North Charleston, and Charleston. This places the City of Hanahan in a geographic position that has a substantial number of people moving in, out, and around due to jobs, school, economics and travel. The large transient population means that the Hanahan Police Department serves a substantial number more that the actual resident population of 13,000. Traffic collisions within the City of Hanahan have steadily increased over the last ten years. In 1993, 130 collisions were investigated and, during 2004, 265 crashes were investigated. The effectiveness

of the first year grant has not yet been realized since funding for the Traffic Safety Unit began on February 1, 2005. However, the City of Hanahan has seen a substantial outpouring of excitement and goodwill from the community in support of the project.

Approach Proposed. The project will continue to fund two traffic officers to take an aggressive, comprehensive approach to the reduction of collisions by using tools such as education, enforcement, and investigation. Public safety checkpoints and traffic safety presentations will be utilized to further impact the community and reduce traffic collisions and fatalities.

Description of Budget. The project will fund Personnel @ \$72,131 (includes salaries and fringe benefits for two [2] traffic safety officers); Travel @ \$14,790 (includes in-state vehicle mileage; mileage, per diem, and lodging for TSO conference; and out-of-state mileage, per diem, and lodging for advanced traffic safety training); and Other @ \$4,666 (includes office supplies, cellular phone service for two [2] officers, printed material and training registration fees.)

Application Number:	2H06040C
Name of Applicant:	Spartanburg Public Safety Department
Project Title:	SPSD Traffic Enforcement with Multi-Jurisdictional Tasks with Spartanburg County Sheriff's Office
Federal Recommended:	\$ 39,761
Match Recommended:	\$ 13,253
Total Amount Recommended:	\$ 53,014
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the Spartanburg Public Safety Department Records Management reflects that there were 2,642 calls for service in 2004. The Spartanburg Public Safety Department traffic division has seen success over the past couple of years, but still needs to increase time devoted to traffic enforcement to reduce collisions and injuries. In 2003 there were 525 persons injured and 4 killed in traffic collisions in the City of Spartanburg. An analysis completed of 2002 traffic collisions in the City of Spartanburg found that the major cause was related to failure to yield right-of-way. While traffic enforcement has continued to be a priority for the City of Spartanburg, negative traffic statistics have not been drastically reduced. Also,

according to information from the South Carolina Traffic Collision Fact Book 2004, Spartanburg County ranks in 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 continue the employment of one [1] Traffic Enforcement Officer, who will continue to devote 100 percent of his time to traffic enforcement activities. Within 90 days of the grant receipt, a reciprocal agreement will be reviewed for needed changes and re-signed between the Spartanburg County Sheriff's Office and the Spartanburg Public Safety Department to allow for the operation and jurisdiction of the multi-agency task force. The project will conduct multi-agency enforcement activities beginning within the first 90 days of grant receipt. These types of enforcement activities will be held at least twice monthly and at a minimum of four days per month. During the grant period, the Spartanburg Public Safety Department will complete at least twelve educational programs regarding traffic safety issues.

Description of Budget. The project will fund Personnel @ \$50,733 (includes salary and fringe benefits for one [1] Traffic Enforcement Officer); Travel @ \$1,431 (includes in-state mileage, lodging and per diem); and Other @ \$850 (includes office supplies and printed material).

Application Number:	2H06044C
Name of Applicant:	Town of Mount Pleasant
Project Title:	Enhanced Traffic Enforcement Program
Federal Recommended:	\$ 67,094
Match Recommended:	\$ 22,364
Total Amount Recommended:	\$ 89,458
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 58,000. 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 2003, the Mount Pleasant Police Department investigated 2,398 vehicle collisions, compared to 2,077 in year 2002 and 1,853 in 2001, which represents a 28.1% increase in collisions over three years. 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 three years, the department has investigated fourteen motor vehicle fatalities.

Approach Proposed. The project will reduce vehicle collisions in Charleston County by maintaining a two-man Aggressive Driving Team within the Mount Pleasant Police Department. These officers will continue to 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 @ \$81,918 (includes salaries and fringe benefits for two [2] patrol officers); Travel @ \$7,440 (includes in-state patrol mileage); and other @ \$100 (includes printed materials).

Application Number:	2H06051C
Name of Applicant:	Laurens County Sheriff's Office
Project Title:	Traffic Death Prevention (TDP)
Federal Recommended:	\$ 64,405
Match Recommended:	\$ 21,468
Total Amount Recommended:	\$ 85,873
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, Laurens County is located in the upstate area of South Carolina adjacent to seven other counties, including Greenville, Spartanburg, Anderson, Abbeville, Union, Newberry, and Greenwood. The combined population of these counties is 1,027,141 (over 25% of the state's population). Many commuters from the surrounding counties and Laurens take advantage of the two major interstates (I-26 and I-385) and the more than fifteen major roadways that proceed into and through Laurens County, causing high levels of traffic incidents and speed-related collisions. Currently, Laurens County ranks within the top sixteen counties in the state regarding traffic-related fatalities and severe injury

crashes. In 2003, the county averaged one vehicle collision per 42 residents and one alcohol-related crash per 695 residents. Though the Laurens County Sheriff's Office currently has 56 full-time sworn deputies, the time each deputy can devote to traffic enforcement duties is severely limited. By continuing funding for the Traffic Death Prevention Unit, the Sheriff's Office will be able to make the county's roadways safer by reducing traffic crashes, increasing traffic enforcement efforts, conducting more public safety checkpoints, and educating the community on impaired driving and occupant protection issues.

Approach Proposed. The project will continue funding two deputies and initiate the goals and objectives of the Traffic Death Prevention (TDP) Unit. The grant-funded officers will maintain specialized training and receive certification in areas essential for traffic enforcement. The TDP Unit will conduct selective speed enforcement and DUI enforcement, as well as public safety checkpoints. The unit will aggressively patrol the county to detect DUI violators, speeding violations, moving and non-moving violations, and seatbelt and child restraint violations. The grant-funded officers will also educate the public on traffic safety by participating in a minimum of fifteen (15) traffic safety presentations. The officers will utilize DUI impairment simulation goggles as an educational tool for student presentations.

Description of Budget. The project will fund Personnel @ \$58,023 (includes salaries and fringe benefits for two [2] traffic deputies); Travel @ \$27,000 (includes vehicle mileage for the officers); and Other @ \$850 (includes one hundred [100] video tapes, office supplies and printed material).

Application Number: 2H06052N
Name of Applicant: Town of Moncks Corner
Project Title: All Roads Lead to a Safer Moncks Corner
Federal Recommended: \$ 106,755
Match Recommended: \$ 11,862
Total Amount Recommended: \$ 118,617
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, Moncks Corner is the county seat of Berkeley County, the largest county, in terms of land mass, in the state of South Carolina. Although the town has only 10,000 residents, the population increases from 7am to 9pm to approximately 25,000. Between 1999 and 2001, there was a 40% increase in total collisions in Berkeley County. Moncks Corner was a major contributor to the county's increases in fatal collisions and alcohol-related collisions, with 10% and 27% respectively. The Moncks Corner Police Department is a small department that has not grown in number of officers in ten years. With five schools within its jurisdiction and the fact that 15-19 year old drivers are contributing heavily to collisions, the Moncks Corner Police Department is understaffed for adequate law enforcement and preventative education.

Approach Proposed. The project will take every opportunity to actively engage the public in order to increase the traffic safety awareness necessary to reduce collisions within its jurisdiction. The Moncks Corner Police Department will join the jurisdictions of St. Stephen, Jamestown, Berkeley County, and Goose Creek to combine resources and target problem areas within the respective jurisdictions. The project will have a key element of traffic enforcement with citations being the primary penalty. Safety belt use will also be stressed and enforced. The grant officers will also work with coaches, driving instructors, and other school staff to educate and increase traffic safety awareness of young drivers. Additionally, the grant officers will use DUI simulation goggles along with golf carts to provide "hands on" experience to reach the youth population. This two-person team will organize its time between traffic enforcement and safety awareness.

Description of Budget. The project will fund Personnel @ \$89,314 (includes salaries and fringe benefits for two [2] traffic safety officers; Travel @ \$6,168 (includes in-state mileage, lodging and per diem for two [2] officers); Equipment @ \$16,765 (includes two [2] laptop computer, two [2] radar speed detection devices, two [2] in-car video cameras, and one [1] LCD projector; and Other @ \$6,370 (includes two [2] digital cameras, one [1] video camera, one [1] TV/VCR combination, office supplies, printing, one [1] pair of impairment simulation goggles, two [2] stop sticks, prevention materials, and two [2] training registration fees).

Application Number: 2H06053C
Name of Applicant: Town of Lexington Police Department
Project Title: Traffic Safety and Collision Reduction Project for the Town of Lexington
Federal Recommended: \$ 94,977
Match Recommended: \$ 31,659
Total Amount Recommended: \$ 126,636
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the Town of Lexington, the county seat, was rated as the fastest growing municipality in the state in 2003. A traffic enforcement unit was created in 2000, but with the lack of manpower and the continuing increase in calls for service, the Department has found it difficult to dedicate sufficient manpower to traffic enforcement during the hours of 6AM to 6PM, when 68% of all crashes occur in Lexington County. Despite the efforts of the Traffic Enforcement Unit, the number of total traffic collisions within the Town of Lexington has increased 48% over the last 3 years, from 842 in 2002 to 1,248 in 2004.

Approach Proposed. The project will continue the funding of two additional traffic officers during the peak traffic times when most collisions occur. The traffic enforcement unit will aggressively enforce speeding and speed-related violations occurring within the town, as well as safety belt and child safety seat violations. Along with traditional patrolling techniques, the unit will utilize more non-

traditional enforcement strategies, such as the utilization of dummy cars, undercover operations, daytime mini-checkpoints, multi-agency operations, the utilization of laser hand-held radars, and still/video surveillance equipment. The project will also develop and maintain programs that are designed to educate and inform the public of the dangers and consequences of the driving habits which cause the most traffic collisions.

Description of Budget. The project will fund Personnel @ \$104,596 (includes salaries and fringe benefits for two [2] traffic enforcement officers); Travel @ \$16,080 (includes in-state travel for officers' patrol mileage and out-of-state travel for lodging and per diem for officers to attend IPTM courses); and Other @ \$5,960 (includes office supplies, printed educational material, VHS video tapes, two [2] direct connect cellular service packages, two [2] advanced traffic course fees, and two [2] passive alcohol sensor flashlights).

Application Number:	2H06056N
Name of Applicant:	City of Columbia Police Department
Project Title:	Enhance Traffic Enforcement Unit
Federal Recommended:	\$ 133,358
Match Recommended:	\$ 14,817
Total Amount Recommended:	\$ 148,175
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the application, the City of Columbia contains an area of 139 square miles, which includes portions of 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 reflects a steady increase. The City averages twelve (12) collisions per day. As of March 2005, the City of Columbia Police Department has investigated five (5) fatal collisions. The current six-member Traffic Unit cannot maintain pace with Columbia's current size and future expansion. The increase of officers to the Columbia Police Department's Traffic Unit will allow for a systematic reduction of vehicle collisions, while minimizing personal injury, fatalities, and economic loss to the City.

Approach Proposed. The project will expand its current traffic unit by three members 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 emphasis. High visibility and enforcement at and near these 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 @ \$125,895 (includes salaries and fringe benefits for three [3] master police officers); Equipment @ \$14,916 (includes three [3] dual antenna radars and three [3] in-car video cameras); and Other @ \$7,364 (includes three [3] rechargeable lanterns, three

[3] 300-foot survey tape measures, resource materials, booth fees, office supplies, printing, three [3] stop sticks, three [3] digital cameras, and three hundred [300] VHS tapes).

Application Number: 2H06060N
Name of Applicant: SC Department of Public Safety: SC Highway Patrol Division
Project Title: Community Resource Officer Enhancements
Federal Recommended: \$ 41,400
Match Recommended: \$ -0-
Total Amount Recommended: \$ 41,400
Funding Source: Section 402
Benefit: State

Description of Problem. As described in the grant application, there are additional key issues that should be addressed by the SC Highway Patrol's Community Relations Officers (CROs), including Commercial Motor Vehicle Safety, presentations geared towards people aged 11-14, and, most importantly, the ability to inform and educate the Latino and other diverse communities about highway safety issues. The Latino community has tripled in South Carolina since 2000 to a population of about 100,000. Recent statistics indicate a strong need to educate these populations about highway safety issues, especially with regard to occupant protection and impaired driving. Additional funding for the enhancement of the CRO Highway Safety Curriculum would allow for broadening the efforts to educate all aspects of the state's population about the ever increasing importance of highway safety.

Approach Proposed. The project will contract with a Public Relations firm to enhance the SCHP's current curriculum program and develop new programs focusing on the state's diverse population groups.

Description of Budget. The project will fund Contractual Services @ \$40,000 to contract with a Public Relations firm to enhance the current curriculum program and develop new programs focusing on the state's diverse population groups; and Other @ \$1,400 (includes miscellaneous supplies and eight (8) roll carts).

Application Number: 2H06061N
Name of Applicant: SC Department of Public Safety: SC Highway Patrol Division
Project Title: SCHP's Median Barrier Speed Enforcement Plan
Federal Recommended: \$ 127,250
Match Recommended: \$ -0-
Total Amount Recommended: \$ 127,250
Funding Source: Section 402

Benefit:

State

Description of Problem. As described in the application, there is a significant speeding problem within the proximity of South Carolina's interstate median barriers. There were a total of 5,487 interstate median barrier collisions from 2001 through 2004. Driving too fast for conditions was the probable cause for 53% (2,897) of these collisions. In 2001, there were a total of 544 collisions, in 2003 1,766, and in 2004 1,814 total collisions. Of all the probable causes of interstate median barrier collisions from 2001 through 2004, speeding accounted for 11% of the fatal collisions, 43% of the injury collisions, 55% of the property-damage-only collisions, 53% of the total collisions, 9% of the persons killed, and 42% of the persons injured. As of March 9, 2005, there were 425 miles of interstate cable barrier across South Carolina. Although they have been especially helpful in preventing interstate crossover median collisions, they also present other enforcement concerns. Interstate barriers seal off the median and offer very few

directional breaks for law enforcement vehicles needing to enter the opposite lane of traffic. Troopers on both sides of the road must now be equipped with speed-measuring devices, because they no longer have the ability to patrol dual sides of the interstate. As a result, motorists have a decreased “perception of risk” with regards to speeding in proximity to barriers. Of the South Carolina Highway Patrol’s estimated 890 vehicles, only approximately 500 have dual antenna radar units.

Approach Proposed. The project will enhance the Highway Patrol’s ability to exercise proactive law enforcement measures to respond to unsafe vehicular activity. The project will issue a laser radar (LIDAR unit) to each troop to be utilized by troopers. The Office of Highway Safety has identified eighteen (18) counties which lead the state in at least four (4) of six (6) statistical categories regarding fatal and severe injury crashes. Four (4) dual antenna radar units will be distributed to each county, with the exception of Laurens and York, which will each receive three units. The SC Highway Patrol’s Crash Reduction Enforcement Program (CREP) methods and guidelines for implementation will be used. The median barrier program will be data-driven, extrapolating specific locations and time periods statistically shown to be major locations and time periods for collisions. The project will also focus on highway safety campaigns and include saturation patrols in its enforcement strategy.

Description of Budget. The project will fund Equipment @ \$127,250 (includes seven [7] LIDAR speed measuring devices and fifty [50] dual antenna radars).

ROADWAY SAFETY

Problem Analysis:

The South Carolina Department of Transportation (SCDOT) and the local political subdivisions operating statewide continue to apply engineering measures to assist in reducing the state's motor vehicle, pedestrian, and two-wheeled vehicle crashes, deaths, and injuries. Continued budgetary constraints on the national, state, and local levels have resulted in curtailment of new highway construction. The present roadway system is already in need of repair and must continue to accommodate an increasing traffic volume.

In 1999, SCDOT's construction agenda dramatically increased with the implementation of the "27 in 7" Program. The focus of this program is to make twenty-seven years of roadway repairs in seven years. The number of work zone crashes in South Carolina increased nearly 40% from 1998 to 2000. Statistics for 2001 showed a tremendous increase in work zone crashes. Due to changes in the reporting criteria, work zone fatalities for 2001 cannot be compared to previous years' data. Work zone fatalities in the state decreased from 23 in 2003 to 21 in 2004. Work zone crashes affect both the traveling public and SCDOT/contractor personnel working in construction and maintenance areas.

STATE PERFORMANCE GOALS:

Short Range Goal:

To reduce the number of Work Zone crashes by 10% during CY 2006, as compared to 2005 data, through public education, enforcement and worker training.

Long Range Goals (2006 - 2010):

1. To reduce the number of work zone crashes by 20% by CY 2010.

Performance Measure:

Data regarding work zone collisions will be compared with the previous year to determine if number and severity have decreased.

STRATEGIES:

1. The potential for traffic collisions in construction and maintenance work zones will be reduced through continued training in work zone operations, public information and education efforts and increased enforcement in

work zones by the SC Highway Patrol and Law Enforcement Network participants.

PROJECTS TO BE IMPLEMENTED:

Though no grant applications were received for FFY 2006 in the area of Roadway Safety, the OHS will continue to monitor Work Zone activities through partnering meetings with the SC Department of Transportation.

SAFE COMMUNITIES

Problem Analysis:

Over the past five years (CY 2000-2004) in South Carolina, there have been 531,563 reported traffic collisions resulting in 5,191 fatalities and 260,659 injuries. Many of these injuries represent extended rehabilitation care costs and loss of productivity. Fatalities are only a small part of the total injury picture. Each year, one in four Americans will have a potentially preventable injury serious enough to require medical care. In South Carolina medical care facilities are facing an economic crisis due to the cost of treating victims of emergency situations of which motor vehicle crashes are the largest source. For businesses, loss of productivity is a very real concern. The number of reported traffic collisions in South Carolina increased by 7.9% in 2004 over against 2003. In 2004 there were 946 fatal collisions, with 1,046 people killed, and there were 32,497 injury collisions, with 51,226 people injured. This is a 1.6% decrease in the number of people injured and an 8% decrease in the number of people killed in traffic collisions.

Motor vehicle injuries, in particular, are a leading cause of injury deaths for individuals in South Carolina. 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. There were 260,659 reported traffic injuries from 1999-2004. Traffic injury crashes increased by 0.4% in 2004 over against 2003. There was a 3.6% increase in traffic crash economic costs, from 2003 to 2004, resulting in a \$2.6 billion loss from traffic collisions. Traffic crashes contain a variety of components and causes. Pedestrians, motorcycles, bicycles, truck tractors, railway trains, school buses and SUV's are all part of the traffic crash picture. Alcohol, failure to use restraint, speed, and failure to yield right-of-way are all causes of deaths and injuries in collisions. Comprehensive traffic safety programs are designed to reduce and prevent these costs.

Currently in South Carolina, there are three Safe Communities programs funded through 402 funds. One project is located in Aiken County (through the Aiken Tri-Development Center). Although this program involves other safety issues, its continuing mission concentrates on two-wheel vehicle safety, pedestrian safety, youth traffic safety and senior driving issues. Another Safe Communities program is in Florence County implemented by Pee Dee Healthy Start, Inc. The mission of this program is to promote the reduction of traffic fatalities, collisions and injuries through public education and awareness campaigns which target aggressive driving, impaired driving, youth traffic safety issues and improper occupant protection. The third project is located in Anderson County (through the Anderson Area Medical Center). This Safe Communities Program will continue to focus on the reduction of crashes, injuries and fatalities, particularly involving alcohol or drugs, through education, DUI simulators, and the "Prom

Promise” program. The program also focuses on driving-related issues of drivers 50 and over.

Nine other counties have groups that function as Safe Communities: Greenville, Abbeville, Oconee, Lee, Charleston, Greenwood, Marion, Lancaster and Spartanburg. These groups have a variety of sponsoring agencies that include hospitals, DSN Boards, Alcohol and Drug Commissions, and Sheriff’s Offices. The coalitions headquartered in Greenwood and Charleston Counties are multi-county groups. Greenwood Cornerstone serves Greenwood, Edgefield, McCormick and Saluda Counties. Trident Community Health Partners serves Charleston, Berkeley, and Dorchester Counties. York, Laurens, Orangeburg and Cherokee Counties have taken initial steps to develop Safe Communities programs.

Target or At Risk Populations:

The target population of the Safe Communities programs will include all community residents, as well as those identified as over-represented in crashes, based on an examination of the data. Driving Under the Influence (DUI) continues to be a leading cause of fatal crashes. Counties with high numbers of alcohol-related crashes will receive priority attention. The community programs will bring together an array of community leaders from the areas of business, health professions, law enforcement, and local government to address their highway safety injury problems. The Network of Employers for Traffic Safety (NETS) will be used to target the driving populations for safety issues such as DUI prevention, driver inattention, aggressive driving, driver fatigue and the State’s new primary enforcement safety belt law.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To continue implementation and support of the three (3) Safe Communities programs identified as well as the nine (9) organizations with similar functions.
2. To reduce the MDR in the counties in which the three grant-funded Safe Communities programs are located by at least 5% by the end of CY 2006.

Long Range Goal (2006 - 2010):

To reduce the MDR in the counties in which the grant-funded Safe Communities programs are located by at least 15% by the end of 2010.

Performance Measures:

1. A list will be maintained of all active CTSP's/Safe Communities indicating coordinator, focus and funding sources.
2. The success of the established Safe Communities programs will be monitored on a quarterly basis.
3. Performance will be measured by reduction of fatalities, injuries and crashes within the communities. The CTSP coordinators will be tasked with monitoring the programs quarterly.

STRATEGIES:

1. Identified highway safety problems based on crash and injury data specific to each community will be addressed.
2. Local highway safety needs will be reviewed and prioritized.
3. Comprehensive plans will be developed that address specific activities for reducing the crash, fatality and injury rate for high-risk groups within each community.
4. A task force will be organized within the counties in which Safe Communities programs are operative which will include members from EMS, law enforcement, employers, education professionals, health care professionals, civic leaders and citizen groups.
5. The Pee Dee Safe Communities project will expand its efforts by reaching out to twenty (20) high schools located in Florence, Chesterfield, Darlington, Dillon, Horry, Marion, Marlboro and Williamsburg counties to provide educational projects in each school focusing on students aged 15-19. Presentations will be given relative to seat 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. A similar program will be implemented by the Aiken County Safe Communities program.
6. Specialized training for Safe Communities coordinators, local task force members, and prospective Safe Communities coalition members will be provided as needed by OHS program management staff.

Local Safe Communities training and plans for implementation will be monitored by OHS staff.

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.

The OHS will continue to promote and support the *Safety City* video series throughout the state. The series consists of six segments focusing on traffic signs and seat belts, railroad safety, fire safety and 911, bicycle safety, pedestrian safety, and school bus safety. Student activity materials accompany the video series and are designed for interactive use after video viewing. The material provides safety messages to children in kindergarten through first grade, but may be used for older students as well. The program is also available through the OHS Clearinghouse, and hard copies of the accompanying activity book are available through the resource area. The program was developed with grant funds in FFY 2001 and was a cooperative effort between the OHS and SC Educational Television.

PROJECTS TO BE IMPLEMENTED:

Application Number:	2H06001C
Name of Applicant:	Anderson Area Medical Center
Project Title:	Anderson County Safe Communities
Federal Recommended:	\$ 19,042
Match Recommended:	\$ 19,042
Total Amount Recommended:	\$ 38,084
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, from 1997-2004, 314 people were fatally injured on Anderson County's roadways. In the past several years the annual fatality total has exceeded those of much more populated areas, including Charleston and Lexington counties. In 2004, 56% of all fatal collisions involved alcohol. The motor vehicle crash fatality rate for Anderson County is 21.6, more than twice the target rate. Of particular concern is data that show teenagers being injured with alarming frequency. From 1997-2003, 1,684 drivers of high school age in Anderson County sustained crash injuries significant enough to necessitate a trip to a hospital emergency room. This represents 52% of crash-related injuries seen in the emergency room for all ages 0-17. During 2001-2002, local residents involved in crashes incurred more than \$6.7 million in emergency room charges. Of that amount, 20% is absorbed by the hospital, due to the clients' lack of ability to pay for the care. Another 10% is lost for Medicaid & Medicare clients. This does not include additional costs for extended stays, follow-up visits, rehabilitation or medications.

Approach Proposed. The project will continue the employment of a part-time Safe Communities Coordinator during the third year of project funding. The

Coordinator will continue assessment, surveillance, implementation, and evaluation focusing on the reduction of motor vehicle crash injuries and fatalities in Anderson County, with special emphasis on those involving alcohol and/or other drugs. The project will also use a Global Electric Motorcar (GEM), purchased by Anderson Area Medical Center, and Fatal Vision goggles for “hands on” DUI education for middle and high school students. This training will also reinforce occupant protection issues. In efforts to address driving issues for those 50 and over, the Project Director and Coordinator will host the American Association of Retired Persons (AARP) “55 Alive” course.

Other project activities include a coalition partnership to host “Safe Driving Day”, a combination of child passenger safety seat checks and vehicle safety checks, in addition to utilizing the GEM to illustrate traffic safety skills.

Description of Budget. The project will fund Personnel @ \$25,868 (includes salary and fringe benefits for one [1] half-time Safe Communities Coordinator); Contractual Services @ \$8,000 (includes monthly DUI prevention newspaper ads); Travel @ \$1,516 (includes in-state mileage and lodging for a SC Safety Conference and the OHS’s Project Management Course); and Other @ \$2,700 (includes Traffic Safety Skills Course signs and educational videos and literature).

Application Number:	2H06042C
Name of Applicant:	Pee Dee Healthy Start, Inc.
Project Title:	Pee Dee Safe Communities
Federal Recommended:	\$ 139,044
Match Recommended:	\$ 15,450
Total Amount Recommended:	\$ 154,494
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the Pee Dee Region of South Carolina continues to have a high number of traffic fatalities, injuries and collisions. The service delivery area of Pee Dee Healthy Start, Inc. includes Chesterfield, Darlington, Dillon, Florence, Horry, Marion, Marlboro and Williamsburg counties. In 2001-2003, Horry County ranked number four (4) among state counties in traffic collisions and number three (3) in traffic fatalities. In 2002 and 2003, Florence County ranked number six (6) and seven (7), respectively, in fatal motor vehicle crashes. In alcohol-related crash fatalities Horry County ranked number one (1) statewide in 2003 with thirty (30) alcohol-related crash fatalities. In the same year, Florence County had twelve (12) alcohol-related crash fatalities; Darlington County had ten (10), while Williamsburg County had nine (9). In 2003, Florence County ranked number seven (7) in total collisions and number six (6) in traffic crash fatalities. The applicant seeks funding to continue and expand a Safe Communities grant to provide a coordinated effort to increase public awareness and provide education

regarding highway collisions, injuries and fatalities in the agency's service delivery area.

Approach Proposed. The project will maintain a Safe Communities Program in Florence County by retaining a project administrator and clerical support. The project administrator will maintain the organization of the Safe Communities coalition established in 2003, consisting of a representative from each of the eight townships in Florence County. Current representation in the coalition involves law enforcement, EMS, fire departments, coroner's office, hospital, and the education area, as well as others. Local citizens representing community-based groups and organizations will be added to the coalition. The coalition will implement a public awareness and education campaign. Campaign activities will include presentations to schools, civic and fraternal groups, churches, and other organizations. The project will distribute printed materials about traffic safety issues and produce billboards with highway safety messages. The project will also continue to collect data regarding traffic collisions, fatalities, and alcohol-related crashes.

The project will expand its efforts by reaching out to twenty (20) high schools located in Florence, Chesterfield, Darlington, Dillon, Horry, Marion, Marlboro and Williamsburg counties to provide educational projects in each school focusing on students aged 15-19. Presentations will be given relative to seat 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.

Description of Budget. The project will fund Personnel @ \$91,226 (includes salaries and fringe benefits for one [1] Project Administrator and one [1] Program Assistant); Travel @ \$12,728 (includes in-state mileage, lodging and per diem); and Other @ \$50,540 (includes office rent, storage, public awareness campaign, program incentives, printed materials, postage, utilities, telephone/cell/internet, lease of a computer workstation and office 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 is currently utilizing available funding to implement key aspects of the plan in order to move the project forward. These key aspects involve 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. The addition of this strategic position should be a key to advancing this initiative. The Project Manager will work 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.

Long Range Goal (2006-2010):

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 2006 will be measured based on GartnerGroup's assessment document.

STRATEGIES:

1. The ITO division will continue, with the assistance of the Statistical Analysis Center of the OHS and the SCCATTS Project Manager, to implement the rollout phase of the SCCATTS project based on the previous work and assessment of GartnerGroup.
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. In order to continue growing the GIS functionality, it will be necessary to hire a GIS Analyst. This individual will develop methods to more efficiently disburse location data to federal, state, and municipal agencies. These methods will include web-based applications, files suitable for electronic transmission, and custom made paper maps. The GIS analyst will further develop the reporting and analysis procedures within the SCCATTS project. In addition, this person will coordinate with other state and municipal agencies to improve the baseline street data required to accurately map collisions for analysis.
4. Grant funding will be provided to fund a portion of a data collection project which must be implemented in the State to capture specific data on all traffic stops. This is an effort tied to the State's new primary enforcement safety belt legislation.

PROJECT TO BE IMPLEMENTED:

Application Number:

2H06031C

Name of Applicant:

SC Department of Public Safety: Office of Highway Safety

Project Title:	South Carolina Collision and Ticket Tracking System (SCCATTS)
Federal Recommended:	\$ 392,365
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 392,365
Funding Source:	Section 402
Benefit:	State

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 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 to 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 each 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 Manager 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 Manager will maintain familiarity with the total project in order to oversee properly the completed rollout of the effort. The Project Manager 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. The project will hire a Geographical Information Systems (GIS) Analyst to develop methods to more efficiently disburse location data to federal, state and municipal agencies. The methods will include web-based applications, files suitable for electronic transmission and custom-made paper maps. The GIS Analyst will further develop the reporting and analysis procedures within the SCCATTS project. Additionally, the GIS analyst will coordinate with other state and municipal agencies to improve the baseline street data required to accurately map collisions for analysis.

The project will continue to utilize the services of the state "Smart Person" contract to hire consultants for various aspects of the SCCATTS roll out to include: 1) continued development of the Gateway and Fatality Applications; 2) Geographic Information System (GIS) infrastructure and analysis to assess and document efficient ways to disburse location data to federal, state and municipal agencies; assess and document ways to coordinate with state and municipal governments to improve accuracy of baseline street data; and to assess and document the development of reporting and analysis procedures within SCCATTS; 3) TraCS (Traffic and Criminal Software) implementation; and 4) Data Improvements to include documenting the standards and the edits for receiving and storing Global Positioning System (GPS) coordinates; developing a contingent method to convert the on, to and from information into GPS coordinates for agencies not participating in the GPS program; assessing and documenting the various methods for automatically plotting the historical milepost data onto maps; assessing, documenting and implementing data reconciliation processes between the SCCATTS database and the SCDMV master file; assessing and documenting the accuracy of the SCCATTS data that is converted to GPS coordinates versus data derived directly from GPS devices; and assessing and documenting methods to improve the accuracy of GPS data received for law enforcement agencies.

The project will provide a measure of funding for a project to collect specific demographic data on traffic stops. The project is a requirement of the State's new primary safety belt law as an attempt to prevent differential enforcement.

Description of Budget. The project will fund Personnel @ \$120,268 (includes salaries and fringe benefits for one [1] SCCATTS Project Manager and one [1] GIS Analyst); Contractual Services @ \$225,000 (includes contracting with a firm to continue the development of the Gateway and Fatality applications, GIS Infrastructure and Analysis, TraCS, and Data Improvements and funding for the

development of a data collection piece for implementation of new safety belt legislation); Travel @ \$5,500 (includes in-state per diem, lodging, and transportation and out-of-state travel); and Other @ \$41,597 (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).

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 2004, there were a total of 1,740 crashes involving motorcycles in the state. Eighty-five of these crashes took the lives of 85 persons. A total of 1,607 persons were injured in these crashes. Over the past five years, motorcycle crashes have represented 1.42% of all crashes, 7.74% of all crash fatalities, and 2.64% of all crash injuries in South Carolina. The counties with the highest number of motorcycle crashes are Horry, Greenville, Charleston, Richland, and Spartanburg.

In 2004, there were 527 collisions involving bicycles. Twenty-one (21) persons were killed in the crashes, and 505 were injured. A total of 257 (47.6%) of the riders in crashes were over 30 years of age; 75 (13.9%) were between 12 and 15; 67 (12.4%) were between the ages of 21 and 30; and 54 (10%) were under ten years of age. Sixteen of the 21 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 459 (85%) of the cyclists involved in crashes were males; eighteen (18) of the twenty-one (21) bicycle fatalities were males.

The largest number of bicycle collisions occurs during the warm weather months. The three summer months accounted for 34.2% of all bicycle collisions. The vast majority (351/66.6%) of all bicycle collisions occurred during the day in clear or cloudy weather conditions, including eleven (11) of the twenty-one (21) fatal collisions. Most bicycle crashes occurred in the daylight hours; however, eight (8) of the twenty-one (21) fatal collisions (38%) occurred after dark.

There were 240 collisions involving mopeds reported during 2004. Five (5) persons were killed and 222 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 2006, as compared to CY 2005 data.
2. To reduce the motorcycle registration fatality rate by 10% by the end of CY 2006, as compared to CY 2005 data.
3. To reduce the motorcycle registration collision rate by 10% by the end of CY 2006, as compared to CY 2005 data.

Long Range Goals (CY 2006-2010):

1. To reduce the number of bicycle crashes by 7% by the end of CY 2010.
2. To reduce the motorcycle registration fatality rate by 30% by the end of CY 2010.
3. To reduce the motorcycle registration collision rate by 30% by the end of CY 2010.

Performance Measures:

1. Bicycle crash data will be compared with CY 2005 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 continue implementation of a grant project which focuses on motorcycle, bicycle, and pedestrian safety. The project will distribute, among motorcycle shops, brochures and posters about motorcycle safety. The project will conduct meetings with a total of one hundred (100) motorcyclists from Aiken County. The project will provide newsletters to church schools and businesses regarding two-wheeled, motorcycle, pedestrian and elderly traffic safety. The project will also conduct six (6) bicycle rodeos.
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 and CY 2005 will be continued in Horry County during the month of May 2006 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest).
5. A new grant project will provide motorcycle crash investigation training to SC Highway Patrol troopers and local law enforcement officers.

PROJECTS TO BE IMPLEMENTED:

There were no specific grants related to Two-Wheel Vehicle Safety approved for FFY 2006. However, there are components of currently approved grants that will continue to address Two-Wheel Vehicle Safety issues.

YOUTH ALCOHOL/YOUTH TRAFFIC SAFETY

Problem Analysis:

As with adults, South Carolina has a serious problem with Impaired Driving on our roadways. In 2004, there were 1,652 drivers between the ages of 15-24 involved in alcohol and/or drug-related crashes; of these drivers, 116 were involved in fatal crashes. In 2004, young drivers between the ages of 15-24 made up 26% of all drivers in alcohol and/or drug-related crashes. 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 15-20 numbered 702, or 42%, of the 1,652 alcohol and/or drug-related crashes involving individuals between the ages of 15-24. 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 2006, as compared with CY 2005 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 2006, as compared with CY 2005 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 2006, as compared with CY 2005 data.

Long Range Goals (2006 - 2010):

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 2010.
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 2010.
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 2010.

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, seat 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 has joined with 13 other states in the Strategic Evaluation States program. This program will be a year-long, high-visibility enforcement program targeting over 69% of the state's population and 72% of alcohol-related fatalities.

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 seat 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. A similar program will be implemented by the Florence Safe Communities organization.

PROJECT TO BE IMPLEMENTED:

Application Number:	2H06043N
Name of Applicant:	Tri-Development Center/Aiken County Board of Disabilities
Project Title:	Aiken County Safe Communities
Federal Recommended:	\$ 65,479
Match Recommended:	\$ 7,276
Total Amount Recommended:	\$ 72,755
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, in years 2001-2003 there were 440 traffic fatalities in the eight counties (Aiken, Allendale, Bamberg, Barnwell, Edgefield, Hampton, Lexington, and Orangeburg) on which this project will focus. This represents 14% of the total traffic fatalities (3,082) in the state during the three-year period. Preliminary figures for the year 2004 show that 170 traffic fatalities occurred in the eight counties where this project will focus. The estimated economic loss for the traffic crashes in the eight counties totaled more than \$986,200,000. A total of 268 persons under the age of 25 were killed in traffic collisions in 2003 in South Carolina, accounting for nearly 28% of the total number of persons killed. 2004 preliminary figures also show that, along with occupant protection being a problem in terms of numbers of individuals killed, alcohol and drugs were as well. Preliminary figures for CY 2004 indicate that, for the eight-county focus area of this grant, alcohol and drugs contributed to 54 fatal collisions resulting in 59 fatalities and 289 injury collisions resulting in 450 injuries.

Approach Proposed. The project will conduct training sessions at 28 targeted public schools in Aiken, Allendale, Bamberg, Barnwell, Edgefield, Hampton, Lexington, and Orangeburg counties. During the first year of this grant, meetings will be scheduled with participating school districts to discuss the proposed implementation of this project. The meetings will focus on the importance of seat

belt safety and the importance of avoiding the hazards of driving under the influence of intoxicating substances. Students will be offered incentives for agreeing to take a pledge to use seat belts while operating motor vehicles and requiring any passengers traveling with them to buckle up as well. The project will erect ribbon tree displays at participating high schools as a visual reminder to students of the number of traffic fatalities occurring in their respective counties during the course of the school year.

Description of Budget. The project will fund Personnel @ \$44,505 (includes salary and fringe benefits for one [1] Project Administrator); Travel @ \$5,350 (includes in-state mileage, lodging and per diem); and Other @ \$22,900 (includes office supplies and stationery, printed material, postage, student incentives, one [1] fax machine and ribbon tree and sign displays).