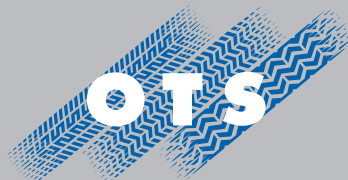


2007 Highway Safety Plan

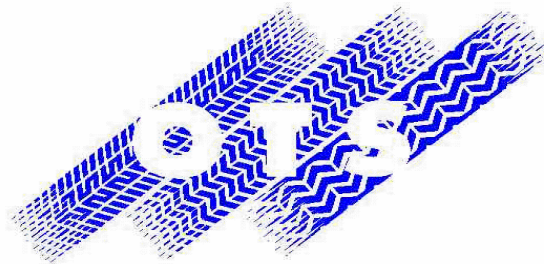
**Helping California achieve
the fewest traffic fatalities
in the nation.**



**CALIFORNIA OFFICE
OF TRAFFIC SAFETY**

CALIFORNIA OFFICE OF TRAFFIC SAFETY

2007 HIGHWAY SAFETY PLAN



HIGHWAY SAFETY PLAN
FEDERAL FISCAL YEAR 2007

(October 1, 2006 through September 30, 2007)

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PREPARED BY

OFFICE OF TRAFFIC SAFETY
Christopher J. Murphy, *Director*

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PART I

EXECUTIVE SUMMARY (PERFORMANCE PLAN)



SUNNE WRIGHT MCPEAK
Secretary
BUSINESS, TRANSPORTATION AND HOUSING AGENCY

Fellow Californians:

Along with Governor Arnold Schwarzenegger, I am proud to recognize the many strides California has made in traffic safety over the past year. Following the highly successful Click It or Ticket campaign, our state now boasts a 92.5 percent seat belt usage rate – one of the highest in the nation. The Office of Traffic Safety (OTS) is committed to ensuring law enforcement has the funding they need to implement results-driven programs.

Looking forward, I am pleased to present California's 2007 Highway Safety Plan outlining the many traffic safety programs, campaigns, enforcement and outreach efforts that support our vision– to achieve the fewest traffic fatalities in the nation.

This year, OTS has awarded \$98 million in federal traffic safety funds to cities, counties and state departments. These funds will support a range of innovative, evidence-based programs in the areas of alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services and police traffic services.

Among the highlights for 2007, OTS is directing \$7 million in grants to county probation departments to target the “worst of the worst” repeat DUI offenders. The cornerstone in this effort is a \$5 million grant to the San Diego County Probation Department, which will contract with approximately 20 California counties to reduce DUI fatalities and injuries and increase probationers' compliance with court-ordered conditions of probation through the combined efforts of enforcement and surveillance activities.

And, OTS will continue to build on the success of “Grants Made Easy” to deliver much needed funding to law enforcement agencies in record time. Complementing these efficiencies, OTS will also expedite the turnaround for grantee quarterly performance reports, with the goal of processing 80 percent in less than 30 days.

Because every life lost on a California roadway is one too many, OTS and the Business, Transportation & Housing Agency remain focused on funding strategic and effective programs, providing excellent support to our grantees and communicating these important services and resources to the public.

Sincerely,

A handwritten signature in blue ink that reads "Sunne Wright McPeak".

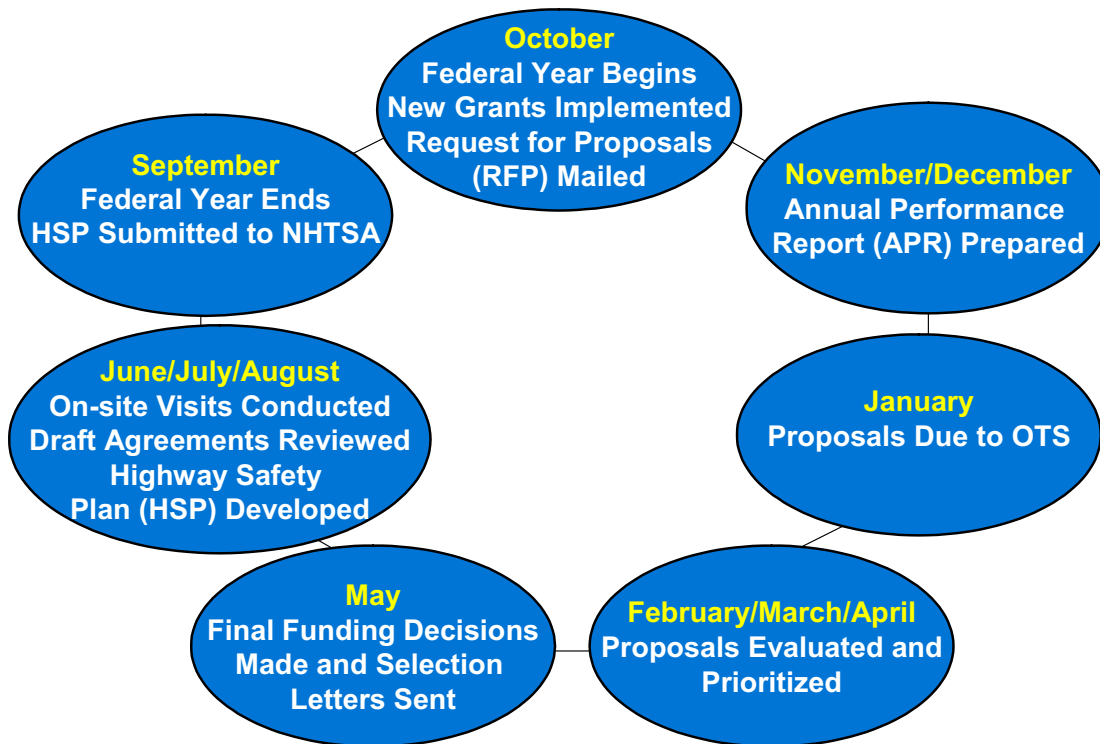
SUNNE WRIGHT MCPEAK
Secretary

PROCESS DESCRIPTION

The California Office of Traffic Safety's mission is to obtain and effectively administer traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions. Section 2900 of the California Vehicle Code requires the Office of Traffic (OTS) to develop a comprehensive plan to reduce traffic collisions and deaths, injuries, and property damage resulting from collisions. The Highway Safety Plan (HSP) serves as California's application for federal funds available to states. The HSP describes California's highway safety problems, identifies countermeasures, provides qualitative and quantitative measurements to determine goal and objective attainments, and gives descriptions of all continuing and proposed new grants. The HSP presentation, contents, and format are designed to meet federal requirements.

Developing and implementing the HSP is a year-round activity.

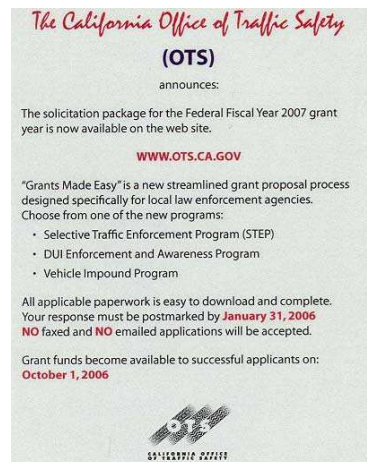
OTS GRANT CYCLE



The process begins by projecting state and community highway safety grant program funding levels on the basis of the best available information. After initial funding estimates are made, planned costs for all grants continuing into the next fiscal year are identified. Continuing costs are deducted from estimated total available funds to arrive at the net dollars for planning new programs. Each grant displayed in the HSP (both new and continuing) will have the budgeted amount of funds for this fiscal year identified. For continuing grants, we are unable to recalculate each year's carry forward amount in order to show in outlying years. This is because the HSP is developed during the summer before the actual carry forward amounts are known for the continuing grants. Actual figures are transmitted via other documents.

The grants are designed to address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records and engineering. These priority areas correspond directly to specific problems in California.

The OTS grants selection process is very competitive. In November 2005, OTS mailed a postcard to more than 3,000 eligible agencies outlining the opportunity to participate in the program and the requirements to compete for available funds. The postcard directed potential grantees to the OTS internet website which had all of the information relevant to applying for a traffic safety grant, as well as downloadable forms to submit by the deadline dates. In early December, OTS staff conducted four Grant Writing Workshops. Many local traffic safety professionals attended and heard about upcoming trends, learned the ropes of developing proposals, received information on fundable items, and discussed best practices in traffic safety.



OTS screens grantee applicants against both quantitative and qualitative criteria. The proposals are rated against several criteria including potential traffic safety impact; collision statistics and rankings; seriousness of identified problems; and performance on previous grants. Along with reviewing the proposals, OTS analyzes traffic safety data and information available from the following information sources:

- **The Statewide Integrated Traffic Records System (SWITRS)** - This system provides statewide collision-related data on all types of roadways, except private roads. The California Highway Patrol (CHP) receives collision reports (Form 555) from all local police agencies, in addition to collision reports from their own area offices. CHP maintains the statewide database. The year 2005 collision data used in this HSP represents provisional data only.
- **The Traffic Accident Surveillance and Analysis System (TASAS)** - This system provides data pertaining to state and interstate highways and includes detailed data on the location of collisions and roadway descriptions. The California Department of Transportation (Caltrans) maintains this database.
- **The Automated Management Information System (AMIS)** - This Department of Motor Vehicles (DMV) system contains records on all registered motor vehicles and all licensed drivers within the state.
- **The Arrest and Conviction File** - The Department of Justice (DOJ) maintains a record of all arrests made within the state, including the final disposition of each case.
- **Census Data** - The State Department of Finance provides population estimates.

Proposals from State and local agencies are carefully evaluated and selected for maximum statewide impact. OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS proposal review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 31, 2006, OTS had received 343 proposals for funding.

In March/April 2006, OTS regional coordinators completed their analyses of these proposals and presented funding recommendations to OTS management. The Director finalized these recommendations and, on April 10, 2006, submitted an Issue Memorandum to the Business, Transportation and Housing (BT&H) Agency Secretary, Sunne Wright McPeak, presenting OTS' funding recommendations. On April 17, 2006, the BT&H Agency Secretary approved OTS' recommendations for funding for fiscal year 2006. OTS next submits a draft HSP to the BT&H Agency Secretary for approval by July 31, 2006. The state approved HSP will then be submitted to the National Highway Traffic Safety Administration (NHTSA) Western Region office by September 1, 2006.

OTS' goal is for 90 percent of all new grants to become operational by October 1, 2006. OTS grant regional coordinators monitor grantee performance throughout the year through Onsite Assessments, onsite Pre-Operational Reviews, Quarterly Performance Reports, Grantee Performance Reviews, email correspondence regarding grant revisions and general operational questions, and telephone conversations and meetings to discuss programmatic and fiscal issues.

ENHANCEMENTS TO THE CURRENT PROCESS

All application forms for grants are readily available on the OTS website. With all forms available on the site, agencies are able to easily download and complete the application process. At this point, OTS requires that hard copies of the proposals be mailed to OTS. However, OTS staff is currently analyzing the use of the Internet and e-mail system as a medium for receipt of proposals from the field.

OTS is organized by regions within the state. There are seven regions with ten Regional Coordinators assigned to the ongoing 443 grants. The regional grant assignments provide OTS Regional Coordinators the ability to network with cities and encourage proposal submittals from agencies with disproportionate traffic safety problems and from those who may have not received a recent or even a prior OTS grant. Another advantage of regional grant assignments is that local governmental agencies only have to contact a single OTS grant coordinator for information on various program areas. The regional concept helps build synergy within the region and is resulting in more comprehensive local grant programs. Additionally, the OTS regional grant assignments allow the grant coordinators to develop expertise in all program areas. Because the coordinators are familiar with their region, they have helped to develop regional grants whereby one agency is the host and becomes the conduit for funding for several other agencies. This streamlines the process for all the local agencies as well as for OTS program and fiscal staff. Refer to page 07-I-6 for regional map and appropriate OTS Regional Coordinator contact.

In addition to the Regional Coordinators, the Operations Unit during 2006 included two mini-grant Coordinators. One Coordinator managed the more than 225 seat belt mobilization mini-grants, while the other Coordinator took care of the more than 148 alcohol mobilization mini-grants. However, during 2006, a grant was negotiated with the University of California at Berkeley to administer the alcohol mini-grant program. This "umbrella" grant concept will enable the OTS to provide more grants to local agencies, while lessening the workload for the Coordinators and fiscal staff. The same negotiation is now taking place for administration of the 2007 seat belt mini-grant program. Both of these grants are included within the appropriate sections of this HSP. In addition, two Law Enforcement Liaisons were hired, one for Northern California the other for Southern California, to represent OTS to law enforcement agencies providing "hands on" technical assistance on a more frequent basis than time allows for the Regional coordinators. During 2006, three retired annuitants were brought on board to coordinate State department and "DUI Avoid" grants thus allowing the Regional Coordinators to

focus specifically within their region and reducing the number of grants assigned to each coordinator. OTS has also assigned each Coordinator as a specific Program Area Expert for each of the NHTSA priority program areas. A Special Projects Coordinator manages the database set up within OTS including financial tracking information, grant information and crash statistics. Finally, since the seat belt mini-grant program will shift to an “umbrella” grant, that coordinator, it is planned during 2007 for that individual to focus entirely on conducting Grantee Performance Reviews.

The OTS website (www.ots.ca.gov) is constantly being reviewed to ensure a customer friendly site that meets the needs of agency personnel throughout the state. As mentioned previously, the site contains all the forms necessary to apply for a grant with information on timelines for submission.

A new addition to the solicitation process was the “Grants Made Easy” templates for local law enforcement grants. “Grants Made Easy” significantly reduced the paperwork and time required to submit a proposal and finalize a grant agreement. Three programs were provided under “Grants Made Easy”:

(1) Selective Traffic Enforcement Program (STEP), (2) DUI Enforcement and Awareness Program, and (3) Vehicle Impound Program. These three programs include funding for best practice strategies shown to reduce traffic crashes and gain favorable media coverage. OTS gave priority-funding consideration to police departments submitting proposals under the “Grants Made Easy” program.

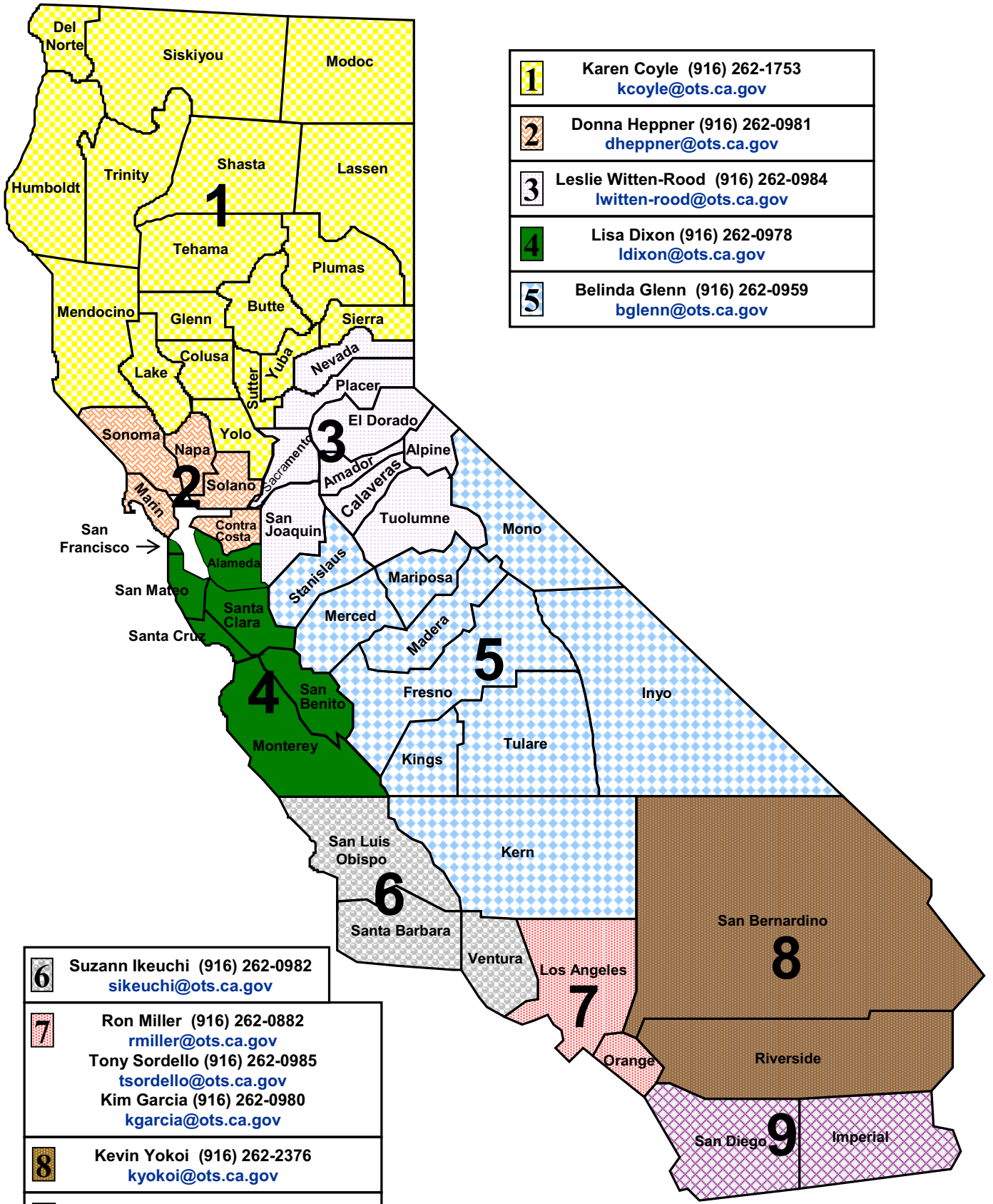


Last year, the grant agreement form was revised to eliminate unnecessary components in order to make the grant agreement process easier for grantees. This year, OTS staff requested an electronic version of each selected proposal, and developed a “pre-draft” agreement. By the end of June 2006, each OTS Coordinator conducted an on-site assessment of each of their new grants at the grantee’s location. An electronic version of the pre-draft was provided to each grantee. At this face to face meeting, the final negotiations of the agreement terms are conducted, deciding on the level of grantee effort required to meet the goals and objectives, and level of funding. The applicant was left to insert the agreed upon terms (i.e. number of checkpoints, educational efforts, etc.) and return the draft version to OTS. This process resulted in drafts being submitted to OTS earlier in the process. Our goal is to have the final version of each grant in house by August 31, 2006.

The website also contains two databases that provide information on crash statistics and grants. Utilizing the most recent SWITRS data, the crash database allows you to search for a California city or county and see a picture of the crash problem specific for that area. The data includes overall rates, alcohol involved, speed related, pedestrian and many other categories. Each city is grouped by population category, thereby allowing for a comparison to other cities of like population. The grants database contains all the grants that are currently active. As in the crash database, you can select any city in the state and view all the current grants. The data provides an overview of the grant with contact information. Also included on the OTS website are sample proposals, program blueprints and a section on education programs that work. There is also a site for teachers, teens and younger children where they can get information for school and play a traffic safety game with the California Highway Patrol mascot, Chipper.

OTS staff is always on the lookout for ways to streamline our reporting processes, while maintaining the integrity of the documents and meeting all state and federal requirements. As such, this year’s HSP reflects the use of more tables in the program areas. The task description provides a narrative overview of the grants within the task; while the table provides a listing of each grant, the agency, and cost for the 2007 fiscal year.

OTS Regions and Coordinators



1	Karen Coyle (916) 262-1753 kcoyle@ots.ca.gov
2	Donna Heppner (916) 262-0981 dheppner@ots.ca.gov
3	Leslie Witten-Rood (916) 262-0984 lwitten-rood@ots.ca.gov
4	Lisa Dixon (916) 262-0978 ldixon@ots.ca.gov
5	Belinda Glenn (916) 262-0959 bglenn@ots.ca.gov

6	Suzann Ikeuchi (916) 262-0982 sikeuchi@ots.ca.gov
7	Ron Miller (916) 262-0882 rmiller@ots.ca.gov Tony Sordello (916) 262-0985 tsordello@ots.ca.gov Kim Garcia (916) 262-0980 kgarcia@ots.ca.gov
8	Kevin Yokoi (916) 262-2376 kyokoi@ots.ca.gov
9	Patty Wong (916) 262-0979 pwong@ots.ca.gov

Updated 5/22/2006

PROBLEM IDENTIFICATION OVERVIEW

NHTSA defines a highway safety collision problem as “an identifiable subgroup of drivers, pedestrians, vehicles or roadways that is statistically higher in collision experience compared to normal expectations.” The fact that a subgroup is over represented in collisions may suggest there is some characteristic of the subgroup that contributes to the collisions. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, vehicles, or roadways that are statistically higher in collision experience as compared to normal expectations.

Isolating and identifying a contributing factor is a great advantage in the planning and selection of countermeasures. If contributing characteristics can be identified and corrected, the collision experience of the subgroup can be improved, resulting in a reduction of traffic collision fatalities and injuries.

OTS has reviewed several recommendations for data collection and display sent forward by NHTSA and the Governor’s Highway Safety Representatives Association. Several of our data tables reflect these templates. OTS uses data sources to identify emerging problem areas as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration. The problem identification process includes the development of collision rates for each California city and county (OTS Collision Rankings). The rates are calculated for population and vehicle miles of travel. The OTS Collision Rankings are available for public viewing on the OTS website.

Cities within population groupings are contrasted to determine if their collision rates are above or below the mean for cities in their category. Cities above the mean are targeted for more in-depth analysis. OTS staff solicits proposals with agencies that have significant problems, but who have not submitted proposals to address identified problems.

A profile of each jurisdiction is available and contains the following:

- Traffic collisions (fatal and injury collisions by city, county) along with information on collisions that involve alcohol/drugs, speed, hit-and-run, nighttime, Had Been Drinking (HBD) Drivers, pedestrians, and bicyclists.
- Demographic variables (e.g., age distribution).
- Driving under the influence (DUI) arrests.
- Primary Collision Factors (PCF) (e.g., unsafe speed, hit-and run, nighttime etc.).
- Normalizing variables (e.g., population and vehicle miles of travel).

Additional data elements can be added to the database as needed. OTS staff was trained to use the database as an additional tool for problem identification. Staff knowledge, experience and judgment continue to be important considerations in identifying problems and selecting jurisdictions for funding.

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, registered vehicles and vehicle miles. Drivers can be classified into subgroups according to age, sex, etc. Vehicles can be divided into subgroups according to year, make, body style, etc. Roads can be divided into subgroups

according to number of lanes, type of surface, political subdivision, etc. Collisions can be further analyzed in terms of the time, day and month; age and sex of drivers; primary collision factor; and usage of safety equipment.

Other factors also influence motor vehicle collisions and should be considered in conducting comparative analyses between jurisdictions. For example, variations in composition of population, modes of transportation and highway system, economic conditions, climate, and effective strength of law enforcement agencies can be influential. The selection of collision comparisons requires the exercise of judgment.

PROGRAM/GRANT DEVELOPMENT

The process of selecting new grants for federal fiscal year (FFY 2007) included the following major steps:

- Conduct problem identification.
- Establish goals and objectives.
- Review Proposals.
- Develop funding recommendations.
- Present funding recommendations to the BT&H Agency Secretary for approval.
- Prepare Highway Safety Plan.
- Prepare “pre-draft” grant agreements.
- Conduct grant onsite reviews.
- Review draft grant agreements.
- Approve final grant agreements.
- Conduct Pre-operational reviews.

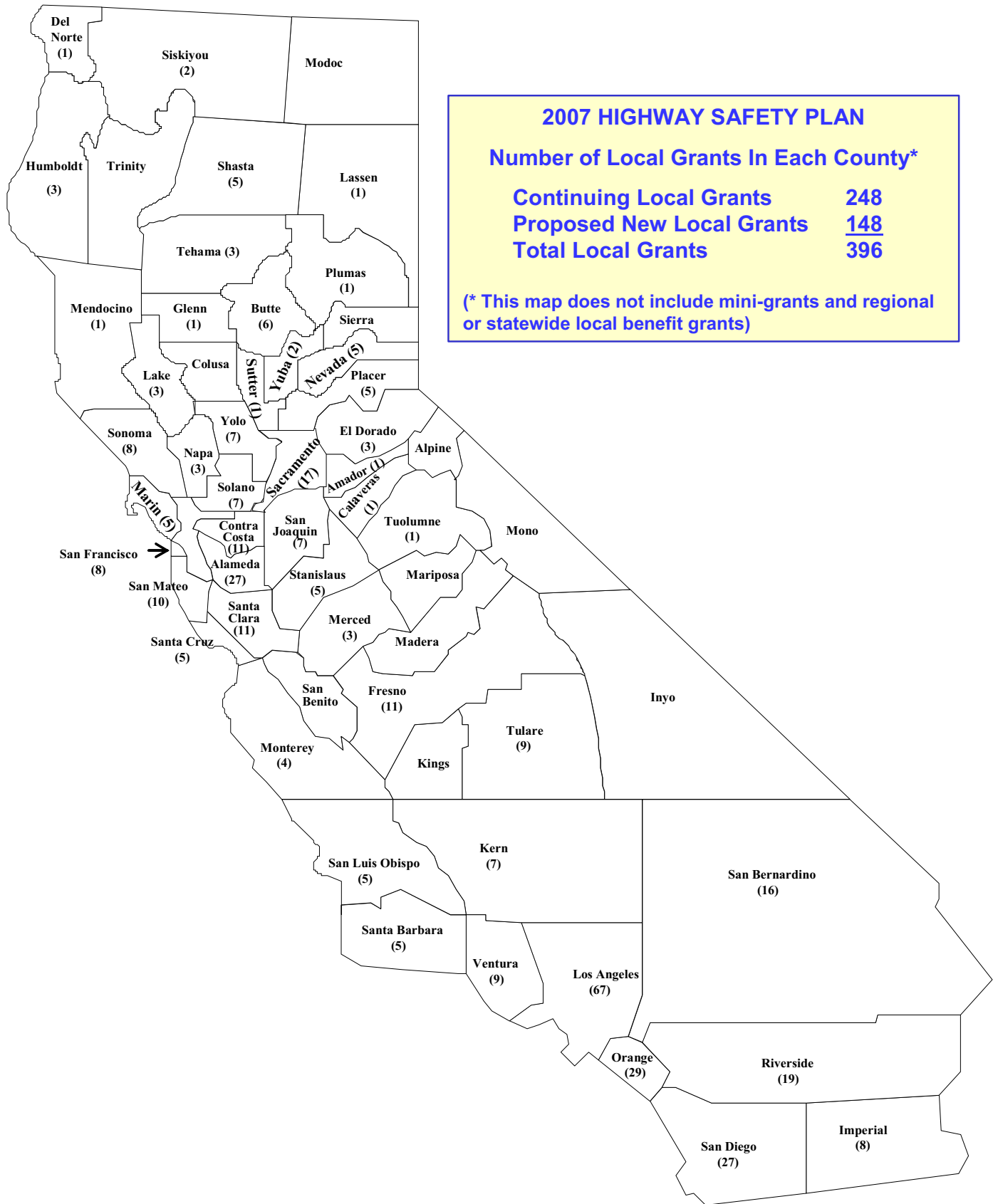
The OTS grant program stresses a community based approach giving communities the flexibility to structure highway safety programs in a way that meets their needs yet in a manner consistent with OTS’ statewide goals. Virtually all strata of society will be reached including various racial and ethnic groups, infants, children, teens, young adults and the elderly.

OTS funded grants address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, motorcycle safety, and traffic records and engineering. Grants funded in the police traffic services; alcohol and other drugs, motorcycles, occupant protection, and pedestrian/bicycle safety are measured against aggressive yet attainable goals. The remaining priority areas (emergency medical services, traffic records, traffic engineering) support traffic safety goals through improved problem identification and analysis, along with better response times to collisions.

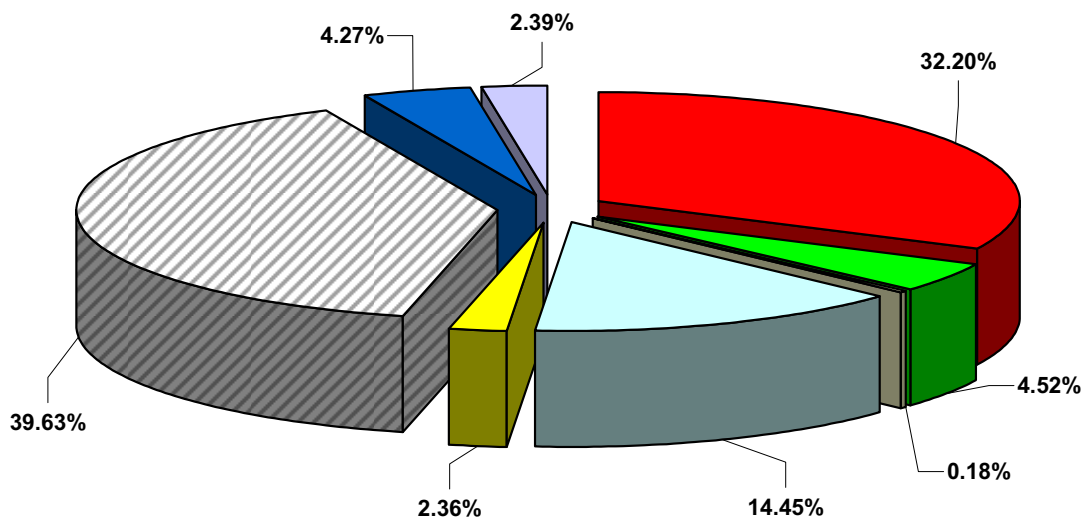
2007 CALIFORNIA HIGHWAY SAFETY PLAN OVERVIEW

The 2007 HSP includes approximately 443 grants; 276 grants continuing from prior years and 167 new grants. The table shown below reflects proposed new grants and continuing grants by program area.

GRANTS (FFY 2007)			
PROGRAM	PROPOSED (NEW)	CONTINUATION	TOTAL
Alcohol & Other Drugs	60	133	193
Community Based Organizations	0	6	6
Emergency Medical Services	14	7	21
Motorcycle Safety	1	1	2
Occupant Protection	11	13	24
Pedestrian & Bicycle Safety	8	32	40
Police Traffic Services	64	62	126
Roadway Safety	4	16	20
Traffic Records	5	6	11
TOTAL	167	276	443



**PLANNED FUND DISTRIBUTION
BY PROGRAM AREA
NEW FFY 2007 GRANTS
\$53,655,357**



- **ALCOHOL & OTHER DRUGS**
\$17,275,392

- **EMERGENCY MEDICAL SERVICES**
\$2,427,018

- **MOTORCYCLE SAFETY**
\$95,973

- **OCCUPANT PROTECTION**
\$7,753,195

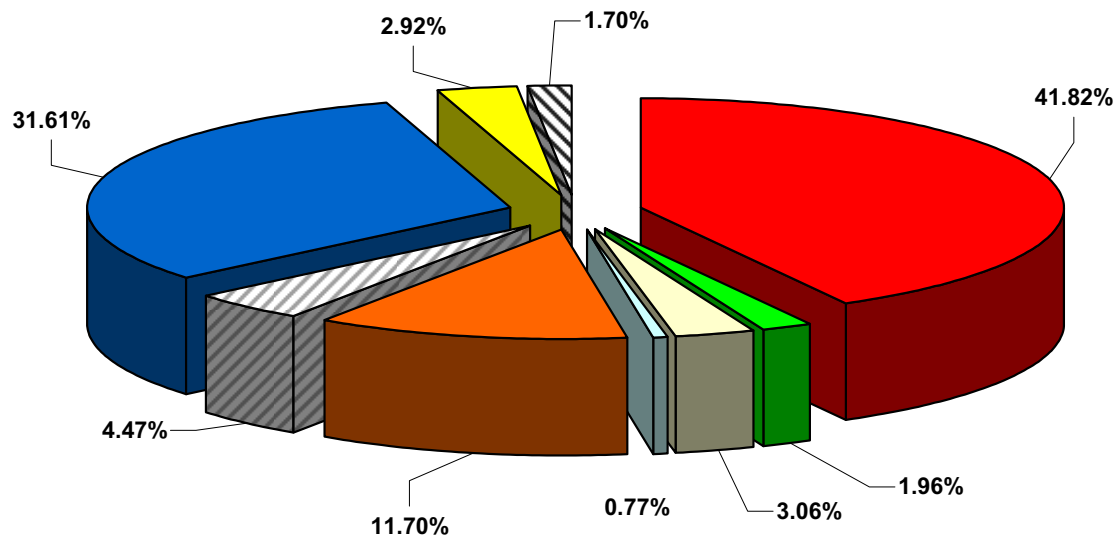
- **PEDESTRIAN & BICYCLE SAFETY**
\$1,267,817

- **POLICE TRAFFIC SERVICES**
\$21,263,316

- **ROADWAY SAFETY**
\$2,291,001

- **TRAFFIC RECORDS**
\$1,281,645

**PLANNED FUND DISTRIBUTION
BY PROGRAM AREA
ALL ACTIVE GRANTS IN FFY 2007
\$87,147,258**



■ ALCOHOL & OTHER DRUGS	\$36,446,607	192 Grants
■ COMMUNITY BASED ORGANIZATIONS	\$1,703,983	
□ EMERGENCY MEDICAL SERVICES	\$2,669,625	
□ MOTORCYCLE SAFETY	\$667,477	
■ OCCUPANT PROTECTION	\$10,195,839	
□ PEDESTRIAN & BICYCLE SAFETY	\$3,894,038	
■ POLICE TRAFFIC SERVICES	\$27,546,699	
■ ROADWAY SAFETY	\$2,545,630	
■ TRAFFIC RECORDS	\$1,477,360	

GOALS

PROCESS FOR DEVELOPING GOALS

The goals identified in this report were determined in concert with the problem identification process. The goals were established for the various program priority areas (e.g., Alcohol and Other Drugs, Police Traffic Services, Occupant Protection, etc.); the specific thresholds and target dates were set based on past trends and our experience in California.

HSP goals are accompanied by appropriate performance measures and a description of the data sources used. Performance measures include one or more of the following:

- Absolute numbers (e.g., the number of alcohol-involved collisions).
- Percentages (e.g., the number of alcohol-involved collisions as a percent of total number of collisions).
- Rates (e.g., the number of alcohol-involved collisions per 1,000 population).

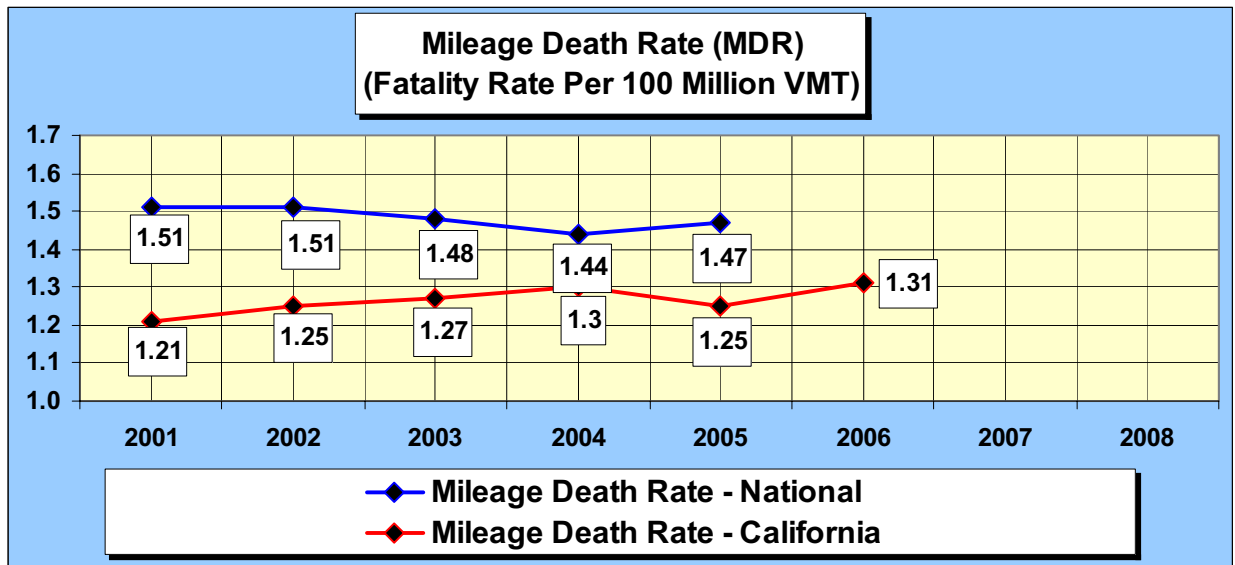
Collisions include fatal and injury collisions only. Graphs and charts are used to present historical trends and goals. Data for a three to ten-year period was utilized in setting goals. This was supplemented by the judgment of OTS staff and management.

OVERALL PROGRAM GOAL

To facilitate activities/programs which contribute toward reducing the mileage death rate (MDR) from the 2002 rate of 1.27 fatalities per 100,000,000 vehicle miles of travel (VMT) to 1.0 by the year 2008. The state is currently at an MDR level of 1.31, while the national MDR is 1.48.

OTS recognizes that achievement of quantified goals is dependent not only on the work of OTS, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. Over the last five decades the average decline in the mileage death rate has been 30 percent per decade. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs, should make the projected decline achievable.

MILEAGE DEATH RATES						
	2000	2001	2002	2003	2004	2005
CALIFORNIA	1.22	1.25	1.27	1.30	1.25	1.31
NATIONAL	1.53	1.51	1.51	1.48	1.44	1.47



CALIFORNIA COLLISION DATA – 2001-2005

Data in this table is provisional and comes from the California Statewide Integrated Traffic Records System (SWITRS) unless otherwise indicated.

	2001	2002	2003	2004	2005
Alcohol Related Fatalities	1,308	1,411	1,445	1,462	1,574
Alcohol Related Injuries	31,806	32,073	31,340	31,538	30,798
Alcohol Related Fatalities Per 100 Million Vehicle Miles Traveled (VMT)	0.50	0.51	0.50	0.50	0.51
Percent of Drivers in Fatal Collisions at .08% and Above (FARS Data)	14.6%	13.8%	14.2%	15.2%	15.0%
Had Been Drinking (HBD) Drivers Age 19-25 in Fatal Collisions	304	321	329	323	381
Seat Belt Use Rate (CSU Fresno Observational Surveys)	91.1%	91.1%	91.2%	90.4%	92.5%
Teen Seat Belt Use Rate (CSU Fresno Observational Surveys)	N/A	N/A	N/A	82.6%	88.6%
Child Safety Seat Use Rate (CSU Fresno Observational Surveys)	87.6%	85.6%	86.6%	89.6%	86.8%
Vehicle Occupants Under Age 4 Killed and Injured	2,856	2,946	2,763	2,235	2,114
Percent of Occupants Killed Restrained	54.1%	53.7%	56.4%	62.4%	63.4%
Pedestrian Fatalities	721	702	713	693	748

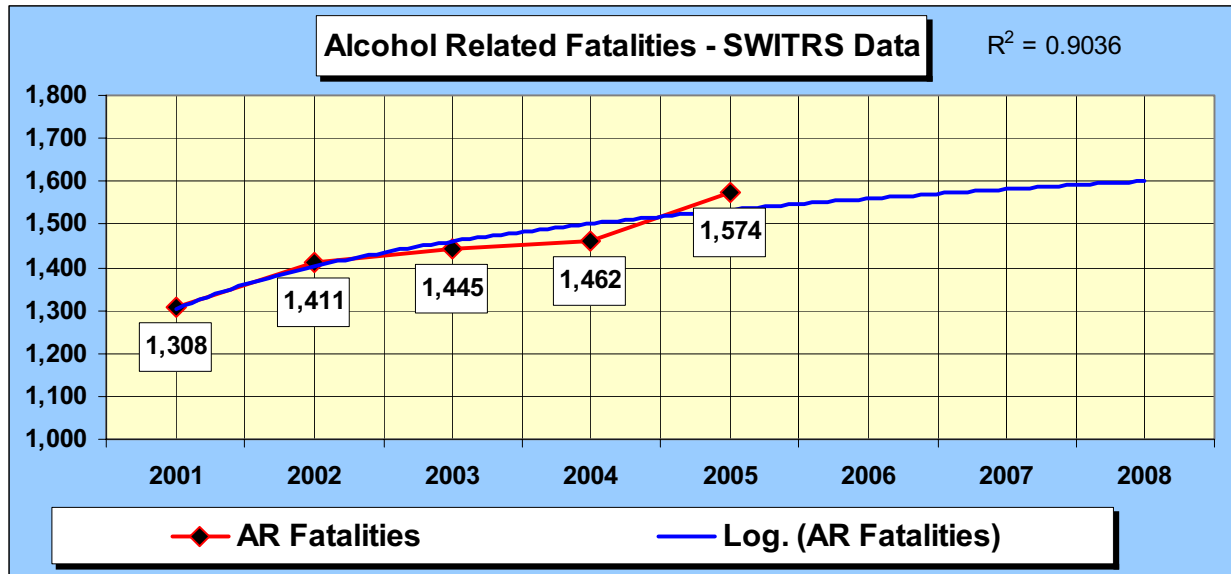
	2001	2002	2003	2004	2005
Pedestrian Injuries	14,545	14,377	13,954	13,889	13,551
Pedestrians Under Age 15 Killed	72	60	61	57	56
Pedestrians Under Age 15 Injured	4,161	3,980	3,569	3,409	3,088
Pedestrians Age 65 and Older Killed	179	172	191	163	164
Pedestrians Age 65 and Older Injured	1,320	1,353	1,373	1,279	1,305
Bicyclist Fatalities	116	125	124	123	132
Bicyclist Injuries	11,412	11,462	10,795	11,085	10,471
Bicyclists Under Age 15 Killed	11	19	15	11	12
Bicyclists Under Age 15 Injured	2,725	3,080	2,725	2,749	2,405
Percent of Bicyclists Killed Helmeted	14.7%	18.4%	20.2%	22.0%	15.2%
Motorcyclist Fatalities	295	322	368	350	404
Motorcyclist Injuries	8,405	8,786	9,681	9,488	9,345
Percent of Motorcyclists Killed Helmeted	86.1%	87.9%	87.2%	85.7%	87.4%
Total Motor Vehicle Fatalities	3,926	4,089	4,225	4,094	4,300
Mileage Death Rate (MDR) (Fatality Rate Per 100 Million VMT)	1.25	1.27	1.30	1.25	1.31
Total Motor Vehicle Injuries	305,907	310,689	307,166	302,357	292,673
Fatality and Severe Injury Rate Per 100 Million VMT	5.4	5.5	5.3	5.4	5.3
Fatality Rate Per 100,000 Population	11.3	11.6	11.8	11.3	11.7
Fatality and Severe Injury Rate Per 100,000 Population	48.7	49.7	48.0	48.9	47.4
Fatal Intersection Collisions	654	669	740	700	725
Injury Intersection Collisions	64,615	65,862	64,537	63,031	60,945

PERFORMANCE GOALS

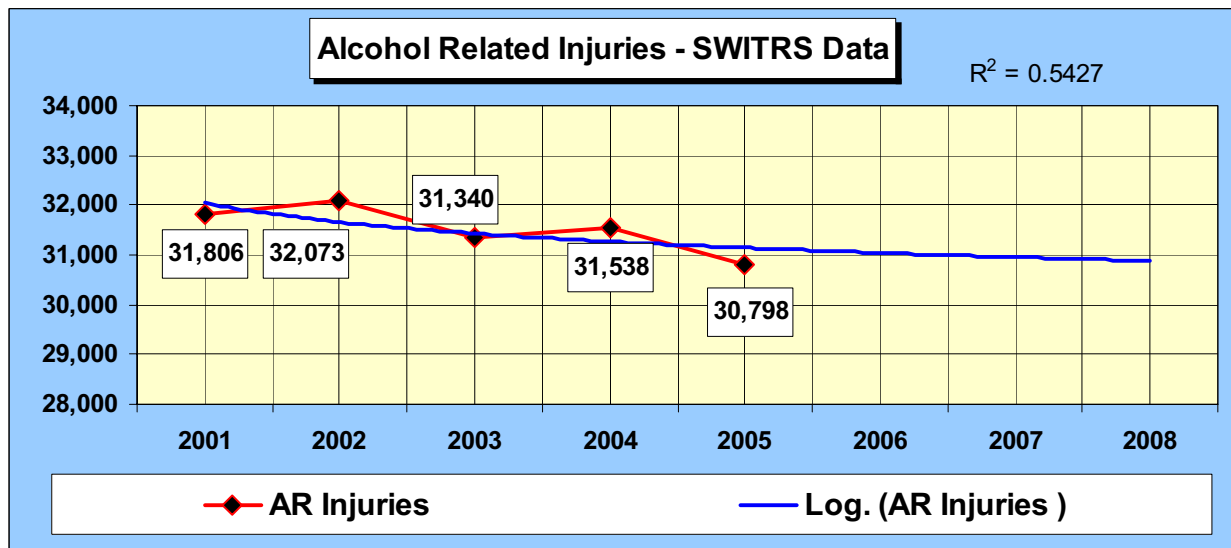
ALCOHOL AND OTHER DRUGS

STATEWIDE GOALS

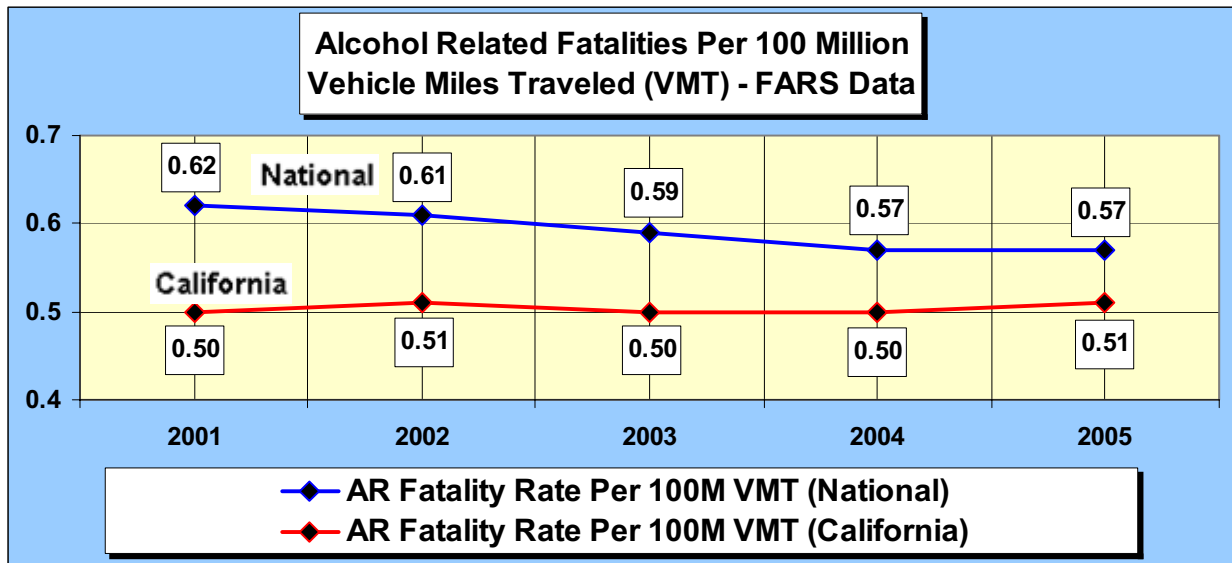
- To decrease the number of persons killed in alcohol-involved collisions 2.0 percent from the 2004 base period of 1,462 to 1,433 by December 31, 2008.



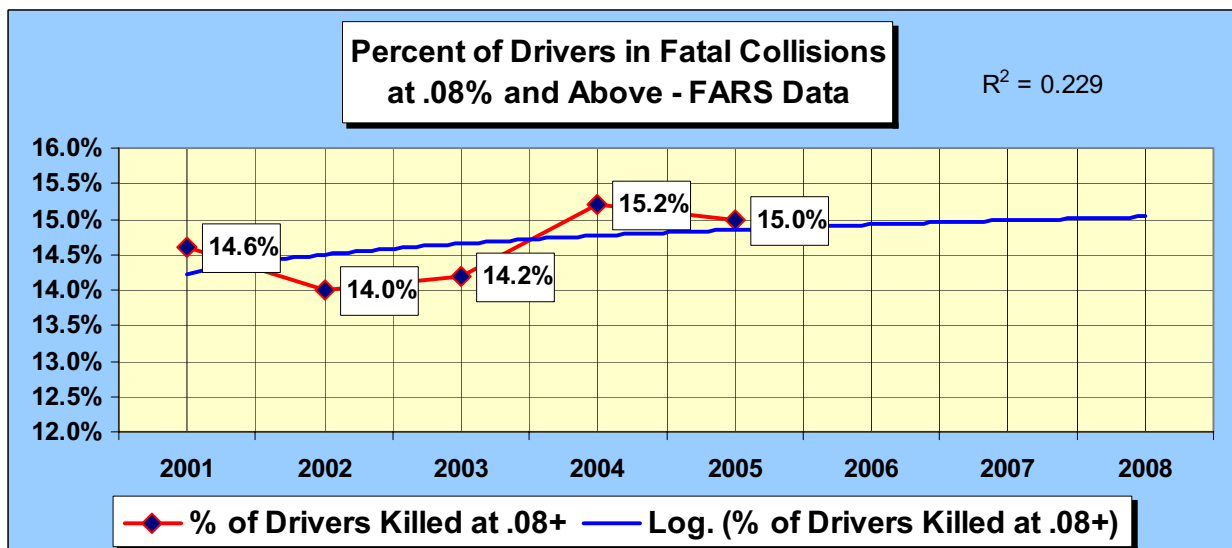
- To decrease the number of persons injured in alcohol-involved collisions 2.0 percent from the 2004 base period of 31,538 to 30,907 by December 31, 2008.



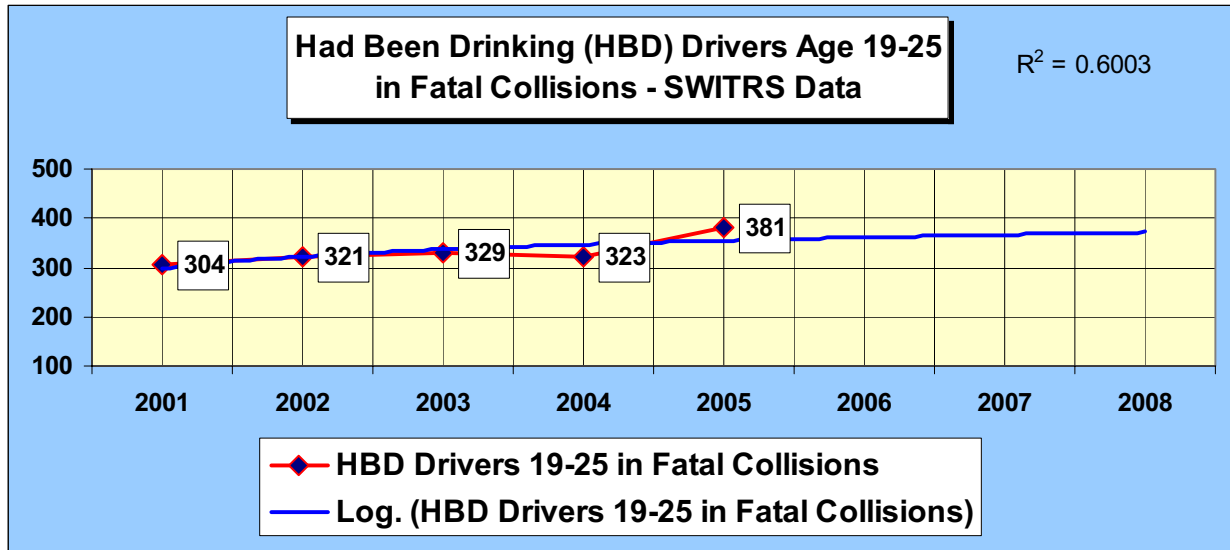
- To reduce alcohol related fatalities per 100 million vehicle miles traveled 0.02 points from the 2004 base year rate of 0.50 to 0.48 by December 31, 2008.



- To reduce the percentage of drivers in fatal collisions with a BAC of .08 or above 1.2 percentage points from the 2004 base period of 15.2 percent to 14.0 percent by December 31, 2008.



- To reduce the number of Had Been Drinking (HBD) drivers age 19-25 in fatal collisions 1.5 percent from the 2004 base period of 323 to 318 by December 31, 2008.



FUNDED GRANTS GOALS

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2007.
- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2007.
- To reduce hit-and-run fatal collisions five percent by September 30, 2007.
- To reduce hit-and-run injury collisions five percent by September 30, 2007.
- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2007.
- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2007.
- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions by five percent by September 30, 2007.

IMPACT PROGRAMS/STRATEGIES

- Fund Four Regional Traffic Safety Resource Prosecutors (TSRP's) to provide specialized expertise needed for local prosecutors. TSRP's will help ensure that all prosecutors have ready access to the information and resources they need to meet and overcome all-too-common hurdles in DUI prosecutions.
- Fund the University of California to administer a \$4 million Sobriety Checkpoint Program for Local Law Enforcement Agencies.

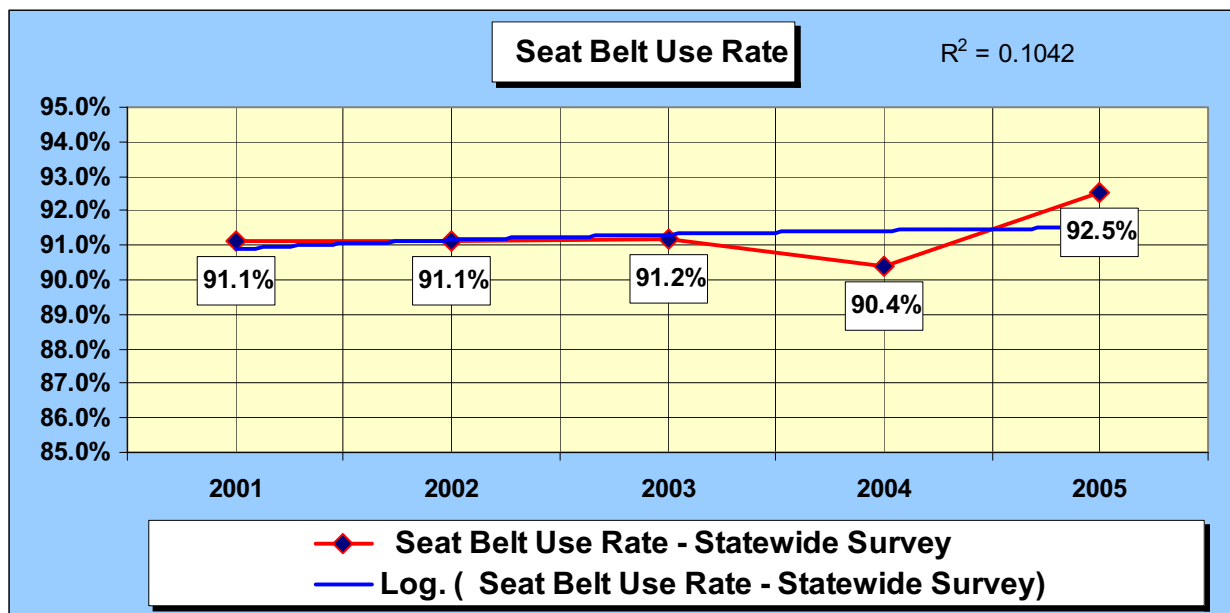
- Continue a “Statewide DUI Prosecutor Training and Education Grant” to provide district attorneys with ready access to the latest training, sample pleadings, motions and briefs for DUI prosecution.
- Fund the Administrative Office of the Courts to implement a statewide program to bring a plethora of proven education programs to middle and high school students that may include Real DUI Trials, Courtroom to School Room, and the Courage to Live programs. These innovative programs bring to school auditoriums actual DUI court trials and the sentencing of actual convicted DUI offenders to increase awareness about the consequences of drinking and driving.
- Fund Probation Departments to target repeat DUI offenders who violate probation terms or who fail to appear in court. Funded strategies include intensive supervision, unannounced home contacts and searches, surveillance operations, highly publicized warrant service operations, alcohol and drug testing, and the distribution of “Hot Sheets” to local law enforcement agencies.
- Promote the “Report a Drunk Driver – Call 911” Campaign and “Drunk Driving. Over the Limit. Under Arrest.”
- Fund the distribution of Portable Evidentiary Breath Testing (PEBT) and Evidential Portable Alcohol System (EPAS) devices to local law enforcement agencies.
- Fund statewide Drug Recognition Evaluator (DRE) training.
- Fund statewide NHTSA-certified Standardized Field Sobriety Testing (SFST) training.
- Fund DUI enforcement and education efforts in college campus communities.
- Fund the Department of Alcoholic Beverage Control to utilize an Ad Hoc Advisory Committee to create, establish, review, and approve the Responsible Beverage Service (RBS) standards for curriculum.
- Fund preliminary alcohol screening (PAS) devices, DUI trailers, and other DUI enforcement equipment.
- Increase DUI conviction rates by surveying counties with disproportionately low DUI conviction rates to determine corrective action needed to improve conviction rates.
- Fund juvenile alcohol-free/school community events such as Sober Graduation, Friday Night Live, and Club Live.
- Fund “Visitation Programs” for youthful DUI offenders, coordinating sessions with courts, trauma centers, and law enforcement agencies.
- Fund comprehensive community alcohol programs that include enforcement, public education, community organization, and judicial liaison and training.
- Fund the Department of Alcoholic Beverage Control to award local law enforcement agencies to mini grants to conduct underage drinking prevention and enforcement activities and operations.

- Fund DUI education and enforcement programs that are specifically designed to reach individuals aged 19 through 25. Programs include the Sober Driver Initiative, the TRACE program, and enforcing underage drinking laws.
- Fund alcohol screening and brief intervention programs at UC Irvine and Davis trauma centers addressing trauma patients with positive blood alcohol levels.
- Expand the funding of handheld DUI report writing and records management equipment technology.
- Expand the statewide multi-agency “DUI AVOID” Campaigns and officer recognition programs that focus on winter, Memorial, July 4th, Labor Day and other holiday periods.
- Fund training for judicial officials to improve the adjudication process involving DUI convictions, to promote assurance that restitution fines and orders are requested by district attorneys and probation officers and then imposed by judges and commissioners, and to enhance judiciary personnel knowledge of DUI laws and issues.

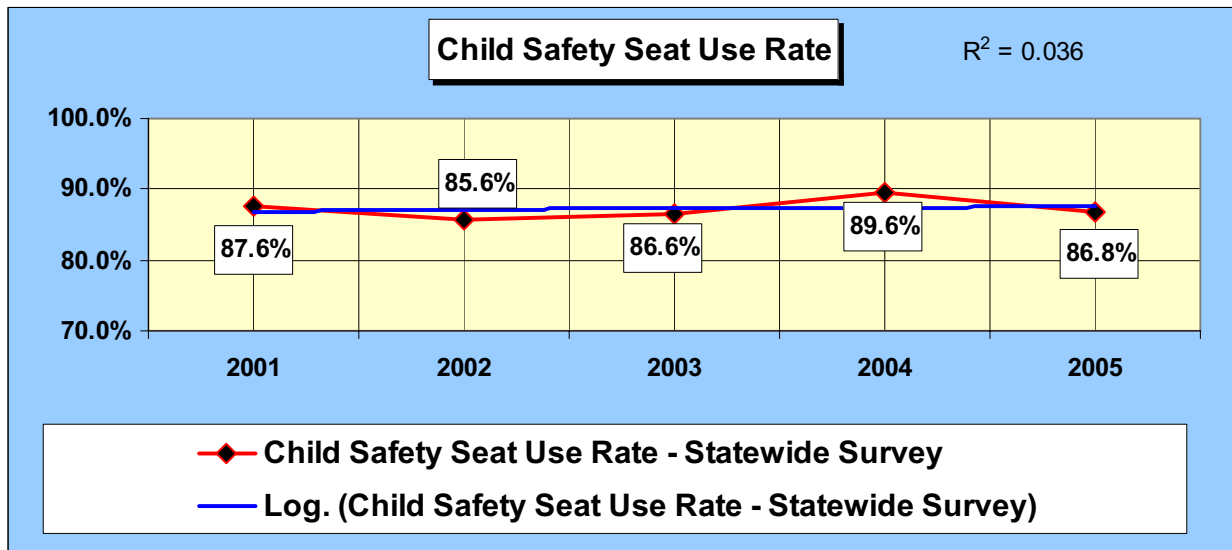
OCCUPANT PROTECTION

STATEWIDE GOALS

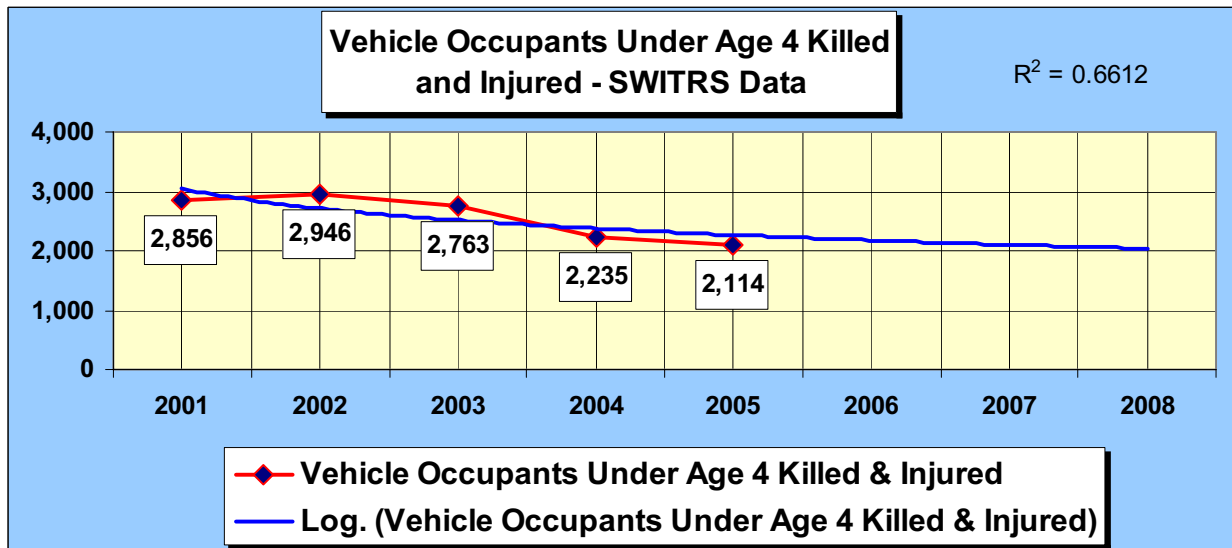
- To increase statewide seat belt compliance 2.6 percentage points from the 2004 base compliance rate of 90.4 percent to 94.0 percent by December 31, 2008.



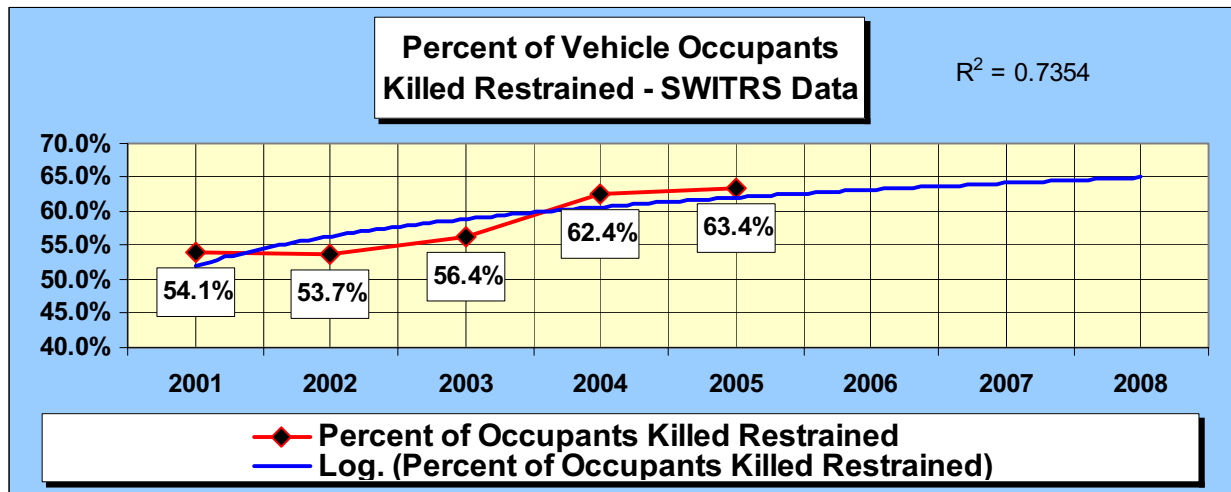
- To increase statewide child safety seat compliance 1.0 percentage point from the 2004 compliance rate of 89.6 percent to 90.6 percent by December 31, 2008.



- To reduce the number of vehicle occupants killed and injured under the age of four, 6.0 percent from the 2004 base period of 2,235 to 2,100 by December 31, 2008.



- To increase the percent of restrained vehicle occupant fatalities 2.6 percentage points from the 2004 base period of 62.4 percent to 65 percent by December 31, 2008.



FUNDED GRANTS GOALS

- To increase seat belt compliance five percentage points by September 30, 2007.
- To increase child safety seat usage six percentage points by September 30, 2007.
- To reduce the number of vehicle occupants killed and injured under the age of four by ten percent by September 30, 2007.

IMPACT PROGRAMS/STRATEGIES

OCCUPANT PROTECTION – GENERAL

- Increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Conduct seat belt and child safety seat observational surveys.
- Urge the media to report occupant restraint usage as a part of every collision.
- Encourage participation in statewide and national Public Information and Education (PIE) campaigns and join with NHTSA to conduct the “Click It or Ticket”, Buckle Up America Campaign, National Safe Kids Coalition “Give Kids a Boost” Campaign, National Child Passenger Awareness Week.
- Urge judges to support strict enforcement of occupant protection laws and provide information at judge’s conferences and traffic adjudication workshops.

SEAT BELT SAFETY

- Fund the University of California at Berkeley to administer a \$4.5 million “Click it or Ticket” Mini Grant program for Local law Enforcement Agencies.
- Fund the California Highway Patrol (CHP) to develop a statewide program focusing on teen seat belt use. The program would include “High School Seat Belt Challenge” programs, which are designed to raise awareness and promote seat belt use through a good-natured, student run competition on high school campuses. Seat belt enforcement will be conducted near high schools with low seat belt compliance.

CHILD PASSENGER SAFETY

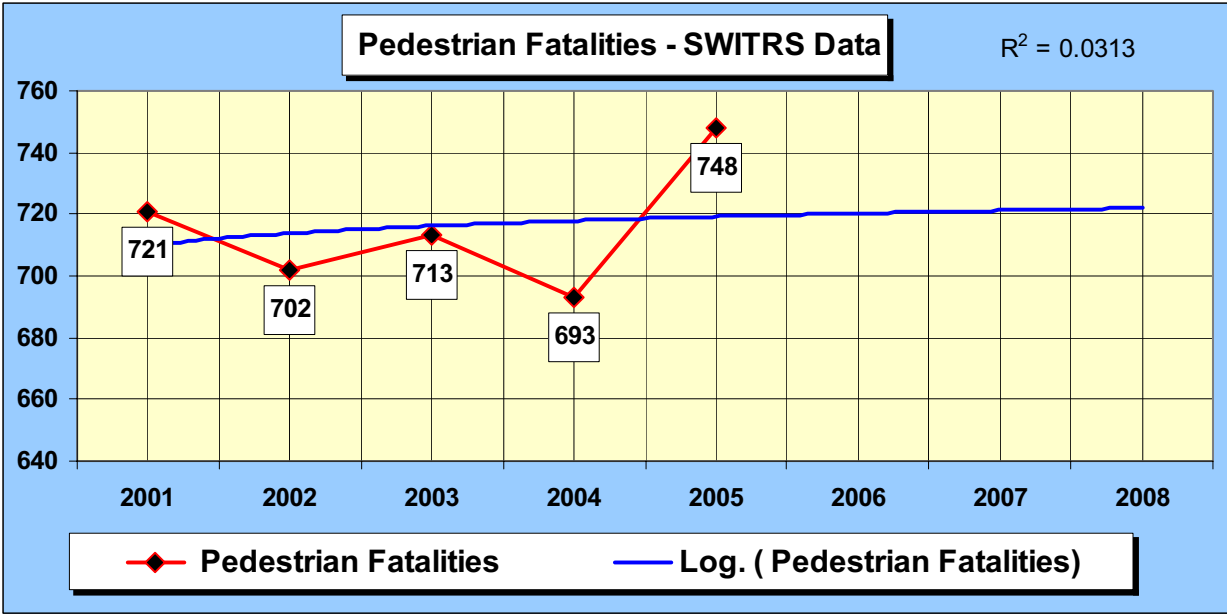
- Educate parents, caretakers, law enforcement, emergency services personnel, health care providers on the child safety seat, booster seat, and back seat law including seating positions for children in air bag equipped vehicles, and raise the awareness of vehicle/child safety seat compatibility.
- Work closely with community based organizations to promote correct child safety use at both the neighborhood and community levels, including low income, culturally diverse, foster families and child protective service workers.
- Include educational outreach relative to the consequences of leaving children unattended in or around vehicles in all child passenger safety brochures, press releases, PSAs, and speaking opportunities.
- Continue the NHTSA’s standardized Child Passenger Safety Technician and Instructor Training Programs, including Operation Kids for Law Enforcement and RN’s, Moving Kids Safely in Child Care, and renewal and update refresher classes.
- Establish new child safety seat “fitting stations” to ensure proper installation and instructions of occupant restraints in vehicles.
- Work with local Safe Kids Coalitions to promote safety for young children and to reduce non-intentional injuries and fatalities relating to those areas of child safety seat compliance.
- Continue low cost programs for “special needs” children, and provide health care professionals with education and access to the “special needs” child safety seats.
- Continue building the capacity of the 61 local health departments' SB 1073 programs to work effectively with the local courts, law enforcement, referral agencies, home and day care providers, preschools, hospital and clinic providers, schools, private industry, media, and community agencies.
- Incorporate Violator’s Education Programs into adult education or related programs.
- Continue to promote child safety seat “checkups” to educate parents and caretakers on correct child safety seat usage.
- Provide ongoing occupant protection program and epidemiological technical assistance.

- Continue specific public health care system task forces to assess current child passenger safety policies and procedures, make program improvements, arrange for staff training, address program barriers, and review educational materials.
- Continue to standardize all educational materials, forms, and written policies through health care facilities to ensure consistency and up-to-date information.

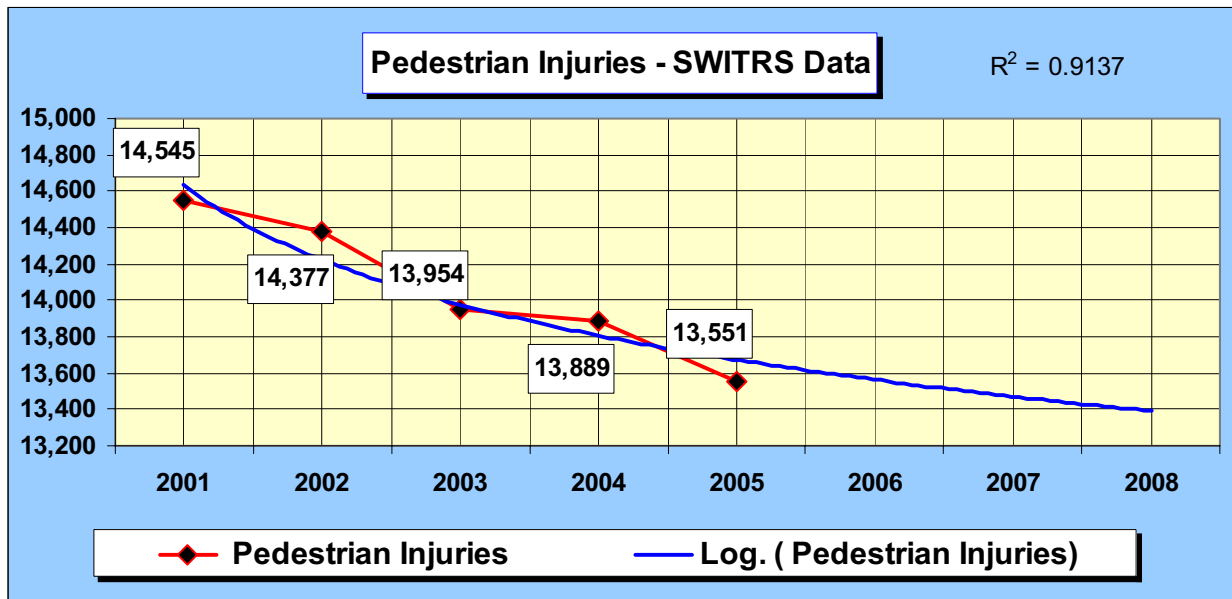
PEDESTRIAN SAFETY

STATEWIDE GOALS

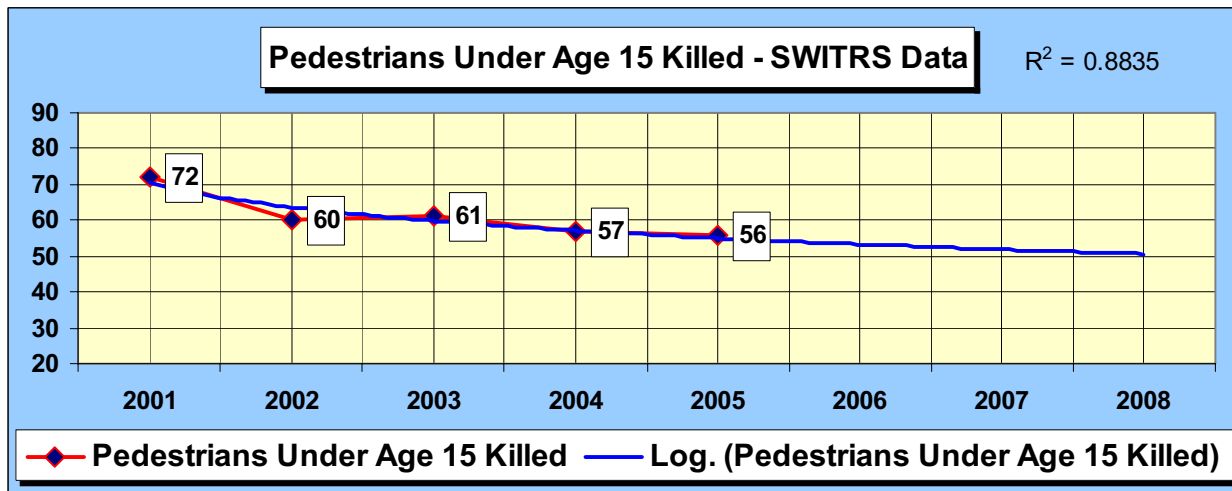
- To reduce the number of total pedestrians killed 1.5 percent from the 2004 base period of 693 to 683 by December 31, 2008.



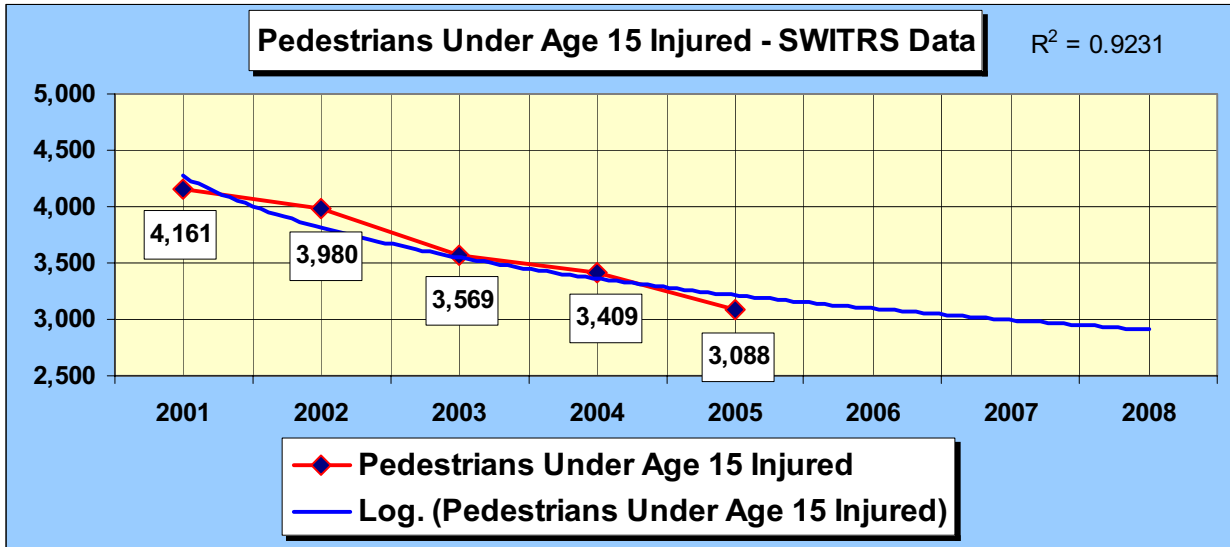
- To reduce the number of total pedestrians injured 6.0 percent from the 2004 base period of 13,889 to 13,056 by December 31, 2008.



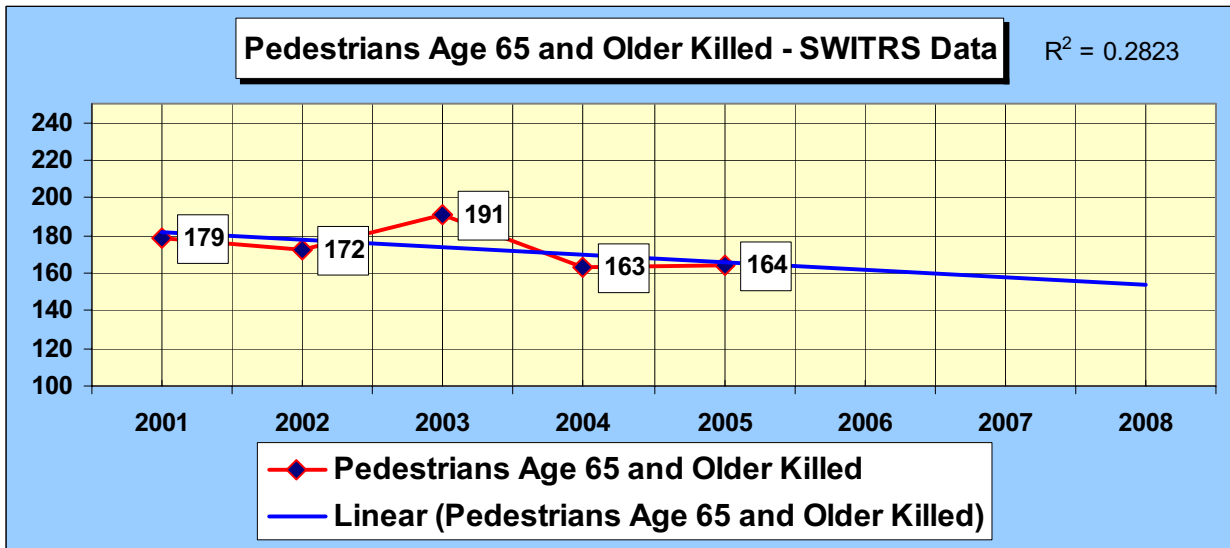
- To reduce the number of pedestrians killed under age 15 by 3.0 percent from the 2004 base period of 57 to 55 by December 31, 2008.



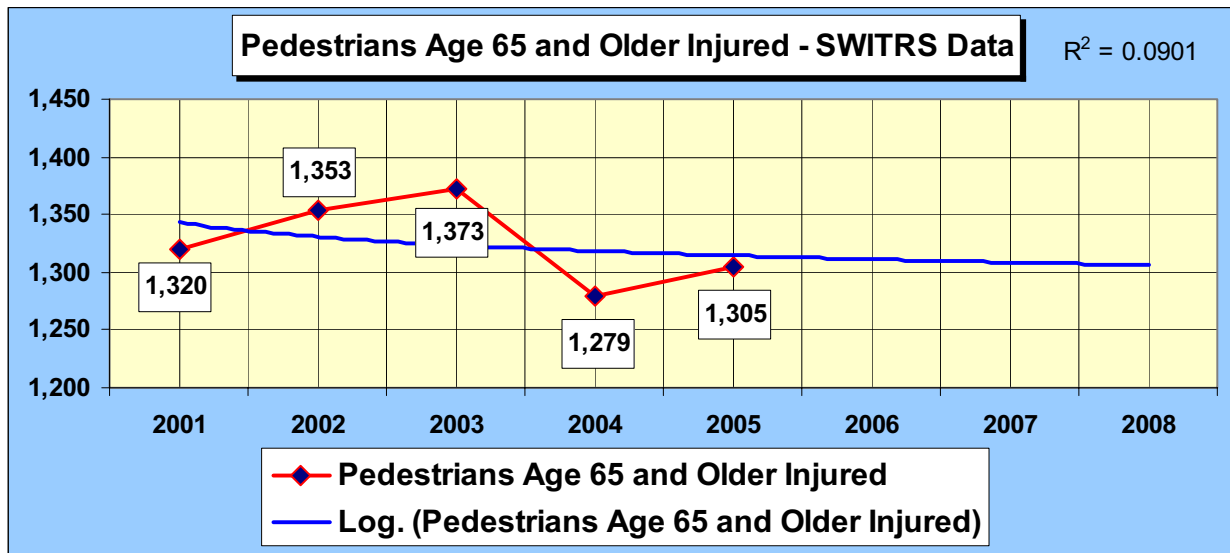
- To reduce the number of pedestrians injured under age 15 by 10 percent from the 2004 base period of 3,409 to 3,068 by December 31, 2008.



- To reduce the number of pedestrians killed, age 65 and older 5.0 percent from the 2004 base period of 163 to 155 by December 31, 2008.



- To reduce the number of pedestrians injured, age 65 and older 2.0 percent from the 2004 base period of 1,279 to 1,253 by December 31, 2008.



FUNDED GRANTS GOALS

- To reduce the total number of pedestrians killed eight percent by September 30, 2007.
- To reduce the total number of pedestrians injured ten percent by September 30, 2007.
- To reduce the number of pedestrians killed under the age of 15 by nine percent by September 30, 2007.
- To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2007.
- To reduce the number of pedestrians killed over the age of 65 by seven percent by September 30, 2007.
- To reduce the number of pedestrians injured over the age of 65 by five percent by September 30, 2007.

IMPACT PROGRAMS/STRATEGIES

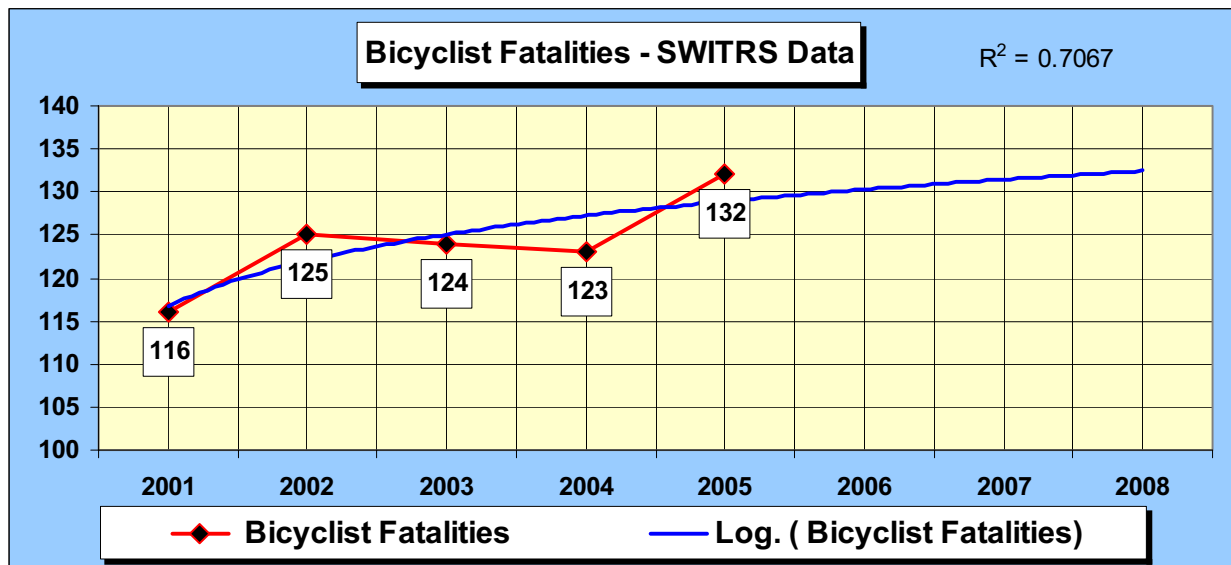
- Encourage the implementation of effective Senior Citizen Traffic Safety Education programs at senior, community centers and through the local Department of Motor Vehicles.
- Increase the awareness of traffic safety through specially tailored programs for the promotion of safe behavior as drivers and pedestrians.
- Perform pedestrian safety programs at elementary, middle and high schools, as well as, after school and summer programs to create positive and safer attitudes as pedestrians and reinforce traffic safety responsibility.

- Continue intensive multicultural and age-specific public education campaigns addressing safer driving and walking behaviors conducive to pedestrian safety for high-risk populations and locations.
- Support the acquisition of lighted crosswalk devices to be installed by the agency at non-signalized intersections and mid block crossings coupled with a public information component to highlight the proper use of these devices as well as their efficiency – must be installed off the Federal Aid System.
- Assist local jurisdictions with their master plans to improve overall traffic by implementing pedestrian flashing beacons to ensure the presence of pedestrians in intersections and/or crosswalks, and pedestrian countdown devices to alert the pedestrian of his/her safe crossing span of time – must be installed off the Federal Aid System.

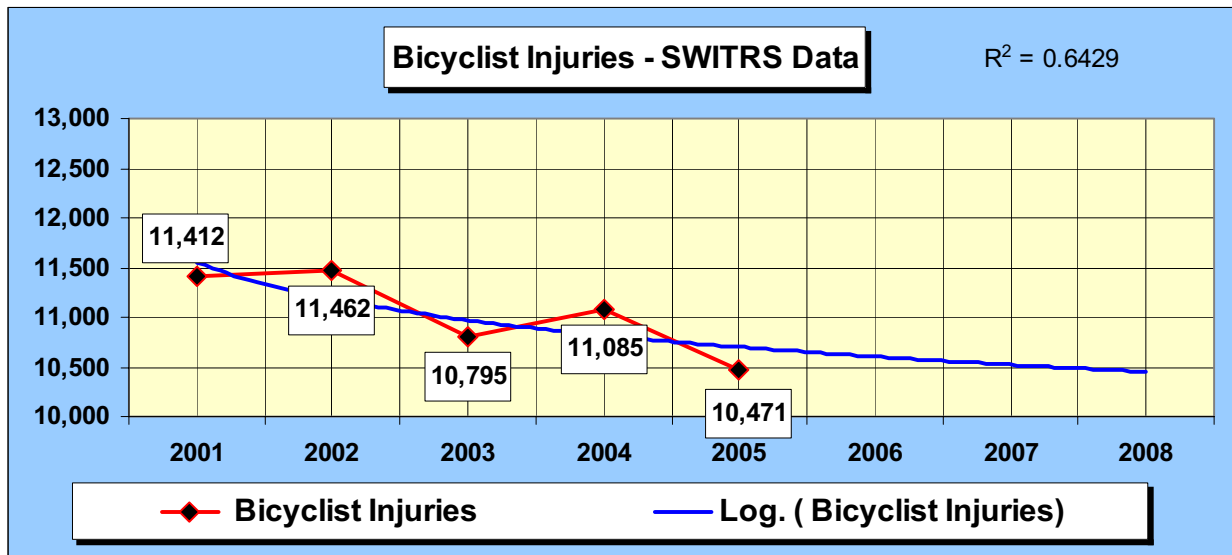
BICYCLE SAFETY

STATEWIDE GOALS

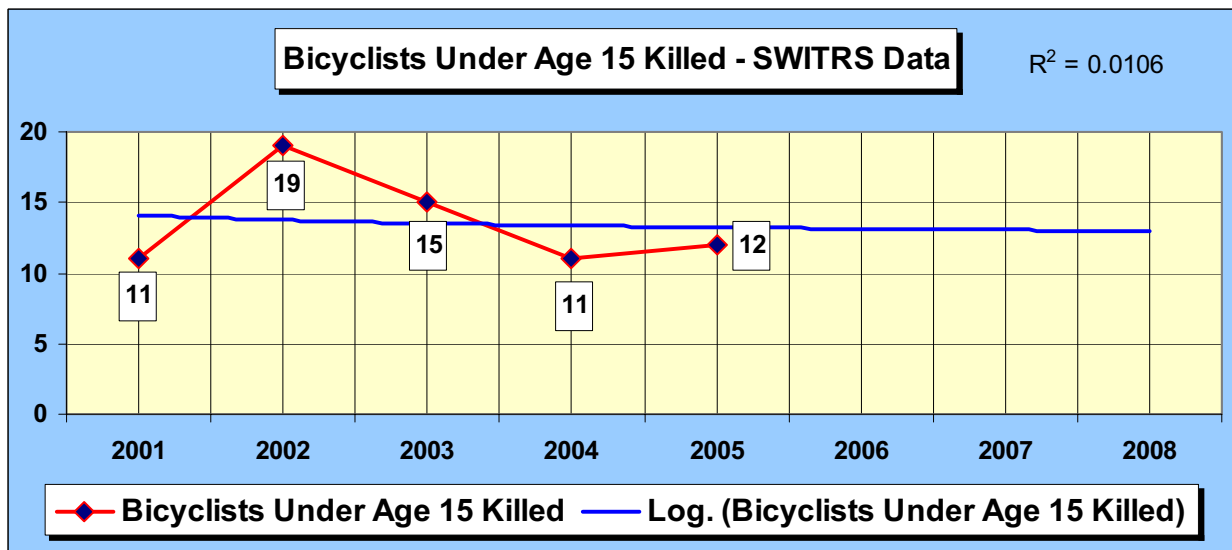
- To reduce the number of total bicyclists killed 3.0 percent from the 2004 base period of 123 to 119 by December 31, 2008.



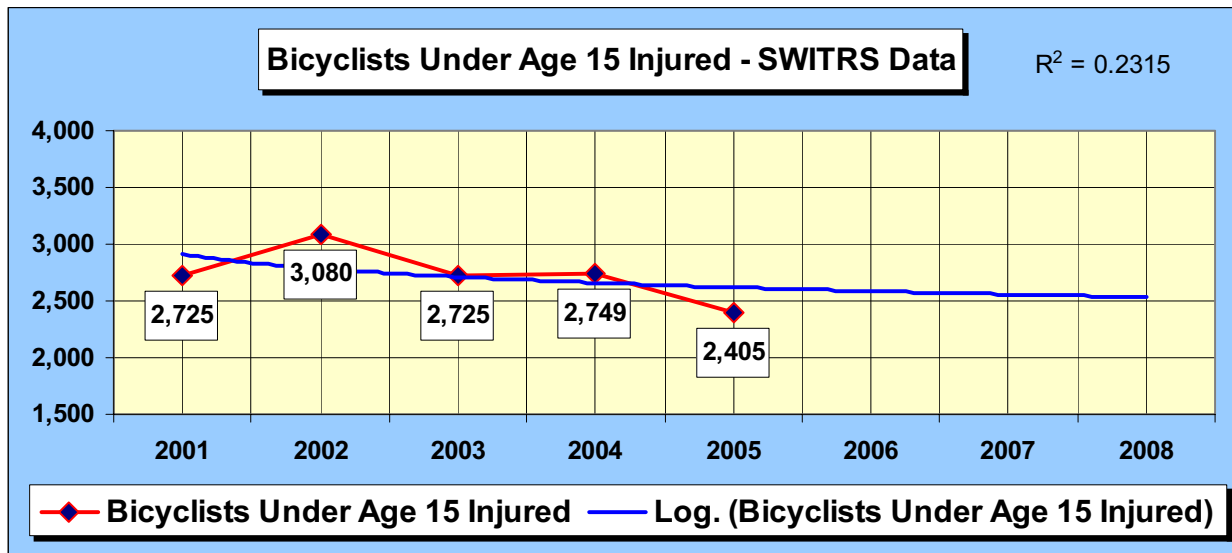
- To reduce the number of total bicyclists injured 7.0 percent from the 2004 base period of 11,085 to 10,309 by December 31, 2008.



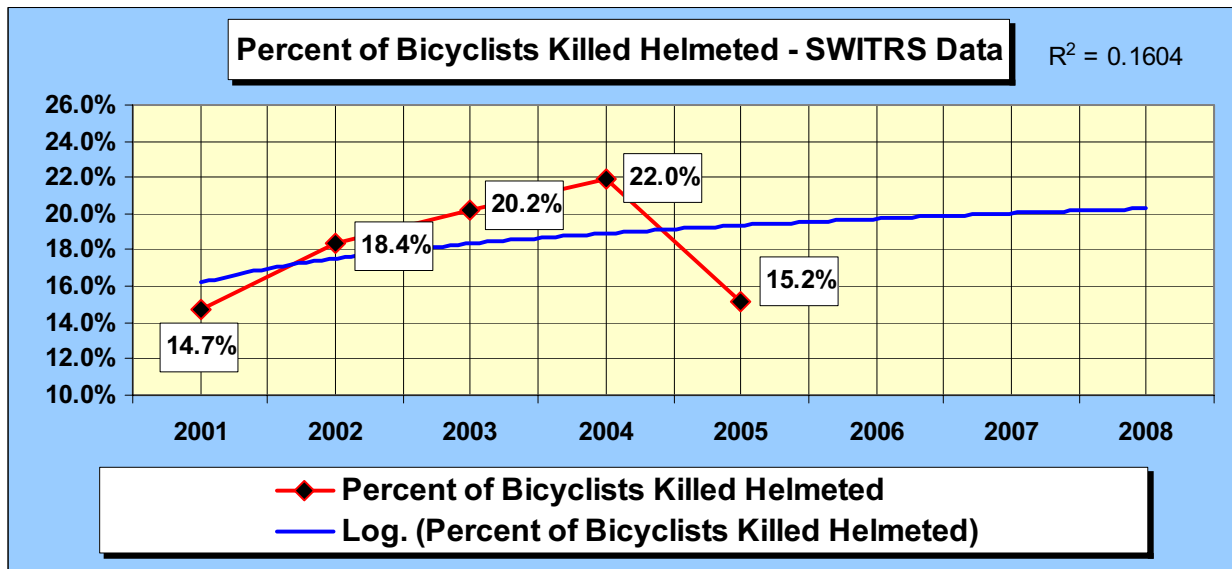
- To reduce the number of bicyclists killed under age 15 by 15.0 percent from the 2004 base period of 11 to 9 by December 31, 2008.



- To reduce the number of bicyclists injured under age 15 by 11.0 percent from the 2004 base period of 2,749 to 2,447 by December 31, 2008.



- To increase the percent of helmeted bicyclists killed 1.0 percentage point from the 2004 base period of 22.0 percent to 23.0 percent by December 31, 2008.



FUNDED GRANTS GOALS

- To reduce the total number of bicyclists killed in traffic related collisions ten percent by September 30, 2007.
- To reduce the total number of bicyclists injured in traffic related collisions ten percent by September 30, 2007.

- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by seven percent by September 30, 2007.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by ten percentage points by September 30, 2007.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2007.

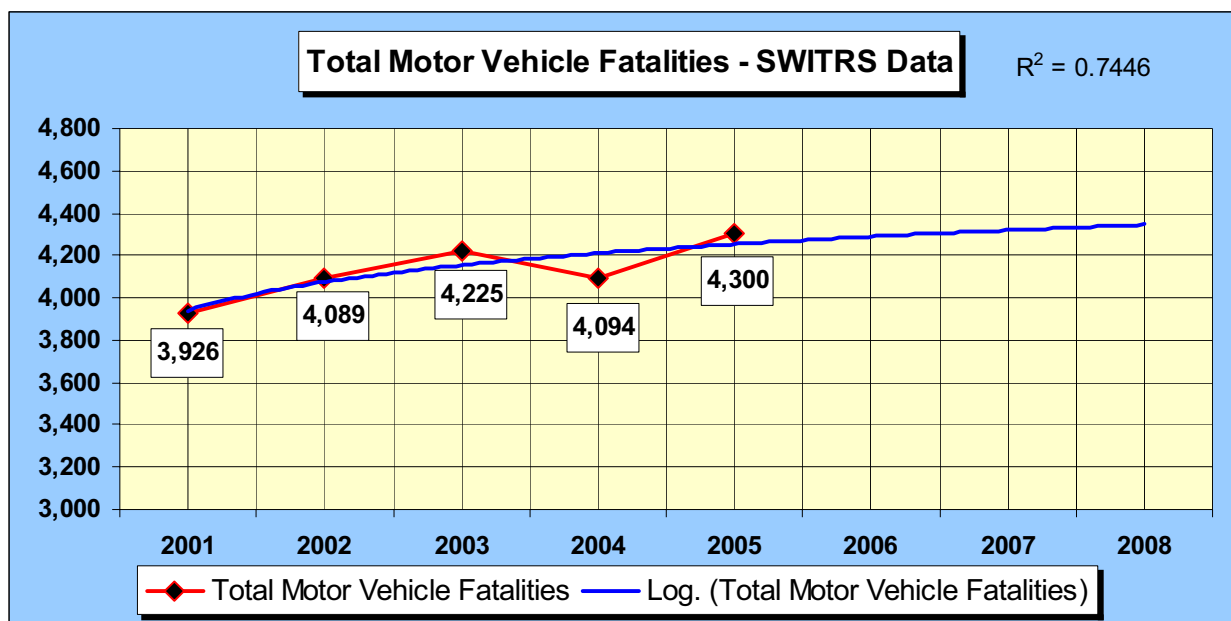
IMPACT PROGRAMS/STRATEGIES

- Conduct interactive traffic safety rodeos and updated presentations targeting elementary, middle and high schools, and community groups.
- Implement court diversion courses for children under 18 years of age, who are cited for violation of safety helmet compliance, pedestrian and bicycle laws.
- Actively promote safety helmet distribution and incentive programs, as well as enforcement.
- Conduct aggressive public information and education campaigns for diverse markets.

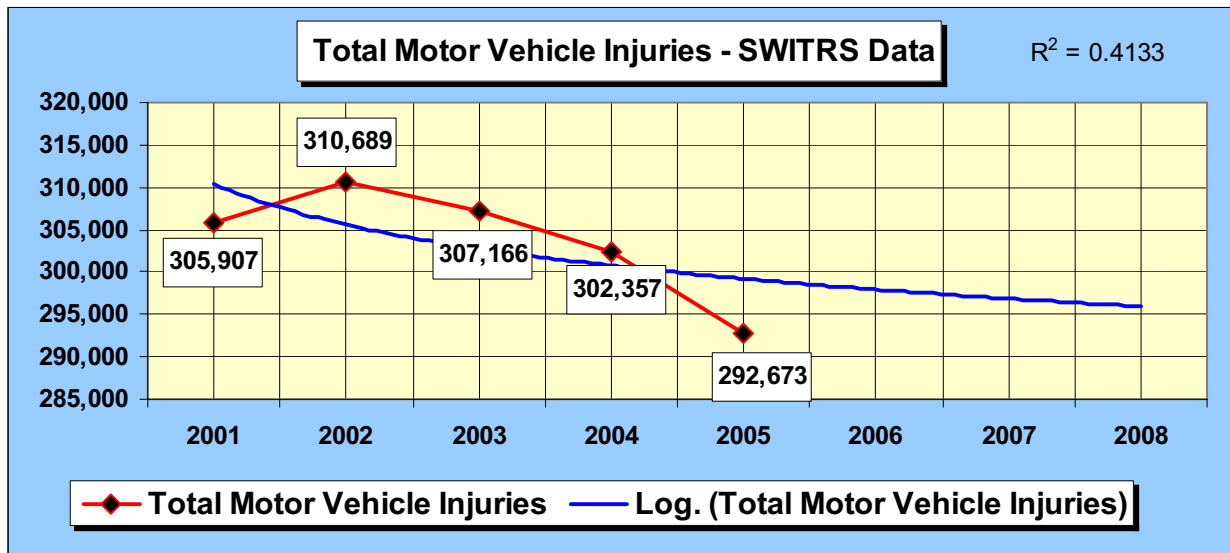
POLICE TRAFFIC SERVICES

STATEWIDE GOALS

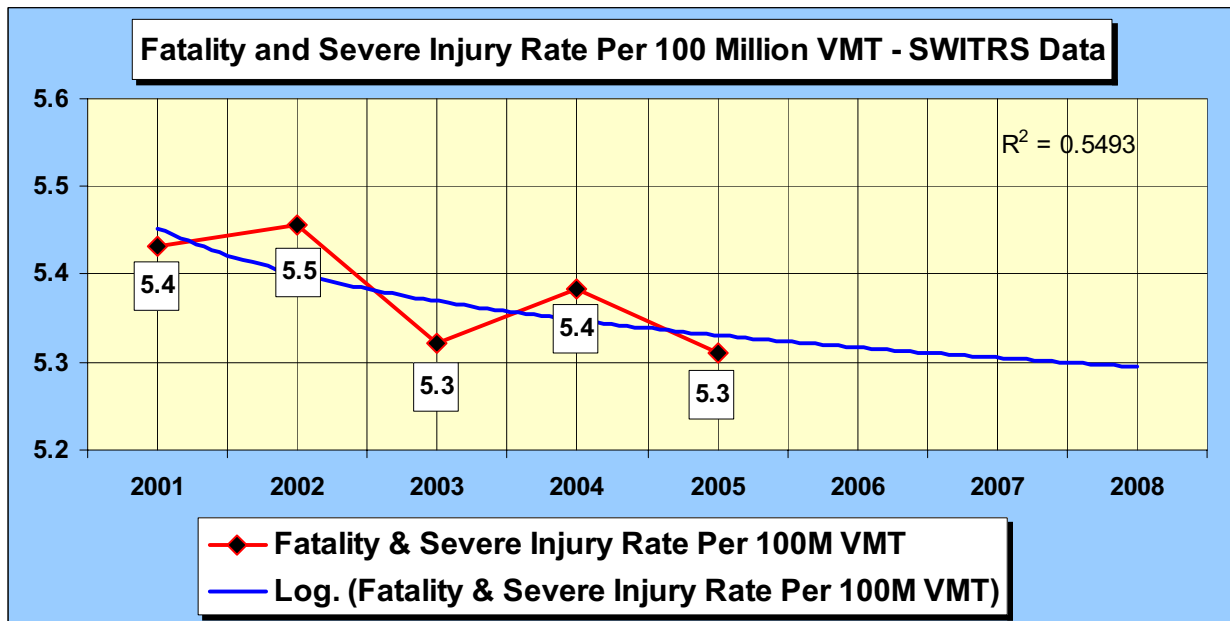
- To decrease the number of total persons killed in traffic collisions 1.0 percent from the 2004 base period of 4,094 to 4,053 by December 31, 2008.



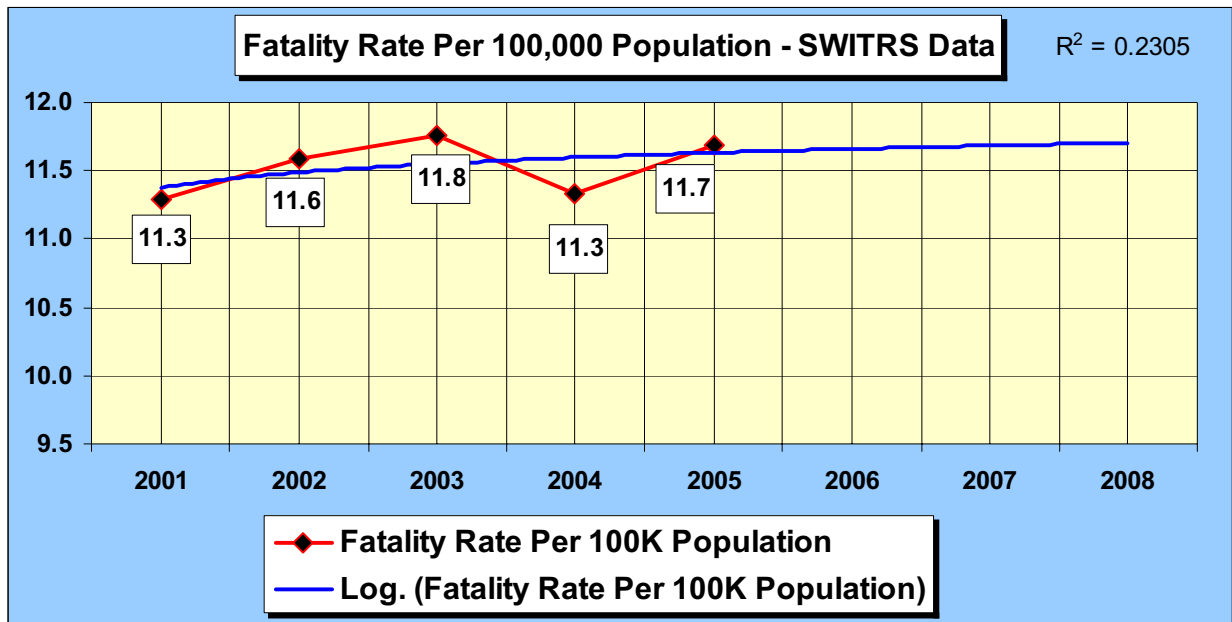
- To decrease the number of total persons injured in traffic collisions 1.0 percent from the 2004 base period of 302,357 to 290,263 by December 31, 2008.



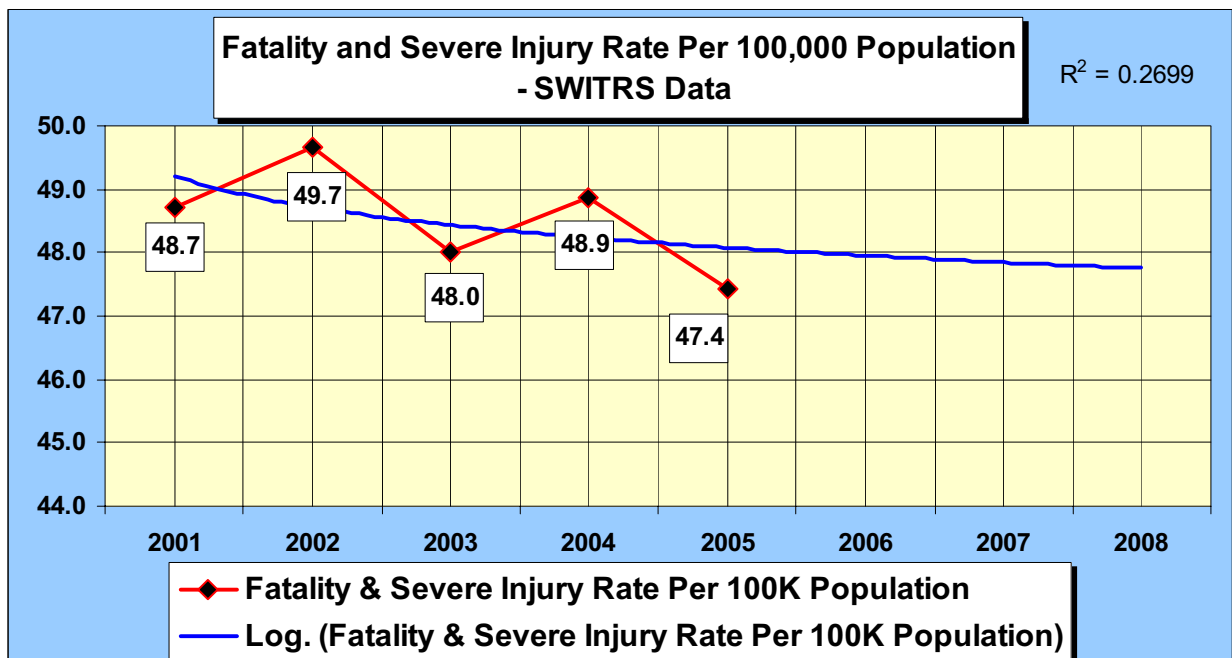
- To decrease the fatality and severe injury rate per 100 million VMT 0.2 points from the 2004 base period rate of 5.4 to 5.2 by December 31, 2008.



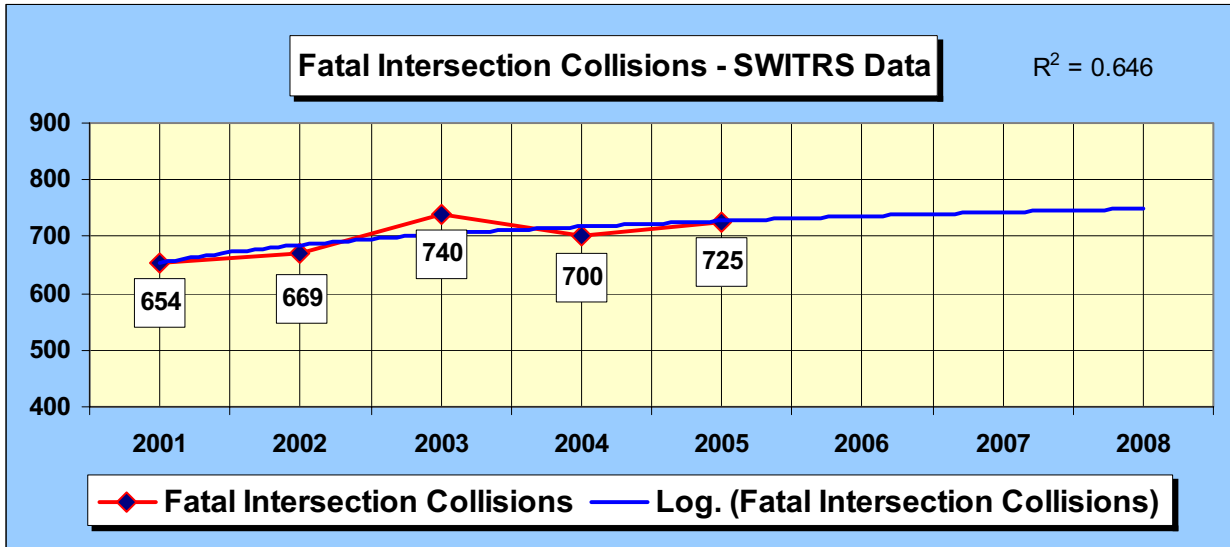
- To decrease the traffic fatality rate per 100,000 population 0.3 points from the 2004 base period rate of 11.3 to 11.0 by December 31, 2008.



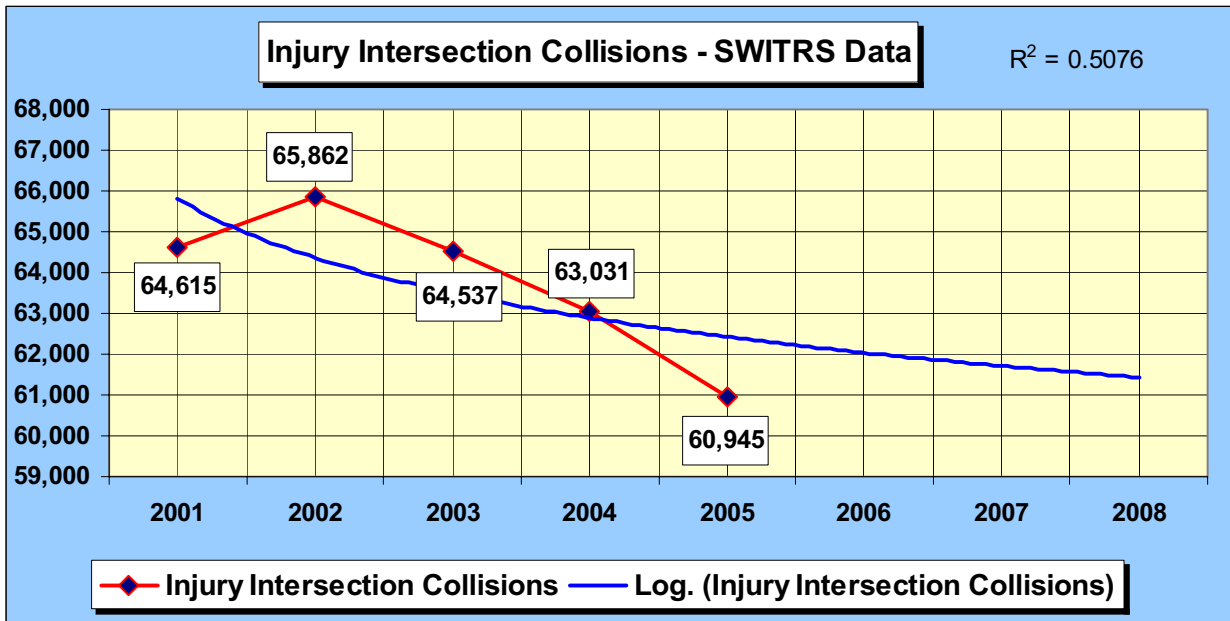
- To decrease the fatality and severe injury rate per 100,000 population 1.9 points from the 2004 base year rate of 48.9 to 47.0 by December 31, 2008.



- To decrease the number of fatal intersection collisions 2.0 percent from the 2004 base period of 700 to 686 by December 31, 2008.



- To decrease the number of injury intersection collisions 3.0 percent from the 2004 base period of 63,031 to 61,140 by December 31, 2008.



FUNDED GRANTS GOALS

- To reduce the total number of persons killed in traffic collisions eight percent by September 30, 2007.
- To reduce the total number of persons injured in traffic collisions ten percent by September 30, 2007.

IMPACT PROGRAMS/STRATEGIES

- To provide funds for full-time officers, overtime, laser and radar units, DUI trailers, visible display radar trailers, changeable message signs, geographical information systems, motorcycles, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.
- To continue programs with the University of California, Berkeley to conduct free enforcement and engineering evaluations for cities and counties statewide.
- To encourage the involvement of community based organizations in program planning and activities.
- To increase awareness by developing a media campaign focused on changing behavior that contributes to the major categories of crashes.
- To use “Geographical Information Systems” to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.
- To conduct Court House and Probation Office sting operations of traffic offenders with licensure sanctions who fail to obey their suspension or revocation of licensure.
- To fund “Corridor Safety Programs” that select corridors based on data identifying them as having a disproportionate number of collisions, convene a task force, identify factors contributing to the traffic safety problem(s), develop an action plan, and implement identified solutions.
- To fund a “Truck Corridor Safety Program” that identifies and selects two problematic corridors. The grant will convene task forces, identify factors contributing to truck-involved collisions, develop safety action plans, and implement potential solutions identified by the task forces.
- To continue the statewide “Truck-at-Fault” enforcement and public information campaign targeting the top ten collision factors.
- To continue the statewide \$5.0 million illegal street racing enforcement and training program.
- To address aggressive driving through enforcement targeting aggressive driving behavior that leads to crashes.
- To continue neighborhood speed alert programs.
- To fund programs to provide outreach to older California drivers, including presentations, demonstrations, and events focusing on driver, pedestrian and child restraint safety with an emphasis on grandparent participation.
- To promote traffic enforcement training for patrol officers.
- To continue to deploy visible display message/radar trailers.
- To continue the level of traffic safety benefits provided by CHP and local agency helicopter programs.

- To implement a statewide program to focus patrol and enforcement efforts on the most frequent primary collision factors.
- To increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- To urge judges to support strict enforcement of occupant protection laws; providing information at judges' conferences and traffic adjudication workshops.
- To conduct child safety seat "checkups" to educate parents and caretakers on correct child safety seat usage.

ADMINISTRATIVE GOALS

COMMUNITY BASED ORGANIZATIONS (CBO)

STATEWIDE GOALS

- To effectively conduct a strategic, broad-based CBO funding plan through "umbrella" local and state governmental agencies.
- To award mini-grants to CBOs promoting traffic safety throughout their community.
- To assist CBOs capacity-building efforts by sponsoring grant writing and media advocacy workshops, and traffic safety training.

IMPACT PROGRAMS/STRATEGIES

- Explore and implement new strategies to sustain CBO involvement and contributions to traffic safety (e.g., radio talk shows, novellas, secondary and ethnic newspapers outreach, parent training through churches, vocational schools, youth athletic leagues, adult athletic leagues, community centers, and pre-natal care centers).
- Plan, facilitate, and evaluate round table meetings for grantees' CBOs to focus current efforts and topics, emerging issues, and showcase local grants.
- To conduct regional media kick-off events for the CBOs and their host agencies.
- To partner with CBOs in developing traffic safety art programs, safe routes to school programs, pedestrian and bicycle safety programs, and other innovative programs addressing neighborhood traffic safety programs.
- To distribute and properly install child safety seats in cars of people in need.
- To distribute and properly fit bicycle helmets to people in need.

EMERGENCY MEDICAL SERVICES (EMS)

STATEWIDE GOALS

- To improve emergency medical services to traffic collision victims in rural California communities by identifying and supporting programs that facilitate the delivery of quality emergency services within the “critical hour.”
- To improve California’s emergency medical services delivery system through the replacement of outdated and unreliable emergency vehicles and equipment.
- To continue to assess and improve California’s emergency medical services communications system.

FUNDED GRANT GOALS

- To design a pilot EMS communications system that will interface with all EMS service providers (dispatch center personnel, ambulance companies, hospital emergency departments) and local public safety agencies using advanced communications technology by September 30, 2007.
- To implement “lights and siren” public information and education programs.

IMPACT PROGRAMS/STRATEGIES

- To provide funds for the purchase of hydraulic and pneumatic extrication equipment.
- To provide 25 percent of the cost of ambulances.
- To seek innovative low cost approaches to First Responder, EMT and Paramedic training and certification programs for rural areas.
- To promote State certified training programs.
- To promote bystander-training programs.
- To assist with the development, and upgrade of outdated and unreliable EMS communication systems.
- To promote partnerships to support and coordinate comprehensive and integrated injury control systems.
- To promote public/private partnerships.
- To promote community involvement in traffic safety.
- To conduct a “lights and siren” public/driver awareness program.

ROADWAY SAFETY/TRAFFIC RECORDS

FUNDED GRANTS GOALS

- To establish Citywide and Countywide Geographic Information Systems (GIS) and/or other Automated Collision Analysis Systems including hardware, software and network cabling or other linking media to enable data sharing between enforcement agencies, Departments of Public Works and other related agencies.
- To ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- To improve the Traffic Engineering Department's customer service by reducing the time required to produce and track collision reports and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations. The corresponding salary savings are to be tracked and reported.

IMPACT PROGRAMS/STRATEGIES

- Continue the “Educational Outreach to High-Risk Elderly Drivers” program to guide high-risk older drivers by providing them with information on assistance with age-related physical and mental declines as they affect driving.
- Continue to fund an “Electronic DUI Forms” program to develop and implement an automated system that, via the Internet, will allow DUI treatment program providers to report directly to DMV on the progress of individuals mandated to DUI treatment.
- Continue to provide funding for In-Roadway Warning Lights (IRWL's) to alert motorists to the presence of pedestrians on roadways off the Federal Aid System.
- Continue funding for Speed Feedback Signs in conjunction with increased law enforcement to actively engage motorists and apprise them of their vehicle speed and the allowable speed limit on roadways off the Federal Aid System.
- Continue to fund traffic engineering grants that involve multi-agency/multi-municipality data systems and to fund cooperative goals including data sharing and resource and data pooling.
- Continue to train roadway maintenance and construction workers in the safe handling of traffic through Construction and Maintenance Work Zones.
- Continue to fund grants to ensure engineering and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- Continue funding automation grants to reduce report preparation time and to reduce the lag time between incident and system input.

LEGISLATION

GOALS

- To ensure California maintains current levels of federal highway safety grant funds through ensuring the efficacy of existing State statutes.
- To secure additional federal highway safety grant funding for California through actively pursuing new traffic safety statutes and enhancements of those statutes that already exist, as necessary.

IMPACT PROGRAMS/STRATEGIES

- Monitor and track all traffic safety related legislation in California and national legislation affecting the State and Community Highway Safety Program such as:
 - Ban on hand-held cellular phones while driving a motor vehicle.
 - Requirement of children under age six to sit in the back of a motor vehicle.
 - Implementation of passenger restraint system on school buses.
 - Installation of ignition interlock devices for DUI suspended licensed drivers.
 - Helmet usage for scooters and skateboards for persons operating or as passenger under 18 years of age.
 - Require children eight years of age or less or who weigh less than 80 pounds to be restrained in a proper car seat.
 - The Traffic Safety Law Enforcement Campaign Act to provide three high-visibility traffic safety law enforcement campaigns each year.

PUBLIC RELATIONS, ADVERTISING AND MARKETING

GOALS

- OTS Public Affairs will continue to aggressively pursue successful regional and statewide traffic safety programs and campaigns that have an impact on behavioral change, foster positive relationships, and create effective traffic safety education and outreach programs.
- Safe driving practices are one of the focal points of all campaigns, so that incidents of traffic collisions will result in fewer injuries and more lives saved.
- OTS Public Affairs supports the Office of Traffic Safety's mission of reducing fatalities, injuries and economic losses that result from motor vehicle crashes.

IMPACT PROGRAMS/STRATEGIES

- Local and Regional media: Public Affairs works directly with all OTS grantees in the development of media materials including news releases, coordination of events, and specialty articles for publication – all designed to garner increased earned media.
- Current Campaigns: These activities also surround various campaigns, including “Click It or Ticket,” the state’s flagship seat belt compliance campaign, “Drunk Driving Over The Limit, Under Arrest” and Drugged Driving Prevention Month; and, various regional “Avoid” DUI campaigns targeting the drinking driver.
- Advertising/Marketing: Public Affairs assists statewide and national media in anti-DUI campaigns and initiatives and promotes seat belt use by partnering with the National Highway Traffic Safety Administration, the California Highway Patrol, and law enforcement agencies throughout California.
- All campaigns and strategies include marketing to underserved segments of California’s population.

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

CERTIFICATIONS AND ASSURANCES

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

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

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

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

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,

- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

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

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

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

(h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2006 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

September 2006

Date

HIGHWAY SAFETY PROGRAM COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 FEDERAL HIGHWAY ADMINISTRATION

STATE: CALIFORNIA
 NUMBER: 2007-00

DATE: 10/01/06
 PAGE: 1 OF 2

PROGRAM AREA	APPROVED PROGRAM COST	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS				FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE/DECREASE	% CHANGE	CURRENT BALANCE	
157-AL-07	750,000.00		TBD					750,000.00
157-CB-07	0.00		TBD					0.00
157-EM-07	2,519,873.80		TBD					2,519,873.80
157-OP-07	2,484,019.98		TBD					1,800,585.43
157-PA-07	1,633,086.00		TBD					0.00
157-PM-07	0.00		TBD					0.00
157-PS-07	543,998.00		TBD					0.00
157-PT-07	14,377,918.83		TBD					14,271,952.02
157-RS-07	229,246.23		TBD					25,950.00
157-TR-07	195,715.00		TBD					28,600.00
SUBTOTAL	22,733,857.84		0.00					19,396,961.25
163-OP-07	792,066.00		TBD					5,581.00
163-PS-07	0.00		TBD					0.00
163-PT-07	7,675,538.50		TBD					0.00
163-RS-07	1,900,000.00		TBD					0.00
163-TR-07	0.00		TBD					0.00
SUBTOTAL	10,367,604.50		0.00					5,581.00
164-AL-07	18,420,864.33		TBD					10,487,696.91
164-PA-07	652,907.00		TBD					0.00
SUBTOTAL	19,073,771.33		0.00					10,487,696.91
164-HE-07	0.00		TBD					0.00
SUBTOTAL	0.00		0.00					0.00
FORWARD	52,175,233.67		0.00					29,890,239.16

STATE OFFICIAL AUTHORIZED SIGNATURE:
 NAME: *C. Murphy*
 TITLE: Director
 DATE: 10/1/06

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:
 NAME:
 TITLE:
 DATE:

HS FORM 217 (REV 9/93)

EFFECTIVE DATE:

HIGHWAY SAFETY PROGRAM COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 FEDERAL HIGHWAY ADMINISTRATION

STATE: CALIFORNIA
 NUMBER: 2007-00

DATE: 10/01/06
 PAGE: 2 OF 2

PROGRAM AREA	APPROVED PROGRAM COST	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS				FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE/DECREASE	% CHANGE	CURRENT BALANCE	
402-AL-07	5,879,762.24		TBD					5,624,018.24
402-CB-07	1,703,982.66		TBD					1,482,559.15
402-EM-07	149,751.07		TBD					0.00
402-MC-07	571,504.00		TBD					0.00
402-OP-07	3,853,853.66		TBD					2,805,106.44
402-PA-07	3,971,981.00		410,000.00					0.00
402-PS-07	723,819.00		TBD					574,068.00
402-PT-07	5,493,241.66		TBD					3,184,509.01
402-RS-07	416,384.00		TBD					416,384.00
402-TR-07	1,281,645.00		TBD					230,978.00
SUBTOTAL	24,045,924.29		410,000.00					14,317,622.84
405-OP-07	5,036,411.20		TBD					5,036,411.20
405-PA-07	63,335.00		TBD					0.00
SUBTOTAL	5,099,746.20		0.00					5,036,411.20
410-AL-07	11,395,980.47		TBD					11,317,676.47
410-OP-07	0.00		TBD					0.00
410-PA-07	258,253.00		TBD					0.00
SUBTOTAL	11,654,233.47		0.00					11,317,676.47
163-ID-07	0.00		TBD					0.00
SUBTOTAL	0.00		0.00					0.00
2003b-OP-07	655,709.00		TBD					125,593.00
SUBTOTAL	655,709.00		0.00					125,593.00
2010-MC-07	95,973.00		TBD					95,973.00
SUBTOTAL	95,973.00		0.00					95,973.00
TOTAL	93,726,819.63		410,000.00					60,783,515.67

STATE OFFICIAL AUTHORIZED SIGNATURE:

NAME: *C. Murphy*

TITLE: Director

DATE: 10/1/2006

HS FORM 217 (REV 9/93)

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:

NAME:

TITLE:

DATE:

EFFECTIVE DATE:

PART II

PROGRAM AREAS

PROGRAM PLANNING AND ADMINISTRATION

I. PROGRAM OVERVIEW

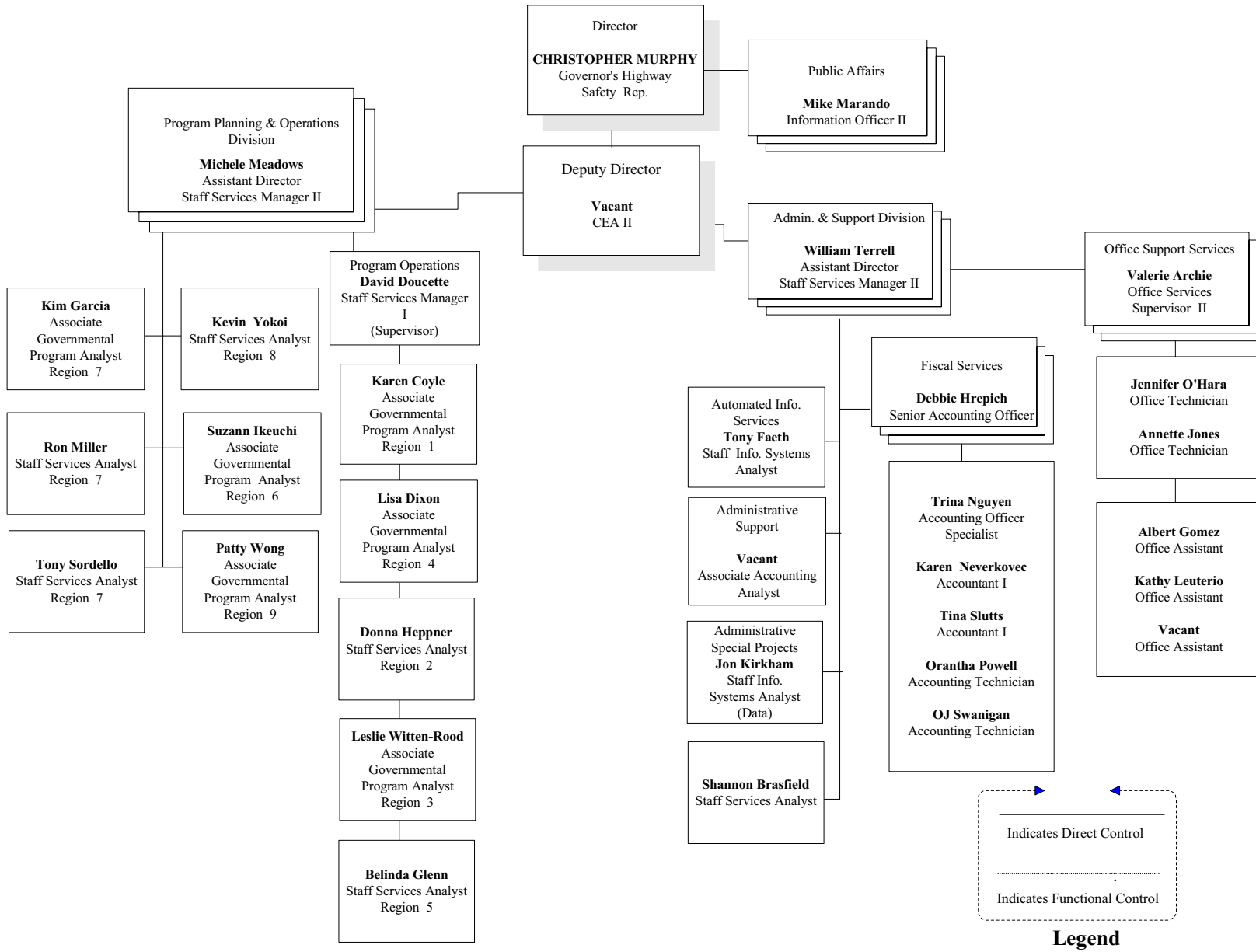
The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of the California Office of Traffic Safety (OTS). These activities include:

- Identifying the state's most significant traffic safety problems.
- Prioritizing problems and developing methods for the distribution of funds.
- Developing the annual Highway Safety Plan (HSP).
- Recommending individual grants to be funded.
- Developing planned grants.
- Monitoring grants.
- Evaluating accomplishments.
- Preparing a variety of program and grant reports.
- Conducting Grantee Performance Reviews.
- Contracting with the Department of Finance to conduct grantee compliance audits.
- Directing the traffic safety legislative program.
- Increasing public awareness and community support.
- Participating on various traffic safety committees and task forces.
- Generally promoting and coordinating traffic safety in California.
- Hosting a NHTSA Western Region regional meeting and the National Lifesavers Conference every three or four years.
- Planning and conducting the Police Traffic Services (PTS) Conference and the OTS Summit every other year.
- Creating public awareness campaigns and providing staff and spokespersons in English and Spanish for all annual national campaigns, e.g., Child Passenger Week, Drunk and Drugged Driving Awareness Month, etc.
- Providing regional fiscal and operations trainings to all applicable grant personnel annually.
- Giving workshops on OTS and grant funding to several different conferences each year.

II. CURRENT STATUS

OTS includes a staff of 32 full-time positions and one retired annuitant responsible for the activities listed above. The organization chart, page PA-3, portrays the structure of OTS. The Director is responsible for the entire California program and serves as the Governor's Highway Safety Representative. As the Governor's representative, the OTS Director participates in activities impacting the highway safety program nationwide. The Program Planning and Operations Section develops the HSP and is responsible for the implementation of the grants with both state and local entities. In addition, activities within the various program areas are administered through this section. The Administration and Program Support Section encompasses information technology, fiscal and business services and support.

OTS Organization Chart



TRAINING

Training needs are identified to improve overall staff skills needed in the day-to-day operations of the office. In addition, there is a demand for program specific training for various traffic safety professionals throughout the state. Program specific training has enhanced the abilities of traffic safety professionals to conduct exemplary programs furthering the cause of traffic safety in California. Examples of some of the training programs include:

- **Highway Safety Program Management** - A detailed course for traffic safety professionals designed to enhance their knowledge, skills and abilities. The fundamental purpose is to provide a forum to address principles of efficient and effective highway safety program management.
- **Skills Building Workshops** - Various brief workshop sessions designed to build skills may be scheduled. These may include writing, team building, analyst skills, contracting, etc. Attendance at these workshops will result in improved job performance.
- **Financial Management** - Courses designed to provide the basis for a current working knowledge of procedures, policies and law changes affecting governmental/grant accounting practices. Attendance at these courses will enhance the ability of OTS fiscal staff to maintain currency in topical accounting issues.
- **Computer Training Courses** - Courses designed to provide OTS staff with the knowledge necessary to operate the software programs installed on our computer system. Attendance at the courses will increase knowledge in operating skills for all users and provide the system administrator and backup administrator with the skills to maintain and support the computer system.
- **Program Specific Workshops/Seminars** - A number of program specific training sessions are planned by OTS staff and occasionally included in individual local programs. These include, but are not limited to, driving under the influence (DUI) prosecutor/judge training, occupant protection enforcement training, safety in construction zone training, etc.
- **Grant Specific Workshops/Seminars** - Various workshops/seminars will be conducted for grantee agencies in the OTS Regions on grant specific information.
- **Mini-grant Training** - Training is provided to occupant protection mini-grantees. The training includes instructions on how to conduct seat belt surveys, complete paperwork and enforce California's seat belt law.
- **Mini-grant Training** - Training is provided to Sobriety Checkpoint mini-grantees. The training includes instructions on how to conduct complete Quarterly Reports data and reimbursement claims.

III. GOALS AND PERFORMANCE MEASURES

It is the goal of the Planning and Administration program to provide the management, supervision and support services for the activities necessary to operate the traffic safety program in the State of California. The performance measures to support this goal include:

- To develop a coordinated HSP/Performance Plan to submit to Business, Transportation & Housing Agency Secretary by August 1, 2006, and to NHTSA by September 1, 2006.
- To provide documentation on qualifications for special funded incentive programs.
- To develop, coordinate, monitor and administratively evaluate traffic safety grants identified in the Plan.
- To submit the Annual Performance Report to the Business, Transportation & Housing Agency Secretary by December 1, 2006.
- To utilize all available means for improving and promoting the California traffic safety program.

IV. TASKS

TASK 1 - OPERATION OF THE PROGRAM

Costs included in this program area include the salary of the Governor's Highway Safety Representative, the salaries of the management staff, the salaries of the fiscal and clerical support personnel, and most operating costs. That portion of all other OTS personnel salaries, as well as certain operating expenses directly related to program development, coordination, monitoring, evaluation and auditing are charged to the appropriate program area.

Other funds in this program area are used to contract with Caltrans for personnel, business duplications, and other miscellaneous administrative services.

Detail for Planning and Administration Costs

A. Personnel Costs	\$2,999,897	
B. Travel Expenses	108,543	
C. Contractual Services	3,696,213	
D. Other Direct Costs	884,909	
Total OTS Budget		\$6,989,562
State Share		410,000
Federal Share		6,579,562
Less: Amount Chargeable to Program Areas	\$2,328,793	
Public Information Campaigns	1,200,000	
Total: Federal Share of PSP 06-PA		\$3,050,769

Amounts Chargeable to Program PSPs

Funding	PSP	Cost	Percent
07-AL	Alcohol and Other Drugs	\$81,775	3.5%
07-EM	Emergency Medical Services	\$141,515	6.1%
07-OP	Occupant Protection	\$81,075	3.5%
07-CB	Community Traffic Safety	\$17,364	0.7%
07-PS	Pedestrian and Bicycle Safety	\$139,629	6.0%
07-PT	Police Traffic Services	\$323,730	13.9%
07-RS	Roadway Safety	\$80,484	3.5%
07-TR	Traffic Records	\$55,640	2.4%
07-157	Incentive Funds	\$433,086	18.6%
07-164	Transfer Funds	\$652,907	28.0%
07-405	Occupant Protection	\$63,335	2.7%
07-410	Alcohol	\$258,253	11.1%
	TOTAL:	\$2,328,793	100.0%

ANTICIPATED PROGRAM FUNDING SOURCES

FUND	2007 ESTIMATED APPROPRIATIONS
Repeat Intoxicated Driver Law (164AL)	\$20,000,000.00
NHTSA/FHWA (402) (Basic Highway Safety Funds)	\$20,358,137.00
Occupant Protection (405)	\$3,109,419.00
Safety Belt Performance (406)	\$10,800,000.00
Information System Improvement (408)	\$3,500,000.00
Alcohol Incentive (410)	\$9,800,000.00
Motorcycle Safety (2010)	\$600,000.00
Child Safety Seat and Booster Seat Incentive (2011)	\$600,000.00
Grand Total:	\$68,767,556.00

*These amounts are estimated and are subject to change.
**POLITICAL SUBDIVISION PARTICIPATION
 IN STATE HIGHWAY SAFETY PROGRAM
 FFY 2007 HSP**

GRANTS	LOCAL	STATE*		TOTAL
		Local Benefit	Statewide	
NEW GRANTS	121 \$ 24,677,035.00 53.92%	5 \$ 1,671,925.00 46.08%	12 \$ 19,418,914.00 \$21,090,839.00	138 \$ 45,767,874.00
CONTINUATIONS	223 \$ 23,160,396.86 75.83%	6 \$ 598,757.59 24.17%	23 \$ 6,784,521.51 \$7,383,279.10	252 \$30,543,675.96
ALL GRANTS (New and Continuing)	344 \$ 47,837,431.86 62.69%	11 \$ 2,270,682.59 \$28,474,118.10 37.31%	35 \$ 26,203,435.51	390 \$ 76,311,549.96

* Includes the P&A grants.

FUNDS and GRANTS EXCLUDED

Section 164: Repeat Intoxicated Driver Law Funds (Hazard Elimination Grants)
Section 405: Occupant Protection Incentive Funds
Section 410: Alcohol Incentive Funds
Section 2003b: Child Passenger Protection Education Funds
Code H08 Grants: Federal Aid Highway Type Programs

*These amounts are estimated and are subject to change.
**POLITICAL SUBDIVISION PARTICIPATION
 IN STATE HIGHWAY SAFETY PROGRAM
 FFY 2007 HSP**

GRANTS	LOCAL	STATE*		TOTAL
		Local Benefit	Statewide	
NEW GRANTS	147 \$ 29,016,117.00 48.17%	10 \$ 11,450,681.00 51.83%	15 \$ 19,768,121.00 \$31,218,802.00	172 \$ 60,234,919.00
CONTINUATIONS	243 \$ 25,404,764.19 75.85%	9 \$ 772,498.93 24.15%	24 \$ 7,314,637.51 \$8,087,136.44	276 \$ 33,491,900.63
ALL GRANTS (New and Continuing)	390 \$ 54,420,881.19 58.06%	19 \$ 12,223,179.93 41.94%	39 \$ 27,082,758.51 \$39,305,938.44	448 \$ 93,726,819.63

* Includes the P&A grants.

FUNDS and GRANTS EXCLUDED

Section 164: Repeat Intoxicated Driver Law Funds (Hazard Elimination Grants)

ALCOHOL AND OTHER DRUGS

I. PROGRAM OVERVIEW

Though significant progress has been made in reducing the frequency of driving under the influence (DUI) and related injuries and fatalities, alcohol remains the number one Primary Collision Factor (PCF) in fatal crashes. In 2005, Statewide Integrated Traffic Records System (SWITRS) provisional data shows 32,372 people were killed or injured in alcohol-involved crashes reflecting a 0.19 percent decrease from 2004. California's rate of alcohol-related deaths per 100 million miles driven dropped from 1.65 in 1982 to 0.51 in 2005.

DUI continues to be one of society's major problems. The National Highway Traffic Safety Administration (NHTSA) estimates that two in five Americans will be affected by alcohol related collisions during their lifetime. OTS addresses this problem by funding DUI enforcement, public education, adjudication, prevention programs, training, equipment, and licensing systems. In addition, OTS develops and implements successful alcohol education and awareness programs aimed at reducing problems associated with underage high school and college drinking.

Alcohol is the drug most commonly used by youth and is one of the most common contributors to youth injuries, deaths, and criminal behaviors. The youth population continues to grow, and the use of alcohol continues to increase among high school students. Drivers aged 15 through 19 who make up 4.1 percent of the driving population constituted 7.3 percent of Had Been Drinking (HBD) drivers in fatal and injury collisions during 2003.

NHTSA estimates that as many as 2,000 alcohol-impaired driving trips occur for every DUI arrest and that even during special drinking-driving enforcement programs, as many as 300 trips occur for each DUI arrest. Many potential offenders are deterred from drinking and driving only if there is a public perception that they will be caught and punished. Research shows that increased public attention and news coverage of DUI enforcement efforts can help reduce alcohol-related crashes.

Repeat DUI offenders continue to present a hazard to traffic safety. According to the Century Council's Hardcore Drunk Driving Judicial Guide, repeat DUI offenders who drive with a high blood alcohol concentration (BAC) of 0.15 or above and have more than one drunk driving arrest are considered hardcore drunk drivers. These drivers are responsible for 58% of alcohol-related traffic fatalities and are 380 times more likely to be involved in a crash. Drivers with BAC levels in excess of .15 are only one percent of all drivers on weekend nights; however, they are involved in nearly 50% of all fatal crashes during that time.

A 1996 NHTSA study of repeat offenders showed that when police presence was certain, there was a corresponding decrease in DUI behavior among study participants. Additionally, the threat of arrest and/or the consequences of arrest caused 61 percent of the repeat offenders studied to stop their behavior for some period of time.

II. ACTION PLANS

OTS realizes that no one approach is effective for every community. Grantees are encouraged to develop programs that address specific needs for their city, and programs that include multiple components are encouraged.

Through OTS funding in fiscal year 2007, the California Highway Patrol (CHP) will continue to expand the number of mini grants awarded to local agencies to conduct the "Every 15 Minutes" program. The "Every 15 Minutes" program is a two-day program that focuses on high school juniors and seniors and challenges them to think about the consequences of drinking, personal safety and the responsibility of making mature decisions when lives are involved. The program name was derived from the unfortunate fact during the early 1980s that Every 15 Minutes someone in the United States was killed in an alcohol-related traffic collision.

In an aggressive effort to reach the 21 to 34 year old age group, California has launched multiple grants implementing education, prevention, and alcohol access enforcement efforts. These efforts are strategically placed on college campuses and within the surrounding communities. Multiple agencies are participating to provide a comprehensive approach to reducing increasing alcohol related traffic crashes among this group.

With the help of OTS funding, California has been leading the nation in pioneering Portable Evidential Breath Testing (PEBT) device technology that expedites evidence collection and promotes accuracy and efficiency for adjudication. The device California has been using includes a peripheral magnetic strip reader for instant electronic collection of subject and officer information. In addition, this PEBT device electronically stores all test results and subject information for transfer to a central database or directly to the California Department of Justice. One of the major advantages of using this device is that it decreases the time required for officers to transport and process DUI arrestees and increases the amount of time they spend patrolling and making additional DUI arrests.

OTS continues to promote the "Avoid" program concept in fiscal year 2007. These programs provide increased DUI enforcement by bringing together agencies from different jurisdictions to target a region with highly visible DUI enforcement and sobriety checkpoints and an intense media campaign. Targeted enforcement is conducted when DUI incidents are typically at their highest during the winter holiday period (Christmas and New Years), July 4th Memorial, and Labor Day weekends. Daily news releases inform the public of enforcement efforts and arrests made by law enforcement.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2007 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - DUI ENFORCEMENT/EDUCATION/PUBLIC INFORMATION

This task provides for comprehensive impaired driving enforcement programs implemented through enforcement agencies. The programs under this task are comprised of multiple components including increased enforcement to focus on sobriety checkpoints, the purchase of specialized equipment, and the implementation of enhanced alcohol public information and education programs. The table below details the programs under this task for fiscal year 2007.

Grant #	Fund	Agency	FFY 2007 Funding
AL0500	164AL	Ventura	\$0
AL0511	410/402	California Highway Patrol	\$0
AL0513	164AL	Chula Vista	\$30,355
AL0515	164AL	Selma	\$0
AL0516	164AL	South Lake Tahoe	\$0
AL0520	164AL	Cypress, Los Alamitos and Seal Beach	\$6,957
AL0521	164AL	Daly City	\$76,448
AL0528	164AL	Escondido	\$124,467
AL0531	164AL/157	Fontana	\$0
AL0533	164AL	Fremont	\$1,800
AL0537	164AL	Galt	\$10,627
AL0539	164AL	Hayward	\$13,000
AL0543	164AL	Huntington Beach	\$32,448
AL0546	164AL	La Habra	\$29,443
AL0547	164AL	La Mesa	\$16,633
AL0553	164AL	National City	\$0
AL0550	164AL	Martinez	\$0
AL0556	164AL	Orange	\$34,605
AL0562	164AL	Pomona	\$45,888
AL0563	164AL/157	Redondo Beach	\$0
AL0565	164AL/157	Roseville	\$0
AL0567	164AL	Sacramento	\$132,591
AL0568	164AL	Salinas	\$0
AL0569	164AL	Rancho Cucamonga	\$1,000
AL0571	164AL	San Diego	\$4,222
AL0574	164AL	San Jose	\$93,736
AL0576	164AL	San Pablo	\$66,402
AL0587	164AL	Walnut Creek	\$9,184
AL0589	164AL	Woodland	\$12,640
AL0602	164AL	Manteca	\$73,544
AL0603	164AL	Union City	\$41,722
AL0605	164AL	Newport Beach Police Department	\$148,193
AL0606	164AL	Sonoma	\$111,021
AL0607	164AL/402	Pleasant Hill	\$0
AL0608	164AL	Lodi	\$3,944

Grant #	Fund	Agency	FFY 2007 Funding
AL0609	164AL	Upland	\$62,594
AL0611	164AL	Paradise	\$89,191
AL0615	164AL	Eureka	\$131,561
AL0617	164AL	Vacaville	\$240,127
AL0618	164AL	Riverside	\$68,340
AL0619	164AL	Garden Grove	\$203,215
AL0620	164AL	Placerville	\$17,447
AL0624	164AL	Yucaipa	\$108,830
AL0625	164AL	Porterville	\$45,332
AL0627	164AL	San Jacinto	\$25,457
AL0629	164AL	Montclair	\$0
AL0630	164AL	Buena Park	\$39,058
AL0631	164AL	San Diego Sheriff's Department	\$135,352
AL0634	164AL	Anaheim	\$231,900
AL0635	164AL	El Monte	\$116,340
AL0636	164AL	Rancho Cordova	\$165,490
AL0638	164AL	Pasadena	\$66,863
AL0639	164AL	Petaluma	\$65,828
AL0641	164AL	La Verne	\$0
AL0642	164AL	Marysville Police Department	\$93,449
AL0643	164AL	San Bruno	\$15,600
AL0644	164AL	Pleasanton	\$4,117
AL0645	164AL	Beverly Hills	\$137,000
AL0647	164AL	Whittier Police Department	\$13,008
AL0649	164AL	Grass Valley Police Department	\$74,637
AL0650	164AL	Lancaster	\$98,600
AL0651	164AL/402	Los Angeles County	\$1,178,988
AL0652	164AL	Folsom	\$153,281
AL0653	164AL	Carson	\$30,000
AL0656	164AL	Livermore	\$9,600
AL0658	164AL	Vallejo	\$289,965
AL0675	164AL	Westminster	\$132,071
AL0703	410	West Covina	\$59,100
AL0704	410	Hawaiian Gardens	\$70,651
AL0705	410	Santa Barbara	\$135,299
AL0706	410	South Lake Tahoe	\$190,676
AL0707	410	Pittsburg	\$87,039
AL0708	410	Redondo Beach	\$168,511
AL0709	410	Redding	\$196,108
AL0710	410	Pleasanton	\$87,500
AL0711	410	Norwalk	\$142,100
AL0712	410	San Fernando	\$106,739
AL0713	410	Norco	\$188,636
AL0726	410	Costa Mesa	\$191,294
AL0727	410	Berkeley	\$111,458
AL0730	410	Santa Rosa	\$209,168

Grant #	Fund	Agency	FFY 2007 Funding
AL0733	402	Thousand Oaks	\$100,041
AL0735	402	Santa Clarita	\$235,281
AL0738	410	Pico Rivera	\$108,536
AL0739	410	Ventura	\$245,442
AL0744	410	Santa Maria	\$216,385
AL0752	402	Port of San Diego - Harbor Police	\$144,354
AL0753	410	Sacramento	\$579,605
AL0754	164AL	Sacramento District Attorney Office	\$185,065
AL0755	410	Sunnyvale	\$92,902
AL0756	410	Huntington Beach	\$295,498
AL0764	410	Concord	\$95,598
AL0749	410	Lompoc	\$73,374
AL0728	402	Victorville	\$268,758
AL0751	402	Imperial Beach	\$70,391

TASK 3 - PREVENTION/INTERVENTION TRAINING AND PUBLIC INFORMATION

This task provides for the continued focus on traffic safety training for public agency personnel, private businesses, and public education through outreach to multicultural communities.

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AL0759 - LOS ANGELES

DUI ALTERNATE TRANSPORTATION

The City of Los Angeles will contract with an organization for a roadway safety intervention program. The goal is to reduce the number of alcohol related collisions, injuries, and fatalities in the City. The program proposes to provide alternate transportation to alcohol-impaired individuals. The program will provide 10,000 safe rides to approximately 10,000 alcohol-impaired individuals annually as well as provide traffic safety information to 100,000 individuals. Additionally, an evaluation of the program will be developed and conducted under the guidance and direction of the National Highway Traffic Safety Administration and the Office of Traffic Safety. (\$750,000)

164AL

AL0590 - DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL

TRACE (TARGET RESPONSIBILITY FOR ALCOHOL-CONNECTED EMERGENCIES)

The Trace Grant is continued into fiscal year 2006, this grant uses protocols for first responders to report alcohol-involved emergencies immediately to the Department of Alcoholic Beverage Control (ABC) when it is apparent that an ABC licensed premise may have sold or furnished alcohol to the underage person(s) involved. This grant will create a training kit, including a short video, for local law enforcement and ABC on the TRACE protocol. The grant funds overtime for ABC investigators to conduct TRACE investigations,

and purchase equipment and information materials. Partnerships with youth organizations such as Youth Leadership Institute and Friday Night Live will be established to further grant goals and disseminate information about TRACE to communities, including ABC licensees. (\$272,000)

**AL0646 - CALIFORNIA HIGHWAY PATROL
STATEWIDE ENFORCEMENT AND EDUCATION OPERATIONS TARGETING DUI (STOP DUI)
PROGRAM**

The California Highway Patrol implements a consolidated statewide enforcement and education program that includes sobriety checkpoints, mini DUI task force operations, proactive DUI roving patrol operations and teen anti DUI mini grants along with DRE certification to all law enforcement agencies in a broad ranging effort to decrease the number of alcohol related fatal and injury collisions in California. (\$3,856,743)

**AL0662 - UNIVERSITY OF CALIFORNIA, BERKELEY
LATINO TRAFFIC SAFETY PROJECT**

In order to reduce traffic injuries and fatalities and to raise awareness of traffic safety in the Latino community in California, the Latino Traffic Safety Project will act upon the data gathered (quantitative and qualitative) from the previous data-mining grant. The grant focuses on two communities (Huron and East L.A.) that were instrumental in the data findings in the previous grant. Through this grant, solutions will be implemented in collaboration with community agencies that were previously engaged to reduce the high concentration of young Latino males involved in DUI arrests and DUI collisions. (\$230,101 for local benefit)

**AL0632 - SANTA CLARA COUNTY PUBLIC HEALTH DEPARTMENT
TRAFFIC SAFE COMMUNITIES NETWORK COUNTYWIDE SERVICES AND COORDINATION**

The Traffic Safe Communities Network (TSCN) in Santa Clara County strengthens and expands its efforts in DUI education. This grant coordinates and implements the DUI Courts in Schools Project including the parental involvement component, extend the CHP DUI Corridor Project outreach education, expand the High School Seatbelt Challenge Program, and provide countywide traffic safety coordination and technical assistance. This grant builds Traffic Safe Communities Network (TSCN) grant objectives and complements other traffic safety efforts in Santa Clara County. Local Santa Clara County enforcement agency overtime will reduce the incidents of red light running in intersections where "rat boxes" have been previously installed. Pole mounted speed feedback signs will be used near schools and other areas countywide to help reduce speed violations. Additionally, larger speed feedback signs will be placed in 15 target locations in coordination with a variety of law enforcement, engineering and public agencies to assess sign effectiveness to reduce speeding. (\$386,042)

**AL0661 - UNIVERSITY OF CALIFORNIA, BERKELEY
TRAFFIC SAFETY CENTER/LATINO OUTREACH PROJECT**

The Traffic Safety Center grant has been funded for fiscal year 2007. The state of California is facing imminent demographic changes which require intensified attention on traffic safety issues. Traffic safety efforts will need to intensify to address these emerging challenges. This grant seeks to improve the capacity of state and local organizations to reduce the number of collisions resulting in injury and death. This will be accomplished by expanding and applying educational, training, data collection, analysis and evaluation of the particular issues faced by constituent groups. Improvements will be accomplished through the use of students and researchers in engineering, planning, public health, and other pertinent fields,

state and local agencies conducting efforts and the public, through education, technical assistance, outreach, and applied research. The agency will conduct a comprehensive outreach effort through a series of open houses and the media to raise awareness; provide educational materials; and explore ways of applying this model to other communities of color. (\$300,550)

**AL0697 - CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
ON-SALE MINOR DECOY TRAINING GRANT**

This grant will expand the Minor Decoy Training Grant to include "On-Sale" premises for local law enforcement and Department of Alcoholic Beverage Control. Mini "training grants" will be given to local law enforcement to conduct decoy operations in partnership with ABC. Shoulder Tap Operations will be conducted on approved bases. Grant goals are to reduce youth access to alcohol in the retail environment; increase licensees' knowledge of ABC laws and proper ID-checking procedure; raise awareness and perception of risk among licensees about sales to minors; and increase the quantity and quality of Minor Decoy operations throughout the state. (\$1,086,275)

**AL0760 - CALIFORNIA HIGHWAY PATROL
DRUG RECOGNITION EVALUATOR (DRE) FIELD APPLICATION**

The CHP will conduct a DRE field application and allied agency training grant. The DRE program is aimed at keeping California highways free of drug-impaired drivers. This field application grant intends to increase statewide participation in the DRE program and to encourage the use of the DRE program in enforcement operations. Grant resources will be used to train allied agency and CHP personnel. (\$TBD)

**AL0761 - CALIFORNIA HIGHWAY PATROL
STATEWIDE ENFORCEMENT AND EDUCATION OPERATIONS TARGETING DUI (STOP DUI)
PROGRAM**

The CHP will implement a consolidated statewide enforcement and education program that includes sobriety checkpoints, mini-DUI task force operations, proactive DUI roving patrol operations, anti-DUI operations on two California roadways, teen anti-DUI mini-grants (Every 15 Minutes Program), Drug Recognition Evaluator (DRE) field certification training and basic Standardized Field Sobriety Testing (SFST) training to both CHP and allied agencies personnel, and Drug Impairment Training for Educational Professionals (DITEP) training in a broad-ranging effort to decrease the number of DUI/alcohol-involved fatal and injury collisions and victims on California's roadways. (\$TBD)

402

**AL0410 - CALIFORNIA DEPARTMENT OF TRANSPORTATION
NATIVE AMERICAN RESERVATION PUBLIC INFORMATION AND EDUCATION CAMPAIGN**

The Native American Reservation Public Information and Education Campaign grant provides funding for personnel, travel expenses, and mini-grants to community-based organizations. The main goal of the grant is to educate residents of Native American Reservations on traffic safety. Grant activities include awarding mini-grants for traffic safety educational grants and conducting a public information campaign. (\$0)

**AL0716 - LOS ANGELES
ROADWAY SAFETY PROGRAM: DUI PREVENTION FOR TEENS**

Driving under the influence (DUI)-related vehicle collisions is the number one cause of death and injury among teens. In 2004, there were approximately 1,194 DUI-related collisions among teenage drivers in the City of Los Angeles. Effective prevention programs no longer focus on the punitive measures associated with DUI. These programs often yield limited

results and many teen offenders are undeterred by punitive countermeasures. The City's Roadway Safety Program will utilize an interactive program to engage teens in the discussion of the consequences of DUI. Theatrical productions and collision site assessment programs will engage 75,000 teens in the educational process with the goal of reducing the number of DUI related collisions. (\$431,660)

AL0720 - CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL

TRACE (TARGET RESPONSIBILITY FOR ALCOHOL CONNECTED EMERGENCIES) GRANT

TRACE is a protocol wherein first responders to alcohol-involved emergencies immediately notify the Department of Alcohol Beverage Control when it is apparent that an ABC licensed premises may have sold or furnished alcohol to the underage person(s) involved. This grant will be Phase II of OTS Grant AL0590. The initial grant laid the foundation of the Protocol and produced a video that will be used to further train law enforcement agencies and Department stakeholders. This phase will establish an independent unit with full time staff whose primary responsibility will be the continuing training of ABC personnel and police agencies throughout the state. The unit will also serve as a resource and disseminate information to licenses, alcohol policy coalitions, public health organizations and other concerned groups. The grant will include related equipment, educational materials and overtime for additional investigations relating to the TRACE Protocol. Overtime for investigators will be used to implement the enforcement strategies. (\$783,108)

AL0740 - CALIFORNIA HIGHWAY PATROL

DRIVING UNDER THE INFLUENCE (DUI) COLLEGE CORRIDOR PROJECT, PHASE II

This grant focuses on developing an impaired driver prevention program at two selected college/university campuses. The program will be conducted through an extensive public awareness campaign centered on student activities both on and off campus, combined with enhanced enforcement on sections of roadway surrounding the campus which are most affected by drinking and driving behaviors of students. Enforcement activities will include roving patrols, sobriety checkpoints and bar checks. Local and/or campus police will be contacted to provide enhanced enforcement within their jurisdictions to work in conjunction with the CHP on DUI enforcement activities. Students and local community members will also be invited to participate on a local task force. This task force will be charged with utilizing grant funding to enhance alcohol education and DUI prevention efforts on campus and in the surrounding communities. These efforts may include research-based educational programs, safe ride programs, responsible server training, and victim panels. (\$183,045)

AL0757 - SACRAMENTO POLICE DEPARTMENT

SACRAMENTO COUNTY PILOT PROGRAM FOR BRIEF INTERVENTION FOR IMPAIRED DRIVERS

This grant will assist in the implementation of a Pilot Program in Sacramento County to provide brief intervention for impaired driver at the jail upon their release. The purpose of the "brief intervention" is to create a "teachable moment" where impaired drivers can receive resources and referral to treatment in Sacramento County that will prompt changes in their "life-threatening" driving behavior. A paid media campaign will be conducted to educate the public on the new statewide vehicle impound law that will impact impaired drivers. (\$465,618)

410

AL0394 - CALIFORNIA HIGHWAY PATROL

DON'T GET BEHIND THE WHEEL--DESIGNATE A SOBER DRIVER

This grant attempts to reduce the number of driving-under-the-influence (DUI) drivers at fault in fatal traffic collisions by revitalizing the CHP's Designated Driver Program. The Designated Driver Program logo will be updated and a new print and promotional materials

will be developed and produced. Additionally, a Designated Driver Program management and training video will be produced, duplicated, and distributed. CHP Public Affairs Officers will promote the Designated Driver program by enlisting the participation of partner organizations that serve alcohol. (\$652,924)

**AL0424 - DEPARTMENT OF ALCOHOL AND DRUG PROGRAMS
PREVENTION OF IMPAIRED DRIVING AMONG ASIAN AMERICAN AND PACIFIC ISLANDERS IN CALIFORNIA**

The grant provides funds for personnel, travel, contractual services, and printed materials. The grant develops and implements a social marketing and community mobilizing campaign targeting Asian American and Pacific Islanders within two California communities. Ten community presentations will be conducted for civic and community groups. (\$31,588 for local benefit)

**AL0721 - CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
SAFER CALIFORNIA ROADWAYS THROUGH RECOGNIZED RESPONSIBLE BEVERAGE SERVICE TRAINING**

ABC will utilize an Ad Hoc Advisory Committee to create, establish, review, and approve the Responsible Beverage Service (RBS) standards for curriculum. The approved RBS training curriculum will be used by the Department's Licensee Education on Alcohol and Drugs (LEAD) program and by private vendors who also provide RBS training. The approved training curriculum will include components for reducing underage drinking (driving); reducing the availability of alcoholic beverages to minors; and preventing the service of alcoholic beverages to obviously intoxicated patrons. ABC will measure the results of the grant. ABC's goal is to reduce the percentage of administrative accusations involving the sales of alcoholic beverages to minors, by persons that have previously attended a recognized RBS program by 20%. (\$98,050)

**AL0734 - CALIFORNIA HIGHWAY PATROL
DRIVING UNDER THE INFLUENCE CORRIDOR PROJECT, PHASE II**

This grant focuses on reducing fatal and injury traffic collisions attributed to driving under the influence (DUI). The goal is to reduce DUI-related fatal and injury collisions within CHP jurisdiction on roadways with a high incidence of DUI-related collisions. The first corridor has been identified and comprises two segments, interstate 5 and 805 in San Diego County. The two interstate segments indicate a high incidence of fatal and injured victims. By applying the "corridor" approach, San Diego County will address the activity of drivers driving their vehicles to parking lots on the United States side of the Mexican Border, walking across the Border to Tijuana, returning to their vehicles and driving under the influence. Grant activities will include both a public awareness campaign and enhanced enforcement directed at reducing a percent of DUI-related fatal and injury collisions on three corridors. A local task force will convene for each corridor to coordinate and implement an aggressive approach to DUI enforcement activities. The task force will also implement an anti-DUI public education and awareness campaign. (\$486,385)

TASK 4 - COLLEGE AND YOUNGER AGE YOUTH PROGRAMS

This task provides for alcohol education and awareness programs, which focus on ages from middle school through college. DUI prevention programs for high schools and university campuses will also expand elements from previous successful programs. The expanded programs will include components addressing use of seat belts, bicycle and pedestrian safety elements.

157/164AL

AL0501 - ALAMEDA COUNTY PUBLIC HEALTH DEPARTMENT YOUTH ALCOHOL PREVENTION THROUGH ENVIRONMENTAL CHANGE PROGRAM

The Youth Alcohol Prevention Through Environmental Change program integrates youth development and community prevention strategies to reduce "had been drinking" drivers under 21 through prevention of underage drinking and driving under the influence (DUI) using a population-based prevention strategy. Continued from federal fiscal year 2006, eight youth will report the Oakland youth alcohol survey results to the media, legislators, professionals and community, continue to develop strategies and educational materials to reduce underage drinking and educate youth and adults. The youth will be trained in responsible beverage service and work with Alcoholic Beverage Control to develop materials for distribution to liquor licensees on underage drinking. A review of underage drinking legislation and policies will be completed to determine the need for policy reform and as appropriate educate key individuals to support and/or make needed reforms. (\$0)

AL0509 - CALABASAS TEEN TRAFFIC OFFENDER PROGRAM

The City of Calabasas will conduct a traffic safety grant to further implement the Calabasas Teen Traffic Offender (STTOP) program and add to its success for years to come. This grant expands the STTOP program through a hands-on, visual, results oriented campaign. This educational/enforcement approach is designed for high school students in the area coupled with overtime for the Los Angeles County Sheriff for selective enforcement and education. (\$0)

164AL

AL0474 - JUDICIAL COUNCIL OF CALIFORNIA, ADMINISTRATIVE OFFICE OF THE COURTS YOUNG ADULT COLLABORATIVE JUSTICE DUI DRUG COURT PROJECT

The Judicial Council of California developed a Young Adult Collaborative Justice DUI Drug Court Grant for young adults 18-24 years of age. This court is suitable for implementation and replication by local California courts. The program identifies models for court intervention with at-risk youth for multiple DUI offenders and methods for identifying at-risk youth through the participation and planning of experts from judiciary, juvenile justice, substance abuse treatment, and law enforcement. The council awards mini-grants to local courts for planning, implementation, and evaluation of juvenile DUI drug courts, and peer/youth DUI and traffic safety programs. The program educates at-risk juveniles about the dangers of drinking, driving, DUI, and traffic safety concerns through participation in juvenile DUI drug court and peer youth court programs. In addition, the council educates bench officers, court personnel, and the public about multiple DUI and juvenile DUI drug court models through one-day DUI drug court training seminars, a DUI drug court bench guide, and a companion training video/broadcast. (\$0)

AL0534 - CALIFORNIA STATE UNIVERSITY, FRESNO CSU ALCOHOL AND TRAFFIC SAFETY PROJECT

California State University (CSU) campuses across the state have been working to meet the objectives outlined in the CSU Alcohol Policy, which was implemented by Chancellor Reed and the CSU Board of Trustees in 2001. Campuses are implementing strategies to reduce alcohol abuse, alcohol-related incidents, crashes, and fatalities; however, more needs to be done. The CSU Alcohol and Traffic Safety Project is intended to focus objectives contained within the policy, increase efforts in the area of traffic safety, enforcement partnerships, increase training efforts for beverage servers, and provide information and training to further environmental management strategies. Using lessons learned from the CSU Sober Driver

Initiative, CSU Alcohol and Traffic Safety will expand - via mini-grants - initiatives created by campus Alcohol Advisory Councils that focus on areas of need related to DUI prevention. The grant also provides CSU campuses with on-going training, year-round consultation, and relevant information on alcohol and traffic safety. Utilizing primarily an environmental management approach, the grant will unify CSU efforts statewide and provide a model for other universities across the state and the nation. (\$0)

AL0545 - IMPERIAL COUNTY

PROJECT STOPS (STUDENTS TAKING OPPORTUNITIES TO PROMOTE SAFETY)

This comprehensive program Project STOPS (Students Taking Opportunities to Promote Safety) will work to reduce student drinking and driving and increase seatbelt compliance using two strategies: youth development and education. The grant will establish and support Friday Night Live, Club Live, and Kids Live Clubs in seven districts; conduct "Every 15 Minutes" Seatbelt Challenge and Reality Check programs; conduct student seminars, a DUI/drug poster contest; and produce student developed public service announcements. (\$0)

AL0599 - Department of ALCOHOLIC BEVERAGE CONTROL

PROJECT RADD

The Department of Alcoholic Beverage Control, in partnership with RADD (Recording Artists, Actors and Athletes Against Drunk Driving), will develop and implement an innovative mass-market media campaign to promote the use of designated drivers to young adults (21-34) focusing on high-incidence times such as spring break and other holiday periods. The campaign utilizes an inclusive coalition of stakeholders (hospitality, media, entertainment, government, law enforcement, automotive, insurance and lifestyle businesses), media outreach, education, entertainment properties, celebrity spokespeople, behavioral incentives, and retail ABC licensees to reduce the incidence of impaired driving among at-risk populations of Californians. (\$20,000)

AL0623 - CALIFORNIA STATE UNIVERSITY, SAN DIEGO (SDSU)

SAN DIEGO COUNTY YOUTH COUNCIL PROJECT

The SDSU recruits and trains high school and college age youth as members of the San Diego County Youth Council. The primary goal of the proposed grant is to reduce rates of drunkenness and DUI among high school and college age youth in San Diego County. This goal will be accomplished through the creation and implementation of comprehensive counter-advertising campaigns reaching millions of San Diego County residents to increase knowledge of the legal, social and health consequences of underage and binge drinking and driving under the influence. (\$100,000)

AL0663 - JUDICIAL COUNCIL OF CALIFORNIA

CALIFORNIA PEER COURT DUI INTERVENTION AND PREVENTION STRATEGIES PROGRAM

The Judicial Council of California Administrative Office of the Courts (AOC) will award mini-grants to existing peer courts to develop and implement a statewide DUI prevention and intervention curriculum aimed at educating juveniles about the dangers of driving under the influence. The AOC will hire an educational development consultant to facilitate the input from the mini-grant recipients and cull best practices from the mini-grant recipients and develop a statewide juvenile DUI prevention and intervention strategy curriculum. A graphic web designer and programmer will be hired to develop the companion website to the statewide curriculum. A professional evaluation consultant will be hired to evaluate and test the curriculum and website. (\$1,024,952)

**AL0683 - DEPARTMENT OF JUSTICE
RESPONSIBLE ADULTS- SAFE TEENS**

This program will combine youth and adult partnerships with media outreach to help reduce youth access to alcohol. The program is also designed to promote public awareness of the target responsibility for alcohol connected emergencies (TRACE) effort to increase awareness among adults that providing alcohol to minors is a crime. The program is a collaborative effort among a number of government and law enforcement agencies. (\$599,132)

164AL/402

**AL0616 - TULARE COUNTY OFFICE OF EDUCATION
TAKING TEENWORK HOME**

This grant project will include a number of mini-grants designed to impact California's teen population statewide. These mini grants will assist in providing the tools necessary to address and educate on issues of teen drinking and to deter against drinking and driving. The grant also enhances kids program to educate students and parents of laws relating to occupant protection and bicycle and pedestrian safety. (\$300,000)

**AL0628 - MENDOCINO COUNTY
STEER CLEAR OF ALCOHOL AND DRUGS**

The Mendocino County Department of Public Health will coordinate prevention strategies to reduce alcohol-related collisions involving high school age youth in Willits and Ukiah. Among other developed strategies, they work with the Ukiah Police Department to conduct 16 minor decoy operations targeting local alcohol vendors and work with Willits High School Peer Counseling program to present at least four public performances of a youth-led theatrical production focused on driving safety and coordinating with National Drunk and Drugged Driving (3D) Prevention Month. Other activities include Every 15 Minutes, teen focus groups, and journalism contests. (\$104,941)

**AL0633 - HUMBOLDT COUNTY
TEEN DUI AND SEATBELT PROJECT**

The Humboldt County Department of Health and Human Services will reduce motor vehicle occupant death and injury to young people through a program that employs educational strategies to address seat belt and drinking and driving among youth and young adults. Collaboration with community agencies will be developed to conduct activities. Youth seat belt and drinking and driving strategies include High School Seat Belt Challenges, DUI campaigns, and the funding for the Every 15 Minutes program. (\$137,712)

**AL0657 - BUTTE COUNTY
PROJECT DOWNSHIFT**

Butte County Department of Behavioral Health will partner with Friday Night Live Chapters (FNL) to implement a High School Seat Belt Challenge campaign throughout the county that will increase traffic safety knowledge and seat belt use among young drivers and provide informational products/promotional items reinforcing the safety belt message. Grant staff will support Every 15 Minutes programs at the local high schools to decrease underage drinking and driving under the influence during a high use time period and will implement the Live DUI Trials in the high schools. (\$186,897)

AL0722 - IMPERIAL COUNTY**PROJECT BEST (BE AN EDUCATED AND SAFE TEEN)**

Project BEST is a comprehensive alcohol/drug/traffic safety prevention strategy to educate and develop social skills and commitment to school and community in junior/middle school students. The approach is based on five effective strategies including solidifying and institutionalizing existing and new Club Live Program in eight local junior/middle schools; training Club Live Program advisors; modeling implementation of alcohol/drug prevention curricula for students; providing alcohol/drug free alternative activities including a "Seat Belt Challenge" and organizing community service projects for participation by youth. (\$162,217)

AL0723 - SONOMA COUNTY**REAL DRIVER'S ED**

The goal is to prevent death and injury to new teen drivers by empowering teens with information and tools to be safer drivers. Objectives include creating 12 safe teen driving clubs in 12 high schools throughout the county by March 1, 2007. Teen liaisons will help ensure that the campaign will reach the target audience of new teen drivers. An educational campaign about safe teen driving will also be conducted. The campaign includes a monthly presence at each high school to provide information and a safe teen driving kit. (\$130,061)

AL0729 - TULARE COUNTY**IT DOESN'T HAVE TO HAPPEN**

Young persons in the age group 12-19 are over represented in fatal and injury crashes. Although over represented there has been significant progress in reducing involvement in fatalities and impaired driving, and increasing safety belt use. This grant promotes teen intervention in unsafe driving situations, just as the proven Friends Don't Let Friends Drink and Drive campaign did in the impaired driving area. Using the theme, It Doesn't Have to Happen, teens will be shown that they can change the outcome in unsafe situations, and more importantly that it is socially acceptable to do so. They will clearly see the obvious life saving benefits from intervention, and feel glad they did.

This program will pilot the grant theme, "It Doesn't Have to Happen" intervention/interaction play in middle school and high schools. In addition, other creative activity will be used to empower teens, showing them how, when, and why, they should intervene when they see unsafe driving behavior. There will be school assemblies, class presentations, and competitions and contests. (\$185,000)

AL0737 - TEHAMA COUNTY**TEHAMA COUNTY SOS (STUDENTS OPERATING SOBER)**

The Tehama County SOS program provides research based primary education, intervention, and youth development programs aimed at decreasing alcohol and drug use, driving under the influence, and increasing seat belt usage among students in Tehama County. New programs offered include an Alcohol Diversion Class for first time juvenile offenders, a DUI Victim Impact Panel, and a Sweet Sixteen birthday party program. We are expanding existing successful programs including Friday Night Live/Club Live and the Seat Belt Challenge. (\$69,572)

AL0743 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES**RENOVATION OF TEEN WEBSITE**

In an effort to educate a broader number of teenage drivers on the rules and regulations of the road so lives can be saved and fatalities reduced, the DMV will implement this grant to engineer the department's existing Teen Website. The funds granted will be used to hire a consultant to re-design our Teen Web pages with technology that is appealing and

enthralling for teenagers to view. This innovated website will "edutain" (educate + entertain) teenage drivers before they apply for their permit and driver license, and to entice them to return for additional information after driving. Statistics show that fatalities in teenage drivers are higher than those of any other age group. (\$147,500)

AL0750 - PLUMAS COUNTY

PLUMAS TEEN DRIVING PROJECT

The goal of the Plumas Teen Driving Project is to decrease the rate of motor vehicle crashes among teen drivers 16-20 years of age in Plumas County. This goal will be accomplished through education and enforcement targeted at teens and their parents. Funding will be provided for increased enforcement in the city of Portola resulting in increased citations. The Department of Public Health will be working with the California Highway Patrol to conduct mandatory Saturday Driving Safety classes modeled after the Start Smart program for teens and their parents. In addition, educational intervention will be conducted through classroom presentations in local high schools and through a youth to adult media campaign, both of which will have strong youth involvement in development and implementation. (\$30,583)

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AL0427 - EMERGENCY MEDICAL SERVICES AUTHORITY

FIRST THERE, FIRST CARE AND DUI EDUCATION PROGRAM

This grant is providing continued funding for fiscal year 2007, for a First Care and DUI Education Program which implements programs in rural California high schools training young drivers (juniors/seniors) to provide life-saving bystander care (basic first aid/airway management) at the scene of motor vehicle crashes. DUI education is included to heighten their awareness of the consequences of driving under the influence of alcohol or drugs and not using seatbelts. (\$19,097)

AL0463 - SAN JOAQUIN COUNTY SUPERIOR COURT

COURTROOM TO SCHOOLROOM PROJECT

This grant is providing continued funding for fiscal year 2007. The Courtroom to Schoolroom grant will provide funds for personnel, travel, media, educational materials and supplies. This program dramatically presents the consequences of poor choices by conducting real DUI court sentencing at school. The court proceedings are followed up with an interactive discussion between the judge and students. The grant plans to conduct six DUI court-sentencing sessions and a countywide public awareness campaign. (\$108,863)

AL0648 - RIVERSIDE COUNTY

COMPREHENSIVE YOUTH TRAFFIC SAFETY PROGRAM

Injury Prevention Services proposes to address the serious issues facing teen drivers by expanding on the existing YOU LOSE theatrical production to counties within Southern California, introducing the WORD theatrical production to middle schools in the mid and desert region of Riverside County, and implement a one day Traffic Safety Youth Summit for teens, focusing on training youth in developing media components to advocate traffic safety. (\$159,637)

AL0655 - SAN BERNARDINO COUNTY

UNDERAGE DRINKING PROJECT

The prevention and education grant will reduce alcohol-related traffic collisions, injuries and fatalities among young drivers age 21 and under. Activities include implementing the "Parents Who Host Lose The Most" awareness campaign at local high schools to increase

parental awareness and monitoring; mobilizing Friday Night Live Youth to conduct alternative events and live theater performances on traffic safety and underage drinking; developing specific educational media messages targeting college age youth; and developing and implementing the "Don't Be A Pour Provider" campaign to educate adults 21 and over, alcohol retail outlets and alcohol servers, of the societal and legal ramifications of underage drinking and driving. (\$113,487)

AL0666 - LONG BEACH HEALTH AND HUMAN SERVICES

LONG BEACH DRINKING DRIVER YOUTH PREVENTION COALITION

The Long Beach Drinking Driver Youth Prevention Coalition grant will include among many other activities the challenge to youth of finding ways to warn their peers and younger students about the dangers of impaired driving. Other activities will include conducting Every 15 Minutes programs at high schools, and provide ten educational presentations to the community to discuss and improve protective factors of families and individuals based on the Parent & Teen Guides. The grant provides funds for personnel overtime, travel, Contractual Services, media, educational materials and supplies. An agency employee provides Spanish-language outreach, and a contractor will provide Khmer-language outreach regarding the legal and health consequences of alcohol consumption and being arrested for DUI. The educational materials will include Parent & Teen Guides published in at least three languages. (\$78,471)

AL0670 - LONG BEACH POLICE DEPARTMENT

DRIVING WHILE IMPAIRED IMPACT PROJECT

The Driving While Impaired Impact Project provides funding for personnel overtime for DUI interdiction, and youth outreach programs including Real DUI Trials, Every 15 Minutes, classroom and civic presentations. (\$124,297)

AL0717 - JUDICIAL COUNCIL OF CALIFORNIA

DUI COURT IN CALIFORNIA HIGH SCHOOLS

Teens are at much greater risk of being involved in risky driver behavior including a DUI-related motor vehicle crash than older drivers. Altering the attitudes of teen drivers is fundamental to changing their behavior. Conducting live DUI court proceedings in California high schools provides students the opportunity to see up close the consequences of driving under the influence to individual drivers, accident victims and their own local community. Through this proposed program, the AOC will award sub-grants to four mentor courts and 10 implementation courts to develop and test various models of DUI courts in high schools. (\$546,616)

TASK 5 - JUDICIAL SUPPORT

This task provides for statewide training for prosecutors of DUI cases; statewide training of "courtroom presentation of evidence and blood alcohol driving impairment" for forensic laboratory and law enforcement court witnesses; and local training on DUI laws and sentencing alternatives for judicial officers.

164AL

AL0667 - OFFICE OF THE DISTRICT ATTORNEY, ORANGE COUNTY

DUI VERTICAL PROSECUTION PROGRAM FOR REPEAT AND FELONY HARDCORE DUI OFFENDERS PROGRAM

The DUI Vertical Prosecution Program for Repeat and Felony Hardcore DUI Offenders

Program provides funds for a full-time Deputy District Attorney to focus on multiple-offender cases entering the courts from law enforcement agencies. This focus allows for expedient calendaring to render verdicts sooner and implementation of incarceration, probation, or treatment. Funding also provides for part-time Spanish-language Coordinator and Vietnamese-language Coordinator for community outreach regarding the legal consequences of being arrested for DUI. Printing funds allow multi-lingual booklets to support the community outreach. (\$288,778)

**AL0673 - FRESNO COUNTY DISTRICT ATTORNEY'S OFFICE OF TRAFFIC SAFETY
YOUTHFUL OFFENDER DRIVING IMPAIRED PROSECUTION PROGRAM (YODIPP)**

The Fresno County District Attorney's Office will establish the YoDipp program that works within the City of Fresno and other local incorporated police departments to reduce the number of DUI's committed by youthful offenders within the county. There will be significant effort to educate the youth population of Fresno and reduce all alcohol related incidents involving younger drivers as well as quick prosecution of offenders. (\$357,718)

AL0765 - SACRAMENTO COUNTY

TRAFFIC SAFETY RESOURCE PROSECUTOR PROGRAM

This grant supports a three year Traffic Safety Resource Prosecutor Program by the California District Attorneys Association, as contractor, and includes the establishment of five regional Traffic Safety Resource Prosecutor "resource centers;" a DUI Prosecutor mentoring program; specialized DUI prosecution training for prosecutors in those jurisdictions where the ratio of DUI arrests to DUI convictions could benefit from improvement; the expansion of DUI Courts; and a set of strategies leading to Traffic Safety Resource Prosecutor Program financial stability. (\$1,090,000)

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**AL0718 - JUDICIAL COUNCIL OF CALIFORNIA
2007 ADJUDICATION WORKSHOP FOR TRAFFIC SAFETY**

A three day traffic adjudication workshop will be held in 2007. The purpose of the workshop is to promote traffic safety through a variety of methods. Seminar/classroom discussions, hands-on use and observation of law enforcement technology and procedures, and opportunities for information exchanges will be provided for California traffic judges, commissioners, and juvenile hearing officers, and other interested parties. A planning committee will be chosen to establish goals and develop a specific agenda and faculty for the workshop. Attendee surveys and post-workshop evaluation will determine the benefit of the workshop and will aid the AOC in developing an on-going traffic adjudication training and information exchange program. (\$112,244)

410

AL0746 - LAKE COUNTY

LAKE COUNTY VERTICAL PROSECUTION/DUI OUTREACH PROGRAM

Lake County has a disproportionate level of alcohol-involved fatal and injury collisions, a DUI arrest rate nearly double the state average, and about 30% of high school students who drinking and driving. The primary goal of this program is to provide prosecution, advocacy, and education to reduce alcohol-involved collisions and reduce student drinking and driving. The Lake County District Attorney's Office will collaborate with the countywide Avoid program and the Alcohol Beverage Control to conduct education and enforcement during high risk periods (graduation) with multiple activities, e.g., patrols, arrests, sweeps, checkpoints, education for schools, and training for bars. All DUI-related cases will be vertically prosecuted. (\$148,220)

TASK 6 - MANAGEMENT INFORMATION SYSTEMS/EVALUATIONS

This task provides for the expansion, redesign, and enhancement of DUI Management Information Systems to have faster response times. It also provides for comprehensive traffic safety evaluations of traffic crashes in California, along with a comprehensive analysis of certain DUI sanctions and their effectiveness.

ALCOHOL ASSESSMENT

This evaluation provides the Office of Traffic Safety the opportunity for an outside review of California's impaired driving program. The National Highway Traffic Safety Administration provides a nationally recognized team of experts to evaluate current status and provide recommendations for improvements/enhancements on programs related to impaired driving.

157/164AL

AL0542 - HERMOSA BEACH POLICE DEPARTMENT SOUTH BAY COMPREHENSIVE DUI ARREST, CITATION, AND COLLISION REPORTING, ANALYSIS AND TRACKING PROGRAM

The South Bay Comprehensive DUI Arrest, Citation, and Collision Reporting, Analysis and Tracking Program developed a ten agency comprehensive DUI arrest, citation, collision-reporting, and traffic management system. The grant funds software development for the hand-held device systems, traffic management database capabilities, and 100 hand-held devices with accessories. The goals of this grant include decreasing the time to issue citations and process DUI arrests. It has the capabilities to compare citation data within the participating agencies to investigate additional crimes. The police officers use the hand-held systems to reduce and in some cases eliminate redundancies and reporting writing errors while significantly decreasing the time and resources needed to write, edit, store and manage citation, collision and DUI records. The end result is increased productivity of Department's traffic enforcement personnel, and an overall improvement in the Department's efficiency. In addition, the encryption enables the secure and confidential exchange of electronic citation data between the police departments and the courts. (\$0)

164AL

AL0541 - HEMET POLICE DEPARTMENT OPERATION R.I.D. - REDUCING IMPAIRED DRIVING PROGRAM

The Operation R.I.D. - Reducing Impaired Driving program addresses the traffic impact of the tremendous growth in population and traffic due to construction of housing subdivisions, businesses, and schools. Hemet Police Department will hire one full-time police officer and one full-time community services officer to address DUI through use of a contributed marked DUI vehicle and the funded officer, and the CSO for handling the booking and processing of DUI suspects, and investigating traffic collisions. The CSO will conduct high school outreach, and overtime will fund officers conducting warrant servicing and courthouse sting operations. Hemet Police Department participates in the Avoid the 30 DUI task force. (\$21,751)

AL0476 - DEPARTMENT OF MOTOR VEHICLES

DEVELOPMENT AND IMPLEMENTATION OF A NALTREXONE TREATMENT PILOT PROGRAM FOR DUI OFFENDERS

Due to the increases in alcohol-related motor vehicle crashes in the last several years, new countermeasures are needed to reduce drinking and driving. This proposal organizes and convenes an interagency task force consisting of representatives of the courts, probation departments, DMV, treatment providers and medical personnel to develop and implement a pilot program in several counties that combines the use of a promising new pharmaceutical treatment for alcohol-dependent persons - the drug naltrexone - with an enhanced psychosocial treatment program. This program will target repeat DUI offenders and other DUI offenders who show evidence of alcohol dependency, and it will contain an experimental research component that will evaluate the effectiveness of naltrexone as a DUI countermeasure. (\$0)

AL0524 - DEPARTMENT OF MOTOR VEHICLES

AN EXAMINATION VEHICLE ACCESS AND FAILURE TO REINSTATE DRIVER LICENSES AMONG DRIVERS WITH SUSPENDED/REVOKED LICENSES FOR DUI PROJECT

This grant addresses a number of countermeasures to better control the driving risk posed by drivers suspended/revoked (S/R) for DUI and other reasons have been developed during the past two decades. One important factor influencing the success of these countermeasures is the degree to which S/R drivers have access to other vehicles (information on this is currently unavailable). The grant will develop a sample of S/R drivers using DMV's driver record database, and link these drivers to vehicle registration records maintained by the department. In addition, a mail survey of these drivers will be developed and sent, and the results of the survey will be combined with that of the vehicle registration - driver license databases linkage to produce reliable information on the extent to which DUI and other S/R drivers drive their own vehicles. This grant will also evaluate the extent that DUI offenders do not reinstate their driving privilege. This is a problem because non reinstating drivers remain outside the driver control system, and DMV and the courts are hindered in taking corrective action if their driving remains risky. This grant will use rigorous methods to determine the extent of the problem, an use survey methodology to identify the barriers that DUI offenders face in reinstating their driving privilege. (\$103,007)

402

AL0473 - DEPARTMENT OF MOTOR VEHICLES

APPLICATION OF BEHAVIOR CHANGE THEORY TO THE DEVELOPMENT OF AN ENHANCED NEGLIGENT-OPERATOR TREATMENT AND EVALUATION SYSTEM

The Application of Behavior Change Theory to the Development of an Enhanced Negligent-Operator Treatment and Evaluation System will involve the design of new negligent operator treatment intervention letters based on recent developments in knowledge regarding how people change negative behavior. It will provide a solid theoretical foundation for the effectiveness of departmental treatments, which would be assessed via an effectiveness evaluation. This grant will fund personnel, travel, contractual services for subject matter experts in the Transtheoretical model of change and specialized statistical methodologies, and training and software. (\$19,450)

TASK 7 - TESTING EQUIPMENT

This task provides for testing and evaluation, and the purchase of various items of equipment to assist enforcement agencies in their efforts to apprehend DUI drivers, including Portable Evidential Breath Test devices, and passive and active preliminary alcohol screening devices.

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AL0598 - CALIFORNIA DEPARTMENT OF JUSTICE

ANALYTICAL EQUIPMENT PROJECT

The goal of this grant is to purchase two new gas chromatography/mass spectrometry systems (GC/MS) in order to provide toxicology service to law enforcement agencies who submit biological samples involving driving under the influence of alcohol and drug cases. In addition to purchasing the two new instruments, this grant will provide operator training to two toxicologists and maintenance training to two instrument support specialists, and implementation of the two new instruments in the regular analysis protocols of the Toxicology Laboratory. (\$0)

AL0601 - SAN LUIS OBISPO COUNTY

PORTABLE EVIDENTIAL BREATH TEST PROGRAM

The County of San Luis Obispo Drug and Alcohol Services will purchase, deliver, and install updated, real-time analysis breath alcohol evidential analyzers to local law enforcement agencies for installation into patrol vehicles to increase DUI apprehension and arrests and more successful prosecutions and convictions. (\$4,449)

AL0604 - ORANGE COUNTY SHERIFF-CORONER

PORTABLE EVIDENTIAL BREATH TEST (PEBT) DEVICES FOLLOW-ON PROGRAM

The Portable Evidential Breath Test (PEBT) Devices Follow-on Program grant provides funds to purchase portable evidentiary breath testing devices the agency will distribute to law enforcement agencies in Orange County including CHP and ABC. The grant goal is to advance efficiency on the beats to collect evidence without first having to transport a suspect to an evidential device. Achieving this goal allows the officers to focus more time and effort on interdicting motorists who are DUI. A secondary goal is to advance experience with the devices so that California is a flagship example of implementing innovative technology so that this approach is adopted nationwide. (\$19,525)

AL0669 - CALIFORNIA DEPARTMENT OF JUSTICE (DOJ)

REPLACEMENT OF DUI BLOOD ALCOHOL TESTING EQUIPMENT

The Department will replace aging equipment with new instrumentation to ensure continued Title 17 compliance, laboratory accreditation, and timely service to our client agencies. The DOJ will purchase ten gas chromatograph systems and associated equipment and supplies.

The goal of this grant is to maintain a high level of technical proficiency that will meet the requirements of the American Society of Crime Laboratory Directors Accreditation Board accreditation and to improve program efficiency by 15 percent. (\$1,327,914)

TASK 8 - MULTIPLE DUI WARRANT SERVICE/SUPERVISORY PROBATION PROGRAMS

The grants in this task target habitual DUI offenders who are on DUI felony probation and/or have outstanding DUI felony warrants. Funds are available to communities to enforce the orders of the court through supervisory enforcement of DUI felony probationers, DUI warrant service teams, enforcing mandated treatment services, and enforcing the mandatory abstention from the use of alcohol. These programs seek to establish hotlines for local citizens to report probation violators. An important key to success is an intensive public information campaign in multiple languages. These grants provide a remedy to an ongoing problem; recidivist drunk drivers who continue to endanger themselves and others even after previous arrests and penalties for DUI.

164AL

AL0536 - FRESNO POLICE DEPARTMENT

HELP ELIMINATE ALCOHOL RE-OFFENDER TEAM (HEART) PROGRAM

Currently there are over 200 DUI offenders in Fresno that have three or more convictions. The Fresno Police Department wants to target these offenders by the Help Eliminate Alcohol Re-offender Team (HEART) program. The grant will partner with the District Attorney's office to address these offenders, as well as establishing a DUI reporting tip line and other DUI enforcement and educational programs that will enhance the efforts and establish a safer community. (\$0)

AL0554 - ORANGE COUNTY, SUPERIOR COURT OF CALIFORNIA

DUI COURT

The DUI Court concept is to increase the level of accountability to high-risk offenders by requiring them to participate in treatment combined with education, judicial scrutiny, testing, and formal supervision. It is expected that these offenders will learn to manage their alcohol addiction, become more productive citizens and present a far smaller risk for repeating DUI. Grant funds provide for three full-time Licensed Clinical Social Worker II positions, and one-quarter position for a Program Coordinator, a formal evaluation, sweat patches, SCRAM devices, three intoximeters, in-State and out-of-state travel for presenting on the grant's scope and progress. Program goals also include reducing recidivism, reducing alcohol use/abuse, and reducing alcohol related traffic collisions in the target jurisdiction. (\$0)

AL0561 - PLUMAS COUNTY

PLUMAS COUNTY DUI INTENSIVE SUPERVISION PROJECT

The Plumas County DUI Intensive Supervision Project will establish a dedicated caseload of DUI offenders, supervised by a Probation Officer and Case Manager and will enhance mandatory DUI education programs. DUI probationers will have regular contact with the judge of the Superior Court, meetings with a review panel, home visits, and submission to alcohol and drug testing twice a week. (\$0)

AL0564 - RIVERSIDE COUNTY PROBATION DEPARTMENT

WATCH YOUR STEP... DUI PROBATIONER MONITORING USING GLOBAL POSITIONING SYSTEMS

The Watch Your Step...DUI Probationer Monitoring Using Global Positioning Systems will hire two probation officers to monitor about 60 cases at a time for a total of about 250 over two years, Global Positioning System chips (GPS) in devices worn by probationers interfaced with Geographical Information Systems software (GIS), and Radio Frequency Identification (RFID) technology to monitor the physical whereabouts of chronic alcohol abusers who are on probation. The department will use the information to help determine if

each case subject violates terms of probation, and if such technologies contribute to reducing recidivism. The city of Temecula will be the geographical focus of the study. The Probation Officers will conduct liaison with vendors in developing a locking bracelet containing the GPS and RFID chips, and vendors of transceivers for tentative placement in selected ABC licensees' premises. The Probation Officers will select a specialized offender group with each participant fitted with a bracelet. The officers will work with information technology specialists to incorporate GIS into the monitoring plan. The officers will conduct liaison with ABC in Riverside County to interface the GPS, RFID, and GIS with the ABC licensee database for use in monitoring whereabouts of probationers in relation to their terms of probation. The officers will monitor progress of the bracelets' transmissions of GPS coordinates and interface with the GIS, and further monitor the RFID information obtained through the ABC licensee's transceivers. The officer will conduct liaison with the Avoid the 30 DUI interdiction task force and Temecula Police Department to conduct the HOT Sheet program, and serve warrants on probation violators. (\$60,528)

AL0698 - SAN BERNARDINO COUNTY

DRUNK DRIVING SUPERVISION PROGRAM

The San Bernardino County Probation Department is proposing a specialized unit, Drunk Driving Supervision Program, be funded through the Office of Traffic Safety. A unit of three Probation Officers will supervise a minimum of 150 High-Risk DUI probationers in the goal of reducing drinking and driving among program participants. P.O.'s will maintain a high level of supervision with the use of GPS tracking. Updates will be provided to the Court. P.O.'s will work closely with other local law enforcement agencies on sweeps and warrant details. The department's objectives will be to reduce the recidivism rate and offer sound treatment services so that the offender may rehabilitate. (\$453,108)

AL0699 – SAN DIEGO COUNTY

CALIFORNIA PROBATION FELONY AND REPEAT DUI OFFENDER PROGRAM

The San Diego County Probation Department, as grant administrator, will contract with participating California counties to reduce DUI fatalities and injuries and increase probationers' compliance with court-ordered conditions of probation through the combined efforts of enforcement and surveillance activities. An intensive supervision program for the highest risk and/or repeat DUI offenders who, because of limited resources, are not actively supervised, will include unannounced searches, alcohol/drug field testing participation in DUI traffic checkpoints, development of sting/stakeout operations, warrant service operations, increased breath tests administered to felony and multiple DUI probationers, development and distribution of a DUI Hot Sheet to local law enforcement jurisdictions; increased home contacts and searches; law enforcement agency collaboration; and implementing victim impact awareness programs. (\$1,760,051)

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AL0435 - LOS ANGELES POLICE DEPARTMENT

TWO RESOURCES OPERATING AGAINST DRIVING-UNDER-THE-INFLUENCE SUPPLEMENT (ROADS) PROJECT

The Two Resources Operating Against Driving-Under-the-Influence Supplement (ROADS) Project provides training, collision investigation equipment, computer equipment and administrative costs. The Los Angeles Police Department (LAPD) conducts a traffic safety program through the establishment of a DUI Warrant Team to apprehend DUI offenders with outstanding warrants prior to them having an opportunity of committing future DUI offenses. The Multi-Offender Apprehension Team will seek out multiple DUI conviction offenders who have suspended driver's licenses to ascertain if they are operating a motor vehicle. (\$0)

AL0701 - CONTRA COSTA COUNTY**ENHANCED DUI PROGRAMMING FOR FIRST-TIME FELONY DUI OFFENDERS**

To begin supervision first-time felony DUI's on an active Probation caseload, in County's existing CJ treatment program, with AODS Division case managers and multidisciplinary team of law enforcement, probation, court, and treatment professionals. To reduce recidivism in target group. Conventional and new substance use testing protocols to be used including monitoring device called SCRAM (Secure Continuous Remote Alcohol Monitor). Goals: Active probation supervision of approximately 75 First-Time Felony DUI offenders; and utilize both conventional and new drug and alcohol testing protocols on first-time felony DUI's. (\$235,109)

AL0719 - JUDICIAL COUNCIL OF CALIFORNIA**CALIFORNIA DUI COURT EXPANSION**

DUI is a major, continuing problem that endangers both the public at large, and the individual driver. Traditional sanctions have yielded mixed and unsatisfactory results. In response, new types of DUI courts, modeled from drug courts, have developed in California. More work is necessary to refine and expand successful elements of current DUI courts in California. Throughout the course of this 36 month program, successful elements of existing DUI courts will be identified, five court expansion pilot sites will be selected and DUI court programs will be implemented in each site, and a cost-benefit analysis of DUI courts in California will be conducted. (\$1,643,274)

AL0745 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES**A PILOT STUDY OF DUI COURT, NALTREXONE, AND BRIEF INTERVENTION**

The pilot program will develop DUI Courts following the National Drug Court Institute Drug Court model to intervene with repeat DUI offenders in four counties. Three conditions to be compared for effectiveness in reducing recidivism and other traffic safety measures will be: 1) Current court process-plus the currently mandated DUI treatment program; 2) DUI court, plus the currently mandated DUI treatment program; 3) Enhanced DUI court, which involves Naltrexone, which decreases the urge to consume alcohol and the pleasure obtained from drinking, and Motivational Interviewing, a brief psycho-social intervention - plus the currently mandated DUI treatment program. (\$2,072,621)

402**AL0714 - PLACER COUNTY PROBATION****INTENSIVE DUI SUPERVISION SERVICES PROJECT**

This program provides increased supervision for High Risk Repeat DUI Offenders and the for the development of a High Risk DUI Probation Task Force that will conduct random field contacts and warrant service details. This will be achieved through increased enforcement and monitoring for probation violators deemed "the worst of the worst." The programs strategies include placing DUI offenders on G. P. S. Tracking, and the use of overtime funds to conduct random field contacts and warrant service details targeting DUI offenders for failure to appear in court or fail to comply with their terms and conditions of probation. (\$309,394)

AL0715 - FRESNO COUNTY

ALCOHOL-RELATED INJURY PROSECUTION PROGRAM (ARIPP)

The District Attorney's Office will work with police departments throughout the county, the Fresno County Sheriff's Office and the California Highway Patrol to reduce the number of DUI's that result in death and/or serious injury by dedicating a specialized team consisting of two Prosecutors, a District Attorney Investigator, and an Office Assistant to investigate and vertically prosecute all DUI cases involving a fatality or serious injury. We will engage in proactive endeavors with MADD, local school districts, the courts and community organizations to increase the awareness of the frequency and severity of alcohol-related injuries and deaths. (\$599,601)

AL0736 - BUTTE COUNTY

HIGH INTENSITY DUI ENFORCEMENT PROGRAM (HIDE)

This grant will target high-risk felony DUI probationers by utilizing the search and arrest capabilities of probation officers, assuring greater accountability of probationers through strict enforcement of court orders including treatment services, abstention from drugs and alcohol, and drug and alcohol testing. It will also increase the number of client contacts in their homes, field, and office. Special enforcement activities will include evening and weekend contact, special enforcement activities, and sweeps of local bars. Expected results include a reduction in repeat offenders on probation, alcohol consumption by this group, a decrease in alcohol related collisions and the number of victims, and increase in public safety. (\$103,722)

AL0747 - CALIFORNIA SUPERIOR COURTS

DUI COURT

To expand the DUI Court to a second site seeking to reduce alcohol use/abuse and recidivism among non-violent adult and underage DUI offenders; and increase the likelihood of successful rehabilitation through mandatory periodic drug and alcohol testing, the use of graduated sanctions and other rehabilitative services. The DUI Court objectives are to screen a minimum of 400 referrals, admit 300 participants and have 75 participants complete the program. An evaluation will be conducted by an outside researcher. These efforts will be conducted by a Forensic Scientist III at 50% time. (\$450,000)

TASK 9 - MULTI-AGENCY HOLIDAY ENFORCEMENT CAMPAIGNS

Programs in this task provide increased DUI enforcement and media campaigns during traditional holiday periods; Christmas through New Years, Memorial, July 4th and Labor Day weekends. In addition, problem holidays may differ from city to city. This program provides local agencies the freedom to select high problem holidays and implement increased enforcement and public information. Enforcement efforts are conducted through combined agency efforts to cover all enforcement jurisdictions. These programs provide a highly visible and united message to the community to "Avoid" DUI during these periods. The table below details the programs under this task for fiscal year 2007.

Grant #	Fund	Agency	FFY 2007 Funds
AL0517	164AL	Victorville	\$34,188
AL0527	164AL	Elk Grove	\$31,790
AL0555	164AL	Orange County Sheriff /Coroner	\$47,597
AL0559	164AL	Perris	\$184,807

Grant #	Fund	Agency	FFY 2007 Funds
AL0610	410	Baldwin Park Police Department	\$125,255
AL0613	410	San Rafael	\$61,922
AL0614	410	Gardena	\$218,145
AL0621	410	San Diego	\$306,329
AL0622	410	Clovis	\$118,481
AL0626	410	Alameda County	\$177,966
AL0637	410	Contra Costa County	\$90,127
AL0640	410	Calexico	\$128,625
AL0664	410	San Francisco	\$190,320
AL0665	410	Napa County	\$72,834
AL0668	164AL	San Jose	\$106,460
AL0672	410	Santa Rosa	\$69,320
AL0674	410	Buena Park Police Department	\$157,162
AL0676	164AL	Paradise	\$52,069
AL0677	164AL	Auburn	\$117,671
AL0678	164AL	Daly City	\$107,718
AL0680	410	Santa Barbara	\$63,120
AL0681	164AL	Shafter	\$46,455
AL0684	164AL	Modesto	\$169,185
AL0685	164AL	Marysville	\$73,683
AL0686	164AL	Siskiyou County Sheriff's Department	\$73,817
AL0687	164AL	Grass Valley	\$39,806
AL0688	164AL	Corning	\$37,374
AL0689	410	Vallejo	\$69,937
AL0690	164AL	Glendora	\$334,868
AL0691	164AL	Davis	\$85,765
AL0692	164AL	Redding	\$80,810
AL0724	410	Orange County	\$172,728
AL0725	402	Victorville	\$186,846
AL0742	402	Paso Robles	\$132,274
AL0748	402	Salinas	\$69,995
AL0758	402	Capitola	\$88,181
AL0762	164AL	Elk Grove	\$168,300
AL0763	164AL	Oxnard	\$124,430
AL0765	164AL	Stockton	\$146,000

TASK 10 - DUI ENFORCEMENT CAMPAIGN

The California Sobriety Checkpoint Campaign (CSCC) *“Drunk Driving. Over The Limit. Under Arrest.”* goal is designed to reduce the number of people killed in alcohol-involved crashes through the combined effort of local law enforcement, CHP, and the Office of Traffic Safety (OTS). The CSCC strategy has proven that California’s Sobriety Checkpoints are an effective way to maximize the deterrent effect and increase the perception of apprehension of motorists who would operate a vehicle while impaired by alcohol. Studies conducted in California and other states point to the fact that cities conducting sobriety checkpoints report substantial reduction in alcohol-involved crashes. Additionally, organizations such as

Mothers Against Drunk Driving (MADD), the National Highway Traffic Safety Administration (NHTSA) and the National Transportation Safety Board (NTSB) call sobriety checkpoints one of the most important DUI countermeasures available to law enforcement agencies.

164AL

AL0694 - UNIVERSITY OF CALIFORNIA, BERKELEY

UC BERKELEY TRAFFIC SAFETY CENTER DUI SOBRIETY CHECKPOINT MINIGRANT PROGRAM

In FFY 2007, OTS in partnership with the University of California, Berkeley will provide approximately five million dollars to local and statewide grants for overtime costs to conduct sobriety checkpoints during the "*Drunk Driving. Over The Limit. Under Arrest.*" mobilization periods. (\$5,259,698)

TASK 11 - IMPAIRED DRIVING PROGRAMS

163ID

AL0582 - CALIFORNIA HIGHWAY PATROL

DUI ROVING ENFORCEMENT PROGRAM

The Statewide Impaired Driving High Visibility Enforcement grant focuses on reducing fatal and injury traffic collisions attributed to driving under the influence (DUI) within CHP jurisdiction. This grant provides for specialized DUI enforcement, DUI checkpoints, and to participate in the "You Drink & Drive: You Lose" media campaign targeting 65 percent of the statewide population. (\$0)

164AL

AL0731 - CALIFORNIA HIGHWAY PATROL

LOCALIZED DRIVING UNDER THE INFLUENCE REDUCTION EFFORT

The California Highway Patrol (CHP) will implement an enforcement and education grant to reduce DUI fatal/injury collisions at the local level. The grant seeks to reduce the number of alcohol-involved and impaired driving collisions and victims by the corresponding 2005 totals. Strategies include greatly enhanced enforcement that includes sobriety checkpoints, DUI-task force operations, roving DUI patrols, Drug Impairment Training for Educational Professionals and local education programs. In addition, localized public awareness and education campaigns are included. (\$1,419,138)

TASK 12 - SCREENING, BRIEF INTERVENTION AND TRAINING

Impaired driving is often a symptom of a larger problem of alcohol misuse. There is compelling evidence in scientific and medical literature that screening and brief interventions are effective in changing drinking and impaired driving patterns among problem drinkers. OTS will work with physicians and other health care providers to increase routine screening of patients for alcohol abuse problems, and facilitate brief counseling and referral of patients for treatment of alcohol dependency, as appropriate.

164AL

AL0584 - UNIVERSITY OF CALIFORNIA DAVIS MEDICAL CENTER SACRAMENTO COUNTY ALCOHOL SCREENING AND INTERVENTIONS AT TRAUMA CENTERS PROGRAM

As the only Level One Trauma Center in inland Northern California, University of California Davis Medical Center will address and expand screening and interventions with admitted trauma patients with a positive blood alcohol level. This Sacramento County Alcohol Screening and Interventions at Trauma Centers Program will furnish admitted trauma patients an intervention and referral to treatment in the Sacramento County and track patients through the Trauma Program Nurse Practitioners. The grant will expand in cooperation and collaboration to the Level Two Trauma Center, Mercy San Juan Hospital, which will complete county-wide demographics of outcome of intervention, tracking rate of arrests and second trauma admissions in the county. This program will collaborate with the UC Irvine grant. (\$141,751)

AL0597 - UNIVERSITY OF CALIFORNIA, IRVINE EMERGENCY DEPARTMENT ALCOHOL SCREENING AND BRIEF INTERVENTION PROGRAM

Patients with alcohol use problems (AUPs) are more likely to drive after drinking. Emergency Department (ED) staffs have a unique opportunity to identify these patients and intervene during the "teachable moment" of an ED visit. NHTSA has identified Screening and Brief Intervention as one of its key initiatives to address impaired driving. In response to this initiative, UCI developed the "Emergency Department Alcohol Screening and Brief Intervention" program. This two-year grant provides screening, a brief intervention and referral for English and Spanish speaking adult patients. These patients are in Orange County's only Level I Trauma Center and Emergency Department. It has 47,000 annual patient visits. UCI first assessed and identified alcohol treatment and counseling resources. And it partnered with other alcohol prevention programs in the County. Using a standardized validated tool, UCI incorporates screening and referral as the standard of care for all patients using a computerized system. UCI provides training for physicians, nurses, paramedics, and social workers. It also provides in-depth training for para-professionals in Motivational Interviewing Brief Intervention. UCI screened over 15,000 patients and provided brief intervention to at least 600 patients. The evaluation involves follow-up telephone interviews with the brief intervention patients at one-month and six-months intervals after the ED visit and confirmation of patient's attendance at the referral program. In addition, the patient's DUI history is obtained through DMV records. The goal of this grant is to develop a model program based on national guidelines and materials that can be replicated in EDs serving multicultural communities. (\$113,698)

COMMUNITY BASED ORGANIZATIONS

I. PROGRAM OVERVIEW

The OTS Community-Based Organization (CBO) Program funds CBOs via contractual mini-grants through state, county, district, and city governmental agencies. OTS enlisted the participation of a variety of governmental “umbrella” or “host” agencies at the state and local levels. OTS generally defines CBOs as nongovernmental agencies organized to work together on a community-based issue, need, or problem. The effectiveness of public safety grants relies heavily on community access. This program substantiates the belief that CBO/governmental agency alliances will enhance community access and provide credibility in promoting traffic safety within individual communities.

Many of these grants provide education and technical support to multicultural communities. Funded grants employ media advocacy, coalition building, problem identification, task force, and/or advisory committees, combined resources and implemented solutions to address traffic fatalities and injuries. New and existing coalitions include citizens’ involvement as a critical part of establishing community priorities for identified problems.

II. ACTION PLANS

OTS and host agencies established standard criteria to be included in CBO requests for proposals. Criteria includes, but is not limited to, nonprofit status; longevity, reputation, and experience within the community; grant goals and objectives specific to traffic safety program areas; budgeting/funding issues such as advances and allowable costs; and reporting requirements. Established criteria will be incorporated into CBO contractual agreements. OTS continues six grants from prior fiscal years into fiscal year 2007.

TASK 1 - OUTREACH PROGRAM TO COMMUNITY BASED ORGANIZATIONS

CBO grantees conduct a variety of traffic safety activities and programs designed to impact local community and neighborhood traffic safety problems. These community and neighborhood traffic safety problems could include driving under the influence (DUI) of alcohol or other drugs, not wearing a safety belt, pedestrian safety issues, and not wearing bicycle helmets. The target audience could be multicultural and/or in languages other than English, children, teens, and adults, including those older than age 65. CBOs will implement innovative programs such as traffic safety art programs, safe routes to school programs, pedestrian and bicycle safety, school crossing guards, high school seat belt challenges, and anti-DUI programs. CBO grants will also distribute child safety seats and bicycle helmets to people in need. OTS will ensure that CBOs have proper traffic safety training and that people receiving child safety seats and bicycle helmets receive proper fitting and use instructions. The number in parentheses () represents the number of mini-grants being funded.

Grant #	Fund	Agency	Program Area(s)	FFY 2007 Funds
CB0501	402	San Francisco Department of Public Health (8)	PS	\$0
CB0601	402	Los Angeles County (75)	AL, OP	\$555,238
CB0602	402	Shasta County (2-4)	AL, OP	\$296,380
CB0603	402	Los Angeles Community Development Department (11)	AL, OP	\$630,941
CB0604	402	University of California, Davis Medical Center (9)	AL, OP	\$115,847
CB0502	402	University of California, Irvine (9)	AL, OP	\$105,576

EMERGENCY MEDICAL SERVICES

I. PROGRAM OVERVIEW

An Emergency Medical Services (EMS) system that ensures prompt and effective emergency medical services to victims of motor vehicle collisions is an essential component of California's plan to reduce the number of deaths and injuries resulting from motor vehicle collisions.

According to the 2005 California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) provisional data, there were 292,673 persons in California who required EMS as a result of a serious motor vehicle collision. All of these individuals required emergency medical services at the crash scene. Many of these crash victims also required specialized rescue equipment and trained personnel to extricate them from their vehicles and/or the crash scene.

Current research and the experience of emergency physicians, trauma specialists and other EMS providers recognize that trauma patient outcomes are best when patients are identified, transported and cared for at a medical facility within the "critical hour." The "critical hour" has become a standard used to measure the effectiveness of many components of EMS. A recent assessment of California's Emergency Medical Services conducted by the Emergency Medical Services Authority (EMSA) and National Highway Traffic Safety Administration (NHTSA) reports an effective EMS system requires and provides the following:

- Reliable and accessible communications.
- Adequately trained personnel.
- Life saving medical and rescue equipment.
- Safe, reliable, and rapid emergency transportation.
- Public information and education.
- Problem identification and evaluation.

II. ACTION PLANS

Adequately trained rescue personnel with access to appropriate and reliable equipment and vehicles are critical to an EMS system's ability to effectively care for victims of motor vehicle collisions. To meet this need, OTS plans to provide grant funds to full-time, paid-call, and volunteer EMS providing agencies to purchase and/or replace unreliable ambulances and first responder/rescue vehicles, extrication equipment, air bag lifting systems, and to provide training. With California's vast rural areas, paid-call and volunteer EMS agencies benefit immensely from OTS funding for ambulances, extrication equipment, communications, and public information materials.

Public information and education are also important components of an effective EMS system. The EMS provider is in a unique position to observe, understand, and educate the public about injury prevention. OTS provides funds for programs that enhance the public's knowledge of the EMS system, demonstrate safe and appropriate response to Code 3 responding vehicles (lights and sirens).

OTS plans to provide funds to continue work on the Statewide EMS Communications Plan. The EMS communications grant will establish and implement an up-to-date and coordinated EMS communication system pilot in Imperial and San Diego counties by replacing aging and outdated equipment and installing new communication technology to integrate existing systems.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2007 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - FIRST RESPONDER SERVICES

Timely access to the appropriate equipment and medical supplies is essential to the EMS provider's ability to meet the needs of the motor vehicle collision victim. New automobile materials, technology, and alternative fuels create additional hazards and challenges for the EMS provider at the scene of a motor vehicle collision. Specialized equipment (hydraulic extrication tools, air bag lift systems) and training can make the difference between a patient receiving medical treatment within the critical "golden hour" or not. Removal of a victim trapped in the vehicle can average more than an hour without appropriate tools; with the use of hydraulic tools, the average extrication time is 15 minutes. The goals of these grants are to improve EMS delivery to traffic collisions victims and to reduce response times for the arrival of appropriate equipment to the scene and/or the extrication of collision victims.

Those grants with a () following the agency name are regional grants. A regional grant is multi-jurisdictional, addressing the equipment and training needs of City Fire Departments, Volunteer Fire Departments, Fire Protection Districts and County Fire Departments. The number in the () specifies the number of jurisdictions participating in the grant.

Grant #	Fund	Agency	FFY 2007 Funds
EM0702	157	Atascadero (8)	\$249,250
EM0703	157	Tulare County (8)	\$113,000
EM0705	157	Santa Cruz County (12)	\$320,000
EM0709	157	South Lake County (22)	\$74,081
EM0605	157	Kern County (10)	\$39,500
EM0710	157	Kern County (10)	\$208,683
EM0712	157	Humboldt County (3)	\$49,360
EM0608	157	El Cajon (3)	\$6,000
EM0609	157	East Bay Regional Park District (4)	\$3,000
EM0701	157	Marin County (8)	\$103,973
EM0704	157	Sonoma Valley Firemed System (2)	\$94,315
EM0706	157	Calaveras County (10)	\$346,200
EM0707	157	Grass Valley (3)	\$188,000
EM0708	157	San Joaquin County (5)	\$300,000
EM0713	157	National City (2)	\$79,458
EM0715	157	East County Fire Protection District (3)	\$168,023
EM0521	402	Tulare County (4)	\$0

TASK 3 - LIFE SUPPORT DELIVERY

Safe, reliable ambulance transportation is a critical component of an effective EMS system. In rural areas, the purchase and maintenance of an ambulance is a continuing problem. Low call volume and sparse population make it difficult if not impossible to obtain the monies required to provide and maintain quality emergency medical services and transportation. Many of California's rural communities are located along heavily traveled highway corridors and in areas frequented by thousands of tourists. The distance between these communities and local trauma centers makes the availability of reliable ambulance and trained ambulance personnel critical.

Grants with a () following the agency name are regional grants. A regional grant is multi-jurisdictional, addressing the equipment and training needs of City Fire Departments, Volunteer Fire Departments, Fire Protection Districts and County Fire Departments. The number in the () specifies the number of jurisdictions participating in the grant.

Grant #	Fund	Agency	FFY 2007 Funds
EM0610	157	Plumas County (14)	\$0
EM0717	157	Big Bear City Community Services District (1)	\$33,000

TASK 4 - DATA COLLECTION

Data collection and ready access to available data are a continuing challenge for the EMS community. Many of the state's EMS providers are collecting important data by hand or not at all. The availability and access to data enables the EMS provider to determine injury prevention strategies, program strengths and weaknesses, training needs, allows effective deployment of resources and provides information to improve patient care and outcome. There are currently no grants planned or continued under this task.

TASK 5 - COMMUNICATIONS

A reliable communications system is an essential component of an overall EMS system. Public access to emergency services is hampered in many areas by over burdened 911 systems, dead spots in wilderness and mountainous areas, and long stretches of highway with no access to telephone landline or cellular services. A variety of communications systems are currently in use (VHF, UHF, 800 MHz) in the state, many are outdated and unreliable. This variety of systems causes enormous problems with interagency operability. The EMS provider's access to reliable communication is critical to the safety of the EMS provider, effective deployment of resources and positive patient outcomes.

402

EM0008 - EMERGENCY MEDICAL SERVICES AUTHORITY STATEWIDE EMS COMMUNICATION SYSTEM PLAN PROJECT

The Statewide EMS Communication System Plan grant is continued into fiscal year 2007. This grant provides funds for personnel, a communications systems consultant, repeaters and other communications and computer equipment. The goals of this grant are to establish and implement an up-to-date and integrated EMS communication system statewide and to improve EMS communication system statewide through the replacement of out-dated and aging technology. (\$149,751)

EM0341 - IMPERIAL VALLEY EMERGENCY COMMUNICATIONS AUTHORITY LOCAL EMERGENCY MEDICAL SERVICES COMMUNICATIONS SYSTEM PLAN PROJECT

The Local Emergency Medical Services Communications System Plan grant is continued into fiscal year 2007. Imperial Valley Emergency Communications Authority (IVECA) is implementing a plan for an intra- and inter- county EMS communication system to foster coordinated EMS communications between regions and counties, public and private providers, hospitals and public safety agencies in the area. IVECA also works with the Emergency Medical Services Authority (EMS Authority) to develop a local EMS Communications Plan template that will be integrated into the State EMS Communications Plan and used as a model for local communications systems throughout the state. (\$0)

TASK 6 - TRAINING

EMS personnel can perform their mission only if adequately trained and available in sufficient numbers throughout the State. Rescue personnel with First Responder, EMT and Paramedic training can mean the difference between life and death for motor vehicle collision victims. This is especially true in rural areas, and highly congested metropolitan areas where distance and congested traffic conditions critically increase the time required to arrive at the crash scene, extricate and transport victims.

157

EM0613 - MAYERS MEMORIAL HOSPITAL REGIONAL EMS TRAINING CONFERENCE PROGRAM

Mayers Memorial Hospital will serve as the host agency to provide EMS training in the North State. In collaboration with Nor Cal EMS, Inc, a two-day conference will be conducted each year to emphasize topics pertinent to traffic collision response. Additional emphasis will be placed on training attendees how to deliver new topics once they return home, and how to make all of their training more effective. Some blocks may be located offsite for effectiveness or safety. These might include EVOG (Emergency Vehicle Operator Course), helicopter operations and safety demonstrations, airbag, bumper and other vehicle safety demonstrations. The grant will be designed to provide affordable recurring conferences in the region after the grant's end. (\$44,355)

TASK 7 - PUBLIC AWARENESS AND EDUCATION PROGRAMS

Public information and education is a key component of an effective EMS system. The EMS provider is in a unique position to observe, understand and educate the public about injury prevention. These programs enhance the public's knowledge of the EMS system, support appropriate use of system access (911), demonstrate essential self-help and appropriate bystander care actions and encourage injury prevention. There are currently no grants planned or continued under this task.

MOTORCYCLE SAFETY

I. PROGRAM OVERVIEW

Effective January 1, 1992, everyone riding a motorcycle in California is required to wear a helmet that meets established federal safety standards. Although there have been several attempts to have the law amended or repealed, attempts have not succeeded, due in part to data provided by the Statewide Integrated Traffic Records System (SWITRS) reflecting information before and after implementation of the helmet law.

In 2005, 4.67 percent of California's 202,448 fatal and injury collisions involved a motorcycle, representing a 2.23 percentage point decrease over 1991 pre helmet law data which reflected 6.9 percent of all fatal and injury collisions involved a motorcycle. In addition, the percentage of fatalities and injuries of motorcyclists during 2005 was 3.28 percent, a 1.62 percentage point decrease over 1991 in which 4.9 percent of all fatalities and injuries were motorcyclists. Although tragic, compliance with the helmet law can also be measured by SWITRS data which indicates in 2005, 87.4 percent of motorcyclists killed in California were not wearing helmets while in 1991, the percentage was 80.7.

However, the 2005 provisional SWITRS data reflects a 95.6 percent decrease in the fatal and injury (F&I) rate per 100,000 licensed motorcycle drivers from 1991. The 1991 rate was 2,077/100,000 while the 2005 rate is 92/100,000. During the same period, the number of licensed motorcyclists increased from 838,676 to 1,055,370, a 79.5 percent increase.

II. ACTION PLANS

OTS is currently a member of the California Motorcyclists Safety Program Advisory Committee chaired by CHP. The committee acts in an advisory capacity for the California Motorcyclists Safety Program which is a statewide motorcycle training program. The program is funded by student training fees and \$2 from each motorcycle registration fee in the state.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2007 Highway Safety Plan. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, or educational meetings or conferences.

TASK 2 - MOTORCYCLE PROGRAM ANALYSIS

This task provides for comprehensive evaluation of motorcycle programs in order to improve and develop effective countermeasures to reach the increasing population of motorcyclists.

2010

MC0701 - UNIVERSITY OF CALIFORNIA, BERKELEY

TRAINING AND RIDER EXPERIENCE AMONG MATURE MOTORCYCLISTS IN CALIFORNIA

Motorcycle crash injuries and deaths are increasing in California, especially among riders over 35 years of age. Many of these older riders may have little recent motorcycling experience. Phase 1 of this grant, will review existing motorcycle rider training programs and scientific literature, analyze SWITRS and FARS data on motorcycle crashes, and produce a report with the findings of the literature review and data exploration. In Phase II, the grant will conduct a telephone survey of 1000 California motorcyclists to gain their knowledge of motorcycle safety issues. Based on the information, a summary of available strategies to decrease motorcycle crashes in light of the changing characteristics of the population of motorcyclists will be prepared and disseminated to motorcycle training programs, the Department of Motor Vehicles and other stakeholders. (\$95,973)

TASK 3 - MOTORCYCLE ENFORCEMENT AND EDUCATION

402

MC0601 - CALIFORNIA HIGHWAY PATROL

BE ON THE LOOKOUT (BOL) FOR MOTORCYCLISTS PROJECT

This grant focuses on preventing, and reducing reportable motorcycle and vehicle collisions through enhanced enforcement operations. The grant includes a public awareness campaign appropriately targeting both motorcycle and automobile drivers statewide. In light of the increased motorcycle to vehicle fatal and injury collisions, this grant also supports a more aggressive approach to educating the motoring public in California on road sharing rules of the road. Additionally, this grant will provide individual CHP commands the latitude to concentrate patrol and enforcement on roadways with an unusually high incidence of motorcycle to vehicle fatal and injury collisions, which often involve DUI alcohol and/or drugs, speeding, and improper turning. (\$571,504)

OCCUPANT PROTECTION

I. PROGRAM OVERVIEW

Seat Belts

California competes with six states in the nation to hold at or above 90 percent seat belt compliance. While the combined estimated 2003 populations of Arizona, Hawaii, Michigan, Nevada, Oregon and Washington (the competing states) is 26.6 million, they do not compare to California's population of 35.5 million. Although California is ranked seventh at 92.5 percent (September 2005), this represents 32.1 million persons wearing seat belts. However, the fact remains that 3,400,000 Californians are not utilizing restraint systems, and are therefore, at higher risk for death or injury, if involved in a collision. Last year, California conducted its second teen statewide seat belt observational survey. The 2006 survey teen seat belt use rate is 88.6%, up from 82.6% in 2005. While the teen seat belt compliance rate is increasing, more efforts need to be focused on that population.

The California Highway Patrol (CHP) 2005 Statewide Integrated Traffic Records System (SWITRS) provisional data reports 63.4 percent of vehicle occupants killed in automobile collisions were using seat belts. In the last five years (2001 to 2005), the percentage of occupants killed in automobile collisions and using safety belts increased by 15 percentage points from 54.1 percent to 63.4 percent.

Persons considered "high-risk," (e.g., teens, non-English speakers, and those in the lower socioeconomic classes) remain involved in a disproportionate number of fatal and injury collisions. The rich diversity that typifies many communities in California contributes to the vitality and strength of the state as a whole. At the same time, it presents a number of challenges for health departments, law enforcement, and community based organizations committed to addressing occupant protection. This high-risk group requires special education and programs targeting cultural and language barriers. In California, we continue to see an increase in ethnic and linguistic groups. According to the new projections by the California's Department of Finance Demographics Unit, the Hispanic populations will constitute the majority of California by 2040. By the middle of the century, the projections indicate that Hispanics will represent 53.6 percent of the state's population, with Caucasians comprising 23.3 percent, the Asian population at 12.1 percent; the African American population at 6.4 percent, the Pacific Island population at less than one-half of one percent, and Native American and people of more than one race 2.1 percent each. (2000 U.S. Census) Media campaigns will target teens, Spanish, and non-English speaking populations. In addition, health departments will utilize networks and relationships with ethnic communities to address traffic safety issues for the populations they represent.

In order to focus on the teen population, high schools are conducting High School Seat Belt Challenges to raise awareness and promote safety belt use through good-natured, student run competitions. OTS is funding the CHP to administer mini-grants to high schools, whereby high schools challenge other schools within a school district to compete against each other to determine which school has the highest safety belt usage, which school can demonstrate the most improved safety belt usage rate and which school ran the best overall awareness campaign for safety belt usage. The competition takes place over a two-week period with designated students, or student coordinators, taking on the majority of the responsibility for running the program. The challenge involves two unannounced observations of student safety belt usage as they enter campus to determine a percentage

of students wearing their safety belts. The first survey is conducted before the beginning of the awareness campaign. The second observation is conducted towards the end of the awareness campaign. The results of the observations indicate the effectiveness of the safety belt awareness challenge. Awareness campaigns include activities such as school assemblies, development and dissemination of promotional materials such as posters, flyers and newsletters, among other things. As an added component to the teen statewide seat belt observational survey, schools that participate in High School Seat Belt Challenges are also used as school sites for the teen statewide observational study. They will be evaluated separately to determine effectiveness of their educational programs.

California adopted the national theme "Click It or Ticket" for the Buckle Up America May 2006 mobilization. The 2007 enforcement period will be expanded by one week prior to the beginning of the national two-week campaign and California will use a "Click It or Ticket" logo developed for the state.

An OTS Seat Belt Mini-grant program, in partnership with the University of California, Berkeley will fund local grants to conduct enforcement programs addressing the motorists who fail to buckle their safety belts. The grants will provide overtime for officers to specifically and solely enforce occupant protection laws. The goal of the "Click It or Ticket" campaign is to increase seat belt use statewide to 93 percent by June of 2007. This will be accomplished through the combined efforts of CHP, OTS, and local law enforcement. OTS mini-grants will be awarded to local law enforcement agencies and state university and college police departments. The maximum mini-grant amount will be based upon the population of cities and a maximum \$10,000 for state college and university police departments. Over 4.6 million dollars will be distributed to law enforcement agencies to offset overtime and reporting costs for the May 14 – June 3, 2007 campaign.

Traffic fines for failing to use seat belts and child safety seats increased in 2004 to a maximum of \$89 for a first offense and \$191 for a second offense for adult violations (16 years and older) and \$340 for a first offense and \$871 for a second offense for child violations.

Child Passenger Safety (CPS)

California's child safety seat use rate is 89.6 percent (September 2005). Child passenger safety remains a difficult topic to master because of the constant technical changes in laws and regulations, and development of new products. California's focus is to increase the child passenger safety compliance rate. Programs will train NHTSA Child Passenger Safety technicians and instructors, but most of all, conduct child passenger safety restraint checkups, create fitting stations and conduct educational presentations.

From 1975 through 2003, an estimated 7,010 lives were saved by the use of child restraints (child safety seats or adult belts). In 2003, an estimated 443 children under age five were saved as a result of child restraint use, representing an increase of 67 lives saved from the previous year. National research on the effectiveness of child safety seats has found them to reduce fatal injury by 71 percent for infants (less than one year old) and by 54 percent for toddlers (1-4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively (National Center For Statistics and Analysis – Lives Saved Calculations for Infants and Toddlers, March 2005).

II. ACTION PLANS

California's population continues to increase, with a growth of 1.21 percent, representing over 443,000 new residents in California (California Department of Finances 2005 Demographic Report.) The Office of Traffic Safety continues much needed funding to keep up with the new population totals, provide an ongoing effective occupant protection program that assures the public is educated and motivated to use seat belts and child safety seats on every ride. A combination of legislative mandates, enforcement, public information campaigns, education, and incentives are necessary to achieve significant, lasting increases in occupant restraint usage.

The purpose of the 405 incentive grant program is to reinforce key elements of a strategy to encourage states to enact and strengthen occupant protection laws and provide for the enforcement efforts related to the laws. The program will provide for NHTSA's Standardized Child Passenger Safety Training, the certification and re-certification program for the technician and instructor level candidates, and provide for child passenger safety seat check ups and fitting stations. The Department of Health Services provides assistance to The California Office of Traffic Safety with the statewide coordination of child passenger safety efforts in California. Through the Vehicle Occupant Safety Program, staff assists local agencies by providing technician training and resources to counties and regions in need. In addition, staff also facilitates the Child Passenger Safety Quality Task Force, made up of state and local public health, law enforcement, nurses and hospitals, fire fighters, EMS, California Safe Kids, independent and community-based organizations, and veteran advocates throughout the state, which serves as an advisory body and reviews CPS materials to be distributed in California. The Task Force continues to work on strategies for advancing the statewide child passenger safety infrastructure, to include data collection and analysis, multi-level communication, and professional development to sustain interest and involvement in this field.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2007 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - COMPREHENSIVE COMMUNITY OCCUPANT PROTECTION GRANTS

These grants conducted by county health departments and school districts include activities with schools, churches, medical facilities, law enforcement, courts, media, civic groups, large and small businesses, governmental agencies, etc. These grants develop child safety seat programs that educate and train on the correct use of safety belts and child safety seats. Activities include: conducting media events, public information campaigns, child safety seat check ups, child safety seat and seat belt surveys, high school seat belt challenges, educational presentations, court diversion classes; disseminating educational literature; and distributing low cost or no cost child safety seats to low income families.

Grant #	Fund	Agency	FFY 2007 Funds
OP0509	157	Merced County Health Department	\$26,382
OP0603	402	Solano County Health and Social Services	\$146,042
OP0605	402	San Mateo County	\$42,368
OP0607	402	San Francisco County Department of Health	\$282,320
OP0609	402	Lake County	\$52,821
OP0507	405	Los Angeles County	\$14,564
OP0508	405	Los Angeles County	\$21,846
OP0703	2003b	Yolo County	\$100,000
OP0702	402	Butte County	\$98,235
OP0705	402	Tulare County	\$300,000
OP0707	402	Los Angeles	\$445,676
OP0709	402	Siskiyou	\$70,000
OP0710	402	San Diego	\$216,194
OP0701	402	San Bernardino County	\$230,350
OP0512	405	San Diego State University	\$0

TASK 3 - ENFORCEMENT AND EDUCATION OCCUPANT PROTECTION GRANTS

These grants conducted by law enforcement and fire personnel include enforcement and education to increase the use of safety belts and child safety seats. Activities include: conducting media events, public information campaigns, child safety seat checkups, child safety seat and seat belt surveys, educational presentations; disseminating educational literature; providing NHTSA Certified Child Passenger Safety Technician training; distributing low cost or no cost child safety seats to low income families; and serving as fitting stations.

Grant #	Fund	Agency	FFY 2007 Funds
OP0601	402	Long Beach	\$192,493
OP0604	402	California Highway Patrol	\$854,922
OP0608	402	Clovis Police Department	\$64,643
OP0611	402	San Carlos Police Department	\$20,300
OP0708	402	University of California, Davis	\$671,000
OP0706	402	Modesto	\$155,000

TASK 4 - STATEWIDE USAGE SURVEYS

402

OP0402 - CALIFORNIA STATE UNIVERSITY, FRESNO RESTRAINT USAGE SURVEYS PROJECT

The Restraint Usage Surveys Grant continues into fiscal year 2007. Two annual statewide surveys will be conducted in the summers of 2007 and 2008 to determine seat restraint usage rates of front seat occupants (and infant/toddlers in any seat) for autos, vans, and non-commercial pickup trucks on non-highway and highway roads. A probability sample, using NHTSA approved methodology, of 80 non-highway and 80 highway intersections will be made. A CHP sample using similar methodology and sampling of 113 highway sites will be incorporated in sampling procedures. A partial sample of 80 sites (40 non-highway and 40 highway) will be drawn from the statewide sites described above, before and after the Memorial Day holiday weekend(s). Pre and post tests comparisons will be made. A statewide survey of 100 high school sites will collect and analyze seat belt usage rates for high school drivers and passengers at campus sites. The results from the statewide and high school survey will be analyzed using the CARP program, a special U.C. Berkeley survey program and in-house SPSS statistical routines using criteria and statistical procedures approved by NHTSA. (\$193,824)

TASK 5 - STATEWIDE CHILD PASSENGER SAFETY TRAINING

2003b

OP0503 - DEPARTMENT OF HEALTH SERVICES VEHICLE OCCUPANT SAFETY PROJECT (VOSP)

This grant continues into fiscal year 2007. VOSP will coordinate with its numerous state and local partners on strategies to extend the reach of child passenger safety. In each activity, VOSP will help its constituency to see the connections across age groups so that uniformly we reach youngsters from 0 to 16. Objectives include stabilizing the fledgling technician training system; offering a new series of short "awareness" trainings to help integrate CPS into a variety of healthcare, education, EMS, law enforcement and community settings; and assisting local health departments and others in the CPS Network to work together on joint problem-solving as well as sharing resources and materials targeted to hard-to-reach populations. Lastly, VOSP will work with leaders in the field to establish CPS quality assurance standards to improve access, retention, consistency and competency for both service providers and advocates. With so many new laws and the ever-growing number of new parents in our state, the coordinated work California interdisciplinary CPS Network remains critical to maximizing resources and helping families learn what they need to do to keep their children safe. (\$530,116)

163

OP0704 - CALIFORNIA HIGHWAY PATROL STATEWIDE HIGHWAY RESTRAINT ENFORCEMENT CAMPAIGN (SHREC)

The California Highway Patrol (CHP) will implement community outreach and enforcement measures statewide that are designed to increase seat belt usage for all as well as to increase the proper use of child passenger restraint systems (CPRS) for children at or below the age of six. The grant goals are to reduce the number of fatalities and injuries in

collisions in which victims were not using safety equipment. Objectives support the goals by providing statewide CPRS checkups, distributing child safety seats, and conducting public awareness presentations, where educational items are to be distributed. (\$701,485)

TASK 6 – INNOVATIVE GRANTS TO INCREASE SEAT BELT USE

This task includes a public information and education campaign, enforcement activities, mini grants for agencies, and personnel to coordinate those efforts.

402

OP0612 - CALIFORNIA HIGHWAY PATROL

STATEWIDE "HIGH SCHOOL SEATBELT CHALLENGE" PROGRAM

Through the combined efforts of the California Highway Patrol (CHP), the Office of Traffic Safety (OTS), local law enforcement, and high schools throughout the state. The CHP will provide mini-grants to high schools throughout the state to administer the challenge. Additionally, the CHP will conduct enforcement campaigns in areas near high schools. The campaign waves in October 2006, February 2007, October 2007, and February 2008, will be four weeks in duration, with the public awareness outreach element conducted continuously throughout the academic year, and the enforcement element conducted for two weeks during each of the four-week media campaigns. (\$1,770,871)

TASK 7 - MINI-GRANTS TO INCREASE SEAT BELT USE

405

OP0711 - UNIVERSITY OF CALIFORNIA, BERKELEY

STATEWIDE "CLICK IT OR TICKET" CAMPAIGN

The Office of Traffic Safety in partnership with the University of California, Berkeley will solicit local grants to conduct enforcement programs addressing motorists who fail to buckle their safety belts. This task provides funds for overtime costs for local law enforcement agencies and state college and university police departments in addition to the California Highway Patrol and local law enforcement's existing commitment to enforcing seat belt and child safety laws. The mini grants being developed for local law enforcement include a three-week-long wave of concentrated enforcement activity that will be accompanied by a highly visible media campaign in May 2007. The maximum amount for each mini-grant will be based upon a city's population:

❖ UNDER 5000	\$ 7,000
❖ 5,000 – 50,000	\$15,000
❖ 50,001 – 100,000	\$25,000
❖ 100,001 – 150,000	\$40,000
❖ 150,001 – 250,000	\$65,000
❖ OVER 250,001	\$90,000

State University/College Police Department Maximum \$10,000

An announcement regarding requests for mini-grants is scheduled for October 2006 with a deadline of December 2, 2006. The mini-grants will only cover the May 2007 mobilization period using Section 405 funds. (\$5,000,000)

PUBLIC RELATIONS, ADVERTISING AND MARKETING

I. PROGRAM OVERVIEW

The Office of Traffic Safety employs one fulltime staff person – a Manager of Marketing and Public Affairs – who oversees three programs: 1) Media and Press relations for traffic safety issues and initiatives for the entire state of California; 2) oversight of a marketing contract that assists the OTS in directing media buys, ad placements, and video and audio PSA production; and 3) oversight of a \$1.9 million contract with RCE Inc. for planning of all OTS conferences, seminars and workshops.

II. ACTION PLAN

In 2007, OTS will focus on generating earned media for a myriad of traffic safety initiatives through targeted DUI and seat belt campaigns and through active grants – all designed toward lowering the Mileage Death Rate and increasing statewide seat belt use. This approach includes providing increased media assistance to local grantees on new and innovative programs and continuing to target under-represented groups and the general population with traffic safety messages.

OTS Public Affairs will be utilizing its contractor, Ogilvy Public Relations Worldwide, in support of many of these initiatives. The Contractor assists OTS in campaign development, media buys, advertising services, graphic design and publication production and various other marketing grants that are designed to assist the state in creating awareness of traffic safety programs and initiatives and reach its goal of reducing fatalities and injuries due to traffic crashes.

III. TASKS

TASK 1 - PUBLIC RELATIONS

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STATEWIDE CAMPAIGNS

OTS Public Affairs will spearhead several key public awareness campaigns during 2006-2007. Key campaigns will include California's "Click It or Ticket" campaign (also see Paid Advertising), as well as December's Drunk and Drugged Driving Prevention Month, Child Passenger Safety Week (February), and holiday DUI enforcement campaigns around the state's four major holiday periods: Christmas/New Year's, Memorial Day, Independence Day, and Labor Day weekend. All campaigns will rely heavily upon earned media to educate Californians about safe driving practices, including seat belt use, child passenger safety and impaired driving. OTS will also continue to expand partnerships with CHP, the Department of Motor Vehicles, Caltrans, and the Department of Alcoholic Beverage Control on various programs and campaigns such as "Click It or Ticket" moving forward.

PARTNERSHIPS

OTS has an established track record of developing successful partnerships to raise awareness of important traffic safety issues. OTS partners represent a variety of community groups, industry representatives, local, regional and state government agencies and, business and industry.

Public/Private partnerships are very important to OTS' long-term planning. These partnerships are designed to augment resources, extend outreach to diverse audiences and at-risk communities, and extend marketing opportunities. Past partners have supported Teen anti-DUI programs, Drunk and Drugged Driving Prevention (3D) Month, Child Passenger Safety, safety belt use, and bicycle and pedestrian issues, to name a few. OTS will build upon existing partnerships and forge new alliances to support and facilitate its own conferences, meetings and community events.

OTS TRACKS NEWSLETTER

The Office's flagship and award-winning quarterly publication, *OTS Tracks*, is now in its 15th year of production. Its audience is more than 3,000 traffic safety practitioners, law enforcement and fire departments, members of the media, legislators, and key stakeholder groups. Content includes thought-provoking guest commentaries from local grantees, as well as quarterly perspectives from the Secretary of Business, Transportation and Housing Agency, and the Director of the Office of Traffic Safety.

OTS WEBSITE

The OTS Web site (www.ots.ca.gov) features an enhanced, retooled look. Law enforcement agencies are increasingly reliant on the Web site for topical information on everything from grant application announcements to new data on a plethora of traffic safety subjects, and the latest on media events; and, consistent with new technological innovations in the way we get the news, the news media is using the OTS site as a valued resource. Additions and enhancements to the site include streamlined grant applications processes, a new and improved pressroom, and the launch of the AVOID Program Web site (www.Californiaavoid.org), the central clearinghouse for the state's growing AVOID programs.

MEDIA RELATIONS

Bringing together expert resources in Media Relations, Public Affairs and community outreach, OTS Public Affairs offers an array of services, including: Media Relations, Marketing, Event Logistics, Creative Writing, and Campaign Management.

OTS Public Affairs is a "one-stop shop" resource for all of its grantees, whether organizing a media event or assisting in garnering earned media through placement of specialty stories or op/eds. The Office also works with the National Highway Traffic Safety Administration on media buys surrounding high-profile DUI and seat belt enforcement campaigns. The Office also assists all grantees in crafting news releases and press advisories, as the need arises.

GRANTEE SUPPORT

Integrating media into all grant programs on the local level is key goal and objective in OTS Public Affairs. The office routinely assists grantees in the execution of media events, framing key messages, and arranging media interviews. In addition, OTS Public Affairs directs the message on news releases and specialty articles penned by local grantees and community-based organizations.

TASK 2 - PAID ADVERTISING

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CAMPAIGNS

During 2007, some of the campaigns that OTS may be using paid media include: Drunk and Drugged Driving (3D) Prevention Month (December); You Drink You Drive You Lose DUI campaign; Child Passenger Safety Week (February), regional AVOID DUI campaigns (held during peak holiday periods) and other campaigns as they arise.

The following table reflects grants active in FFY 2007 with paid media in their budgets:

Grant #	Agency
AL0646	California Highway Patrol
AL0731	California Highway Patrol
AL0734	California Highway Patrol
AL0740	California Highway Patrol
AL0749	California Highway Patrol
AL0760	California Highway Patrol
AL0761	California Highway Patrol
PS0707	California Highway Patrol
PT0427	California Highway Patrol
PT0507	California Highway Patrol
PT0619	California Highway Patrol
PT0620	California Highway Patrol
PT0735	California Highway Patrol
AL0599	Department of Alcoholic Beverage Control
RS0702	Department of Justice
RS0702	Department of Transportation
AL0673	Fresno County
AL0633	Humboldt County
AL0667	Orange County
PS0708	Pasadena DOT
AL0644	Pleasanton
AL0565	Roseville
AL0567	Sacramento

Grant #	Agency
AL0623	San Diego State University
OP0607	San Francisco County
PS0601	San Francisco County
AL0613	San Rafael
AL0672	Santa Rosa
CB0602	Shasta County
OP0603	Solano County

TASK 3 - MARKETING

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SPORTS AND ENTERTAINMENT MARKETING

OTS Sports & Entertainment Marketing program has become a national model for sports partnerships and traffic safety. While the 2006 schedule of events won't be announced until March, campaign venues being explored include partnerships with California-based professional baseball, soccer, concerts, auto racing, hockey and high school football teams.

PEDESTRIAN AND BICYCLE SAFETY

I. PROGRAM OVERVIEW

Pedestrian Safety

In California in 2005, pedestrian fatalities accounted for almost 17 percent of the State's collision fatalities. Too often, the victims are children and senior citizens. Targeting those "at-risk" populations has been a challenge and many communities have introduced an array of innovative programs to combat the continuing disparity in the number of pedestrian victims that are children, senior citizens and/or culturally challenged.

Progressive jurisdictions are taking aim at state of the art equipment that would slow the speed of traffic on residential streets, reduce traffic injuries and fatalities and improve the quality of life for everyone involved.

According to the Statewide Integrated Traffic Records System (SWITRS) 2005 provisional data, a total of 13,551 pedestrians were injured and 748 were killed statewide in California in 2005.

- Pedestrians represent 17.3 percent of all fatalities and 4.6 percent of all injuries.
- 21.9 percent of all 14,299 pedestrian victims were between the ages of 5-14.
- 10.2 percent of all pedestrian victims were 65 years of age or older.
- The age group most affected by injuries as pedestrians was the 5-14 years of age bracket with a total of 3,088 victims statewide. Among children age 14 and younger who are struck by vehicles, almost eight of ten incidents occur during daylight hours, dawn to dusk. Most child-pedestrian mishaps occur on residential streets within a short distance of the victim's home and/or school.
- The age group most affected by fatalities as pedestrians was the 45-54 years of age bracket with a total of 125 victims statewide (16.7 percent of all fatal pedestrian victims).
- The need to continue the efforts to address pedestrian safety among populations for which English is not their first language is alarming. In some communities, almost 100 percent of the pedestrian victims are non-English speakers. The last census showed a dramatic change in demographics in the last ten years, resulting in an increase in pedestrian population unfamiliar with the rules of the road, signage, and traffic management systems.
- School zones have been identified as danger zones for aggressive driving habits and behaviors. Communities have taken ownership of these areas by partnering with law enforcement, school officials, community based organizations, advocacy groups, parent-teacher associations, engineers and others to increase safety around local schools and decrease the alarming number of children who are killed or injured on their way to and from school.

- The new technology geared toward increased pedestrian safety warrants testing, implementation and evaluation. The efficiency of these devices is identified in some of the funded programs. The strategy toward pedestrian safety includes active school zone signs and in-pavement lighted crosswalks.

Bicycle Safety

Following the rules of the roads while riding a bicycle may increase the chances of avoiding traffic collisions with vehicles. Bicycle or safety helmets have been shown to significantly reduce the risk of head and brain injury. In fact, it is estimated that as many as seven out of every eight bicycle related fatalities among children could have been prevented with a bicycle helmet.

In 2005:

- Bicyclists represented 2.8 percent of all fatalities and 3.5 percent of all injuries.
- 22.7 percent of bicyclists killed and injured were under age 15.
- Adults continued to represent a significant segment of the population “at-risk” for injury in a collision. Environmental issues, health concerns and increased traffic congestion have driven many communities and individuals to emphasize alternative means of commuting. Programs originated by employers, environmental groups, the healthcare community, and others encourage cycling among adults. As a result, it is not uncommon to find more adults riding bicycles.

II. ACTION PLANS

Motor vehicle traffic poses a serious threat to children in neighborhoods, or near schools and parks. In order to achieve a safe environment for bicyclists and pedestrians, efforts need to be made toward the following goals:

- Pedestrians and bicyclists to be aware and cautious of the traffic environment.
- Traffic laws to be complied with by all users.

By changing and improving behaviors, injuries and fatalities resulting from vehicle crashes would decline significantly, raising the level of quality of life, especially in residential areas. Parents have the need to feel at ease with the notion of their children playing outside, walking to and from school and enjoying their neighborhood.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and

evaluation of grants within this program area, and the preparation of the 2007 Highway Safety Plan. This task also includes assistance to staff to attend and participate in technology transfer workshops, training sessions, educational meetings, seminars and conferences.

TASK 2 - PEDESTRIAN AND BICYCLE SAFETY PROGRAMS

This task provides funds for grants that target bicycle and pedestrian safety through the school system and local communities. Activities to be conducted for these grants include traffic safety rodeos at schools and community events; traffic safety workshops tailored for targeted audience; helmet distribution programs; bicycle and pedestrian diversion alternatives for cited youth; and increased enforcement around schools. The main goals of these grants are to decrease the number of fatal and injured victims resulting from traffic collisions with bicyclists and/or pedestrians, and to increase public awareness of traffic safety practices for pedestrians, bicyclists and motorists.

Grant #	Fund	Agency	FFY 2007 Funds
PS0601	157	San Francisco	\$169,992
PS0605	157	County of San Diego	\$381,716
PS0607	157	Los Angeles	\$115,602
PS0610	157	Contra Costa	\$133,481
PS0619	157	Bellflower	\$45,500
PS0621	157	San Diego City College	\$200,611
PS0622	157	Santa Cruz County	\$123,937
PS0624	157	Brentwood	\$27,977
PS0627	157	Berkeley	\$167,104
PS0628	157	Redwood City	\$12,442
PS0634	157	Ripon	\$8,129
PS0635	157	Rancho Cordova	\$0
PS0503	402	Burbank	\$3,262
PS0519	402	Los Angeles	\$32,027
PS0520	402	Los Angeles County	\$21,523
PS0529	402	San Jose	\$21,189
PS0702	402	Holtville	\$17,820
PS0703	402	Lancaster	\$17,000
PS0705	402	San Francisco	\$253,208
PS0708	402	Pasadena	\$138,475

TASK 3 - PEDESTRIAN AND BICYCLE SAFETY PROGRAMS FOR POPULATIONS AT RISK

These bicycle and pedestrian safety programs will target populations identified to be at most risk in local communities, including senior drivers and multicultural communities. Activities for these grants include traffic safety rodeos, assemblies, workshops, multilingual public information and awareness efforts, incentives/promotional items, distribution of safety helmets, and selective enforcement.

Grant #	Fund	Agency	FFY 2007 Funds
PS0616	157	CHP	\$387,936
PS0629	157	Glendale	\$42,000
PS0707	157	CHP	\$543,998
PS0704	157	CSU, San Diego	\$149,751

TASK 4 - COMPREHENSIVE TRAFFIC SAFETY PROGRAMS

These programs exercise multiple approaches in addressing more than one traffic safety need. These include media activity, traffic safety rodeos, educational presentations, and enforcement geared to focus on more than one traffic safety area.

Grant #	Fund	Agency	FFY 2007 Funds
PS0617	157	Norwalk	\$162,654
PS0620	157	Santa Ana Unified School District	\$114,996
PS0530	163	Santa Ana	\$0
PS0506	402	Long Beach	\$0
PS0706	402	CHP	\$105,565

TASK 5 - STATEWIDE BICYCLE AND PEDESTRIAN SAFETY PROGRAMS

These programs target the enhancement of bicycle and pedestrian safety throughout the State. These grants can develop teams of transportation professionals to identify pedestrian problems and solutions.

Grant #	Fund	Agency	FFY 2007 Funds
PS0615	157	CHP	\$295,497
PS0501	163	Caltrans	\$85,000

TASK 6 - EQUIPMENT PROGRAMS

Programs under this task will provide equipment with the overall goal of reducing the number of fatal and injury collisions involving pedestrians in their jurisdictions. Equipment can include lighted crosswalks, pedestrian countdown signs, flashing beacons, and radar display signs. Equipment funded in this task is for use “off” the federal aid system.

Grant #	Fund	Agency	FFY 2007 Funds
PS0419	157	San Francisco	\$0
PS0604	157	Brawley	\$2,000
PS0611	157	Whittier	\$0
PS0612	157	San Diego County	\$0
PS0625	157	Alameda County	\$63,000
PS0626	157	Alameda	\$3,060
PS0509	402	Pasadena	\$0
PS0526	163	San Carlos	\$5,581
PS0701	402	San Diego County	\$42,000
PS0631	157	Modesto	\$0

POLICE TRAFFIC SERVICES

I. PROGRAM OVERVIEW

Every year, nearly 75 percent of fatal and injury-combined collisions involve the top five Primary Collision Factors (PCF): driving under the influence (DUI) of alcohol or other drugs, speed, auto right-of-way, stop signs, and signals and improper turning (see PCF Table). The number of victims is well above the number of collisions themselves. Preventing and reducing collisions, and therefore reducing the numbers of fatality and injury victims is the major focus of OTS grants. Achieving fatality and injury reduction goals is accomplished through multifaceted approaches to the comprehensive traffic safety problems, e.g., speed, DUI, and nighttime collisions. Seatbelt and child passenger safety restraint enforcement and outreach efforts, speed-enforcement operations, deployments of radar trailers, school and civic presentations serve to culminate in a reduction in the numbers of fatality and injury victims in specific collisions.

Alcohol is the number one PCF in fatal crashes. According to California's Statewide Integrated Traffic Records System (SWITRS) provisional data for 2005, 32,372 people were killed or injured in alcohol-involved crashes. In addition, the number of alcohol-involved fatal victims increased one percent in 2004 from 1,460 to 1,574, and alcohol-involved traffic injuries' victims remained decreased 2.3 percent from at 31,512 to 30,798. The National Highway Traffic Safety Administration (NHTSA) estimates two out of every five drivers will be involved in an alcohol-related collision during their lifetime.

Speed is consistently the top PCF annually collectively for both fatal and injury collisions. SWITRS 2005 provisional data shows that unsafe speed was the PCF in 29 percent of all fatal and injury collisions. As the speed of the vehicle increases, so does the probability of injuries and deaths if the vehicle is involved in a collision. The number of total fatal and injury collisions for unsafe speed decreased slightly from 2004 to 2005. Unsafe speed is a major contributor to roadway fatality and injury victims.

PRIMARY COLLISION FACTORS (PCF)

Primary Collision Factor	2005*		2004*	
	Fatal	Injury	Fatal	Injury
1. Speed	607	58,319	538	57,933
2. Driving Under the Influence	857	14,951	832	14,603
3. Auto Right-of-Way	243	33,983	295	35,583
4. Improper Turning	753	25,845	667	25,178
5. Traffic Signals & Signs	202	17,154	192	17,059
Total	2,662	150,252	2,524	150,356
Total Fatal and Injury Collisions	152,914		152,880	

**This is provisional data and is subject to change*

TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2005*	Fatalities	Injuries
Injuries and Fatalities	4,300	292,675
Total Fatalities and Injuries	296,975	

**This is provisional data and is subject to change*

Traffic-related fatalities and injuries decreased three percent in 2005. California's 2004 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) decreased from 1.25 in 2004 to 1.31 (provisional data) in 2005.

Compliance with California's seat belt law increased to 92.5 percent in 2005. However, in 2005, 63.4 percent of all vehicle occupants killed were wearing safety restraints. Had all occupants involved in fatal collisions been wearing seat belts, almost half the fatalities and serious injuries could have been prevented (NHTSA Sudden Impact, *An Occupant Protection Fact Book*).

SWITRS provisional data shows that vehicle occupants under age four accounted for 57 fatalities and 4,645 injuries in 2005. When used correctly, child safety seats are 71 percent effective in preventing fatalities, 67 percent in reducing the need for hospitalization and 50 percent effective in preventing injuries (NHTSA, *Occupant Protection Idea Sampler 1994*).

Illegal street racing is not just a great annoyance to the public; it exposes the public, spectators, and racers themselves to extreme hazards. Serious problems of deaths and injuries due to illegal street racing affect all major California cities. It is estimated that during 2005, illegal street racing attributed to over 100 traffic fatalities. As high as that number appears, the problem is actually significantly underreported due to the need for reporting reforms.

The topic of aggressive driving has received an enormous amount of attention from the media and law enforcement agencies nationwide. According to results of a statewide survey conducted by the California Highway Patrol (CHP) in 1999, there is a direct correlation between the incidence of aggressive driving and congestion. OTS and CHP recognize two definitions of aggressive driving. Simple aggressive driving (committed by a majority of motorists) which involves such vehicle code violations as speed, weaving in and out of traffic, unsafe lane changes, driving the shoulder, unsafe passing, cutting the gore point, following too closely, or reckless driving. The second category is known as violent aggressive driving (road rage), which involves physical altercations between drivers, running another motorist off the road, brandishing a weapon, ramming or clipping another vehicle, throwing objects from a vehicle (at another person or vehicle), or a physical confrontation between motorists.

NHTSA reports that 25 percent of all police reported crashes involve some sort of driver inattention and driver distraction accounts for 50 percent of these collisions. Major driver distractions include eating or drinking, putting on make-up, reading, adjusting the radio, cassette, or CD, and dialing or talking on a cellular phone.

II. ACTION PLANS

Police Traffic Services (PTS) is an essential element in any state or community traffic safety program. With few exceptions, other program components depend on the participation and cooperation of the enforcement community. Police departments should improve and broaden the level and quality of this cooperative effort to the maximum extent possible. Besides giving law enforcement agencies the ability to start effective selective traffic enforcement and education programs (STEEPs), PTS grants include training and appropriate enforcement of DUI, driver license, and occupant restraint laws.

Local police departments who secure a PTS grant first complete a systematic program that starts with the identification and analysis of specific traffic problems that occur in a community. Grantees categorize collisions by type, Primary Collision Factor, age, and by time and location of their occurrence. An internal assessment of the department's current level of traffic enforcement and education is conducted by comparing their activity with the objectives listed on the "OTS Blueprint." After identifying specific collision related problems and assessing their current level of traffic enforcement and education, police departments develop appropriate performance goals and objectives and depict the personnel and equipment needed to reduce their traffic safety problems.

Many local police departments lack the information, technical assistance, equipment, and personnel to give their communities an effective speed control program, frequent sobriety checkpoints, and traffic safety education and enforcement programs. OTS provides grants to local police departments that range from \$15,000 up to \$600,000 and include the funding of traffic officers, personnel, overtime, equipment, and public information and education materials.

III TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2007 Highway Safety Plan. Funding allocated to this task provides for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - SELECTIVE TRAFFIC ENFORCEMENT AND EDUCATION PROGRAM (STEEP)

157/163/164AL/402

Funds in this task provide for personnel, equipment, and operating costs to conduct traffic safety enforcement and education. The primary goals include the reduction of the number of persons killed in alcohol-involved, speed-related, hit-and-run and nighttime collisions. Other goals are to increase seat belt, child safety seat, and bicycle helmet usage rates.

To bring successful elements of a PTS program together, there must be a well-organized community effort. The central purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations, and community-based organizations. Under such a program, a community uses both public and private resources to understand and attack all of its significant traffic safety problems. OTS will continue funding 29 local grants initiated in prior years into fiscal year 2007 and commence funding 10 new grants.

Grant #	Fund	Agency	FFY 2007 Funding
PT0504	157	Beaumont	\$1,000
PT0517	157	Costa Mesa	\$25,240
PT0523	157	Indio	\$21,970
PT0529	402	Los Angeles County	\$19,675.31
PT0530	402	Los Angeles	\$0
PT0531	157	Los Angeles	\$0
PT0534	157	Murrieta	\$14,584
PT0535	402	Newark	\$3,348
PT0539	157	Rancho Cordova	\$46,795
PT0549	402	Santa Rosa	\$0
PT0601	402	Capitola	\$23,915
PT0602	402	Placentia Police Department	\$102,502
PT0607	402	Redlands	\$79,746
PT0608	402	Cathedral City Police Department	\$124,867
PT0609	402	Norco	\$37,858
PT0610	402	Rialto	\$116,216
PT0611	402	Oceanside	\$169,997
PT0612	402	Los Angeles Unified School District	\$0
PT0614	402	Oxnard Police Department	\$41,400
PT0615	402	Ventura	\$0
PT0618	402	Fullerton Police Department	\$166,298
PT0623	402	Colton	\$32,176
PT0625	402	Rio Vista	\$56,562
PT0626	402	Imperial	\$42,980
PT0629	402	San Leandro	\$0
PT0630	402	Desert Hot Springs Police Department	\$24,831
PT0631	402	Oakdale	\$51,725
PT0633	402	Shafter	\$86,338
PT0634	402	Ontario	\$194,762
PT0637	402	Merced	\$81,795
PT0707	157	Monterey Park	\$159,120
PT0708	157	Simi Valley	\$100,378
PT0715	157	San Anselmo	\$58,033
PT0725	157	Long Beach	\$421,396
PT0728	157	Industry	\$115,127
PT0729	157	Folsom	\$220,000
PT0733	157	Kerman	\$28,400
PT0747	157	Vacaville	\$98,110
PT0748	157	Daly City	\$732,263
PT0763	157	Escondido	\$527,395

TASK 3 - CALIFORNIA HIGHWAY PATROL

OTS awards grants to the CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. OTS will continue funding seven local grants initiated in prior years into fiscal year 2007 and commence funding two new grants in fiscal year 2007. These grants will combat speed and alcohol-related collisions, reduce truck-at-fault collisions, provide enforcement of occupant restraint laws, and provide the means to actively and efficiently enforce traffic laws, while providing a traffic safety public awareness campaign.

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PT0427 - CALIFORNIA HIGHWAY PATROL INLAND DIVISION CORRIDOR SAFETY PROJECT (IDCSP)

The grant provides funding for the following: enforcement and public information campaign peace officer and staff overtime; helicopter and fixed-wing pilots and observers overtime; graphic designer; senior photographer; television specialist; communications support; and, clerical support. Further, the grant provides funding for travel, contractual services for allied agencies and California Department of Transportation, paid media, and equipment. The equipment includes desktop computers, LCD projectors, three solar-powered radar detection displays, and a radar trailer. Other direct costs funded include fees for using task force meeting facilities, promotional materials, educational materials, aircraft operations, corridor signs, traffic radar units, radar trailers, and aircraft operating costs to focus on reducing fatal and injury collisions. The overall goals of the grant are to decrease reportable fatal and injury collisions by three percent, on two segments of Interstate 15 that are under construction. A local task force will convene for the corridor to identify at least two factors negatively impacting traffic safety on the corridor, and to identify potential short-term, and long-term solutions. Once the potential solutions are identified, the task force will work to implement at least two of the solutions on the corridor. (\$105,967 for local benefit)

PT0749 - CALIFORNIA HIGHWAY PATROL DO YOUR PART - SHARE THE ROAD!

The California Highway Patrol (CHP) will conduct a grant to reduce commercial truck-involved collisions along two problematic "corridors." The corridor grant includes both a public education and awareness campaign and enhanced enforcement aimed at reducing truck-involved collisions on two corridor roadways. Task forces, comprised of interested parties from local, regional, state, and/or federal organizations and agencies, will be formed to address the problems on each corridor by comprehensively evaluating both causes and possible solutions. (\$136,832)

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PT0507 - CALIFORNIA HIGHWAY PATROL SAFE HIGHWAY COALITIONS PROJECT

The grant aims to reduce vehicle-related fatalities and injuries along four high-collision highway (corridor) segments. This grant, with implementation phases that begun March 1, 2005, and ending December 21, 2007, includes both a public education and awareness campaign and enhanced enforcement directed at reducing selected corridor fatalities and injuries. Local coalitions/task forces comprised of local, regional, state, and/or federal organizations and agencies, will be formed to address each corridor issues by comprehensively evaluating both causes and possible remedies. The coalitions/task forces

will establish fatality and injury reduction specific goals on each of the four corridors and develop safety action plans for implementing short and or long term solutions individually tailored. Educational and promotional materials will be distributed. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$534,381)

PT0511 - CALIFORNIA HIGHWAY PATROL

CAST (COMMERCIAL AWARENESS THROUGH SAFETY AND TRAINING) PROJECT

Continued funding will be provided for this program in fiscal year 2007, this statewide grant is to reduce truck-involved reportable fatal and injury collisions. Activities will include a public awareness campaign, commercial refresher training for officers, and enhanced enforcement. Enforcement efforts will focus upon rules-of-the-road violations, which most commonly cause truck-involved collisions. A "corridor" approach to two selected problematic roadway segments (PRS) will also be integrated to comprehensively address issues specific to each PRS. In coordination with the California Department of Transportation, a safety action plan will be developed, and implemented as individual agency resources permit. (\$1,000)

PT0735 - CALIFORNIA HIGHWAY PATROL

SAVING LIVES IN CALIFORNIA (SLIC)

The California Highway Patrol (CHP) will implement a statewide grant to combat fatal/injury speed-collisions, including those involving motorcycles. The grant seeks to reduce such collisions and victims by various percentages from corresponding 2004 totals. Strategies include greatly enhanced enforcement augmented by air support and a broad public awareness campaign (radar trailer deployments, safety presentations, news conference/releases, paid media, etc.). Concentrated enforcement will also be employed within selected CHP commands requesting additional resources to address specific local speed-related problems (e.g., street racing). Overtime for Officers will be used to conduct these operations. (\$7,222,217)

402

PT0619 - CALIFORNIA HIGHWAY PATROL

PATROL AIR CONSOLIDATED ENFORCEMENT (PACE) SPEEDERS

California Highway Patrol will implement a consolidated statewide enforcement effort on roadways within CHP jurisdiction to reduce the numbers of speed-caused collisions and associated victims by 4 percent. In addition, one CHP Division and three CHP Areas will also receive special emphasis. One of those three Areas will focus on local street racing problems by deploying special enforcement teams. The program will incorporate deployments of uniformed staff and radar trailers, issuance of news releases, completion of safety presentations and a media campaign, and distribution of educational materials. (\$1,585,572)

PT0620 - CALIFORNIA HIGHWAY PATROL

START SMART TEEN DRIVER SAFETY EDUCATION PROGRAM II

This grant focuses on providing newly licensed teen drivers age 15-19 with enhanced driver education classes emphasizing the dangers typically encountered by members of their age group. The CHP will conduct traffic safety education classes, provide additional education on the top five fatal and injury primary collision factors involving teens, and develop and produce an effective media campaign targeting teen drivers age 15-19. (\$419,881)

**PT0621 - CALIFORNIA HIGHWAY PATROL
MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM, THREE-DIMENSIONAL ANALYSIS
EQUIPMENT (MAIT-3D)**

This grant focuses on increasing the effectiveness and efficiency of the CHP's MAIT teams. It does so by updating and deploying fully integrated, turn-key data capture and visualization equipment and providing training in the use of that equipment. The acquisition, training, support, and deployment of three-dimensional (3D) laser technology to the CHP MAIT program will expedite the department's complex collision investigations and reopen roadways sooner, as collision investigators will require less time while gathering more information. (\$8,000)

**PT0635 - CALIFORNIA HIGHWAY PATROL
CALIFORNIA AFRICAN AMERICAN TRAFFIC SAFETY EDUCATION EFFORTS (CAATSEE)**

California Highway Patrol will implement a 19-month educational outreach grant tailored to the needs of the African-American community. CHP will launch a statewide educational campaign with emphasis upon driving under the influence (DUI) and specifically targeting the 12-20 year old age group. Augmenting the campaign will be statewide enforcement activities and distribution of educational materials. (\$52,403)

TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM

157

**PT0557 - UNIVERSITY OF CALIFORNIA, BERKELEY
CALIFORNIA BEST PRACTICES FOR TEEN TRAFFIC SAFETY**

This grant seeks to work toward by reducing the representation of Had Been Drinking (HBD) underage drivers (under 21) in fatal and injury collisions. In addition, the grant will also work toward OTS' statewide goals to increase the use of seat belts by focusing efforts on teens in California. To continue, the grant will seek to increase awareness of best practices relative to teen motor vehicle safety issues among traffic safety professionals in California. Moreover, the grant will contribute to OTS grantees and other groups sponsoring teen driver safety grants by compiling and publishing a Best Practices Guide to Teen Motor Vehicle Injury Prevention. Grantee will also develop an objective methodology for the evaluation of future teen driver safety grants. Lastly, grantee will evaluate the SWITRS crash data to understand any differences in teen crash rates, seat belt use, and DUI rates by geographic, urban, and socio-economic areas in California. (\$0)

402

**PT0605 - UNIVERSITY OF CALIFORNIA BERKELEY
ENFORCEMENT AND ENGINEERING ANALYSIS TEAM PROJECT**

This grant will prevent, and reduce the number and severity of crashes on local streets and highways in California by providing free expert technical assistance for their local enforcement and engineering staff, aimed at improving the efficiency and effectiveness of local traffic safety programs and high crash site solutions. Expert teams will evaluate current programs, analyze needs and provide a written report for 30 communities throughout California. University staff will oversee and evaluate performance of teams, market evaluations, and disseminate best practices broadly through newsletters and website. (\$242,876)

TASK 5 - AGGRESSIVE DRIVER PROGRAMS

OTS will continue funding 10 grants addressing the problems of illegal street racing in communities with a disproportionate illegal street racing problem. Illegal street racing is not just a great annoyance to the public; it also exposes the public, spectators, and racers themselves to extreme hazards due to the high speeds. OTS established a Regional Task Force conducting highly publicized "large-scale" enforcement operations targeting violations for "speed contests" and illegally modified engines and emissions systems modified to enhance competitiveness during illegal street racing. Personnel conduct surveillance before, during, and after the illegal street-racing enforcement actions to support the following: anticipate gatherings, identify veteran and new-comer participants, establish patterns of activity, assess criminal activity, identify individual groups within crowds, locate probation violators, and identify major violators. OTS established a comprehensive "train the trainer" program. This program provides each police department an officer who will help integrate and institutionalize the expertise necessary. This expertise includes identifying illegally modified vehicles as part of routine patrol duties.

402

Grant #	Fund	Agency	FFY 2007 Funding
PT0421	402	San Diego	\$135,776
PT0525	157	Irwindale	39,205
PT0562	402	Sacramento	\$144,954
PT0563	402	Stockton	\$122,785
PT0564	402	Fresno	\$101,441
PT0565	402	San Jose	\$106,509
PT0566	402	San Francisco	\$104,015
PT0567	402	Riverside	\$140,760
PT0568	402	Ontario	\$123,861
PT0639	402	Oakland	\$200,025

PT0529 - LOS ANGELES COUNTY CARS 'N' KIDS PROGRAM

This grant provides a safety awareness program in Los Angeles County for teens and pre-teens between the ages of 11 and 16 years. This program is driven by traffic safety workshops and car safety rodeos. It creates positive attitudes towards car safety while reinforcing the acceptance of the personal traffic safety responsibility of teens. In addition, the attitudes developed in this grant influence students' inclinations to take responsibility for personal safety. Through a partnership with Disney/Pixar Studios, a cross traffic safety public information and promotion will be launched in conjunction with the release of the animated film **CARS**, with cast appearances at rodeos and events and pre-film trailers featuring a pre-teen driver safety public service announcements with the cast. (\$19,675)

PT0530 - LOS ANGELES DEPARTMENT OF TRANSPORTATION WATCH THE ROAD TRAFFIC SAFETY CAMPAIGN

The campaign is designed to increase the awareness and practice of proper driving, bicycling, and walking behavior in the county of Los Angeles by developing a countywide media campaign focused on changing behavior that contributes to the major categories of crashes. Through targeted messages with millions of exposures, the heightened awareness leads to positive changes in road users behaviors. (\$0)

TASK 6 - LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS

157/402

OTS will continue funding 13 grants initiated in prior fiscal years and 43 new grants during fiscal year 2007. Funds in this task provide for the purchase of sobriety checkpoint and visible display radar trailers, changeable message signs, radar and laser speed monitoring devices, other traffic safety equipment, educational items, personnel positions and overtime. The primary goals of this task are to increase seat belt compliance, traffic safety education and awareness, and decrease speed, intersection, red light, and alcohol-involved collisions.

Grant #	Fund	Agency	FFY 2007 Funding
PT0518	402	Davis	\$26,654
PT0520	402	Elk Grove	\$23,767
PT0527	402	Lemon Grove	\$5,663
PT0546	402	San Diego	\$3,000
PT0603	402	East Palo Alto	\$87,824
PT0604	402	Daly City	\$65,888
PT0613	402	Santa Clara	\$11,142
PT0616	402	Gardena	\$105,000
PT0622	402	Lake Forest	\$0
PT0627	402	El Segundo	\$0
PT0628	402	San Francisco	\$3,661
PT0636	402	Brentwood	\$100,200
PT0638	402	Cotati	\$81,184
PT0701	157	Delano	\$44,185
PT0702	157	Hayward	\$112,922
PT0704	157	American Canyon	\$48,233
PT0705	157	Anderson	\$171,453
PT0706	157	Carson	\$163,104
PT0709	157	Blythe	\$175,336
PT0711	157	Fresno	\$468,503
PT0712	157	Santa Cruz	\$304,261
PT0713	157	Seaside	\$166,816
PT0714	157	Laguna Beach	\$112,980
PT0716	157	Chico	\$273,635
PT0718	157	Livermore	\$298,925
PT0719	157	Bakersfield	\$320,870
PT0721	157	Signal Hill	\$53,702
PT0722	157	Visalia	\$296,149
PT0723	157	Chula Vista	\$199,876
PT0724	157	Brawley	\$205,926
PT0726	157	Sonora	\$160,933
PT0727	157	Marina	\$87,000
PT0731	157	San Bernardino	\$586,858
PT0732	157	Pomona	\$456,611
PT0734	157	San Rafael	\$230,372
PT0736	157	Rocklin	\$150,000
PT0737	157	Claremont	\$363,853

Grant #	Fund	Agency	FFY 2007 Funding
PT0738	157	Roseville	\$240,000
PT0742	157	Yuba City	\$150,089
PT0743	157	Exeter	\$110,309
PT0744	157	Dana Point	\$91,395
PT0745	157	Crescent City	\$127,879
PT0746	157	Stockton	\$950,000
PT0750	157	Los Angeles	\$604,389
PT0751	157	Oakland	\$503,374
PT0753	157	Murrieta	\$84,140
PT0754	157	Lathrop	\$156,000
PT0755	157	San Luis Obispo	\$34,035
PT0756	157	Irvine	\$257,692
PT0757	157	El Cajon	\$405,044
PT0758	157	Azusa	\$271,741
PT0760	157	Santa Ana	\$415,670
PT0762	157	Pasadena	\$219,444
PT0764	157	Temecula	\$122,177
PT0766	157	Selma	\$181,911
PT0767	157	Nevada City	\$36,000

TASK 7 - VEHICLE IMPOUND PROGRAMS

Nine grants will begin in fiscal year 2007. These agencies were selected based on a disproportionate number of collisions classified as alcohol-involved, hit-and-run and nighttime. These grants will impound for up to 30 days, the vehicles of unlicensed drivers, who have never been issued a license, and drivers with a suspended or revoked license.

The Vehicle Impound Program seeks to reduce traffic crashes involving drivers with suspended or revoked licenses. Grant activities include DUI/Driver's License checkpoints and special enforcement operations targeting those who continue to drive with a suspended or revoked license. A "Hot Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with suspended or revoked licenses as a result of DUI convictions, and "Stakeout" operations to observe the "worst of the worst" repeat DUI offender probationers with suspended or revoked driver licenses. Additionally, "Court Sting" operations may be conducted to cite individuals driving from court after having their license suspended or revoked.

The primary goals are to reduce collisions that are alcohol-involved, hit-and-run, and nighttime related. In addition, these grants will strive to increase conviction rates for habitual DUI offenders that continue to drive with suspended or revoked licenses.

Grant #	Fund	Agency	FFY 2007 Funding
PT0703	157	Huntington Park	\$124,664
PT0717	157	Susanville	\$154,380
PT0730	157	Inglewood	\$173,194
PT0739	157	Calexico	\$93,183
PT0740	157	Modesto	\$600,000
PT0741	157	Turlock	\$106,285
PT0752	157	Covina	\$186,921
PT0761	157	Sanger	\$111,814
PT0765	157	Lake Elsinore	\$48,742

ROADWAY SAFETY

I. PROGRAM OVERVIEW

The Roadway Safety program focuses on the operating environment. Grant funds provide necessary equipment and facilities to aid in the identification and analysis of critical locations, the recommendation of traffic safety enhancements and the improvement of the traffic flow to ensure that responsible agencies have the technical expertise to perform necessary analyses. Roadway design, construction, and maintenance are not permissible under the Office of Traffic Safety (OTS) grant program.

OTS has continued the “Safety Through Construction and Maintenance Zones” training program. Utilizing this program, trainers are sent to locations throughout the state to provide two-day training sessions that instruct roadway maintenance and construction personnel on the latest methodology for enhancing the safety of workers and motorists in those areas receiving maintenance or which are under construction. The program is utilized extensively by many local agencies, public utility companies, and private firms. The Federal Highway Administration (FHWA) has specifically encouraged continuation of the program. Generally, this program is renewed every three years. The continuous turnover of highway construction and maintenance personnel assures a continuing need for this education program. Continuation of the program ensures that suitable training is available to enhance roadway safety through construction and maintenance zones.

A sound traffic-engineering program utilizes collision location data, an inventory of traffic control devices, data on the numbers and types of driving lanes, average and peak hour traffic volumes, and data on the direction of travel. In addition, a cogent traffic-engineering program should also include traffic circulation pattern information and data on adjacent land use. There should also be an ability to identify and analyze critical collision locations to establish reasonable speed limits (85th percentile), to coordinate and optimize signal timing, and to correlate all of the referenced data with the types and severity of collisions experienced. The engineer must perform analyses and recommend mitigation in the way of traffic controls, roadway design changes, alternative routes, and non-engineering (enforcement) improvements.

In some instances, increased tort liability actions are a motivating factor responsible for compelling agencies to improve their engineering analysis capabilities. Consequently, the nature of traffic engineering efforts must be proactive. In addition, complete traffic engineering efforts must offer long-term mitigation to identified conditions.

II. ACTION PLANS

Traffic Control Device Inventory (TCDI)

This activity involves establishing a relational database for the storage and retrieval of various control device data elements. Agencies must perform a complete field inventory of existing signs, signals, pavement and curb markings and stripping as well as the condition of each. Depending upon the size and complexity of the street layout table, some inventories may exclude certain items, such as pavement and curb stripping, and may keep separate inventories for some items, such as signals.

Traffic Counts

This activity typically involves the purchase of traffic counting devices including radar trailers and the development of a schedule for their periodic and regular deployment. Depending on the sophistication of the count devices and the agency, traffic counts may also include the incorporation and the development of traffic flow pattern charts to illustrate relative traffic volumes. Traffic counts should also include average daily traffic (ADT) and peak hour volume counts.

Identification and Surveillance

This process allows for the systematic identification and ranking of critical or high collision locations within the jurisdiction and for performing analyses to discover conditions that may be contributing to the high collision rates. Software applications frequently include the generation of collision diagrams with Primary Collision Factors (PCF) identified. Applications may also include such functions as traffic flow analyses, traffic circulation patterns, and the statistical correlation of conditions present at the time of the collisions e.g., weather, time of day etc. In more sophisticated systems, collision locations can be identified as mid-block or intersection.

Bicycle and Pedestrian Safety

In this activity, there is commonly one point of focus, either on bicycle safety or pedestrian safety. Bicycle safety typically involves analyzing bicycle collisions and bicycle travel patterns to determine the relative benefits of including bicycle lanes, special signage or the prohibition of bicycles from certain roadways. Pedestrian safety is most commonly associated with the development of "Recommended Route to School" maps or performing analyses to determine the probable benefits from the installation of signalized pedestrian crosswalks. Related to the latter, mitigation is the on-going evaluation of a recently developed device that enables pedestrians to alert motorists to their presence. The alert is achieved via In-Roadway Warning Lights (IRWL's) LED lights. The California Traffic Control Device Committee (CTCDC) and the California Department of Transportation (Caltrans) have developed standards for these devices making them available to cities and counties in a non-experimental capacity throughout the state via OTS grant process.

Many engineering and enforcement agencies are still employing the use of manual collision and citation tracking systems or are forced to use unwieldy legacy data systems. Extracting meaningful data through either practice is an arduous and inefficient undertaking and the resulting data may be unreliable. For instance, jurisdictions that share a common boundary may find that crashes on the boundary roadways are undercounted (counted by the wrong agency) or double-counted (by multiple agencies). Either way, the data integrity is compromised. In addition, neither a manual system nor legacy system provides a viable and efficient means for communicating captured data on either an intra-agency or inter-agency level. This inability to share data results in the perpetuation of separate engineering and enforcement data systems in these jurisdictions. By developing modern open data systems that are usable by both traffic engineering and enforcement within a city and/or across jurisdictional lines i.e., county-to- county, OTS is providing an opportunity to enhance not only data sharing but overall communication and agency efficiency.

Geographical Information System (GIS)

These systems involve extensive use of sophisticated and powerful software and hardware. Most applications locate data (collisions, citations, signage) by a unique geographical identifier (geocoding), usually points of longitude and latitude and employ software such as AutoCAD or ArcView. GIS incorporates the use of a wide variety city/county relevant of data layers though many of the developed layers may be unrelated to traffic (such as census tracts, tax parcels, sewer lines, etc.); typically GIS will employ the use of global positioning satellite (GPS) transceivers. GPS technology directs signals to low orbit global satellites where the signal is then triangulated to a unique (specific) location on the earth's surface. Depending on the complexity of the community, the local funds the agency is willing to commit and the proposed uses of the systems, GIS offers a flexible and appropriate solution for a variety of identified traffic mitigation programs. OTS has assisted many jurisdictions throughout the state in implementing Geographic Information Systems applications. Numerous cities and counties throughout the state have implemented GIS in their jurisdiction and many more are in the process of implementing GIS programs for their agency.

During this fiscal year, OTS intends to initiate more grants involving Geographic Information Systems. In a planned effort, OTS intends to automate manual processes and replace legacy data systems that are no longer efficient or effective. OTS will promote implementation of these systems on a county level and on a city level in the "wired" counties.

Training and Review

The Safety Through Construction and Maintenance Zones and the Engineering and Enforcement (E&E) Team programs are funded through the Institute for Transportation Studies (ITS) of the University of California, Berkeley. Both programs have received national recognition for their excellence.

With the advancements being made in data automation and the increased number of software packages related to traffic engineering and mapping, the scope of engineering in the OTS grant program has changed markedly from just a few years ago. As the concept of GIS continues to mature, the delineation between traffic records and traffic engineering is rapidly blurring and will likely disappear completely very soon. Traffic record systems are becoming increasingly comprehensive, providing data storage and retrieval mechanisms that apply to both engineering and enforcement, as well as to other interested organizations. For this reason, many grants may appear to be traffic record grants when they are in fact, engineering grants. Since both disciplines may be using the same computerized database, the degree to which the grant requires applied engineering fieldwork is used to distinguish between traffic records and traffic engineering.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2007 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and

pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task for individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings and conferences.

TASK 2 - ELECTRONIC ENGINEERING DATA SYSTEMS

Grants funded in this task provide local agencies with the ability to collect, extract and manipulate traffic collision and citation data. Utilizing these high-powered data systems will enable these agencies to conduct thorough collision/citation analyses that will allow for statistically meaningful and technically accurate graphical representations. These systems will be used to track data throughout the locality to evaluate high collision/citation locations upon which to base mitigation efforts or other capital improvement decisions. In addition, these systems will also allow for information sharing between and amongst local jurisdictions along shared boundaries to effectively identify and classify collisions or other traffic related data by geographical reference points. Four grants will be continued into 2005, and five new grants will be initiated.

Grant #	Fund	Agency	FFY 2007 Funds
RS0601	157	Santa Clara	\$0
RS0614	157	San Diego County	\$0
RS0619	157	Camarillo	\$0
RS0623	157	Butte County	\$0
RS0407	163	Los Angeles	\$25,383

TASK 3 - ROADWAY IMPROVEMENT PROGRAM

Grants funded in this task enable local agencies to implement minor improvements in the roadways, as authorized by FHWA, including the installation of traffic count programs. No grants have been funded in this task for fiscal year 2007.

TASK 4 - TRAFFIC ENGINEERING EXPERTISE

Grants funded in this task enable agencies to better identify problems, suggest alternative solutions, and identify future needs by providing the traffic engineering expertise required. It also provides a professional engineer to the UC Berkeley Enforcement and Engineering Analysis Team, to conduct at least 30 annual administrative evaluations of local traffic engineering and enforcement programs. Funding for these grants is reflected in program area PT, Task 4.

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**PT0605 - UNIVERSITY OF CALIFORNIA, BERKELEY
TRAFFIC SAFETY EVALUATIONS FOR CALIFORNIA COMMUNITIES**

Initiated in fiscal year 2004, the grant is continued into fiscal year 2007. This grant will provide technical expertise to execute local traffic engineering and enforcement analysis. The program will be active throughout the State of California. Evaluation visits will be made by teams of experts for the ITS Tech Transfer Program. Written analyses documenting the findings and recommendations are provided to host governments. The grant also supports the organization of an annual statewide workshop on safety topics of interest to both enforcement and engineering professionals to highlight best practices and encourage information sharing across communities and among disciplines. Funding for this grant is shown in Police Traffic Services. (\$242,876)

TASK 5 - EDUCATION AND TRAINING

Grants funded in this task provide training for enhanced roadway safety. Funds are also obligated for the training of persons responsible for collision investigation and analysis.

157

**RS0606 - UNIVERSITY OF CALIFORNIA, BERKELEY
WORK ZONE SAFETY TRAINING**

This grant is continued into fiscal year 2007. The grant seeks to reduce the number and severity of crashes at or near public highway work zones by training construction and maintenance crews on how to safely, effectively and efficiently plan, install, and operate work zone controls that minimize potential for vehicle conflicts with pedestrians, bicycles, hazards, and to protect workers. The grant will organize and deliver the existing revised MUTCD compliant class called "Safety and Traffic Control Plans for Work Zones" to host agencies and organizations for a reduced fee. The grant will also evaluate course content and will update as needed. (\$203,296)

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**RS0504 - CALIFORNIA DEPARTMENT OF TRANSPORTATION
HIGHWAY WORK ZONE SAFETY PUBLIC AWARENESS CAMPAIGN**

This grant continues in FFY 2007. This grant expands on a pilot grant for work zone safety public awareness campaign statewide. The campaign builds on the prior campaign by expanding into areas of California that were not covered in the pilot campaign. The Department continues to survey the impact of the campaign on public awareness and analyze existing work zone collision data to determine whether the campaign continues to be successful in reducing work zone collisions and whether a cost benefit analysis supports permanently continuing this campaign statewide. (\$0)

RS0514 - DEPARTMENT OF MOTOR VEHICLES**TRAFFIC SAFETY EDUCATION PROJECT**

This grant is provided continued funding for fiscal year 2006, to assist will compliance with for Americans with Disabilities Act of 1992 by updating and combining DMV's first two videos entitled "Rules of the Road" and "Safe Driving Practices." The new combined video will enhance driver competency by providing a current video resource to reach people who are illiterate or have reading or other learning disabilities. In addition, this tape will also be suitable for DMV applicants for whom English is their second language. (\$53,000)

RS0702 - CALIFORNIA DEPARTMENT OF TRANSPORTATION**PUBLIC HIGHWAY SAFETY PUBLIC AWARENESS CAMPAIGN**

The California Department of Transportation will implement a statewide public awareness campaign to reduce the number of collisions, injuries and deaths involving motorist and workers in highway work zones. This will be accomplished by educating and making the motoring public aware of the risks to themselves and their passengers through primetime television, Hispanic educational outreach, and innovative media strategies. (\$2,000,000)

TASK 6 - EQUIPMENT

Grants funded in this task provide equipment for grantees to reduce the number of fatal and injury collisions in their jurisdiction. The hardware provided under this task tends to be specialized and designed to address an identified traffic safety issue in the jurisdiction. Including but not limited to speed trailers, speed feedback signs and changeable message signs.

Grant #	Fund	Agency	FFY 2007 Funds
RS0603	157	Milpitas	\$0
RS0604	157	Fairfield	\$25,950
RS0609	157	Los Angeles County	\$0
RS0610	157	Napa	\$0
RS0611	157	Cupertino	\$0
RS0615	157	Kern County	\$0
RS0616	157	La Mesa	\$0
RS0618	157	San Marcos	\$0
RS0624	157	Merced County	\$0
RS0626	157	Camarillo	\$0
RS0627	157	Pico Rivera	\$0
RS0519	402	Santa Clara County	\$0
RS0701	402	Nevada County	\$72,000
RS0703	402	Riverside	\$229,200
RS0704	402	Tulare County	\$88,491

TASK 7 - EVALUATION

There are currently no grants planned or continued under this task.

TASK 8 - INFRASTRUCTURE IMPROVEMENT

The Caltrans Highway Safety Improvement Program (HSIP) includes all grants in which the primary purpose is to reduce the number and severity of collisions on California highways. Grants may range from spot improvements such as new signal installations to statewide systematic improvements to Clean Up the Roadside Environment (CURE).

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HAZARD ELIMINATION PROJECTS

The following are hazard elimination grants scheduled for 2007 and funded through the California Department of Transportation (Caltrans).

- Upgrade and install metal beam guardrails and end treatments in Los Angeles County. (\$2,293,000)
- Install icy curve warning system in Plumas County. (\$1,223,500)
- Install guardrail/remove trees and shrubs within 30 feet of the edge of traveled way. (\$2,500,000)
- Upgrade/relocation lighting standards in Long Beach. (\$200,000)
- Install concrete barrier in the City of Los Angeles. (\$750,000)
- Install chain link railing in the City of Los Angeles. (\$725,000)
- Install chain link railing in the City of Commerce. (\$282,500)

TRAFFIC RECORDS

I. PROGRAM OVERVIEW

Traffic record systems include the data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety. Traffic record programs include data related to collisions and to every aspect of the program infrastructure. Data pertaining to people, vehicles, and roadways are all part of the total traffic records network.

The most common theme of the total records program is the Statewide Integrated Traffic Records System (SWITRS). Installed at California Highway Patrol (CHP) in 1974, the SWITRS provides collision-related reports to state and local agencies. Since SWITRS inception, there have been major advances in computing capabilities, rendering certain features of the SWITRS system cumbersome, time-consuming, and labor intensive. The cost and the impact of changing to an on-line system are presently being studied and system re-development is in progress.

The Traffic Accident Surveillance and Analysis System (TASAS), maintained by Caltrans, is the repository of all crash data pertaining to state and interstate highways, and includes detailed data on the location and types of roadways, as well as collisions occurring on these highways. TASAS does not include local (city or county) streets or roadway data.

Department of Motor Vehicles (DMV) maintains a large statewide computer network to record all registered motor vehicles and licensed drivers (and some unlicensed). The system generates a transcript for every person cited or arrested for a traffic violation who is subsequently convicted, or who defaults on bail and is forwarded by the courts to DMV. The resulting transcript becomes the basis for an entry into the Automated Management Information System (AMIS), even if the person arrested is not a licensed driver. If a citation is issued or an arrest is made in connection with a collision, the record of a collision involving a specific driver will be included in the file.

Advances in computer technology have enabled the DMV to establish a direct electronic link to nearly all of the municipal courts within the State. By means of this linkage, nearly all traffic court judges have access to complete and current driver histories, thereby making the penalties imposed by the court more in keeping with the actual and current driving record of the individual. DMV continues to expand this capability and is placing as many courts as possible on-line.

The Department of Justice (DOJ) system maintains a record of arrests made within the state, including the final disposition of each case. This record system shows all arrests, regardless of traffic involvement, and identifies specific vehicle code violations.

The Emergency Medical Services Authority (EMSA) has installed a statewide database of emergency medical conditions, including response times to collisions and subsequent treatment of collision victims. In the EMS system, all regional trauma systems store and retrieve medical data, with a certain mandated core data transmitted to the EMSA system. EMSA is trying to establish the means and methodology to track specific individuals from the collision to the emergency responder to the hospital and finally to hospital discharge. EMS linkage is necessary for the sensitivity index computation, and provides traffic engineers and traffic law enforcement personnel invaluable information on morbidity and mortality rates.

All cities and counties maintain traffic-related records, including data on local roadways. Many agencies report optimal effectiveness can be achieved by maintaining a local system that includes many of the same data elements contained in the statewide systems. A local system includes collision records, records of arrests and citations, and crash data on local streets and roads.

The geographic size of California and its large population makes the complete centralization of traffic records somewhat cumbersome and impractical. Therefore, various aspects of traffic records are delivered by a variety of responsible agencies. Consequently, it is more appropriate to refer to a traffic record network rather than a traffic record system.

Local agencies in California have identified specific difficulties in using SWITRS, primarily the time lag in receiving reports and the inconsistencies in the identification of local street names. For smaller cities, these problems do not represent major obstacles; but larger communities require an automated collision system to provide in part, a more timely record and a more accurate identification of crashes.

The Office of Traffic Safety (OTS) will continue to address the need for local systems by continuing to provide hardware and software to local grantees that are compatible with SWITRS. Many local agencies are implementing, or exploring the feasibility of implementing local Geographic Information System (GIS) based traffic record systems.

II. ACTION PLANS

OTS continues to implement the recommendations of the 1993 Traffic Records Assessment and is scheduled for a new Traffic Records Assessment in September 2005. A variety of state and local agencies continue to work toward improving traffic record collection within the State of California. The "Traffic Records Council" was formed as recommended by a traffic record assessment team. The initial work plan was designed around the recommendations of that team. All major state departments producing traffic-related data are represented on the "council," including OTS. The Traffic Records Assessment team and the Traffic Records Council have not met formally for a number of years. Consequently, OTS plans to reconvene these organizations for the purpose of measuring progress and developing new goals.

OTS remains committed to providing funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems. OTS is confident that once implemented these systems will decrease the agency resources needed to maintain collision and citation statistical data. These systems are also expected to reduce the frequency and possibly the severity of traffic collisions in each jurisdiction where the systems are implemented.

OTS strongly recommends that both engineering and enforcement agencies become involved in system selection, deployment and data sharing. This cooperative approach results in economies of scale (time and capital) to each of the agencies due to the system licensing and compatibility between the agencies. The GIS based collision and citation analysis program will allow agencies to conserve resources while at the same time provide transportation engineers, public safety officers, department managers and enforcement agencies with timely, accurate and useable information upon which to base engineering, enforcement and other traffic related safety decisions.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2005 Highway Safety Plan. This plan includes grants that will be continued from prior fiscal years. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - DATA RECORDS DESIGN AND IMPLEMENTATION

Grants funded in this task provide the databases and data record design by which local agencies can supplement existing collision record programs with needed roadway data. Seventeen grants have been identified in the California State Traffic Safety Information Systems Strategic Plan developed by the California Traffic Records Coordinating Committee. These grants will be reviewed for inclusion within this plan upon approval of the corresponding 408 funds.

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TR0705 - UNIVERSITY OF CALIFORNIA, BERKELEY GIS MAPPING FOR SWITRS GEOCODING

The University of California, Berkeley will develop and implement a customized GIS mapping program for SWITRS geocoding. The grant objectives are to: 1. develop the program; 2. develop and test validation procedures; 3. develop training; and 4. disseminate program and training. The proposed program will fulfill the following objectives: (1) develop custom functions specific to collision data; (2) incorporate additional supporting data, customization, and tiered geocoding; (3) automate the process and include an interactive option; (4) provide a user-friendly interface; and (5) provide the option to build a dictionary of the common crash location errors and automatically correct them. (\$98,728)

TR0508 - WATSONVILLE SANTA CRUZ METRO POLICE DEPARTMENT'S HAND-HELD CITATION, COLLISION, DUI REPORT WRITING PROJECT

A multi-jurisdictional traffic safety effort will be utilized by the four local police agencies in Santa Cruz County to efficiently report collisions, DUI, and citation information; analyze high collision locations and correlate these statistics to increase enforcement activity, establish traffic controls at key critical intersections, and improve safety. The objective is to reduce officer time in traffic reporting through the implementation of in-field electronic hand-held devices, integrated with software that supports data importation, report generation, and analysis. Secondly, the grant seeks to reduce staff time processing traffic citations, meeting the California Superior Court electronic file standards, and creating a graphics interface for data importation. (\$0)

TASK 3 - COMPREHENSIVE DATA SYSTEM DESIGN AND IMPLEMENTATION

Grants funded in this task include activities that are broadly based and encompass records systems that include law enforcement, collision investigation, traffic engineering, adjudication, and emergency medical services. It is within this task that comprehensive systems, such as GIS are funded.

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TR0604 - GOLETA

AUTOMATED COLLISION ANALYSIS AND TRACKING

The City of Goleta will continue to implement an automated collision and tracking program with GIS capabilities for the Traffic Engineering/Community Services Department and the Police Department. This system will allow for a cooperative traffic safety effort by the Goleta Community Services Department and the Goleta Police Department. The program will provide both departments with the ability to efficiently pinpoint high collision locations and correlate these statistics to enforcement activity, traffic controls, or needed safety improvements. The program will be used to identify and evaluate the top ten high collision rate locations in the city. (\$1,000)

TR0605 - CALIFORNIA HIGHWAY PATROL

INTERNET STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (I-SWITRS)

This grant makes SWITRS available to allied agencies and CHP users via the Internet. Purchasing software licenses on a metric called a processor license will allow one unit of the license to deploy the software onto one hardware processor with no restriction on the number of users. Doing so will allow hundreds of users to use the software, thereby giving allied agencies and all of CHP access to SWITRS data on the Internet. (\$138,115)

TR0606 - AMADOR COUNTY

GIS - ROADWAY SAFETY PROJECT

This grant will provide for Amador County to refine its GIS collision database program to more accurately identify, analyze, investigate and determine options to mitigate critical collision locations. The addition of a TCDI module will allow a sign tracking inventory, maintenance and replacement logging and assist in compliance with newly mandated Federal and State standards. (\$6,100)

TR0607 - SAN LUIS OBISPO

AUTOMATED COLLISION ANALYSIS AND TRACKING SYSTEM

The City of San Luis Obispo proposes to improve the efficiency and accuracy of collecting, identifying and analyzing collision reports, citations and high collision locations in the city. This will be accomplished by purchasing and installing computerized field data collection devices, integrating information system processing and upgrading the current collision database software. (\$21,500)

TR0608 - CALIFORNIA HIGHWAY PATROL

GEOGRAPHICAL INFORMATION SYSTEM FOR SWITRS GIS-SWITRS

This grant introduces GIS mapping capabilities to the CHP's Statewide Integrated Traffic Record System (SWITRS) at the same time another grant facilitates introduction of SWITRS to the Internet. The ability to map and geographically visualize the statistical data currently available through the ad-hoc reporting capability will enable CHP's eight field divisions to further and more effectively assess enforcement deployment decisions that are unique or specific to the physical components of the communities within their areas of jurisdiction. (\$29,000)

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TR0701 - YOLO COUNTY

GIS-SWITRS COLLISION MAPPING AND ANALYSIS SYSTEM

Yolo County proposes to improve the efficiency and accuracy of identifying and analyzing critical collision locations within the county. The County will purchase and install a software system that combines traffic collision records collected by the California Highway Patrols SWITRS branch with GIS mapping technology. This system will quickly produce detailed graphical reports and accurate analyzes of data to point out trouble spots within the County's transportation network. (\$59,750)

TR0702 - TEHAMA COUNTY

GIS TRAFFIC CONTROL DEVICE INVENTORY SYSTEM

Tehama County Public Works Department maintains a GIS that includes collision software allowing engineers to map trends of collisions. Evaluating trends on a case by case basis involves studying the functionality of the roadway and control devices (if any). The County currently maintains 5,133 traffic control devices in a database that lacks spatial coordinates and reflectivity. This grant will install a Traffic Control Device Inventory, collect the data for display on GIS maps, and create a system to maintain, evaluate, replace, and install traffic control devices. In addition, this grant will allow the Public Works Department to further analyze collisions based on traffic control devices deficiencies. (\$36,500)

TR0704 - MARIN COUNTY

AUTOMATED GIS-BASED TRAFFIC COLLISION ANALYSIS AND TRACKING SYSTEM

Marin County proposes to replace traditional collision reporting, analysis, and tracking and to improve both the accuracy and the efficiency of collision reporting and analysis throughout the county. Both goals will be accomplished by purchasing and installing an electronic, automated, GIS-based traffic collision and analysis system. This system will allow Marin County to collect, store, manage, and analyze collision data more efficiently and to provide information that will help in traffic safety. (\$34,000)

TASK 4 - HIGH RISK DRIVER IDENTIFICATION DATA CAPTURE IMPROVEMENT GRANTS

Grants funded under this task are primarily concerned with developing the methodology to correctly identify high-risk drivers and the subsequent development of software to allow for the tracking of the identified high-risk drivers.

**TR0302 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
DEVELOPMENT OF A LONG RANGE STRATEGY AND PROCUREMENT OF A BIOMETRICS
VERIFICATION SYSTEM**

Initiated in fiscal year 2004, the grant will continue into fiscal year 2007. The grant provides funds for consultant services to advise DMV how to implement a Biometrics Verification System (BVS). The design will ensure that one person has only one driver's license or identification (DL/ID) number and one DL/ID number belongs to only one person. The consultant will include developing the requirements necessary to secure a contractor to develop the BVS, and to develop a plan on cleansing the 80+ million images contained in the image database. (\$461,750)

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**TR0601 - SOUTH LAKE TAHOE POLICE DEPARTMENT
HANDHELD CITATION/DUI REPORTING SYSTEM**

This grant provides the city of South Lake Tahoe with funds to purchase eight handheld traffic reporting software and equipment systems, which will automate the traffic citation process. This system will help the officers incorporate DUI investigations by giving the officers the ability to record standardized field sobriety tests in the field and complies with NHTSA standards. The use of this system will expedite the traffic stop process allowing for less time report writing and more time actively patrolling our neighborhoods looking for violations. (\$0)

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**TR0703 – CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
A PILOT STUDY OF THE TRAFFIC SAFETY EFFECT OF THE THREE-TIER ASSESSMENT SYSTEM**

The three-tier assessment system will assess driving-relevant abilities of functionally limited drivers by using novel licensing tests in addition to the standard ones and administer educational interventions, designed to enhance appropriate compensation, to functionally limited drivers on the basis of their test performance. The three-tier assessment system will address the aging driving populations the overwhelming number of drivers with limitations, and therefore, assessed by this system, will be 70 years of age and older. The proposed grant will determine the operational feasibility and overall traffic-safety effect of the three-tier assessment system. (\$1,050,667)

FFY 2007 GRANT EQUIPMENT LIST

This table lists items to be purchased in FFY 2007 with a cost equal to or greater than \$5,000 each. All in-roadway warning light systems (IRWL), vehicle speed feedback signs (VSFS), flashing beacons and countdown pedestrian heads purchased by OTS grantees will be installed in locations that are not on the Federal Aid System.

Grant #	Agency	Equipment and Cost	Page
PT0704	American Canyon	2 automated citation systems @ \$16,500 each	07-PT-9
PT0705	Anderson	1 motorcycle @ \$25,000 1 LIDAR speed/collision investigation kit @ \$10,500	07-PT-9
EM0702	Atascadero	8 extrication sets @ \$30,000 each	07-EM-3
PT0758	Azusa	12 solar vehicle speed feedback signs @ \$10,850 each 1 radar message trailer @ \$30,000 1 portable light tower @ \$15,000	07-PT-10
PT0719	Bakersfield	1 radar trailer @ \$15,500 1 automated citation device system @ \$122,500	07-PT-9
AL0645	Beverly Hills	1 in-roadway warning light system @ \$45,000	07-AL-4
EM0717	Big Bear City Community Services District	1 ambulance @ \$25,000 (Federal share)	07-EM-3
PT0709	Blythe	1 motorcycle @ \$28,000 1 LIDAR traffic investigation system @ \$10,495	07-PT-9
PT0724	Brawley	3 motorcycles @ \$25,127 each	07-PT-9
PS0624	Brentwood	2 in-roadway warning light systems @ \$10,390 each	07-PS-3
EM0706	Calaveras County	10 self-contained rescue tools @ \$25,000 each	07-EM-3
PT0739	Calexico	1 motorcycle @ \$21,660 4 automatic ticket writers @ \$5000 each	07-PT-11
AL0731	California Highway Patrol	1 driving simulator @ \$12,000	07-AL-24
PT0735	California Highway Patrol	29 radar trailers @ \$12,500 each	07-PT-6
AL0758	Capitola	1 DUI checkpoint trailer @ \$20,000	07-AL-23
PT0706	Carson	1 radar trailer @ \$10,717	07-PT-9
PT0716	Chico	2 motorcycles @ \$27,500 each 1 radar trailer @ \$12,000	07-PT-9
PT0723	Chula Vista	1 motorcycle @ \$22,621	07-PT-9
PT0737	Claremont	1 motorcycle @ \$27,000 12 automated citation devices @ \$7,225 each	07-PT-9

* In accordance with Federal Highway Administration (FHWA) guidelines and the OTS funding policies for Vehicle Speed Feedback Signs (VSFS) and Supports/Poles, In-Roadway Warning Lights (IRWL) at Crosswalks, Countdown Pedestrian Signals and Flashing Beacons.

Grant #	Agency	Equipment and Cost	Page
AL0764	Concord	1 DUI checkpoint trailer @ \$35,194	07-AL-5
AL0726	Costa Mesa	1 computer and mapping software package @ \$12,275	07-AL-5
PT0752	Covina	1 radar message trailer @ \$15,000 1 motorcycle @ \$25,500	07-PT-11
PT0745	Crescent City	1 motorcycle @ \$20,329 1 DUI trailer @ \$15,000	07-PT-10
PT0748	Daly City	4 radar message trailers @ \$25,000 each 5 motorcycles @ \$28,000 each 34 automated citation devices @ \$5,182 each 2 computerized diagram drawing programs @ \$26,000 each 5 mounted radar units @ \$5,000 each 2 radar units @ \$5,200 each	07-PT-4
PT0744	Dana Point	1 radar trailer @ \$12,497	07-PT-10
PT0701	Delano	1 traffic collision reconstruction system @ \$15,263	07-PT-9
EM0715	East County Fire Protection District	2 air bag sets @ \$8,677 each 2 extrication sets @ \$24,897 each 1 thermal imaging camera @ \$11,000 1 first responder vehicle @ \$15,750 (Federal share) 3 rescue strut sets @ \$14,167 each	07-EM-3
PT0757	El Cajon	2 motorcycles @ \$27,000 each 10 automated citation devices @ \$6,000 each	07-PT-10
PT0763	Escondido	2 motorcycles @ \$28,350 each 1 solar vehicle speed feedback sign @ \$10,183	07-PT-4
PT0743	Exeter	1 motorcycle @ \$28,000	07-PT-10
PT0729	Folsom	8 lap top computers @ \$6,759 each 1 motorcycle @ \$29,500 1 GIS software package @ \$25,190 1 ACD citation/DUI report software package @ \$45,000	07-PT-4
PT0711	Fresno	1 utility trailer @ \$15,000	07-PT-9
EM0707	Grass Valley	5 self-contained rescue tools @ \$34,800 each	07-EM-3
EM0712	Humboldt County	3 extrication systems @ \$27,000 each	07-EM-3
AL0756	Huntington Beach	2 motorcycles @ \$23,739 each	07-AL-5
AL0751	Imperial Beach	1 message trailer @ \$20,000	07-AL-5
PT0728	Industry	1 radar message trailer @ \$17,106 12 solar vehicle speed feedback signs @ \$8,119 each	07-PT-4
PT0730	Inglewood	1 DUI checkpoint trailer @ \$26,000	07-PT-11
PT0756	Irvine	3 radar trailers @ \$10,000 each	07-PT-10
PT0733	Kerman	1 motorcycle @ \$25,000	07-PT-4
EM0710	Kern County	4 extrication sets @ \$17,063 each	07-EM-3
PT0714	Laguna Beach	2 radar trailers @ \$13,000 each 1 message trailer @ \$10,000	07-PT-9

Grant #	Agency	Equipment and Cost	Page
PT0754	Lathrop	1 radar trailer @ \$16,250 1 motorcycle @ \$29,500	07-PT-10
PT0718	Livermore	3 vehicle speed feedback signs @ \$5,667 each 2 crosswalk traffic devices @ \$22,500 each 1 total station @ \$15,000	07-PT-9
AL0749	Lompoc	1 radar message trailer @ \$10,000	07-AL-5
PT0725	Long Beach	1 automated citation device system @ \$259,964 (51 devices) 1 radar message trailer @ \$12,000 1 DUI trailer @ \$26,000 1 DUI crashed car display trailer @ \$24,000	07-PT-4
EM0701	Marin County	3 extrication sets @ \$30,050 each	07-EM3
PT0727	Marina	1 motorcycle @ \$33,000 1 radar message trailer @ \$20,000 1 radar total station @ \$6,500	07-PT-9
PT0740	Modesto	4 motorcycles @ \$28,000 each	07-PT-11
PT0707	Monterey Park	10 automated citation devices @ \$7,500 each	07-PT-4
EM0713	National City	2 extrication sets @ \$34,939 each 1 air bag set @ \$7,274	07-EM-3
PT0767	Nevada City	1 radar trailer @ \$16,600 1 changeable message sign @ \$15,770	07-PT-10
RS0701	Nevada County	12 vehicle speed feedback signs @ \$5,000 each	07-RS-6
AL0713	Norco	1 total station @ \$15,000 1 motorcycle @ \$23,300	07-AL-5
AL0711	Norwalk	2 radar trailers @ \$15,000 each 8 vehicle speed feedback signs @ \$7,000 each	07-AL-5
PT0751	Oakland	11 motorcycles @ \$25,415 each	07-PT-10
AL0724	Orange County	1 DUI checkpoint trailer @ \$25,000	07-AL-23
PS0708	Pasadena	1 radar message trailer @ \$30,000 2 vehicle speed feedback signs @ \$10,000 each	07-PS-3
AL0738	Pico Rivera	1 DUI checkpoint trailer @ \$26,000	07-AL-5
AL0707	Pittsburg	1 DUI trailer @ \$38,250 1 mobile computer @ \$8,400	07-AL-5
AL0714	Placer County	1 electronic DUI case management system @ \$20,000	07-AL-21
PT0732	Pomona	2 motorcycles @ \$26,723 each	07-PT-9
AL0752	Port of San Diego	1 speed enforcement/collision measurement laser system @ \$24,834	07-AL-5
AL0708	Redondo Beach	1 radar message trailer @ \$26,759	07-AL-5
RS0703	Riverside	20 solar vehicle speed feedback signs @ \$10,000 each 1 radar message sign @ \$22,000	07-RS-6
PT0738	Roseville	1 traffic collision reconstruction system @ \$13,000	07-PT-10
AL0753	Sacramento	2 motorcycles @ \$27,300 each	07-AL-5

Grant #	Agency	Equipment and Cost	Page
PT0715	San Anselmo	1 motorcycle @ \$27,951 1 radar trailer @ \$11,600	07-PT-4
PT0731	San Bernardino	5 motorcycles @ \$29,500 each 5 automated citation devices @ \$7,500 each 5 motorcycle MDT systems @ \$10,000 each 1 radar trailer @ \$15,000	07-PT-9
PS0701	San Diego County	2 in-roadway warning light systems @ \$21,000 each	07-PS-5
EM0708	San Joaquin County	7 self-contained rescue tools @ \$37,833 each 2 air bag sets @ \$10,265 each	07-EM-3
PT0734	San Rafael	2 motorcycles @ \$22,000 each 1 solar-powered radar message trailer @ \$21,000 1 total station @ \$15,000	07-PT-9
PT0761	Sanger	1 radar trailer @ \$19,000	07-PT-11
PT0760	Santa Ana	2 DUI checkpoint trailers @ \$22,500 each 5 motorcycles @ \$27,000 each	07-PT-10
AL0735	Santa Clarita	1 total station @ \$16,500 5 vehicle speed feedback signs @ \$6,500 each	07-AL-5
PT0712	Santa Cruz	2 vehicle speed feedback signs @ \$5,553 each 2 motorcycles @ \$21,076 each	07-PT-9
EM0705	Santa Cruz County	6 extrication sets @ \$35,667 each	07-EM-3
AL0744	Santa Maria	1 motorcycle @ \$26,000	07-AL-5
AL0730	Santa Rosa	1 DUI trailer @ \$27,000	07-AL-5
PT0713	Seaside	1 motorcycle @ \$27,000	07-PT-9
PT0766	Selma Police Department	2 motorcycles @ \$28,000 each 1 radar message trailer @ \$22,000	07-PT-10
PT0721	Signal Hill	1 DUI checkpoint trailer @ \$7,500	07-PT-9
EM0704	Sonoma Valley Firemed System	3 extrication sets @ \$31,450 each	07-EM-3
PT0726	Sonora	1 DUI checkpoint trailer @ \$26,000	07-PT-9
AL0706	South Lake Tahoe	1 traffic collision reconstruction system @ \$13,200	07-AL-5
PT0746	Stockton	4 motorcycles @ \$29,500 each 1 changeable message sign trailer @ \$15,000 4 handheld citation devices @ \$6,750 each	07-PT-10
AL0765	Stockton	1 DUI checkpoint trailer @ \$30,000 1 portable message sign @ \$15,000	07-AL-24
AL0755	Sunnyvale	1 DUI trailer @ \$32,505	07-AL-5
PT0717	Susanville	1 motorcycle @ \$25,000	07-PT-11
TR0702	Tehama	1 handheld sign reflectometer @ \$9,200	07-TR-5
EM0703	Tulare County	5 spreaders @ \$7,500 each 4 extrication sets @ \$10,000 each	07-EM-3
RS0704	Tulare County	4 vehicle speed feedback signs @ \$12,112 each	07-RS-6
PT0741	Turlock	1 motorcycle @ \$11,500 1 DUI checkpoint trailer @ \$22,000	07-PT-11

Grant #	Agency	Equipment and Cost	Page
PT0747	Vacaville	10 automated citation systems @ \$5,281 each 1 motorcycle @ \$25,000	07-PT-4
AL0739	Ventura	1 DUI checkpoint trailer @ \$25,000	07-AL-5
PT0722	Visalia	1 motorcycle @ \$25,200 1 radar trailer @ \$8,273 1 citation device system @ \$57,000 1 citation tracking software package @ \$9,000	07-PT-9
AL0703	West Covina	1 solar radar message trailer @ \$14,600	07-AL-4
TR0701	Yolo County	1 large format color plotter @ \$9,050	07-TR-4
PT0742	Yuba City	1 GIS software package @ \$25,000	07-PT-10

(Last updated September 7, 2006)

OTS



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