



**HIGHWAY SAFETY AND PERFORMANCE PLAN  
FFY 2007**

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

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## ATTACHMENTS

*Attachment 1: Roster of Applications Received for FFY 2007 Funding*

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*Attachment 3: Highway Cost Summary 217 Form*

*Attachment 4: Paid Media Summary FFY 2007*

## 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 2007 include: alcohol countermeasures, occupant protection, police traffic services (speed enforcement) and traffic records.** Other areas eligible for funding in FFY 2007 include: emergency medical services, motorcycle safety and pedestrian safety.

Legislatively mandated functions of the state highway safety program include:

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

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

Highway safety programs have been successful. In 1966, the motor vehicle death rate in South Carolina was 7.7 fatalities per 100 million vehicle miles of travel; in 2005, the rate, according to preliminary statistics, was 2.2 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 2005, 1,095 people were killed in South Carolina traffic crashes, or an average of 3 per day. There were 48,995 people injured in the state's 109,554 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 2007 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.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification,

in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

### Instructions for Lower Tier Certification

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

certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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**Governor's Representative for Highway Safety**

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**Date**

## **FFY 2007 PROCESS TO IDENTIFY SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS**

The Planning and Evaluation Manager of the OHS conducted a meeting with OHS Program Managers on October 31, 2005, to officially begin the Problem Identification process for FFY 2007. The meeting focused on informing the OHS Program Managers about issues relative to the Problem Identification process for FFY 2007. The staff was instructed to begin reviewing highway safety statistical information for the past three years in order to determine where the state stood in terms of negative traffic statistical trends. The staff was also challenged to begin project development efforts by determining the types of projects that would be appropriate for attacking the highway safety problems presenting themselves in the state of South Carolina. Staff was encouraged to review NHTSA's Traffic Safety Digest for best-practice project ideas and to draw from experiences and information gained at the 2005 Lifesavers Conference in Charlotte, NC. Staff was encouraged to prepare a brief presentation regarding the specific highway safety problems in each of their respective priority areas – Impaired Driving, Police Traffic Services and Occupant Protection – and to suggest five project ideas based on their research for a subsequent meeting which would take place at the end of November 2005.

A second Problem Identification meeting was held on November 30, 2005, which included OHS staff (Director, Assistant Director, Statistical Research Manager, Planning and Evaluation Manager, Law Enforcement Liaisons, and Program Managers), a representative from the SC Department of Transportation and a local representative of the Federal Highway Administration (FHWA). 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. 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, 2005, 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 federal partners. Priority areas for highway safety initiatives for FFY 2007 were tentatively adopted as Alcohol Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; and Traffic Records (Statewide Emphasis).

The OHS conducted another Problem Identification meeting on January 25, 2006 in Columbia, SC. Representatives from the OHS, the FHWA, NHTSA and the Federal



Motor Carriers Safety Administration (FMCSA) were in attendance. A presentation was made by Tami Upchurch (Statewide Overview) and significant discussion followed concerning the nature of the State's specific traffic safety problems. A consensus was reached regarding priority areas and counties. Priority funding areas were determined to be the following: alcohol countermeasures, occupant protection, police traffic services (speed enforcement) and traffic records (statewide emphasis). Two sets of priority counties were decided upon based on two respective areas, alcohol countermeasures and police traffic services (speed enforcement). Alcohol countermeasures priority counties are the following: Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter and York. Police traffic services (speed enforcement) priority counties are the following: Aiken, Anderson, Beaufort, Berkeley, Charleston, Colleton, Florence, Greenville, Horry, Laurens, Lexington, Orangeburg, Richland, Spartanburg and York.

Grant projects submitted for FFY 2007 which will impact the counties listed above will be given priority for federal funding.

It was the consensus of the OHS staff, based on the 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 2007 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.

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

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

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

## **OTHER PROGRAM AREAS FOR CONSIDERATION**

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

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

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

**It should be noted that for FFY 2007 no grant applications were approved in the following program areas: Emergency Medical Services, Motorcycle Safety or Pedestrian Safety.**

## **PROCESS FOR DEVELOPING FFY 2007 PROJECTS**

**Development of the Funding Guidelines.** With the completion of the Problem Identification process, staff developed the 2007 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 2007 Funding Guidelines, Page 33.). 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 2007 Funding Guidelines, Page 33). Grant projects submitted for FFY 2007 impacting counties listed below, which lead in the above-referenced statistical categories, will be given priority for federal funding.

**Impaired Driving: Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter and York.**

**Police Traffic Services/Speed Enforcement: Aiken, Anderson, Beaufort, Berkeley, Charleston, Colleton, Florence, Greenville, Horry, Laurens, Lexington, Orangeburg, Richland, Spartanburg and York.**

Grant projects from other counties which demonstrate a significant highway safety problem will also receive funding consideration. However, due to the severity of problems in the above counties, projects impacting these counties will be given priority consideration for funding.

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

**Solicitation Process.** Once the guidelines were completed, a letter was mailed on January 23, 2006, to more than 250 state and local law enforcement agencies, state agencies, school districts, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state referring them to the Office of Highway Safety web site at [www.scdps.org](http://www.scdps.org). The web site contained the complete Funding Guidelines document,

as well as an updated grant application and instructions for the preparation of the grant application document. The application deadline was Friday, April 7, 2006, 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 13, 2006. Workshops were held in Columbia at the SC Law Enforcement Officers Hall of Fame on February 14, 2006; in North Charleston at the North Charleston City Hall Council Chambers on February 15, 2006; in Greenville at the Greenville County Council Chambers on February 16, 2006; and in Florence at the Florence County Council Chambers on February 17, 2006. Collectively, approximately 100 individuals were in attendance. During the workshops, attendees were provided with an explanation of the highway safety problem in South Carolina; a description of the various program areas eligible for funding; an explanation of allowable costs; a description of the types of projects for which priority consideration would be given; a description of the criteria by which applications would be reviewed; specific instructions on the proper completion of the grant application form; and a presentation on how to write a winning grant proposal. The workshops included specific instructions on how to complete budget pages and a mini-course on how to write a grant proposal. Meeting participants came from across the state and represented all sectors of the highway safety community (engineering, education, enforcement, EMS, etc.). Participants were provided with sample, completed grant applications and other useful information to assist in the preparation of their applications.

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

The deadline for Highway Safety grant applications for FFY 2007 funding was Friday, April 7, 2006, at 5:00 p.m. Fifty (50) applications were received by the due date and time of April 7, 2006, at 5:00 PM. One grant application was received after the due date and time and was not considered as part of the grants review process. Office of Highway Safety (OHS) administrative staff assigned pre-application numbers to all applications received and routed copies of the applications received by the deadline to appropriate reviewers. The first stage of the review process involved the Director, Assistant Director, Planning and Evaluation Manager, and Program Managers for the Office of Highway Safety reviewing and discussing the applications submitted by the due date and time. The Senior Accountant and the Fiscal Technician assigned to the Highway Safety Program in the Grants Accounting Office provided financial review comments on all applications during the review sessions and at subsequent budget review meetings. The process was conducted May 2-4, 2006. **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 second stage of the review process was conducted on May 17, 2006.

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

1. The degree to which the proposal addressed a national or state identified problem area. **Primary consideration was granted to those projects which addressed major alcohol countermeasures, occupant protection, police traffic services/speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths and injuries during the last three years. The counties identified as being priority were:**

**Impaired Driving: Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter and York.**

**Police Traffic Services/Speed Enforcement: Aiken, Anderson, Beaufort, Berkeley, Charleston, Colleton, Florence, Greenville, Horry, Laurens, Lexington, Orangeburg, 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 2-4, 2006. 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 May 17, 2006. 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 May 2006.

**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.

**The priority order for Highway Safety grant applications recommended for funding by Highway Safety staff is seen in Attachment 2, which also includes internal grant applications recommended for approval and applications not recommended for funding. Based upon the anticipated FFY 2007 appropriation for Section 402 funds, anticipated carry-forward funds from FFY 2006 grants, as well as additional federal funding available and/or anticipated (Section 405, Section 406, Section 408, Section 410, Section 2010, Section 2011 and NHTSA/NAPC grant funding), it is expected that a majority of the grant applications recommended for funding approval and approved by the Council will receive funding at some point during FFY 2007. 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 2007, those grant proposals which were approved will be considered for funding. The grant proposals will be considered in the order in which they are listed; however, earmarked funds, the applicant's interest/ability in implementing the grant, and the amount of funds available are factors which may alter the priority in which projects are funded and the amount of the Grant Award (e.g., the total grant award received by an applicant may be decreased from the amount recommended in this document in order to adjust to a shorter grant period instead of the typical 12-month grant period.).**

The HSPP for FFY 2007 is the basis for federal funding support and is submitted as a single document to federal authorities. Upon receipt of the FFY 2007 Obligation Limitation, grant awards will be issued to those applicants approved through this process.

## **PROCESS FOR ESTABLISHING PERFORMANCE GOALS**

After the problem identification process was complete, Program Managers and the Planning and Evaluation Manager reviewed all the information compiled for their specific areas of responsibility, including statistical information and funding priorities established for FFY 2007. 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 2007 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 2007; new long-term goals were also established to reflect the period of CY 2007 to 2011.
6. Established a baseline from which progress would be measured; 2006 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 2007.

## **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 2007 by 5%, as compared to CY 2006 data.
2. To reduce the mileage death rate (MDR) of the State during CY 2007 by 5%, as compared to CY 2006 data.
3. To reduce the mileage injury rate (MIR) of the State during CY 2007 by 5%, as compared to CY 2006 data.

### **Long Range Goals (2007 - 2011):**

1. To reduce the number of traffic crashes reported by 15% by the end of CY 2011.
2. To reduce the State's mileage death rate (MDR) by 15% by the end of CY 2011.
3. To reduce the State's mileage injury rate (MIR) by 15% by the end of CY 2011.

**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 continue to educate and inform the citizenry of the state and its visitors about the state's primary enforcement safety belt law. The legislation became effective December 9, 2005. The educational strategies employed in this effort will inform citizens and visitors of the law and emphasize the life-saving potential of the legislation.

Staff will also continue the *Sober or Slammer!* (SOS) sustained impaired driving enforcement campaign on a statewide level; however, the strategies associated with the campaign will differ from previous years. The campaign will continue to feature 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, however, feature two major DUI enforcement crackdowns during Christmas/New Year's 2006-2007 and Labor Day 2007 holiday periods. The campaign will have a statewide reach, but will expend significant effort and focus in the eighteen impaired driving priority 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* and *Hands Across the Border*).

All major mobilization emphases of the OHS will include diversity outreach components in order to focus on the diverse population of the state and to reach out specifically to African American and Hispanic citizens in seeking their support and assistance in delivering highway safety messages to all citizens and visitors of the state.

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 2007 highway safety projects.
8. The OHS will maintain a clearinghouse, which includes a variety of educational videos related to highway safety. The clearinghouse will make its informational materials and services available to law enforcement agencies, schools, highway safety advocates, and other highway safety stakeholders to promote highway safety throughout the state of South Carolina.

9. The OHS will conduct a Memorial Service for Highway Fatality Victims of 2006 during the early spring of 2007. 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 2007. 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 2007 which will focus on specific locations and times which have a high occurrence of motorcycle crashes, injuries and fatalities. This campaign will target the months of the year and locations in which significant motorcycle rallies occur in the state.
14. The Office of Highway Safety will also provide funding and coordination for a Highway Safety booth/display to be used at various statewide events, including the SC State Fair.
15. The Office of Highway Safety will work through its agency Contractor to negotiate with a local radio station to develop a series of Teen Forum radio shows to be aired throughout the State from local high schools featuring high school students discussing a variety of highway safety issues.
16. The Office of Highway Safety will continue a project begun in FFY 2006 utilizing paid advertising of highway safety messages at major college sports venues in the State and featuring college football head coaches.

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

**PROJECTS TO BE IMPLEMENTED:**

<b>Grant Number:</b>	2H07001
<b>Name of Applicant:</b>	SC Department of Public Safety: Office of Highway Safety
<b>Project Title:</b>	Highway Safety Planning and Administration
<b>Federal Recommended:</b>	\$ 247,837
<b>Match Recommended:</b>	\$ 247,837
<b>Total Amount Recommended:</b>	\$ 495,674
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	State

**Description of Problem.** As indicated in the grant application, preliminary statistics for South Carolina during 2005 indicate that 110,850 traffic collisions were reported. This is a 0.75% increase from 2004 totals, when 110,029 collisions were reported. Collisions in the year 2005 resulted in 1,093 fatalities and 48,993 non-fatal injuries. The number of traffic deaths was 4.5% higher than in 2004, when 1,046 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. One (1) Business Manager position is also needed to deal with a myriad of funding and procurement issues relative to highway safety grants and mobilization campaigns.

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

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

OHS staff members and support staff within the OHS 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 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 also includes the responsibility for coordinating and evaluating the highway safety efforts among the various agencies throughout the state. The goal is to generate a 5% reduction in the number of traffic collisions, injuries, and fatalities during the grant period.

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

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



Project Management Course will be held for new subgrantees and planned for the month of October 2006. 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 2008 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 2008 based on available data. Once priorities are determined, service gaps identified, and high need geographic areas are determined, the FFY 2008 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.

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

**Description of Budget.** The project will fund Personnel @ \$426,160 (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], one [1] administrative assistant and one [1] business manager); Travel @ \$2,000 (includes in-state and out-of-state travel and subsistence for the SC Public Safety Coordinating Council); Equipment @ \$2,300 (includes one [1] laptop computer with docking station for the business manager position); and Other @ \$65,214 (includes printing, postage,

telephone, supplies, indirect cost, Enterprise Software maintenance, mini USB flash drive, one [1] printer and tort insurance).

<b>Grant Number:</b>	2H07004
<b>Name of Applicant:</b>	SC Department of Public Safety: Office of Highway Safety
<b>Project Title:</b>	Public Information, Outreach, and Training
<b>Federal Recommended:</b>	\$ 347,794
<b>Match Recommended:</b>	\$ -0-
<b>Total Amount Recommended:</b>	\$ 347,794
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	State

**Description of Problem.** As indicated in the application, South Carolina remains one of the top five states in the nation in the severity of its motor vehicle crashes, as evidenced by statistical data. The state must provide funding for projects that will attempt to impact the negative traffic statistics that are adversely affecting South Carolina's citizens. South Carolina's average mileage death rate (MDR) for the last five years, 2.2, is 49% 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 deterred many projects from being successfully implemented. The continuation and expansion of specialized training programs and attendance at highway safety-related meetings and conferences are crucial elements in keeping highway safety professionals and local project personnel abreast of new technology and innovative programs which may be utilized to combat the state's severe traffic crash problem.

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

**Approach Proposed.** The project will upgrade the quality of highway safety efforts in the state of South Carolina utilizing a multi-faceted approach. The project will retain the services of a Public Affairs Manager to assist a paid Coordinator in the development of statewide enforcement campaigns, such as *Buckle up, South Carolina. It's the law and it's enforced.* and *Sober or Slammer!/Drunk Driving. Over the Limit. Under Arrest.* Campaigns and 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 and increase safety belt and child restraint usage. Funding for the campaigns will come from other National Highway Traffic Safety Administration funds.

The project will also develop a Statewide Highway Safety Conference and Highway Safety Awards Ceremony, a motorcycle safety campaign, the 2006 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 2007 highway safety projects. The project will also seek to receive solicitations for the use of grant funds for specialized training and conferences from a variety of highway safety professionals (law enforcement, judiciary, subgrantees, OHS staff, etc.) throughout the state. This will allow highway safety stakeholders to have access to cutting-edge training opportunities around the nation in the arena of highway safety. The grant will also provide funding and coordination for a Highway Safety booth/display at various statewide events, an OHS calendar and newsletter, and significant project development activities to attempt to secure higher quality grant applications and projects. The Public Affairs Manager will be involved in any and all special projects efforts of the OHS.

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

**Description of Budget.** The project will fund Personnel @ \$63,399 (includes salary and fringe benefits for one [1] Public Affairs Manager); Contractual Services @ \$200,000 (includes utilizing SCDPS Contractor for a Statewide Highway Safety Conference and Highway Safety Awards Ceremony, a motorcycle safety campaign, the 2006 Annual Victims' Memorial Service, SC State Fair and additional highway safety-related events); Travel @ \$30,000 (includes in-state and out-of-state travel for highway safety-related workshops and conferences); and Other @ \$54,395 (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:**

Statistics from the SC Department of Public Safety's (SCDPS) Statistical Analysis Center indicate that there were 4,733 alcohol-related crashes in the state in 2004. There were 408 fatal crashes that were alcohol-related, resulting in the deaths of 459 people. Of the 4,733 alcohol-related crashes, 2,302 were injury crashes resulting in 3,587 injuries. The term "alcohol-related crash" encompasses crashes with DUI as a factor, impaired pedestrians or bicyclists, and the occasional impaired passenger who causes a crash. In order to establish goals for preventing DUI, it is necessary to determine the number of alcohol-related crashes caused by drinking and driving. DUI alone was a contributing factor in 367 fatal crashes in 2004, resulting in the deaths of 428 persons. DUI continues to be the number one contributing factor in fatal crashes in South Carolina. The contributing factor of Too Fast for Conditions is the second most common contributing factor with 284 crashes and 308 fatalities.

Strong efforts continue to increase BAC level reporting for drivers involved in fatal crashes. According to data from the Fatality Analysis Reporting System (FARS), South Carolina's percentage of known BAC levels for drivers in fatal crashes was 37.6% in 2004. This is a 1.4% increase over the percentage for 2003. There was a total of 1,349 drivers involved in fatal crashes in South Carolina during 2004. According to the National Highway Traffic Safety Administration (NHTSA)'s National Center for Statistics and Analysis, 966 had a .00 BAC level for these drivers, 48 drivers tested between .01 and .07, and 335 tested .08 or greater. This means that 25% of all drivers in fatal crashes were legally impaired at the time of the crash. This represents an improvement over 2003, when 28% of all drivers in fatal crashes were legally drunk.

During the five-year period 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 by state drivers in 2004, Abbeville, Edgefield, 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.

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 aged 15-24 (most of whom are not allowed legally to purchase, possess or consume alcoholic beverages), totaling 5,107, followed by drivers aged 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 aged 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 State's total population.

**NATIONAL GOAL:**

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

**REGIONAL GOAL:**

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

**STATE PERFORMANCE GOALS:**

**Short Range Goals:**

1. To reduce the alcohol-related crash MDR by 10% by the end of CY 2007, as compared to CY 2006 data.
2. To reduce the alcohol-related crash MIR by 10% by the end of CY 2007, as compared to CY 2006 data.
3. To reduce the involvement of drivers aged 25-34 in alcohol-related crashes by 3% by the end of CY 2007, as compared to CY 2006 data.
4. To increase conviction rates by the DUI special prosecutor in Spartanburg County by 5% by the end of CY 2007, as compared to CY 2006.
5. To increase the level of BAC reporting on fatalities from coroners by 10% by the end of CY 2007, as compared to CY 2006.

**Long Range Goals (CY 2007 – CY 2011):**

1. To reduce the alcohol-related crash MDR by 30% by CY 2011.
2. To reduce the alcohol-related crash MIR by 30% by CY 2011.
3. To reduce the involvement of drivers aged 25-34 in alcohol-related crashes by 5% by the end of CY 2011.

**Performance Measures:**

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

**STRATEGIES:**

1. A statewide sustained DUI campaign (*Sober or Slammer!*) will continue combining enforcement, education, media, and diversity outreach components to attempt to reduce alcohol-related crashes, injuries, and fatalities in the state. The campaign will feature enforcement crackdowns during the Labor Day holidays of 2007 and the Christmas/New Year's holidays of 2006 and 2007 utilizing saturation patrols and sobriety checkpoints, along with the utilization of the State's two Breath Alcohol Testing (BAT) mobile units, as key enforcement strategies. The campaign, though implemented statewide, will focus on counties shown statistically to have significant problems with alcohol-related crashes, injuries and fatalities. South Carolina will use a similar strategy as employed in last year's Strategic Evaluation States initiative with this high-visibility DUI enforcement initiative. The campaign will work through the SC Law Enforcement Network system. Participating agencies will conduct four nights of DUI enforcement activity (checkpoints and saturation patrols) over the two-week crackdown periods in addition to regular twice-monthly specialized DUI enforcement activity. Reporting and evaluation will be key components within this initiative. Participation with state and federal initiatives, along with proven reduction of impaired driving collisions, will earn law enforcement agencies statewide a chance to win one of six equipped law enforcement vehicles. The OHS will fund these enforcement activities with Section 402 funding, available Section 410 funding, if awarded, and a portion of the State's Section 406 award, as agreed upon by the Director of the SC Department of Public Safety and the Executive Director of the SC Department of Transportation.

2. The OHS will utilize a portion of its Section 406 grant award, as agreed upon by the Director of the SC Department of Public Safety and the Executive Director of the SC Department of Transportation, to purchase in-car video cameras for law enforcement agencies not currently equipped with these enforcement devices. This strategy will reduce the potential for racial profiling in traffic enforcement initiatives and improve the capability of the State's law enforcement officers to conduct effective impaired driving enforcement.
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. Though the Spartanburg Solicitor's Office in Spartanburg, South Carolina will spearhead the initiative, the OHS monitor and assist with the implementation of NHTSA's DWI Standards Assessment Program. The OHS will also, utilizing assistance from NHTSA Southeast Region staff, continue to attempt to increase the presence of DUI/Drug Courts in the state of South Carolina as yet another DUI countermeasure. Currently, training for Charleston County is scheduled between February and November of 2007.
16. The OHS will schedule the use of two breath alcohol testing (BAT) mobiles purchased during FFY 2004. The vehicles will be available to state and local law enforcement agencies and Law Enforcement Networks around the state for DUI enforcement activities. Law Enforcement Liaisons will coordinate the scheduling for the use of the vehicles. The OHS will attempt to secure media attention for the use of these enforcement vehicles, and Law Enforcement Liaisons will provide training and technical assistance to agencies utilizing the BATmobiles.

**PROJECTS TO BE IMPLEMENTED:**

<b>Grant Number:</b>	2H07006
<b>Name of Applicant:</b>	SC Department of Public Safety – Office of Highway Safety
<b>Project Title:</b>	Impaired Driving Countermeasures Program Management
<b>Federal Recommended:</b>	\$ 653,187
<b>Match Recommended:</b>	\$ -0-
<b>Total Amount Recommended:</b>	\$ 653,187
<b>Funding Source:</b>	Section 410
<b>Benefit:</b>	State

**Description of Problem.** As described in the grant application, from 2000-2004 in South Carolina, driving under the influence of alcohol or drugs was the probable cause/primary contributing factor, or was proven to be a characteristic in 1,405 fatal collisions, resulting in the deaths of 1,550 persons. Additionally, there were a total of

23,347 alcohol-related collisions and 18,237 alcohol-related injuries during the aforementioned time period. There were also 10,222 property-damage-only collisions. Drivers in the 15-24 year old age group (most of whom are not legally able to purchase, possess, or consume alcoholic beverages) experienced the highest number of alcohol-related crashes from 2000-2004. The time period reveals that 71.3% of drivers involved in alcohol-related collisions were male. While progress has been made in reducing the number of deaths and serious injuries on South Carolina's highways relative to alcohol, the mileage death rate (MDR) continues to be above the national average.

**Approach Proposed.** The project will continue the employment of an Impaired Driving Countermeasures Program Manager (IDCPM) to administer alcohol countermeasures highway safety grants during the course of the grant year. The Program Manager will also coordinate the implementation of recommendations resulting from the 2002 Statewide Alcohol Assessment and 2003 Alcohol Symposium. The IDCPM will also be responsible for the on-going administration of alcohol countermeasures projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring at least twice annually, as well as responding to requests for budget and programmatic revisions. The IDCPM will also assist the Public Affairs Manager of the OHS, who will work with the agency's Contractor to develop and implement a statewide DUI public information and education campaign from August 1, 2006 through September 30, 2007, to include DUI enforcement crackdowns during the Christmas/New Year's holiday period of 2006-2007 and the Labor Day holiday time period of 2007. The project will also continue the employment of a BAT Mobile Coordinator to most effectively utilize the OHS's two BAT Mobile units in impaired driving enforcement. The Coordinator will insure proper maintenance and storage of the vehicles, arrange for the lending of the vehicles from pick-up to return, coordinate with schedules of the Law Enforcement Network Coordinators regarding the Sustained DUI Enforcement Initiative, and maintain all equipment within the BAT Mobiles. The Coordinator will also give presentations including the subjects of BAT Mobiles and Impaired Driving Countermeasures.

**Description of Budget.** The project will fund Personnel @ \$118,126 (includes salary and fringe benefits for one [1] IDC Program Manager and one [1] BATmobile Coordinator); Contractual Services @ \$500,000 (includes PI&E efforts, including paid media, to complement the SOS campaign); Travel @ \$2,000 (includes in-state lodging, per diem, and transportation for program management and BAT Mobile Coordinator responsibilities); and Other @ \$33,061 (includes indirect costs; BAT Mobile maintenance, equipment, mechanical, insurance, etc. for two [2] vehicles; meeting room costs; telephone; printing; postage; office supplies; tort insurance; Enterprise Software maintenance; and copy equipment rental).

**Grant Number:** 2H07009  
**Name of Applicant:** Greenville County Sheriff's Office  
**Project Title:** Sheriff's Office DUI Enforcement  
**Federal Recommended:** \$ 171,506  
**Match Recommended:** \$ 19,056  
**Total Amount Recommended:** \$ 190,562  
**Funding Source:** Section 402  
**Benefit:** Local

**Description of Problem.** As described in the grant application, Greenville County remains in the top three counties on several key DUI statistics in 2005, including first in DUI-related collisions with 389, first in DUI-related fatalities with 40, and second in DUI-related traffic crash injuries with 260. In addition, Greenville County issued 518 DUI-related citations in 2003, 612 in 2004, and 798 in 2005.

**Approach Proposed.** The applicant will expand the current Traffic Unit by adding three additional deputies for DUI enforcement. Deputies will use two different methods of DUI enforcement to include patrolling of roadways to detect and apprehend suspected DUI violators and establishing sobriety checkpoints. Patrol areas will be determined by the deputies' knowledge of Greenville County's current DUI problem, as well as experience with past DUI trends.

**Description of Budget.** The project will fund Personnel @ \$123,487 (includes salary and fringe benefits for three [3] traffic officers); Travel @ \$24,030 (includes in-state patrol mileage for three [3] officers); Equipment @ \$33,000 (includes three [3] light bar packages, three [3] in-car mobile video systems, three [3] vehicle radar units, and three [3] portable radios); and Other @ \$10,045 (includes three [3] transport cages, three [3] vehicle mobile radios, three [3] siren/speakers, three [3] power control centers, twenty [20] traffic cones, three [3] push bumpers, three [3] fire extinguishers, three [3] passive alcohol sensors and three [3] stop sticks).

**Grant Number:** 2H07010  
**Name of Applicant:** Pickens County Sheriff's Office  
**Project Title:** Alcohol Enforcement Program  
**Federal Recommended:** \$ 54,800  
**Match Recommended:** \$ 54,800  
**Total Amount Recommended:** \$ 109,600  
**Funding Source:** Section 402  
**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 18<sup>th</sup> in the state for fatal DUI collisions have highlighted the necessity for an Alcohol Enforcement Program through the Pickens County Sheriff's Office. Additionally, the Sheriff's Office does not have educational

programs in place to target the persons most likely to be involved in alcohol-related collisions, young adults. 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 project will to 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 of 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] DUI enforcement officers); Travel @ \$20,388 (includes in-state patrol mileage and mileage for enforcement/training for two [2] officers, mileage and per diem for TSO class for two [2] officers); and Other @ \$1,050 (includes office supplies, VHS tapes, and DVD-R's).

<b>Grant Number:</b>	2H07011
<b>Name of Applicant:</b>	Seventh Judicial Circuit Solicitor's Office
<b>Project Title:</b>	Alcohol Countermeasures Prosecution Unit
<b>Federal Recommended:</b>	\$ 47,587
<b>Match Recommended:</b>	\$ 47,586
<b>Total Amount Recommended:</b>	\$ 95,173
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

**Description of Problem.** As described in the grant application, Spartanburg County is a yearly leader in South Carolina for traffic fatalities, injuries, and property damage crashes, half of which are indicated as having alcohol as a contributing factor. In 2005, the Spartanburg County Sheriff's Office made it a priority to stop drunk driving and DUI arrests have risen dramatically, from 62 in 2004 to nearly 300 in 2005. During the first three months of 2006, 220 DUI arrests have been made. At this rate, the Sheriff's Office will record approximately 900 DUI arrests in 2006. The Solicitor's Office has tackled the case growth through a grant since 2003, but the grant ends in 2006 and is not likely to be funded through the county government once funding has expired. Through the work of the Solicitor's Office, it has been discovered that a mobile prosecutor is much more successful in obtaining convictions in smaller municipalities than inexperienced law enforcement officers pitted against seasoned defense attorneys.

**Approach Proposed.** The project will continue to employ an Assistant Solicitor and Paralegal as a Prosecution Unit to investigate and prosecute only DUI and drug-related driving offenses, thereby improving the conviction rate through better preparation for each level of court cases. The duties of the Assistant Solicitor and Paralegal will be

typical of prosecution for DUI and drug-related driving offenses. The Assistant Solicitors will also be active participants with the 7<sup>th</sup> Judicial Circuit Law Enforcement Network and will be available for around-the-clock DUI case consultation with all law enforcement. The project will also continue the efforts of the DWI Standards Assessment Program in Spartanburg County.

**Description of Budget.** The project will fund Personnel @ \$87,738 (includes salaries and fringe benefits for one [1] Assistant Solicitor and one [1] Paralegal); Travel @ \$4,670 (includes in-state mileage, lodging, and per diem for job functions and necessary conferences/workshops); and Other @ \$2,765 (includes office supplies, mobile phone service, training and registration fees for one [1] attorney, and printer cartridges).

<b>Grant Number:</b>	2H07013
<b>Name of Applicant:</b>	The County of Spartanburg
<b>Project Title:</b>	Spartanburg County Traffic Safety Task Force
<b>Federal Recommended:</b>	\$ 68,753
<b>Match Recommended:</b>	\$ 68,753
<b>Total Amount Recommended:</b>	\$ 137,506
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

**Description of Problem.** As described in the grant application, the County of Spartanburg has been near the top of South Carolina counties for overall collisions, fatal collisions, and alcohol-related collisions. According to the 2000 Census, Spartanburg County is one of the State's most populous counties, with 259,300 citizens. The Spartanburg County Sheriff's Office responded to nearly 120,000 calls for service in 2005, including 6,665 collisions, 2,716 of which involved injury, and 52 of which resulted in deaths. Though progress had been made by the current grant-funded officers through the "Spartanburg County DUI Task Force", much work is still to be done to make the roadways of Spartanburg County safer.

**Approach Proposed.** The project will continue to employ the existing "DUI Task Force", which has been funded through the Office of Highway Safety for two years. The applicant will participate in multi-jurisdictional enforcement efforts with the Spartanburg Public Safety Department.

**Description of Budget.** The project will fund Personnel @ \$115,246 (includes salaries and fringe benefits for three [3] officers); Travel @ \$12,960 (includes patrol mileage for three [3] officers); and Other @ \$9,300 (includes one [1] TV/VCR/DVD Combo, three [3] digital cameras, training and registration fees, three [3] passive alcohol sensors, and educational materials).

**Grant Number:** 2H07017  
**Name of Applicant:** SC Commission on Prosecution Coordination  
**Project Title:** Traffic Safety Resource Prosecutor  
**Federal Recommended:** \$ 162,334  
**Match Recommended:** \$ -0-  
**Total Amount Recommended:** \$ 162,334  
**Funding Source:** Section 402  
**Benefit:** Local

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

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

**Description of Budget.** The project will fund Personnel @ \$105,260 (includes salaries and fringe benefits for one [1] Traffic Safety Resource Prosecutor and one [1] Support Secretary); Contractual Services @ \$8,000 (includes contracting with expert speakers for DUI training seminars and contracting for information technology services); Travel @ \$13,136 (includes in-state lodging, per diem, mileage and fleet management for the TSRP and Project Director and out-of-state lodging, per diem, and mileage for the TSRP and

lodging, per diem, mileage and airfare for seminar speakers); and Other @ \$35,938 (includes registration fees, training materials, postage, printing/reproduction costs, office space, room rental, audio visual, office supplies and cell phone/service).

**Grant Number:** 2H07024  
**Name of Applicant:** Town of Lexington Police Department  
**Project Title:** Traffic Safety and Collision Reduction Project for the Town of Lexington  
**Federal Recommended:** \$ 63,798  
**Match Recommended:** \$ 63,798  
**Total Amount Recommended:** \$ 127,596  
**Funding Source:** Section 410  
**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 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 increased 48% over a three-year period, from 842 in 2002 to 1,248 in 2004. It should be noted that with the implementation of the traffic grant in 2005, there was a 20% reduction in total collisions worked from 2004 (1,248) to 2005 (1,003). However, the municipality continues to grow in population and annexed roadway.

**Approach Proposed.** The project will continue to employ two traffic officers to expand the Traffic Enforcement Unit during the times when most collisions occur. The 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 daytime mini-checkpoints, multi-agency operations, Laser hand-held units, and intelligence gathering equipment. The town website will be devoted to traffic education and enforcement, as will a phone line established to address traffic complaints/information from the public. The traffic unit will participate with the Law Enforcement Network, utilize the BAT Mobile, and participate with and report on statewide campaigns and initiatives.

**Description of Budget.** The project will fund Personnel @ \$109,106 (includes salaries and fringe benefits for two [2] officers); Travel @ \$16,020 (includes in-state patrol mileage for two [2] officers); and Other @ \$2,470 (includes office supplies, VHS video tapes, two [2] direct connect cellular service packages, two [2] packs of 360 degree turbo flares, two [2] trunk organizers, and two [2] narcotic test kits).

**Grant Number:** 2H07036  
**Name of Applicant:** City of Darlington Police Department  
**Project Title:** Alcohol Countermeasures and Education Initiative  
**Federal Recommended:** \$ 43,573  
**Match Recommended:** \$ 4,841  
**Total Amount Recommended:** \$ 48,414  
**Funding Source:** Section 410  
**Benefit:** Local

**Description of Problem.** As described in the grant application, the Darlington Police Department intends to expand the current full-time traffic unit to include the addition of an officer to focus on DUI enforcement and alcohol awareness in schools. Three major highways run through Darlington's jurisdiction, and these highways bring in large volumes of traffic as people head 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 previously funded Traffic Unit, traffic crashes have been reduced in the county. Darlington County consistently ranks as one of the top counties in the State of South Carolina for the occurrence of alcohol-related fatalities and crashes.

**Approach Proposed.** The applicant will decrease traffic crashes in Darlington by enhancing the traffic division currently in place by hiring an additional full-time traffic officer who is already trained in traffic enforcement. In addition to saturation patrols and selective DUI enforcement, the officer will conduct checkpoints and traffic safety presentations. His primary focus will be the enforcement of impaired driving laws. He will also establish a rapport with the local media and periodically use the media to issue safety tips. Citation and crash data will be used to determine enforcement locations.

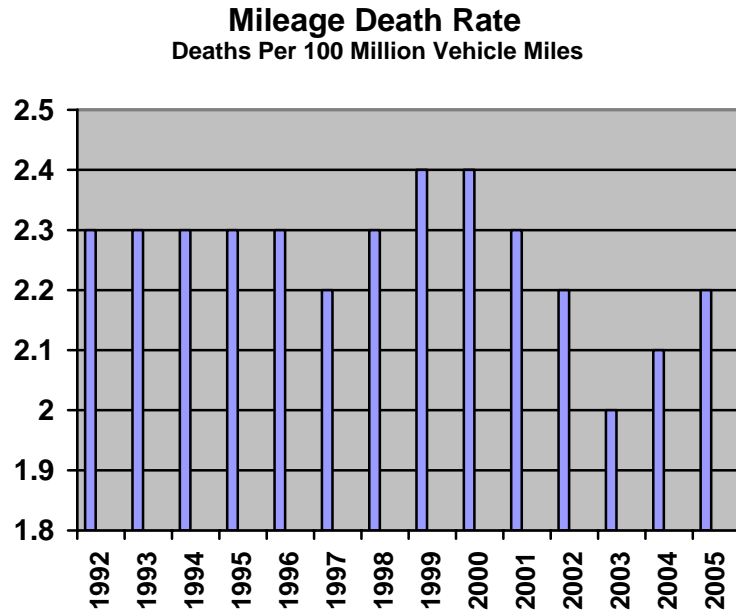
**Description of Budget.** The project will fund for Personnel @ \$35,624 (includes salary and fringe benefits for one [1] traffic corporal); Equipment @ \$9,200 (includes one [1] in-car video system, one [1] radar system, and one [1] laptop computer); and Other @ \$3,590 (includes one [1] laptop carrying case, one [1] projector, one [1] portable screen, video tapes, one [1] computer memory stick, one [1] digital camera, one [1] camera case, one [1] camera battery charger, two [2] camera memory sticks, one [1] passive alcohol sensor, one [1] stinger strip, and one [1] rechargeable flashlight).



## OCCUPANT PROTECTION

### Problem Analysis:

Traffic fatalities are the most severe consequence of motor vehicle collisions; however, even in non-fatal collisions, the cost in human suffering can be severe. According to the **preliminary 2005 data**, traffic collisions were responsible for 2.7 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 2005, the economic loss was estimated at \$2,670,000,000, a slight increase over 2004.

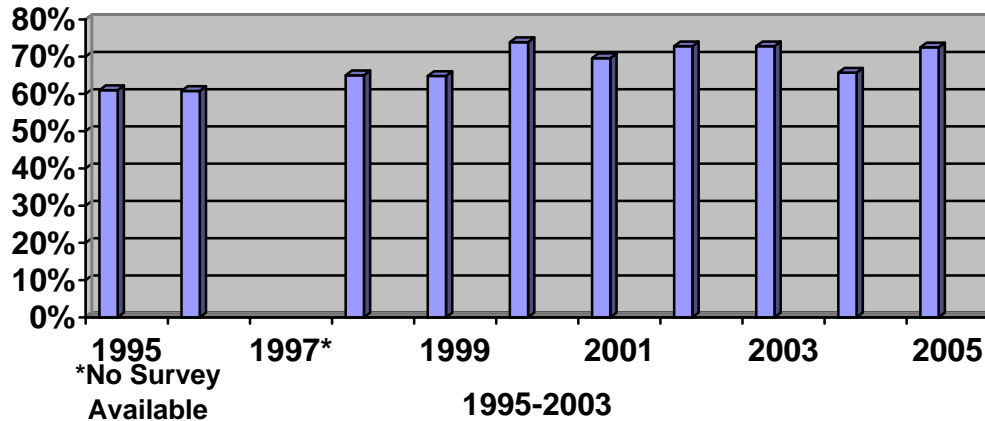


**Preliminary 2005 data** indicates that there were 49,386 reported traffic injuries in 2005, compared to 51,226 in 2004. From 1991 through 1996, South Carolina's Mileage Death Rate (MDR) declined from 2.6 to 2.3. After five years at an MDR of 2.3 for the state, it fell to 2.2 in 1997; however, in 1998, the MDR returned to 2.3, increased to 2.4 in 1999 and 2000, and decreased minimally to 2.3 for 2001. South Carolina's MDR decreased slightly again in 2002 to 2.2, then decreased again in 2003 by 9.1% to an all time low of 2.0. In 2004, however, the MDR rose again to 2.1 and is estimated to be at 2.2 for 2005. South Carolina's MDR remains substantially higher (51%) than the national rate of 1.46 (an estimate from NHTSA). In 2005, a traffic crash was reported in South Carolina every 4.7 minutes, with over 111,000 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 72.5% in 2006, indicating that approximately 27% 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 adoption of a primary safety belt law effective December 2005 and the State's continued commitment to its high visibility occupant protection enforcement campaign, known as *Buckle up, SC. It's the law and it's enforced.* 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.

### SAFETY BELT USAGE RATE



Additional information provided by preliminary 2005 data indicates that of the 268,063 occupants who were involved in traffic crashes (automobiles and trucks) and were restrained by safety belts, 257, or 0.1%, were killed and 1,952, or 0.7%, sustained incapacitating injuries. Of the reported 13,223 unrestrained crash victims, 561, or 4.2%, were killed, and 1,269, or 9.6% sustained incapacitating injuries. **For CY 2005, there were 901 automobile and truck occupants totally ejected during crashes from the vehicles in which they were riding. Of those ejected, 170, or 18.9%, were killed. Of the 262,327 occupants not ejected, 607, or 0.2%, were killed. The percentage of fatalities suffered by ejected occupants was 93.5 times greater than that of occupants not ejected.**

For children 0-19, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. From calendar year 2001-2005, 53,787 children under six years of age were motor vehicle occupants involved in traffic crashes in South Carolina. During this five-year period, 51,075 of the above number were restrained by some restraint device. These figures indicate a reported compliance rate with the SC Child Passenger Safety Seat Law of approximately 86%. During the five-year period, 58 child 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 most of the child occupant restraint devices being utilized 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 safety belt use from 82% in 2006 to 83% by 2007.**

**REGIONAL GOAL:**

**Increase safety belt use from 80% in 2006 to 83% by 2007.**

**STATE PERFORMANCE GOALS:**

**Short Range Goals:**

1. To increase safety belt usage rates from the current rate of 72.5% to at least 80% by the end of CY 2007 through the continued development and implementation of statewide occupant protection programs.
2. To reduce the MDR for children under the age of six by 10% by the end of CY 2007.

**Long Range Goals (2007 - 2011):**

1. To increase the statewide safety belt usage rate from 72.5% in 2005 to at least 85% by the end of CY 2011.
2. To reduce the MDR for children under the age of six by 30% by the end of CY 2011.
3. To establish a consistent diversity outreach program to address occupant restraint issues among minority populations.

**Performance Measures:**

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

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

### **STRATEGIES:**

The following strategies will be implemented to achieve established goals:

1. Highway Safety staff will issue an interagency agreement to secure a contractor to conduct one (1) statewide observational safety belt usage survey. The survey will be conducted in accordance with NHTSA guidelines.
2. Highway Safety staff, other SC Department of Public Safety staff and partner agencies/groups will continue a statewide education initiative to inform the citizenry of the State and its visitors about the State's newly enacted primary enforcement safety belt law. The legislation became effective December 9, 2005. The educational strategies employed in this effort will inform citizens and visitors of the law and emphasize the life-saving potential of the new legislation. The effort will utilize a portion of the State's Section 406 award, as agreed upon by the Director of the SC Department of Public Safety and the Executive Director of the SC Department of Transportation, to focus on educating the State's minority populations about the new law.
3. The Occupant Protection Program Manager, working with all funded projects, will plan and coordinate special public information events during Buckle Up, America! Week, National Child Passenger Safety Week, and any other national or regional traffic safety campaigns.
4. The Occupant Protection 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 by Aiken County Safe Communities in high schools in a targeted eight-county area, focusing on 14-19 year-olds, encouraging teens to utilize safety belts, obey posted speed limits and avoid impaired driving. The project will offer incentive prizes to students taking a pledge to utilize safety belts each time they travel in an automobile and encouraging any passengers to buckle up as well. The project will set up ribbon tree displays at each participating school providing safety messages and calling the attention of students to graphic representation of traffic fatalities in their communities by placing ribbons in a prominent tree on campus. Focus counties will be Aiken, Allendale, Bamberg, Barnwell, Edgefield, Hampton, Lexington, and Orangeburg counties.
8. Information encouraging compliance with the state's occupant protection laws will be disseminated through media advisories, alerts, press releases and other related publicity.
9. Special child safety seat inspection clinics will be conducted to educate the public on the importance of the consistent and correct use of child safety seats and the dangers of air bags to children.
10. A high visibility statewide enforcement and education campaign (*Buckle up, SC. It's the law and it's enforced.*) will be conducted to emphasize the importance of and to increase the use of occupant restraints. The campaign will include diversity outreach elements in order to increase seat belt and child restraint use among the state's minority populations.
11. A project to increase child safety and booster seat use among the state's minority populations will be continued. Training materials will be translated into Spanish so that seat recipients may understand the importance of correct installation of occupant restraint hardware. A corresponding effort will be made to increase safety belt use among the State's Hispanic population.
12. The Program Manager will continue to be involved with the Hispanic Outreach Committee.
13. A statewide Occupant Protection Assessment will be conducted in conjunction with the National Highway Traffic Safety Administration utilizing a panel of experts on Occupant Protection issues from around the nation.

**PROJECTS TO BE IMPLEMENTED:**

**Grant Number:** 2H07002  
**Name of Applicant:** SC Department of Public Safety: Office of Highway Safety  
**Project Title:** Occupant Protection Program Management  
**Federal Recommended:** \$ 776,046  
**Match Recommended:** \$ -0-  
**Total Match Recommended:** \$ 776,046  
**Funding Source:** Section 402  
**Benefit:** State

**Description of Problem.** As described in the grant application, South Carolina's mileage death rate (MDR) continues to be above the national average. Though falling to a low of 2.0 in 2003, the MDR is estimated to be 2.2 for 2005, significantly higher than the National MDR of 1.46. In 2005, according to preliminary statistics, a traffic crash was reported in South Carolina every 4.74 minutes, with 110,850 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 72.5% following a statewide mobilization during the Memorial Day holiday season in 2006. Therefore, approximately 27 percent of the State's motorists still refuse to obey the State's occupant protection laws. The lack of safety belt usage among males is a major factor that continues to pull the statewide average down. According to preliminary statistics for CY 2005, there were 901 automobile and truck occupants totally ejected during crashes from the vehicles in which they were riding. Of those ejected, 170, or 18.9%, were killed. Of the 262,327 occupants not ejected, 607, 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. For calendar year 2004, 10,334 children under six years of age were involved in traffic crashes in South Carolina. Of this number, 7,044 children were restrained by a federally approved child safety seat. An additional 2,725 were restrained with a safety belt or safety belt/shoulder harness combination. 374 were not restrained. During the five-year period 2000-2004, 58 children under the age of six were killed. Of those killed, 23 used no restraint, 18 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 attempt to 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 2007, and the *National Child Passenger Safety Awareness Week* in February 2007; 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 2007. The OPPM will continue to administer all 402 funded occupant protection programs. The OPPM will also be responsible for reviewing, monitoring and providing technical assistance to project personnel. The OPPM will also prepare the Occupant Protection sections of the annual Summaries and Recommendations for Highway Safety Projects, the Funding Guidelines document, the Highway Safety and Performance Plan, and the Annual Evaluation Report by the required deadlines.

The OPPM will be responsible for the coordination of Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes, as well as the maintenance of the Office of Highway Safety's (OHS) permanent fitting station. The OPPM will continue to be assisted by the Occupant Protection Trainer (OPT), who will be responsible for conducting the above-referenced classes. The OPPM and the OPT will implement a comprehensive approach to increase the overall safety belt usage rates from 72.5% to at least 80%. 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 also includes the development of marketing strategies for OP efforts.

**Description of Budget.** The project will fund Personnel @ \$103,340 (includes salaries and fringe benefits for one [1] occupant protection program manager and one [1] occupant protection trainer); Contractual Services @ \$610,000 (includes utilizing the services of the agency Contractor to develop, plan and implement a statewide public information and educational program focusing on the State's primary enforcement safety belt law, a statewide safety belt survey and to work with the National Highway traffic Safety Administration to conduct a Statewide Occupant Protection Assessment); Travel @ \$6,000 (includes in-state lodging, per diem, transportation, and gasoline/oil for van); and Other @ \$56,706 (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 CPS Technician fees).

**Grant Number:** 2H07034  
**Name of Applicant:** SC Department of Health and Environmental Control  
**Project Title:** Buckle Up Safely South Carolina  
**Federal Recommended:** \$ 102,608  
**Match Recommended:** \$ -0-  
**Total Amount Recommended:** \$ 102,608  
**Funding Source:** Section 402  
**Benefit:** Local

**Description of Problem.** As described in the grant application, motor vehicle crashes are the leading cause of all injury death in the United States. In 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.

The new primary enforcement safety belt law has been adopted in South Carolina as of December 9, 2005. The current national safety belt usage rate is 82%. At a 72.5% usage rate, South Carolina is dramatically below the national average. In 2004, secondary routes (rural) accounted for the largest percent of fatal crashes at 37.4%. The 354 fatal collisions that occurred on secondary roads represent more than three times the number of fatal collisions (109) reported on South Carolina interstates. Additionally, crashes in rural areas in South Carolina tend to be more severe. Preliminary data for 2005 indicate



that there were 42,594 crashes in South Carolina involving pick-up trucks, accounting for 156 fatalities. Of the 156 fatalities involving pick-up trucks, 119 were unrestrained. South Carolina counties with the highest number of pick-up truck-related crashes and fatalities include: Anderson, Berkeley, Charleston, Florence, Greenville, Horry and Spartanburg. SCDHEC project staff proposes to target these counties during the grant year by disseminating primary enforcement safety belt law information at county flea markets, farmers markets and Clemson University extension offices.

**Approach Proposed.** The project will support efforts to prevent motor vehicle crash injuries and deaths to children in the State through a partnership between the SC Department of Public Safety (SCDPS), SCDHEC and various childcare providers. The main focus of the project will be to educate and train public health agency staff, parents and caregivers concerning Child Passenger Safety (CPS). The project will maintain the employment of two 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 (1000) people, conduct or participate in eighteen (18) National Highway Traffic Safety Administration (NHTSA) certified CPS Technician classes (with target groups being local fire departments, daycare providers, emergency medical technicians, coroners, medical professionals, highway safety subgrantees, automobile dealerships, child-based businesses, and state law enforcement officers), establish four (4) new CPS Fitting Stations in DHEC health districts, support statewide and national safety belt and CPS emphases, conduct fifty (50) child safety seat check events, conduct and coordinate primary enforcement safety belt law education and diversity outreach initiatives and disseminate primary enforcement safety belt law information at county flea markets, farmers markets and Clemson University extension offices reaching pick-up truck drivers and citizens that travel primarily on secondary roads.

**Description of Budget.** The project will fund Personnel @ \$78,168 (includes salaries and fringe benefits for two [2] Program Assistant positions; Travel @ \$4,380 (includes in-state mileage, lodging and per diem); and Other @ \$20,060 (includes shipping and storage, child safety seats and indirect cost).

## **POLICE TRAFFIC SERVICES (PTS)/SPEED ENFORCEMENT**

### **Problem Analysis:**

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

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

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

In order to remain state-of-the-art in law enforcement, personnel must be given the opportunity to receive specialized training, not only in the latest traffic enforcement techniques, but in the proper operation of equipment as well. South Carolina is fortunate to have an excellent Criminal Justice Training Academy and a close relationship with certain national training institutions. Several departments in South Carolina have been recipients of improved traffic enforcement programs, because officers have received specialized training in the areas of advanced collision reconstruction and investigation, in breathalyzer and radar operations, and in managing a selective traffic enforcement program. Such training initiatives will be continued in FFY 2007.

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 56,000 crashes, including 154 fatal crashes and 15,216 injury crashes from 2001-2005. From 2001-2005, following too closely was the primary contributing factor in over 36,500 crashes, including 15 fatal crashes and 9,463 injury crashes. In addition, failure to yield the right-of-way caused nearly 112,000 crashes, including 517 fatal crashes and 35,839 injury-related crashes during the five-year period. From 2001-2005, disregarding signs/signals was the primary contributing factor in more than 29,000 crashes, including 230 fatal crashes and 11,827 injury crashes. Improper lane changes caused over 26,500 crashes, including 68 fatal crashes and 4,067 injury crashes. These reckless driving habits are the causes of a substantial number of traffic collisions. Law enforcement should take steps to prevent traffic crashes through a combination of strict traffic enforcement and public education.

In the state of South Carolina, driving under the influence (DUI) of alcohol and/or drugs was by far the leading contributing factor of fatal crashes in 2005, resulting in 371 fatal crashes and 424 fatalities. From 2001-2005, more than 1,900 people were killed in South Carolina in alcohol-related crashes.

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

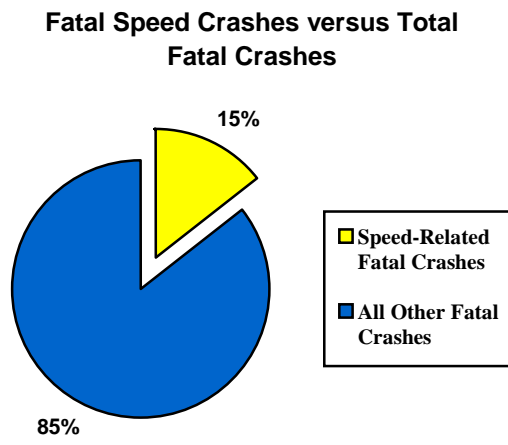
Traffic enforcement efforts in DUI detection, apprehension, and conviction can be enhanced through the use of up-to-date equipment. Most law enforcement agencies are in need of innovative equipment, such as the passive breath test devices and in-car video cameras, which enable the traffic officer to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

The State of South Carolina was 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 contained law enforcement strategies that reflected 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 contributing factors in fatal collisions in 2005 was speeding. Last year, speed-related crashes accounted for 15.4% (151) of all fatal crashes, and for 3% (933) of all injury-related crashes in South Carolina. Speed is a factor in numerous other crashes, and crash severity increases based on the speed at impact. Chances of death or serious injury double for every 10 MPH a vehicle travels over 50 MPH. Nationally, speed is a factor in the deaths of 1,000 Americans a month. The estimated economic costs to society of speed-related crashes are \$40 billion per year. One-third of the health care costs of motor vehicle crash injuries are paid by tax dollars. The number of speed-related crashes has been on the decrease over the past five-year period; however, the problem is still significant and must be addressed through both enforcement and education efforts.



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

To be effective, speed enforcement efforts must be complemented by focused public information and education efforts, which address common driver perspective on this

subject. These efforts contribute to public support for speed enforcement and create an understanding of the dangers of speeding.

### **STATE PERFORMANCE GOALS:**

#### **Short Range Goals:**

1. To reduce the number of traffic collisions during CY 2007 by 5%, as compared to CY 2006 data, by developing and implementing well-organized, comprehensive traffic enforcement programs with program support from all levels of command.
2. To reduce the number of traffic collisions with a primary contributing factor of exceeding the posted speed limit by 5% during CY 2007, as compared to CY 2006 data.
3. To reduce the number of traffic collisions with a primary contributing factor of alcohol or drugs by 5% during CY 2007, as compared to CY 2006 data.
4. To reduce the number of traffic collisions caused by aggressive driving behaviors, including driver inattention, failing to yield the right-of-way, disregarding a sign/signal, and improper lane change, by 5% during CY 2007, as compared to CY 2006 data.

#### **Long Range Goals (2007 - 2011):**

1. To reduce the number of traffic collisions reported on the state's streets and highways by 15% by the end of CY 2011.
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 2011.
3. To reduce the number of alcohol-related traffic crashes in South Carolina by 10% by the end of CY 2011.
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 2011.

#### **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 FFY 2007 for alcohol countermeasures include Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter and York. The fifteen counties identified as being high priority areas for FFY 2007 for police traffic services (speed enforcement) include Aiken, Anderson, Beaufort, Berkeley, Charleston, Colleton, Florence, Greenville, Horry, Laurens, Lexington, Orangeburg, Richland, Spartanburg and York.
2. Law Enforcement Networks will continue to meet to share information among agencies, to disseminate information from the Office of Highway Safety, and to conduct multi-jurisdictional traffic enforcement activity.
3. Highway Safety staff will work with PTS Project Directors and state procurement staff to establish state purchasing contracts for various equipment utilized in traffic enforcement.
4. More than 200 public safety checkpoints will be scheduled and conducted by police traffic services and alcohol countermeasures subgrantees during FFY 2007.
5. A multi-jurisdictional traffic team will be continued in a priority area of the state. The formation of the team will allow law enforcement agencies to work together to combat the problems of DUI and speeding in their respective jurisdictions.
6. A grant project will continue to combine efforts of city and county law enforcement agencies in a priority area of the state to conduct multi-jurisdictional traffic enforcement efforts.
7. Traffic safety enforcement units will be continued in three 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 emphases and enforcement crackdown programs.
11. A continuation grant project will re-establish the Traffic Safety Officer curriculum in the state.
12. The OHS will utilize a portion of the State's Section 406 award, as agreed upon by the Director of the SC Department of Public Safety (SCDPS) and the Executive Director of the SC Department of Transportation, to fund regionally-based "Safe, Complete and Legal Enforcement Stops" (SCALES) training for law enforcement officers. The training is designed to be used as an anti-profiling tool for law enforcement and focuses on the SCDPS stance against differential enforcement.

**PROJECTS TO BE IMPLEMENTED:**

<b>Grant Number:</b>	2H07005
<b>Name of Applicant:</b>	SC Department of Public Safety: Office of Highway Safety
<b>Project Title:</b>	Police Traffic Services Program Management
<b>Federal Recommended:</b>	\$ 77,977
<b>Match Recommended:</b>	\$ -0-
<b>Total Amount Recommended:</b>	\$ 77,977
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	State

**Description of Problem.** As described in the grant application, 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 preliminary statistics for 2005 indicate that South Carolina showed a decrease in the number of motor vehicle injuries, traffic fatalities and total collisions increased. It is estimated that there were 110,850 collisions in 2005, which is an increase from 2004. Preliminary statistics indicate that the State's MDR will increase to 2.2 for 2005.

Traffic fatalities in the state increased 4.5%, from 1,046 in 2004 to 1,093 in 2005. Traffic-related injuries decreased 1%, from 51,226 in 2004, to 48,993 in 2005. However motor vehicle crashes remain the primary cause of accidental death and injury in the United States and in South Carolina. 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 time and location of traffic crashes, primary contributing factors, citation data, and system gaps. In addition to meeting with appropriate law enforcement agency personnel to develop projects, strategies, and countermeasures to address identified problems, the PTS PM will provide technical assistance and support in the development of funding applications as requested.

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



**Description of Budget.** The project will fund Personnel @ \$58,840 (includes salary and fringe benefits for one [1] PTS Program Manager); Travel @ \$1,000 (includes in-state lodging, per diem and transportation); and Other @ \$18,137 (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).

<b>Grant Number:</b>	2H07007
<b>Name of Applicant:</b>	SC Department of Public Safety: Office of Highway Safety
<b>Project Title:</b>	Law Enforcement Coordination
<b>Federal Recommended:</b>	\$ 379,080
<b>Match Recommended:</b>	\$ -0-
<b>Total Amount Recommended:</b>	\$ 379,080
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

**Description of Problem.** As indicated in the grant application, the Mileage Death Rate (MDR) in South Carolina remains substantially higher than the national MDR of 1.44. The State's MDR in 2004 was 2.1, 46% higher than the national MDR. It is projected by the Statistical Analysis Center of the Office of Highway Safety that the 2005 MDR for South Carolina will increase to 2.2. In 2005, the State saw an increase in total collisions over 2004, from 110,029 in 2004 to 110,850 in 2005. The State also saw an increase in traffic-related fatalities, from 1,046 in 2004 to 1,093 in 2005. However, traffic-related injuries actually decreased in 2005 by 4.4% as measured against 2003, from 51,226 in 2004 to 48,993 in 2005. 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 2005, driving under the influence of alcohol or drugs was a contributing factor in more than 153 fatal collisions resulting in the deaths of 180 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 2001-2005, a total of 5,221 people died in South Carolina traffic collisions, and 255,931 people were injured in these crashes. Five counties in the State – Charleston, Richland, Greenville, Horry and Spartanburg – consistently experience the highest numbers of crashes statewide. Approximately 27% 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 Law Enforcement Liaison (LEL) positions within the Office of Highway Safety. The LELs will continue to develop and maintain the Law Enforcement Network system, will work to establish and maintain relationships between the OHS and law enforcement agencies around the state, and will garner law enforcement support of and participation in statewide enforcement campaigns. The project will also provide Law Enforcement Network mini-grants to those established networks around the state. The networks will serve as a key component of both the *Sober or Slammer!/Drunk Driving. Over the Limit. Under Arrest.* Sustained Enforcement initiatives and the *Buckle up, South Carolina. It's the law and it's enforced.* campaign. The facilitation of the formation and maintenance of these networks will be enhanced by providing mini-grants to Law Enforcement Networks established around the state. The 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.

**Description of Budget.** The project will fund Personnel @ \$153,014 (includes salaries and fringe benefits for two [2] Law Enforcement Liaison positions); Contractual Services @ \$6,000 (includes LEN website maintenance); Travel @ \$10,000 (includes in-state mileage, lodging and per diem for the two [2] grant-funded positions and lodging, per diem and transportation for training conferences); and Other @ \$210,066 (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 plaques).

<b>Grant Number:</b>	2H07008
<b>Name of Applicant:</b>	Richland County Sheriff's Department
<b>Project Title:</b>	Traffic Expansion Program
<b>Federal Recommended:</b>	\$ 133,510
<b>Match Recommended:</b>	\$ 14,834
<b>Total Amount Recommended:</b>	\$ 148,344
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	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. In order to significantly impact traffic crashes and fatalities for Richland County the expansion of the current unit is necessary.

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

**Description of Budget.** The project will fund Personnel @ \$84,984 (includes salaries and fringe benefits for two [2] deputies); Travel @ \$30,544 (includes in-state patrol mileage); Equipment @ \$27,900 (includes two [2] light bars with traffic advisor and accessories, two [2] in-car cameras and accessories, two [2] in-car radars, two [2] in-car mobile radio systems and two [2] portable walkie-talkies,); and Other @ \$4,916 (includes two [2] headlight flashers, two [2] sirens/speakers/brackets, two [2] stop sticks, two [2] flashlights, six [6] reflective traffic cones, two [2] digital cameras, two [2] 25 ft. measuring tapes, two [2] traffic vests, two [2] push bumpers, one [1] set of impairment simulation goggles, one hundred [100] VHS tapes, one [1] VIN decoder, and one [1] 2000 watt power inverter).

<b>Grant Number:</b>	2H07012
<b>Name of Applicant:</b>	City of Columbia Police Department
<b>Project Title:</b>	Enhance Traffic Enforcement Unit
<b>Federal Recommended:</b>	\$ 104,709
<b>Match Recommended:</b>	\$ 34,903
<b>Total Amount Recommended:</b>	\$ 139,612
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

**Description of Problem.** As described in the grant 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 second in the number of traffic collisions occurring. 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. The increase of three 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 continue the expanded traffic unit to provide a comprehensive approach to collision reduction through the use of traffic enforcement, safety education, and collision investigation. Rolling patrols will be used on heavy volume roadways and special attention will be given to high collision intersections. Statistical data will be used to determine locations and times for specific enforcement emphasis. High visibility 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 @ \$126,119 (includes salary and fringe benefits for three [3] traffic officers); Equipment @ \$9,600 (includes three [3] handheld speed measuring devices); and Other @ \$3,893 (includes office supplies, printing, booth fees, one [1] canopy shelter, and three [3] stop sticks).

<b>Grant Number:</b>	2H07014
<b>Name of Applicant:</b>	Criminal Justice Academy
<b>Project Title:</b>	Traffic Safety Officer Program
<b>Federal Recommended:</b>	\$ 228,856
<b>Match Recommended:</b>	\$ -0-
<b>Total Amount Recommended:</b>	\$ 228,856
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

**Description of Problem.** As described in the grant 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 continue the employment of two Traffic Safety Officer Liaisons (TSOL), whose primary responsibilities will include developing, monitoring, and assessing both traffic-related training and traffic-related activities throughout the state. A coordinated initiative will be launched to re-establish and support

an information network for traffic units throughout the state. The TSOL's will instruct in specific areas of current traffic topics and issues. 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 @ \$126,000 (includes salaries and fringe benefits for two [2] criminology instructors); Contractual Services @ \$5,000 (includes TSO awards ceremony); Travel @ \$7,390 (includes lodging and per diem for in-state travel and airfare, lodging and per diem for out-of-state travel); and Other @ \$90,466 (includes indirect costs, registration/tuition fees, SCALES Training, TSO Award certificates/materials, educational/training materials, software, cell phones, printing, postage, and three [3] portable breath testers).

<b>Grant Number:</b>	2H07015
<b>Name of Applicant:</b>	County of Orangeburg
<b>Project Title:</b>	Sheriff's Traffic Enforcement
<b>Federal Recommended:</b>	\$ 104,066
<b>Match Recommended:</b>	\$ 11,563
<b>Total Amount Recommended:</b>	\$ 115,629
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

**Description of Problem.** As described in the grant application, Orangeburg County is a rural county with many major highways and secondary roads. Personal vehicles are the primary mode of transportation due to the fact that there is no public transportation system available. In 2003, there were 2,426 traffic crashes reported in Orangeburg County. There were twelve (12) fatal DUI-related collisions resulting in fifteen (15) deaths, and a total of thirty-six (36) deaths resulting from traffic collisions. In 2004, there was a total of 2,380 traffic crashes reported in Orangeburg County. There were twenty (20) fatal DUI-related crashes resulting in twenty-three (23) deaths, and a total of fifty-one (51) deaths resulting from traffic collisions.

**Approach Proposed.** The project will develop a two-person traffic unit to enforce traffic laws, particularly DUI and speeding violators, in Orangeburg County. The project set up safety check points throughout the county and patrol major and secondary roads with a focus on locating impaired drivers. The traffic unit will also utilize radar to attempt to decrease incidents of speeding on major and secondary roads. The project will deploy officers using these strategies and focusing on weekends, holidays and during peak travel times. The unit will work on several different schedules as needed.

**Description of Budget.** The project will fund Personnel @ \$80,089 (includes salaries and fringe benefits for two [2] officers); Travel @ \$16,800 (includes in-state patrol mileage); Equipment @ \$12,800 (includes one [1] computer with printer, two [2] vehicle mobile radios, and two [2] vehicle light bar packages) and Other @ \$5,940 (includes two [2] digital cameras, video tapes, office supplies, two [2] stop sticks, one [1] color

television, one [1] VCR, one [1] set of impairment simulation goggles, two [2] passive alcohol sensors and two [2] siren/speakers).

<b>Grant Number:</b>	2H07016
<b>Name of Applicant:</b>	Colleton County Sheriff's Office
<b>Project Title:</b>	Highway Safety Traffic Unit
<b>Federal Recommended:</b>	\$ 171,422
<b>Match Recommended:</b>	\$ 19,047
<b>Total Amount Recommended:</b>	\$ 190,469
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

**Description of Problem.** As described in the grant application, Colleton County is located on the coast between Charleston and Beaufort Counties. In 2003, Colleton County Sheriff's Office wrote 226 traffic citations and 609 citations in 2004. In 2005, traffic citations increased to 1,916. The Colleton County Sheriff's Office is currently participating in the 14<sup>th</sup> Circuit Law Enforcement Network (LEN) and is making efforts to increase traffic safety. Colleton County had 390 major collisions in 2003, resulting in 22 deaths, and 391 major collisions in 2004, resulting in 34 deaths. In 2005, there were 374 major collisions resulting in 26 deaths. Speeding and driving under the influence stand out as the two most common contributing factors for the major collisions.

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

**Description of Budget.** The project will fund Personnel @ \$126,786 (includes salary and fringe benefits for three [3] traffic officers); Travel @ \$19,440 (includes in-state patrol mileage); Equipment @ \$30,261 (includes three [3] digital DVD in-car video systems, three [3] radars, and three [3] laptop computers); and Other @ \$13,982 (includes three [3] traffic vests, traffic cones, triangles, flares, three [3] cell phones and usage, three [3] vehicle mobile radio units, three [3] interior lightbars with takedowns, three [3] vehicle transportation cages, three [3] stop sticks, three [3] passive alcohol sensors, printing and binding, and three [3] 35 mm cameras).

**Grant Number:** 2H07018  
**Name of Applicant:** Town of Mount Pleasant  
**Project Title:** Enhanced Traffic Enforcement Program  
**Federal Recommended:** \$ 47,102  
**Match Recommended:** \$ 47,102  
**Total Amount Recommended:** \$ 94,204  
**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 [14] 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 @ \$83,044 (includes salaries and fringe benefits for two [2] patrol officers); and Travel @ \$11,160 (includes in-state patrol mileage).

**Grant Number:** 2H07019  
**Name of Applicant:** Simpsonville Police Department  
**Project Title:** Simpsonville Traffic Enforcement  
**Federal Recommended:** \$ 42,400  
**Match Recommended:** \$ 14,134  
**Total Amount Recommended:** \$ 56,534  
**Funding Source:** Section 402  
**Benefit:** Local

**Description of Problem.** As described in the grant application, the City of Simpsonville is growing at an average of 4.72% per year and is one of the fastest growing sections of the State. The Simpsonville Police Department has received an increase in calls for service in the past three years. In 2002, the Department received 15,507 calls for service; in 2003, it received 17,839; and in 2004, 23,524 calls for service were received. This is a 65% increase for calls in two years. This increase of calls puts a strain on the officers to respond to incidents and traffic collisions. In 2002, the Department worked 856 traffic collisions in the city, and 854 collisions in 2003. The Town of Simpsonville has 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 reduced the collisions in 2004 to 838, a 2.2% decrease.

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

**Description of Budget.** The project will fund Personnel @ \$43,354 (includes salary and fringe benefits for one [1] Traffic Officer); Travel @ \$6,280 (includes in-state patrol mileage); Equipment @ \$5,200 (includes one [1] lidar unit and one [1] video projector); and Other @ \$1,700 (includes one [1] stop sticks, one [1] digital camera, impairment simulation goggles, and one [1] passive alcohol sensor).



**Grant Number:** 2H07020  
**Name of Applicant:** Spartanburg Public Safety Department  
**Project Title:** SPSD Traffic Enforcement with Multi-Jurisdictional Tasks with Spartanburg County Sheriff's Office  
**Federal Recommended:** \$ 27,555  
**Match Recommended:** \$ 27,555  
**Total Amount Recommended:** \$ 55,110  
**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's traffic division has seen success over the past couple of years, but still needs to improve the time devoted to enforcement to reduce traffic collisions and injuries. In 2004, there were 524 persons injured and 4 killed in car crashes in the Spartanburg city limits. 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, the negative traffic numbers 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 fund a Traffic Enforcement Officer who will continue to devote 100 percent of his time to 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. Multi-agency activities will begin within the first 90 days of grant receipt and will be held at least twice monthly at a minimum of four days per month. During the grant period, Spartanburg Public Safety Department will conduct at least twelve educational programs regarding traffic safety issues.

**Description of Budget.** The project will fund Personnel @ \$53,462 (includes salary and fringe benefits for one [1] officer); Travel @ \$598 (includes in-state mileage, per diem, and lodging for available training); and Other @ \$1,050 (includes office supplies and printed supplies).

**Grant Number:** 2H07021  
**Name of Applicant:** City of Hanahan Police Department  
**Project Title:** Hanahan Police Traffic Safety Unit  
**Federal Recommended:** \$ 44,799  
**Match Recommended:** \$ 44,798  
**Total Amount Recommended:** \$ 89,597  
**Funding Source:** Section 402  
**Benefit:** Local

**Description of Problem.** As described in the grant application, the City of Hanahan is in 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 than 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 City of Hanahan has seen a substantial outpouring of excitement and goodwill from the community in support of this project.

**Approach Proposed.** The project will maintain two traffic officers to continue 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] officers); Travel @ \$15,200 (includes in-state mileage, per diem, and lodging); and Other @ \$2,266 (includes office supplies, two [2] cellular phone service, and printing).

**Grant Number:** 2H07022  
**Name of Applicant:** North Charleston Police Department  
**Project Title:** North Charleston Traffic Enforcement Program  
**Federal Recommended:** \$ 95,895  
**Match Recommended:** \$ 95,896  
**Total Amount Recommended:** \$ 191,791  
**Funding Source:** Section 402  
**Benefit:** Local

**Description of Problem.** As described in the grant 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 an influx of people that work and shop within the city. The continuous 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 led the State in traffic crashes with injuries and property-damage-only crashes. Of Charleston County's total number of collisions (12,273), North Charleston Police Department investigated 25%. 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. In 2004, North Charleston handled 8,007 traffic crashes, including nine (9) fatalities and in 2005, they handled 6,827 traffic crashes.

**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 traffic safety presentations to civic and school groups.

**Description of Budget.** The project will fund Personnel @ \$162,871 (includes salaries and fringe benefits for three [3] officers); Travel @ \$16,020 (includes in-state patrol mileage); Equipment @ \$10,500 (includes three [3] laser lidar systems); and Other @ \$2,400 (includes office supplies and public education materials).

<b>Grant Number:</b>	2H07023
<b>Name of Applicant:</b>	City of Rock Hill
<b>Project Title:</b>	City of Rock Hill Traffic Enforcement Unit
<b>Federal Recommended:</b>	\$ 64,952
<b>Match Recommended:</b>	\$ 64,952
<b>Total Amount Recommended:</b>	\$ 129,904
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	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 major 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, 2,668 crashes were cited by the police, with 6 resulting in fatalities. There were 234 DUI citations and 3,369 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 traffic problems in its community and to continue to support state and federal programs as well.

**Approach Proposed.** The project will continue the existing 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 patrols. 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 patrols. 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 @ \$89,126 (includes salaries and fringe benefits for two [2] officers); Travel @ \$40,578 (includes in-state patrol mileage, and mileage and per diem for training for two [2] officers); and Other @ \$200 (includes two hundred [200] VHS video tapes).

<b>Grant Number:</b>	2H07025
<b>Name of Applicant:</b>	SC Department of Public Safety: SC Highway Patrol
<b>Project Title:</b>	Families of Highway Fatalities
<b>Federal Recommended:</b>	\$ 87,644
<b>Match Recommended:</b>	\$ -0-
<b>Total Amount Recommended:</b>	\$ 87,644
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

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

**Approach Proposed.** The project will hire a Program Coordinator to oversee the FHF program. The Program Coordinator will serve as FHF spokesperson for the media,

coordinate SCDPS safety activities with the FHF program, speak about the FHF program and opportunities, manage the FHF website, manage the Speakers Bureau and generate speaking opportunities. Four regional teams of Safety Ambassadors will be created (in the Upstate, Pee Dee, Lowcountry, and the Midlands). Each team will promote any safety initiative being advocated by SCDPS. Educational materials will be developed and distributed throughout the state. A coordinated effort to contact affected families to offer support and inform them of the group's existence and mission will be led by the Program Coordinator. The Speakers Bureau will be available to participate with troopers and other law enforcement in providing safety presentations to the general public.

**Description of Budget.** The project will fund Personnel @ \$50,206 (includes salary and fringe benefits for one [1] program coordinator); Travel @ \$18,850 (includes in-state mileage and lodging); Equipment @ \$2,300 (includes one [1] laptop computer with docking station and monitor); and Other @ \$16,288 (includes printed materials, laptop accessories, one [1] cellular phone, indirect costs, and bags, notebooks, and golf shirts with FHF logo).

<b>Grant Number:</b>	2H07026
<b>Name of Applicant:</b>	Beaufort County Sheriff's Office
<b>Project Title:</b>	Beaufort County Multi-Agency Joint Enforcement Traffic Team
<b>Federal Recommended:</b>	\$ 173,003
<b>Match Recommended:</b>	\$ 19,223
<b>Total Amount Recommended:</b>	\$ 192,226
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

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

**Approach Proposed.** The project will hire two traffic officers to enforce traffic laws in Beaufort County and form the Multi-Agency Joint Enforcement Traffic Team with the Beaufort Police Department, the Port Royal Police Department, the Yemassee Police Department, and the Bluffton Police Department. The traffic officers for the county will perform directed patrols in specific locations and times indicated to be problematic. The Multi-Agency Joint Traffic Team will conduct public safety checkpoints at various locations and times throughout Beaufort County. Each participating agency will host a

checkpoint in its primary enforcement area. The Multi-Agency Joint Enforcement Traffic Team agreement will remove jurisdictional boundaries for traffic enforcement and will provide a unified approach toward the reduction of traffic collisions, injuries, and fatalities.

**Description of Budget.** The project will fund Personnel @ \$115,746 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$30,270 (includes in-state patrol mileage and lodging and per diem); Equipment @ \$34,600 (includes two [2] vehicle emergency lights, two [2] mobile radios, two [2] in-car digital DVD mobile video systems, two [2] dual antenna radar units, and two [2] handheld portable radios); and Other @ \$11,610 (includes two [2] vehicle cages/barriers, two [2] center consoles, two [2] siren-speakers, two [2] fire extinguishers, two [2] passive alcohol sensors, two [2] stop sticks, twenty [20] traffic cones, office supplies, two [2] cell phone services, two [2] reflective traffic vests, two [2] rechargeable flashlights, and educational supplies).

<b>Grant Number:</b>	2H07027
<b>Name of Applicant:</b>	Beaufort Police Department
<b>Project Title:</b>	Beaufort County Multi-Agency Joint Enforcement Traffic Team
<b>Federal Recommended:</b>	\$ 66,956
<b>Match Recommended:</b>	\$ 7,439
<b>Total Amount Recommended:</b>	\$ 74,395
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

**Description of Problem.** As described in the grant application, Beaufort County is located on the coast of South Carolina, between Charleston, South Carolina, and Savannah, Georgia. The 2000 Census indicated there were 120,937 residents in Beaufort County; however, the 2004 population indicators estimated that the number of residents increased by 12.2%, to 135,725. At this rate of increase, the population could reach as many as 169,190 by 2010. With this growth come increased traffic collisions and traffic law violations. The majority of collisions in Beaufort County are speed-related.

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

**Description of Budget.** The project will fund Personnel @ \$40,785 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$11,895 (includes in-state travel for patrol mileage and lodging and per diem for five [5] nights for training); Equipment @ \$16,000 (includes one [1] vehicle emergency lights, one [1] mobile radio, one [1] in-car mobile video system, one [1] dual antenna radar unit, and one [1] handheld portable radio); and Other @ \$5,715 (includes one [1] vehicle cage/barrier, one [1] center console, one [1] siren-speaker, one [1] push bumper, one [1] fire extinguisher, one [1] passive alcohol sensor, one [1] stop sticks, twenty [20] traffic cones, office supplies, cell phone service, one [1] reflective traffic vest, one [1] rechargeable flashlight and educational supplies).

<b>Grant Number:</b>	2H07028
<b>Name of Applicant:</b>	Town of Bluffton
<b>Project Title:</b>	14 <sup>th</sup> LEN Traffic Enforcement Team
<b>Federal Recommended:</b>	\$ 71,208
<b>Match Recommended:</b>	\$ 7,912
<b>Total Amount Recommended:</b>	\$ 79,120
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	Local

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

**Approach Proposed.** The project will hire a traffic officer to enforce traffic laws and to enhance the efforts of the 14<sup>th</sup> Judicial Circuit LEN by partnering with Ridgeland Police Department and the Town of Port Royal Police Department. When not engaged in LEN team events, the grant-funded traffic officer will act as a full-time traffic enforcement officer within his/her respective jurisdiction. As part of the 14<sup>th</sup> Circuit Traffic Enforcement Team, the grant-funded officer will conduct at least four highly publicized traffic enforcement events a month throughout the 14<sup>th</sup> circuit.

**Description of Budget.** The project will fund Personnel @ \$43,545 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$14,555 (includes in-state patrol mileage, per diem, and lodging); Equipment @ \$15,900 (includes one [1] vehicle emergency lights, one [1] dual antenna radar unit, one [1] handheld 800 MHZ radio, one [1] vehicle 800 MHZ radio, and one [1] vehicle video system); and Other @ \$5,120 (includes one [1] vehicle cage/barrier, one [1] center console, one [1] siren speaker, one

[1] fire extinguisher, one [1] passive alcohol sensor, one [1] stop sticks, traffic safety cones, office supplies, cell phone service, one [1] reflective traffic vest, one [1] rechargeable flashlight, educational supplies, and one [1] vehicle push bumper).

**Grant Number:** 2H07029  
**Name of Applicant:** Ridgeland Police Department  
**Project Title:** 14<sup>th</sup> LEN Traffic Enforcement Team  
**Federal Recommended:** \$ 70,118  
**Match Recommended:** \$ 7,791  
**Total Amount Recommended:** \$ 77,909  
**Funding Source:** Section 402  
**Benefit:** Local

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

**Approach Proposed.** The project will hire a traffic officer to enforce traffic laws and to enhance the efforts of the 14<sup>th</sup> Judicial Circuit LEN by partnering with Bluffton Police Department and the Town of Port Royal Police Department. When not engaged in LEN team events, the grant-funded traffic officer will act as a full-time traffic enforcement officer within his/her respective jurisdiction. As part of the 14<sup>th</sup> Circuit Traffic Enforcement Team, the grant-funded officer will conduct at least four highly publicized traffic enforcement events a month throughout the 14<sup>th</sup> circuit.

**Description of Budget.** The project will fund Personnel @ \$42,334 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$14,555 (includes in-state patrol mileage, per diem, and lodging); Equipment @ \$15,900 (includes one [1] emergency lights, one [1] dual antenna radar unit, one [1] handheld portable 800 MHZ radio, one [1] 800 MHZ vehicle radio, and one [1] vehicle video system); and Other @ \$5,120 (includes one [1] vehicle cage/barrier, one [1] center console, one [1] siren-speaker, one [1] fire extinguisher, one [1] passive alcohol sensor, one [1] stop sticks, traffic cones, office supplies, cell phone service, one [1] reflective traffic vest, one [1] rechargeable flashlight, educational supplies, and one [1] vehicle push bumper).



**Grant Number:** 2H07030  
**Name of Applicant:** Town of Port Royal  
**Project Title:** LEN Traffic Enforcement Team  
**Federal Recommended:** \$ 71,790  
**Match Recommended:** \$ 7,977  
**Total Amount Recommended:** \$ 79,767  
**Funding Source:** Section 402  
**Benefit:** Local

**Description of Problem.** As described in the grant application, the 14<sup>th</sup> Judicial Circuit, comprised of Allendale, Beaufort, Colleton, Hampton, and Jasper counties, has been plagued with serious traffic collisions over the past three years. There have been 842 major traffic collisions resulting in serious injuries or fatalities from 2003 thru 2005. Speeding and driving under the influence stand out as the two most common contributing factors for these collisions. Speed accounted for 231, or 27.43%, of the 842, and 72, or 8.55%, cited driving under the influence as the contributing factor. Since the inception of the 14<sup>th</sup> Circuit Law Enforcement Network (LEN) in 2003, traffic fatalities have gone down slightly, approximately 4%. With the addition of the grant position in Port Royal and the grant positions in Colleton, Bluffton, and Ridgeland, the 14<sup>th</sup> Circuit LEN would be able to operate on a weekly basis instead of monthly.

**Approach Proposed.** The project will hire a traffic officer to enforce traffic laws and to enhance the efforts of the 14<sup>th</sup> Judicial Circuit LEN by partnering with Ridgeland Police Department and Bluffton Police Department. When not engaged in LEN team events, the grant-funded traffic officer will act as a full-time traffic enforcement officer within his/her respective jurisdiction. As part of the 14<sup>th</sup> Circuit Traffic Enforcement Team, the grant-funded officer will conduct at least four highly publicized traffic enforcement events a month throughout the 14<sup>th</sup> circuit.

**Description of Budget.** The project will fund Personnel @ \$44,192 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$14,555 (includes in-state patrol mileage, per diem, and lodging); Equipment @ \$15,900 (includes one [1] vehicle emergency lights, one [1] dual antenna radar unit, one [1] handheld 800 MHZ radio, one [1] 800 MHZ vehicle radio, and one [1] vehicle video system); and Other @ \$5,120 (includes one [1] vehicle cage/barrier, one [1] center console, one [1] siren speaker, one [1] fire extinguisher, one [1] passive alcohol sensor, one [1] stop sticks, traffic safety cones, office supplies, cell phone service, one [1] reflective traffic vest, one [1] rechargeable flashlight, educational supplies, and one [1] vehicle push bumper).

**Grant Number:** 2H07031  
**Name of Applicant:** Town of Summerville  
**Project Title:** Enhancement of the Traffic Enforcement Unit  
**Federal Recommended:** \$ 123,792  
**Match Recommended:** \$ 13,755  
**Total Amount Recommended:** \$ 137,547  
**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 12<sup>th</sup> largest municipality and the 10<sup>th</sup> fastest growing community in South Carolina. As a result, traffic volume continues to increase. In 2004, the current grant-funded officers generated a 17% increase in citations for aggressive driving violations, a 41% increase in citations for speeding violations, and a 91% increase in citations for safety belt and child restraint violations as compared to the previous year. The Town of Summerville also had two fatalities in 2005, and zero in 2004, compared to seven in 2003.

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

**Description of Budget.** The project will fund Personnel @ \$93,705 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$26,182 (includes in-state patrol mileage and mileage, per diem and lodging for out-of-state travel to DUI symposium); Equipment @ \$13,200 (includes two [2] vehicle light/siren packages, two [2] dual antenna radars, and two [2] in-car video systems); and Other @ \$4,460 (includes two [2] rechargeable flashlights, two hundred [200] videotapes, printed materials, office supplies, registration fees for two to attend the DUI Symposium, two [2] siren speakers, two [2] power control centers, and two [2] in-car cage transports).

**Grant Number:** 2H07032  
**Name of Applicant:** SC Department of Public Safety: SC Highway Patrol  
**Project Title:** SCHP Enforcement Plan Using Speed Display Signs  
**Federal Recommended:** \$ 105,000  
**Match Recommended:** \$ -0-  
**Total Amount Recommended:** \$ 105,000  
**Funding Source:** Section 402  
**Benefit:** Local

**Description of Problem.** As described in the grant application, the preliminary statistics for South Carolina indicate that during 2005, 109,554 traffic collisions and 1,093 fatalities were reported. Speed was a contributing factor in more than 2,100 collisions and 186 fatalities. The use of speed display signs on designated roadways would help emphasize to the motoring public the need to closely monitor vehicular speeds.

**Approach Proposed.** The project will purchase seven [7] solar-powered speed display signs and assign them to approved Troopers. The Troopers will travel within their designated area with the speed display signs and begin enforcing traffic laws in the area where the speed display sign is placed. Data from the Office of Highway Safety will be used to determine the specific locations in which the signs and accompanying enforcement will be utilized. A public information and education campaign will complement the enhanced speed enforcement effort and increase the public awareness.

**Description of Budget.** The project will fund Equipment @ \$105,000 (includes seven [7] solar-powered speed display signs).

**Grant Number:** 2H07035  
**Name of Applicant:** City of York  
**Project Title:** Highway Safety-No Need for Speed  
**Federal Recommended:** \$ 125,212  
**Match Recommended:** \$ 13,912  
**Total Amount Recommended:** \$ 139,124  
**Funding Source:** Section 402  
**Benefit:** Local

**Description of Problem.** As described in the grant application, the City of York continues to see residential, commercial, and highway expansion growth. This increased usage of the roadways leads to increases in speeding violations which directly relate to motor vehicle traffic accidents/injuries and/or fatalities. Also, the City of York is seeing an increase in violations related to DUI/drugs and other traffic safety issues. Of the eight agencies represented in York County's traffic collision studies from the South Carolina Fact Books for 1999-2004, the City of York ranks third in the list regarding the number of traffic collisions investigated for personal injury, fatalities and property damage categories, and in the number of persons killed or injured. The statistics for speeding and DUI offenses continue to rise.

**Approach Proposed.** The project will create a two-member traffic unit that will provide enhanced enforcement and education with a special emphasis on speeding, safety belt restraint usage, and impaired driving in an attempt to reduce crashes, injuries and fatalities. Unit officers will conduct high school and college level presentations and step up efforts to cite specifically speeding violations, DUI and other traffic violations. Unit officers will study reports regarding crash locations, contributing factors, and locations of repeated speeding offenses to monitor these areas and continue educational efforts to enhance public awareness of these issues.

**Description of Budget.** The project will fund Personnel @ \$102,009 (includes salaries and fringe benefits for two [2] officers); Travel @ \$12,400 (includes in-state patrol mileage and mileage and per diem for training); Equipment @ \$19,000 (includes two [2] vehicle lightbar/strobe packages, two [2] in-car digital video camera units, and two [2] radar units; and Other @ \$5,715 (includes two [2] push bumpers, two [2] cages, two [2] walkie-talkies, two [2] radio units, two [2] consoles with three-hole plug armrests, two [2] switch panels, two [2] alternating head light flashers, and two [2] sirens and speakers.

## **TRAFFIC RECORDS**

### **Problem Analysis:**

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

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

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

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

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

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

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

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

**NATIONAL GOAL:**

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

**REGIONAL GOAL:**

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

## **STATE PERFORMANCE GOALS:**

### **Short Range Goal:**

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

### **Long Range Goal (2007-2011):**

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 2007 will be measured based on GartnerGroup's assessment document and the results of a statewide Traffic Records Assessment.

## **STRATEGIES:**

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

**PROJECT TO BE IMPLEMENTED:**

**Application Number:** 2H07003  
**Name of Applicant:** SC Department of Public Safety: Office of Highway Safety  
**Project Title:** South Carolina Collision and Ticket Tracking System (SCCATTS)  
**Federal Recommended:** \$ 132,099  
**Match Recommended:** \$ -0-  
**Total Amount Recommended:** \$ 132,099  
**Funding Source:** Section 402  
**Benefit:** Local

**Description of Problem.** As indicated in the grant application, traffic crashes, deaths, and injuries continue to plague the state of South Carolina. The state consistently ranks in the top ten in population death rates and mileage death rates. In order to identify problem areas and take corrective countermeasures, the Office of Highway Safety (OHS) of the South Carolina Department of Public Safety (SCDPS) maintains a traffic collision database that includes a number of characteristics regarding these collisions. In addition, the agency posts information regarding traffic crashes and traffic citations to a computerized driver file. The SC Highway Patrol separately maintains a detailed database of all traffic citations investigated by the Patrol. The maintenance of these various databases requires the employment of at least 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 and on results of a statewide Traffic Records Assessment. The project will employ a Project Coordinator to serve as a liaison between the OHS and the SCDPS Information Technology Office (ITO) to ensure

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

**Description of Budget.** The project will fund Personnel @ \$52,800 (includes salary and fringe benefits for one [1] SCCATTS Project Coordinator); Travel @ \$5,500 (includes in-state per diem, lodging, and transportation and out-of-state travel); and Other @ \$73,799 (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 1,766 crashes involving motorcycles in the state. Ninety of these crashes took the lives of 94 persons. A total of 1,432 persons were injured in these crashes. Over the past five years, motorcycle crashes have represented 1.52% of all crashes, 8.23% of all crash fatalities, and 2.90% of all crash injuries in South Carolina. The counties with the highest number of motorcycle crashes are Horry, Greenville, Charleston, Richland, and Spartanburg.

In 2005, there were 540 collisions involving bicycles. Seventeen (17) persons were killed in the crashes, and 500 were injured. A total of 244 (43.7%) of the riders in crashes were over 30 years of age; 82 (14.7%) were between 12 and 15; 80 (14.3%) were between the ages of 21 and 30; and 44 (7.9%) were under ten years of age. Twelve of the 17 persons fatally injured were over 30 years of age, only two were under 16 and one was between the ages of 16 and 20. A total of 468 (83.9%) of the cyclists involved in crashes were males; fourteen (14) of the seventeen (17) bicycle fatalities were males.

The largest number of bicycle collisions occurs during the warm weather months. The three summer months (July - September) accounted for 32% of all bicycle collisions. The vast majority (339/67.8%) of all bicycle collisions occurred during the day in clear or cloudy weather conditions, including six (6) of the seventeen (17) fatal collisions. Most bicycle crashes occurred in the daylight hours; however, eleven (11) of the seventeen (17) fatal collisions (64.7%) occurred after dark.

There were 210 collisions involving motorized bikes reported during 2005. Eleven (11) persons were killed and 210 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.

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 2007, as compared to CY 2006 data.
2. To reduce the motorcycle registration fatality rate by 10% by the end of CY 2007, as compared to CY 2006 data.
3. To reduce the motorcycle registration collision rate by 10% by the end of CY 2007, as compared to CY 2006 data.

### **Long Range Goals (CY 2007-2011):**

1. To reduce the number of bicycle crashes by 7% by the end of CY 2011.
2. To reduce the motorcycle registration fatality rate by 30% by the end of CY 2011.
3. To reduce the motorcycle registration collision rate by 30% by the end of CY 2011.

### **Performance Measures:**

1. Bicycle crash data will be compared with CY 2006 baseline data on an annual basis.
2. Motorcycle registration fatality rate data will be compared with baseline data on an annual basis.
3. Motorcycle registration collision rate data will be compared with baseline data to determine if the desired reductions were achieved.

## **STRATEGIES:**

1. Kindergarten age children will be educated on pedestrian and bicycle safety through the continued implementation of SAFETY CITY.
2. The Aiken County Safe Communities program will participate and assist in bicycle clinics conducted by the Aiken EMS and Aiken Public Safety bike teams. The program will distribute information relative to motorcycle safety at Aiken Technical College in a motorcycle safety class for beginner and intermediate riders.
3. Office of Highway Safety staff will monitor collision statistics for crashes involving pedestrians, bicycles and motorcycles to assess when, where, and why these crashes are occurring and who is involved; the data will be utilized for future program development and to determine the course of ongoing projects.

4. A successful motorcycle safety public information and education campaign from CY 2004-CY 2006 will be continued in Horry County during the month of May 2007 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest) and during the State's H.O.G. Rally in September 2007.

**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:**

Alcohol-related car crashes are the number one killer of young South Carolinians aged 15-24. In 2005, drivers between the ages of 15 and 24 were involved in 1,608 crashes which involved the use of alcohol. Of these crashes, 115 resulted in fatalities. In 2005, young drivers between the ages of 15 and 24 were involved in 31% of all alcohol and/or drug-related crashes. This is staggering, since only those drivers that are 21 years of age or older are of legal drinking age in South Carolina. However, drivers between the ages of 15 and 20 were involved in 686, or 43%, of the 1,608 alcohol and/or drug-related crashes involving individuals between the ages of 15 and 24. Research indicates that the average age at which youths begin using alcohol is between 11 1/2 and 12 years of age.

### **STATE PERFORMANCE GOALS:**

#### **Short Range Goals:**

1. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in total collisions which are alcohol-related by 10% by the end of CY 2007, as compared with CY 2006 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 2007, as compared with CY 2006 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 2007, as compared with CY 2006 data.

#### **Long Range Goals (2007 - 2011):**

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 2011.
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 2011.
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 2011.

### **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 will continue a Sustained DUI Enforcement Program which will include two DUI crackdown mobilizations during the Christmas/New Year's holidays of 2006-2007 and the Labor Day holiday of 2007.
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:**

<b>Grant Number:</b>	2H07033
<b>Name of Applicant:</b>	Aiken County Board of Disabilities/Tri-Development Center
<b>Project Title:</b>	Seat Belt and Alcohol Usage Among Teenagers – Truth and Consequences
<b>Federal Recommended:</b>	\$ 56,309
<b>Match Recommended:</b>	\$ 18,769
<b>Total Amount Recommended:</b>	\$ 75,078
<b>Funding Source:</b>	Section 402
<b>Benefit:</b>	State

**Description of Problem.** As described in the grant application, in years 2001-2004, there were 574 traffic fatalities in the eight (8) counties (Aiken, Allendale, Bamberg, Barnwell, Edgefield, Hampton, Lexington, and Orangeburg) on which this project will focus. This represents 15% of the total traffic fatalities (3,762) in the State during the four-year period. Preliminary figures for the year 2005 show that 134 traffic fatalities occurred in the eight counties on which this project will focus. A total of 300 persons under the age of 25 were killed in traffic collisions in 2005, accounting for nearly 29% of the total number of persons killed in automobile crashes. 2005 preliminary figures also show that, along with insufficient occupant protection being a problem, alcohol and drugs were as well. For the eight-county focus area of this grant, alcohol and drugs contributed to 46 fatal collisions resulting in 52 fatalities and 306 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. The project will promote the use of safety belts and discourage the use of intoxicating substances while operating motor vehicles and thus reduce the risk of death and lifelong disability. Tri-Development Center will discuss with the schools the importance of safety belt use, the importance of obeying posted speed limits and the importance of avoiding the hazards of driving under the influence of intoxicating substances.

**Description of Budget.** The project will fund Personnel @ \$46,693 (includes salary and fringe benefits for one [1] Project Administrator); Travel @ \$5,885 (includes in-state



mileage, lodging and per diem); and Other @ \$22,500 (includes office supplies and stationery, printed materials, postage, student incentives, and ribbon tree and sign displays).