CALIFORNIA OFFICE OF TRAFFIC SAFETY

2008 HIGHWAY SAFETY PLAN

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2008

(October 1, 2007 through September 30, 2008)

PREPARED FOR

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

PREPARED BY

OFFICE OF TRAFFIC SAFETY
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PART I

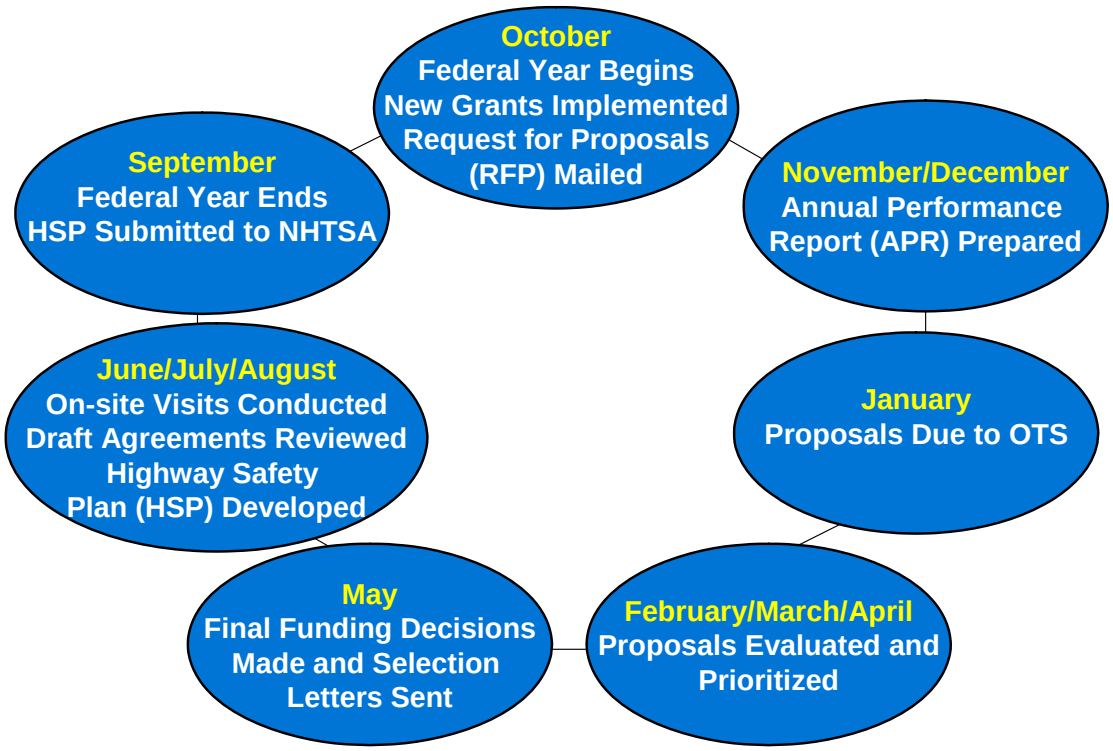
EXECUTIVE SUMMARY
(PERFORMANCE PLAN)

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 2006, 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.

OTS involves many participants in the process of developing projects and addressing traffic safety problems to help California achieve its traffic safety goals. For example, OTS has representation at all the Strategic Highway Safety Implementation Plan "behavioral" challenge area team meetings, networks with local and state representatives at the OTS Summit and/or Police Traffic Services Seminar, has actively participated in quarterly California Statewide Coalition on Traffic Safety Meeting, and seeks HSP development input from quarterly meeting of the Golden Gate Child Passenger Safety Alliance. Other participants in the HSP process include MADD, the Administrative Office of the Courts - through the Traffic Advisory Committee - and the statewide Traffic Records Coordinating Committee.

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, 2007, OTS had received 290 proposal requests for funding.

In April 2007, OTS regional coordinators completed their analyses of these proposals and presented funding recommendations to OTS management. The Director finalized these recommendations and, on May 24, 2007, submitted an Issue Memorandum to the Business, Transportation and Housing (BT&H) Agency Secretary, Dale E. Bonner, presenting OTS' funding recommendations. On May 31, 2007, the BT&H Agency Secretary approved OTS' recommendations for funding for fiscal year 2008. OTS next submits a draft HSP to the BT&H Agency Secretary for approval by July 31, 2007. The state approved HSP will then be submitted to the National Highway Traffic Safety Administration (NHTSA) Western Region office by September 1, 2007.

OTS' goal is for 90 percent of all new grants to become operational by October 1, 2007. 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 nine regions with ten Regional Coordinators assigned to the ongoing 371 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 08-I-5 for regional map and appropriate OTS Regional Coordinator contact.

In addition to the Regional Coordinators during 2007, a grant was negotiated with the University of California at Berkeley to administer the alcohol mini-grant program. This "umbrella" grant concept enabled 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 2008 seat belt mini-grant program and is included within the appropriate section of this HSP. In addition, two Law Enforcement Liaisons, one in Northern California the other in Southern California, represent OTS to law enforcement agencies providing "hands on"

technical assistance on a more frequent basis than time allows for the Regional coordinators. During 2007, three retired annuitants coordinated 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 shifted to an "umbrella" grant, that coordinator during 2007 focused 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.

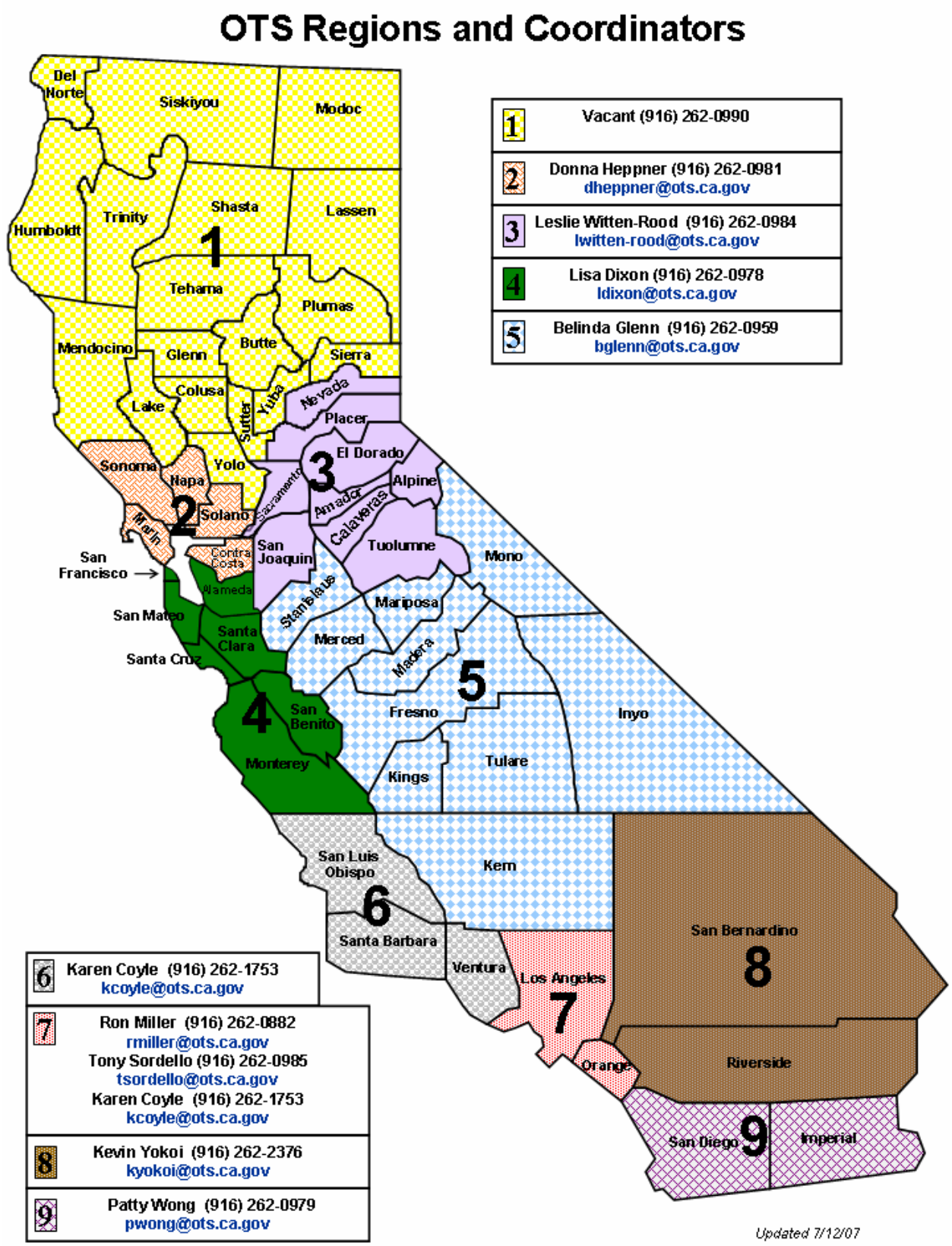
Continued in the 2008 solicitation process were the "Grants Made Easy" templates for local law enforcement grants. "Grants Made Easy" significantly reduced the paperwork and time required to submit a proposal and finalize a grant agreement. Three programs were provided under "Grants Made Easy": (1) Selective 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 2007, each OTS Coordinator conducted an pre-funding assessment of each grantee new to the OTS process at the grantee's location. An electronic version of the pre-draft was provided to each grantee. Staff conducted the on-site assessment for experienced grantees via telephone. At this 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, 2007.

The website also contains two databases that provide information on crash statistics and grants. Utilizing the most recent SWITRS data, the crash database is searchable by entering a California city or county to show 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 currently active grants. As in the crash database, a selection of any city in the state will 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 2008 fiscal year.



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 are 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 2008) 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 pre-funding assessments.
- Review draft grant agreements.
- Approve final grant agreements.
- Conduct Pre-operational reviews.

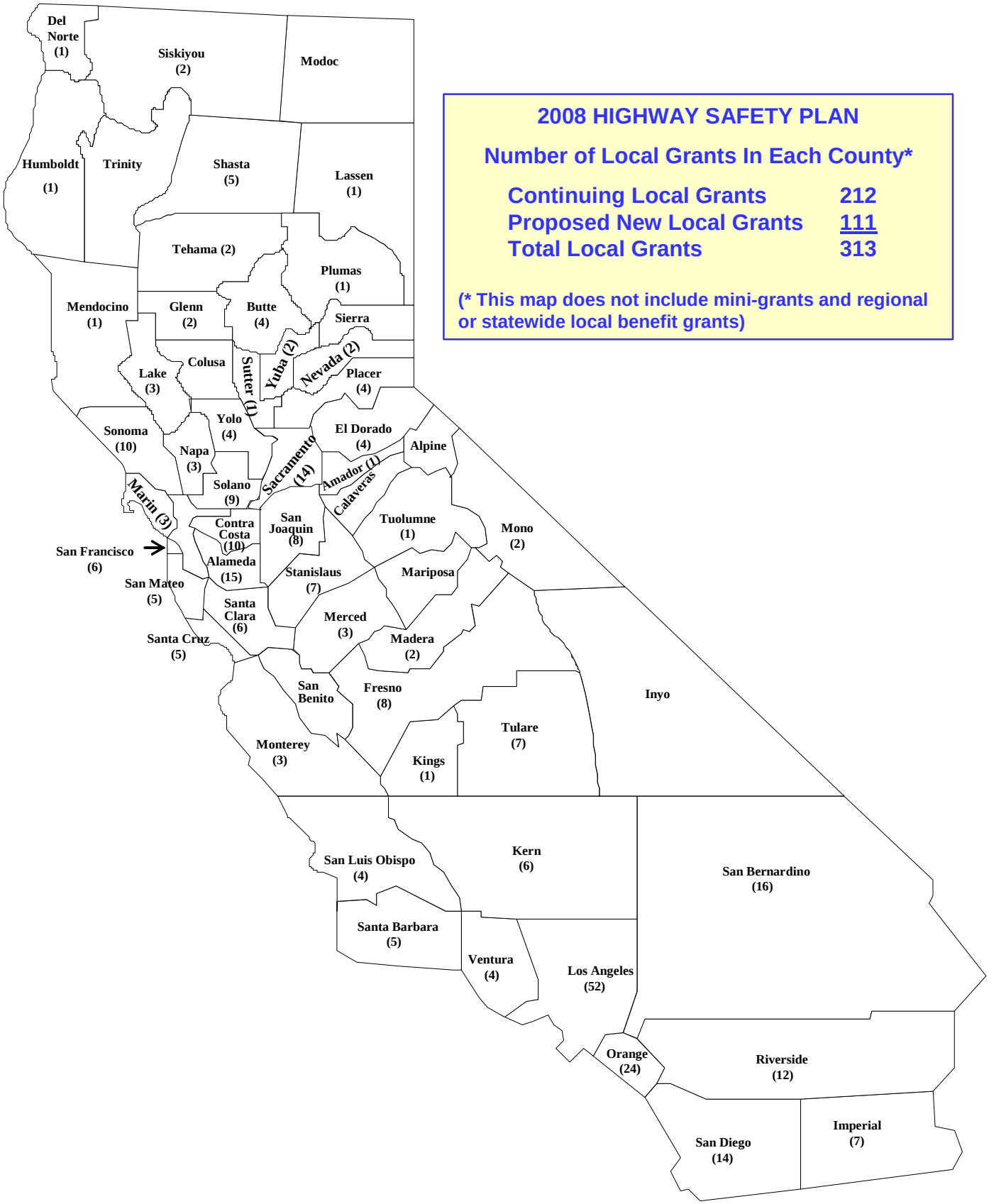
The OTS grant program stresses a community based approach giving communities the flexibility to structure highway safety programs in a way that meets their needs yet in a manner consistent with OTS’ statewide goals. Virtually all strata of society will be reached including various racial and ethnic groups,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

2008 CALIFORNIA HIGHWAY SAFETY PLAN OVERVIEW

The 2008 HSP includes approximately 371 grants; 231 grants continuing from prior years and 140 new grants. The table shown below reflects proposed new grants and continuing grants by program area.

GRANTS (FFY 2008)			
PROGRAM	PROPOSED (NEW)	CONTINUATION	TOTAL
Alcohol & Other Drugs	56	118	174
Community Based Organizations	1	2	3
Emergency Medical Services	11	2	13
Motorcycle Safety	0	2	2
Occupant Protection	10	16	26
Pedestrian & Bicycle Safety	9	19	28
Police Traffic Services	40	64	104
Roadway Safety	3	3	6
Traffic Records	10	5	15
TOTAL	**140**	**231**	**371**



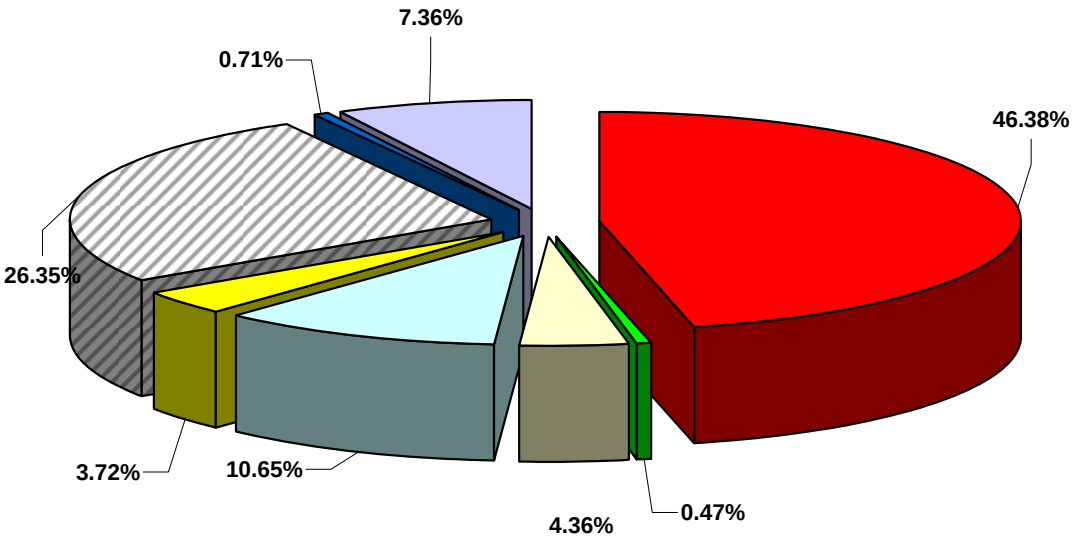
2008 HIGHWAY SAFETY PLAN

Number of Local Grants In Each County*

Continuing Local Grants	212
Proposed New Local Grants	111
Total Local Grants	313

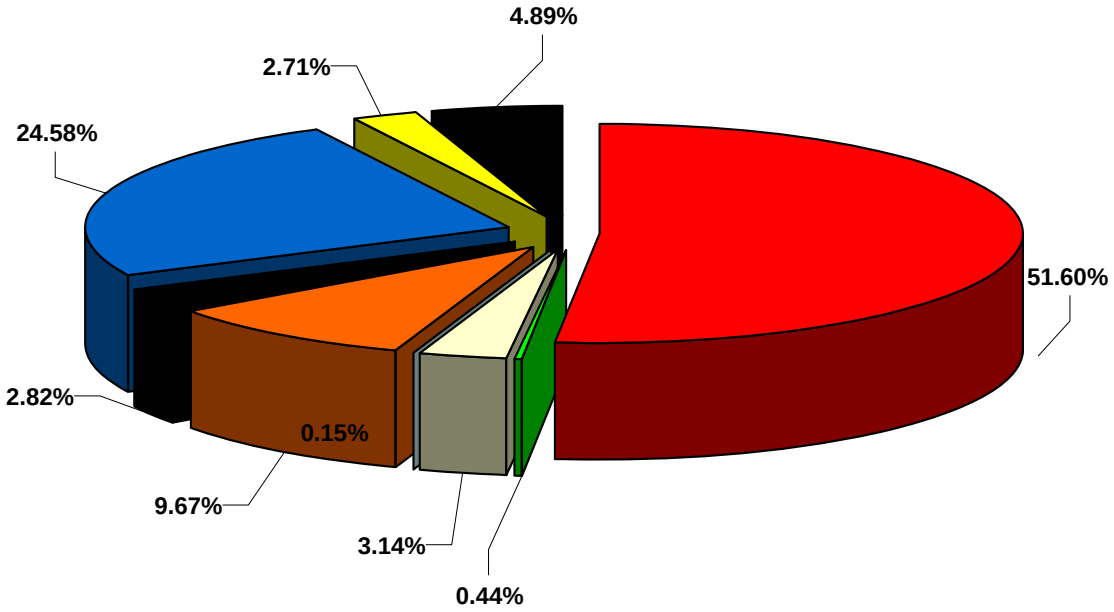
(* This map does not include mini-grants and regional or statewide local benefit grants)

PLANNED FUND DISTRIBUTION BY PROGRAM AREA NEW FFY 2008 GRANTS $51,074,576



- ALCOHOL & OTHER DRUGS $23,687,530
- COMMUNITY BASED ORGANIZATIONS $237,917
- EMERGENCY MEDICAL SERVICES $2,226,672
- OCCUPANT PROTECTION $5,441,340
- PEDESTRIAN & BICYCLE SAFETY $1,900,558
- POLICE TRAFFIC SERVICES $13,458,930
- ROADWAY SAFETY $360,582
- TRAFFIC RECORDS $3,761,047

PLANNED FUND DISTRIBUTION BY PROGRAM AREA ALL ACTIVE GRANTS IN FFY 2008 $90,336,907



- **ALCOHOL & OTHER DRUGS** $46,612,600 192 Grants
- **COMMUNITY BASED ORGANIZATIONS** $399,072
- **EMERGENCY MEDICAL SERVICES** $2,840,148
- **MOTORCYCLE SAFETY** $132,929
- **OCCUPANT PROTECTION** $8,739,017
- **PEDESTRIAN & BICYCLE SAFETY** $2,545,024
- **POLICE TRAFFIC SERVICES** $22,209,155
- **ROADWAY SAFETY** $2,444,260
- **TRAFFIC RECORDS** $4,414,702

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

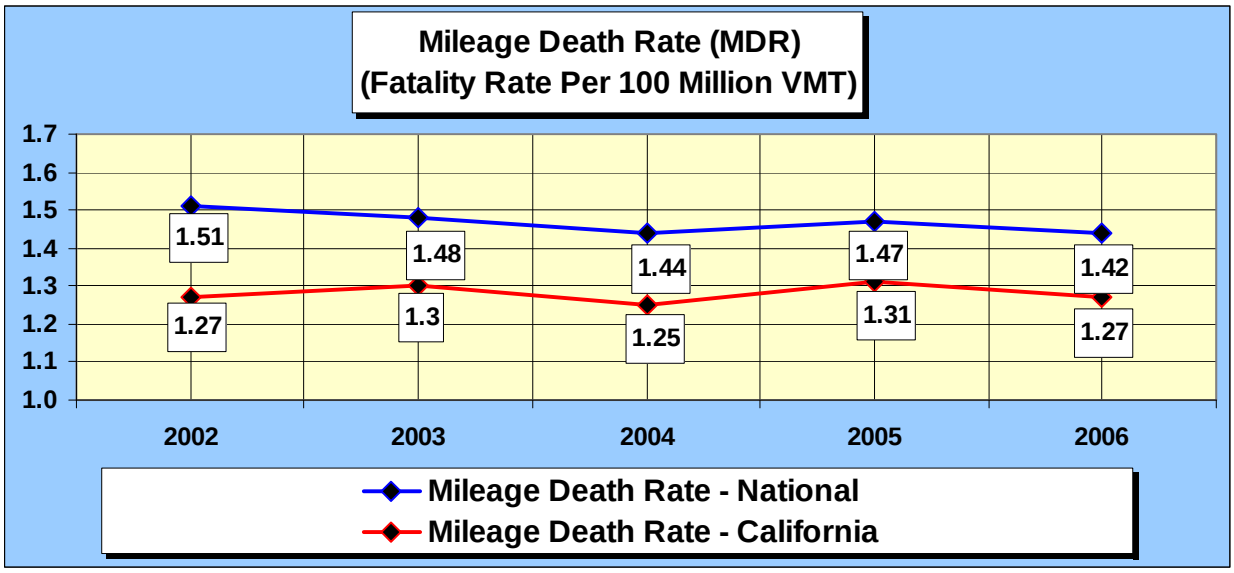
To facilitate activities/programs which contribute toward reducing the mileage death rate (MDR) from the 2002 rate of 1.27 fatalities per 100,000,000 vehicle miles of travel (VMT) to 1.0 by the year 2008. The state is currently at an MDR level of 1.27, while the national MDR is 1.42.

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						
	2001	2002	2003	2004	2005	2006
CALIFORNIA	1.25	1.27	1.30	1.25	1.31	1.27
NATIONAL	1.51	1.51	1.48	1.44	1.47	1.42

CALIFORNIA COLLISION DATA – 2002-2006

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



	2002	2003	2004	2005	2006
Alcohol					
Alcohol Related Fatalities	1,411	1,445	1,462	1,574	1,596
Alcohol Related Fatalities Age 16 -19	144	124	129	126	135
Alcohol Related Injuries	32,073	31,340	31,538	30,810	31,080
Alcohol Related Injuries Age 16 -19	3,645	3,321	3,364	3,164	3,295
Alcohol Related Fatalities Per 100 Million Vehicle Miles Traveled (VMT)	0.51	0.50	0.51	0.52	0.00
Percent of Drivers in Fatal Collisions at .08% and Above (FARS Data)	14.0%	14.2%	15.2%	15.0%	0.0%
Had Been Drinking (HBD) Drivers Age 19-25 in Fatal Collisions	321	329	323	381	364
Had Been Drinking (HBD) Drivers Age 16-19 in Fatal Collisions	109	92	94	80	92
Had Been Drinking (HBD) Drivers Age 16-19 in Injury Collisions	1,468	1,402	1,469	1,452	1,558

	2002	2003	2004	2005	2006
Occupant Protection					
Seat Belt Use Rate (CSU Fresno Observational Surveys)	91.1%	91.2%	90.4%	92.5%	93.4%
Teen Seat Belt Use Rate (CSU Fresno Observational Surveys)	N/A	N/A	82.6%	88.6%	90.8%
Child Safety Seat Use Rate (CSU Fresno Observational Surveys)	85.6%	86.6%	89.6%	86.8%	87.8%
Vehicle Occupants Under Age 4 Killed and Injured	2,946	2,763	2,235	2,114	2,771
Percent of Occupants Killed Restrained	53.7%	56.4%	62.4%	63.4%	67.5%
Percent of Occupants Age 16 -19 Killed Restrained	49.5%	53.2%	58.4%	66.4%	62.9%
Percent of Occupants Age 16 -19 Injured Restrained	87.2%	88.1%	89.8%	91.0%	91.0%
Pedestrian					
Pedestrian Fatalities	702	713	693	748	735
Pedestrian Injuries	14,377	13,954	13,889	13,551	13,465
Pedestrians Under Age 15 Killed	60	61	57	56	46
Pedestrians Under Age 15 Injured	3,980	3,569	3,409	3,088	2,925
Pedestrians Age 65 and Older Killed	172	191	163	164	159
Pedestrians Age 65 and Older Injured	1,353	1,373	1,279	1,305	1,313

Bicycles					
Bicyclist Fatalities	125	124	123	132	155
Bicyclist Injuries	11,462	10,795	11,085	10,471	10,344
Bicyclists Under Age 15 Killed	19	15	11	12	16
Bicyclists Under Age 15 Injured	3,080	2,725	2,749	2,405	2,143
Percent of Bicyclists Killed Helmeted	18.4%	20.2%	22.0%	15.2%	21.9%

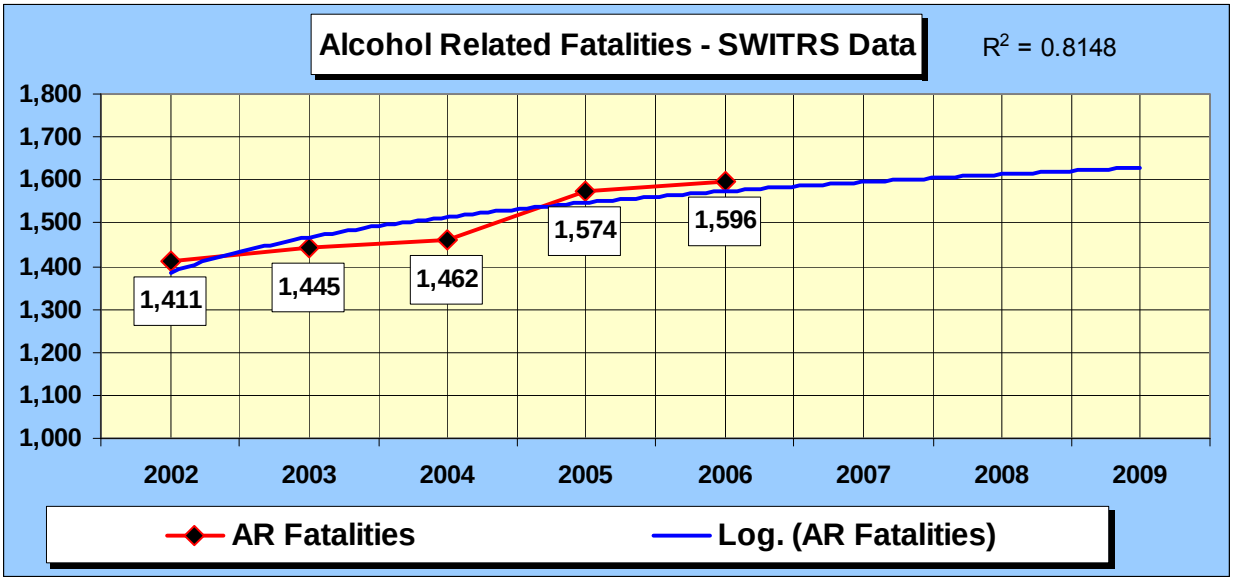
	2002	2003	2004	2005	2006
Motorcycles					
Motorcyclist Fatalities	322	368	350	404	433
Motorcyclist Injuries	8,786	9,681	9,488	9,345	10,181
Percent of Motorcyclists Killed Helmeted	87.9%	87.2%	85.7%	87.4%	84.3%
Victims					
Total Motor Vehicle Fatalities	4,089	4,225	4,094	4,304	4,195
Motor Vehicle Fatalities, Age 16 -19	456	443	414	446	412
Mileage Death Rate (MDR) (Fatality Rate Per 100 Million VMT)	1.27	1.30	1.25	1.31	1.27
Total Motor Vehicle Injuries	310,689	307,166	302,357	292,798	277,373
Motor Vehicle Injuries, Age 16 -19	36,596	35,211	34,297	32,898	30,683
Rates					
Fatality and Severe Injury Rate Per 100 Million VMT	5.5	5.3	5.4	5.3	5.2
Fatality Rate Per 100,000 Population	11.6	11.8	11.3	11.7	11.4
Fatality and Severe Injury Rate Per 100,000 Population	49.7	48.0	48.9	47.4	46.7
Fatal Intersection Collisions	669	740	700	725	712
Injury Intersection Collisions	65,862	64,537	63,031	60,945	58,084

PERFORMANCE GOALS

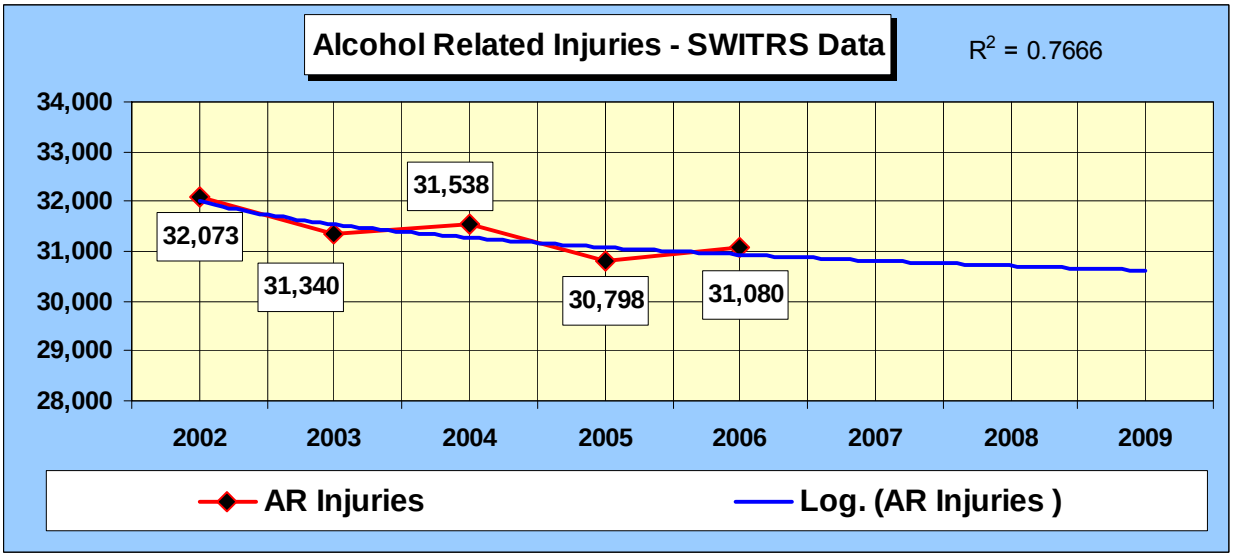
ALCOHOL AND OTHER DRUGS

STATEWIDE GOALS

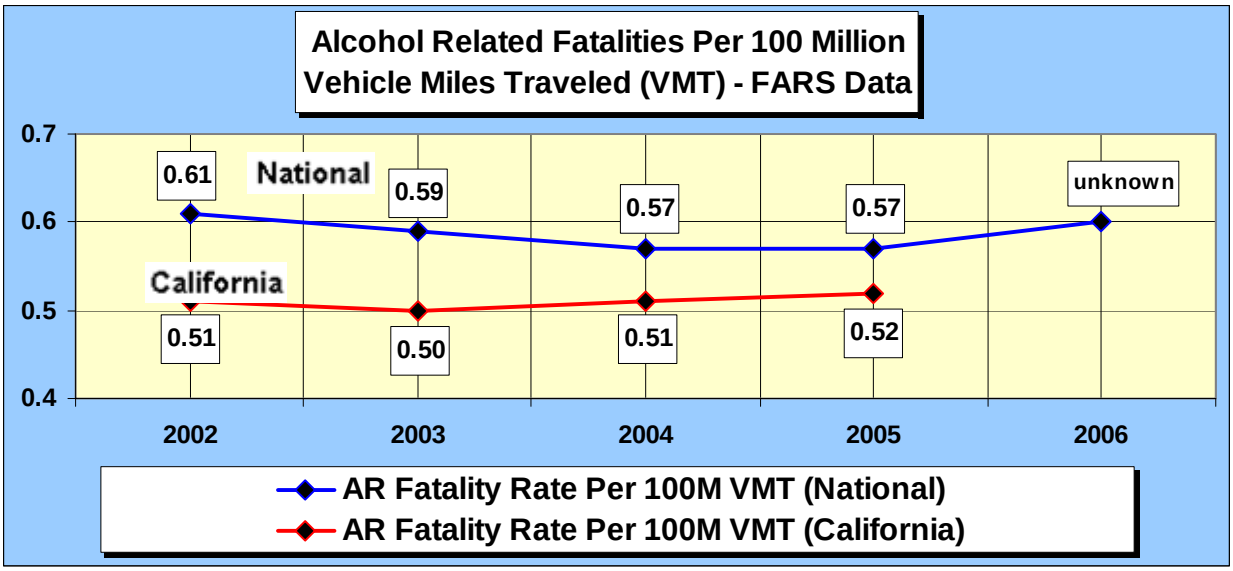
- To decrease the number of persons killed in alcohol-involved collisions 1.0 percent from the 2004 base period of 1,462 to 1,447 by December 31, 2008.



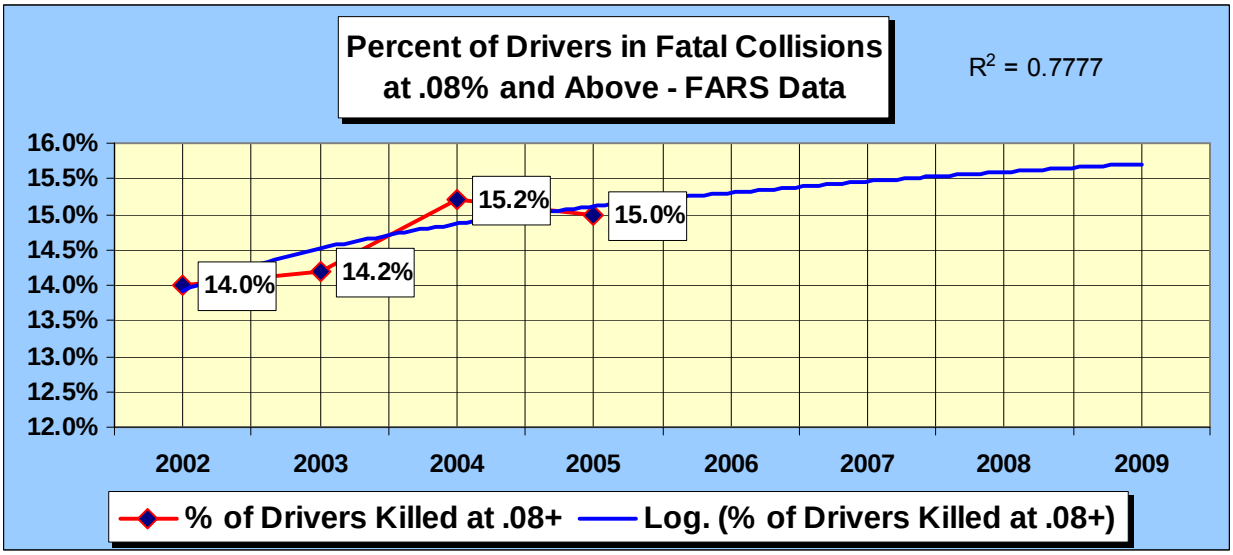
- To decrease the number of persons injured in alcohol-involved collisions 2.0 percent from the 2004 base period of 31,538 to 30,907 by December 31, 2008.



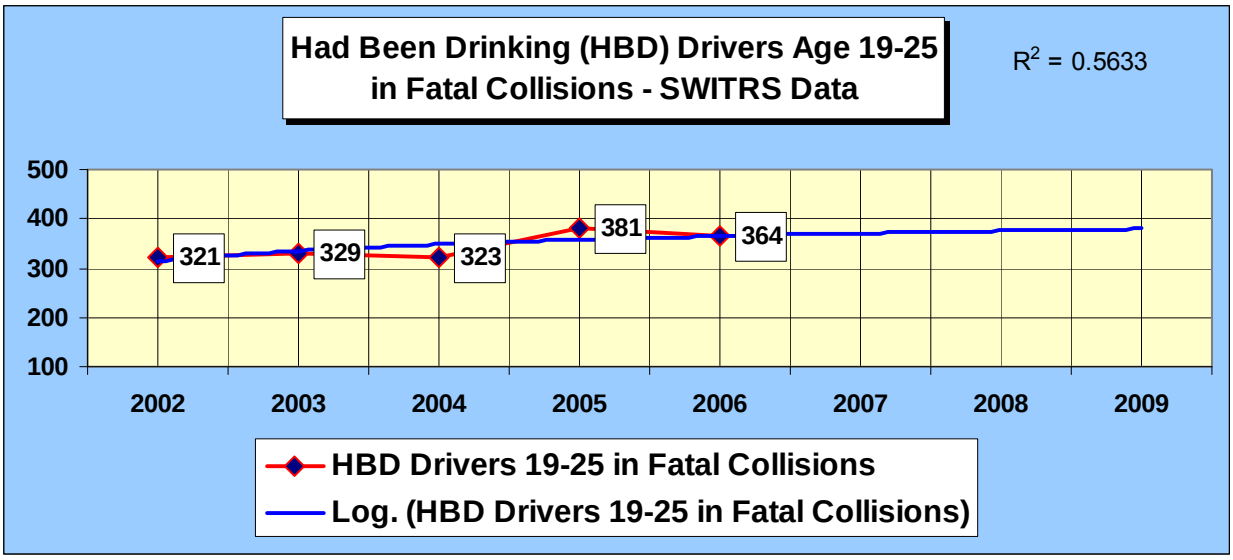
- To reduce alcohol related fatalities per 100 million vehicle miles traveled 0.02 points from the 2004 base year rate of 0.50 to 0.48 by December 31, 2008.



- 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.5 percent from the 2004 base period of 323 to 321 by December 31, 2008.



FUNDED GRANTS GOALS

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2008.

- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2008.

- To reduce hit-and-run fatal collisions five percent by September 30, 2008

- To reduce hit-and-run injury collisions five percent by September 30, 2008.

- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2008.

- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2008.

- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions by five percent by September 30, 2008.

IMPACT PROGRAMS/STRATEGIES

- Fund five 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 $4.46 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, DUI trailers, and other DUI enforcement equipment. to local law enforcement agencies.

- Fund statewide Drug Recognition Evaluator (DRE) training, and train the trainer programs.

- Fund statewide NHTSA-certified Standardized Field Sobriety Testing (SFST) training to traffic and patrol officers.

- 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.

- 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 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, utilizing peer educators and enforcing underage drinking laws.

- Fund alcohol screening and brief intervention programs at UC Irvine and Davis trauma centers and Sacramento County Jail 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 and vertical prosecution.
- Promote the development and distribution of "ho to" manuals that model successful DUI programs.

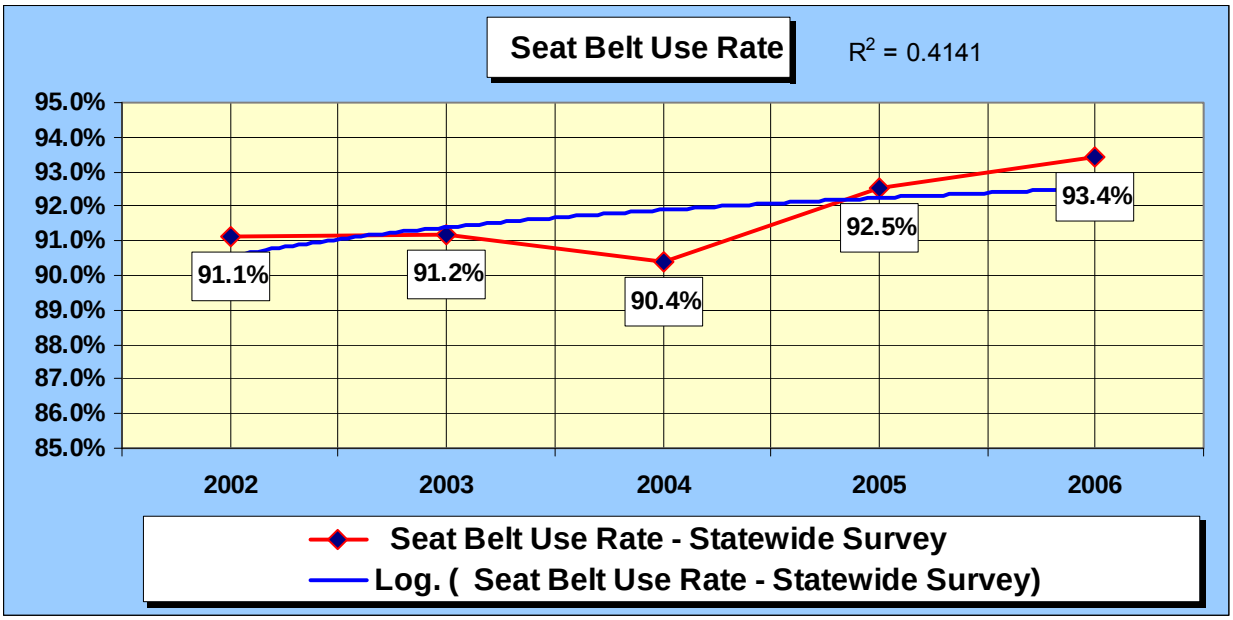
- Expand the statewide multi-agency "DUI AVOID" enforcement/media campaigns and officer recognition programs that focus on the Winter Mobilization, Memorial Day weekend, July 4th Independence Day weekend, Summer/Labor Day Mobilization and other holiday periods or local events with identified impaired driving issues.

- Fund training and technical assistance to schools, colleges, and community groups statewide to assist in the development of youth-driven anti-DUI campaigns.

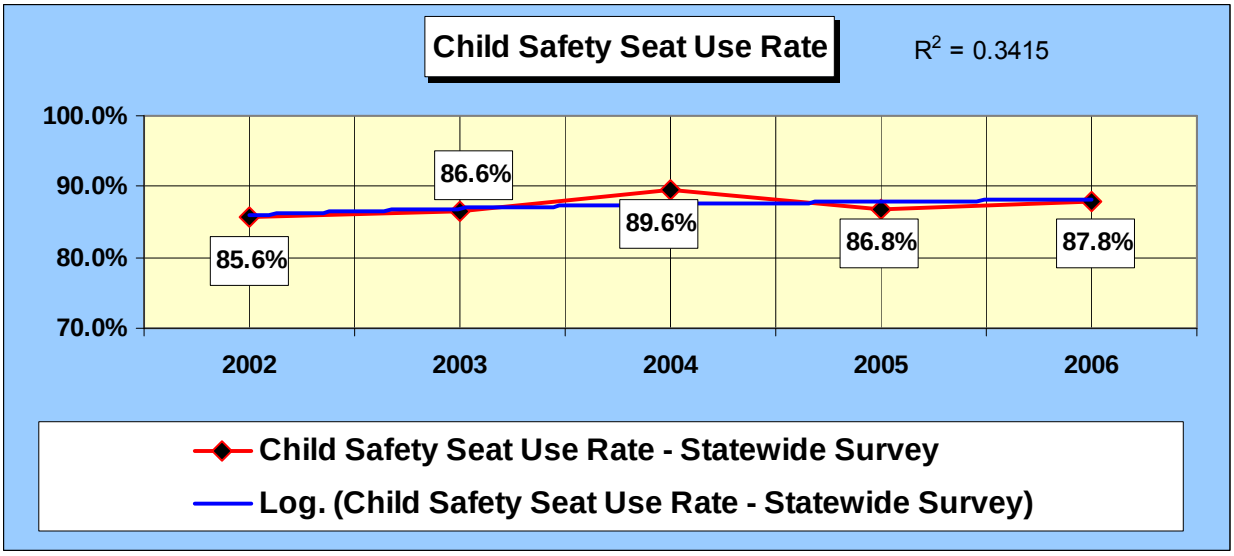
OCCUPANT PROTECTION

STATEWIDE GOALS

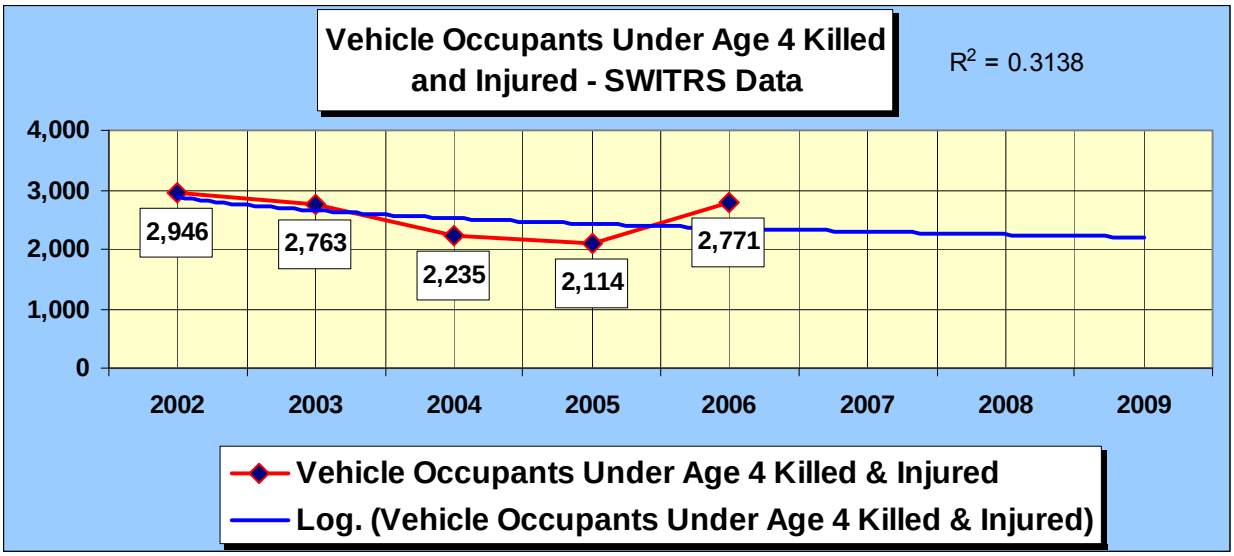
- To increase statewide seat belt compliance 2.6 percentage points from the 2004 base compliance rate of 90.4 percent to 94.0 percent by December 31, 2008.



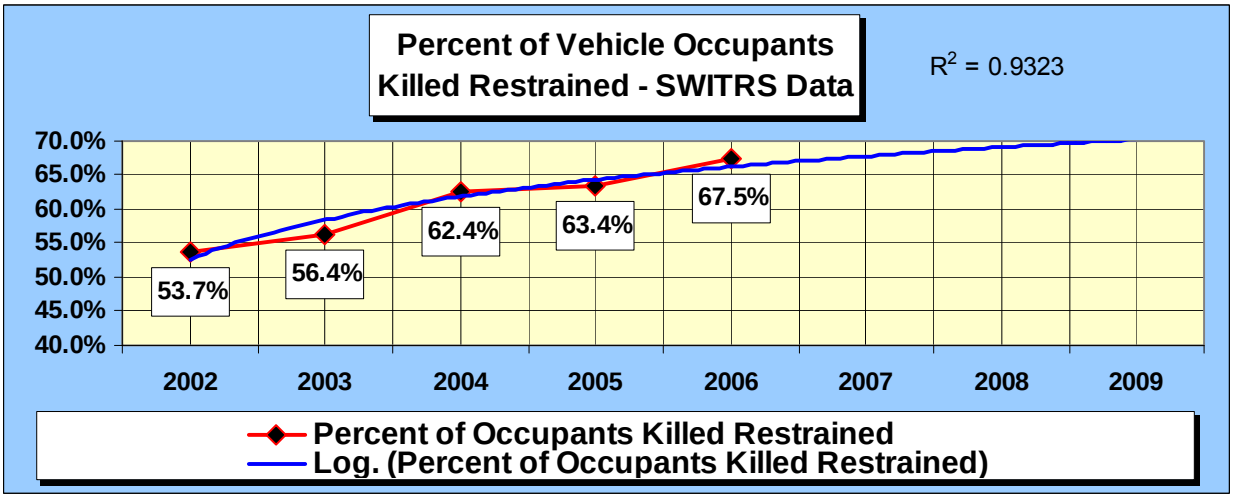
- To increase statewide child safety seat compliance 1.0 percentage point from the 2004 compliance rate of 89.6 percent to 90.6 percent by December 31, 2008.



- 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, 2008.
- To increase child safety seat usage six percentage points by September 30, 2008.
- To reduce the number of vehicle occupants killed and injured under the age of four by ten percent by September 30, 2008.

IMPACT PROGRAMS/STRATEGIES

OCCUPANT PROTECTION – GENERAL

- Engage a panel of experts through NHTSA to conduct an assessment of the states occupant protection program.

- 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 spring and summer statewide surveys of seat belt usage rate of front-seat occupants and infant/toddlers in any vehicle position.

- 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 $3 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, caregivers, 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.

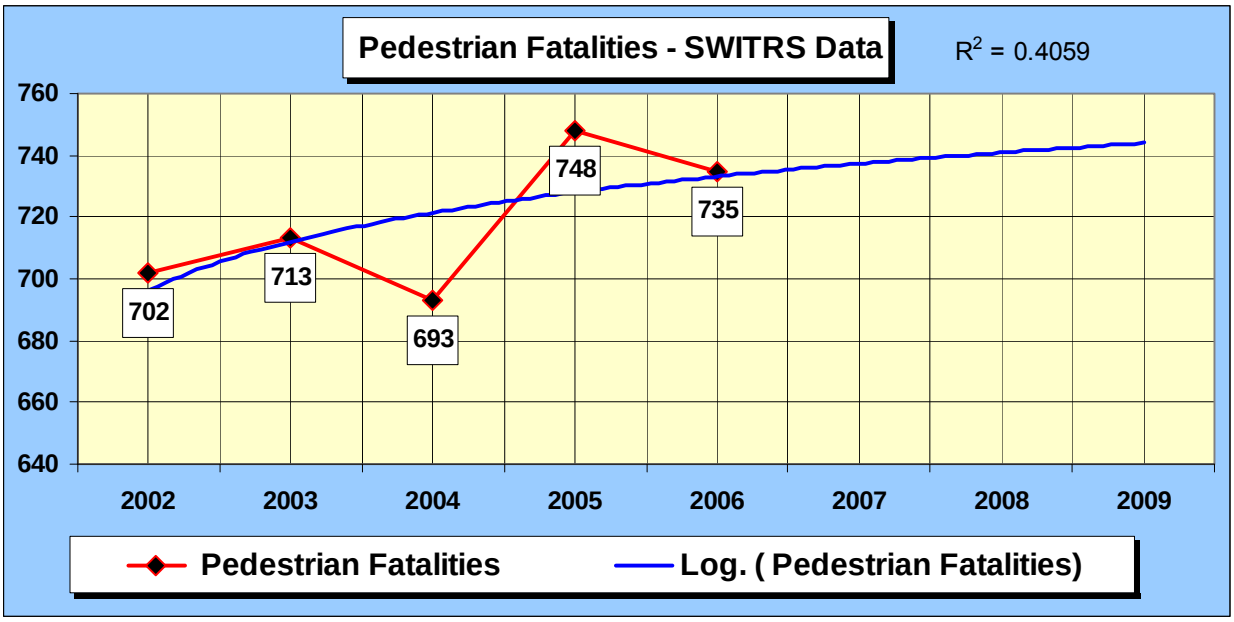
- Continue specific public health care system task forces to assess current child passenger safety policies and procedures, make program improvements, arrange for staff training, address program barriers, and review educational materials.

- Continue to standardize all educational materials, forms, and written policies through health care facilities to ensure consistency and up-to-date information.

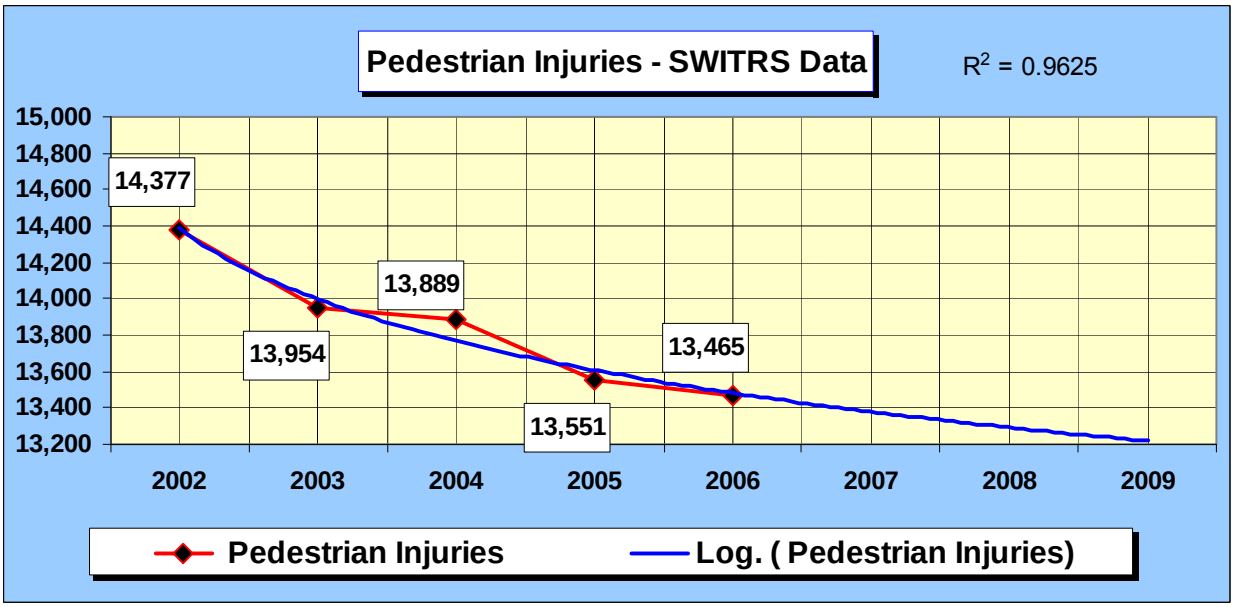
PEDESTRIAN SAFETY

STATEWIDE GOALS

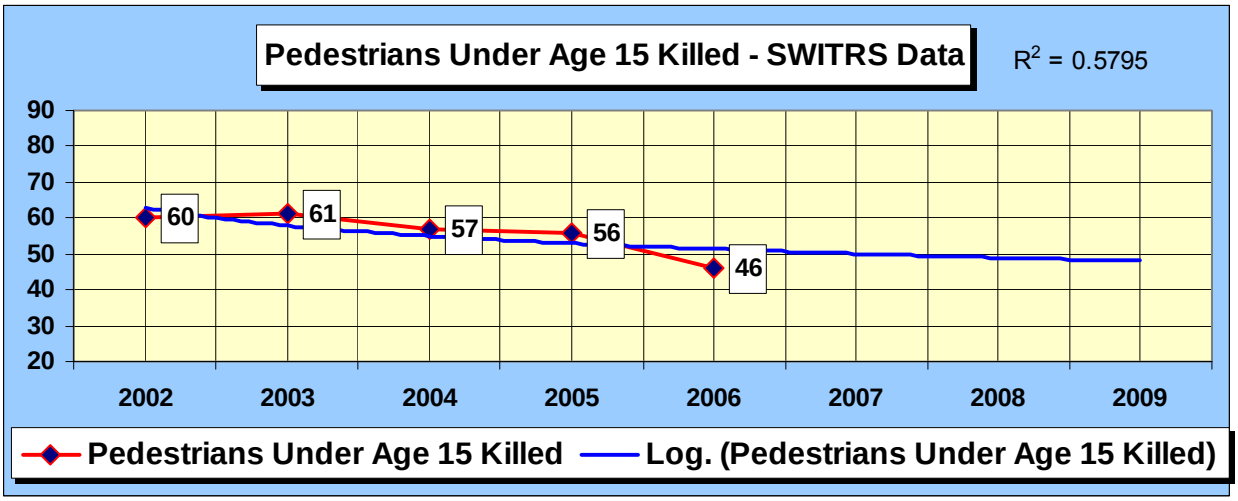
- To reduce the number of total pedestrians killed 1.5 percent from the 2004 base period of 693 to 683 by December 31, 2008.



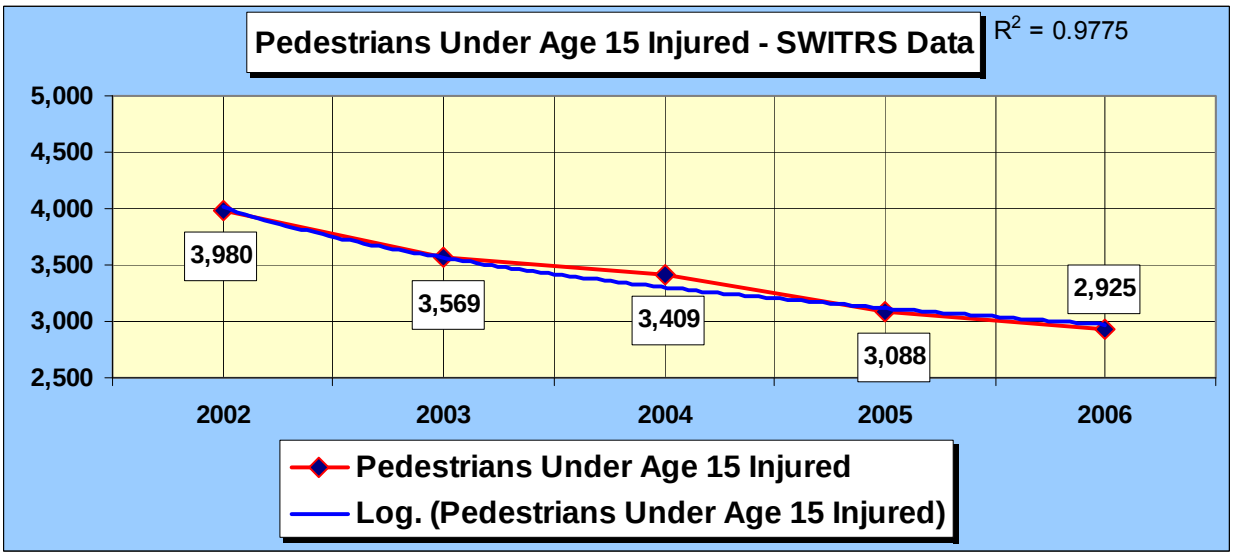
- To reduce the number of total pedestrians injured 6.0 percent from the 2004 base period of 13,889 to 13,056 by December 31, 2008.



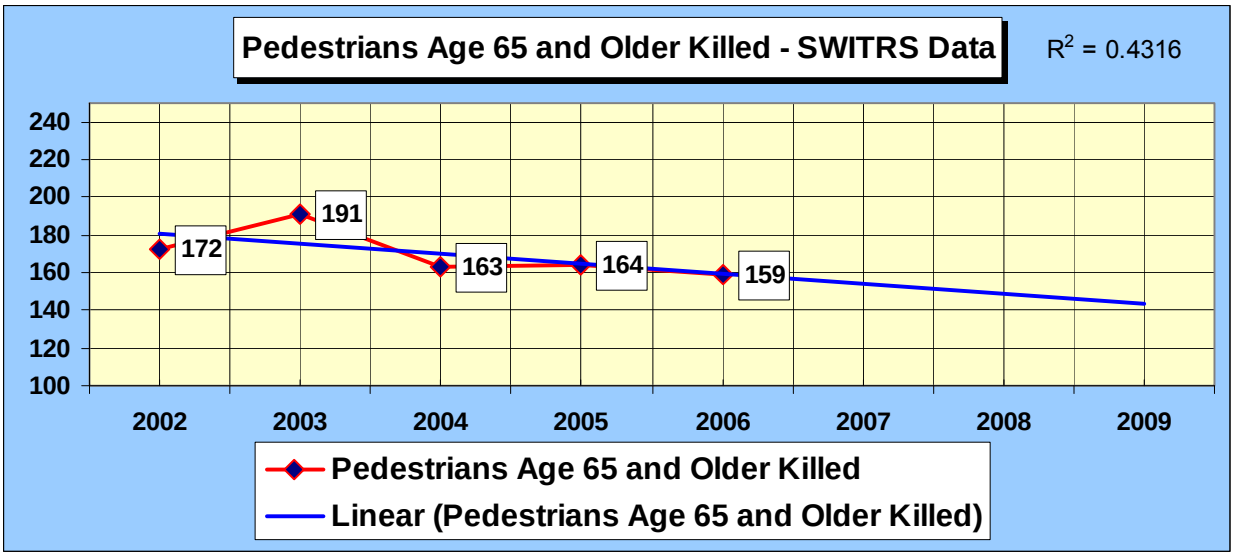
- To reduce the number of pedestrians killed under age 15 by 3.0 percent from the 2004 base period of 57 to 55 by December 31, 2008.



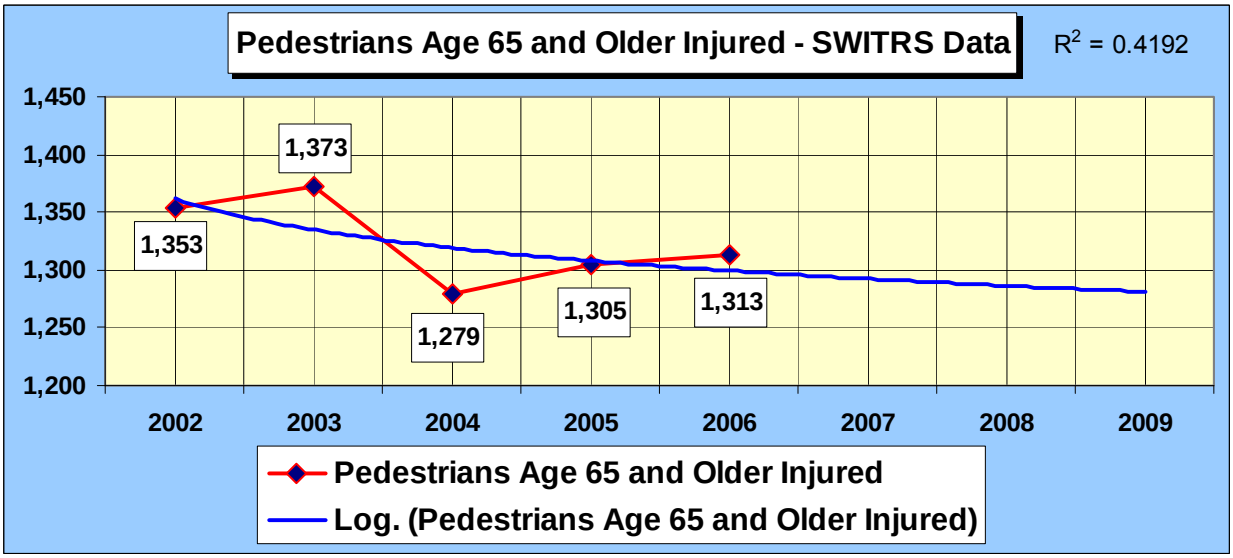
- To reduce the number of pedestrians injured under age 15 by 13 percent from the 2004 base period of 3,409 to 2,966 by December 31, 2008.



- 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, 2008.
- To reduce the total number of pedestrians injured ten percent by September 30, 2008.
- To reduce the number of pedestrians killed under the age of 15 by nine percent by September 30, 2008.

- To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2008.

- To reduce the number of pedestrians killed over the age of 65 by seven percent by September 30, 2008.

- To reduce the number of pedestrians injured over the age of 65 by five percent by September 30, 2008.

IMPACT PROGRAMS/STRATEGIES

- Encourage the implementation of effective Senior Citizen Traffic Safety Education programs at senior, community centers.

- 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.

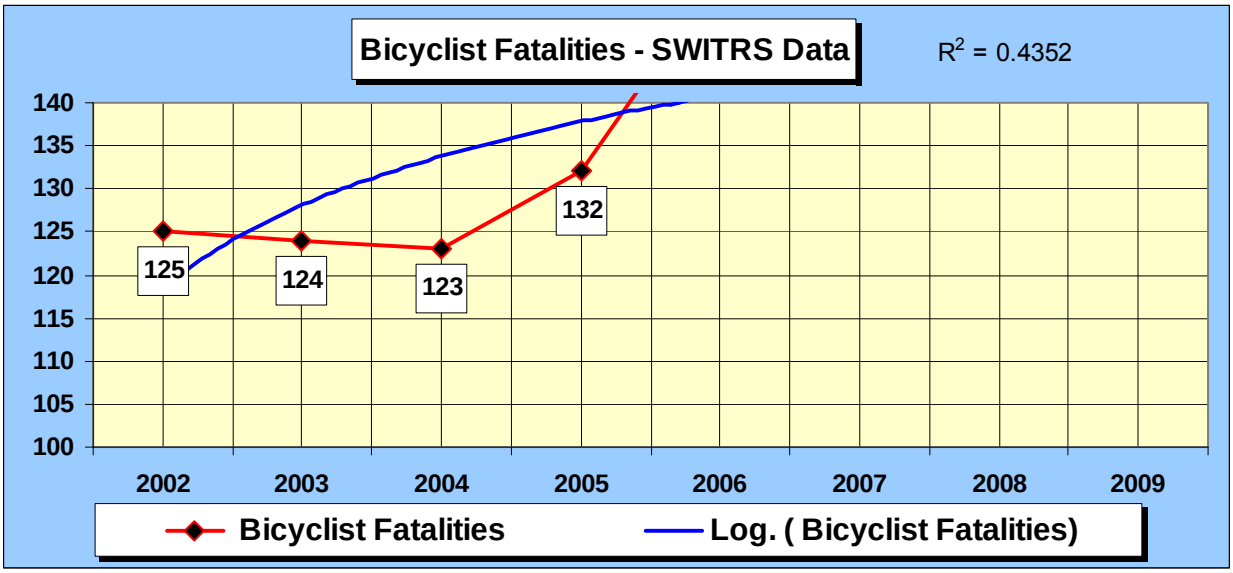
- Assist local jurisdictions with their master plans to improve overall traffic by implementing pedestrian flashing beacons to ensure the presence of pedestrians in intersections and/or crosswalks, and pedestrian countdown devices to alert the pedestrian of his/her safe crossing span of time – must be installed off the Federal Aid System.

- Develop and implement training and screening at trauma centers to address problems of age related driving disorders in hospitalized senior patients.

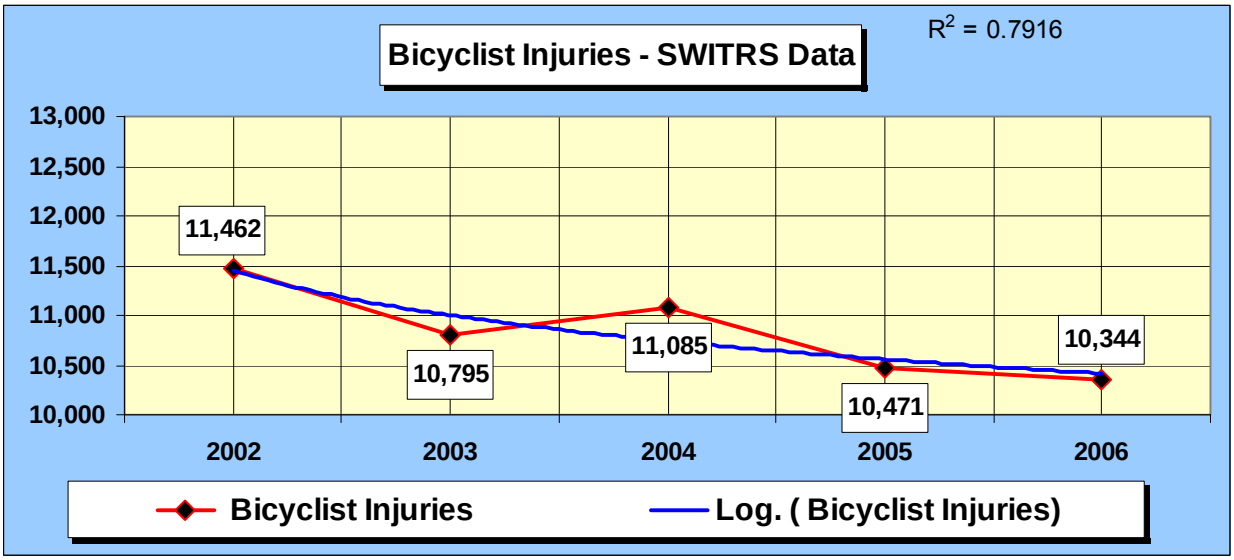
BICYCLE SAFETY

STATEWIDE GOALS

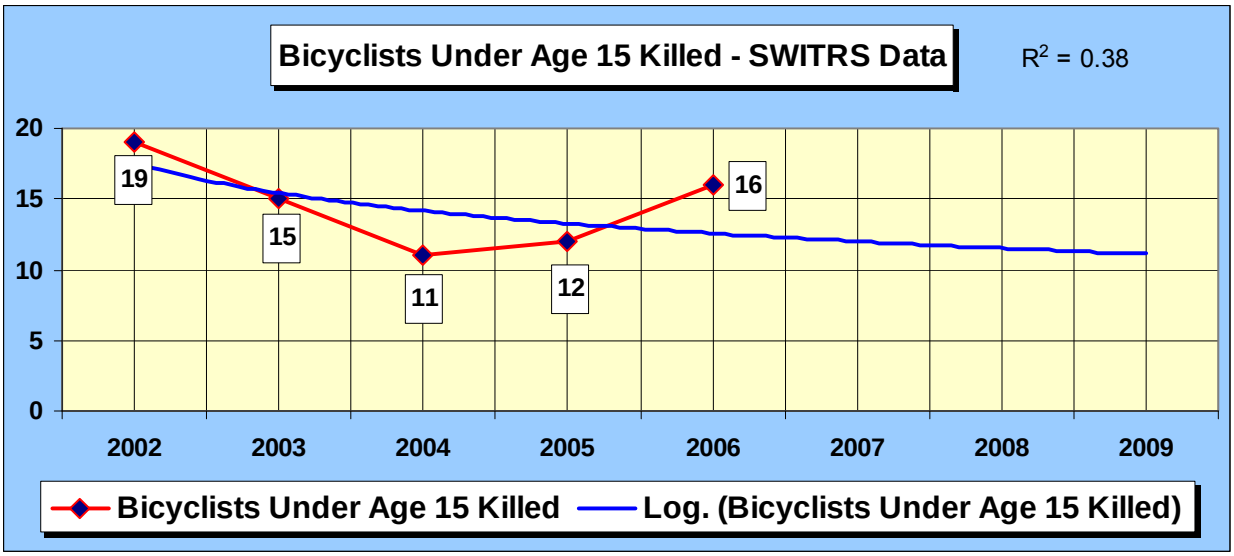
- To reduce the number of total bicyclists killed 3.0 percent from the 2004 base period of 123 to 119 by December 31, 2008.



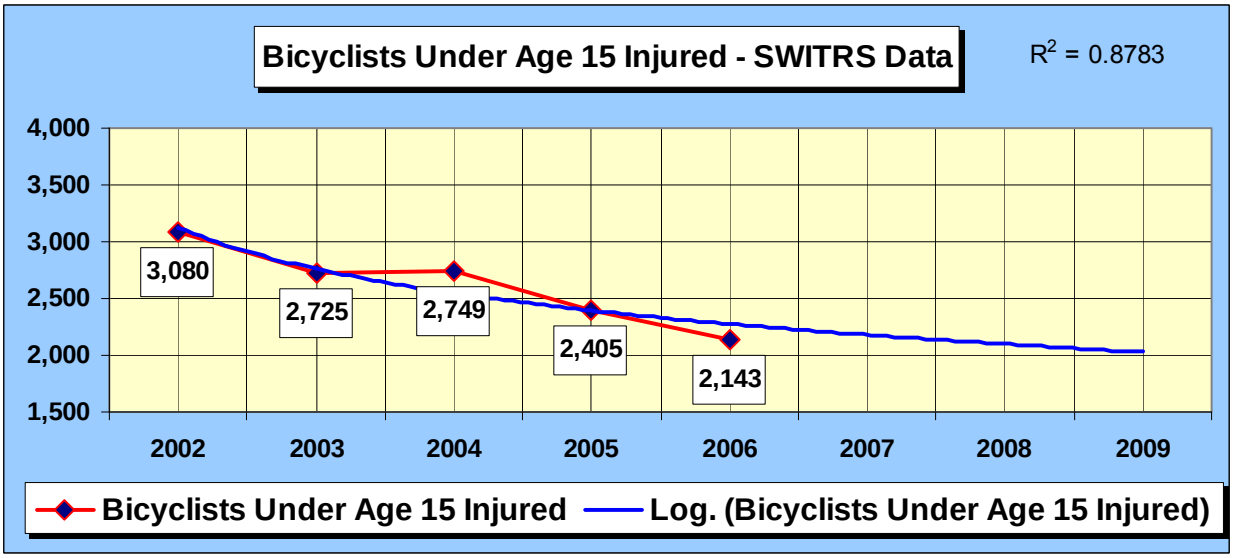
- To reduce the number of total bicyclists injured 7.0 percent from the 2004 base period of 11,085 to 10,309 by December 31, 2008.



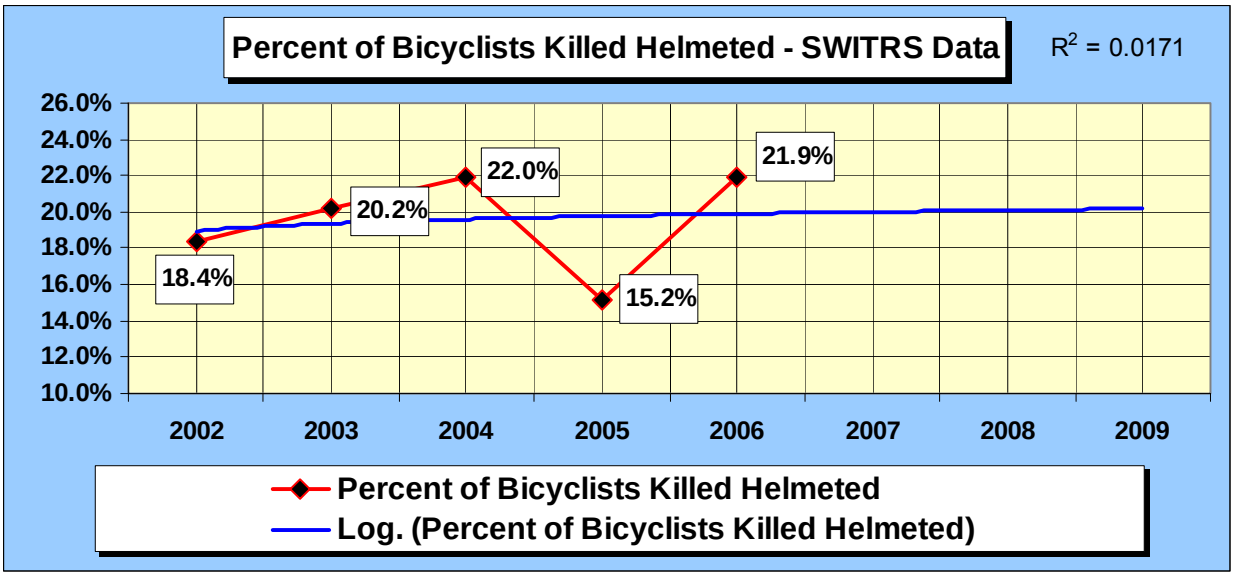
- To reduce the number of bicyclists killed under age 15 by 15.0 percent from the 2004 base period of 11 to 9 by December 31, 2008.



- To reduce the number of bicyclists injured under age 15 by 25 percent from the 2004 base period of 2,749 to 2,062 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, 2008.
- To reduce the total number of bicyclists injured in traffic related collisions ten percent by September 30, 2008.
- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by seven percent by September 30, 2008.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by ten percentage points by September 30, 2008.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2008.

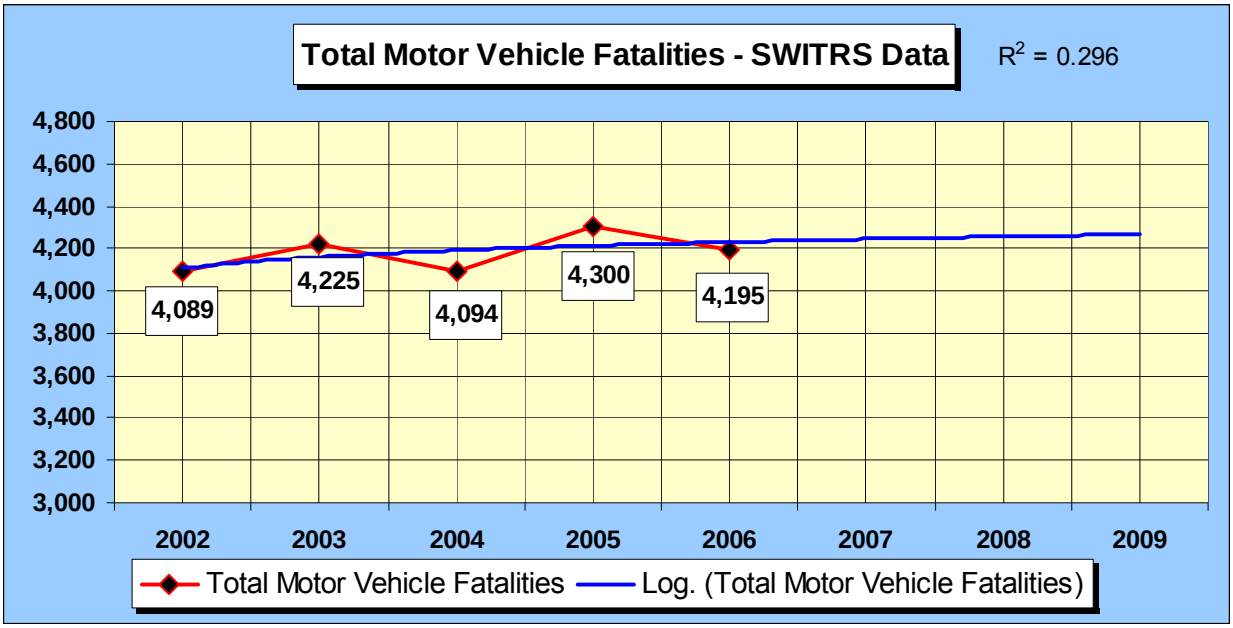
IMPACT PROGRAMS/STRATEGIES

- 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.

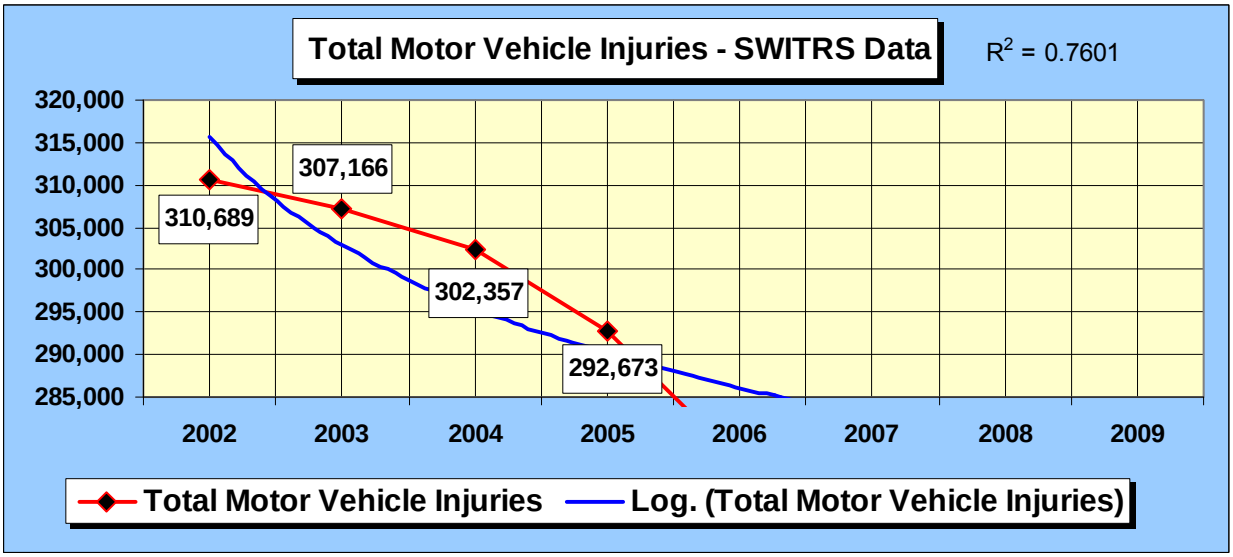
POLICE TRAFFIC SERVICES

STATEWIDE GOALS

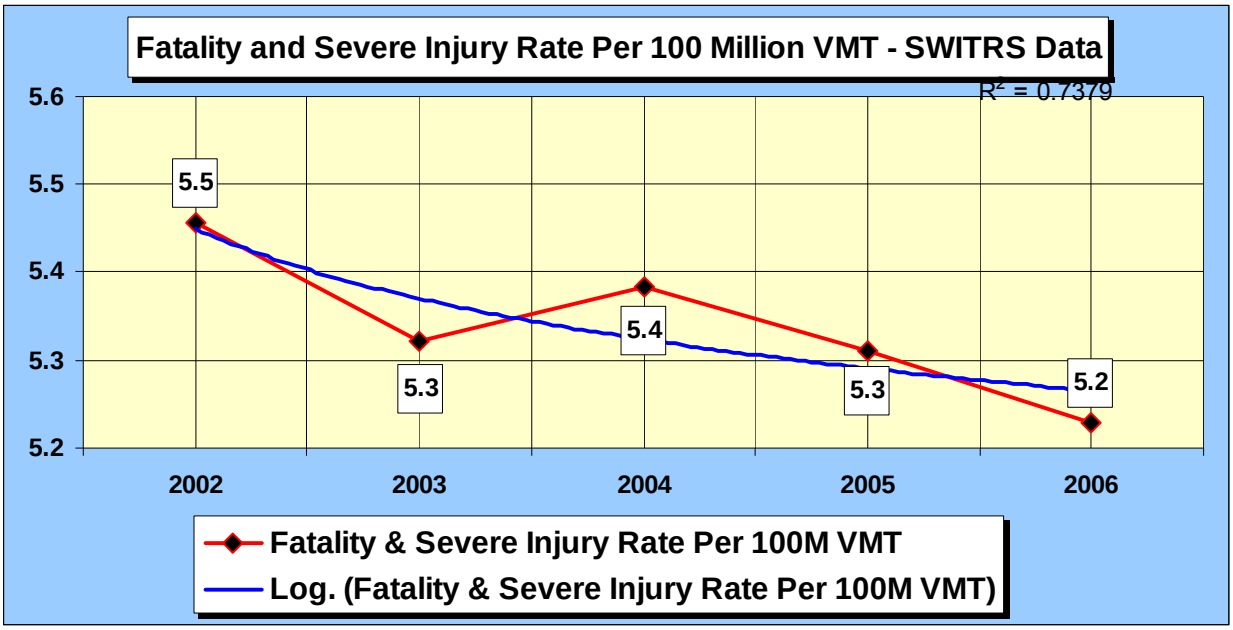
- To decrease the number of total persons killed in traffic collisions 1.0 percent from the 2004 base period of 4,094 to 4,053 by December 31, 2008.



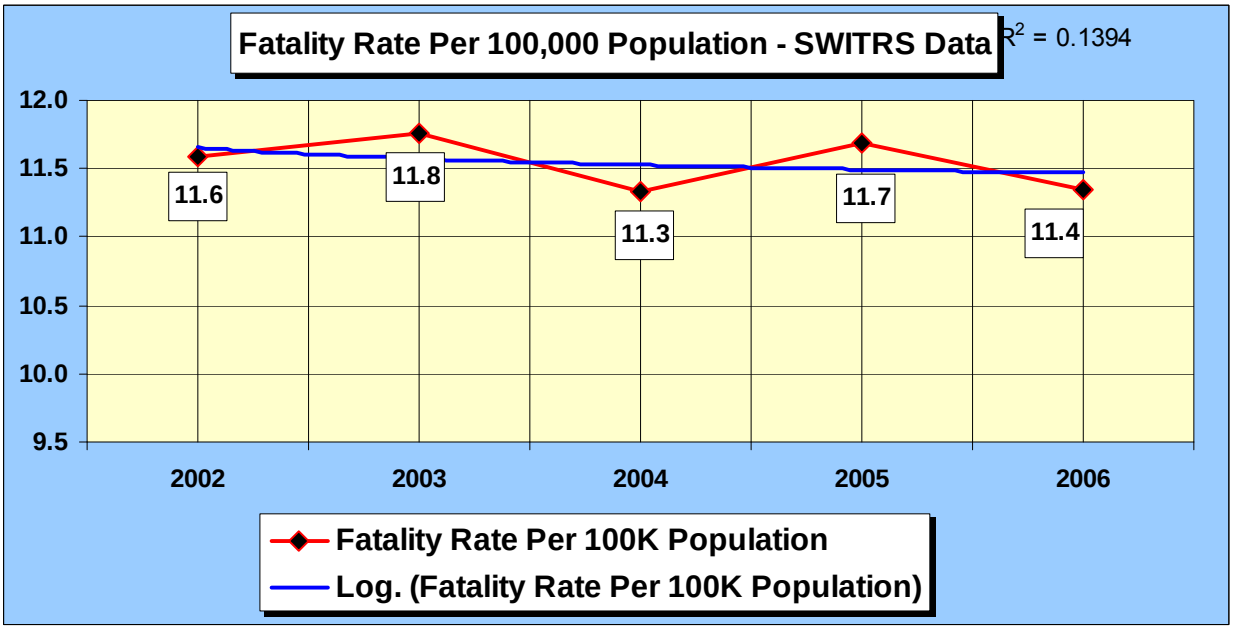
- To decrease the number of total persons injured in traffic collisions 1.0 percent from the 2004 base period of 302,357 to 290,263 by December 31, 2008.



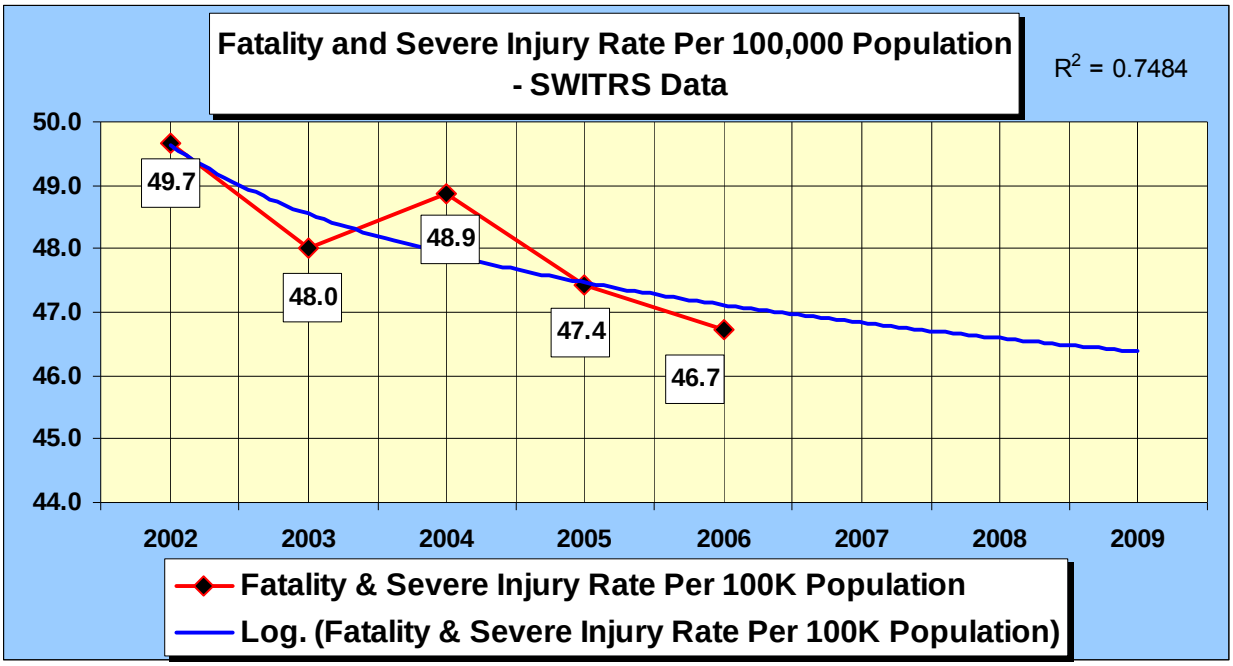
- To decrease the fatality and severe injury rate per 100 million VMT 0.2 points from the 2004 base period rate of 5.4 to 5.2 by December 31, 2008.



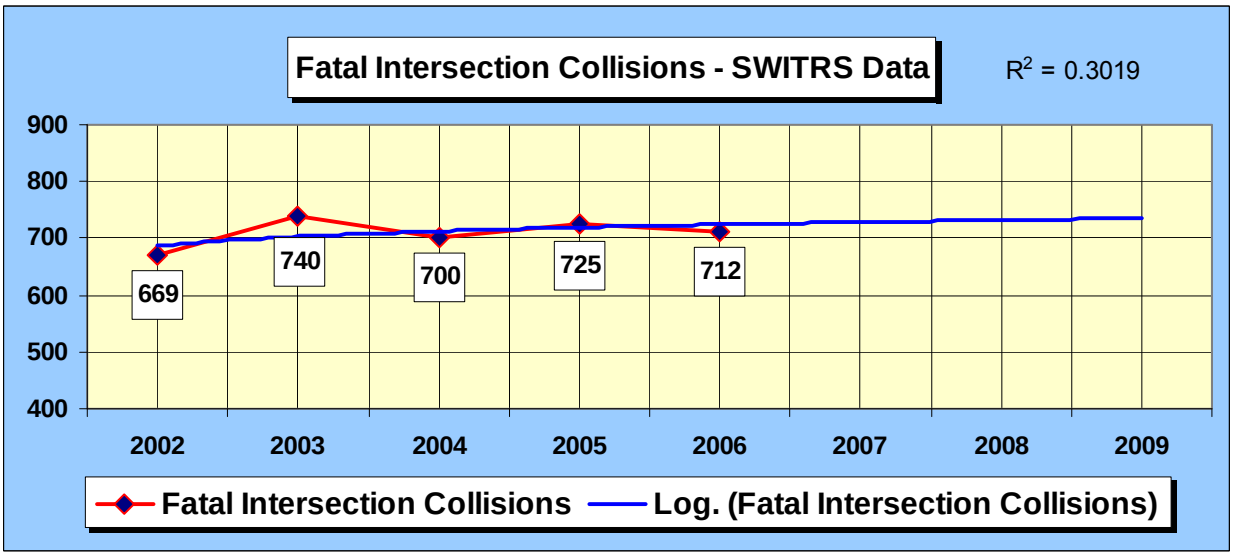
- To decrease the traffic fatality rate per 100,000 population 0.3 points from the 2004 base period rate of 11.3 to 11.0 by December 31, 2008.



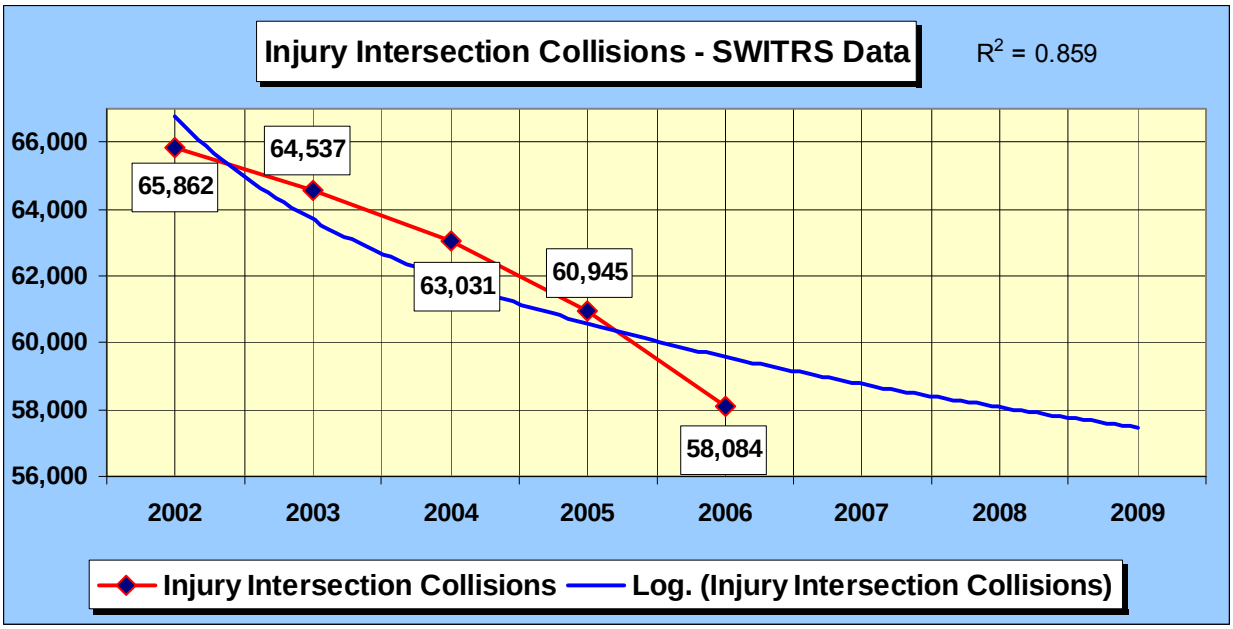
- To decrease the fatality and severe injury rate per 100,000 population 2.5 points from the 2004 base year rate of 48.9 to 46.4 by December 31, 2008.



- 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 7.0 percent from the 2004 base period of 63,031 to 58,619 by December 31, 2008.



FUNDED GRANTS GOALS

- To reduce the total number of persons killed in traffic collisions eight percent by September 30, 2008.

- To reduce the total number of persons injured in traffic collisions ten percent by September 30, 2008.

IMPACT PROGRAMS/STRATEGIES

- To encourage police departments to track and increase their enforcement index.

- 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 no cost enforcement and engineering evaluations as a service to cities and counties seeking to improve traffic safety in their communities.

- To encourage the involvement of community based organizations in program planning and participation in activities to promote traffic safety.

- To use “Geographical Information Systems” to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.

- To conduct Courthouse 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 continue illegal street racing enforcement and training programs.

- 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 caregivers 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, pedestrian and bicycle safety programs, anti-DUI programs, seat belt programs, and other innovative programs targeting teens, multicultural, and low income communities 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, 2008.

IMPACT PROGRAMS/STRATEGIES

- To provide funds for regional grants for the purchase of hydraulic and pneumatic extrication equipment.
- To provide 25 percent of the cost of ambulances or rescue vehicles.
- 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 provide funds for advanced training in modern rescue techniques, including new car technology and the requisite difficulties and dangers associated with airbags, hybrid vehicles, fuel cell technology and similar high-tech automobiles and devices.

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 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.

- Encourage grants that involve multi-agency/multi-municipality data systems and to fund cooperative goals including data sharing and resource and data pooling.

- Train roadway maintenance and construction workers in the safe handling of traffic through Construction and Maintenance Work Zones.

- Ensure engineering and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.

- Support 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:

    - 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 local, 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 is the message 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. OTS Public Affairs works directly with media outlets as a resource for accurate, timely, and expert information on cogent traffic safety issues.

- 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 Holiday DUI Crackdown; 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, the California Department of Transportation, and law enforcement agencies throughout California. Through its Sports and Entertainment Marketing, OTS Public Affairs targets demographics with anti-DUI and occupant protection messages.

- 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 is 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 2008 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).

C. Murphy

Governor's Representative for Highway Safety

August 21, 2007

Date

US DEPARTMENT OF TRANSPORTATION

OMB NO 2127-0003

HIGHWAY SAFETY PROGRAM COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION

STATE: CALIFORNIA
NUMBER: 2008-00

DATE: 10/01/07
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	
163-AL-08	1,879,018.00		TBD					0.00
163-PS-08	81,000.00		TBD					0.00
163-PT-08	6,136,053.96		TBD					0.00
163-RS-08	2,000,500.00		TBD					0.00
SUBTOTAL	10,096,571.96		0.00					0.00
164-AL-08	20,053,976.08		TBD					10,752,725.59
164-PA-08	652,907.00		TBD					0.00
SUBTOTAL	20,706,883.08		0.00					10,752,725.59
164-HE-08	0.00		TBD					0.00
SUBTOTAL	0.00		0.00					0.00
402-AL-08	4,977,702.44		TBD					4,165,791.44
402-CB-08	161,154.88		TBD					161,154.88
402-EM-08	2,747,732.85		TBD					2,747,732.85
402-MC-08	6,500.00		TBD					0.00
402-OP-08	3,942,224.50		TBD					3,229,029.50
402-PS-08	2,371,446.05		TBD					1,851,353.05
402-PT-08	9,069,397.71		TBD					8,022,015.71
402-PA-08	3,971,981.00		426,000.00					0.00
402-RS-08	402,678.26		TBD					209,178.26
402-TR-08	372,991.00		TBD					0.00
SUBTOTAL	28,023,808.69		426,000.00					20,386,255.69
FORWARD	**58,827,263.73**		**426,000.00**					**31,138,981.28**

STATE OFFICIAL AUTHORIZED SIGNATURE:
NAME: Chris Murphy

TITLE: Director
DATE: 10/1/07

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:
NAME:

TITLE:
DATE:

HS FORM 217 (REV 9/93)

EFFECTIVE DATE:

US DEPARTMENT OF TRANSPORTATION

OMB NO 2127-0003

HIGHWAY SAFETY PROGRAM COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION

STATE: CALIFORNIA
NUMBER: 2008-00

DATE: 10/01/07
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	
405-OP-08	4,796,792.00		TBD					128,084.00
405-PA-08	63,335.00		TBD					0.00
SUBTOTAL	4,860,127.00		0.00					128,084.00
406-CB-08	237,917.00		TBD					237,917.00
406-EM-08	92,415.00		TBD					92,415.00
406-PS-08	92,578.37		TBD					92,578.37
406-PT-08	7,003,703.29		TBD					4,626,770.69
406-PA-08	1,633,086.00		TBD					0.00
406-RS-08	41,082.00		TBD					41,082.00
406-TR-08	496,285.72		TBD					103,150.00
SUBTOTAL	9,597,067.38		0.00					5,193,913.06
408-TR-08	3,545,425.00		TBD					0.00
SUBTOTAL	3,545,425.00		0.00					0.00
410-AL-08	19,701,903.96		TBD					10,363,085.96
410-PA-08	258,253.00		TBD					0.00
SUBTOTAL	19,960,156.96		0.00					10,363,085.96
2010-MC-08	126,429.00		TBD					126,429.00
SUBTOTAL	126,429.00		0.00					
TOTAL	**96,916,469.07**		**426,000.00**					**46,824,064.30**

STATE OFFICIAL AUTHORIZED SIGNATURE:
NAME: Chris Murphy

TITLE: Director

DATE: 10/1/2007

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:
NAME:

TITLE:

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 35 full-time positions and three retired annuitant responsible for the activities listed above. 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.

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.

<u>Detail for Planning and Administration Costs</u>

A. Personnel Costs	$ 2,564,659	
B. Travel Expenses	109,862	
C. Contractual Services	2,328,660	
D. Other Direct Costs	1,131,981	
Total OTS Budget		$6,135,162
State Share		426,000
Federal Share		5,709,162
Less: Amount Chargeable to Program Areas	$ 2,321,810	

Public Information Campaigns 1,200,000

Total: Federal Share of PSP 08-PA $2,187,352

Amounts Chargeable to Program PSPs

Funding	PSP	Cost	Percent
08-AL	Alcohol	$104,156	4.5%
08-EM	Emergency Medical Services	$66,991	2.9%
08-OP	Occupant Protection	$46,012	2.0%
08-CB	Community Traffic Safety	$73,168	3.2%
08-PS	Pedestrian and Bicycle Safety	$69,517	3.0%
08-PT	Police Traffic Services	$211,157	9.1%
08-RS	Roadway Safety	$40,162	1.7%
08-TR	Traffic Records	$21,915	0.8%
08-164	Transfer Funds	$791,742	34.1%
08-405	Occupant Protection	$55,208	2.4%
08-406	NHTSA 406	$704,970	30.4%
08-410	Alcohol	$136,812	5.9%
	TOTAL:	**$2,321,810**	**100.0%**

ANTICIPATED PROGRAM FUNDING SOURCES

FUND	2008 ESTIMATED APPROPRIATIONS
Repeat Intoxicated Driver Law (164AL)	$20,000,000.00
NHTSA/FHWA (402) (Basic Highway Safety Funds)	$20,841,918.00
Occupant Protection (405)	$3,073,755.00
Safety Belt Performance (406)	$10,796,370.00
Information System Improvement (408)	$3,695,172.00
Alcohol Incentive (410)	$10,061,948.00
Motorcycle Safety (2010)	$412,672.00
Grand Total:	**$68,881,835.00**

***These amounts are estimated and are subject to change.**

POLITICAL SUBDIVISION PARTICIPATION
IN STATE HIGHWAY SAFETY PROGRAM
FFY 2008 HSP

GRANTS	LOCAL	STATE*		TOTAL
		Local Benefit	Statewide	
NEW GRANTS	93	0	23	116
	$ 18,675,719.00	$ -	$ 25,781,947.00	$ 44,457,666.00
		$25,781,947.00		
	42.01%	**57.99%**		
CONTINUATIONS	154	4	18	176
	$ 18,737,147.74	$ 22,151.65	$ 8,898,404.72	$27,657,704.11
		$8,920,556.37		
	67.75%	**32.25%**		
ALL GRANTS (New and Continuing)	**247**	**4**	**41**	**292**
	$ 37,412,866.74	**$ 22,151.65**	**$ 34,680,351.72**	**$ 72,115,370.11**
		$34,702,503.37		
	51.88%	**48.12%**		

* 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 2008 HSP

GRANTS	LOCAL	STATE*		TOTAL
		Local Benefit	Statewide	
NEW GRANTS	111	0	34	**145**
	$ 21,908,359.00	$ -	$ 35,764,964.00	**$ 57,673,323.00**
		$35,764,964.00		
	37.99%	**62.01%**		
CONTINUATIONS	200	6	25	**231**
	$ 24,256,693.37	$ 173,024.98	$ 14,832,612.72	**$ 39,262,331.07**
		$15,005,637.70		
	61.78%	**38.22%**		
ALL GRANTS (New and Continuing)	**311**	**6**	**59**	**376**
	$ 46,165,052.37	**$ 173,024.98**	**$ 50,597,576.72**	**$ 96,935,654.07**
		$50,770,601.70		
	47.62%	**52.38%**		

* 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

Impaired driving continues to be the number one Primary Collision Factor (PCF) in fatal and injury collisions in the state though significant efforts have been implemented to address the problem. The 2006 (SWITRS) provisional data indicates a slight increase in the number of alcohol related collisions resulting in 32,676 people being killed or injured, reflecting a .9 percent increase over 2005.

One of society's major problems in the United States continues to be impaired driving. The National Highway Traffic Safety Administration (NHTSA) estimates that two in five Americans will be affected by alcohol related collisions during their lifetime. Approximately 18 million Americans which represent 8.5 percent of the population meet the diagnostic criteria for alcohol abuse or alcoholism according to National Institute on Alcohol Abuse study in 2004. OTS recognizes the magnitude of the problem and continues to aggressively address impaired driving through grant funded projects which use proven countermeasures to reduce impaired driving.

The Federal Bureau of Investigation 2006 report estimates that 1.4 million drunk driving arrests (DUI) are made each year. In the United States conviction rate data was used as a base for estimating that one million to 1.2 million of the people arrested for DUI are convicted and that 50 to 75% of all offenders drive on a suspended license.

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 DUI Checkpoints increase the public's attention and with news coverage of DUI enforcement efforts, can help reduce alcohol-related crashes. Utilizing this methodology OTS will continue to fund and start new traffic safety grants that use DUI enforcement, public education, adjudication, intervention, training, prevention programs, and equipment. OTS Alcohol grants are funded to aide in the reduction of deaths, injuries, and economic losses resulting from alcohol related collisions. OTS will develop and continue to implement successful and innovated programs such as alcohol education and awareness aimed at reducing problems associated with underage high school and college drinking.

In 2005, the Century Council reported 10% high school students reported driving a car or other vehicle during the past 30 days when they had been drinking alcohol. In addition, 29% of students reported riding in a car or other vehicle during the past 30 days driven by someone who had been drinking alcohol. Acting Surgeon General Kenneth Moritsugu, M.D., M.P.H., in his first *Call to Action* in March of 2007 made an appeal to Americans to do more to stop America's 11 million current underage drinkers from using alcohol, and to keep other young people from starting.

OTS will continue to fund Youth Prevention grants that engage parents, schools, communities, all levels of government, all social systems that interface with youth, and youth themselves in a coordinated effort to prevent and reduce the incidents of underage drinking and driving in California.

Governor Arnold Schwarzenegger signed into California law AB 2752 (Spitzer, R) effective in 2006, this new law makes it an infraction instead of a violation for a person under 21 years old to drive with a blood alcohol level (BAC) of .01 percent or greater. The law also increased the infraction penalties for being under 21 and driving with a BAC of .05 percent

or greater. This new crime helps to strengthen the current statue prohibiting any one under the age of 21 from possessing an alcoholic beverage. According to provisional data from 2006 (SWITRS), Drivers aged 15 through 20 constituted 20.1 percent of Had Been Drinking (HBD) drivers in fatal collisions and 5.5 percent in injury collisions during 2006.

Repeat DUI offenders continue to present a hazard to the public. 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 drunken 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.

NHTSA in a 2004 report concluded enforcement strategies that deter most law-abiding citizens are not as effective with repeat offenders. Jail time along with alternatives sanitations seem to make lasting changes in behavior of repeat DUI offenders. Imposing longer licensing sanction and the use of ignition interlock devices, along with the impoundment of vehicles in coordination with DUI Courts and alcohol use assessment have shown successes in reduce recidivism.

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 encouraged to implement programs that include multiple components.

Through OTS funding in fiscal year 2008, 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 that during the early 1980s that someone in the United States was killed in an alcohol-related traffic collision Every 15 Minutes. OTS will fund an expansion the CHP educational programs such as Start Smart, Right Turn, and warn young drivers of the dangers of drinking and driving at community events.

OTS will continue funding for the Judicial Council of California to conduct live DUI court proceedings in California high schools which provides students the opportunity to see up close the consequences of driving under the influence to individual drivers, and crash victims in their own communities. The Administrative Office of the Court will award sub-grants to four mentor courts and 10 implementation courts to develop and test variations models of DUI courts pattered after the successful Drug Court Model.

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 the increasing alcohol related traffic crashes among this group.

OTS continues to promote the "Avoid" program concept in fiscal year 2008. 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. *"Report Drunk Drivers Call 911" is a* campaign implemented during the 2006 winter holiday season and indications are that it has had a positive effect.

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 2008 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 44 continuing and 26 new grants under this task for fiscal year 2008.

Grant #	Fund	Agency	FFY 2008 Funds
AL0511		California Highway Patrol	$0
AL0605		Newport Beach Police Department	$0
AL0609		Upland	$0
AL0624		Yucaipa	$0
AL0639		Petaluma	$0
AL0576	164AL	San Pablo	$3,196
AL0602	164AL	Manteca	$19,730.60
AL0606	164AL	Sonoma	$18,611.10
AL0618	164AL	Riverside	$0
AL0619	164AL	Garden Grove	$57,404
AL0627	164AL	San Jacinto	$0
AL0631	164AL	San Diego Sheriff's Department	$0
AL0635	164AL	El Monte	$0
AL0636	164AL	Rancho Cordova	$16,803.11
AL0638	164AL	Pasadena	$3,653.58
AL0650	164AL	Lancaster	$0
AL0658	164AL	Vallejo	$115,015

Grant #	Fund	Agency	FFY 2008 Funds
AL0675	164AL	Westminster	$6,293
AL0675	164AL	Westminster	$6,293
AL0754	164AL	Sacramento	$186,065
AL0802	164AL	Union City	$134,522
AL0804	164AL	El Monte	$137,170
AL0805	164AL	Palm Springs	$110,000
AL0806	164AL	Oxnard	$225,000
AL0808	164AL	Los Angeles County	$1,207,289
AL0810	164AL	Anaheim	$98,944
AL0811	164AL	San Diego County	$175,000
AL0815	164AL	Merced	$127,743
AL0816	164AL	Beverly Hills	$141,845
AL0817	164AL	National City	$212,906
AL0819	164AL	Parlier	$61,130
AL0820	164AL	Garden Grove	$118,265
AL0821	164AL	Upland	$84,720
AL0823	164AL	Madera	$230,165
AL0825	164AL	San Francisco	$212,092
AL0826	164AL	Chula Vista	$252,377
AL0828	164AL	San Fernando	$111,028
AL0829	164AL	Orange	$115,686
AL0844	164AL	Gardena	$268,326
AL0846	164AL	Truckee	$215,000
AL0850	164AL	Ripon	$168,000
AL0851	164AL	Petaluma	$200,720
AL0853	164AL	San Pablo	$272,788
AL0854	164AL	Redondo Beach	$201,828
AL0855	164AL	Riverbank	$55,361
AL0858	164AL	Citrus Heights	$213,000
AL0617	164AL/ 402	Vacaville	$42,015.05 / 12,549.95
AL0603	164AL/402	Union City	$7,918 / 2,365.12
AL0620	164AL/402	Placerville	$33,085.77 / 9,882.77
AL0634	164AL/402	Anaheim	$3,803.36 / 1,136.07
AL0645	164AL/402	Beverly Hills	$8,470 / 2,530
AL0651	164AL/402	Los Angeles County	$115,192.77 / 34,408.23
AL0735	402	Santa Clarita	$149,968
AL0703	410	West Covina	$53,214
AL0704	410	Hawaiian Gardens	$29,058.99
AL0705	410	Santa Barbara	$131,713
AL0706	410	South Lake Tahoe	$96,922.18
AL0707	410	Pittsburg	$36,989.90
AL0709	410	Redding	$247,865
AL0711	410	Norwalk	$39,000
AL0713	410	Norco	$128,894
AL0726	410	Costa Mesa	$272,423
AL0727	410	Berkeley	$118,694
AL0730	410	Santa Rosa	$137,863

Grant #	Fund	Agency	FFY 2008 Funds
AL0738	410	Pico Rivera	$96,681
AL0739	410	Ventura	$117,578
AL0744	410	Santa Maria	$114,655
AL0753	410	Sacramento	$327,878
AL0756	410	Huntington Beach	$317,272
AL0764	410	Concord	$51,468

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.

157

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. ($312,697)

163

AL0857 - CALIFORNIA HIGHWAY PATROL
TEEN CHOICES 2 (TC2)
This project is designed to reduce the number of California drivers between the ages of 14 and 19, who had been drinking in fatal and injury collisions by 3 percent from the 2003-2005 three-year average of 1,556 to 1,509. The California Highway Patrol (CHP) will publicize the E15M program, Sober Graduation events, and other CHP alcohol reduction education programs by conducting a minimum of 2,500 informational presentations to high schools, community-based organizations, local law enforcement, fire departments, and/or health departments in California; facilitating a minimum of 250 E15M programs; facilitating Sober Graduation events and other CHP alcohol reduction education programs to schools unable to participate in the full E15M program; and distributing promotional items and educational items emphasizing the consequences of drinking and driving. ($1,879,018)

164AL

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. ($235,233 for local benefit)

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. ($199,134)

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. ($756,054)

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. ($200,537)

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. ($1,100,810)

AL0849 - CALIFORNIA HIGHWAY PATROL
STATEWIDE IMPAIRED DRIVER REDUCTION EFFORT, II
The California Highway Patrol (CHP) will implement a statewide project to combat fatal/injury collisions attributed to Driving Under the Influence (DUI). Project activities will include sobriety checkpoints, mini-DUI task force operations, proactive roving DUI patrol operations, participation in local AVOID campaigns. A broad public awareness campaign that includes public presentations and paid media will enhance enforcement efforts to decrease the number of DUI/alcohol-involved fatal and injury collisions and associated victims on California's roadways. ($5,553,886)

402

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. ($430,500)

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. ($649,593)

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. ($811,911)

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. ($300,927)

410

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. ($0)

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%. ($139,818)

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 to 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. ($421,668)

AL0801 - UNIVERSITY OF CALIFORNIA, BERKELEY
TRAFFIC SAFETY CENTER
The goal of the Traffic Safety Center is to 1) increase the level of multidisciplinary traffic safety education available to students at the UC Berkeley; 2) to increase the capacity of state and local agencies to improve traffic safety by providing technical assistance in program development, program implementation, GIS, data collection/analysis, and evaluation; and 3) to increase public awareness of traffic safety problems. In addition, we aim to improve traffic safety efforts to decrease DUI, to increase safety restraint use and pedestrian safety for the general population as well as to address issues among special populations. ($480,186)

AL0807 - SANTA CLARA COUNTY PUBLIC HEALTH DEPARTMENT
COUNTYWIDE COORDINATION OF TRAFFIC SAFETY SERVICES
This proposal provides innovative strategies to address countywide traffic concerns by building on the experience of the TSCN collaborative. A facilitator's guide to support the booklet "Underage Drinking and Driving" will be developed and both will be distributed statewide. Public awareness campaign on speeding and red light running will be expended. School based traffic safety committees will develop and implement site specific traffic safety plans, and a juvenile traffic diversion program will be integrated into existing systems. ($581,780)

AL0814 - CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
STATEWIDE SUPPORT FOR MADD DUI EDUCATION EFFORTS
The purpose of this grant is to provide support to MADD for implementation of strategies to reduce the incidence of driving under the influence in California. Activities will include implementation of Victim Impact Panels, providing a presence at public events and press conferences, and recognition of law enforcement for DUI efforts. ($311,299)

AL0827 - CALIFORNIA DEPARTMENT OF TRANSPORTATION
NATIVE AMERICAN RESERVATION PUBLIC INFORMATION AND EDUCATION CAMPAIGN
The Department of Transportation's goal is to expand a statewide traffic safety public awareness campaign on indian reservations and rancherias. The department will provide public education and outreach to tribes and identify traffic safety problem locations along state highways near reservations. Based on fatality and injury data, the department will refine the public education and outreach traffic safety focus to address their traffic safety needs. This enhanced program will focus on educating tribal youth on alcohol and drug related collisions, seatbelt/restraint usage, underage driving, and child passenger safety. ($141,500)

AL0845 - CALIFORNIA HIGHWAY PATROL
DESIGNATED DRIVER PROGRAM 2 (DDP2)
This statewide project incorporates the designated driver program (DDP) basics into a specialized program focusing on men between the ages of 21 and 34, the portion of California's population with the highest driver-at-fault driving-under-the-influence (DUI) collisions. This project will reach this group with compelling information for the deterrence of DUI behavior, delivered in a manner this age and gender group can both understand and identify with. Goals are to reduce statewide DUI driver-at-fault fatal collisions; enhance the target group's awareness of, and support for, the DDP by distributing customized educational materials; and to present an effective anti-DUI media campaign to the identified group throughout California. ($417,737)

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.

164AL

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. ($297,889)

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. ($0)

402

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. ($170,553)

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 creating12 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. ($89,766)

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. ($182,784)

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. ($85,385)

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. ($31,357)

410

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. ($0)

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. ($12,580)

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. ($30,307)

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. ($708,881)

AL0803 - HUMBOLDT COUNTY
YOUTH DRIVING SAFETY PROGRAM
The Humboldt County Department of Health and Human Services will reduce motor vehicle-related death and injury through a collaborative, education-based program focused on young drivers. With the input of the multi-agency Youth Driving Subcommittee and a Teen Advisory Group, we will conduct educational activities that focus on youth driving safety. Activities will include: seat belt challenges and DUI prevention campaign at local high schools, teen and parent safe driving events, a community educational campaign targeting youth and parents including presentations to community groups, a “special exhibit” designed by youth and focused on driving safety, and the development of a youthful DUI visitation program. ($110,434)

AL0809 - MENDOCINO COUNTY
STEER CLEAR OF ALCOHOL AND DRUGS
The Mendocino Division of Alcohol and Other Drug Program, Prevention Services will implement the Steer Clear of Alcohol and Drugs program to address youth driving safety. Program elements include prevention education, youth development and leadership strategies delivered on and off high school campuses. All program elements work together to help raise youth awareness of how alcohol and other drugs impact driving safety with the overall goal of reducing youthful fatalities, collisions and drunk driving. ($123,000)

AL0822 - CALIFORNIA 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 and presence campaign to promote the use of designated drivers to young adults (21-34) focusing on high-incidence times such as bar holidays, 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. ($150,000)

AL0824 - CALIFORNIA STATE UNIVERSITY, FRESNO
CSU ALCOHOL AND TRAFFIC SAFETY
The CSU ATS project addresses alcohol-related incidents at the college level, particularly driving under the influence and general incidents related to alcohol abuse. CSU ATS supports and stimulates the environmental management approach by campus Alcohol Advisory Councils via mini-grant/special project funding. These mini-grants support interventions that could include safe rides programs, social norms marketing, and/or peer education activities. Approximately eight CSU campuses will benefit from this project. ($359,665)

AL0847 - CALIFORNIA STATE UNIVERSITY, SAN DIEGO
YOUTH COUNCIL STATEWIDE TRAINING & TECHNICAL ASSISTANCE PROJECT
The proposed project will provide training and technical assistance to schools, colleges, and community groups across the state to assist them in developing youth-driven anti-DUI campaigns that build on the brand image of the San Diego County Youth Council's "Do the Math" campaign. The project will provide a comprehensive campaign action kit, online resources, site visits, and youth-led training and workshops to youth groups committed to implementing public awareness campaigns in their own schools and communities. The project will result in increasing the perception of risk for underage and binge drinking as they relate to DUI among millions of California youth, college students, parents, lawmakers and community members. ($101,042)

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. Additionally, this task supports specialized courts to track DUI offenders through vertical prosecution and DUI courts.

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. ($78,409)

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. ($1,122,700)

AL0852 - SAN JOAQUIN COUNTY SUPERIOR COURT
DUI COURT
This program will create a DUI Court in San Joaquin County designed to stop dependant offenders arrested for Driving While Impaired (DWI) and multiple offenders from re-offending. The goal of this program is to reduce recidivism among drunk drivers while reducing alcohol-involved collisions. The DUI Court provides an intensive program where zero tolerance for alcohol is enforced thru intensive judicially supervised program, periodic alcohol / drug testing and the use of graduated incentives and sanctions to make a life long behavior change. ($386,000)

402

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. ($582,337)

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. ($1,588,111)

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. ($1,407,022)

AL0747 – Orange County Superior Court
EXPANSION OF DUI COURT
This project will expand the Orange County DUI Courts from one to two by adding a DUI court at the North Justice Center. Based on the successful drug court model, it will increase the level of accountability of high risk repeat DUI offenders by requiring them to participate in treatment combined with education, judicial scrutiny, alcohol and drug testing and formal probation supervision. A DUI Court team will screen at least 400 referrals, admit 275 participants and have 75 participants complete the program. Policy, procedures, process and protocols will be developed in addition to a process and outcome evaluation through outside researches to determine project goal success. The project goals include: reducing recidivism among nonviolent adult and underage DUI offenders and ensuring 80% of the participants admitted into the North Justice Center complete the program. ($463,375)

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. ($148,968)

AL0836 - SHASTA COUNTY
DUI MISDEMEANOR PROSECUTOR PROGRAM
The Shasta County District Attorney will hire a new attorney position which will be dedicated to prosecuting misdemeanor DUI cases because of the recent sharp increases in cases filed. The increase can be attributed, in part, to the increased enforcement by local law enforcement agencies and recent trends in the state. By giving more attention to these cases, we anticipate a greater conviction rate and decreases in both injury and fatal alcohol-involved DUI cases in Shasta County. ($127,689)

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. While there are no grants designated specifically under this task, DUI management information systems may contained as subcomponents of various comprehensive grants funded under other tasks.

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.

164AL

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. ($0)

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

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. ($460,428)

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. ($1,887,398)

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. ($87,550)

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. ($144,779)

410

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 the 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. ($312,216)

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 2008.

Grant #	Fund	Agency	FFY 2008 Funding
AL0668	164AL	San Jose	$144,560
AL0685	164AL	Marysville	$71,683
AL0688	164AL	Corning	$40,893
AL0692	164AL	Redding	$76,380
AL0763	164AL	Oxnard	$112,830
AL0765	164AL	Stockton	$146,000
AL0837	164AL	Manteca	$153,263
AL0725	402	Victorville	$182,920
AL0742	402	Paso Robles	$139,135
AL0748	402	Salinas	$67,995
AL0610	410	Baldwin Park Police Department	$130,572
AL0613	410	San Rafael	$54,924
AL0614	410	Gardena	$219,434
AL0621	410	San Diego	$307,258
AL0622	410	Clovis	$121,779
AL0626	410	Alameda County	$177,958.51
AL0637	410	Contra Costa County	$92,142.92
AL0640	410	Calexico	$0
AL0664	410	San Francisco	$153,976
AL0665	410	Napa County	$72,833.33
AL0672	410	Santa Rosa	$78,040
AL0674	410	Buena Park Police Department	$0
AL0676	410	Paradise	$52,069
AL0677	410	Auburn	$117,669.50
AL0678	410	Daly City	$107,838.04
AL0680	410	Santa Barbara	$17,280
AL0684	410	Modesto	$169,184.33
AL0686	410	Siskiyou County Sheriff's Department	$63,759
AL0687	410	Grass Valley	$41,195.76
AL0689	410	Vallejo	$67,698.50
AL0690	410	Glendora	$259,958
AL0691	410	Davis	$135,202.53
AL0724	410	Orange County	$162,688
AL0758	410	Capitola	$56,337
AL0812	410	Orland	$114,182
AL0831	410	Elk Grove	$293,549
AL0832	410	Hanford	$98,510
AL0834	410	Merced	$142,875
AL0835	410	Visalia	$138,925
AL0838	410	Santa Barbara County	$165,285
AL0839	410	South Lake Tahoe	$68,325
AL0840	410	Lake County	$123,472
AL0841	410	Jackson	$125,000
AL0842	410	Temecula	$240,272
AL0843	410	Calexico	$131,095
AL0848	410	Anaheim	$221,200

Grant #	Fund	Agency	FFY 2008 Funding
AL0856	410	Shafter	$221,566

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. ($51,628)

410

AL0813 - UNIVERSITY OF CALIFORNIA, BERKELEY
DUI/DRIVER'S LICENSE CHECKPOINT GRANTS FOR LOCAL LAW ENFORCEMENT AGENCIES
Local law enforcement agencies will receive funding to conduct DUI/Driver's License checkpoints. Checkpoints, especially when supported by media coverage, have been found to reduce alcohol-related crashes, which killed 1,574people and injured 30,798 more in 2005. The Center for Disease Control has published reports indicating that fewer alcohol-related crashes occur when sobriety checkpoints are implemented. The goal of checkpoints is to reduce DUI by increasing drivers' perceived risk of arrest. Media coverage supports this intervention by publicizing this increased risk. ($4,700,000)

TASK 11 - IMPAIRED DRIVING PROGRAMS

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. ($564,733)

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

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. ($95,703)

410

AL0818 - UNIVERSITY OF CALIFORNIA, IRVINE
COMPUTERIZED ALCOHOL SCREENING AND INTERVENTION (CASI)
Impaired driving is a serious problem in Orange County, injuring and killing over 2000 people each year. NHTSA has identified Alcohol Screening and Brief Intervention (SBI) as one of its key initiatives to address impaired driving. We have successfully implemented an initial prototype of a computerized alcohol screening and intervention (CASI) kiosk in our emergency department (ED) but it is bulky and outdated. Through this project, we will upgrade and refine CASI to make it more durable, easier to transport and more portable for use at the patient bedside in the ED and in the trauma wards. The use of CASI will also be expanded by implementing CASI to both an outpatient college clinic and inpatient medical settings. ($211,389)

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 two grants from prior fiscal years into fiscal year 2008.

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 2008 Funds
CB0601	402	Los Angeles County (75)	AL, OP	$161,154
CB0603	402	Los Angeles Community Development Department (11)	AL, OP	$0
CB0801	406	Shasta County (8)	AL, OP	226,225

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 2006 California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) provisional data, there were 277,373 persons in California who were injured as a result of a serious motor vehicle collision. Many 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 2008 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 2008 Funds
EM0710	157	Kern County (10)	$92,415
EM0801	402	Madera County (3)	$110,999
EM0802	402	Sebastopol (5)	$265,774
EM0803	402	Fresno County Fire Protection District (5)	$224,468
EM0804	402	Contra Costa County (6)	$152,028
EM0805	402	South Santa Clara County Fire District (9)	$352,494
EM0807	402	Sonoma County (4)	$219,450
EM0808	402	Tule River Community Fire Department (8)	$43,765
EM0809	402	Rescue Fire Protection District (6)	$225,000
EM0810	402	San Bernardino County (10)	$300,000
EM0811	402	North County Fire Protection District (8)	$338,694

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 2008 Funds
EM0717	157	Big Bear City Fire Dept.	$37,330
EM0806	402	Long Valley fire Protection District (1)	$39,000

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

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 2008. 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 pubic 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 were distance and congested traffic conditions critically increase the time required to arrive at the crash scene, extricate and transport victims. There are no grants planned or continued under this task during fiscal year 2008.

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 2006, 5.26 percent of California's 193,605 fatal and injury collisions involved a motorcycle, representing a 1.64 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 2006 was 3.77 percent, a 1.62 percentage point percent 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 2006, 84.3 percent of motorcyclists killed in California were not wearing helmets while in 1991, the percentage was 80.7.

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. During 2006 58,007 motorcyclists were trained through the program.

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 2008 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

MC0702 – CALIFORNIA HIGHWAY PATROL
PROMOTING MOTORCYCLE TRAINING
While motorcycle registrations have increased 20 percent in the last three years, motorcycle licenses have only increased by 10 percent. Statewide, the California Motorcycle Safety Program provides training in motorcycle operations, safety and applicable laws; however, there is no funding to promote the program. This grant will provide a targeted public awareness campaign to bolster public knowledge of the program's availability to motorcyclists. ($412,672)

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. ($6,500)

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. ($126,429)

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. California's 2006 rate is 93.4 percent (August 2006), 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. California conducted its third teen statewide seat belt observational survey. The 2006 survey teen seat belt use rate is 90.8%, up from 88.6% in 2006. While the teen seat belt compliance rate has increased 8.2 percentage points since the first survey in 2004 with a rate of 86.6, more efforts need to be focused on that population.

The California Highway Patrol (CHP) 2006 Statewide Integrated Traffic Records System (SWITRS) provisional data reports 67.5 percent of vehicle occupants killed in automobile collisions were using seat belts. In the last five years (2002 to 2006), the percentage of occupants killed in automobile collisions and using safety belts increased by 14 percentage points from 53.7 percent to 67.5 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 that 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 continues the national theme “Click It or Ticket” for the Buckle Up America May 2008 mobilization. The 2008 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 94 percent by June of 2008. 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 2.8 million dollars will be distributed to law enforcement agencies to offset overtime and reporting costs for the May 14 – June 3, 2008 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 87.8 percent (August 2006). 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.

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 (DHS) 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, DHS 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.

OCCUPANT PROTECTION ASSESSMENT

This evaluation provides the Office of Traffic Safety the opportunity for an outside review of California's occupant protection 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 seat belt use and .child passenger safety.

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 2008 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 2008 Funds
OP0603	402	Solano County	$0
OP0605	402	San Mateo County Health Department	$4,457
OP0607	402	San Francisco	$36,797
OP0609	402	Lake County	$48,221
OP0701	402	San Bernardino County	$236,908
OP0702	402	Oroville	$106,216
OP0703	405	Yolo County	$128,084
OP0705	402	Tulare County	$411,553
OP0709	402	Siskiyou County	$72,625
OP0710	402	San Diego	$215,034
OP0803	402	Los Angeles	$719,200
OP0804	402	Glendora	$117,727
OP0805	402	Riverside County	$141,635
OP0806	402	Solano County	$174,972
OP0808	402	Long Beach	$190,358
OP0809	402	San Francisco County	$170,119

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 2008 Funds
OP0604	402	California Highway Patrol	$0
OP0611	402	San Carlos Police Department	$3,318
OP0708	402	University of California, Davis	$417,840
OP0802	402	Rancho Cordova	$221,351
OP0706	402	Modesto	$160,866

TASK 4 - STATEWIDE USAGE SURVEYS

402

OP0402 - CALIFORNIA STATE UNIVERSITY, FRESNO
RESTRAINT USAGE SURVEYS PROJECT
The Restraint Usage Surveys Grant continues into fiscal year 2008. 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. ($2,083)

OP0801 - CALIFORNIA STATE UNIVERSITY, FRESNO
STATEWIDE SEAT BELT, CHILD SAFETY SEAT, AND TEEN SEAT BELT USE SURVEYS
Estimates of seat belt usage rates of vehicle occupants on state and local roads and facilities are needed to evaluate the effectiveness of NHTSA funded occupant safety programs. Six surveys are planned. Four summer and spring surveys will estimate seat restraint usage rates of front seat occupants (and infant/toddlers in any vehicle position) on non-highway and highway roads. Pre- and post-test will be run on subsets of survey data collected in the spring and summer. Two fall surveys of 100 high school sites will be collected to estimate seat belt usage rates for high school drivers and passengers at high school campus parking lots. ($211,112)

TASK 5 - STATEWIDE CHILD PASSENGER SAFETY TRAINING

402

OP0810 - VEHICLE OCCUPANT SAFETY PROGRAM
CALIFORNIA DEPARTMENT OF HEALTH SERVICES
VOSP will continue to provide statewide coordination with its state and local partners to more effectively offer child passenger services for children ages 0-6 statewide. Objectives include collaborating with Health Officers, health departments, local Child Passenger Safety Programs, court systems, and others to provide education and programs to help motivate drivers and occupants to use appropriate occupant restraints for all children ages 0-6. ($500,000.00)

405

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. ($1,668,708)

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. ($1,241,962)

TASK 7 - MINI-GRANTS TO INCREASE SEAT BELT USE

405

OP0807 - UNIVERSITY OF CALIFORNIA, BERKELEY
STATEWIDE "CLICK IT OR TICKET" MINI GRANT PROGRAM
An important element in reducing serious injury in traffic collisions is the use of passenger restraint devices by all persons riding in a motor vehicle. Consequently, the National Highway Traffic Safety Administration requires every state to conduct an annual survey to establish the state's seat belt use rate. Since 2002, California has conducted a program of increased seat belt enforcement through the use of paid overtime to the California Highway Patrol and local law enforcement agencies during national mobilizations. Continued enforcement is necessary to encourage compliance with occupant restraint laws and to increase the state's seat belt use rate. The state seat belt use rate rose from 92.5% in 2005 to 93.36% in 2006

- 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 2008 with a deadline of December 2, 2008. The mini-grants will only cover the May 2008 mobilization period using Section 405 funds. ($3,000,000)

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: media and press relations for traffic safety issues and initiatives for the entire state of California; and a marketing contract that assists the OTS in directing media buys, video and audio PSA production, media event planning, print and graphic materials.

II. ACTION PLAN

In 2008, 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.

During the first half of the plan year, OTS Public Affairs will be utilizing its contractor, Ogilvy Public Relations Worldwide, in support of many of these initiatives. OTS will be requesting proposals for a new contract to provide such services for the remainder of the plan year and beyond. 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

157

STATEWIDE CAMPAIGNS

OTS Public Affairs will spearhead several key public awareness campaigns during 2007-2008. Key campaigns will include California's "Click It or Ticket" campaign (also see Paid Advertising), as well as December's Holiday DUI Crackdown, Child Passenger Safety Week (September), and DUI enforcement campaigns around the state's three other major holiday periods: Memorial Day, Independence Day, and Labor Day weekends. 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; traffic safety industry representatives; local, regional and state government agencies; as well as general business and industry organizations.

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, DUI Crackdown 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 the distribution of its traffic safety messages, as well as 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 16th 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 news about OTS initiatives, staff, thought-provoking guest commentaries from local grantees and stories of their successes, as well as 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) is undergoing an entire reconstruction. Grantees, law enforcement agencies, and other traffic safety stakeholders 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. The news media and researchers are using the OTS site as a valued resource.

The new web site will be geared to the needs of its primary audiences. Potential and current grantees make up the bulk of those visiting the site, with media, researchers, stakeholders and the general public following along successively. The new site will be formatted with this usage in mind. Additionally, the site will be utilizing the latest in web technology and design to enhance both look and usability. These enhancements will greatly improve the ease of navigating the site to find what the visitor requires. It will be the next step in moving toward a more complete web-based grant operation.

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. In 2008, OTS Public Affairs will be developing and instituting an on-going training program for grantee media relations personnel.

TASK 2 - PAID ADVERTISING

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CAMPAIGNS

During 2008, some of the campaigns that OTS may be using paid media include: Holiday DUI Crackdown (December); Child Passenger Safety Week (September), regional AVOID DUI campaigns (held during peak holiday periods), Click It or Ticket (May), Sports and Entertainment Venue (year-round) and other campaigns as they arise. ($490,000)

OTS Public Affairs will receive comprehensive reports from Ogilvy Public Relations after each campaign detailing all aspects of the campaigns and listing actual audience impressions. OTS and grantees track press coverage generated by campaigns. Pre and post campaign surveys will be taken to gauge actual changes in behavior in seat belt usage for the Click It or Ticket campaign.

The following table reflects grants active in FFY 2008 with paid media in their budgets:

Grant #	Agency	Budget
AL0731	California Highway Patrol	$ 200,285.00
AL0734	California Highway Patrol	$ 40,000.00
AL0740	California Highway Patrol	$ 79,000.00
AL0761	California Highway Patrol	$ 100,000.00
AL0845	California Highway Patrol	$ 400,000.00
AL0849	California Highway Patrol	$ 500,000.00
MC0702	California Highway Patrol	$ 400,000.00
PS0706	California Highway Patrol	$ 10,000.00
PS0707	California Highway Patrol	$ 70,000.00
PS0801	California Highway Patrol	$ 50,000.00
PT0735	California Highway Patrol	$ 25,000.00
PT0813	California Highway Patrol	$ 30,000.00
PT0825	California Highway Patrol	$ 75,000.00
RS0702	Department of Transportation	$ 1,815,000.00

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 2008 schedule of events won't be announced until after the new year, 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 during 2006, fatal and injury collisions involving a pedestrian accounted for almost 7 percent of the State's fatal and injury collisions. 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) 2006 provisional data, a total of 13,465 pedestrians were injured and 735 were killed statewide in California in 2005.

- Pedestrians represent 18 percent of all fatalities and 4.9 percent of all injuries.
- 17 percent of all 14,200 pedestrian victims were between the ages of 5-14.
- 10.4 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 2,390 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 132 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.

- Technology geared toward increased pedestrian safety warrants 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 2006:

- Bicyclists represented 3.7 percent of all fatalities and 3.7 percent of all injuries.

- 21 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 2008 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 2008 Funds
PS0607	157	Los Angeles Unified School District	$0
PS0619	157	Bellflower	$0
PS0622	157	Santa Cruz County	$0
PS0624	157	Brentwood	$16,500
PS0627	157	Berkeley	$0
PS0635	157	Rancho Cordova	$0
PS0702	402	Lancaster	$35,900
PS0705	402	San Francisco	$227,030
PS0708	402	Pasadena	$55,126
PS0802	402	Clovis	$109,480
PS0804	402	Berkeley	$380,293
PS0805	402	Santa Rosa	$173,616
PS0807	402	Santa Cruz County	$201,295
PS0809	402	Baldwin Park	$155,734
PS0601	406	San Francisco	$17,003
PS0610	406	Contra Costa County	$50,814
PS0634	406	Ripon	$706

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 2008 Funds
PS0616	157	CHP	$0
PS0629	157	Glendale	$0
PS0707	157	CHP	$526,969
PS0704	402	CSU, San Diego	$152,832
PS0803	402	UC, San Diego	172,162
PS0806	402	Los Angeles County	185,823

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 2008 Funds
PS0617	157	Norwalk	$0
PS0706	402	CHP	$33,487
PS0620	406	Santa Ana Unified School District	$24,055

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 2008 Funds
PS0801	402	CHP	$367,261
PS0808	402	Pleasanton	$139,494
PS0615	406	CHP	$0
PS0501	163	Caltrans	$81,000

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.

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PS0701 - SAN DIEGO
FURTHER ENHANCING THE DRIVING ENVIRONMENT USING ELECTRONICS
The County of San Diego intends to improve school pedestrian safety by using new technologies. Drivers will be alerted to pedestrian crossings at two critical locations by warning lights placed in the pavement. The effectiveness of the installations will be measured by the reduction in vehicle speeds approaching crossings. ($42,000)

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 2006, 32,676 people were killed or injured in alcohol-involved crashes. In addition, the number of alcohol-involved fatal victims increased one percent in 2006 from 1,574 to 1,596, however, alcohol-involved traffic injuries' victims decreased one percent from 30,798to 31,080. 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 2006 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 5.51 percent from 58,943 in 2005 to 55,695 in 2006. Unsafe speed is a major contributor to roadway fatality and injury victims.

PRIMARY COLLISION FACTORS (PCF)

Primary Collision Factor	2006*		2005	
	Fatal	Injury	Fatal	Injury
1. Speed	589	55,106	607	58,336
2. Driving Under the Influence	838	15,385	857	14,957
3. Auto Right-of-Way	257	31,622	245	33,997
4. Improper Turning	724	25,485	754	25,855
5. Traffic Signals & Signs	204	16,267	202	17,159
Total	**2,612**	**143,865**	**2,665**	**150,304**
Total Fatal and Injury Collisions	**146,477**		**152,969**	

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

TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2006*	Fatalities	Injuries
Injuries and Fatalities	4,195	277373
Total Fatalities and Injuries	**281,568**	

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

Traffic-related fatalities and injuries decreased five percent in 2006. California's 2006 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) decreased three percent from 1.31 in 2005 to 1.27 (provisional data) in 2006.

Compliance with California's seat belt law increased to 93.4%percent in 2006. However, in 2006, 67.5 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 39 fatalities and 2,732 injuries in 2006. 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 2008, 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.

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 2008, 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.

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 programs (STEPs), 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 $1,180,000 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 2008 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 14 local grants initiated in prior years into fiscal year 2008 and commence funding 16 new grants.

Grant #	Fund	Agency	FFY 2008 Funds
PT0607	402	Redlands	$24,004.00
PT0608	402	Cathedral City Police Department	$78,986.85
PT0609	402	Norco	$0.00
PT0610	402	Rialto	$0.00
PT0611	402	Oceanside	$32,900.00
PT0614	402	Oxnard Police Department	$0.00
PT0618	402	Fullerton Police Department	$59,324.84
PT0625	402	Rio Vista	$21,373.05
PT0626	402	Imperial	$8,049.00
PT0634	402	Ontario	$0.00
PT0803	402	Arvin	$95,332.00
PT0804	402	Manteca	$131,479.00
PT0805	402	Suisun City	$305,720.00
PT0808	402	Mountain View	$51,800.00
PT0811	402	Farmersville	$104,023.00
PT0820	402	Woodland	$166,658.00
PT0822	402	Whittier	$236,428.00
PT0824	402	Temecula	$102,994.00
PT0827	402	Fairfield	$208,336.00
PT0828	402	Riverside	$287,521.00
PT0830	402	Baldwin Park	$148,992.00
PT0831	402	Patterson	$166,665.00
PT0832	402	Ceres	$125,258.00
PT0833	402	Clovis	$253,770.00
PT0836	402	San Luis Obispo	$239,448.00
PT0838	402	Shafter	$108,404.00
PT0707	406	Monterey Park	$120,20.00

PT0725	406	Long Beach	$342,825.00
PT0729	406	Folsom	$45,000.00
PT0763	406	Escondido	$313,197.54

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 one local grant initiated in prior years into fiscal year 2008 and commence funding three new grants in fiscal year 2008. 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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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. ($267,741)

PT0818 - CALIFORNIA HIGHWAY PATROL
START SMART FOR ALLIED AGENCIES (SSAA)
This project will export the California Highway Patrol's Start Smart Teen Driver Safety Education Program to allied agencies statewide. The Start Smart program is a form of driver safety education for newly licensed teen drivers 15-19 years of age. Start Smart presentations emphasize how best to prevent and/or react to the driving dangers members of this age group are likely to encounter. CHP will train allied law enforcement agency representatives statewide in proven methods of delivering effective Start Smart presentations. Each allied agency will be provided with training and template materials to enable them to reproduce and present the Start Smart program independently. ($277,374.00)

PT0819 - CALIFORNIA HIGHWAY PATROL
STREET RACING TRAINING
Over the past few years California Highway Patrol area offices have reported a steady increase in street racing and side show activity. This grant will provide Police Officer Standards and Training (P.O.S.T.) certified Street Racing and Modified Vehicle field certification training to officers throughout the state. Included in the training will be several specialized enforcement operations designed to reduce the number of fatalities and injuries

attributed to street racing and the side show activities that accompany it. ($365,025.00)

PT0826 - CALIFORNIA HIGHWAY PATROL
SAVING LIVES IN CALIFORNIA (SLIC) II
The California Highway Patrol will implement an enforcement program to combat fatal/injury speed-caused collisions, including those involving motorcycles. The project seeks to reduce such collisions and victims impacted by various percentages from corresponding 2006 totals. Strategies include greatly enhanced enforcement augmented by air support and a broad public awareness campaign. Various strategies will include radar trailer deployments, safety presentations, news conference/releases, and paid media. Concentrated enforcement will also be employed within selected CHP commands requesting additional resources to address specific local speed-related problems. ($1,519,806.00)

402

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. ($0)

PT0813 - CALIFORNIA HIGHWAY PATROL
TRI-VALLEY TRAFFIC SAFETY CHALLENGE
The Tri-Valley area is composed of the communities of Danville, Dublin, Livermore, Pleasanton, San Ramon, and is within the jurisdiction of the California Highway Patrol (CHP) Dublin Area office. It includes Interstates 580 and 680. Population increases and the resultant congestion has brought about an increase in fatal and injury collisions. The grant will enable the CHP to work in concert with local law enforcement agencies to reduce speed and DUI violations, encourage safe driving habits among mature motorists, and advocate proper occupant restraint. Participating agencies will coordinate enforcement to tackle a specific problem (e.g., speed) for an enforcement period, then address another (e.g., DUI) for the next enforcement period, etc. throughout the project period. ($271,374.00)

PT0825 - CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS II
The California Highway Patrol (CHP) will conduct safety corridor projects to reduce vehicle-related fatalities and injuries along two high-collision highway (corridor) segments. The first corridor has been identified in the CHP Sonora Area; the second is State Route 12 within the CHP Golden Gate and Valley Divisions. This project includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The task forces will establish specific goals for fatality and injury reduction on each of the corridors and develop Safety Action Plans for implementing short and/or long-term solutions individually tailored to each corridor. 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 on the

identified corridors, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. ($251,227)

406

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. ($779 for local benefit)

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. ($2,376,154)

TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM

402

PT0829 - UNIVERSITY OF CALIFORNIA, BERKELEY
TRAFFIC SAFETY EVALUATIONS FOR CALIFORNIA COMMUNITIES
The Institute of Transportation Studies, Technology Transfer Program's goal is to reduce the number and severity of crashes on local streets and highways in California by providing free expert technical assistance to local enforcement and engineering staff. They will improve local traffic safety programs efficiency and effectiveness and recommend solutions for high crash sites. More than thirty (30) community evaluations will be performed. University staff oversee and evaluate performance of teams, market the program to cities and counties, and disseminate appropriate best practices. ($518,781)

TASK 5 - AGGRESSIVE DRIVER PROGRAMS

OTS will fund 3 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 2008 Funds
PT0809	402	Irwindale	$160,561
PT0812	402	Ontario	$320,000
PT0816	402	Elk Grove	$280,000

TASK 6 - LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS

157/402

OTS will continue funding 38 grants initiated in prior fiscal years and 14 new grants during fiscal year 2008. 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 2008 Funds
PT0762		Pasadena	$0.00
PT0603	**402**	East Palo Alto	$9,012.00
PT0604	402	Daly City Police Department	$16,436.60
PT0616	402	Gardena	$0.00
PT0636	402	Brentwood	$96,000.00
PT0638	402	Cotati	$15,936.61
PT0711	402	Fresno	$431,435.18
PT0731	402	San Bernardino	$308,324.00
PT0801	402	Ontario	$377,185.00
PT0802	402	Newport Beach	$347,320.00

Grant #	Fund	Agency	FFY 2008 Funds
PT0806	402	Santa Monica	$250,000.00
PT0807	402	Redlands	$182,344.00
PT0810	402	Glendale	$133,200.00
PT0814	402	Napa	$307,905.00
PT0817	402	La Mesa	$115,605.00
PT0821	402	Elk Grove	$173,381.00
PT0823	402	Turlock	$335,587.00
PT0834	402	Oakland	$253,745.00
PT0835	402	Alameda	$229,633.00
PT0837	402	Fountain Valley	$80,041.00
PT0839	402	Mammoth Lakes	$173,711.00
PT0841	402	Hayward	$233,376
PT0701	**406**	Delano	$16,344.00
PT0704	406	American Canyon	$15,726.85
PT0705	406	Anderson	$81,993.80
PT0709	406	Blythe	$92,917.00
PT0712	406	Santa Cruz	$176,790.00
PT0713	406	Seaside	$100,973.00
PT0716	406	Chico	$137,026.00
PT0719	406	Bakersfield	$161,981.93
PT0722	406	Visalia	$137,780.00
PT0723	406	Chula Vista	$159,729.00
PT0724	406	Brawley	$95,327.00
PT0726	406	Sonora	$49,006.50
PT0732	406	Pomona	$341,388.98
PT0734	406	San Rafael	$147,145.00
PT0736	406	Rocklin	$24,676.03
PT0737	406	Claremont	$197,597.00
PT0738	406	Roseville	$84,222.28
PT0742	406	Yuba City	$67,173.60
PT0743	406	Exeter	$35,297.00
PT0744	406	Dana Point	$78,692.00
PT0745	406	Crescent City	$50,417.00
PT0746	406	Stockton	$248,191.66
PT0750	406	Los Angeles	$576,000.00
PT0753	406	Murrieta	$115,019.00
PT0754	406	Lathrop	$43,880.00
PT0755	406	San Luis Obispo	$20,802.00
PT0757	406	El Cajon	$175,936.00
PT0758	406	Azusa	$83,402.00
PT0760	406	Santa Ana	$219,049.60
PT0766	406	Selma	$70,092.92

TASK 7 - VEHICLE IMPOUND PROGRAMS

Four continue from fiscal year 2007 and two new grants will begin in fiscal year 2008. 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 2008 Funds
PT0703	**157**	Huntington Park	$124,664
PT0717	157	Susanville	$154,380
PT0739	157	Calexico	$93,183
PT0740	157	Modesto	$600,000
PT0815	**402**	Long Beach	$221,944
PT0840	402	Los Banos	157,784

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 "Work Zone Safety 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. As recommended by the California Traffic Records Assessment, conducted in September 2005, OTS is providing funds to local agencies to provide technical resources to local engineering agencies to support the collection of highway features and location reference data and to collect traffic count data on a consistent and periodic schedule.

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 addressed through 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 continue 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. 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 2008 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. One grant will be continued into 2008, and one new grant will be initiated under this task. However it should be noted that these systems are also included within other projects to provide a comprehensive local approach to traffic safety.

Grant #	Fund	Agency	FFY 2008 Funds
RS0407	402	Los Angeles	$83,178
RS0803	406	Mountain View	$41,082

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 2008.

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 60 annual administrative evaluations of local traffic engineering and enforcement programs. Funding for these grants is reflected in program area PT, Task 4.

402

PT0829 - UNIVERSITY OF CALIFORNIA, BERKELEY
TRAFFIC SAFETY EVALUATIONS FOR CALIFORNIA COMMUNITIES
The Institute of Transportation Studies, Technology Transfer Program's goal is to reduce the number and severity of crashes on local streets and highways in California by providing free expert technical assistance to local enforcement and engineering staff. They will improve local traffic safety programs efficiency and effectiveness and recommend solutions for high crash sites. More than thirty (30) community evaluations will be performed. University staff oversee and evaluate performance of teams, market the program to cities and counties, and disseminate appropriate best practices. ($518,781)

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.

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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. ($2,000,500)

402

RS0802 – UNIVERSITY OF CALIFORNIA, BERKELEY
WORK ZONE SAFETY TRAINING
This project helps reduce number and severity of crashes at/near roadway work zones by training construction and maintenance crews how to safely plan, install or remove, and operate effective work zone traffic controls that minimize potential for vehicle conflicts, guard against pedestrian hazards and optimize worker protections. The project will update and revise the existing two-day training class entitled "Safety and Traffic Control Plans for Work Zones" to host agencies on request up to 60 times during the project period, recruit and train instructor teams, evaluate effectiveness, and market training via print, website and e-mail. ($193,500)

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 2008 Funds
RS0604	157	Fairfield	$0
RS0801	402	San Leandro	$126,000

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 2008 and funded through the California Department of Transportation (Caltrans).

- Upgrade and install metal beam guardrails and end treatments in the County of Los Angeles ($5,435,587)
- Install icy curve warning system in the County of Plumas ($239,135)
- Install guardrail/remove trees and shrubs within 30 feet of the edge of traveled way ($490,624)
- Install concrete barrier in the City of Los Angeles ($573,334)
- Install chain link railing in the City of Los Angeles ($721,202)
- Install chain link railing in the City of Commerce ($282,000)
- Install metal beam guardrail/end treatment and widen shoulder in the County of Ventura ($350,000)
- Relocate and signalize intersection in the County of Butte ($4,150,000)

- Pedestrian activated crosswalk signals in the Cities of Redondo Beach and Venice ($611,000)
- Install metal beam guardrail in the City of Simi Valley ($815,000)
- Install metal beam guardrail in the City of Santa Monica ($790,000)
- Install metal beam guardrail in the City of Oxnard ($540,000)
- Install metal beam guardrail in the County of Los Angeles ($750,000)
- Construct/extend truck climbing lane in the County of Nevada ($3,720,500)
- Upgrade metal beam guardrail end treatments in the Counties of Sacramento, Yolo, Yuba and Placer ($2,200,000)
- Upgrade median barrier in the County of Stanislaus ($3,020,000)
- Shoulder widening in the County of Lake ($9,155,000)
- Install metal beam guardrail/end treatments and crash cushions in the County of Los Angeles ($3,062,000)
- Install/upgrade concrete barrier, end treatments and crash cushions in the County of San Diego ($6,600,000)
- Install metal beam guardrail in the County of Kern ($1,171,000)
- Relocate/shield objects in the gore area in the County of Los Angeles ($1,000,000)
- Upgrade median barrier in the County of Ventura ($4,000,000)
- Install/upgrade metal beam guardrail in Sierra County ($1,400,000)

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 <u>every</u> 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.

In September 2005 California requested the National Highway Traffic Safety Administration (NHTSA) to facilitate a traffic records assessment. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver/vehicle, traffic engineering, enforcement and adjudication, and EMS/Trauma data systems) conducted the assessment.

The scope of this assessment in compliance with Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), covered all of the components of a traffic records system. The purpose was to determine whether California's traffic records system is capable of supporting management's needs to identify the state's safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness.

II. ACTION PLANS

OTS is implementing the recommendations of the 2005 Traffic Records Assessment including strategic planning through the Traffic Records Coordinating Committee (TRCC). The committee is comprised of representatives from state and local agencies including OTS. They are tasked with oversight of the development of the Traffic Records Strategic Plan. The plan is based on the assessment findings and current and emerging highway safety information initiatives.

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 State local agencies can supplement existing collision record programs with needed roadway data. seven grants have been identified in the California State Traffic Safety Information Systems Strategic Plan developed by the California Traffic Records Coordinating Committee and subsequently approved by NHTSA. These grants are included below under 408 funds.

406

TR0802 – SUNNYVALE
CITY OF SUNNYVALE TRAFFIC SAFETY EFFICIENCY AND EFFECTIVENESS EFFORT THROUGH HAND HELD TECHNOLOGY
This is a Traffic Safety Efficiency and Effectiveness Effort to increase the number of officer hours spent providing traffic enforcement. By implementing hand held technology that will allow for seamless transfer of field information to internal databases and the courts, we intend to reduce the number of hours spent on the process of issuing a traffic citation, therefore allowing for more enforcement time by the traffic unit. In addition, this system will provide for more timely data extraction and analysis for external users and a more streamlined process for filing of traffic related complaints with the Superior Court. ($69,650)

TR0803 - UNIVERSITY OF CALIFORNIA, BERKELEY
DEVELOPING A CUSTOMIZED GIS MAPPING STRATEGY FOR USING GEOCODED SWITRS
The Traffic Safety Center is geocoding SWITRS data from 1995 to 2005 to an 85% accuracy level. The next crucial step is making this data available to state and local agencies in a way that provides efficient and user-friendly access. The Traffic Safety Center proposes to develop and test software and training for providing geo-coded SWITRS data to local and state agencies in California that have roles in traffic safety. ($112,472)

TR0804 – CALIFORNIA DEPARTMENT OF TRANSPORTATION
TSN TASAS DATABASE ENHANCEMENTS
This grant will allow Caltrans to migrate the TASAS System to a GIS based linear referencing system, including networking capability, to promote analytical capabilities and data sharing within the department and with it's partner agencies, such as the California Highway Patrol and Department of Motor Vehicles. Simultaneously, the department will be able to improve the timeliness and quality of it's base highway system, accident and traffic volume data used by the department and it's partners to identify, isolate and analyze critical traffic safety issues. ($249,960)

TR0805 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
IMPROVE DEPARTMENT OF MOTOR VEHICLE DATABASE INTEGRITY
Courts and law enforcement use the Department of Motor Vehicles' (DMV) Driver License Database to obtain information on drivers' involvement in crashes, convictions of traffic offenses, and departmental actions, and to impose sanctions or issue citations to a defendant based on this information. This project will identify any reporting problems from court conviction to update on the Driver License Database in two ways: checking the accuracy and completeness of driving under the influence (DUI) conviction reporting, and improving median court reporting time for DUI convictions. ($275,000)

TR0806 - JUDICIAL COUNCIL OF CALIFORNIA
TRAFFIC CITATION E-FILING GRANT
The California Administrative Office of the Courts (AOC) proposes to leverage its established statewide infrastructure (California Case Management System (CCMS), data exchange standards, and Integrated Services Backbone (ISB) -- a suite of tools and services for sharing information) to develop a Citation Tracking System (CTS) and deploy it to pilot sites -- three (3) medium to large California Superior Court pilot sites. This project will use a standard, reusable architecture so that e-filing capability can be deployed to additional courts and their law enforcement partners as they become ready to do e-citations. ($757,910)

TR0807 - CALIFORNIA DEPARTMENT OF PUBLIC HEALTH
CRASH MEDICAL OUTCOMES DATA – CMOD
To better understand how to prevent Californians from being injured and killed in traffic crashes, California's traffic safety and injury prevention community needs analyses of both crash and medical data focusing on person-level risk factors and outcomes. This project responds to the current gap in knowledge by integrating data sets like SWITRS, pre-hospital records, emergency department records, hospital inpatient records, and death data. By combining these data sources, we gain a powerful ability to look at the health outcomes from crashes and the relationships between those outcomes and various risk factors and crash characteristics. ($490,000)

TR0808 - EMERGENCY MEDICAL SERVICES AUTHORITY
CALIFORNIA EMS INFORMATION SYSTEM (CEMSIS) UPDATE
CEMSIS is an application designed to accept EMS and trauma data from local EMS agencies throughout the state and provide an avenue for linkage with other appropriate data sources to create a timely, accurate, complete, uniform data base that can be used to, in accordance with the expectations of SAFETEA-LU, comply with the recommendations from the 2005 California Traffic Records Assessment. The project will update CEMSIS to be in compliance with, and participate in, the federal data collections systems: National EMS

Information System (NEMSIS) and the National Trauma Data Bank (NTDB). CEMSIS will be designed to receive both EMS and trauma data electronically from each of the 31 local EMS agencies. Injured patient data will be linked with other data systems to assist state and local efforts in injury prevention related to traffic safety. Data is necessary to assess performance, quality, utilization and prevention, benchmark against existing national standards and to inform future policy decisions and directions for EMS and trauma care in California. ($347,817)

TR0809 - CALIFORNIA HIGHWAY PATROL
ALLIED AGENCIES COLLISION REPORTING (AACR) – SWITRS
This project will obtain hardware and consulting services to provide a statewide, external and internal Statewide Integrated Traffic Records System (SWITRS) environment that efficiently and effectively automates the request from and responses to CHP and Allied Agencies for SWITRS data and reporting. It will also enhance the input and import of data into SWITRS utilizing the Extensible Markup Language (XML) data transmission standard. ($374,738)

TR0810 - CALIFORNIA HIGHWAY PATROL
RECORDS MANAGEMENT SYSTEM - [STATE-WIDE AUTOMATED CITATION SYSTEM (SACS)]
The project will obtain and deploy the hardware and software for a state-wide automated citation system that will interface electronically with all judicial jurisdictions within the State of California that are capable of accepting electronic citation data transmissions. ($1,050,000)

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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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. ($0)

402

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. ($0)

406

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)

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. ($142,549)

TR0801 - YUBA COUNTY
GIS BASED COLLISION RECORD SYSTEM
The project will develop a computerized traffic collision monitoring system to assist engineering and law enforcement staff to identify high risk locations and prioritize safety improvement programs. The collision monitoring system will develop a manageable collision database and analysis with capabilities of importing SWITRS data files, to edit, store and retrieve collision records, perform collision analysis, and generate collision diagrams and reports. The system will also develop an intelligent street map with the ability of interacting with the collision database. Additionally, the project will develop a technical procedural guide so that staff can self-maintain the system. ($33,500)

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.

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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. ($372,991)

FFY 2008 GRANT EQUIPMENT LIST

This table lists items to be purchased in FFY 2008 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 #
PT0835	Alameda	1 Citation Device System @ $95,000 1 Traffic Collision Reconstruction System @ $23,000	08-PT-09
PS0809	Baldwin Park	1 Fully Equip. "Traffic Safety City" Trailer @ $22,000 5 Vehicle Speed Feedback Signs @ $9,200 each	08-PS-03
EM0717	Big Bear City Fire Dept.	1 Ambulance - 25% share cost @ $37,330	08-EM-03
PS0624	Brentwood Engineering	1 Radar Trailer @ $16,500	08-PS-03
AL0843	Calexico	1 Fully Equip. DUI Trailer @ $25,000 1 Portable Lighting System @ $15,000	08-AL-18
AL0849	California Highway Patrol	5 Fully Equip. DUI Trailers @ $25,000 each	08-AL-07
AL0826	Chula Vista	1 Fully Equip. Police Motorcycle @ $23,000	08-AL-04
AL0858	Citrus Heights	1 Fully Equip. DUI Trailer @ $24,000	08-AL-04
RS0407	City of LA DOT	1 Server and Collision Data System Software and site licenses @ $397,503	08-RS-04
PT0833	Clovis	1 Fully Equip. Police Motorcycle @ $28,000	08-PT-04
EM0804	Contra Costa County	6 Fully Equip. Extrication Systems @ $25,338 each	08-EM-03
PT0603	East Palo Alto	1 Fully Equip. Motorcycle @ $25,000	08-PT-08
AL0831	Elk Grove	1 DUI Command Vehicle @ $100,000 1 Light Trailer @ $7,000	08-AL-18
PT0816	Elk Grove	1 Fully Equip. Police Motorcycle @ $30,000	08-PT-08
PT0821	Elk Grove Police Department	1 Fully Equip. Used Police Motorcycle @ $9,000 4 Vehicle Speed Feedback Signs @ $6,000 each	08-PT-09

* *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 #
PT0827	Fairfield	1 Fully Equip. Police Motorcycle @ $26,000	08-PT-04
PT0811	Farmersville	1 Fully Equip. Police Motorcycle @ $28,000	08-PT-04
PT0729	Folsom	1 ACD Citation/DUI Report Software Package @ $45,000	08-PT-05
PT0837	Fountain Valley	1 Radar Trailer @ $23,874	08-PT-09
AL0832	Hanford	1 Fully Equip. DUI Trailer @ $25,000 1 Portable Message Sign @ $15,000	08-AL-18
PT0841	Hayward	1 DUI/Educational Trailer @ $45,000	08-PT-09
EM0341	Imperial Valley Emergency Communications Authority	Lease/Purchase of EMS Communication System @ $60,372	08-EM-04
AL0841	Jackson	1 Fully Equip. DUI Trailer @ $25,000 1 Portable Message Sign @ $16,000	08-AL-18
PT0817	La Mesa	1 Traffic Collision Reconstruction System @ $18,700 1 Radar Trailer @ $15,000	08-PT-09
AL0840	Lake Co Sheriff Dept	1 Fully Equip. DUI Trailer @ $25,000 1 Portable Message Sign @ $15,000 1 Portable Lighting System @ $15,000	08-AL-18
PT0754	Lathrop	1 Radar Trailer @ $16,250 1 Fully Equip. Motorcycle @ $30,000	08-PT-09
PT0725	Long Beach	1 Citation Device System @ $259,694	
EM0806	Long Valley Fire Protection District	1 First Responder Vehicle @ 25% @ $39,000	08-EM-03
PT0840	Los Banos	1 Fully Equip. Police Motorcycle @ $28,000	08-PT-10
AL0823	Madera County	2 Fully Equip. Police Motorcycles @ $ 28,000 each	08-AL-04
EM0801	Madera County	3 Fully Equip. Extrication Systems @ $32,000 each	08-EM-03
PT0839	Mammoth Lakes	1 Fully Equip. DUI Trailer @ $22,000 1 Radar Trailer @ $20,000	08-PT-09
AL0834	Merced	1 Fully Equip. DUI Trailer @ $25,000	08-AL-18
PT0707	Monterey Park	Automated Citation System @ $75,000	08-PT-04
PT0808	Mountain View	2 Fully Equip. Police Motorcycles @ $25,900 each	08-PT-08
RS0803	Mountain View	1 GIS System @ $28,782	08-RS-04

Grant #	Agency	Equipment and Cost	Page #
PT0814	Napa	1 Fully Equip. Police Motorcycle @ $32,000 1 Citation Device System@ $6,000 5 Vehicle Speed Feedback Signs @ $7,200 each	08-PT-09
AL0817	National City	1 Fully Equip. Police Motorcycle @ $24,000 1 Traffic Collision Reconstruction System @ $38,465	08-AL-04
PT0802	Newport Beach	1 DUI Enforcement Team Vehicle @ $57,650 1 Radar Trailer @ $20,369	08-PT-08
EM0811	North County	8 Extrication Systems @ $34,806 each	08-EM-03
PT0834	Oakland	3 Vehicle Speed Feedback Signs @ $15,000 each	08-PT-09
PT0801	Ontario	2 Fully Equip. Police Motorcycles @ $22,937 each 1 Radar/Message Trailer @ $15,000	08-PT-08
AL0829	Orange	1 SFST HGN Recording System @ $6,500	08-AL-04
AL0812	Orland	1 Fully Equip. DUI Trailer @ $20,000 1 Portable Message Sign@ $16,000	08-AL-18
AL0806	Oxnard	1 Fully Equip. Police Motorcycle @ $25,000	08-AL-04
AL0805	Palm Springs Police Dept.	1 Visual Recon. System @ $7,200 1 Total Station @ $17,000	08-AL-04
AL0819	Parlier	1 Motorcycle @ $28,000	08-AL-04
PS0708	Pasadena DOT	2 Fixed Speed Display Signs@ $20,000	08-PS-03
PT0831	Patterson	1 Fully Equip. Police Motorcycle @ $28,000	08-PT-04
AL0851	Petaluma	1 Fully Equip. Police Motorcycle @ $30,600	08-AL-04
AL0714	Placer County	2 Mobile Data Terminals $ 20,000	08-AL-04
PS0808	Pleasanton	4 Pole Mounted Radar Speed Feedback Signs @ $5,500 each 1 In-roadway Lighted Crosswalk @ $22,000	08-PS-04
OP0802	Rancho Cordova	2 Radar Trailers @ $18,000 each	08-OP-04
PT0807	Redlands Police Dept.	1 Fully Equip. DUI Trailer @ $30,386 2 Light Towers @ $10,000 each 1 Traffic Reconstruction System @ $15,000	08-PT-08
EM0809	Rescue Fire Protection District	5 Extrication Systems @ $22,960 each 1 Vehicle Stabilization Kit @ $6,000 2 Rope Rescue Systems @ $5,100 each	08-EM-03

Grant #	Agency	Equipment and Cost	Page #
AL0850	Ripon	1 Fully Equip. Police Motorcycle @ $30,000 1 Fully Equip. DUI Trailer @ $24,000	08-AL-04
AL0855	Riverbank	1 Fully Equip. DUI Trailer @ $35,000	08-AL-04
PT0736	Rocklin	1 Fully Equip. Motorcycles @ $25,000 each	08-PT-09
PT0738	Roseville	1 Traffic Collision Reconstruction System @ $13,000	08-PT-09
AL0753	Sacramento	2 Fully Equip. Motorcycles @ $26,000 each	08-AL-05
EM0810	San Bernardino Co. Fire Dept.	8 Large Extrication Tool Sets @ $20,197 each 9 Small Extrication Tool Sets @ $13,507 each 3 Rope Rescue Systems @ $5,621 each	08-EM-03
OP0611	San Carlos	1 Cargo Equipment Trailer @ $15,250	08-OP-04
AL0621	San Diego	1 DUI Command Vehicle @ $185,000	08-AL-18
AL0811	San Diego Co. Sheriff	1 Fully Equip. DUI Trailer @ $8,400	08-AL-04
PS0701	San Diego County	2 In-pavement Lighted Crosswalks @ $21,000 each	08-PS-05
RS0801	San Leandro	18 Vehicle Speed Feedback Signs @ $7,000 each	08-RS-06
PT0836	San Luis Obispo	1 Fully Equip. Police Motorcycle @ $28,000	08-PT-09
AL0853	San Pablo	1 Fully Equip. DUI Trailer @ $22,630	08-AL-04
PT0760	Santa Ana	1 fully Equip. DUI Trailer @ $38,600	
PT0806	Santa Monica	1 Radar Trailer @ $10,000 11 Citation Device Systems @ $5,988 each	08-PT-08
PS0805	Santa Rosa	1 Fully Equip. Radar Trailer @ $19,000	08-PS-03
EM0802	Sebastopol	5 Fully Equip. Extrication Systems @ $30,298 each 4 Air Bag Lifting Systems @ $13,532 each	08-EM-03
AL0856	Shafter	1 ¾ Ton Tow Vehicle @ $35,300 1 Portable Message Sign @ $12,000 2 PAS Device @ $8,105 each	08-AL-18
PT0838	Shafter	1 Portable Light Tower @ $9,000	08-PT-04
EM0807	Sonoma County	4 Fully Equip. Extrications Systems @ $40,580 each	08-EM-03
PT0726	Sonora	1 Sobriety Checkpoint Trailer @ $26,000	08-PT-09
AL0706	South Lake Tahoe	1 Traffic Collision Reconstruction System @ $13,000	08-AL-04

Grant #	Agency	Equipment and Cost	Page #
EM0805	South Santa Clara County	2 fully Equip. Extrication Systems @ $131,247 each	08-EM-03
PT0746	Stockton	4 Fully Equip. Motorcycles @ $20,000 each 1 Changeable Message Sign Trailer @ @ $15,000	08-PT-09
TR0802	Sunnyvale	1 Citation Device System @ $39,000	08-TR-03
AL0842	Temecula	1 Fully Equip. DUI Trailer @ $25,000 1 Portable Message Sign @ $15,000	08-AL-18
PT0824	Temecula Police Dept.	1 Collision Reporting Software Module @ $15,000 1 DUI Reporting Software Module @ $15,000	08-PT-04
EM0808	Tule River Community Fire Protection District	1 Fully Equip. Extrication System @ $19,708	08-EM-03
PT0823	Turlock	2 Fully Equip. Police Motorcycles @ $28,000 each 2 Radar Trailers @ $20,000 each	08-PT-09
AL0802	Union City	1 Changeable Message Sign Trailer 1 @ $25,000 1 Traffic Collision Reconstruction System @ $34,000	08-AL-04
AL0597	University of CA, Irvine	Computer/Kiosk Upgrade @ $110.00	08-AL-20
AL0835	Visalia	1 Fully Equip. DUI Trailer @ $25,000 1 Portable Message Sign @ $15,000	08-AL-18
PT0822	Whittier	1 Fully Equip. Police Motorcycle @ $29,910	08-PT-04
PT0820	Woodland	1 Fully Equip. Police Motorcycle @ $26,251	08-PT-04
PT0742	Yuba City	1 GIS System & Citation Devices @ $80,000	08-PT-09
TR0801	Yuba County	1 GIS System @ $22,500	08-TR-06