



**HIGHWAY SAFETY AND
PERFORMANCE PLAN
FFY 2009**

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

September 1, 2008

TABLE OF CONTENTS

Overview of the Section 402 Highway Safety Program1

State Certifications and Assurances.....3

Process Description

FFY 2009 Process to Identify South Carolina’s
Highway Safety Problems.....13

Process for Developing FFY 2009 Projects.....17

Process for Reviewing Highway Safety Project Applications, Developing
Final Recommendations, and Determining Funding Priorities.....19

Process for Establishing Performance Goals.....23

Goals/Performance Measures/Strategies/ Projects To Be Implemented by Program Area

Program Administration.....24

Alcohol Countermeasures.....35

Motorcycle Safety/Other Two-Wheel Vehicle Safety.....58

Occupant Protection61

Police Traffic Services (PTS)/Speed Enforcement.....72

Traffic Records.....102

Youth Alcohol/Youth Traffic Safety.....109

ATTACHMENTS

Attachment 1: List of Projects in Priority Order for Funding for FFY 2009

Attachment 2: Highway Cost Summary 217 Form

Attachment 3: FFY 2009 Grant Equipment Over \$5,000

Attachment 4: Paid Media Summary FFY 2009

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.

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

Funding of eligible projects is based on nationally-established priority areas and others which, with additional justification and approval from NHTSA, may be deemed as state-identified "priority areas." **Priority areas for Federal FY 2009 include: impaired driving countermeasures, occupant protection, police traffic services (speed enforcement) and traffic records (statewide).** Other areas eligible for funding in FFY 2009 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 2007, the rate, according to preliminary statistics, was 2.1 fatalities per 100 million miles of travel. The federally-funded State and Community Highway Safety grant program has been a major contributor to that decline.

Despite the gains, highway safety remains a significant and costly problem. According to preliminary data for CY 2007, 1,074 people were killed in South Carolina traffic crashes, or an average of 3 per day. There were 49,378 people injured in the state's over 111,800 reported crashes. The economic loss to the state for 2007 was approximately \$2.9 billion dollars, not to mention the grief and suffering inflicted on the human victims in these crashes. The projects approved for funding in the FFY 2009 Highway Safety and Performance Plan should have a measurable impact on reducing the continuing carnage on South Carolina's streets and highways. They are respectfully submitted by the staff of the Office of Highway Safety for review and approval by the NHTSA Region 4 Office. **Please note that the funding of any and all approved grant projects, or any and all portions thereof, is contingent upon the availability of federal funding.**

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;

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

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

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

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

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

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

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse 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:

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

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

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

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

ENVIRONMENTAL IMPACT

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

Governor's Representative for Highway Safety

Date

FFY 2009 PROCESS TO IDENTIFY SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS

A Problem Identification meeting was held on December 6, 2007, which included OHS staff (Director, Assistant Director, Statistical Research Manager, Grants Administration Manager, Law Enforcement Liaisons, and Program Managers). The meeting began with a Statewide Statistical Overview by Tami McDonell, Statistical Research Manager, to give participants a picture of the highway safety problems in general in the state of South Carolina. The presentation included an identification of problem or priority counties in the state regarding traffic safety issues and concerns. A general discussion of major problem areas and identification of priority areas for funding followed. An analysis by the OHS was presented, based on traffic data over a three-year period, which shows all counties in the state of South Carolina in six statistical categories regarding fatal and severe injury crashes (number alcohol-related, percentage alcohol-related, number speed-related, percentage speed-related, number alcohol and/or speed-related, and percentage alcohol and/or speed-related). Priority areas for highway safety initiatives for FFY 2009 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; and Traffic Records (Statewide Emphasis).

It was the consensus of the OHS staff, based on the meeting outlined above and the review of statewide statistics and project development ideas and efforts, that certain types of projects were strategic to reducing the state's mileage death rate and the number of injury crashes. The OHS staff recommended that proposals for the following projects receive priority attention for FFY 2009 Highway Safety funding:

- * DUI and speeding enforcement projects focusing the traffic enforcement efforts of local and state jurisdictions, as well as multi-jurisdictional projects, on the apprehension of impaired drivers and those exceeding speed limits in the state of South Carolina. These types of projects provide support for the statewide *Sober or Slammer!* Campaign, which is South Carolina's version of the national *Drunk Driving. Over the Limit. Under Arrest.* Campaign. These types of projects must also have components which include Law Enforcement Network participation, BATmobile utilization and participation in statewide sustained impaired driving enforcement initiatives.
- * Multi-jurisdictional traffic enforcement projects bringing together state, county and municipal law enforcement agencies to attack, with comprehensive enforcement strategies, the highway safety problems plaguing South Carolina communities. Projects must be data-driven focusing on high crash corridors and chief contributing factors for crashes. These projects, as well, must include Law Enforcement Network participation, BATmobile utilization and participation in all components of statewide mobilization enforcement initiatives (occupant protection, impaired driving, speed enforcement, etc.).
- * Statewide safe driver public education and information initiatives focusing on the leading probable causes of injury collisions (driving too fast for conditions, failure

- to yield right of way, etc.). Such campaigns must include an enforcement component. The campaigns will focus on the reduction of injuries relative to traffic collisions and should be implemented on the local level in small group settings.
- * Projects to educate young drivers, ages 16 - 34, as to how alcohol impairs driving ability and the consequences of driving while impaired. Proposals will also be entertained for training projects for the state's judiciary and prosecutors, which provide education on how driving ability is impaired at various blood alcohol levels. Law enforcement projects should also include guidelines for conducting public safety checkpoints; the use of horizontal gaze nystagmus as a field sobriety test; the use of passive alcohol sensors for DUI detection; and DUI sentencing alternatives.
 - * Extensive training on traffic safety issues for magistrates and judges.
 - * Projects to establish or strengthen traffic enforcement units within local law enforcement agencies. Such projects must include a comprehensive enforcement effort, including DUI enforcement, speed enforcement, and occupant protection enforcement at a minimum. Police traffic services projects, which include only an "equipment shopping list," or which had not identified the presence of a significant highway safety problem were not considered. Such projects must also include Law Enforcement Network participation, BATmobile utilization and participation in all components of statewide mobilization enforcement initiatives (occupant protection, impaired driving, speed enforcement, etc.).
 - * Projects to automate the state's collision and uniform traffic citation report forms.
 - * Statewide enforcement campaigns combining education, media, diversity outreach, and enforcement components to improve occupant restraint usage by South Carolina citizens and visitors and to attack the ever-growing impaired driving problem in the state.
 - * Projects to establish DUI courts in pilot regions of the State to attack the problem of DUI recidivism.
 - * A project to maintain a Traffic Safety Resource Prosecutor in the State of South Carolina to provide training on the prosecution of traffic safety violations, predominantly DUI, occurring in the State of South Carolina and to assist in the actual prosecution of traffic safety violations statewide.
 - * Projects to educate parents on the proper use of child safety seats and to promote the proper use of safety belts among all age groups. Projects targeting the usage of safety belts by young drivers and male drivers, ages 15 - 34.

- * Projects addressing pedestrian safety issues, and targeting, in particular, male pedestrians impaired by consumption of alcoholic beverages.
- * Projects addressing the safe operation of motorcycles, encouraging voluntary compliance with helmet laws, promoting rider education, and dealing with impaired riding issues.

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

PRIORITY STATUS

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

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

Police Traffic Services/Speed Enforcement: The development or enhancement of traffic enforcement programs necessary to directly impact traffic crashes, fatalities, and injuries. Speeding programs are a priority; however, these programs should also include attention to DUI enforcement and occupant protection. Priority will be given to projects with integrated enforcement strategies to effectively combat impaired driving and other aggressive driving behaviors such as speeding. Components of grant proposals may also include efforts to educate and improve the driving skills, attitudes and behaviors of young drivers, ages 15 - 24.

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

OTHER PROGRAM AREAS FOR CONSIDERATION

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

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

PROCESS FOR DEVELOPING THE PROJECTS IN THIS PLAN

Development of the Funding Guidelines. With the completion of the Problem Identification process, staff developed the 2009 Highway Safety Funding Guidelines. This document set guidelines for the submission of grant applications for highway safety funding in accordance with the priorities established through the problem identification process and basic federal requirements of the Section 402 program. Under the new performance-based process, the guidelines stipulated that "applicants who do not demonstrate a traffic safety problem/need will not be considered for funding." (See Item 3, FFY 2009 Funding Guidelines, Page 30). In order to place funding where the problems exist, the Guidelines further specified that " Priority consideration will be given to applicants proposing major alcohol countermeasures, motorcycle safety, occupant protection, pedestrian safety, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years." (See Item 3, FFY 2009 Funding Guidelines, Page 30).

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

Solicitation Process. Once the guidelines were completed, a letter was mailed on January 28, 2008, to more than 250 state and local law enforcement agencies, state agencies, school districts, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state referring them to the Office of Highway Safety web site at www.scdps.org. The web site contained the complete Funding Guidelines document, as well as a link to the online Highway Safety Grant application through the Grants Management Information System (GMIS), and instructions for the preparation of the grant application document. The application deadline was Friday, April 4, 2008, at 5:00 p.m. Applicants were provided names and telephone numbers of Highway Safety staff to contact for assistance.

Workshops for Potential Applicants. A Funding Guidelines workshop was held in Columbia on February 12, 2008 at the SC Department of Archives with more than 100 individuals in attendance. During the workshop, attendees were provided with an explanation of the highway safety problem in South Carolina; a description of the various program areas eligible for funding; an explanation of allowable costs; a description of the types of projects for which priority consideration would be given; a description of the criteria by which applications would be reviewed; specific instructions on the proper completion of the grant application ; and a presentation on how to write a winning grant proposal. The workshop included specific instructions on how to complete budget pages

and a mini-course on how to write a grant proposal. Additionally, the workshop included a complete overview of the online grant application and instructions on how to complete and submit the application. Meeting participants came from across the state and represented all sectors of the highway safety community (engineering, education, enforcement, EMS, etc.). Participants were provided with sample, completed grant applications and other useful information to assist in the preparation of their applications.

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

The deadline for Highway Safety grant applications for FFY 2009 funding was Friday, April 4, 2008, at 5:00 p.m. Sixty-four (64) applications were received by the due date. The Grants Management Information System (GMIS) assigned pre-application numbers to all applications received. All grant personnel had access to the applications through GMIS. The first stage of the review process involved the Assistant Director, Grants Administration Manager, and Program Managers for the Office of Highway Safety reviewing and discussing the applications submitted by the due date and time. The initial review process was conducted June 3-6, 2008. **Attachment 1** provides a listing of all applications received. The Senior Accountant and the Fiscal Technician assigned to the Highway Safety Program in the Grants Accounting Office provided financial review comments on all applications during the review sessions and at subsequent budget review meetings held on June 17 and 19, 2008.

A second stage of the review process involved additional meetings between the Grants Administration Manager, Assistant Director, and Director of the OHS. The week of June 23rd, a series of meetings was held to discuss grant applications in detail and to prioritize the grant projects for funding. The Funding Guidelines Document and the South Carolina Traffic Fact Book were consulted as applications received final review.

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

1. The degree to which the proposal addressed a national or state identified problem area. **Primary consideration was granted to those projects which addressed major impaired driving countermeasures, occupant protection, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths and injuries during the last three years.**
2. The extent to which the proposal met the published criteria within the specific emphasis area.
3. The degree to which the 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 had access to the “Review Sheet” housed within GMIS. The Review Sheet contained room for comments regarding each application area and a place for the reviewer to recommend approval or denial for the individual grant. A separate review sheet was documented as individual proposals were discussed containing supplemental considerations, such as current or past grant performance; success in attaining self-sufficiency (if a past subgrantee); likelihood of project to significantly reduce crashes, injuries and fatalities; multi-jurisdictional nature of the project; letters of support from interested parties, and other factors which could affect funding consideration.

Discussion of Review Comments: First Stage. Once all reviewers had completed their individual reviews, a multi-day staffing review was established. The review was conducted June 3-6, 2008. Each Program Manager presented grant applications from respective program areas and others as assigned before a review committee composed of the Grants Administration Manager, Grants Accounting staff, Program Managers, and the Assistant Director of the OHS.

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

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

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

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

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

Based upon these reviews, one priority list of projects emerged. This "final" ranking was based upon those projects which would have the greatest affect on reducing collisions, injuries, and fatalities on the state's highways. Ranking priority for projects recommended for funding was given to: (1) on-going grant applications for the overall management and administration of the Section 402 program; (2) grant applications located in the high crash counties or addressing one of the Funding Guidelines priority areas; and (3) grant applications which demonstrated a highway safety problem and were located outside the high crash counties.

The priority order for Highway Safety grant applications is seen in Attachment 1, which also includes internal grant applications recommended for approval. Based upon the anticipated FFY 2009 appropriation for Section 402 funds, anticipated carry-forward funds from FFY 2008 grants, as well as anticipated Section 410, Section 405 and Section 1906 funds, it is expected that a majority of the grant applications approved will receive funding at some point during FFY 2009. 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 2009, these grant proposals will be considered for funding. The grant proposals will be considered in the order in which they are listed; however, ear-marked funds, the applicant's interest/ability in implementing the grant, and the amount of funds available are factors which may alter the priority in which projects are funded and the amount of the Grant Award (e.g., the total grant award received by an applicant may be decreased from the amount recommended in this document in order to adjust to a shorter grant period instead of the typical 12-month grant period.).

On the following pages are the Summaries of Projects submitted for FFY 2009 Highway Safety funding for every grant application approved. Office of Highway Safety staff provided recommendations for review and approval to the South Carolina Public Safety Coordinating Council pursuant to Section 23-6-520, South Carolina Code of Laws, 1976, as amended. Upon approval by the Council, Highway Safety staff finalized program area plans. Upon receipt of the FFY 2009 Obligation Limitation, grant awards will be issued to those applicants approved through this process.

PROCESS FOR ESTABLISHING PERFORMANCE GOALS

After the problem identification process was complete, Program Managers and the Grants Administration Manager reviewed all the information compiled for their specific areas of responsibility, including statistical information and funding priorities established for FFY 2009. In establishing specific performance goals for program areas, Program Managers and the Grants Administration Manager:

1. Examined collision, citation, and other appropriate data from the past three to five years.
2. Reviewed research and discussion comments regarding system gaps that need to be addressed through the goal-setting process.
3. Reviewed the priorities established during the development of the FFY 2009 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 2009; new long-term goals were also established to reflect the period of CY 2009 to 2013.
6. Established a baseline from which progress would be measured; 2008 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 2009.

PROGRAM ADMINISTRATION

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

Primary activities of the Unit include:

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

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

NATIONAL DOT PERFORMANCE GOALS:

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

NHTSA INTERMEDIATE OUTCOME MEASURES

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

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the number of traffic crashes reported during CY 2009 by 5%, as compared to CY 2008 data.
2. To reduce the mileage death rate (MDR) of the State during CY 2009 by 5%, as compared to CY 2008 data.
3. To reduce the mileage injury rate (MIR) of the State during CY 2009 by 5%, as compared to CY 2008 data.

Long Range Goals (2009 - 2013):

1. To reduce the number of traffic crashes reported by 15% by the end of CY 2013.
2. To reduce the State's mileage death rate (MDR) by 15% by the end of CY 2013.
3. To reduce the State's mileage injury rate (MIR) by 15% by the end of CY 2013.

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

STRATEGIES:

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

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

3. Highway Safety staff will monitor 100% of all projects funded in order to provide adequate technical assistance and to insure compliance with grant guidelines.
4. Highway Safety staff will coordinate statewide public information and education efforts to promote compliance with occupant protection laws and impaired driving laws. An overarching theme of all campaign efforts will be utilized by the OHS and the SC Department of Public Safety. The theme will revive a previously successful highway safety initiative entitled, Highways or Dieways? The Choice Is Yours.

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

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

Staff will also continue the *Sober or Slammer!* (SOS) sustained impaired driving enforcement campaign on a statewide level utilizing strategies similar to those utilized in FFY 2008. The campaign will run from December 14, 2008 through September 3, 2009, and will continue to feature high-visibility enforcement and earned media statewide, but will focus on seventeen (17) targeted counties (Aiken, Anderson, Berkeley, Charleston, Colleton, Dorchester, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg and York) that represent 72.3% of the state's population and in which 68.5% of the state's fatal alcohol-related crashes occur. The campaign anticipates participation of more than 160 local law enforcement agencies statewide, as well as the SC Highway Patrol and the State Transport Police. Thus, the campaign will literally touch all citizens of the state in each of the state's forty-six (46) counties. The campaign will once again feature two major DUI enforcement crackdowns during Christmas/New Year's 2008-2009 and Labor Day 2009 holiday periods. Participating law enforcement agencies will engage in at least monthly specialized impaired driving enforcement activity

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

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 changes to the state's DUI law. The legislation will become effective February 10, 2009. The educational strategies employed in this effort will inform citizens, visitors, and law enforcement officers of the changes to the law. Educational strategies will be incorporated to reach out to all citizens and visitors of the state, including minority populations (African-American and Hispanic).

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

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

5. Highway Safety staff will develop/implement technical training programs as needed to support local project initiatives.
6. The OHS will provide funding to highway safety staff and advocates to attend significant conferences and training events related to highway safety issues. As appropriate, when information on national or state-initiated training programs becomes available, the OHS will forward the information to highway safety project directors or those with direct interest in the training. If it is determined that funds are available to support requests to attend these programs, information will be included in the information package outlining procedures for requesting assistance.

7. Staff of the OHS will work with the NHTSA Southeast Region Office to plan and conduct a Project Management Course for new Project Directors of the FFY 2009 highway safety projects.
8. The OHS will conduct a Memorial Service for Highway Fatality Victims of 2008 during the early spring of 2009. The service will be held at a church in the Columbia, SC, area, and families, loved ones, and friends of all highway fatality victims will be invited.
9. The OHS will conduct a *School Zone Safety Week* emphasis during the late summer of 2009. The emphasis, designated to be during the first month of school in the state by legislative proviso, will involve highway safety stakeholders statewide in an effort to call the attention of the motoring public to the importance of safety in school zones.
10. Highway Safety staff will continue to support and assist in the further development of the Law Enforcement Network (LEN) System in the state. Sixteen (16) LENs have been formed corresponding to the sixteen judicial circuits in South Carolina. LENs provide significant enforcement assistance to the 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.
11. 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.
12. Highway Safety staff will continue a *Motorcycle Safety Campaign* in 2009 which will focus on specific locations and times which have a high occurrence of motorcycle crashes, injuries and fatalities. This campaign will target the months of the year and locations in which significant motorcycle rallies occur in the state.
13. The 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.
14. The Office of Highway Safety will pursue the continuation of a project begun in FFY 2006 utilizing paid advertising of highway safety messages at major college sports venues in the State and featuring college head coaches.

15. OHS staff will work with Regional NETS Coordinators and statewide industry Safety Managers to promote a Highway Safety Public Awareness Campaign for local businesses.

PROJECTS TO BE IMPLEMENTED:

Grant Number:	2H09001
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	Highway Safety Planning and Administration
Federal Recommended:	\$ 223,640
Match Recommended:	\$ 223,640
Total Amount Recommended:	\$ 447,280
Funding Source:	Section 402
Benefit:	State

Description of Problem. As indicated in the grant application, preliminary statistics for South Carolina indicate that during 2007, 111,623 traffic collisions were reported. This represents a 1.2% decrease from 2006 totals when 112,930 collisions were reported. The 2007 collisions resulted in 1,074 fatalities and 48,521 non-fatal injuries. The number of traffic deaths was 2.9% higher than in 2006, when 1,044 persons were fatally injured in South Carolina traffic collisions. South Carolina's mileage death rate for 2007 has been estimated, based on preliminary statistics, at 2.1 and remains significantly higher than the national mileage death rate of 1.42. The estimated economic loss to the state from crashes in 2007 was almost 2.8 billion dollars. This total does not reflect the human toll exacted in 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 necessary planning and guidance to subgrantees, it is essential to retain the current OHS staff positions and to train these individuals on highway safety-related matters. The current Planning and Administration grant-funded OHS staff consists of one (1) Director, one (1) Assistant Director, one (1) Grants Administration Manager, one (1) Senior Accountant, one (1) Fiscal Technician, and one (1) Administrative Assistant.

Continuous programmatic and financial monitoring of all grants is greatly needed to properly administer the Highway Safety program. The number of calls received for technical assistance further evidences the need for such monitoring. There are currently three (3) Program Manager positions needed to perform the programmatic monitoring of highway safety grants and two (2) financial staff to perform the financial monitoring of

these grants. The two financial staff (Senior Accountant and Fiscal Technician), aside from the responsibility of financial monitoring, also process monthly federal aid reimbursement vouchers and federal advances, as well as requests for reimbursement and budget revisions from subgrantees. The financial staff also prepares the Highway Safety Plan Cost Summary Report on the Grants Tracking System (GTS), performs agency audits, oversees property control of grant-purchased equipment, and performs the financial staffing of grant applications from subgrantees. Financial staff provides 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 ongoing training that would better prepare them to perform their job duties and increase their knowledge of the field of grants and highway safety. Staff needs further training in the area of how to properly and legally operate a state Highway Safety program. Staff also needs training to enhance knowledge in particular program areas and general highway safety. This training would enable these individuals to provide better technical assistance to subgrantees.

Project Directors and prospective grant seekers are also in need of formal and hands-on training. A survey of highway safety grant applications on file indicates that there is still a need to improve the quality of grant applications received by the OHS. This quality would improve greatly with Project Directors attending training to enhance grant writing skills. Project Directors would also benefit from training on the proper administration of a Highway Safety grant. The quantity and type of errors made on various OHS forms submitted by subgrantees are proof that training is needed in this area.

Project Approach. The OHS's Planning and Administration project will provide funding for staff time and expenses incurred by the Office of Highway Safety which are directly related to the planning, development, coordination, monitoring, evaluating, and auditing of projects under the Section 402 Program. The project 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, Grants Administration Manager, Administrative Assistant, Senior Accountant, and Fiscal Technician employed under the grant will ensure that programmatic/financial monitoring is conducted on 100% of all highway safety grants. With assistance from the accounting staff, the Program Managers will provide on-going technical assistance to subgrantees via monthly telephone calls, on-site visits, and the dissemination of technical materials.

Project staff will also plan and conduct several training programs for subgrantees to strengthen the operation of projects funded through the Highway Safety Program. A Project Management Course will be held for new subgrantees and planned for the first quarter of FFY 2009. Through this course, subgrantees will learn the various rules and regulations which govern their projects, how to complete various required reports, how to

work with the media to promote their highway safety initiative, and how their project fits into the overall state strategy to improve highway safety. Also, a series of workshops will be held in various parts of the state to present the FFY 2009 SC Highway Safety Program's Funding Guidelines. The workshops will be conducted by OHS staff members and NHTSA representatives. Prospective Project Directors will be given instruction regarding the completion of grant applications, including a session on developing a project proposal and grant writing techniques.

OHS and Statistical Analysis Center (SAC) staff, with input from Federal partners (NHTSA, FHWA, FMCSA, etc.), will determine priority areas for FFY 2010 based on available data. Once priorities are determined, service gaps identified, and high need geographic areas are determined, the FFY 2010 Funding Guidelines will be written and posted on the OHS website. Letters notifying potential applicants of the document's availability on the website will be mailed to current and prospective subgrantees. Along with the Funding Guidelines document, a link to the online Grants Management Information System (GMIS) of the SC Department of Public Safety will be posted. Applicants will submit grant applications online through the GMIS.

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

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

Description of Budget. The project will fund Personnel @ \$372,214 (includes salaries and fringe benefits for one [1] director [50%], one [1] assistant director, one [1] grants administration manager, one [1] senior accountant [90%], one [1] fiscal technician [90%], and one [1] administrative assistant); Contractual Services @ \$10,000 (includes funding to utilize the State's "Beeline" contract to continue the implementation and maintenance of the GMIS for the OHS); and Other @ \$65,066 (includes printing, postage, telephone, supplies, indirect cost, Enterprise Software maintenance, and tort insurance).

Grant Number: 2H09004
Name of Applicant: SC Department of Public Safety:
Office of Highway Safety
Project Title: Public Information, Outreach, and Training
Federal Recommended: \$ 386,090
Match Recommended: \$ -0-
Total Amount Recommended: \$ 386,090
Funding Source: Section 402
Benefit: State

Description of Problem. As indicated in the grant application, South Carolina remains one of the top five states in the nation in the severity of its motor vehicle crashes, as evidenced by statistical data. The state must provide funding for projects that will attempt to impact the negative traffic statistics that are adversely affecting South Carolina's citizens. South Carolina's average mileage death rate (MDR) for the last five years, 2.12, is 49.3% higher than the national MDR of 1.42. The top probable causes for traffic crashes include driving too fast for conditions, failure to yield right-of-way, driver inattention, following too closely, and improper lane change/usage. A reduction in the state's mileage death rate must be effected, and the economic loss associated with vehicle crashes must also reflect a downward trend. In order to make a difference in these negative traffic statistics in the state, the Office of Highway Safety must fund creative projects that can have a wide impact on all of the various problem areas contributing to highway injuries and fatalities.

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

Prior to FY 1997, other than conducting pre-work conferences with subgrantees, there was no organized training program to teach project skills to new highway safety project directors. The lack of knowledge in project management and in applicable federal guidelines has deterred many projects from being successfully implemented. The continuation and expansion of specialized training programs and attendance at highway safety-related meetings and conferences are crucial elements in keeping highway safety professionals and local project personnel abreast of new technology and innovative programs which may be utilized to combat the state's severe traffic crash problem.

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

Project Approach. The project will upgrade the quality of highway safety efforts in the state of South Carolina utilizing a multi-faceted approach. The project will retain the services of a Public Affairs Manager, funded by the project, to work in conjunction with Program Managers and assist a paid Contractor 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.* The project will revitalize the most successful public information and education campaign South Carolina has produced in the *Highways or Dieways. The Choice is Yours.* campaign. Campaigns will contain enforcement, education, community involvement, diversity outreach, and media components in an effort to reduce alcohol-related crashes, injuries, and deaths on South Carolina's roadways. Funding for the campaigns will come from other National Highway Traffic Safety Administration funds.

The project will coordinate a Highway Safety Awards Ceremony, a motorcycle safety campaign, the 2009 Annual Victims' Memorial Service, and additional highway safety-related events. The project will also work with NHTSA Region 4 staff and OHS staff to conduct a Project Management Course for all Project Directors of new FFY 2009 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 electronic newsletter with calendar, 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.

Description of Budget. The project will fund Personnel @ \$72,986 (includes salary and fringe benefits for one [1] Public Affairs Manager); Contractual Services @ \$200,000 (includes utilizing SCDPS Contractor for a Highway Safety Awards Ceremony, a "Highways or Dieways" PI&E campaign, a motorcycle safety campaign, the 2009 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 @ \$83,104 (includes telephone and toll-free line, tuition/registration/exhibit fees/membership fees, office supplies, meeting room costs, postage, educational materials and supplies, printing and distribution costs, cost of

web site design, posters, and other printing and duplication needs, OHS booth/display, copy equipment rental, software, Enterprise Software maintenance, tort insurance, 2009 SC State Fair and indirect costs).

ALCOHOL COUNTERMEASURES

Problem Analysis:

Statistics from the SC Department of Public Safety's (SCDPS) Statistical Analysis Center indicate that there were 4,835 DUI-related crashes in the state in 2006. There were 360 fatal crashes that were DUI-related, resulting in the deaths of 386 people. Of the 4,835 DUI-related crashes, 2,300 were injury crashes resulting in 3,605 injuries. The term "DUI-related crash" encompasses crashes with DUI as a contributing factor. It does not include impaired pedestrians or bicyclists, and the occasional impaired passenger who causes a crash. DUI continues to be the number one contributing factor in fatal crashes in South Carolina. The contributing factor of Too Fast for Conditions is the second most common contributing factor in DUI-related crashes with 385 crashes and 115 fatalities.

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

During the five-year period 2002-2006, Greenville, Horry, Richland, Charleston, Spartanburg, Lexington, York, Anderson, Florence, and Berkeley counties experienced the highest reported frequencies of DUI-related collisions. During the five-year period, Greenville County had the highest number of DUI-related fatal crashes with 122, followed by Horry with 117, Spartanburg with 110 and Richland with 106. According to the Daily vehicle miles driven by state drivers in 2006, Edgefield, Darlington, Greenwood, Lancaster, Kershaw, Saluda and York counties experienced the highest vehicle mileage crash rates in DUI-related collisions. Also, from 2002-2006, Charleston, Florence, Greenville, Horry, Lexington, Richland, Spartanburg, Dorchester, Orangeburg and Sumter counties experienced the highest number of fatalities in DUI-related collisions for drivers under 21. Due to the high number of DUI-related crashes in these counties, priority will be given to applications that propose initiatives targeting these counties.

From 2002-2006, a total of 5,205 people died in South Carolina traffic collisions, and 254,573 people were injured in these crashes. Of those killed during this time period, 1,984 (or 38.1%) died in a DUI-related traffic crash. A total of 18,173 of those injured, or 7.1%, were involved in a DUI-related crash. From 2002 to 2006, the state has experienced an 1.7% decrease in the number of reported DUI-related crashes. Drivers in the 15-24 year old age group experienced the highest number of DUI-related fatal crashes from 2004-2006. This age group accounted for 5,188 drivers in crashes with DUI as a

contributing factor. The second highest age group of drivers involved in DUI-related crashes during this period were drivers aged 25-34, totaling 5,124, followed by drivers aged 35-44, totaling 4,369. During the period 2004-2006, 74.3% of the drivers involved in DUI-related crashes were male. Females were involved in 23.3% of DUI-related crashes from 2004-2006. Friday and Saturday evenings are consistently the leading time periods for DUI-related crashes.

Target or At Risk Populations/Counties:

Drivers aged 15-24 accounted for 27% of all drivers in DUI-related crashes from 2004-2006. DUI-related crashes occurred most frequently in rural areas and with male drivers. The seventeen target counties (Aiken, Anderson, Berkeley, Charleston, Colleton, Dorchester, Florence, Greenville, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg, and York) accounted for 68.5% of the state's alcohol-related fatal crashes in CY 2004-2006. These counties also represent 72.3% of the State's total population.

NATIONAL GOAL:

Reduce the alcohol related fatality rate per 100 million VMT of drivers .08 and above to .47 by 2009.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the DUI-related crash MDR by 10% by the end of CY 2009, as compared to CY 2008 data.
2. To reduce the DUI-related crash MIR by 10% by the end of CY 2009, as compared to CY 2008 data.
3. To reduce the involvement of drivers aged 25-34 in DUI-related crashes by 3% by the end of CY 2009, as compared to CY 2008 data.
4. To increase conviction rates by the DUI special prosecutor in Spartanburg County by 5% by the end of CY 2009, as compared to CY 2008.
5. To increase the level of BAC reporting on fatalities from coroners by 10% by the end of CY 2009, as compared to CY 2008.

Long Range Goals (CY 2009 – CY 2013):

1. To reduce the DUI-related crash MDR by 30% by CY 2013.
2. To reduce the involvement of drivers aged 25-34 in DUI-related crashes by 5% by the end of CY 2013.

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.

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 2009 and the Christmas/New Year's holidays of 2008-2009 utilizing saturation patrols and sobriety checkpoints, along with the utilization of the State's two Breath Alcohol Testing (BAT) mobile units, as key enforcement strategies. The campaign, though implemented statewide, will focus on counties shown statistically to have significant problems with alcohol-related crashes, injuries and fatalities. South Carolina will use a similar strategy as employed in last year's Sustained DUI Enforcement Campaign with this high-visibility DUI enforcement initiative. The campaign will work through the SC Law Enforcement Network system. Participating agencies will conduct four nights of DUI enforcement activity (checkpoints and saturation patrols) over the two-week crackdown periods in addition to regular monthly specialized DUI enforcement activity. Reporting and evaluation will be key components within this initiative. Participation with state and federal initiatives, along with proven reduction of impaired driving collisions, will earn law enforcement agencies statewide a chance to win one of eight equipped law enforcement vehicles. The OHS will fund these enforcement activities with available Section 410 funding, if awarded.
2. The conviction rate of DUI offenders will be increased through the use of improved testing equipment and specially trained prosecutors.
3. The public will be educated about the dangers of drinking and driving through the statewide distribution of educational materials, health and safety fairs and statewide alcohol campaigns.
4. SLED will provide technical support to local law enforcement on BAC testing procedures and use of the equipment, and to prosecutors through courtroom testimony.
6. Standardized Field Sobriety Tests (SFST) training will be provided, for state troopers and local law enforcement officials, in DUI detection and in Interview and Interrogation Techniques. Drug Recognition Expert training will also be provided to law enforcement officers throughout the state.

7. The backlog of DUI cases in Spartanburg and York Counties will be decreased through the maintenance of a solicitor, who will devote 100% of his time to prosecuting DUI cases.
8. Sheriff's Offices will establish or increase Traffic Units to increase DUI enforcement in rural areas.
9. BAC reports from the coroners and SLED will continue to be entered in a database to track testing results.
10. Monthly contact will be made with the Executive Director of the Coroner's Association to address BAC reporting from the coroners.
11. The Program Manager will continue to be involved with the Task Force on Underage Drinking Action Group.
12. Programs to address youth alcohol problems will continue in schools within counties with a high occurrence of DUI collisions, injuries and deaths. There are Safe Communities organizations to help accomplish this strategy, as well as South Carolina Highway Patrol's curriculum developed with grant funds. In addition, Anderson University will develop and implement a training program for its students and neighboring high school students to discourage impaired driving.
13. Multi-jurisdictional traffic teams will be maintained and expanded in priority areas of the state. The formation of the teams will allow law enforcement agencies to work together to combat the problem of DUI in their respective jurisdictions.
14. The OHS will maintain the statewide SC Impaired Driving Prevention Council made up of professionals from the arenas of highway safety, law enforcement, judiciary and treatment/rehabilitation in an effort to combat the increasing impaired driving problems and issues in the state. The Task Force will continue its work toward strengthening DUI laws in the state of South Carolina and educating the general public, law enforcement, judges, and magistrates on the changes to the DUI law that will become effective February 10, 2009.
15. Though the Seventh Circuit Solicitor's Office in Spartanburg, South Carolina will spearhead the initiative, the OHS will monitor and assist with the implementation of NHTSA's DWI Standards Assessment Program. The OHS will also, utilizing assistance from NHTSA Southeast Region staff, continue to attempt to increase the presence of DUI/Drug Courts in the state of South Carolina as yet another DUI countermeasure.
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.

17. The OHS will schedule a Statewide Alcohol Assessment to determine areas in which the State has improved since the previous Alcohol Assessment in 2003 and areas in which the State should continue to target for improvement. The recommendations of the Alcohol Assessment will be used to strengthen the Alcohol Countermeasures Program.
18. The OHS will work with Charleston County and Chesterfield County to establish DUI Courts in their respective areas.
19. The Ignition Interlock Program will be implemented to allow the exchange of data between the Ignition Interlock Device vendors (IID), SC Department of Motor Vehicles, SC Department of Alcohol and Other Drug Abuse Services and SC Department of Probation, Parole, and Pardon Services.

PROJECTS TO BE IMPLEMENTED:

Grant Number:	2H09006
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	Impaired Driving Countermeasures Program Management
Federal Recommended:	\$ 638,576
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 638,576
Funding Source:	Section 410
Benefit	State

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

Project Approach. 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 continue to coordinate the implementation of recommendations resulting from the 2002 Statewide Alcohol Assessment and 2003 Alcohol Symposium. Additionally, a new Statewide Alcohol Assessment will be conducted in 2009. 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 new grant projects at least twice annually, as well as responding to requests for budget and programmatic revisions. The IDCPM will also assist the Public Affairs Manager of the OHS, who will work with the agency's Contractor to develop and implement a statewide DUI public information and education campaign for the Labor Day holiday time period of 2009 and the Christmas/New Year's 2008-2009 holiday period.

Description of Budget. The project will fund Personnel @ \$54,728 (includes salary and fringe benefits for one [1] IDC Program Manager); Contractual Services @ \$500,000 (includes PI&E efforts, including paid media, to complement the SOS campaign); Travel @ \$35,200 (includes in-state lodging, per diem, and transportation for program management responsibilities and out-of-state travel for DRE training); and Other @ \$44,648 (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, DRE class supplies, copy equipment rental, DUI Awards Ceremony supplies, and two [2] air cards for the Bat Mobiles).

Grant Number:	2H09009
Name of Applicant:	Lexington County Sheriff's Department
Project Title:	Sheriff's DUI and Speed Enforcement Traffic Unit
Federal Recommended:	\$178,521
Match Recommended:	\$ 44,629
Total Amount Recommended:	\$223,150
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, from 2004 through 2006, Lexington County ranked third in the state in the number of DUI traffic fatal and/or severe traffic crashes. The total is 162 DUI-related crashes, with 48 resulting in death. Lexington ranked sixth in the state for the number of speed related fatalities and severe injury crashes with 191 collisions. Lexington County ranks number five in the state for overall fatal and/or severe injury crashes. With the monumental, expansive highway construction in the last three years, Lexington County has experienced an exponential level of vehicular traffic, which again has been a significant factor in the escalation of fatalities.

Project Approach. The project will maintain the current assigned grant-funded officers to continue to dedicate 100% of their time to traffic enforcement and DUI reduction. Additionally, the officers will be positioned in problem areas determined from information retrieved from the South Carolina Department of Public Safety statistics. The use of saturation teams for patrolling targeted areas, placing extra emphasis on special school functions such as prom night, sporting events, holiday break periods, graduation week, and the practice schedules, calls of concern from citizens, and other problems will dictate the saturation efforts.

Description of Budget. The project will fund Personnel @ \$163,315 (includes salaries and fringe benefits for three [3] traffic officers); Travel @ \$48,019 (includes in-state travel for day-to-day mileage, lodging and per diem); and Other @ \$11,816 (includes office supplies, operating supplies, mobile phone service for three [3] officers, three [3] 800 MHz radio service, e-mail service fees, laptop platforms and bases, equipment consoles, outlet boxes, LED vehicle fog lights, and flash memory).

Grant Number:	2H09010
Name of Applicant:	16th Circuit Solicitor's Office - York County
Project Title:	York County Solicitor's Office DUI Prosecution Team
Federal Recommended:	\$50,306
Match Recommended:	\$12,577
Total Amount Recommended:	\$62,883
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, the Sixteenth Circuit is plagued by the DUI problem. However, the Sixteenth Circuit is uniquely positioned in the path of one of the fastest growing metropolises in the United States. Charlotte's close proximity can serve only to aggravate the Sixteenth Circuit's alcohol-related fatality epidemic. The root of the DUI problem in the Sixteenth Circuit consists of two branches. The first involves the massive backlog of jury trial requests in DUI cases throughout the summary courts of the Sixteenth Circuit. In our general session courts, where we set the trial docket, our circuit has consistently been the most efficient circuit in the state for disposing cases by guilty plea or trial. However, in the summary courts, the individual judges control their respective court dockets. Furthermore, the magistrate courts in the Sixteenth Circuit are not centralized; they are located within the individual townships across the circuit. Consequently, the prosecutors must travel throughout the county once a case is actually scheduled for trial for the limited number of DUI-1st offense cases our resources allow us to prosecute. The magistrates do not coordinate with each other regarding when to schedule the DUI cases being prosecuted. Magistrates and summary court judges alike simply schedule jury trials when their schedule permits. The second branch of the DUI problem arose out of the United States Supreme Court opinion in *Alabama v. Shelton*, 535 U.S. 654 (2002). In that case, the court held that "[a] defendant who receives a suspended sentence or probated sentence to imprisonment has a constitutional right to counsel. The court further asserted that "a suspended sentence

constitutes a ‘term of imprisonment’...even though incarceration is not immediate or inevitable.” Consequently, unless a defendant knowingly and intelligently waives his right to counsel, even a summary court cannot levy a suspended sentence upon that defendant without a lawyer. Therefore, summary and general sessions courts routinely appoint public defenders to qualified defendants to avoid subsequent appellate problems with suspended sentences given. These attorneys coupled with retained counsel for non-indigent defendants face off at trial with officers who are left to prosecute their own cases.

Project Approach. The project will hire one [1] Assistant Solicitor who will be responsible for submitting monthly case disposition reports to the Solicitor and Deputy Solicitors, much as the general sessions prosecutors do. For several years now, the applicant’s general sessions prosecutors have consistently moved at least 80% of their cases within 180 days of the arrest dates of those cases. The applicant’s goal is to hold the DUI special prosecutors to an identical level of excellence, efficiency, and equity in the years to come.

Description of Budget. The project will fund Personnel @ \$60,458 (includes salary and fringe benefits for one [1] Assistant Solicitor); Travel @ \$525 (includes in-state lodging and per diem); Equipment @ \$1,650 (includes one laptop computer); and Other @ \$250 (includes one [1] laser printer).

Grant Number:	2H09011
Name of Applicant:	Seventh Judicial Circuit Solicitor's Office
Project Title:	Alcohol Countermeasures Prosecution Team
Federal Recommended:	\$ 89,647
Match Recommended:	\$ 22,411
Total Amount Recommended:	\$112,058
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, Spartanburg County ranked 6th in the number of DUI related crashes, number of DUI and/or speed-related crashes and in total fatal or severe injury crashes from 2004 to 2006. In 2005, the Spartanburg County Sheriff’s Office’s Traffic Enforcement Team made it a priority to stop drunk driving. Every year since, the number of DUI arrests has increased and in some instances nearly doubled the arrests for previous years. At the end of 2006, the Enforcement Team made a total of 688 DUI arrests. Their ability to increase the number of arrests ultimately increased the number of cases to be prosecuted. In addition to the Sheriff’s Department’s arrests, the SC Highway Patrol recorded 427 DUI arrests for 2006, while Spartanburg Public Safety reported 50 arrests. To date, the total number of pending DUI/alcohol or drug-related driving offenses has been determined to be 275 for the Seventh Judicial Circuit Solicitor's Office, with at least 200 to 275 more cases expected to be added. With only one prosecutor tackling the DUI problem and limited court time, the Seventh Circuit is barely making a dent in the number of cases received on a monthly

basis. Through their work, they have discovered the need to have a mobile prosecutor to respond to smaller municipalities and prosecute cases in their jurisdictions. Maintaining the grant-funded DUI prosecutor will help to reduce the number of pending cases and significantly reduce the time from receipt of case to prosecution.

Project Approach. The project will maintain one (1) Assistant Solicitor and paralegal. The Assistant Solicitor will investigate and prosecute only DUI alcohol and drug-related driving offenses. The unit will improve the conviction rate through better preparation for court cases at each court level. The Assistant Solicitor will direct the day-to-day case preparation, interview potential witnesses, correspond with counsel for the defendant and court officials, research legal issues and coordinate the logistics of the actual trial, and will participate with the local Law Enforcement Network. The paralegal will assist with the maintenance of case files and witness correspondence, along with the identification and collection of evidence, to include in-board dash videotapes. The paralegal will be responsible for maintaining the team's docket and the scheduling of interviews/appointments with victims.

Description of Budget. The project will fund Personnel @ \$103,889 (includes salaries and fringe benefits for one [1] Assistant Solicitor and one [1] Paralegal); Travel @ \$4,469 (includes in-state travel for mileage, lodging, and per diem for one [1] employee); and Other @ \$3,700 (includes office supplies, mobile phone service for one [1] employee, and printer cartridges).

Grant Number:	2H09013
Name of Applicant:	City of Anderson Police Department
Project Title:	DUI Traffic Unit
Federal Recommended:	\$136,484
Match Recommended:	\$ 34,121
Total Amount Recommended:	\$170,605
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, Anderson County, which is located in the northwest corner of South Carolina, is ranked eighth among the 46 counties in South Carolina for the number of fatal and severe injury crashes that were DUI related from 2004-2006. In the last five years (2002-2006), 92 people in Anderson County have lost their lives due to alcohol or drug-related traffic crashes. Anderson County is consistently ranked among the top ten worst counties in South Carolina in regards to alcohol or drug-related crashes. During 2002, 2003, 2004, and 2005, the County of Anderson averaged between 65.5% (in 2005) and 82.7% (in 2002) more crashes than the average for all other counties in the state. The average of crashes and deaths occurring in the county is significantly higher than the average per each county in the state. An increase in traffic collisions since 1991 is a significant problem for the City of Anderson. According to the United States 2006 Census, the population of the City of

Anderson is 26,242 but due to a daily influx of people, the population of the city frequently swells to as high as 110,000. The city covers approximately 14 square miles and contains 203 miles of linear roadway on 520 streets and roads. In 2005, the city experienced 287 possible alcohol and/or drug-related crashes, 296 in 2006, and 280 in 2007. Although the number of crashes that are potentially related to alcohol or drugs have decreased since 2002, the frequency is still much too high for the size of the town and the population. The city's estimated alcohol or drug-related crash rate is approximately 11.45 per 1000 population.

Project Approach. The project will establish a DUI Traffic Unit to aggressively enforce traffic laws related to traffic crashes and to educate the public about the dangers of driving while under the influence of alcohol and/or drugs. The unit will consist of two grant-funded officers to conduct checkpoints and saturation patrols to apprehend impaired drivers. Additionally, the unit will conduct presentations to schools and community groups. The unit will participate in the Law Enforcement Network and all initiatives of the Office of Highway Safety.

Description of Budget. The project will fund Personnel @ \$78,687 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$10,148 (includes in-state travel for mileage, lodging, and per diem); Equipment @ \$70,000 (includes two [2] police vehicles, two [2] in-car mobile video units, and other necessary equipment) and two [2] vehicle light packages; and Other @ \$11,770 (includes electronic sirens, siren/speakers, power control centers, push bumpers, fire extinguishers, educational and printed materials, office supplies, printer, scanner, cell phones and service, digital cameras, flashlights with passive alcohol sensors, walkie-talkies with rapid chargers, personal recorders, and drug screening kits).

Grant Number:	2H09016
Name of Applicant:	SC Department of Public Safety: Highway Patrol
Project Title:	SCHP Horry County DUI Enforcement Team
Federal Recommended:	\$230,170
Match Recommended:	\$ -0-
Total Amount Recommended:	\$230,170
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, the major causes of fatal and severe injury crashes in Horry County during the last three years (2004 – 2006) have been speed and alcohol-related violations. Alcohol involvement and speed caused 47.2% of Horry County's fatal and severe injury crashes. When looking specifically at fatal and severe injury crashes during the same time period (2004 – 2006), Horry County ranked second in South Carolina for the number of DUI-related crashes (178), first in South Carolina for the number of speed-related crashes (288), first in South Carolina for the number of DUI and/or speed-related crashes (415), and second in South Carolina for the total number of fatal or severe injury crashes (987). According to additional data

provided by the SC Office of Highway Safety, with respect to Horry County during CY 2005, there were 8,086 vehicle collisions, resulting in 57 fatalities and 3,595 injuries. In CY 2006, 8,489 vehicle collisions were recorded with 63 fatalities and 3,894 injuries. During CY 2007, preliminary figures indicated there were 8,595 vehicle collisions, resulting in 79 fatalities and 3,789 injuries. Furthermore, the Myrtle Beach Regional Economic Development Corporation reports that Horry County has more than 13 million tourists each year. As a result, Horry County leads the State in tourism, accounting for over 38% of revenues. This influx of population results in demanding challenges for law enforcement.

Project Approach. The project will conduct a study of the alcohol-related traffic crash problem to determine the specific segments of highways and roadways within Horry County where the greatest proportion of collisions are occurring, and the probable causes of those collisions. The study, to be conducted by the Statistical Analysis Center of the Office of Highway Safety, will specifically outline the type of alcohol-related collisions which are occurring, where the collisions are occurring, when they are occurring, and the demographics of who are involved in those collisions. Once this study has been completed and submitted to the Colonel of the South Carolina Highway Patrol, the Project Director will develop a DUI Enforcement Action Plan to target specific highways/roadways. The Project Director will seek input from the Colonel, any appropriate Troop Captains, and other Patrol personnel assigned to the Team as he develops the DUI Enforcement Action Plan. The state's occupant protection laws will be vigorously enforced at all times. The primary duty of the Team will be to enhance traffic enforcement through designated saturation patrols and to conduct public safety checkpoints. Investigating traffic collisions will continue to be the responsibility of other Troopers stationed in the county where the Team is working at the time.

Description of Budget. The project will fund Personnel @ \$112,870 (includes salaries and fringe benefits for two [2] State Troopers); Travel @ \$24,840 (includes in-state mileage); Equipment @ \$84,030 (includes two [2] police vehicles, two [2] in-car digital cameras, two [2] vehicle light packages, and other necessary equipment) and Other @ \$8,430 (includes two [2] digital card swipes and printers, and indirect costs).

Grant Number: 2H09017
Name of Applicant: South Carolina Commission on Prosecution
Coordination
Project Title: Traffic Safety Resource Prosecutor
Federal Recommended: \$173,616
Match Recommended: \$ -0-
Total Amount Recommended: \$173,616
Funding Source: Sections 410 and 402
Benefit: Local

Description of Problem. As described in the grant application, South Carolina ranked second in the nation for the highest percentage of traffic fatalities involving DUI (40.5 %) in 2006. This was a 0.6% increase from 2005 when South Carolina's DUI fatality rate was 39.9%. Fatalities on South Carolina's highways have increased from 2003 to 2005 by nearly 13%. In 2003, the total fatalities were 969; in 2004, they rose to 1,046; in 2005, they rose again to 1,094. In 2006, South Carolina experienced a slight decrease in the number of fatalities (1,044), unfortunately, 50% of the fatalities (523) were alcohol related. (Source: Toll of Motor Vehicle Crashes-National Highway Traffic Safety Administration). Although there was a slight decrease in the 2006 figures, the numbers in South Carolina do suggest that our highway program initiatives need further emphasis as we educate the community. According to the South Carolina Department of Public Safety's preliminary report statistics for 2007, driving under the influence of alcohol or drugs was a contributing factor in over 370 fatal collisions, resulting in the deaths of more than 410 persons. South Carolina suffered 1,074 deaths on its roadways in 2007, which was 3% higher than 2006. (Source: South Carolina Department of Public Safety Funding Guidelines, January 29, 2008)).As a result of DUI, South Carolina had an economic impact of over \$2.73 billion dollars in 2005, a 5.0% increase from the \$2.343 billion dollars lost in 2004. This economic loss includes property damage, medical costs and lost productivity, but does not include intangible costs such as pain, grief and suffering. (Source: South Carolina Traffic Collision Fact Book 2005). Ongoing specialized training in DUI-related issues should be a priority for the law enforcement community, prosecutors, legislators, and judges.

Project Approach. The project will maintain the employment of a Traffic Safety Resource Prosecutor (TSRP) and an Administrative Assistant to address driving under the influence and highway safety issues 100% of the time. Throughout the grant period the TSRP will assess training needs, develop and provide training programs for prosecutors, law enforcement officers, summary court judges, and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases; provide technical assistance and legal research to prosecutors on a wide variety of legal issues, including probable cause, Standardized Field Sobriety Testing (SFST), implied consent, breath/blood testing, accusatory instruments, pretrial procedures, trial practice, and appellate practice; prepare a quarterly newsletter for prosecutors, law enforcement, summary court judges, and other criminal justice professionals regarding "hot topic" issues of highway safety; coordinate with the Governor's Highway Safety Office to serve

as the liaison with additional prosecutors to enable them to become more involved in traffic safety initiatives; serve as a regular and full participant in the Impaired Driving Prevention Council; promote heightened awareness by law enforcement officers and prosecutors of victims' issues; and serve as second chair on difficult impaired driving cases arising out of General Sessions court, including but not limited to Frye, Daubert, other suppression hearing, motions, and etc.

Description of Budget. The project will fund Personnel @ \$132,311 (includes salaries and fringe benefits for one [1] Traffic Safety Resource Prosecutor and one [1] Administrative Assistant); Contractual Services @ \$5,300 (includes contracting with expert speakers state and nationally to present topics at DUI training seminars); Travel @ \$8,199 (includes in-state lodging, meals, and mileage, and out-of-state lodging, meals, and mileage for the TSRP and Speakers, and airfare); and Other @ \$27,806 (includes registration fee(s), training materials, postage for newsletters, DUI mail-outs, announcements and certificates, printing and reproduction costs, training materials, certificates, newsletters, posters and brochures, office space, room rental, audio visual, office supplies, and cell phone service).

Grant Number:	2H09019
Name of Applicant:	South Carolina Department of Probation, Parole and Pardon Services
Project Title:	Ignition Interlock
Federal Recommended:	\$356,000
Match Recommended:	\$ -0-
Total Amount Recommended:	\$356,000
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, research conducted by the National Highway Traffic Safety Administration (NHTSA) and cited by Mothers Against Drunk Driving (MADD) indicates that almost 18,000 people were killed in alcohol-related crashes during 2006. Of these, almost 14,000 involved a driver with an illegal blood alcohol concentration (BAC) (.08 or greater). At least nine percent of these involved a person with a previous driving while intoxicated conviction and most estimates indicate that people who have been previously convicted for drunk driving comprise about one-third of the impaired driving problem. According to the South Carolina Department of Public Safety during 2007 driving under the influence of alcohol or drugs was a contributing factor in over 370 fatal collisions, resulting in the deaths of more than 410 persons. Preliminary statistics for 2007 indicate that more than 4,800 alcohol-related collisions were reported with more than 3,500 persons injured. Of the more than 4,800 total alcohol and drug-related collisions, 8% were fatal crashes. In 2007, the state experienced about the same number of alcohol-related crashes as compared to the previous year. As of January 1, 2008, the South Carolina Department of Probation, Parole, and Pardon Services (SCDPPPS) has received an average of 12 driver records from SCDMV for drivers who will be required to have Ignition Interlock Devices (IID)

put on their vehicles in order to get their license reinstated. It is unknown at this time how many out-of-state drivers will be required to have an IID put on their vehicles to drive in South Carolina. In addition, there is pending legislation that would require first time DUI offenders to have an IID installed in their vehicles if they register a .15 or greater on the breathalyzer. In summary, if the proper infrastructure is not put into place to effectively monitor these drivers, the effectiveness of this program would be put in jeopardy.

Project Approach. The project will implement a program that will allow the exchange of data between the Ignition Interlock Device vendors (IID), SCDMV, SCDAODAS and SCDPPPS. For instance, when a driver fails to report to the vendor for a mandatory 60 days download of IID information, the vendor would need to notify SCDPPPS that the offender failed to report. SCDPPPS would then be required to notify SCDMV of this violation so that the appropriate action could be taken. An electronic transfer of data would be the most economical and expeditious method of exchanging data between the agencies. Each agency has designated a point of contact to coordinate the exchange of information. Currently, information is being transmitted via email, telephone, fax and letter. None of the information exchange is automated. This project is proposing the automation of the ignition interlock program by developing a secure web service between all of the agencies involved as well as the vendors. This re-design of the SCDPPPS computer system will allow for a seamless exchange of information between the agencies and vendors. In addition, it will incorporate various “triggers” which will alert staff when certain tasks must be completed. For example, if the offender fails to pass a rolling re-test, a “trigger” would alert staff at SCDPPPS which would set into motion the protocols for that type of alert. While the use of ignition interlock devices has proven effective in other jurisdictions, without proper monitoring of the devices and the offenders the program is much less likely to have a positive impact on the safety of drivers.

Description of Budget. The project will fund Contractual Services @ \$300,000 (includes Information Technology Consultants to develop a new system for monitoring drivers enrolled in the Ignition Interlock Device Program (IIDP) \$100/hr for 3000 Hours); Equipment @ \$28,000 (Includes two [2] Blade Servers and a Storage Area Network); and Other @ \$28,000 (includes Virtualization Software, Enterprise User Licenses, Client Access Licenses, Extra Bandwidth Requirement).

Grant Number:	2H09023
Name of Applicant:	City of Rock Hill
Project Title:	City of Rock Hill Traffic Enforcement Unit
Federal Recommended:	\$115,417
Match Recommended:	\$ 28,856
Total Amount Recommended:	\$144,273
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, over the past twenty (20) years, the City of Rock Hill has experienced an overwhelming amount of growth. The

city is located twenty-five (25) miles south of Charlotte, NC, one of the hottest growth spots in the southeastern United States. Due to its close proximity to Charlotte, it inevitably will continue to see growth in land area and residents in the foreseeable future. The city's population grew from 36,394 residents in 1980 to 49,765 residents in 2000 (2000 census). According to current estimates, there are approximately 67,521 residents living in Rock Hill. According to the South Carolina Department of Public Safety, York County had a total of 12,867 traffic collisions between 2004 and 2006. Just last year, in the City of Rock Hill, the police investigated 2,926 crashes with six (6) resulting in fatalities. There were two hundred three (203) DUI citations and 2,269 speeding citations issued during 2006. Traffic safety and speed enforcement are two of the biggest challenges facing the Rock Hill Police Department and have significantly contributed to York County being one of sixteen (16) counties in the state leading in fatal and severe injury crashes.

Project Approach. The project will continue the existing Traffic Enforcement Unit. The project aims to reduce the number of traffic violations and incidents while increasing the number of DUI arrests. The Traffic Enforcement Unit will enforce all traffic-related activities which will include enforcement of all traffic laws. This will be accomplished through: evaluation of high collision areas, patrolling roadways with heavy traffic flow, issuing citations for traffic violations, and implementing traffic safety checkpoints and saturation efforts throughout the City of Rock Hill. The TEU will actively participate in special traffic enforcement efforts to include the enforcement of traffic-related violations through the following means: serving as active members of the York County Multi-jurisdictional Traffic Enforcement Unit and participating in the countywide implementation of traffic safety checkpoints and saturation efforts, working with the Rock Hill Traffic Commission, and concentrating enforcement activities on areas identified as being problematic by the Traffic Commission and Rock Hill citizens.

Description of Budget. The project will fund Personnel @ \$92,675 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$51,898 (includes in-state travel for patrol and training mileage and meals); and Other @ \$1,250 (includes training registration fees).

Grant Number:	2H09026
Name of Applicant:	Beaufort County Sheriff's Office
Project Title:	Beaufort County Multi-Agency Joint Enforcement Traffic Team
Federal Recommended:	\$136,437
Match Recommended:	\$ 34,110
Total Amount Recommended:	\$170,547
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the County of Beaufort is located on the coast of South Carolina, between Charleston, South Carolina and

Savannah, Georgia. The municipalities located in Beaufort County are the City of Beaufort, Town of Port Royal, Town of Yemassee, Town of Bluffton and the Town of Hilton Head Island. The county houses three active military bases; including the United States Marine Corps Air Station, Beaufort; United States Recruit Depot, Parris Island; and the Naval Hospital. The county is growing at a tremendous pace. Data provided by the Beaufort County Chamber of Commerce states that the 2000 census indicated there were 120,937 residents residing in Beaufort County; however, the 2004 population indicators estimate that the number of residents increased by 12.2% to 135,725. The population change from 1990 to 2000 census reflected a 39.9 percent increase. At this rate of increase the population could be as high as 169,190 by 2010. With this growth, the area is experiencing a rise in traffic collisions and violations of traffic laws. The majority of collisions within Beaufort County are related to speed violations. Beaufort County is one of the fastest growing counties in South Carolina. This population growth is also requiring the construction of new homes, planned residential communities, businesses, and other support services. Also, Hilton Head Island hosts professional golf tournaments, and the City of Beaufort hosts the Water Festival, Gullah Festival, Shrimp Festival, Taste of Beaufort Festival and other events in the historic district, which bring hundreds of thousands of tourists through each jurisdiction annually. These travelers are often unfamiliar with the roadways and speed limits, thus causing collisions to increase during these events.

Project Approach. The project will continue a Multi-Agency Joint Enforcement Traffic Team (JETT) that shall consist of officers from the Beaufort Police Department, Yemassee Police Department, South Carolina Highway Patrol and deputies from the Beaufort County Sheriff's Office. The group will be supervised by a Traffic Supervisor from the Beaufort County Sheriff's Office. The Governing Board will consist of the Sheriff, and Chiefs of Police from participating police departments, and a designated command staff from the Highway Patrol. Checkpoints will be conducted in both the Northern and Southern operational group areas. Each member will focus on apprehending impaired drivers and has been very successful in doing so thus far. Each member of the group will also diligently enforce traffic laws and issue citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and improper lane change. Each member of the group will diligently enforce posted speed limit laws and issue speeding citations, when necessary: each member of the group will be trained in safety belt and child restraint laws and issue citations for safety belt and child restraint violations when necessary, and receive training to detect, detain, and arrest suspects for professionally prosecuting DUI cases.

Description of Budget. The project will fund Personnel @ \$127,587 (includes salaries and fringe benefits for one [1] Traffic Supervisor and one [1] Traffic Enforcement Officer); Travel @ \$36,860 (includes in-state mileage, lodging and per diem); and Other @ \$6,100 (includes cell phone service, educational supplies, data processing supplies, office supplies, and in-car video memory cards).

Grant Number: 2H09027
Name of Applicant: Beaufort Police Department
Project Title: Beaufort County Multi-Agency Joint Enforcement Traffic Team
Federal Recommended: \$63,753
Match Recommended: \$15,939
Total Amount Recommended: \$79,692
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the County of Beaufort is located on the coast of South Carolina, between Charleston, South Carolina and Savannah, Georgia. The municipalities located in Beaufort County are the City of Beaufort, Town of Port Royal, Town of Yemasee, Town of Bluffton and the Town of Hilton Head Island. The County houses three active military bases; including the United States Marine Corps Air Station, Beaufort, United States Recruit Depot, Parris Island, and the Naval Hospital. In 2007, officers in the City of Beaufort responded to 4,290 calls a month. In 2006, officers responded to approximately 3,000 calls a month; whereas, in 2004 officers responded to approximately 2,000 calls a month. Since 2004 the call volume has increase 115%. Because of this increase in call volume, the number of traffic stops performed by patrolman has steadily decreased from 9,152 in 2004, to 7,801 in 2005, and to 5,847 in 2006. Alcohol and speed were the contributing factor in the two fatal traffic crashes in 2006 in the City of Beaufort. Alcohol was the contributing factor in the only fatal collision in 2007, where a drunk pedestrian walked into the roadway at night and was killed by a motorist. With fewer officers conducting traffic stops, alcohol enforcement, seat belt enforcement, speed enforcement, and all other types of traffic enforcement declined.

Project Approach. The project will continue a Multi-Agency Joint Enforcement Traffic Team (JETT) consisting of officers from the Beaufort Police Department, South Carolina Highway Patrol and deputies from the Beaufort County Sheriff's Office. The project will conduct 12 monthly public safety checkpoints in both the Northern and Southern operational group areas. Each member of the group will diligently enforce traffic laws and issue citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and improper lane change. Each member of the group will receive training to detect, detain, and arrest suspects for DUI. The training will also include the use of grant purchased equipment, the operation of State owned Datamaster equipment, video equipment, etc. Also, training will further consist of professionally prosecuting cases. The project has been very successful in its apprehension of DUI offenders. Each member of the group will diligently enforce posted speed limit laws and issue speeding citations when necessary and will be trained in safety belt and child restraint laws and issue citations for safety belt and child restraint violations when necessary. The Traffic Sergeant will coordinate with each Department Coordinator the 12 traffic safety presentations provided to area schools, businesses, and civic groups. Once a month, the Traffic Sergeant will provide advanced copies of press releases to department

coordinators prior to issuing the press release to the local media. The Traffic Sergeant shall meet with the Department Coordinator to organize special enforcement and education activities in support of national and statewide highway safety initiatives, to include National Child Passenger Safety Week (September); Buckle Up, America! Week (May); and Drunk and Drugged Driving Prevention Month (December). The Traffic Sergeant will schedule with department coordinators a meeting with local judges to explain and discuss the program to be conducted within 90 days of the grant award. The Traffic Sergeant will ensure that grant-funded officers maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations. The books will be reviewed monthly by the Sergeant. The grant traffic officers will work off of a schedule approved by participating agencies. Officers shall attend shift briefings prior to the commencement of work for daily assignments. Officers shall be provided training during shift briefings, directed patrol assignments, and shall be provided the opportunity to make recommendations and express concerns. Officers shall be informed of any required special enforcement activity in advance in order to modify their schedules to minimize overtime, schedule leave, attend training, or conduct educational components.

Description of Budget. The project will fund Personnel @ \$59,722 (includes salary and fringe benefits for one [1] Traffic Enforcement Officer); Travel @ \$16,520 (includes mileage, lodging and per diem); and Other @ \$3,400 (includes office supplies, in-car card swipe and printer, printer supplies, educational supplies, cell phone service).

Grant Number:	2H09036
Name of Applicant:	Darlington City Police
Project Title:	Alcohol Countermeasures and Education Initiative
Federal Recommended:	\$42,354
Match Recommended:	\$10,589
Total Amount Recommended:	\$52,943
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, in the City of Darlington there is a tremendous problem with DUI. Between 2004 and 2006 Darlington County was ranked 15th worst in the State for DUI and speed related crashes, injuries and deaths. The county has a much smaller population than the vast majority of the counties in the state. In the area of DUI-related injuries, Darlington is ranked 8th in the state, and in speed related injuries, Darlington is ranked 3rd in the state. Three major highways pass directly through the city, SC 34/151, US 401. These highways bring a major amount of beach traffic into and through the city of Darlington. There is a large number of people who travel through the community, including the people who travel to the large NASCAR event that takes place in Darlington County. During this ten-day period there are large numbers of drunk and drugged drivers who are located in the jurisdiction.

Project Approach. The project will control and reduce traffic problems in Darlington City by the efficient use of the traffic enforcement unit and the DUI enforcement officer. One aspect of this plan is the active enforcement of drunk and drugged driving. The grant-funded officer will primarily be used to enforce South Carolina's impaired driving laws. This officer will pursue specialized training in the area of drugged driving expert detection and prosecution. The traffic enforcement officer will also continue to enforce moving violations in historically hazardous areas of the city. The unit will focus on detecting, deterring and reducing these violations, especially when they are the result of aggressive driving and driver inattention. Roadways and specific locations with histories of high accident rates, serious accidents, special hazards and or numerous citizen complaints are targeted.

Description of Budget. The project will fund Personnel @ \$52,943 (includes salary and fringe benefits for one [1] traffic sergeant).

Grant Number:	2H09038
Name of Applicant:	South Carolina Department of Alcohol and Other Drug Abuse Services
Project Title:	Building local law enforcement capacity to address underage drinking and impaired driving in South Carolina
Federal Recommended:	\$26,931
Match Recommended:	\$ -0-
Total Amount Recommended:	\$26,931
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, in 2005, 2,035 young people, ages 15 to 20, were killed in alcohol-related traffic crashes, accounting for 33% of all traffic deaths for that age group (NHTSA, 2006). Even without the involvement of alcohol, young drivers cause a disproportionate number of fatal crashes. The 2005 rate of youth drivers in fatal crashes per 100,000 licensed drivers was 25% higher than the next highest age bracket (21- to 24-years old) (NHTSA (2), 2006). 2007 South Carolina Youth Risk Behavior data show that 37% of high school students drink. One in 10 reported driving after drinking in just the past month (South Carolina Department of Education, 2007). Economists from the Pacific Institute for Research and Evaluation (PIRE) project that underage drinking cost the state \$899 million in 2005 with \$238 million of that associated with youth traffic crashes (PIRE, 2006). As for South Carolina, there is very little mention of the underage drinking laws in the state's basic officer class. Unless it is offered by their local agencies, officers must learn this information by reading the state law or through on-the-job training. The South Carolina Criminal Justice Academy's (SCCJA) Basic Officer Curriculum is offered over nine weeks and must be successfully completed prior to an individual going on the street as a sworn officer. According to the curriculum, recruit officers receive a limited amount of training on impaired driving laws in the six hours of training on South Carolina traffic laws, and approximately five hours

on DUI recognition in Module II during Weeks 4-6 (SCCJA, 2004). While there is advanced officer training in traffic enforcement that consists of several classes, such as Standardized Field Sobriety Testing (SFST) and DUI Prosecution, typically the officers that complete these courses have been assigned to a traffic enforcement function. South Carolina does have Traffic Safety Officer (TSO) and Traffic Safety Instructor (TSI) designations that involve completion of several traffic enforcement and investigator courses, but again, officers are generally involved in an assignment to an agency traffic division. But these traffic officers only account for a small number of the officers who consistently have contact with traffic law violators in general and underage youth (younger than 21 years old) who either possess and/or have consumed alcoholic beverages.

Project Approach. The project will add an additional day of training to the current course provided by SCDAODAS for law enforcement on underage drinking laws to focus on impaired teen driving. The applicant will finalize training agendas for regional trainings, select training sites and set dates of seven regional trainings, hold seven regional trainings throughout the state, evaluate all regional trainings, and conduct analyses of alcohol-related traffic incidents. The additional day will address impaired driving, impaired driving enforcement, and a live public safety checkpoint for hands-on learning. Additionally, the applicant plans to work with partners such as the SCCJA and other state and local law enforcement agencies to produce a training DVD on the proper use of public safety checkpoints as a traffic enforcement tool.

Description of Budget. The project will fund Contractual Services @ \$18,000 (includes media company to produce approximately one hundred and fifty [150] impaired driving instructional DVDs); Equipment @ \$1,200 (includes one [1] visual presenter to be used during the seven [7] regional trainings to magnify alcohol products, fake ids, etc.); and Other @ \$7,731 (includes printing cost, meeting room costs for seven [7] regional trainings, one [1] portable screen).

Grant Number:	2H09040
Name of Applicant:	Mauldin Police Department, City of Mauldin
Project Title:	Mauldin Police Department Traffic Safety Team (MPDTST)
Federal Recommended:	\$ 97,856
Match Recommended:	\$ 24,464
Total Amount Recommended:	\$122,320
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the City of Mauldin is a rapidly growing city in the northwest region of South Carolina in Greenville County. According to the U.S. Census Bureau, the population of Mauldin has increased from 15,224 in the year 2000 to a projected 19,343 in 2005. Geographically, the City of Mauldin is characterized by two major traffic ways (Main St., U.S. Hwy 276 and Butler

Rd., S-23-107) that intersect in the heart of Mauldin. Both of these roadways also intersect Interstate 85 and Interstate 385, which significantly increases the number of motorists traveling through the City of Mauldin. Unfortunately, during calendar year 2007, traffic collisions increased approximately 4% when compared to calendar year 2006 even though traffic citations increased by approximately 23% during this same period. In 2007, total citations increased to 4,993 citations from 4,047 in 2006; DUI citations increased to 141 from a total of 57 in 2006; speeding citations increased to 2,462 citations from 1,143; and seat belt citations increased to 749 from one (1) in 2006. The City of Mauldin Police Department also issued 5,112 warning citations in 2007, which is a significant increase over the 2,875 issued in 2006 and the 937 issued in 2005. Since being awarded this traffic safety grant in October 2007 by SCDPS OHS, first quarter statistics for 2008 indicate a 10% reduction in traffic collisions and a 47% reduction in personal injuries sustained in traffic collisions when compared to the first quarter of 2007. During the first quarter of 2008, the total number of traffic collisions decreased to 139 from 156 during the same period in 2007 and personal injuries sustained in traffic collisions decreased to 18 from 34 during the same time period in 2007. These reductions in traffic collisions and personal injuries sustained in crashes should continue if this grant is renewed for a second year. During the first two quarters of grant number 2H08040, the two (2) officers assigned to this grant have made 49 DUI arrests, issued 168 seat belt tickets, 6 child restraint tickets, 354 speeding tickets, 45 DUS tickets, 500 tickets for other violations, and 550 warning violations. They have also conducted traffic-related educational programs every month since this grant was awarded.

Approach Proposed. The project will have the Uniform Patrol Commander responsible for ensuring that the goals, objectives, and tasks associated with this grant are carried out in an efficient and effective manner. He or she will also directly supervise the officers assigned to the MPDTST to ensure that they are performing adequately so that the goals and objectives of this grant are achieved. The officers assigned to the MPDTST will be responsible for carrying out the everyday tasks associated with this grant and assisting other department members in traffic safety related initiatives. The Chief of Police, the MPD command staff, and the Mauldin City Council will provide the necessary support for this project to be successful. The MPDTST and the patrol officers will target the top five collision prone locations for enforcement action. The focus of the enforcement action at these locations will be for speeding, safety restraint usage, and the contributing factors associated with the collisions. By focusing on these high collision prone areas for enforcement action, reductions should occur in the number of collisions and the number of injuries by reducing the speed in these areas while increasing the usage of safety restraints. If an occupant is not wearing the proper safety restraint device, the officer may take enforcement action and will give occupants not using the proper safety restraint a brochure that summarizes the law and/or benefits of using safety restraints. Officers assigned to MPDTST and other members of the department will participate in the Buckle-up South Carolina, Sober or Slammer, National Child Passenger Safety Week (September), Buckle-up America (May), Drunk and Drugged Driving Prevention Month (December), and other state and national traffic safety campaigns that will be beneficial in achieving goals and objectives associated with this grant. By focusing on the goals and objectives associated with this grant, the Mauldin Police Department can make a

difference in traffic safety problems with the continuation of the Mauldin Police Department Traffic Safety Team.

Description of Budget. The project will fund Personnel @ \$105,720 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$13,968 (includes mileage for in-state day-to-day travel for two [2] patrol vehicles); and Other @ \$2,632 (includes office and printing supplies, two [2] cellular phone services, and education materials).

Grant Number:	2H09044
Name of Applicant:	Anderson University
Project Title:	AU Drive Smart Program
Federal Recommended:	\$44,498
Match Recommended:	\$11,125
Total Amount Recommended:	\$55,623
Funding Source:	Section 410
Benefit:	Local

Description of Problem. As described in the grant application, Anderson University has a population of over 2,000 students, faculty, and staff. Of this number, 90% are in the age range of 18 to 22 years old, who as drivers are in the high-risk category. From reviewing the statistics on vehicle crashes and fatalities for South Carolina and in particular, Anderson County, there is a strong need for a traffic safety program with a focus on alcohol awareness, as it relates to highway safety. According to the U.S. Department of Transportation, South Carolina lost 1,093 people in 2005 as a result of vehicle crashes. For the years 2003 through 2005, the number of fatally injured on highways totaled 3,108 victims. In addition, 464 of the 1,093 fatalities in South Carolina in 2005 involved alcohol. Also, 22 of the 47 fatalities in Anderson, South Carolina, in 2005 were alcohol-related (National Center for Statistics and Analysis, U.S. Department of Transportation, 2005).

Project Approach. The project will maintain the current coordinator of the AU Drive Smart Program to dedicate 100% of her time to the project effort. She will focus her efforts on the collection of data on highway safety problems in the larger community and to identify the key factors contributing to those problems so that programs will be more effective to increase the impact of the highway safety program. The coordinator will also facilitate the development and implementation of a series of educational awareness programs with a focus on the dangers of DUI. Additionally, The Coordinator of the Drive Smart Program will facilitate the development and implementation of DUI awareness/safe driving programs into Freshman Orientation during the summer for both parents and students. The Coordinator will develop and implement a similar DUI awareness program for four local high schools.

Description of Budget. The project will fund Personnel @ \$36,799 (includes salary and fringe benefits for one [1] Program Coordinator); Contractual Services @ 13,500 (includes one [1] DUI simulator and guest speakers); Travel @ \$1,324 (includes in-state

travel for day-to-day mileage); Equipment @ \$1,000 (includes one [1] LCD projector); and Other @ \$3,000 (includes a screen, educational supplies, postage, and office supplies).

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

Problem Analysis:

According to the National Highway Traffic Safety Administration's Traffic Safety Facts 2001, South Carolina's motorcycle fatality rate (number of fatalities per 10,000 registrations) was the second highest in the nation at 15.9. Only the District of Columbia had a higher motorcycle fatality rate, making South Carolina the most dangerous state in which to ride a motorcycle, based on collision statistics. The rate currently stands at 13.2.

In 2007, there were a total of 2,126 crashes involving motorcycles in the state. One hundred and twenty (120) of these crashes took the lives of one hundred and twenty-three (123) persons. A total of 1,916 persons were injured in these crashes. Over the past five years, motorcycle crashes have represented 1.66% of all crashes, 9.30% of all crash fatalities, and 3.0 % of all crash injuries in South Carolina. The counties with the highest number of motorcycle crashes are Horry, Greenville, Charleston, Richland, and Spartanburg.

In 2007, there were 526 collisions involving bicycles. Twenty-two (22) persons were killed in the crashes, and 482 were injured. A total of 265 (50.4%) of the riders in crashes were over 30 years of age; 52 (9.9%) were between 12 and 15; 75 (28%) were between the ages of 21 and 30; and 48 (9.1%) were under ten years of age. Fifteen (15) of the twenty-two (22) persons fatally injured were over 30 years of age, only five were under 16 and none were between the ages of 16 and 20. A total of 436 (69.6%) of the cyclists involved in crashes were males; all twenty-two bicycle fatalities were males.

The largest number of bicycle collisions occurs during the warm weather months. The three summer months (July - September) accounted for 31.7% of all bicycle collisions. The vast majority (364/69.2%) of all bicycle collisions occurred during the day in clear or cloudy weather conditions, including ten (10) of the twenty-one (21) fatal collisions. Most bicycle crashes occurred in the daylight hours; however, ten (10) of the twenty-one (21) fatal collisions (47.6%) occurred after dark.

There were 329 collisions involving motorized bikes reported during 2007. Ten (10) persons were killed, and 306 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 continues, but only through technical colleges by charging tuition for the program.

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

been made available to every elementary school in the state of South Carolina. SAFETY CITY targets children in kindergarten through third grade with pedestrian and bicycle safety messages.

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

NATIONAL GOAL:

Reduce the expected rate of increase in motorcycle rider highway fatalities per 10,000 motorcycle registrations to .77 by FY 2009.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the number of crashes involving bicycles by 2% by the end of CY 2009, as compared to CY 2008 data.
2. To reduce the motorcycle registration fatality rate by 10% by the end of CY 2009, as compared to CY 2008 data.
3. To reduce the motorcycle registration collision rate by 10% by the end of CY 2009, as compared to CY 2008 data.

Long Range Goals (CY 2009-2013):

1. To reduce the number of bicycle crashes by 7% by the end of CY 2013.
2. To reduce the motorcycle registration fatality rate by 30% by the end of CY 2013.
3. To reduce the motorcycle registration collision rate by 30% by the end of CY 2013.

Performance Measures:

1. Bicycle crash data will be compared with CY 2008 baseline data on an annual basis.
2. Motorcycle registration fatality rate data will be compared with baseline data on an annual basis.
3. Motorcycle registration collision rate data will be compared with baseline data to determine if the desired reductions were achieved.

STRATEGIES:

1. Kindergarten age children will be educated on pedestrian and bicycle safety through the continued implementation of SAFETY CITY.
2. The Aiken County Safe Communities program will participate and assist in bicycle clinics conducted by the Aiken EMS and Aiken Public Safety bike teams. The program will distribute information relative to motorcycle safety at Aiken Technical College in a motorcycle safety class for beginner and intermediate riders.
3. Office of Highway Safety staff will monitor collision statistics for crashes involving pedestrians, bicycles and motorcycles to assess when, where, and why these crashes are occurring and who is involved; the data will be utilized for future program development and to determine the course of ongoing projects.
4. A successful motorcycle safety public information and education campaign from CY 2004-CY 2007 will be continued in Horry County during the month of May 2009 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 2009, if the rallies are held.
5. The SC Highway Patrol will continue a Motorcycle Enforcement Unit to focus on Orangeburg and Calhoun counties.
6. The Motorcycle Safety Task Force will continue to meet and form partnerships with various State, Federal, and local agencies, as well as community groups to develop strategies to reduce the number of motorcycle crashes, fatalities, and injuries.

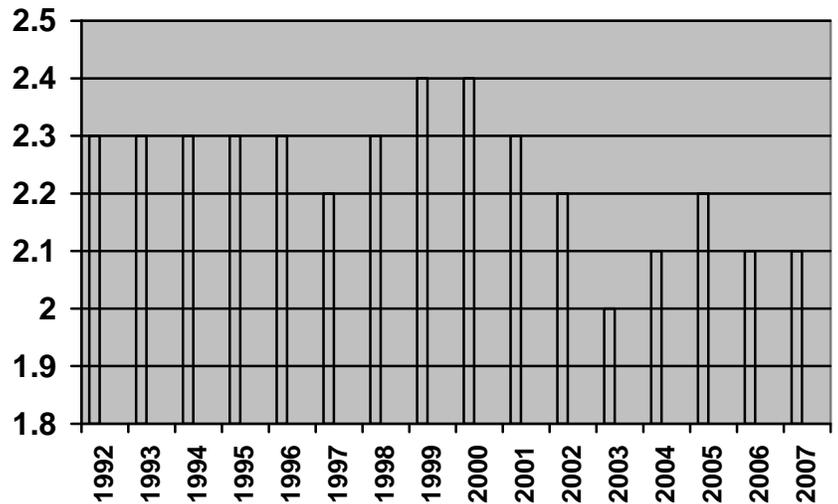
NOTE: No specific grant applications were received for two-wheel vehicle safety funding for FFY 2009.

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 2007 data**, traffic collisions were responsible for 2.8 billion dollars in economic losses to South Carolina during the year. Economic losses include property damage, medical costs and lost productivity, but do not include intangible costs, such as grief and suffering. In 2007, the economic loss was estimated at \$2.8 billion, a slight increase over 2006.

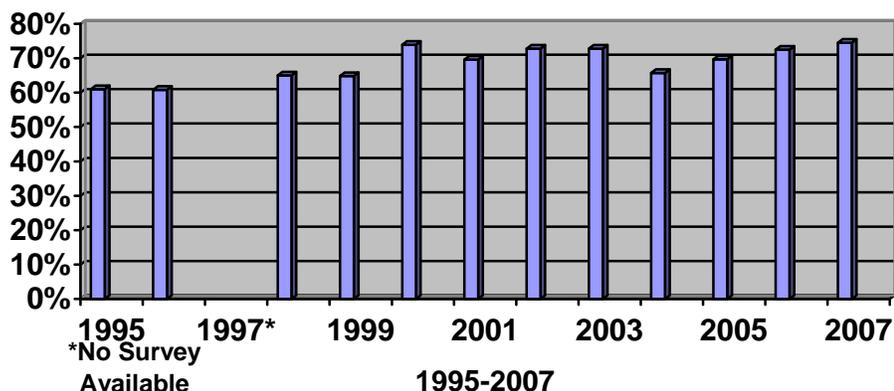
Mileage Death Rate
Deaths Per 100 Million Vehicle Miles



Preliminary 2007 data indicates that there were 49,242 reported traffic injuries in 2007, compared to 50,142 in 2006. From 1991 through 1996, South Carolina's Mileage Death Rate (MDR) declined from 2.6 to 2.3. After five years of an MDR of 2.3 for the state, it fell to 2.2 in 1997; however, in 1998, the MDR returned to 2.3, increased to 2.4 in 1999 and 2000, and decreased minimally to 2.3 for 2001. South Carolina's MDR decreased slightly again in 2002 to 2.2, then decreased again in 2003 by 9.1% to an all time low of 2.0. In 2004, however, the MDR rose again to 2.1 and was 2.2 for 2005. It is estimated that this number will be 2.1 for 2007. South Carolina's MDR remains substantially higher (32%) than the national rate of 1.42 (an estimate from NHTSA). In addition, in 2007, a traffic crash was reported in South Carolina every 4.69 minutes, with 112,011 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 74.5% in 2007 to 79% in 2008, indicating that approximately 20% of the state's motorists still refuse to obey the state's occupant protection laws. The increase can be directly attributed to South Carolina's high-visibility enforcement Memorial Day 2007 mobilization known as *Buckle up, SC. It's the law and it's enforced*. This trend is consistent with other mobilizations conducted in the state over the past three years. Surveys continue to show that males and minority groups lag behind females and non-minority groups in safety belt use. The lack of safety

SAFETY BELT USAGE RATE



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

Additional information provided by preliminary 2007 data indicates that of the 265,516 occupants, who were involved in traffic crashes (automobiles and trucks) and were restrained by safety belts, 257, or 0.1%, were killed and 1,973 sustained incapacitating injuries. Of the reported 8,198 unrestrained crash victims, 485, or 5.6%, were killed, and 1,004 sustained incapacitating injuries. **For CY 2007, there were 992 automobile and truck occupants totally ejected during crashes from the vehicles in which they were riding. Of those ejected, 215, or 21.7%, were killed. Of the 260,258 occupants not ejected, 519, or 0.2%, were killed. The percentage of fatalities suffered by ejected occupants was 108.5 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 2003-2007, 50,937 children under six years of age were motor vehicle occupants involved in traffic crashes in South Carolina. During this five-year period, 48,007 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, 72 children occupants under the age of six were killed. Informal surveys indicate that proper usage of child safety seats is less than 15% in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide. Misuse of safety seats may result in death or serious injury to a child. A formal, scientifically designed, statewide survey is needed to measure the degree of misuse and the types of misuse problems so that appropriate educational programs may be developed to address this issue.

Target or At Risk Populations:

Children, ages 0-5, are a high-risk population group for injury/death because of the increasing number of fatalities and incorrect usage of child restraint devices. In 2007, 9,745 children under the age of six were involved in traffic crashes. 9,636 of these were motor vehicle occupants and 9,208 of those children were restrained by some type of device. However, data indicates that many of the child occupant restraint devices are used improperly. Young drivers under the age of 25 accounted for 384 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 to 85% by 2009.

REGIONAL GOAL:

Increase safety belt use from 81.5% in 2007 to 83% by 2009.

Decrease the number of unrestrained fatalities by 2% by 2009.

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To increase safety belt usage rates from the current rate of 79% to at least 82% by the end of CY 2009 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 2009.

Long Range Goals (2009 - 2013):

1. To increase the statewide safety belt usage rate from 79% in 2008 to at least 89% by the end of CY 2013.
2. To reduce the MDR for children under the age of six by 30% by the end of CY 2013.
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 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.
3. The Occupant Protection Program Manager, working with all funded projects, will plan and coordinate special public information events during the national safety belt mobilization, National Child Passenger Safety Week, and any other national or regional traffic safety campaigns.
4. 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.
5. 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.
6. Presentations will be conducted by Aiken County Safe Communities in high schools in a targeted eight-county area, focusing on 14-19 year-olds, encouraging teens to utilize safety belts, obey posted speed limits and avoid impaired driving. The project will offer incentive prizes to students taking a pledge to utilize safety

belts each time they travel in an automobile and encouraging any passengers to buckle up as well. The project will set up ribbon tree/banner displays at each participating school providing safety messages and calling the attention of students to graphic representation of traffic fatalities in their communities by placing ribbons in a prominent tree on campus. Focus counties will be Allendale, Aiken, Bamberg, Barnwell, Colleton, Calhoun, Edgefield, Hampton, Lexington, Orangeburg and Spartanburg counties.

8. Information encouraging compliance with the state's occupant protection laws will be disseminated through media advisories, alerts, press releases and other related publicity.
9. Special child safety seat inspection clinics will be conducted to educate the public on the importance of the consistent and correct use of child safety seats and the dangers of air bags to children.
10. A high visibility statewide enforcement and education campaign (*Buckle up, SC. It's the law and it's enforced.*) will be conducted to emphasize the importance of and to increase the use of occupant restraints. The campaign will include diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations.
11. A project to increase child safety and booster seat use among the state's minority populations will be continued. Training materials will be translated into Spanish so that seat recipients may understand the importance of correct installation of occupant restraint hardware. A corresponding effort will be made to increase safety belt use among the State's Hispanic population.
12. The Program Manager will continue to be involved with the Hispanic Outreach Committee.
13. A statewide Occupant Protection Assessment will be conducted in conjunction with the National Highway Traffic Safety Administration utilizing a panel of experts on Occupant Protection issues from around the nation.

PROJECTS TO BE IMPLEMENTED:

Grant Number:	2H09002
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	Occupant Protection Program Management
Federal Recommended:	\$ 588,413
Match Recommended:	\$ -0-
Total Match Recommended:	\$ 588,413
Funding Source:	Section 402 and 405
Benefit:	State

Description of Problem. As described in the grant application, South Carolina's mileage death rate (MDR) continues to be above the national average. Though falling to a low of 2.0 in 2003, the MDR is estimated to be 2.1 for 2007, significantly higher than the National MDR of 1.42. In 2007, according to preliminary statistics, a traffic crash was reported in South Carolina every 4.66 minutes, with over 111,800 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 79% during a statewide mobilization during the Memorial Day holiday season in 2008. Therefore, approximately 21% 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 2007, there were 975 automobile and truck occupants totally ejected from the vehicle in which they were riding during traffic crashes, and, of those, 208, or 21.3%, were killed. Of the 260,481 occupants not ejected, 512, or 0.4%, were killed. From 2002-2006, there were 3,900 fatalities in South Carolina in which the restraint use was known. Of this number, 67.2% were unrestrained.

For children 0-19, motor vehicle crashes are the leading cause of injury-related deaths in South Carolina. For calendar year 2007, 9,741 children under six years of age were involved in traffic crashes in South Carolina. Of this number, 6,627 children were restrained by a federally approved child safety seat. An additional 2,433 were restrained with a safety belt or safety belt/shoulder harness combination. 248 were not restrained. During the five-year period 2003-2007, seventy-two (72) children under the age of six were killed. Of those killed, thirty-four (34) used no restraint, twenty-three (23) used child safety seats, and seven (7) used some other form of restraint. The odds of an unrestrained child being killed in a traffic crash were nine and a half times that of a child utilizing some form of occupant restraint. Informal surveys indicate that proper usage of child safety seats represent less than 15% of users in South Carolina. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide.

Project Approach. The project will attempt to increase safety belt and child safety seat usage during the project period through the continued development and implementation of occupant protection programs statewide. An informal survey on child restraint misuse will also be monitored in order to develop and implement appropriate countermeasures to address this problem. Specific activities of the Occupant Protection Program Manager (OPPM) will include coordinating the distribution of the *Campaign Safe and Sober* Planner materials to all Highway Safety Project Directors; planning and coordinating special public information events during *Buckle Up, America! Week* in May 2009, and the *National Child Passenger Safety Awareness Week* in September 2009; 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 2009. The OPPM will continue to administer all Section 402 and Section 405 funded occupant protection programs. The OPPM will also be responsible for reviewing, monitoring and providing

technical assistance to project personnel. The OPPM will also prepare the Occupant Protection sections of the annual Summaries and Recommendations for Highway Safety Projects, the Funding Guidelines document, the Highway Safety and Performance Plan, and the Annual Evaluation Report by the required deadlines.

The OPPM will work with the South Carolina Department of Health and Environmental Control to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The OPPM will implement a comprehensive approach to increase the overall safety belt usage rates from 79% to at least 82%. The OPPM will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses.

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

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

Description of Budget. The project will fund Personnel @ \$64,386 (includes salary and fringe benefits for one [1] Occupant Protection Program Manager); Contractual Services @ \$500,000 (includes utilizing the services of the agency contractor to develop, plan and implement a statewide public information and educational program focusing on the State's primary enforcement safety belt law, a statewide safety belt survey and to work with the National Highway Traffic Safety Administration to conduct a Statewide Occupant Protection Assessment); Travel @ \$1,000 (includes in-state lodging, per diem, transportation and parking); and Other @ \$23,027 (includes indirect costs, postage/shipping, office supplies, telephone costs, printed materials and supplies, copy equipment rental, Enterprise Software maintenance, tort insurance and CPS Technician fees).

Grant Number:	2H09024
Name of Applicant:	SC Department of Public Safety: Highway Patrol
Project Title:	SCHP Occupant Protection Education and Outreach Program
Federal Recommended:	\$34,764
Match Recommended:	\$ -0-
Total Amount Recommended:	\$34,764
Funding Source:	Section 405
Benefit:	Local

Description of Problem. As described in the grant application, according to The State Newspaper in Columbia, South Carolina (02/13/2008), a death occurs on the roads of our State approximately every eight hours. The economic toll of this highway carnage is estimated to be \$3.7 billion dollars a year (South Carolina Alliance to Fix Our Roads Report, 02/12/2008). This equates to \$863 dollars per South Carolinian to cover medical costs, lost economic and household productivity, psychological or emotional trauma, property damage, and travel delays, according to the report by the Alliance's Road Information Program Study using 2005 Federal data. The same study also shows that in 2005 the statewide traffic fatality rate per 100 million miles traveled was 52 percent higher than the national average and that rural roads fare even worse. Hence, the traffic fatality rate on rural South Carolina roads in 2005 was the highest in the nation at 4.61 fatalities per 100 million vehicle miles of travel. The State's highway statistics since 2005 have improved very little when reviewing data for 2006 or 2007. Collisions in CY 2007 resulted in 1,075 fatalities and 48,521 injuries. Therefore, the number of traffic deaths was 3% higher than in 2006, when 1,044 persons were fatally injured in South Carolina traffic collisions. The State's mileage death rate (MDR) in 2006 was 2.1. The national mileage death rate in 2006 was 1.42. Based on these figures, South Carolina's mileage death rate was 47.9% higher than the national average in 2006. The MDR for 2007, based on preliminary statistics, did not improve at all, as it remains at 2.1. (Statistical information per the SC Office of Highway Safety's 2009 Highway Safety Funding Guidelines, January 25, 2008) Adding tremendously to this problem is the tragic fact that many of our South Carolina motorists are still riding completely unrestrained in vehicles and are dying as a direct result of not wearing seat belts, as evidenced by the number of fatal crashes involving drivers and passengers who were not buckled up. Many of these motorists were either totally ejected from the vehicle or were killed because they sustained severe head or spinal cord injuries as a result of being unrestrained. Preliminary 2007 data from the South Carolina Department of Public Safety's homepage (www.scdps.org) indicates that 499 or 61.8% of the Palmetto State's applicable motor vehicle occupant fatalities from the same year (2007) were unrestrained. This is an increase of 27 fatalities, or 1.5%, from the 472, or 60.3%, that occurred during 2006.

Project Approach. The project will purchase one (1) rollover simulator. The Highway Patrol will conduct an appropriate study to specifically determine where the CRO's should concentrate their rollover simulation presentations. Once this study has been completed and submitted to the Colonel of the South Carolina Highway Patrol, the Sergeant of the CRO Unit, in consultation with the appropriate members of the Command Staff, will develop a Rollover Simulator Demonstration Plan to target specific venues for the rollover demonstrations. The Rollover Simulator Demonstration Plan will outline the specific areas to target. The Plan will prioritize, based upon the greatest areas of need, the possible venues to most effectively provide occupant protection education and outreach in an effort to reduce the number of motorists not wearing their seat belts who are involved in fatal traffic collisions. Possible venues may include festivals/fairs, schools (especially high schools) and large presentations, such as the ones conducted by the CRO's at the Charleston Air Force Base with 2,000 participants. The Rollover Simulator Demonstration Plan will be updated as the need arises.

Description of Budget. The project will fund Equipment @ \$32,975 (includes one [1] rollover truck-type unit, delivery and one [1] PA system); and Other @ \$1,789 (includes one [1] generator, two [2] dummies, and one [1] piece of carpet).

Grant Number: 2H09034
Name of Applicant: SC Dept. of Health and Environmental Control, Bureau of Chronic Disease and Health Promotion, Injury & Violence Prevention Division
Project Title: Buckle Up Safely South Carolina
Federal Recommended: \$136,798
Match Recommended: \$ -0-
Total Amount Recommended: \$136,798
Funding Source: Section 405
Benefit: Local

Description of Problem. As described in the grant application, motor vehicle crashes are the leading cause of all injury death in America. In 2006, preliminary data indicates that 1,583 children under six years of age were injured in traffic collisions while seven lost their lives (Source: 2006 DPS Traffic Safety Data). Properly restraining children while riding in the car can help to reduce the number of injuries, disabilities, and deaths that result from motor vehicle crashes. It is equally important that adults are restrained properly by safety belts in motor vehicles. Many of these incidents of injuries and the severity thereof can be prevented and reduced through education and awareness of the correct use of child safety seats and consistent use of seat belts. In 2006, 1,044 people were killed in traffic crashes on South Carolina highways. This is an average of just under 3 people killed in crashes every day of the year. The population of South Carolina represents 1.4% of the US population, while South Carolina traffic fatalities represent 2.3% of all traffic fatalities. Approximately 61% of all occupants killed in South Carolina motor vehicle crashes in 2006 were not using safety belts. Driver seat belt use is positively associated with child restraint use. In a recent study, nearly 40% of children riding with unbelted drivers were completely unrestrained, compared with only 5% of children riding with belted drivers. Despite the fact South Carolina has a Primary Child Restraint Law; many children are being transported improperly or unrestrained. In order to increase the correct and consistent usage of child restraint systems, it is important that families and parents be provided with child passenger safety seat education. Besides the lack of education on child passenger safety, there is one other variable that prevents South Carolinians from properly restraining their children. The variable of income, availability of child passenger seats and knowledge on restraint use plays a major role. Statistics show that less than 15% of people use child safety seats correctly. The need for training and education is evident. In order to provide instructions on how to properly use child safety seats, it is important to have individuals trained in child passenger safety. A feasible way to approach the problem is through the Injury Prevention Division of the South Carolina Department of Health & Environmental Control (DHEC). DHEC serves as an excellent avenue for providing child passenger safety education and training on the proper use of child safety seats and adult seat belt usage.

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

Description of Budget. The project will fund Personnel @ \$95,002 (includes salaries and fringe benefits for one [1] Program Assistant and one [1] Program Coordinator); Travel @ \$6,427 (includes mileage, lodging and per diem); and Other @ \$35,369 (includes three [3] shipping and storage units, indirect costs and child safety seats).

Grant Number:	2H09043
Name of Applicant:	Summerville Fire Department
Project Title:	Child Restraint Fitting Station
Federal Recommended:	\$1,480
Match Recommended:	\$ 370
Total Amount Recommended:	\$1,850
Funding Source:	Section 405
Benefit:	Local

Description of Problem. As described in the grant application, Summerville is the 12th largest municipality in the state, and the 10th fastest growing community. The Town Administrator estimates that within 5 years the population should increase by 45% to more than 58,000 residents. The Town of Summerville, SC is located in the southeast part of the state, approximately 20 miles northwest of Charleston, SC. The Town is located in 3 counties (Dorchester, Berkeley, and Charleston), with the majority being in Dorchester County. The Summerville Fire Department has 87 full time Firefighters with 21 volunteers stationed at 4 fire stations throughout Summerville. There are 27 Firemen that are currently certified as Child Restraint Technicians. The Fire Department has been operating Child Restraint Fitting Stations for the last four years, but more trained technicians are needed to operate them more effectively. Countless residents have utilized the Fire Station Fitting Stations, not to mention the numbers serviced through their mobile child restraint fitting station checkpoint set up at local day cares, schools and special events throughout the year. The Fitting Stations average 6 walk-ins a day and 50 cars per special event held. On the average 90% of car seats inspected are installed

incorrectly. During walk-in inspections, on the average 43% of all car seats inspected were acquired by the owners through sources other than stores, i.e.: yard sales. Of these, 75% were unserviceable due to missing parts or were too old to be deemed safe by current safety guidelines. In addition to the walk-in customers, through operation of special and scheduled events it is anticipated that correctly installed child seats for the targeted area will increase from 90% to 91%. With the grant the applicant will be able to continue the community success they have had up to this point. The project will also be sponsoring Child Seat Check-up events, and will be working with Summerville Police Department, Trident Area Safe Kids, and other local organizations.

Project Approach. The project will maintain Fitting Stations at four fire stations under the control of the Fire Chief. Fitting Stations will have a working schedule throughout the week. Child seats will be given out by Technicians to participants whose seats are recalled or fail inspection. In addition, child seats will be provided to those who cannot afford to buy child seats. Other state agencies such as Department of Social Services may also refer individuals to these Fitting Stations who are in need of child seats. The Fire Chief will coordinate with other agencies to help man the Fitting Station. The Child Restraint Training Officer will coordinate with local CRS Instructors to help with training of technicians. The Fire Chief will coordinate with local day cares and elementary schools for the firemen to do presentations. The Fire Chief will keep the local media informed of the Fitting Station operations. Safety checkpoints will be periodically established at local day cares, schools, shopping centers and events expressing an interest in the program and requesting safety seat checkpoints.

Description of Budget. The project will fund Other @ \$1,850 (includes child passenger safety technician certifications and re-certifications, office supplies and styrofoam spacer material).

POLICE TRAFFIC SERVICES (PTS)/SPEED ENFORCEMENT

Problem Analysis:

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

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

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

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

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

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

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

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

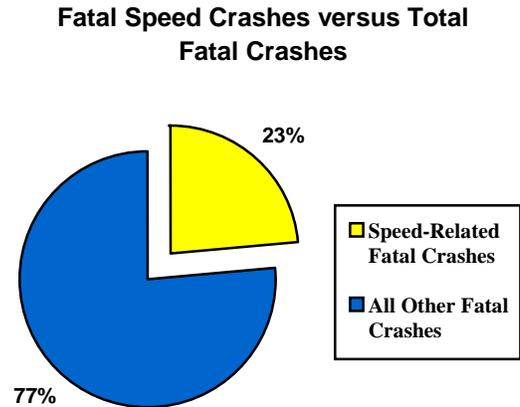
Alcohol enforcement programs involve complex traffic enforcement issues. First, an effective traffic records system must be available in order to identify problem areas, track case dispositions, and analyze final results. The traffic officers assigned to such programs must be highly trained and skilled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

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

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

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

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



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

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

STATE PERFORMANCE GOALS:

Short Range Goals:

1. To reduce the number of traffic collisions during CY 2009 by 5%, as compared to CY 2008 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 2009, as compared to CY 2008 data.

3. To reduce the number of traffic collisions with a primary contributing factor of alcohol or drugs by 5% during CY 2009, as compared to CY 2008 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 2009, as compared to CY 2008 data.

Long Range Goals (2009 - 2013):

1. To reduce the number of traffic collisions reported on the state's streets and highways by 15% by the end of CY 2013.
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 2013.
3. To reduce the number of alcohol-related traffic crashes in South Carolina by 10% by the end of CY 2013.
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 2013.

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 PTS projects funded are located in counties identified as having a significant problem with alcohol and/or speed-related traffic collisions and fatalities.
2. Law Enforcement Networks will continue to meet to share information among agencies, to disseminate information from the Office of Highway Safety, and to conduct multi-jurisdictional traffic enforcement activity.
3. Highway Safety staff will work with PTS Project Directors and state procurement staff to establish state purchasing contracts for various equipment utilized in traffic enforcement.

4. More than 200 public safety checkpoints will be scheduled and conducted by police traffic services and alcohol countermeasures subgrantees during FFY 2009.
5. A multi-jurisdictional traffic team will be continued in a priority area of the state. The formation of the team will allow law enforcement agencies to work together to combat the problems of DUI and speeding in their respective jurisdictions.
6. A grant project will continue to combine efforts of city and county law enforcement agencies in a priority area of the state to conduct multi-jurisdictional traffic enforcement efforts.
7. Traffic safety enforcement units will be continued in three (3) priority county Sheriff's Offices and begun in an additional three (3) county sheriff's offices.
8. Educational programs will be developed to accompany traffic enforcement and DUI enforcement projects to increase community awareness of traffic-safety related issues, such as the "Traffic Safety Program" in Mount Pleasant, focusing on high school students, who have received, or are about to receive, a driver's permit.
9. Traffic safety enforcement programs throughout the state will participate in Law Enforcement Networks established in the 16 Judicial Circuits in South Carolina.
10. Traffic safety enforcement projects will participate in statewide and national highway safety emphases and enforcement crackdown programs.
11. A continuation grant project will focus on the Traffic Safety Officer curriculum in the state, including regionally-based "Safe and Legal Traffic Stops" (SALTS) training for law enforcement officers to be used as an anti-profiling tool for law enforcement and focusing on the SCDPS stance against differential enforcement.
12. Section 1906 funds will be used to develop a training program for line supervisors to recognize and intervene when officers display behaviors which may suggest an officer would be likely to participate in racial profiling activities.

PROJECTS TO BE IMPLEMENTED:

Grant Number:	2H09005
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	Police Traffic Services Program Management
Federal Recommended:	\$ 82,153
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 82,153
Funding Source:	Section 402
Benefit:	State

Description of Problem. As described in the grant application, nationally, the 2006 mileage death rate (MDR) of 1.5 remained consistent with the rate for 2002. In South Carolina, the MDR of 2.1 reflects a decrease of 4.5% from 2005. South Carolina showed an increase in traffic collisions and a decrease in fatalities in 2006. In 2007, according to preliminary statistics, South Carolina experienced a decrease in the number of motor vehicle collisions and injuries; however, fatalities increased. It is estimated that there were over 111,800 collisions in 2007, which is a decrease from 2006. Traffic fatalities increased 3%, from 1,044 in 2006 to 1,075 in 2007. The number of injuries resulting from traffic crashes decreased to 48,780, or 2.7%, from 50,144 in 2006. Unfortunately, the economic loss to the state from traffic crashes remains more than \$2.9 billion; this does not include intangible costs, such as grief, pain and suffering. According to the SC Department of Public Safety's preliminary statistics for 2006, driving under the influence of alcohol or drugs was a contributing factor in 360 fatal collisions, resulting in the deaths of 386 persons.

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

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

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

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

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

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

Description of Budget. The project will fund Personnel @ \$64,020 (includes salary and fringe benefits for one [1] Police Traffic Services Program Manager); Travel @ \$1,000 (includes in-state lodging, meals and transportation); and Other @ \$17,133 (includes indirect costs, office supplies, phone, printing and duplication, postage, educational materials, room rental and meeting costs, copy equipment rental, Enterprise Software maintenance, and tort insurance.)

Grant Number:	2H09007
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	Law Enforcement Coordination
Federal Recommended:	\$ 696,023
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 696,023
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As indicated in the grant application, the Mileage Death Rate (MDR) in South Carolina remains substantially higher than the national MDR of 1.42. The State's MDR in 2006 was 2.1, a decrease of 4.5% over 2005 and substantially higher than the national MDR. In 2007, the State saw a decrease in traffic-related fatalities, from 1,044 in 2006 to 1,076 in 2007. Traffic-related injuries also decreased in 2007 by 1.8% as measured against 2006, from 50,144 in 2006 to 49,242 in 2007. Unfortunately, the economic loss to the State resulting from traffic crashes remained at more than \$2.7 billion. This does not include intangible costs, such as grief, pain and suffering.

According to the SC Department of Public Safety's preliminary statistics for 2007, driving under the influence of alcohol or drugs was a contributing factor in more than 468 fatal collisions resulting in the deaths of 513 persons. In 2006, one traffic collision was reported every 4.7 minutes, one traffic death was reported every 8.4 hours, one non-fatal traffic injury was reported every 10.5 minutes and one property-damage-only collision was reported every 6.6 minutes. From 2002-2006, a total of 5,205 people died in South Carolina traffic collisions, and 254,573 people were injured in these crashes. Five counties in the State – Greenville, Lexington, Richland, Horry and Charleston – consistently experience the highest numbers of crashes statewide. Approximately 26% of South Carolinians still refuse to comply with the State's safety belt law. The number of highway users and the number of vehicles continue to increase annually.

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

Project Approach. The project will fund two [2] Field Law Enforcement Liaison (LEL) positions and one [1] Administrative Law Enforcement Liaison within the Office of Highway Safety. The LEL's will continue to develop and maintain the Law Enforcement Network system, will work to establish and maintain relationships between the OHS and law enforcement agencies around the state, and will garner law enforcement support of and participation in statewide enforcement mobilization campaigns.

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

Description of Budget. The project will fund Personnel @ \$217,163 (includes salaries and fringe benefits for two [2] Field Law Enforcement Liaison positions and one [1] Administrative Law Enforcement Liaison); Travel @ \$15,000 (includes in-state mileage, lodging and per diem for the two [2] grant-funded positions and lodging, per diem, transportation for training conferences and out-of state transportation and per diem); and Other @ \$463,860 (includes indirect costs, plaques and recognition certificates, printing and duplication, phone, postage, education and training materials, room rental and meeting costs, copy equipment rental, Enterprise Software maintenance, tort insurance, Law Enforcement Network mini-grants, office supplies, registration fees, air cards, and DUI Awards Ceremony law enforcement incentives).

Grant Number: 2H09008
Name of Applicant: Richland County Sheriff's Department
Project Title: Motorcycle Safety Education and Enforcement
Federal Recommended: \$171,256
Match Recommended: \$ 42,814
Total Amount Recommended: \$214,070
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, Richland County consistently ranks at the top of the state in total collisions, fatal collisions, alcohol-related collisions and collisions resulting in injury. According to the 2006 U. S. Bureau of the Census Population Estimates, Richland County has 348,226 residents. Richland County spans 756 square miles, and includes over 3,400 miles of road. Three major interstates, I-20, I-26 and I-77, pass through the county and cause an increase of outside traffic flow. Many other freeways and highways create numerous intersections with secondary roads. As an industrial, educational and governmental service center, Richland County receives an influx of outside traffic on a regular basis. According to the South Carolina Division of Motor Vehicles, in 2002 Richland County had 236,344 registered vehicles, which accounted for just over 7% of all registered vehicles in the state of South Carolina. Motorcycle involved crashes have been on the increase nationwide and, according to the National Highway Traffic Safety Administration (NHTSA), when a motorcycle is involved in a crash, it is likely to be serious or fatal. According to NHTSA's National Center for Statistics and Analysis, per vehicle mile traveled, motorcyclists are about 37 times more likely than passenger car occupants to die in a traffic crash. In addition, motorcycle operators are more likely to engage in risky behavior, including driving while intoxicated, not having a valid license and not wearing a helmet. In fact, according to NHTSA, 41% of motorcycle operators who died in single-vehicle crashes had BAC levels of .08 or higher. Nationwide, the number of motorcycles on the roadways has almost doubled to more than 6,000,000 in 2005 from over 3,000,000 in 1996. The fatality rate has risen exponentially. A trend worth noting is one identified by the Motorcycle Industry Council that indicates a shift in the demographics in motorcycle riders. Increasingly, motorcyclists are older, affluent professionals. The report indicated that today's average motorcycle rider is 38 years old, compared to 24 years old in 1980. In

fact, in 2006, riders over 40 accounted for 2,279 out of 4,810 fatalities nationwide. The figures for South Carolina and Richland County are in alignment with the national trends. For example, South Carolina had 109 motorcycle rider fatalities in 2006. 74% of those were not wearing helmets, and 50 of those persons had BAC levels greater than the legal limit.

Project Approach. The project will utilize proactive traffic enforcement to reduce collisions in known dangerous intersections and problematic stretches of the highway; detect and apprehend DUI offenders; and report road conditions that could be a factor in the cause of traffic collisions. The Deputies will keep a record of all citations issued. The Deputies will conduct selective speed enforcement in regions assigned by the Traffic Sergeant. The Deputies will keep a record of citations issued. The Traffic Deputies will be assigned by the Sergeant to conduct checkpoints and engage in selective enforcement of safety belt and child restraint usage. The Deputies will keep a record of all citations issued. The Traffic Enforcement Division will conduct selective DUI enforcement, including checkpoints. The Traffic Sergeant will direct the Deputies to patrol in areas and conduct checkpoints during the times that are considered to be dangerous due to the high number of people driving under the influence. The Deputies will keep a record of all citations issued. The Traffic Deputies will participate in a minimum of 24 traffic safety programs that educate the public in the dangers and consequences of hazardous driving habits. The Project Director and the Traffic Enforcement Division Sergeant will work with the individual Deputies to develop effective presentations to deliver to schools, businesses, religious organizations and civic groups. These presentations will be scheduled by the Traffic Enforcement Division and the Project Director and conducted by the Deputies. Deputies will submit notes of the presentations to the Project Director. A major focus of this project will be outreach to the over 40-male demographic who often purchase motorcycles they are not equipped to properly operate. RCSD intends to work in conjunction with area motorcycle dealerships in this effort. The members of the Motorcycle Enforcement and Education Team will coordinate with the RCSD Training Division in order to attend all available, pertinent advanced training. The Traffic Sergeant will prepare monthly press releases for the media to educate the public on the program's purpose, sites of special traffic safety presentations and to encourage public support for the program. These will be released by the RCSD Public Information Officer. The Project Director will ensure that copies of each release are forwarded with the Quarterly Progress Reports.

Description of Budget. The project will fund Personnel @ \$107,040 (includes salaries and fringe benefits for two [2] Deputy Sheriffs); Travel @ \$20,200 (includes in-state mileage); Equipment @ \$85,455 (includes two [2] law enforcement motorcycles, two [2] LED light packages with accessories, two [2] radar units, two [2] digital video recorder systems, two [2] mobile radios, two [2] wireless communication systems and two [2] portable radios); and Other @ \$1,625 (includes two [2] helmets, educational brochures, and printing).

Grant Number: 2H09012
Name of Applicant: City of Columbia Police Department
Project Title: Enhance Traffic Enforcement Unit
Federal Recommended: \$140,814
Match Recommended: \$ 35,204
Total Amount Recommended: \$176,018
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the City of Columbia is the capital of the State of South Carolina and houses the General Assembly of the State Legislature, with many federal and state agency headquarters. This area is also the headquarters of many private, large and small businesses. The Traffic Safety Unit provides traffic safety in a city that is approximately 135 square miles. The City of Columbia is located in Richland County. Richland County is listed as one of the top counties for traffic collisions and traffic fatalities (SC Department of Public Safety's preliminary statistics for 2007). Richland County had 10,752 collisions in 2007, and, out of these collisions, 42% occurred in the City of Columbia. The City of Columbia has shown a decrease in the amount of traffic collisions, traffic fatalities, alcohol-related collisions, and alcohol-related traffic fatalities since 2005. The applicant suggests this is due in large part to the efforts of the City of Columbia Police Department's grant-funded traffic unit. In 2005, the City of Columbia experienced 4,924 traffic collisions, 4,523 in 2006, and 4,496 in 2007. In order to continue the downward trend, the traffic unit needs to expand.

Project Approach. The project will continue the current traffic unit to provide enforcement and education of traffic laws to reduce traffic collisions in number and severity. In order to accomplish this goal, the Traffic Unit will conduct rolling patrols on heavy volume roadways during peak hours for maximum visibility to motorists. Additionally, they will conduct enforcement at high collision intersections with specific attention at or near the high collision, or most severe collision, intersections during the time of day that most collisions occur. The time of day and location will vary as collision and citation data changes. This will be decided by using computer software to pinpoint locations. The unit will work closely with schools and the community to present traffic safety issues and ways to combat these issues.

Description of Budget. The project will fund Personnel @ \$99,768 (includes salaries and fringe benefits for two [2] traffic officers); Equipment @ \$71,030 (includes two [2] police vehicles, two [2] emergency light packages, two [2] digital in-car mobile video units, two [2] mobile radios, two [2] hand-held Lidar units, and two [2] dual antenna radar units); and Other @ \$5,220 (includes two [2] stop sticks, two [2] bumpers, DVD+RW discs, two [2] two [2] rechargeable flashlights, two [2] digital cameras, office supplies, and two [2] fiber optic inspection tools).

Grant Number: 2H09014
Name of Applicant: South Carolina Criminal Justice Academy
Project Title: Traffic Safety Officer Program
Federal Recommended: \$363,485
Match Recommended: \$ -0-
Total Amount Recommended: \$363,485
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the loss of a previously established traffic safety training unit limited the access of South Carolina traffic officers to specialized traffic-related training. Departments started seeking outside training for officers. This hurt agencies' budgets and available manpower when officers were away at training. The estimated tuition cost for this outside training is about \$6,465 per person. This figure does not include lodging or the potential overtime cost of paying other officers. This often results in incomplete training, as well as a lack of standardization. Because of these issues, departments face difficulties in enforcement, convictions, and potentially, increased liability. The SC Criminal Justice Academy re-established the Traffic Safety Officer Program through the OHS grant received in February 2006. The Academy currently has four (4) TSO Liaison positions (funded by the FY 2008 grant). The TSO Liaisons are in the process of being trained and are teaching classes in the field. They have also been involved in updating the following classes: At-Scene Collision Investigation, Technical Collision Investigation, Traffic Collision Reconstruction, Data Master Operator Certification, Data Master Operator Recertification, Advanced DUI and Standardized Field Sobriety Testing, Standardized Field Sobriety Testing Recertification, Speed and Measurement Device Operator Program, Speed Measurement Device Instructor Program and Safe and Legal Traffic Stops (SALTS).

Project Approach. The project will maintain the four (4) TSO Liaisons to help reduce fatalities and injuries on the state's roadways by providing comprehensive traffic enforcement/investigative training to the state's traffic law enforcement officers. Officers who have advanced training can more effectively enforce the state's traffic laws. The Traffic Safety Officer program will track the training of all traffic law enforcement officers and promote the ongoing training as their careers progress. This enhancement will motivate officers' interest in obtaining advanced training and will help reduce the number of fatalities and injuries in these officers' jurisdictions. The TSO Liaisons instruct in specific areas of current traffic topics and issues. These individuals develop traffic programs and initiatives to be presented around the state through the CJA Regional Training system. The TSO Liaisons review and evaluate, on an ongoing basis, the value of the training and special program aspects of this initiative. The tracking program provides a mechanism capable of monitoring traffic safety officers from their training phase to their actual performance of job-related activities occurring in the field. The tracking program acts as a means of evaluating the effectiveness of the TSO program and grant funding.

Description of Budget. The project will fund Personnel @ \$257,049 (includes salaries and fringe benefits for four [4] Criminology Instructors); Travel @ \$27,340 (includes in-state travel for per diem and lodging and out-of-state travel for per diem, lodging, airfare, and car rental); and Other @ \$79,096 (includes indirect costs, promotional items, educational materials, print costs, postage, TSO Conference, and registration fees).

Grant Number:	2H09015
Name of Applicant:	City of Conway Police Department
Project Title:	Conway's Speed and Accident Reduction Program
Federal Recommended:	\$70,538
Match Recommended:	\$17,635
Total Amount Recommended:	\$88,173
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the City of Conway is located in the northern coastal region of South Carolina and is now approximately 5 miles from Myrtle Beach and the Grand Strand. Conway is the county seat of Horry County and has a population according to the U.S. Census of 11,788. The 2004 U.S. Census population estimate for the City of Conway is 13,293. The City of Conway also has Horry-Georgetown Technical College and Coastal Carolina University within the city limits, which continues to have a big effect on the demand for city services. Conway's proximity to the Grand Strand more than doubles the amount of population within the city service area during the tourism season. The service delivery area spans over 21 square miles of jurisdiction. Since the inception of the grant-funded traffic enforcement initiative, the Department investigates on average 90 motor vehicle collisions per month as compared to 100 per month for the year 2005 and 2006. Of the collisions investigated in 2007, two (2) fatalities were reported as compared to 5 in 2006, which is a 60% decrease. The City of Conway has five major U.S. Highways (501, 378, 701N, 701S & 544) and two South Carolina Highways (905, 90) coming into the City. According to South Carolina statistics for 2004-2007, Horry County ranked 2nd in DUI-related crashes, 1st in speed-related crashes, and 2nd in fatal or severe injury crashes.

Approach Proposed. The project will maintain its full-time specialized traffic unit. The grant-funded officers will continue to work specialized shifts to ensure the meeting or exceeding of the goals and objectives established in this grant. The comprehensive approach of education and enforcement should continue to result in a high level of public acceptance of the continued emphasis on traffic enforcement. The continued use of the department's two (2) SMART System trailers (mobile radar detection trailers) will also provide an additional means of educating the public of speed violations as they utilize a display sign advising drivers of their speeds. Of greater importance, is the on-board computer on the SMART System which provides the capability of statistical analysis and speed problem definition in high complaint areas. Simply stated, the statistical information supplied by the system will allow Department management to direct enforcement activities of officers in substantiated speed problem areas.

Description of Budget. The project will fund Personnel @ \$87,173 (includes salaries and fringe benefits for two [2] traffic officers); and Travel @ \$1,000 (includes in-state travel for day-to-day mileage, per diem, and lodging).

Grant Number: 2H09018
Name of Applicant: Aiken Public Safety
Project Title: Enhance Traffic Enforcement Unit
Federal Recommended: \$ 93,754
Match Recommended: \$ 23,438
Total Amount Recommended: \$117,192
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the residential population of the City of Aiken is estimated at 28,829 according to the U.S. Census Bureau 2006. In 2005, the census estimate was 27,490 which indicates a rise in population of over 1,300 people in just one year. The population within Aiken County is 151,800 according to the 2006 U.S. Census Bureau estimates and has remained steady since 2005. In the past three years, the Aiken Department of Public Safety has experienced an increase in traffic collisions. In 2005, the total was 1,527, in 2006 that number increased to 1,570, and in 2007 that number jumped to 1,668 recorded collisions. Aiken County, according to the 2004-2006 Fatal & Severe Injury Crash data, ranked 10th in the state for DUI fatal and/or severe injury crashes and ranked 7th in the number of speed-related crashes in 2005. The City of Aiken experienced 6 traffic fatalities in 2007, half of which were alcohol-related. Aiken County, to date in 2008, has had 20 fatalities; in 2007, there were 46 total fatalities, in 2006, there were 31, and in 2005, there were 32 fatalities.

Project Approach. The project will maintain the two-member traffic unit to provide enforcement and education of traffic laws to reduce traffic collisions in number and severity. To do this, a combination of enforcement and education strategies is proposed. The unit will conduct rolling patrols on heavy volume roadways during peak hours for maximum visibility to motorists. It will also conduct enforcement at high collision intersections with specific attention at or near the high collision, or most severe collision intersections during the time of day that most collisions occur at the particular intersection. The time of day and location will vary as collision and citation data changes. This will be decided by using computer software to pinpoint locations. The unit will also participate in all aspects of the Sober or Slammer sustained DUI enforcement campaign and in all aspects of the DUI enforcement activity during the Christmas, New Year's, and Labor Day crackdowns, by being involved in the enforcement, education, and media efforts.

Description of Budget. The applicant will fund Personnel @ \$111,242 (includes salaries and fringe benefits for two [2] police officers); Equipment @ \$2,000 (includes one [1] laptop computer); and Other @ \$3,950 (includes one [1] digital projector, one [1] office

printer, two [2] mobile vehicle radio units, VHS video tapes, one [1] portable projector screen, and office supplies).

Grant Number: 2H09020
Name of Applicant: Spartanburg Public Safety Department
Project Title: SPSD Traffic Enforcement to Reduce Aggressive Driving
Federal Recommended: \$44,611
Match Recommended: \$11,154
Total Amount Recommended: \$55,765
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the City of Spartanburg is the sixth largest city in the state with a population approaching 40,000. The City is part of an urban area including Greenville, Spartanburg, and Anderson according to Census data. The City of Spartanburg has easy access to interstate I-26 and I-85, which are located to the east and north of the City of Spartanburg. The following roads run through the City: Highway 221, U.S. 29, and U.S. 176. The growth in the City of Spartanburg over the last few years has had an impact on the traffic. We continue to struggle with a high number of traffic collisions due to the flow of traffic. According to 2007 State statistics, Spartanburg County continues to be in the top five counties in the State in the following: 1) property-damage-only crashes; 2) injury crashes; and 3) fatal crashes.

Project Approach. The project will continue a project directed at unsafe drivers, some of which would be described as aggressive drivers. The Traffic Enforcement Officer placed in this position will devote 100% of his time to enforcement of aggressive driving as well as speeding, safety seat violations, child restraints, DUI, and other traffic violations. During the grant period, Spartanburg Public Safety Department will participate in the following: National Child Passenger Safety Week (September), Buckle up America! Week (May); Drunk and Drugged Driving (3D) Prevention Month (December), and other occupant protection and impaired driving statewide mobilization campaigns, as requested. Spartanburg Public Safety Department will participate in the South Carolina Law Enforcement Network, BATmobile utilization, Sober or Slammer!, Sustained DUI Enforcement campaign, and reporting data relative to Statewide campaigns and initiatives.

Description of Budget. The applicant is requesting funding for Personnel @ \$54,340 (includes salary and fringe benefits for one Traffic Enforcement Officer); Travel @ \$375 (includes lodging and meals for in-state travel); Other @ \$1,050 (includes office supplies).

Grant Number: 2H09021
Name of Applicant: Town of Mount Pleasant
Project Title: Enhanced Traffic Enforcement Program
Federal Recommended: \$ 96,056
Match Recommended: \$ 24,014
Total Amount Recommended: \$120,070
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, Mount Pleasant is a town in Charleston, South Carolina encompassing 62 square miles along the coastal region. As of 2006, the population estimate was 62,000. Mount Pleasant is now the 3rd largest city in the Charleston metro area behind the City of Charleston and North Charleston. From 2000 to 2006, Mount Pleasant's population increased by 21%. In the Town of Mount Pleasant, from 2001 to the present, 26 lives were lost due to traffic crashes. In 2005, Mount Pleasant experienced 58 DUI-related collisions, 41 in 2006, and 62 in 2007. In addition to the DUI-related collisions, in 2005, the town had 297 injury crashes, 206 in 2006, and 278 in 2007. This grant will provide the Mount Pleasant Police Department the necessary financial resources to carry on an aggressive driving and educational campaign that will reduce crashes, injuries, and deaths within our community.

Project Approach. The project will maintain two grant-funded traffic officers whose sole responsibility will be to focus on reducing vehicle collisions through aggressive enforcement of traffic laws and educating the public. Various enforcement strategies will be used during all times of the day and night, to include the use of non-conventional vehicles, video cameras, etc. and selected enforcement activities at areas identified through analysis. The Mount Pleasant Police Department will increase visibility and enforcement at targeted areas and employ media coverage and presentations to educate the public on traffic safety.

Description of Budget. The project will fund Personnel @ \$101,870 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$16,200 (includes in-state day-to-day mileage and out-of-state airfare, lodging, and per diem); and Other @ \$2,000 (includes printing, [16] traffic cones, and two [2] stop sticks).

Grant Number:	2H09022
Name of Applicant:	City of North Charleston
Project Title:	North Charleston High Crash Intersections & Pedestrian Safety
Federal Recommended:	\$ 96,328
Match Recommended:	\$ 24,082
Total Amount Recommended:	\$120,410
Funding Source:	Section 402
Benefit:	Local

Description of Problem. As described in the grant application, the City of North Charleston is the geographical center of the lowcountry with major traffic arteries comprised of interstate, state, and local system roadways for three counties with populations estimated to be over 625,000 by 2010. Because of North Charleston’s centralized location, traffic problems occurring within the city limits could impact residents within a fifty-mile radius. Much of the traffic is comprised of shoppers and commuters who work within this metropolitan area, and commute to rural locations. North Charleston's population grows from 90,000 to over 250,000 during the day due to people that work and shop within the city. The city limits of North Charleston are located in both Charleston and Dorchester counties. Dorchester County has been the sight of some of the city’s most recent growth. The problem which has confronted the city for several years is that geographic boundaries have been expanding faster than our public services have been augmented. For the year 2007, the Traffic Unit issued 4,120 speeding tickets, 787 warnings, made 387 arrests for a variety of offenses, and 54 DUI arrests. Also in 2007, North Charleston experienced 2,436 traffic crashes and 18 fatal crashes with 22 people killed. The Traffic Unit also conducted 11 public safety presentations.

Project Approach. The project will maintain the two grant-funded officers to focus on decreasing crashes at the 25 identified high-crash intersections and increasing pedestrian safety. These officers will report to the sergeant and lieutenant who oversee the Traffic Unit. In addition to saturation patrols and checkpoints, the Team will also utilize a “Speed Monitoring Awareness Radar Trailer”. This will be placed at these intersections and known “trouble spots” for auto/pedestrian crashes to remind drivers to obey the posted speed limit. The trailer will be towed from site to site to assist in areas with speed-related problems. By increasing patrol in high crash locations, there will be an increase in the number of overall citations. The Team will go beyond traditional traffic policing strategies in order to make North Charleston streets safer for citizens and visitors.

Description of Budget. The project will fund Personnel @ \$114,851 (includes salaries and fringe benefits for two [2] police officers); Travel @ \$159 (includes in-state travel for project management school); Equipment @ \$2,400 (includes one [1] Lidar); and Other @ \$3,000 (includes office supplies, public education materials).

Grant Number: 2H09025
Name of Applicant: SC Department of Public Safety: Highway Patrol
Project Title: Coordinator Support for the Families of Highway Fatalities Project
Federal Recommended: \$49,301
Match Recommended: \$ -0-
Total Amount Recommended: \$49,301
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, motor vehicle collisions claim more lives than domestic abuse, suicide, homicide or most other diseases. While there are advocacy and support groups for abuse, suicide, cancer, and other serious challenges, such a comprehensive support system did not exist in South Carolina for one of the most unexpected and sudden deaths in America, highway fatalities, until grant funding was obtained in 2006 from the SC Office of Highway Safety to solidify the establishment of the Families of Highway Fatalities (FHF) Program. Until funding was acquired, there was a tremendous void in a much needed resource to help those families who lost a loved one in a highway fatality to share their knowledge of heartbreak and pain in an effort to reduce similar tragedies from occurring in the future. Every year, at least 42,000 people die on America’s highways. Approximately 1,000 of those lives are lost right here in South Carolina (NHTSA statistics, Toll of Motor Vehicle Crashes, 2000 – 2004), with one traffic death occurring every 8.2 hours in the Palmetto State during CY 2007 (S.C. Office of Highway Safety Statistics, Page 3, 2009 Highway Safety Funding Guidelines publication). No one feels more strongly about making our roads safer than those who have suffered the devastating loss of losing a family member on the State’s highways.

Project Approach. The project will continue to employ a Program Coordinator to provide the necessary leadership and oversight for the FHF program. The FHF Program Coordinator will continue the process of disseminating information to the public for educational highway safety awareness purposes, including contacting interested partners in other states about potential speaking opportunities. The FHF Coordinator’s responsibilities include, but are not limited to, three primary functions: the Speakers’ Bureau, the Peer Support Team, and the Safety Ambassadors. The Program Coordinator will ensure the continued use of personal stories of selected families in an effort to reach target audiences. Positive media coverage about the FHF team provides education to the public on the consequences of unsafe vehicular activity. This level of public awareness is essential to the long-term success of the FHF program and the goals and objectives of the project.

Description of Budget Request. The project will fund Personnel @ \$46,179 (includes funding for one [1] FHF Coordinator); and Other at \$3,122 (includes indirect costs).

Grant Number: 2H09028
Name of Applicant: Bluffton Police Department
Project Title: 14th Circuit LEN Traffic Team
Federal Recommended: \$70,288
Match Recommended: \$17,572
Total Amount Recommended: \$87,860
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, the 14th Judicial Circuit (Allendale, Beaufort, Colleton, Hampton, and Jasper Counties) has been plagued with serious traffic collisions over the past three years. Statistics from the Office of Highway Safety (OHS) published in March 2006, shows there have been 246 traffic fatalities from 2004 - 2006. Specifically in Beaufort County, Office of Highway Safety statistics show 67 deaths and 4,011 people injured in a total of 9,775 traffic collisions over these three years. Additionally, 15 people, or 22 percent, of the 67 fatalities were speed-related. The Bluffton Police Department currently has two officers assigned to traffic enforcement and is an active member of the 14th Circuit Law Enforcement Network. Normally, off-duty officers are asked to volunteer to participate in the monthly Law Enforcement Network events such as safety checkpoints and DUI/speed enforcement traffic activities. Due to continued growth and annexation in the Town of Bluffton, the applicant requested two additional traffic officers and to continue the current grant-funded officer. Due to increased annexation, traffic collisions increased from 552 in 2006, to 635 in 2007. Since the inception of the 14th Circuit Law Enforcement Network in 2003, traffic fatalities have gone down slightly (4%). With the enhanced manpower capabilities the traffic unit would target areas identified by the OHS to further reduce the rate of speed and alcohol-related major traffic collisions.

Project Approach. The project will maintain the current officer to reduce traffic collisions and fatalities in the Town of Bluffton and the 14th Circuit. The officer will concentrate his/her efforts on speed, DUI, and occupant safety laws through strict enforcement and education. As network team members, the officer will coordinate his/her efforts to conduct a series of checkpoints and area traffic enforcement saturation to strictly enforce DUI, speed, and occupant safety laws. The results of these operations will be documented by the officer, maintained by the respective departments and used to evaluate project success. When not engaged in LEN team events, the officer will act as a full-time traffic enforcement officer within his/her respective jurisdiction. He/She will concentrate his/her efforts in areas identified by the OHS and be required to maintain detailed accounts of citations, convictions, warnings and other pertinent data for use by the project director during project evaluations. The officer will also be required to attend advanced training and instructor courses in support of the project goals.

Description of Budget. The project will fund Personnel @ \$54,860 (includes salaries and fringe benefits for one [1] traffic officer), Travel @ \$14,000 (includes in-state travel for mileage); Equipment @ \$16,400 (includes one [1] in-car vehicle radio, and one [1]

vehicle video system); and Other @ (includes \$2,600 traffic safety cones, office supplies, cellular phone service, and educational supplies).

Grant Number: 2H09029
Name of Applicant: City of Cayce Department of Public Safety
Project Title: Traffic Speed Enforcement Unit
Federal Recommended: \$121,227
Match Recommended: \$ 30,306
Total Amount Recommended: \$151,533
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, Cayce’s main traffic corridors are Knox Abbott Drive, Charleston Highway, Airport Boulevard/Edmund Highway, and 12th Street with an average transient vehicle count of approximately 141,000 per day. In addition, Interstates 77 and 26 run through the city with an average daily traffic count of over 250,000 vehicles a day. The City of Cayce Department of Public Safety is a career department servicing 12,150 residents (US Census 2000) in a community that recently grew, through annexations into Richland County, from 11 square miles to 16 square miles, nearly a 50% growth in area. Cayce consists of 5,517 housing units. 54% of Cayce’s households consist of children under the age of 18 and adults 65 years and older. The City is home to three elementary schools, two middle schools, two high schools, many churches and two community centers. The City of Cayce is located within Lexington and Richland counties. The City of Cayce answered 18,212 calls for service in 2005, 17,216 in 2006, and 17,118 in 2007. In addition, based on the call volume for the first quarter of this year, a 15% increase from the previous year is anticipated.

Project Approach. The project will position Traffic Officers in problem areas for traffic violations within the City of Cayce. Grant-funded officers will patrol high crash areas and will place extra emphasis on special school functions, such as prom night, sporting events, and holiday break periods. Citizen calls and other problem areas may also dictate enforcement efforts. Placing officers in targeted areas may help to prevent traffic crashes before they happen by actively utilizing officers for speeding and DUI offenders.

Description of Budget. The project will fund Personnel @ \$77,953 (includes salaries ,fringe benefits for two [2] Traffic Officers); Travel @ \$3,000 (includes in-state mileage); Equipment @ \$63,000 (includes two [2] patrol vehicles, two [2] in-car video units, two [2] in-car radar units, two [2] sets of light bars) and Other @ \$7,580 (includes two [2] in-car radios, two [2] vehicle push bumpers, two [2] fire extinguishers, two [2] sets of stop sticks, fifty [50] traffic cones, cell phone service, two [2] vehicle cages, and two [2] vehicle siren, speaker and control center sets).

Grant Number:	2H09031
Name of Applicant:	Town of Summerville
Project Title:	Enhancement of a Traffic Enforcement Unit (3rd year)
Federal Recommended:	\$115,220
Match Recommended:	\$ 28,805
Total Amount Recommended:	\$144,025
Funding Source:	402
Benefit:	Local

Description of Problem. As described in the grant application, the Town of Summerville is located at exit 199 of Interstate 26, approximately 25 miles northwest of Charleston. A US Census taken of the Town in 2000 showed the population at 27,752. According to the Planning Department, the population is now over 42,000, an increase of 66%. Even with the economic slowdown, the Town is still expecting at least 3,100 homes to be built in the next few years. In 2005, Summerville experienced 1,623 collisions and 403 injuries. In 2006, there were 1,674 collisions and 370 injuries, and in 2007, there was a substantial increase in crashes to 1,899 with 414 injuries. For the last three years, Summerville has received an award from AAA for having an outstanding traffic safety community. The continued increased coverage on the roadways will result in safer roadways for the Town of Summerville.

Project Approach. The project will maintain the two grant-funded officers to conduct pro-active enforcement to reduce the number of crashes in predetermined areas in the Town; increase the detection and apprehension of DUI drivers and speeding drivers; and track, analyze (using speed gathering statistical devices) and report conditions that are factors in the causes of traffic crashes. The Traffic Enforcement Unit will develop and maintain programs designed to educate the public of the dangers and consequences of such driving habits. The Traffic Enforcement Unit will aggressively patrol the town to detect DUI drivers, speeding violations, moving and non-moving violations, and seatbelt/child restraint violations. The radar unit and in-car camera systems will be used in the detection and prosecution of the above traffic violations. The videotapes will be used to record traffic enforcement infractions, as well as crash scenes. The Traffic Enforcement program will be dedicated to educating and informing the community of Summerville of the unit's goals on improving traffic safety.

Description of Budget. The project will fund Personnel @ \$114,345 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$28,280 (includes in-state travel for enforcement mileage and out-of-state travel for per diem); and Other @ \$1,400 (includes video tapes, office supplies, and printed materials).

Grant Number: 2H09032
Name of Applicant: West Columbia Police Department
Project Title: Traffic Enforcement Program
Federal Recommended: \$124,724
Match Recommended: \$ 31,181
Total Amount Recommended: \$155,905
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, West Columbia is a bedroom community just across the Congaree River from downtown Columbia. It is surrounded by major access routes into the city including bordering I-20 and I-26 as well as Highway 126. Other major traffic arteries flow directly through the city into the downtown area. These include U.S. Highway 378, U.S. Highway 1, U.S. Highway 12, Airport Blvd. (U.S. 302) and Charleston Highway (U.S. 321). These are high volume traffic routes bringing large amounts of traffic through a relatively small city. Traffic studies from the Department of Transportation indicate a daily average of over 26,000 vehicles on U.S. 278 and over 33,000 vehicles on U.S. 1. An additional problem is that three of the city's four public schools are all adjacent to these major traffic thoroughfares. This places pedestrian children crossing in school zones on major four lane traffic arteries. It is significant that West Columbia investigated substantially more collisions than other jurisdictions year after year. In the early months of 2007, there were two traffic fatalities in the city. Department statistics reflect 785 investigated crashes in 2007. These crashes resulted in 178 injuries and two fatalities. In 2006, West Columbia had 529 collisions with 244 injuries in comparison with Lexington County's 218 crashes with 75 injuries. In 2005, West Columbia investigated 498 collisions involving one fatality and 260 injuries as compared to Lexington County's 102 collisions with 54 injuries. In 2004, West Columbia investigated 464 collisions resulting in 227 injuries as compared to Lexington County Sheriff's Department's 114 collisions with 37 injuries. In 2003, West Columbia investigated 520 collisions resulting in 284 injuries and two fatalities as compared to Lexington County's 156 collisions with no fatalities and 67 injuries. The West Columbia Police Department states that the large number of collisions in the city is impacted by several factors including speed and impaired driving.

Project Approach. The project will maintain its two-man traffic enforcement unit dedicated 100% to traffic enforcement. The unit has developed a work schedule that is driven by high incidence hours for both speeding violations and impaired driving. Grant-funded officers are attempting to provide a dual focus on both speed and impaired driving related reduction. Their hours are varied depending on special events and specific needs. Additionally, the unit will focus on areas of the city where alcohol and drug usage are known to be problematic. Finally, occupant restraint usage has been an area of focus for the team. The traffic unit has only been utilized for its stated purpose, and its schedule has varied depending on special traffic enforcement needs that are pre-determined by the Department. Speeding enforcement, DUI/impaired driving detection, checkpoints, and educational activities are the focus of the unit. Additionally, the unit works with the

Department's public information officer to conduct public awareness efforts aimed at increasing occupant restraint usage and to make the public aware of the Department's commitment to traffic safety.

Description of Budget. The project will fund Personnel @ \$120,920 (includes salaries and fringe benefits for two [2] traffic officers); Travel @ \$27,575 (includes in-state day-to-day mileage, lodging, and per diem); Equipment @ \$2,000 (includes one [1] handheld LIDAR speed detection device; and Other @ \$5,410 (includes one hundred [100] video tapes, training registration, printing, summons books, mobile radio service, twenty [20] collapsible traffic cones, one [1] set of DUI goggles, two [2] tint meters, and educational materials).

Grant Number:	2H09039
Name of Applicant:	Town of Batesburg- Leesville
Project Title:	DUI and Traffic Safety
Federal Recommended:	\$55,207
Match Recommended:	\$13,802
Total Amount Recommended:	\$69,009
Funding Source:	402
Benefit:	Local

Description of Problem. As described in the grant application, the Town of Batesburg-Leesville is approximately 7.4 square miles, which includes three main South Carolina Highways (SC 178, SC 245 and SC 23) and US Highway 1 that are patrolled daily. The town has seen a rise in big business over the past year, which has also added more traffic coming through town. This has caused an increase in speeding violations, DUI and traffic crashes over the past year. The Batesburg-Leesville Police Department is looking to use the Highway Safety Grant to provide the Department with a full-time traffic safety enforcement officer and all the equipment needed for the officer. In obtaining a full-time officer, the Department is hoping to decrease all traffic violations.

Project Approach. The project will hire one (1) traffic safety officer who will be dedicated 100% to traffic enforcement. The town is looking to reduce traffic crashes in the Town of Batesburg-Leesville and over the next couple of years increase personnel and equipment and absorb the cost of these additions in their own budget.

Description of Budget. The project will fund Personnel @ \$36,114 (includes salary and fringe benefits for one [1] Traffic Officer); and Equipment @ \$30,000 (includes one [1] patrol vehicle, one [1] vehicle light bar package, one [1] in-car camera system, one [1] radar unit); and Other @ \$2,895 (includes one [1] transportation cage, one [1] vehicle mobile radio, one [1] in-car power console, six [6] stop sticks, one [1] vehicle siren, one [1] siren speaker, one [1] fire extinguisher, one [1] vehicle push bumper, and ten [10] traffic cones).

Grant Number: 2H09041
Name of Applicant: Fountain Inn Police Department
Project Title: (SOS) Secure Our Street Sequel
Federal Recommended: \$44,671
Match Recommended: \$11,166
Total Amount Recommended: \$55,837
Funding Source: Section 402
Benefit: Local

Description of Problem. As described in the grant application, Fountain Inn City is located in Greenville (70%) and Laurens County (30%). It has one (1) major interstate and two (2) state highways that run through it (I-385 and SC 14, SC 418). Greenville County was rated one of the top five counties with the highest numbers in property damage-only vehicle collisions (#2), injury collisions (#3), and fatal collisions (#1). Fountain Inn City investigated 190 vehicle collisions in 2006 and 180 vehicle collisions in 2007. Fountain Inn City has an estimated population of over 7,200 persons. The 2000 US census showed the population as 6,017. The city covers an area of six (6) square miles. Fountain Inn City continues to develop and grow in size. Residential neighborhoods continue to be built within the city. With this increase in population, there is a significant increase in vehicles operating on our roadways. Vehicle collisions continue to pose a problem with injuries and property damage. The contributing factors remain consistent with aggressive operation of motor vehicles.

Project Approach. The project will maintain its current grant officer who will continue to dedicate 100% of his time to traffic enforcement and DUI reduction. The officer will continue to work around peak times of heavy traffic and during hours consistently known for DUI drivers. Emphasis will be placed on known traffic collision locations within the jurisdiction. This unit will coordinate the Department's participation in the monthly multi-jurisdictional traffic task force for Greenville County Safe Communities and will also coordinate public safety check points within the city.

Description of Budget. The project will fund Personnel @ \$41,854 (includes salary and fringe benefits for one traffic officer); Travel @ \$9,090 (includes in-state travel for day-to-day mileage); Equipment @ \$2,400 (includes one [1] LIDAR); and Other @ \$2,493 (includes video tapes, basic cellular phone service, educational supplies, traffic cones, fire extinguisher and stop sticks).

Grant Number: 2H09042
Name of Applicant: Town of Ridgeland Police Department
Project Title: 14th LEN Traffic Enforcement Team
Federal Recommended: \$ 98,892
Match Recommended: \$ 24,724
Total Amount Recommended: \$123,616
Funding Source: Section 402
Local: Local

Description of Problem. As described in the grant application, the 14th Judicial Circuit has been plagued with traffic collisions over the past several years. Reports from the OHS published in 2006 shows that there have been 17,266 traffic collisions from the years 2004 to 2006. Speeding and DUI stand out as the two most common contributing factors for these major collisions. Speed-related factors such as too fast for conditions or a violation of the posted speed limits accounted for 4,130, or 23.92%, of the 17,266 traffic collisions. 547, or 3.17%, of the 17,266 major collisions cited Driving Under the Influence of Alcohol or Drugs as the contributing factor. Speed-related factors contributed to 56, or 22.7%, of the 246 deaths as a result of traffic collisions during this three-year period. DUI had a relatively low percentage in overall traffic collisions; the percentage was 11.7%, or 29 of the 246 deaths. The Ridgeland Police Department currently has two officers assigned to traffic enforcement, and both are active members of the 14th Judicial Circuit Law Enforcement Network. During CY 2006, the 14th Judicial Circuit saw a 23% decrease in traffic fatalities, from 86 to 67. Since receiving grant funds, the traffic unit has actively been involved with the 14th Judicial Circuit and has improved and enhanced local enforcement.

Project Approach. The project will maintain the two grant-funded traffic officers to reduce traffic collisions and traffic fatalities in Ridgeland and the 14th Circuit by concentrating their efforts on speed, DUI and occupant safety laws through strict enforcement and education. The team members will be Ridgeland Police Department's primary contact to the 14th Circuit LEN and will work in the multi-jurisdictional agreement along with the Colleton County Sheriff's Office, Ridgeland Police Department, Bluffton Police Department, Hampton County Sheriff's Office, Jasper County Sheriffs Department, and Port Royal Police Department. At least four times a month, LEN members will conduct highly publicized traffic enforcement events, such as traffic safety checkpoints, impaired driving saturation patrols, and aggressive driving saturation patrols throughout the 14th Circuit. Utilizing the OHS statistical data as reference, the host agency team member will coordinate and determine the type, times, and locations of these events. The events will be publicized through area media resources prior to their occurrence. Media representatives will be invited to attend all events and follow-up press releases will ensure high visibility and raise public awareness for the project. The traffic events will primarily focus on strict enforcement of DUI laws, speed, and occupant safety, with a secondary purpose of public education. Team members will take advantage of citizen interactions to disseminate pamphlets and/or other informational materials of their own design to further public awareness and support for

their project's goals. When not engaged in LEN team events, members will act as full time traffic enforcement officers within their respective jurisdictions.

Description of Budget. The project will fund Personnel @ \$93,516 (includes salaries and fringe benefits for two [2] Traffic Officers); Travel @ \$28,000 (includes in-state mileage); and Other @ \$2,100 (includes cell phone service and office supplies).

Grant Number:	2H09045
Name of Applicant:	Colleton County Sheriff's Office
Project Title:	Highway Safety Traffic Unit
Federal Recommended:	\$144,525
Match Recommended:	\$ 36,132
Total Amount Recommended:	\$180,657
Funding Source:	402
Benefit:	Local

Description of Problem. As described in the grant application, Colleton County is located on the coast between Charleston and Beaufort Counties. In 2003, Colleton County Sheriff's Office wrote 226 traffic citations and 609 citations in 2004. In 2005, traffic citations increased to 1,916. The Colleton County Sheriff's Office participates in the 14th Judicial Circuit's Law Enforcement Network and is making efforts to increase traffic safety. Colleton County had 391 major collisions in 2004, resulting in 34 deaths, and 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.

Project Approach. The project will maintain the three-member traffic unit to increase highway safety and to continue to reduce the crashes and injuries on the highways in Colleton County. The Colleton County Sheriff's Office Traffic Unit will continue to conduct Traffic Safety checkpoints in Colleton County and as part of the LEN in the 14th Judicial Circuit. The traffic unit will continue to coordinate its efforts with LEN members to strictly enforce DUI, DUS, speeding and other traffic laws, while conducting traffic enforcement saturation patrols and work with the SC Highway Patrol in an effort to accomplish these objectives. At least four times a month, the traffic unit and LEN members conduct highly publicized traffic enforcement events throughout the 14th Judicial Circuit. The Sheriff's Office Traffic Unit concentrates its efforts within Colleton County based on citizen complaints, collected traffic data from traffic speed recorders, and areas identified by the SC Office of Highway Safety reports and publications. The traffic unit primarily focuses on strict enforcement of DUI laws, speed and occupant safety, with a secondary purpose of public education.

Description of Budget. The project will fund Personnel @ \$146,267 (includes salaries and fringe benefits for three [3] officers); Travel @ \$29,025 (in-state travel for enforcement mileage); and Other @ \$5,365 (includes three [3] cell phones and usage, educational materials, and printing and binding).

Grant Number: 2H09046
Name of Applicant: Port Royal Police Department
Project Title: LEN Traffic Enforcement Team
Federal Recommended: \$53,460
Match Recommended: \$13,364
Total Amount Recommended: \$66,824
Funding Source: 402
Benefit: Local

Description of Problem. As described in the grant application, the 14th Judicial Circuit, comprised of Allendale, Beaufort, Colleton, Hampton, and Jasper counties, has been plagued with serious traffic collisions over the past three years. There have been 935 major traffic collisions resulting in serious injury or fatalities from 2004 - 2006. In 2007, the 14th Judicial Circuit had 222 major collisions. The average per year would be 311 collisions since 2004, which is a drop of 89 per year. Speeding and driving under the influence stand out as the two most common contributing factors for these collisions. Speed accounted for 312, or 33.33%, of the 935, and 11,6 or 12.4%, cited driving under the influence as the contributing factor. In 2007, approximately 5,786 traffic collisions occurred of which 1,215 related to speed, and 187 related to DUI. Since the inception of the 14th Circuit Law Enforcement Network in 2003, traffic fatalities have gone down slightly, approximately 2 percent.

Project Approach. The project will maintain the grant-funded traffic officer to enforce traffic laws and to enhance the efforts of the 14th Judicial Circuit LEN by partnering with other jurisdictions seeking grant funds. When not engaged in LEN team events, the grant-funded traffic officer will act as a full-time traffic enforcement officer within his/her respective jurisdiction. As a network team member, the officer will coordinate his efforts to conduct a series of check points and saturation patrols to strictly enforce DUI, speed and occupant safety laws. Programs will be conducted in schools, civic groups, businesses, daycares and the local military bases throughout the LEN, in an effort to decrease traffic collisions, injuries, and fatalities.

Description of Budget. The project will fund Personnel @ \$54,174 (includes salary and fringe benefits for one [1] traffic officer); Travel @ \$10,250 (includes in-state travel for day-to-day mileage and per diem); and Other @ \$2,400 (includes office supplies, cell phone service, and educational supplies).

Grant Number: 2H09047
Name of Applicant: Hardeeville Police Department
Project Title: Police Traffic Services
Federal Recommended: \$77,248
Match Recommended: \$19,312
Total Amount Recommended: \$96,560
Funding Source: 402
Benefit: Local

Description of Problem. As described in the grant application, the City of Hardeeville is located near the coast of South Carolina, between Walterboro, South Carolina and Savannah, Georgia. The City has several major highways that connect to a variety of locations and interstates (Charleston, South Carolina; Hilton Head Island, South Carolina; Bluffton, South Carolina; Walterboro, South Carolina; Savannah, Georgia; and I-16 in Georgia); they are I-95 (from mile marker 2 ½ - mile marker 13), US 278 heading to Hilton Head Island from I-95 and US 17 for a total of 4.9 miles, US 17 between Ridgeland and Savannah, Georgia for a total of 10.2 miles, and SC 46, which is the old connector to Bluffton and Hilton Head Island from I-95 for a total of 1.6 miles, US 312 between Hardeeville and Columbia, South Carolina, and SC 170 between Hardeeville, Beaufort, and Hilton Head/Bluffton, South Carolina. The City is growing at a tremendous pace. The Low Country Council of Governments states that the 2000 census indicated there were 1,793 residents in the City of Hardeeville; however, the 2004 population indicators estimate that the number of residents increased by 33.85%. With this growth, the area is experiencing a rise in traffic collisions and violation of traffic laws. The majority of the collisions in the City of Hardeeville are due to speed-related violations. The city hosts a Celebrate Hardeeville Day. Hilton Head Island hosts a professional golf tournament. The City of Beaufort hosts the Water Festival, which brings hundreds of thousands of tourists through the City of Hardeeville annually. These travelers are often unfamiliar with the roadways and speed limits, thus causing collisions to increase during these events. According to the computer aided dispatch records, call for service stats for 2004, 2005, 2006 and 2007 are as follows: 2004 - 214 collisions, with 46 collisions reported with injuries; 2005 - 296 collisions, with 70 collisions reported with injuries; 2006 - 204 collisions, with 46 collisions reported with injuries; and 2007 - 195 collisions, with 63 collisions reported with injuries.

Project Approach. The project will maintain one (1) traffic officer who will report directly to the Assistant Police Chief. The Assistant Chief of Police will coordinate checkpoints in the city limits of Hardeeville and traffic safety presentations that will be provided to the local schools, businesses, and civic groups. Special enforcement and education activities in support of National and State Highway Safety initiatives will be held, to include National Child Passenger Safety Week (September); Buckle Up America Week (May); and Drunk and Drugged Driving Prevention Month (December). The grant-funded officer will be responsible for diligently enforcing traffic laws. A meeting with the traffic unit and the local judges to explain and discuss the program will be held within 60 days of the grant award. The grant-funded officer will receive training to detect,

detain, and arrest suspects for DUI. The training will also include the use of grant purchased equipment, and the operation of state owned datamaster equipment, video equipment, etc. Training will further consist of professionally prosecuting cases. The grant-funded officer will maintain a daily log of enforcement activity. The Assistant Chief will review all written, verbal, and warning citations monthly. The Assistant Chief will brief the city media director with a press release detailing the activities of the traffic unit at least once a month.

Description of Budget. The project will fund Personnel @ \$72,380 (includes salary and fringe benefits for one [1] officer); Travel @ \$22,680 (includes in-state travel for day-to-day mileage for one [1] officer); and Other @ \$1,500 (includes educational supplies).

Grant Number:	2H09048
Name of Applicant:	Hampton County Sheriff's Department
Project Title:	14th LEN Traffic Enforcement Team
Federal Recommended:	\$113,298
Match Recommended:	\$ 28,324
Total Amount Recommended:	\$141,622
Funding Source:	402
Benefit:	Local

Description of Problem. As described in the grant application, the 14th Judicial Circuit, which includes Allendale, Beaufort, Colleton, Hampton, and Jasper Counties, has been plagued with traffic collisions over the past three years. Office of Highway Safety (OHS) statistics for the 14th Judicial Circuit Law Enforcement Network in 2005, 2006, and 2007 totaled 17,582 traffic collisions. This reflects an increase of 316 collisions compared to the previous three years. Injuries in the above-referenced collisions totaled 8,109. Speed-related factors, such as too fast for conditions or exceeding the speed limit, accounted for 3,875 or 22% of the 17,582 total traffic collisions, while these factors also contributed to 57, or 26%, of the 223 deaths over this three-year period. Impaired driving accounted for 675, or 4%, of the 17,582 traffic collisions. These 675 collisions resulted in 61 persons killed. FY 2008 Highway Safety funds allowed Hampton County to implement a Traffic Enforcement Team specifically assigned to traffic enforcement within Hampton County and the 14th Judicial Circuit. Hampton County is now seeking second year funding to continue the 14th Judicial Circuit Law Enforcement Network (LEN) Traffic Enforcement project.

Project Approach. The project will maintain the two-member traffic team to continue traffic enforcement efforts that will reduce collisions and fatalities in Hampton County and the 14th Circuit. The team will continue enforcing laws pertaining to speed (to include too fast for conditions, over and under 10, and exceeding the speed limit), failure to yield right of way, under the influence, and occupant safety. The team will work strictly on traffic enforcement and education as it relates to the objectives of this project. Team members will be Hampton County Sheriff's Department's primary contact to the 14th Circuit LEN and will work in the multi-jurisdictional agreement along with Colleton

County Sheriff's Department, Port Royal, Bluffton, Ridgeland Police Department and all other participating agencies. When not engaged in LEN team events, officers will act as full-time traffic enforcement officers within their respective jurisdictions. Efforts will be concentrated in areas identified by OHS statistical information and be required to maintain detailed accounts of citations, convictions, warnings and other pertinent data for use by the project director during project evaluations.

Description of Budget. The project will fund Personnel @ \$91,722 (includes salaries and fringe benefits for two [2] officers); Travel @ \$31,150 (includes in-state travel for mileage); Equipment @ \$4,150 (includes two [2] vehicle LED lights and installation); and Other @ \$14,600 (includes office supplies, educational supplies, cell phone service, two [2] digital cameras, two [2] field drug test kits, two [2] citation holders, two [2] GPS devices, two [2] console ticket lights, two [2] rechargeable flashlights, four [4] traffic flashlight cones, four [4] Palmetto 800 service).

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. The Project Manager took the Program forward in terms of continued rollout. The Project Manager left in 2006 and was replaced by a Program Coordinator to serve as a liaison with the Office of Highway Safety and the Traffic Records Steering Committee in terms of continued project implementation.

The State of South Carolina in 2007 conducted a Statewide Traffic Records Assessment with the assistance of NHTSA. The Assessment showed the need to reconfigure the State's Traffic Records Steering Committee. The State determined that this committee should be divided into two committees, a Traffic Records Executive Committee, comprised of heads of stakeholder agencies who have the ability to make strategic funding and policy decisions on behalf of their respective agencies, and a Traffic Records Coordinating Council, which will implement plans and decisions made by the Traffic Records Executive Committee. These committees will ultimately develop the Traffic Records Strategic Plan for the State.

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 the rollout phase of the SCCATTS initiative based on the assessment of GartnerGroup and a statewide Traffic Records Assessment.

Long Range Goal (2008-2012):

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

Performance Measure:

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

STRATEGIES:

1. The ITO division will continue, with the assistance of the Statistical Analysis Center of the OHS and the SCCATTS Project Coordinator, to implement the rollout phase of the SCCATTS project based on the previous work and assessment of GartnerGroup and the results of a statewide Traffic Records Assessment.
2. 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 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.

3. The SCDPS will purchase computer hardware for South Carolina Highway Patrol and local agencies to interface with the SCCATTS initiative.

PROJECTS TO BE IMPLEMENTED:

Grant Number:	2H09003
Name of Applicant:	SC Department of Public Safety: Office of Highway Safety
Project Title:	South Carolina Collision and Ticket Tracking System (SCCATTS)
Federal Recommended:	\$ 147,179
Match Recommended:	\$ -0-
Total Amount Recommended:	\$ 147,179
Funding Source:	Section 402
Benefit:	State

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

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

The SCDPS, like many law enforcement agencies, faces manpower and budgetary challenges while demands for public safety services continue to increase. For this reason, ease of information sharing and accessibility has become an even more critical aspect of the prevention of crime and the apprehension of criminals. The SCDPS Office of Information Technology, 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 OHS continues to utilize 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 of an application that will collect collision data electronically from law enforcement agencies.

The Fatality Application continues to be used to monitor and analyze traffic fatalities in South Carolina more effectively. 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.

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

A Traffic Records Coordinating Committee, comprised of key staff members from the Office of Highway Safety, SC Highway Patrol, State Transport Police, Office of Information Technology, the SC Department of Motor Vehicles, the SC Department of Transportation, SC Department of Health and Environmental Control, and the SC Judicial Department has been formed to provide general oversight and guidance of traffic records initiatives across the state. The TRCC is working towards creating a Traffic Records Strategic Plan that will address the needed improvements stated in the Traffic Records Assessment that was completed in 2007.

Project Approach. 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. A SCCATTS Project Coordinator has been hired to 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 (Traffic Records Coordinating Committee) of the status of the project. Currently a vendor has been chosen and awarded a contract to provide a turn-key software solution that will capture collision report data electronically.

Description of Budget. The project will fund Personnel @ \$61,414 (includes salary and fringe benefits for one [1] SCCATTS Project Coordinator); Contractual Services @ \$50,000 (includes software, training and other services relative to SCCATTS enhancement; Travel @ \$5,500 (includes in-state per diem, lodging, and transportation and out-of-state per diem, lodging and transportation for staff members involved with the SCCATTS effort); and Other @ \$30,265 (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 OIT staff, and Enterprise Software maintenance).

Grant Number:	2H09030
Name of Applicant:	Orangeburg Department of Public Safety
Project Title:	Traffic Records Enhancement
Federal Recommended:	\$30,800
Match Recommended:	\$ 7,700
Total Amount Recommended:	\$38,500
Funding Source:	402
Benefit:	Local

Description of Problem. As indicated in the highway safety grant application, the Orangeburg Department of Public Safety currently provides law enforcement services to approximately 35,000 people daily within the City of Orangeburg. The Department also serves as the primary fire service within the City and an approximate five-mile radius outside the City, serving approximately 65,000 citizens. The Department employs seventy-six (76) sworn officers divided among four shifts and three divisions. During 2007, the Orangeburg Department of Public Safety conducted 8,099 traffic stops and issued a total of 8,757 citations, including citations written as a result of 1,200 traffic collisions. In 2006, the Department conducted 7,176 traffic stops, and issued 6,704 traffic citations, while responding to 1,159 traffic crashes. The above information shows a 12.9% increase in traffic stops from 2006 to 2007, a 30.6% increase in traffic citations written and a 3.5% increase in traffic collisions. With the growing number of traffic crash and collision statistics in the City of Orangeburg, it is becoming imperative for the Department to explore methods for the electronic capture and dissemination of crash and citation reports. According to the grant application, in 2007, the average Orangeburg Department of Public Safety patrol officer spent approximately 2,085 minutes issuing traffic citations. By instituting electronic citation writing, the Department estimates that

the average officer could reduce the amount of time writing citations by 67%. This would improve officer safety, allow for real time dissemination of crash and citation reports and assist in the reduction of errors in interpreting crash and citation report data.

Project Approach. The project will purchase laptop computers, driver's license bar code readers, and printers for ten patrol vehicles to assist in recording, disseminating, issuing and analyzing traffic-related data.

Description of Budget. The project will fund Equipment @ \$35,000 (includes ten [10] laptop computers with accessories); and Other @ \$3,500 (includes ten [10] driver's license card readers and ten [10] printers with accessories).

Grant Number:	2H09037
Name of Applicant:	Springdale Police Department
Project Title:	Traffic Enforcement Program
Federal Recommended:	\$17,088
Match Recommended:	\$ 4,272
Total Amount Recommended:	\$21,360
Funding Source:	402
Benefit:	Local

Description of Problem. As described in the grant application, Springdale is a small, close-knit community located in the heart of Lexington County. It is surrounded by major access routes into the town, a portion of which is located on interstate I-26 and U.S. 302. SC 602 and SC 71 are the major arteries into and out of town. These are high volume traffic routes bringing large amounts of traffic through a significantly small town. The population of Springdale is approximately 3,200 residents according to the 2000 U.S Census. However, the traffic volume even on small streets is huge. Traffic studies from the Department of Transportation indicate a daily average of over 29,000 vehicles on SC 71, over 23,000 vehicles on SC 602, and over 32,000 vehicles on SC 302. An additional problem involves four schools located on one of the busiest of these arteries. The four schools are Springdale Elementary, Fulmer Middle, Airport High and Midlands Tech. Springdale Elementary is on SC 71 and is bordered by U.S. 1, which has a daily vehicle average of over 33,000. Airport High and Fulmer Middle are also on SC 71, which is bordered by SC 302. These schools place children as well as teenagers at risk by crossing these major traffic arteries.

Project Approach. The project will purchase equipment to allow Springdale to be prepared to capture and disseminate data from collisions and citations electronically, thus reducing the amount of time that traffic officers will spend writing crash an citation reports and increasing the on-the-road enforcement time of the officers.

Description of Budget. The project will fund Equipment @ \$19,260 (includes six [6] laptop computers); and Other @ \$2,100 (includes six [6] driver's license card readers and six [6] printers with accessories).

YOUTH ALCOHOL/YOUTH TRAFFIC SAFETY

Problem Analysis:

Alcohol-related car crashes are the number one killer of young South Carolinians aged 15-24. In 2007, drivers between the ages of 15 and 24 were involved in 1,837 crashes which involved the use of alcohol. Of these crashes, 179 resulted in fatalities. In 2007, young drivers between the ages of 15 and 24 were involved in 34% 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 737, or 40%, of the 1,837 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 2009, as compared with CY 2008 data.

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 2009, as compared with CY 2008 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 2009, as compared with CY 2008 data.

Long Range Goals (2009 - 2013):

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 2013.
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 2013.
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 2013.

Performance Measures:

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

STRATEGIES:

1. Projects will be implemented statewide which address youth traffic safety issues, such as drinking & driving, safety belt use, and speeding.
2. Public service announcements will be produced and aired on underage drinking and DUI.
3. Young people will be educated about the dangers of drinking and driving through the statewide distribution of educational materials, health and safety fairs, and public awareness campaigns.
4. A statewide DUI Task Force held its initial meeting on 7/28/04. This multi-agency/organization coalition will continue to meet and will make recommendations addressing the problems of impaired driving in South Carolina from a variety of perspectives (treatment/rehabilitation, enforcement, adjudication, and education). The Task Force has been named 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 2008-2009 and the Labor Day holiday of 2009
7. Training sessions will be conducted at 28 targeted public schools in Aiken, Allendale, Bamberg, Barnwell, Calhoun, Colleton, Edgefield, Hampton, Lexington, and Orangeburg and Spartanburg counties. Presentations will be

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

8. Anderson University will develop and implement a training program for its students and neighboring high school students to discourage impaired driving.
9. SCDAODAS will expand the current training offered to law enforcement officers to include a day on impaired driving.

PROJECTS TO BE IMPLEMENTED:

Grant Number:	2H09033
Name of Applicant:	Aiken County Board of Disabilities/Tri-Development Center
Project Title:	Seat Belt and Alcohol Usage Among Teenagers - Truth and Consequences
Federal Recommended:	\$58,867
Match Recommended:	\$14,716
Total Amount Recommended:	\$73,583
Funding Source:	402
Benefit:	Local

Description of Problem. As described in the grant application, motor vehicle crashes are the leading cause of death for 15-20 year-olds, causing roughly one-third of all deaths for this age group. Teenagers are overrepresented in traffic crashes both as drivers and as passengers. On the basis of miles driven, teenagers are involved in three times as many fatal crashes as all other drivers. Although teens make up only 7% of the driving population, they account for 14% of all fatalities. Drivers between the ages of 15-17 are three times more likely to be killed in a motor vehicle crash than people between 25 and 64 years of age. Teen drivers are involved in many more single vehicle crashes than other drivers. Compared to the other age groups, a higher portion of teenage drivers are responsible for their fatal crashes because they take more risks as they are influenced by their emotions, stress, and peer pressure. Preliminary statistics from the South Carolina Department of Public Safety's Office of Highway Safety show that in 2006 there were 26,136 total collisions involving 15-19 year olds in the State of South Carolina. Of the 26,136 collisions, 133 resulted in death and 7,398 resulted in injuries. In 2005, there were 25,768 traffic collisions in the State of South Carolina involving drivers 15-19 years old. Of the 25,768 traffic collisions, 135 resulted in death and 7,317 resulted in injuries.

Project Approach. The project will target individuals between the ages of 15-19, and will, in all likelihood, focus in on the 16-18 age groups. It is anticipated that the information provided to students will have an impact on those who already drive a motor vehicle. An educational and motivational effort toward teenagers before they reach this age group is crucial. It is anticipated that approximately 4,200 individuals will receive this training in the participating high schools. As a part of the training emphasis in the high schools an incentive program will be implemented in each school. After students receive the training, they will be given the opportunity to take the “Buckle Up Pledge”. From those students who take the pledge, each school will draw ten names. These ten students will be monitored by school personnel for a designated time period following the presentation going to and leaving from school. The students who are following through with their pledge to buckle themselves and their vehicle’s occupants will each receive a cash-value prize. The project anticipates that each school will have ten cash-value prize winners.

Description of Budget. The project will fund Personnel @ \$50,165 (includes salaries and fringe benefits for one [1] Project Administrator and one [1] part-time Project Supervisor); Travel at \$6,218 (includes mileage, lodging and per diem); and Other @ \$17,200 (includes office supplies and stationery, printed materials, postage, student incentives, banners and ribbon displays).

Grant Number:	2H09035
Name of Applicant:	Columbia College Police Department
Project Title:	Alive at 25
Federal Recommended:	\$16,149
Match Recommended:	\$ 4,035
Total Amount Recommended:	\$20,184
Funding Source:	402
Benefit:	Local

Description of Problem. As described in the grant application, Columbia College is located in the Eau Claire community of Columbia, South Carolina, in Richland County. Adjacent to the campus is the very busy US 21. Columbia College is a private women's college during the day, with many co-educational programs in the evening. Eau Claire is a community with a high number of youth who are considered to be at "high risk". Many of the drivers in the Eau Claire community are under 24 years of age. According to the Department of Public Safety, in 2005, 29 people were killed in Richland County in alcohol-related crashes. There was a total of 365 alcohol-related crashes in Richland County in 2005, making it one of the most dangerous counties in South Carolina. Statistics show that many of the collisions on Richland County's roads involve young adults. In 2005 South Carolina drivers ages 20-24 had the highest crash rate while driving under the influence. According to the South Carolina Department of Public Safety, Richland County has the 3rd highest crash rate in South Carolina.

Project Approach. The project will teach the Alive at 25 program to 500 Columbia College and Eau Claire High School students. The Alive at 25 program was developed by the National Safety Council and focuses on drivers between the ages of 16 and 24, the group most likely to be involved in fatal collisions. This highly interactive four-hour program teaches young drivers how to take control of situations by taking responsibility for their own driving behavior.

Description of Budget. The project will fund Other @ \$20,184 (includes one [1] laptop computer, one [1] easel, five [5] easel pads, eight [8] markers, highlighters, ink pens, dry erase markers and a fatal vision awareness kit, and the cost of five hundred [500] students to participate in the program).

	NAME OF APPLICANT NHTSA	APPLICATION TITLE	GRANTOR	MATCH	TOTAL	RATIO	CREDIT	PROBABLE FUNDING SOURCE	SHARE TO LOCALS
2H09001	PLANNING AND ADMINISTRATION SCDPS: OHS	Highway Safety / P&A	223,640.00	223,640.00	447,280.00	50/50	S	402	
		TOTAL PA-Planning and Administration	\$223,640.00	\$223,640.00	\$447,280.00				
2H09033	YOUTH ALCOHOL Aiken Tri-Development Center	Seat Belt and Alchol Usage Among Teenagers-Truth & Consequences	93,754.00	23,438.00	117,192.00	80/20	L	402	57,185.00
		TOTAL YA- Youth Alcohol	\$93,754.00	\$23,438.00	\$117,192.00				\$57,185.00
2H09006	410 ALCOHOL SCDPS: OHS	Impaired Driving Countermeasures Program Management	638,576.00	0.00	638,576.00	100	S	410	
2H09017	SC Commission on Prosecution Coordination	Traffic Safety Resource Prosecutor	138,893.00	0.00	138,893.00	80/20	L	410	138,893.00
2H09044	Anderson University	AU Drive Smart Program	44,498.00	11,125.00	55,623.00	80/20	L	410	44,498.00
2H09011	Seventh Judicial Circuit	Alcohol Countermeasures Prosecution Team	89,647.00	22,411.00	112,058.00	80/20	L	410	89,647.00
2H09010	Sixteenth Judicial Circuit	York County Solicitor's Office DUI Prosecution Team	50,306.00	12,577.00	62,883.00	80/20	L	410	50,306.00
2H09019	SC Department of Probation, Parole and Pardon	Ignition Interlock	356,000.00	0.00	356,000.00	100	L	410	356,000.00
2H09013	City of Anderson Police Department	Multi-Jurisdictional Task Force	136,484.00	34,121.00	170,605.00	80/20	L	410	136,484.00
2H09016	SCDPS: SCHP Horry County Motorcycle Team	Motorcycle Enforcement Unit	230,170.00	0.00	230,170.00	100	L	410	
2H09038	SC DAODAS	Underage Drinking and Impaired Driving in SC	26,931.00	0.00	26,931.00	80/20	L	410	26,931.00
		TOTAL AL-410 Alcohol	\$1,711,505.00	\$80,234.00	\$1,791,739.00				\$842,759.00
	CTSP/SAFE COMMUNITIES				0.00				0.00
					0.00				0.00
					0.00				0.00
		TOTAL SA-CTSP/Safe Communities	\$0.00	\$0.00	\$0.00				\$0.00
2H09002	OCCUPANT PROTECTION SCDPS: OHS	Occupant Protection Program Management	588,413.00	0.00	588,413.00	100	S	402/405	
2H09004	SCDPS: OHS	Public Information, Outreach, and Training	386,090.00	0.00	386,090.00	100	S	402	
2H09034	SC DHEC	Buckle Up Safely South Carolina	136,798.00	0.00	136,798.00	100	L	405	136,798.00
2H09024	SCDPS: SCHP Occupant Protection Education & Outreach	Rollover Unit	36,764.00	0.00	36,764.00	100	L	405	
2H09043	Summerville Fire Department	Child Restraint Fitting Station	1,480.00	0.00	1,480.00	80/20	L	405	1,480.00
		TOTAL OP-Occupant Protection	\$1,149,545.00	\$0.00	\$1,149,545.00				\$138,278.00
restricted	406 Funds		2,800,000.00	0.00	2,800,000.00	100		406	
		TOTAL Section 406 FUNDS	\$2,800,000.00	\$0.00	\$2,800,000.00				\$0.00
2H09009	402 Alcohol Lexington County Sheriff's Department	Sheriff's Speed Enforcement & DUI Traffic Unit	178,521.00	44,629.00	223,150.00	80/20	L	402	178,521.00
2H09023	City of Rock Hill Police Department	City of Rock Hill Traffic Enforcement Unit	115,417.00	28,856.00	144,273.00	80/20	L	402	115,417.00
2H09026	Beaufort County Sheriff's Office	Beaufort County Multi-Agency Joint Enforcement	136,437.00	34,110.00	170,547.00	80/20	L	402	136,437.00

2H09027	Beaufort Police Department	Beaufort County Multi-Agency Joint Enforcement Traffic Team	63,753.00	15,939.00	79,692.00	80/20	L	402	63,753.00
2H09040	Mauldin Police Department	Mauldin Police Department Traffic Safety Team	97,856.00	24,464.00	122,320.00	80/20	L	402	152,288.00
Total AL-402 Alcohol			\$591,984.00	\$147,998.00	\$739,982.00				\$646,416.00

POLICE TRAFFIC SERVICES									
2H09005	SCDPS :OHS	Police Traffic Services Program Management	82,153.00	0.00	82,153.00	100	S	402	
2H09007	SCDPS :OHS	Law Enforcement Coordination	696,023.00	0.00	696,023.00	100	L	402	696,023.00
2H09008	Richland County Sheriff's Department	Motorcycle Safety Education & Enforcement	171,256.00	42,814.00	214,070.00	80/20	L	402	171,256.00
2H09012	City of Columbia Police Department	Enhance Traffic Unit	140,814.00	35,204.00	176,018.00	80/20	L	402	140,814.00
2H09014	Criminal Justice Academy	Traffic Safety Officer Program	363,485.00	0.00	363,485.00	100	L	402	363,485.00
2H09015	Conway Police Department	Speed and Accident Reduction Program	70,538.00	17,635.00	88,173.00	80/20	L	402	70,538.00
2H09017	SC Commission on Prosecution Coordination	Traffic Safety Resource Prosecutor	34,723.00	0.00	0.00	100	L	402	0.00
2H09018	City of Aiken, Aiken Public Safety	Enhance Traffic Enforcement Unit	93,754.00	23,438.00	117,192.00	80/20	L	402	93,754.00
2H09029	Cayce DPS	Traffic Speed Enforcement Unit	121,227.00	30,306.00	151,533.00	80/20	L	402	121,227.00
2H09020	Spartanburg Public Safety Department	SPSD Traffic Enforcement to Reduce Aggressive Driving	44,611.00	11,154.00	55,765.00	80/20	L	402	44,611.00
2H09021	Town of Mount Pleasant Police Department	Enhanced Traffic Enforcement Program	96,056.00	24,014.00	120,070.00	80/20	L	402	96,056.00
2H09022	North Charleston Police Department	North Charleston High Crash Intersections & Pedestrian Safety	96,328.00	24,082.00	120,410.00	80/20	L	402	96,328.00
2H09025	SCDPS - SCHP	Families of Highway Fatalities	49,301.00	0.00	49,301.00	100	L	402	49,301.00
2H09028	Town of Bluffton	14th LEN Traffic Enforcement Team	70,288.00	17,572.00	87,860.00	80/20	L	402	70,288.00
2H09030	Orangeburg DPS	Traffic Records Enhancement	30,800.00	7,700.00	38,500.00	80/20	L	402	30,800.00
2H09039	Batesburg-Leesville Police Department	DUI and Traffic Safety	55,207.00	13,802.00	69,009.00	80/20	L	402	55,207.00
2H09031	Summerville Police Department	Enhancement of the Traffic Enforcement Unit	115,220.00	28,805.00	144,025.00	80/20	L	402	115,220.00
2H09032	West Columbia Police Department	Traffic Enforcement Program	124,724.00	31,181.00	155,905.00	80/20	L	402	124,724.00
2H09035	Columbia College	Alive at 25	16,149.00	4,035.00	20,184.00	80/20	L	402	16,149.00
2H09036	City of Darlington Police Department	Alcohol Countermeasures and Education Initiative	42,354.00	10,589.00	52,943.00	80/20	L	402	42,354.00
2H09041	Fountain Inn Police Department	S.O.S. Secure Our Streets	44,671.00	11,166.00	55,837.00	80/20	L	402	65,176.00
TOTAL PT-Police Traffic Services			\$2,559,682.00	\$333,497.00	\$2,858,456.00				\$2,463,311.00

1906 Prohibit Racial Profiling			\$538,352.00	\$0.00	\$538,352.00				
TOTAL 1906 - funds			\$538,352.00	\$0.00	\$538,352.00				\$0.00

0.00
\$0.00

2H09003	DATA PROGRAM SECTION 402 TRAFFIC RECORDS SCDPS: OHS	SC Collision and Ticket Tracking System	147,179.00	0.00	147,179.00	100	S	402
		TOTAL TR- Roadway Safety funds	\$147,179.00	\$0.00	\$147,179.00			

Total NHTSA & Incentive Funds

TOTAL NHTSA

9,815,641.00

808,807.00

10,589,725.00

\$4,147,949.00

50.29% FEDERAL SHARE TO LOCAL CREDIT
49.71% FEDERAL SHARE TO STATE CREDIT
TOTAL 402

\$4,147,949.00
\$808,807
\$4,956,756.00

Grant No.	Subgrantee	Equipment	Total Cost
2H09008	Richland County Sheriff's Department	(2) Motorcycles @ \$20,000 each (2) Digital Video Recorder Systems @ \$6117 each	\$40,000 \$12,235
2H09012	City Of Columbia Police Department	(2) Police Vehicles @ \$24,000 each	\$48,000
2H09013	City of Anderson Police Department	(2) Police Vehicles @ \$24,000 each	\$48,000
2H09016	SCDPS: SC Highway Patrol	(2) Patrol Vehicles @ \$24,000 each	\$48,000
2H09019	SC Department of Probation, Pardon, Parole	(2) Blade Servers @ \$5,000 each (1) Storage Area Network	\$10,000 \$18,000
2H09024	SCDPS: SC Highway Patrol	(1) Rollover Truck Unit	\$31,375
2H09028	Bluffton Police Department	(1) In Car Vehicle Radio (1) Vehicle Video System	\$7,400 \$9,000
2H09029	City of Cayce Police Department	(2) Patrol Vehicle @ \$24,000 each	\$48,000
2H09039	Town of Batesburg-Leesville	(1) Patrol Vehicle	\$23,000