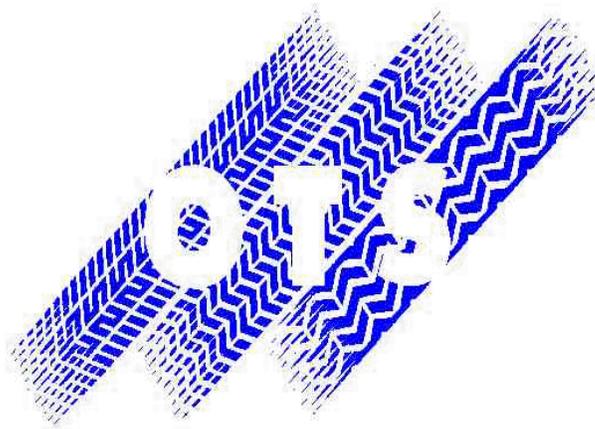


2010 HIGHWAY SAFETY PLAN



CALIFORNIA OFFICE OF TRAFFIC SAFETY

HIGHWAY SAFETY PLAN
FEDERAL FISCAL YEAR 2010
(October 1, 2009 through September 30, 2010)

PREPARED FOR

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

PREPARED BY

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

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER
Governor

Department of Alcoholic Beverage Control
Department of Corporations
Department of Financial Institutions
California Highway Patrol
California Housing Finance Agency
Department of Housing & Community Development
Department of Managed Health Care
Department of Motor Vehicles
Board of Pilot Commissioners



DALE E. BONNER
Secretary

Department of Real Estate
Department of Transportation
Office of the Patient Advocate
Office of Real Estate Appraisers
Office of Traffic Safety
California Film Commission
California Office of Tourism
Infrastructure and Economic Development Bank
Public Infrastructure Advisory Commission

BUSINESS, TRANSPORTATION AND HOUSING AGENCY

Fellow Californians:

Governor Arnold Schwarzenegger and I have noted the very positive trends unfolding in traffic safety over the past few years. We know we are headed in the right direction because, despite a growing population, traffic deaths declined in California for the third year in a row. The decline is more than 20 percent during that three-year period, 14 percent in the last year alone, and we know it is the result of much hard work and the innovation for which California is famous. This *2010 Highway Safety Plan* issued by the California Office of Traffic Safety (OTS) will continue to build on its past success. OTS is aggressively pursuing its new vision of *Toward Zero Deaths, Every 1 Counts* and, along with its grantees, is leading the way in traffic safety through new and innovative initiatives, as well as through programs with proven effectiveness.

For example, the *Next Generation – Click It or Ticket* seat belt enforcement campaign was a major factor in California's 2008 use rate increasing to a phenomenal 95.7 percent. This increase means that nearly 1.5 million more vehicle occupants began buckling up in the last five years, certainly contributing to the decline in deaths and serious injuries. OTS and its allied agencies will be moving aggressively to get the remaining 1.5 million vehicle occupants to buckle up through continuing the *Next Generation – Click It or Ticket* campaign.

Likewise, the achievements in combating DUI also are impressive for the third year in a row, as evidenced by a 9.1 percent drop in alcohol-impaired fatalities last year. The human side of a nearly 21 percent decline in DUI deaths since 2005 means that hundreds of lives have been spared and people have been able to return safely to family and friends. To ensure continued success in combating the still-too-large problem of impaired driving, OTS will be funding more sobriety checkpoints, more saturation patrols, and proven-effective teen and public awareness campaigns. Further, OTS and its partners will work with judges, prosecutors and probation departments to increase convictions and penalties and to keep worst-of-the-worst repeat and felony offenders off the streets and off alcohol.

For 2010, \$82 million in traffic safety grants are being awarded to 203 agencies and communities across the State for programs addressing impaired driving, roadway safety, occupant protection, emergency medical services, pedestrian and bicycle safety, and police traffic services.

The Business, Transportation and Housing Agency and all Californians can take pride in the work of OTS and its partners for their programs and efforts that clearly are making significant positive impacts on the lives and futures of the people, visitors, businesses and economy of the State.

Sincerely,

DALE E. BONNER
Secretary

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PART I

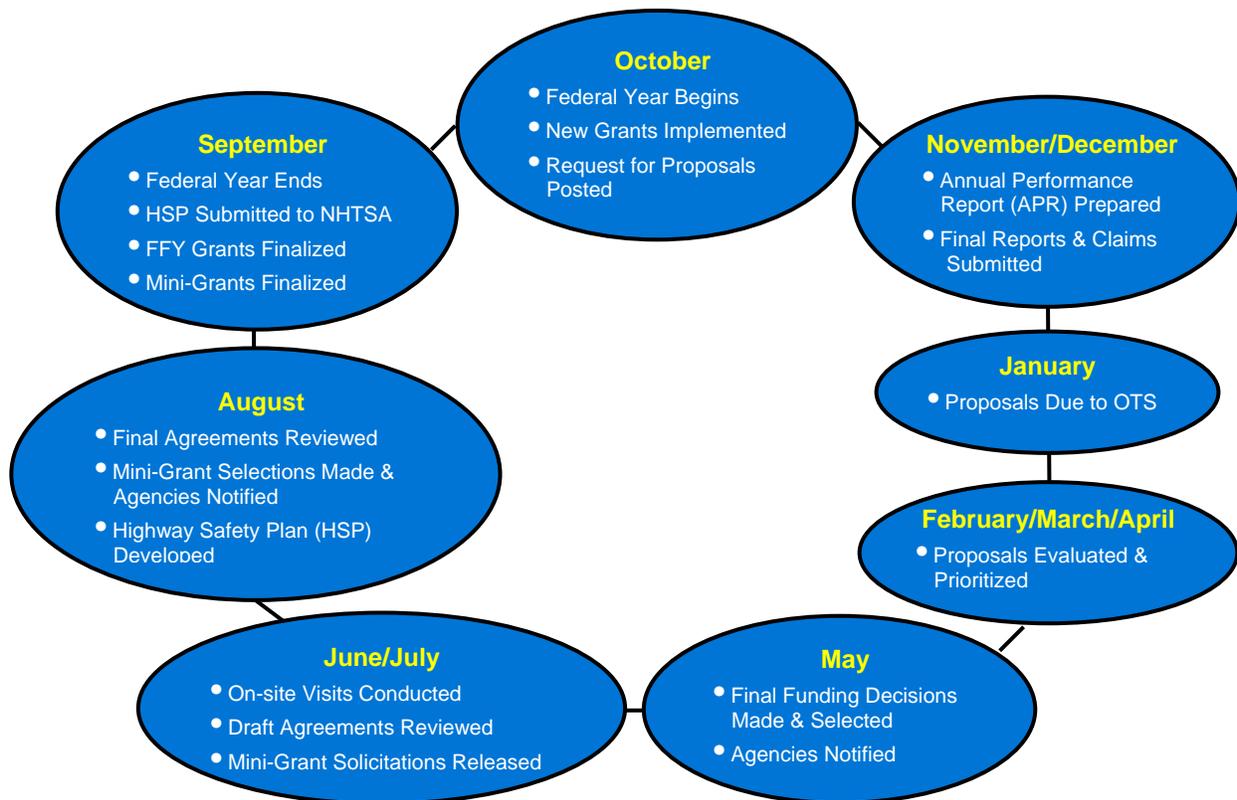
EXECUTIVE SUMMARY (PERFORMANCE PLAN)

PROCESS DESCRIPTION

The California Office of Traffic Safety's mission is to effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses. 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.

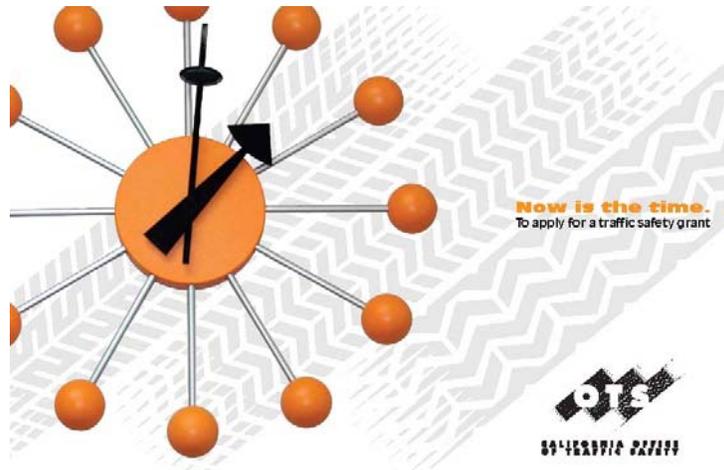
OTS GRANT CYCLE



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, motorcycle safety, traffic records and engineering. These priority areas correspond directly to specific problems in California.

The OTS grants selection process is very competitive. The OTS website lists all of the information relevant to applying for a traffic safety grant, as well as downloadable forms to submit by the deadline dates. In addition, a postcard is mailed to more than 3,000 eligible agencies encouraging them to refer to our website for further information.



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 Plan “behavioral” challenge area team meetings, networks with local and state representatives at the OTS Summit and/or Police Traffic Services Seminar, and actively participates in quarterly California Statewide Coalition on Traffic Safety Meetings. 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 collision data used in this HSP represents 2007 provisional data only.
- **Fatality Analysis Reporting System (FARS)** - Contains data on a census of fatal traffic crashes within the 50 States, the District of Columbia and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle travelling on a traffic way customarily open to the public and result in the death of a person (occupant of a vehicle or a non-occupant)

within 30 days of the crash. FARS has been operational since 1975 and has collected information on over 989,451 motor vehicle fatalities and collects information on over 100 different coded data elements that characterize the crash, the vehicle, and the people involved.

- **The Transportation System Network (TSN)** combined with the **Traffic Accident Surveillance and Analysis System. (TASAS)** - These systems provide data pertaining to state and interstate highways and include 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 DUI Arrest and Conviction File** - The Department of Justice (DOJ) maintains a record of all DUI arrests made within the state, including the final disposition of each case.
- **Driver's License Conviction Report** - The Department of Motor Vehicles produces a report that reflects the volume of vehicle sections violated that included a conviction.
- **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, 2009, OTS had received 311 proposal requests for funding.

In April 2009, OTS regional coordinators completed their analyses of these proposals and presented funding recommendations to OTS management. The Director finalized these recommendations and, on April 24, 2009, submitted an Issue Memorandum to the Business, Transportation and Housing (BTH) Agency Secretary, Dale E. Bonner, presenting OTS' funding recommendations. On May 1, 2009, the BTH Agency Secretary approved OTS' recommendations for funding for fiscal year 2010. OTS submitted a draft HSP to the BTH Agency Secretary for approval on July 31, 2009. Once approved by BTH, OTS submitted the HSP to the National Highway Traffic Safety Administration (NHTSA) Region 9 Office on September 1, 2009.

OTS' goal is to process 90 percent of all new grants by October 1, 2009. OTS grant regional coordinators monitor grantee performance throughout the year through Onsite Assessments, onsite Pre-Operational Reviews, Quarterly Performance Reports, Grantee Performance Reviews, e-mail correspondence regarding grant revisions and general operational questions, and telephone conversations and meetings to discuss programmatic and fiscal issues.

ENHANCEMENTS TO THE CURRENT PROCESS

The California OTS was a member of a 21 person Expert Panel that convened in 2008 to identify a core set of behavioral highway safety performance measures, including outcome and activities (intermediate) measures, which federal, state and local governments could use in their highway safety planning processes. As a result of this effort, NHTSA and the states have

agreed to adopt 14 minimum performance measures - ten core outcome measures, one core outcome behavior measure, and three activity measures. States will begin reporting annually in the 2010 Highway Safety Plans and Annual Performance Reports. California will report on 61 (the required 11 plus an additional 50) performance measures in the 2010 HSP. Goal statements and charts have been established for 15 performance measures. California serves as a model for other states as we are reporting injury data and statewide DUI arrests and conviction rates. In addition, this HSP includes statewide conviction data for seat belt, child safety seat, and speeding violations.

In addition, California will implement sustained enforcement strategies to include sobriety checkpoints and seat belt enforcement. The 2010 Annual Performance Report will measure the degree to which California adopted the sustained enforcement as described below:

- The California Office of Traffic Safety is launching its second year of “Next Generation – Click it or Ticket” program – Click it or Ticket will start with a highly publicized seat belt enforcement mobilization on November 17- 30, 2009 and hold a second mobilization on May 24 – June 6, 2010. To promote nighttime seatbelt use, mini-grantees will conduct at least one nighttime enforcement operation in each mobilization period. In addition, agencies will conduct intensified monthly enforcement efforts during daytime or nighttime hours. OTS will award funding to local law enforcement agencies which collectively represent at least 50 percent of a state’s population or serving geographic subdivisions that account for at least 50 percent of the state’s unbelted fatal vehicle occupants.
- The Office of Traffic Safety (OTS), through the National Highway Traffic Safety Administration (NHTSA), funds sobriety checkpoints throughout California. Highly publicized enforcements during the NHTSA-specified Winter Holiday and Labor Day Mobilization periods are a priority for OTS and NHTSA. The Winter Holiday Mobilization period is in December 16, 2009 - January 3, 2010; and the Labor Day Mobilization period is in August 20 – September 6, 2010. To implement sustained enforcement, mini-grantees also will conduct additional checkpoints outside of the mobilization periods (a minimum of one checkpoint per quarter). Funding will be awarded to state and local law enforcement agencies which, collectively: a) serve at least 50 percent of California’s population or b) serve geographic subdivisions that account for at least 50 percent of California’s alcohol-impaired fatalities

All proposal forms for grants are readily available on the OTS website. With all forms available on the website, 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 pursuing an electronic grant application and management solution to improve data accessibility, increase data quality and address process inefficiencies. OTS plans to work with an information technology consulting team to conduct a comprehensive feasibility study and write a Feasibility Study Report (FSR) as the first major step in this effort.

OTS is organized by regions within the state. There are nine regions with ten Regional Coordinators assigned to 267 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. To complement the Regional assignments, OTS assigns individual coordinators to serve as program area specialists for the various program areas. Refer to page 10-I-6 and 10-I-7 for appropriate OTS Regional Coordinator and Program Area Specialist contact information.

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 2010 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.

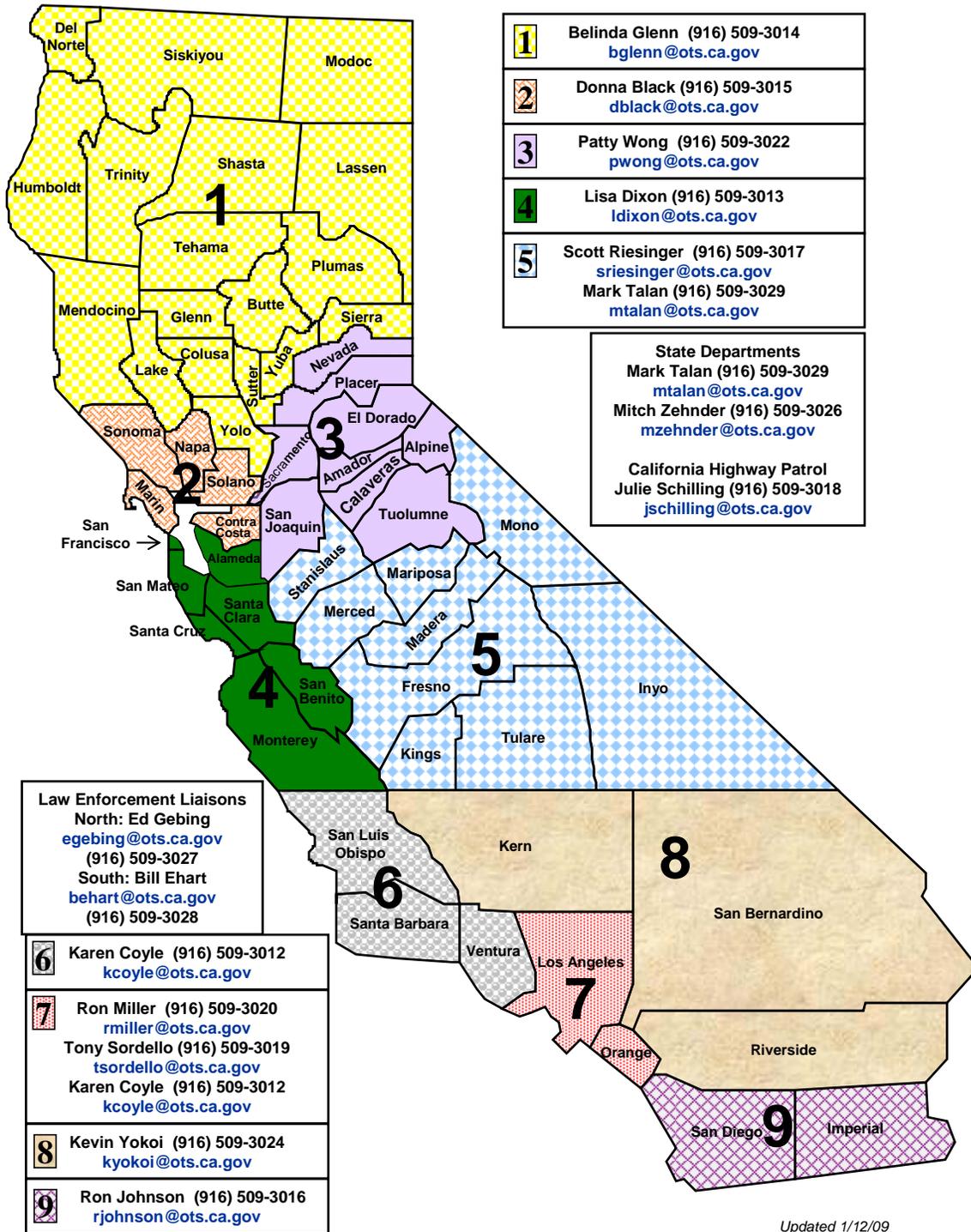


By the end of June 2009, each OTS Coordinator conducted a pre-funding on-site assessment of each grantee new to the OTS process at the grantee’s location. An electronic version of the pre-draft was provided to each grantee. Staff conducted the on-site assessment for experienced grantees via telephone. 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 was to have the final version of each grant in house by August 14, 2009.

Our website 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, FAQs, sample proposals, program blueprints and a section on education programs that work.

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. Again, 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 2010 fiscal year.

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Updated 1/12/09

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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 Governors Highway Safety Association. Several of our data tables reflect these templates. OTS carefully reviews the State Traffic Safety Information website to enhance overall problem identification.

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 is 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 2010) 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.

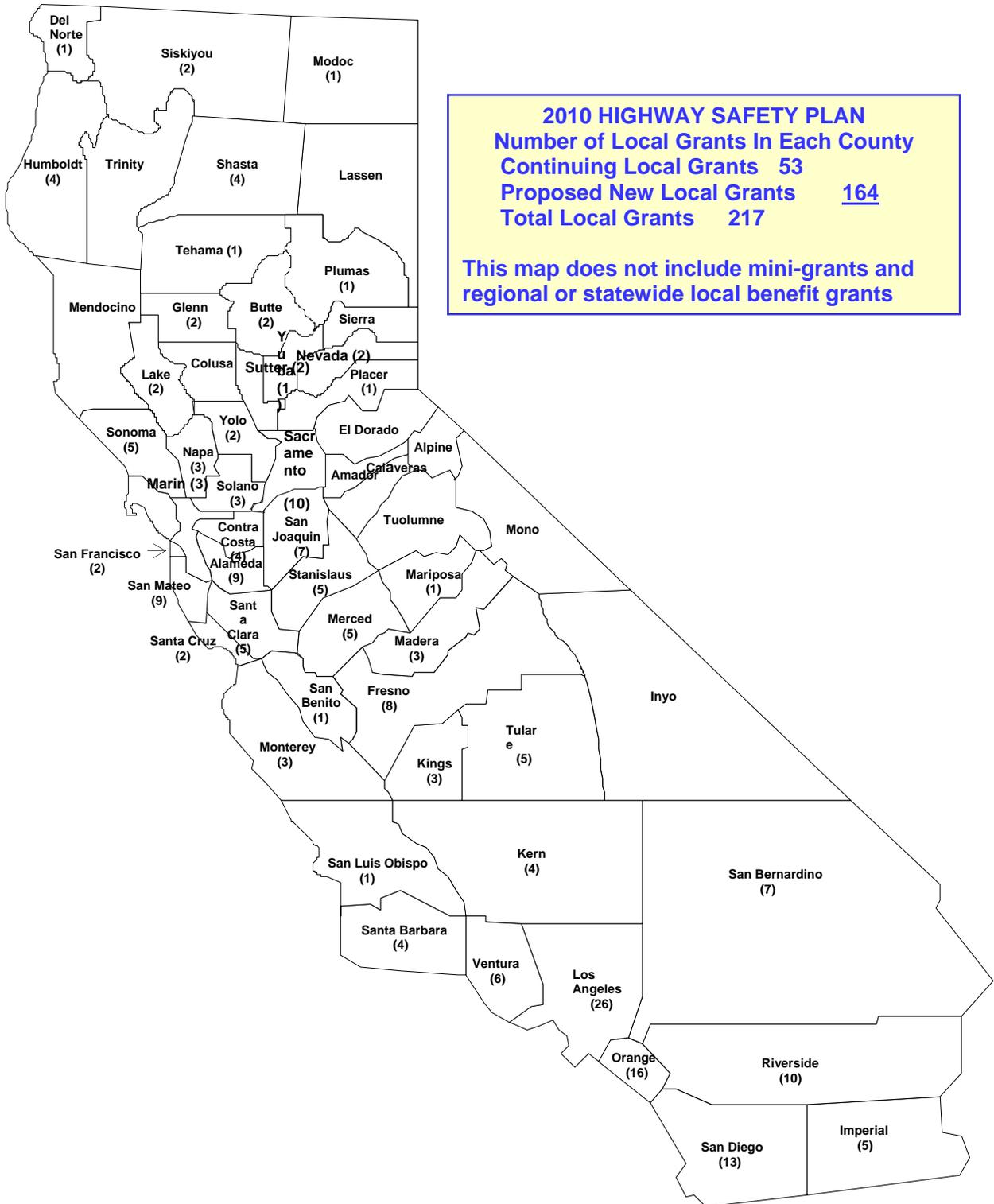
OTS funded grants address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, motorcycle safety, and traffic records and engineering. Grants funded in the police 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.

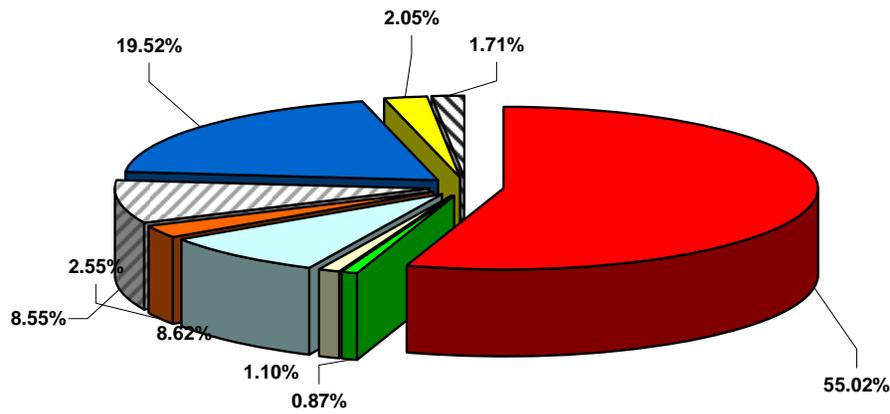
2010 CALIFORNIA HIGHWAY SAFETY PLAN OVERVIEW

The 2010 HSP includes approximately 266 grants; 72 grants continuing from prior years and 194 new grants. The table shown below reflects proposed new grants and continuing grants by program area.

GRANTS (FFY 2010)			
PROGRAM	PROPOSED (NEW)	CONTINUATION	TOTAL
Alcohol & Other Drugs	108	52	160
Community Based Organizations	0	0	0
Emergency Medical Services	3	1	4
Motorcycle Safety	1	0	0
Occupant Protection	10	4	14
Pedestrian & Bicycle Safety	8	3	11
Police Traffic Services	47	3	50
Roadway Safety	1	0	1
Traffic Records	16	9	25
TOTAL	194	72	266

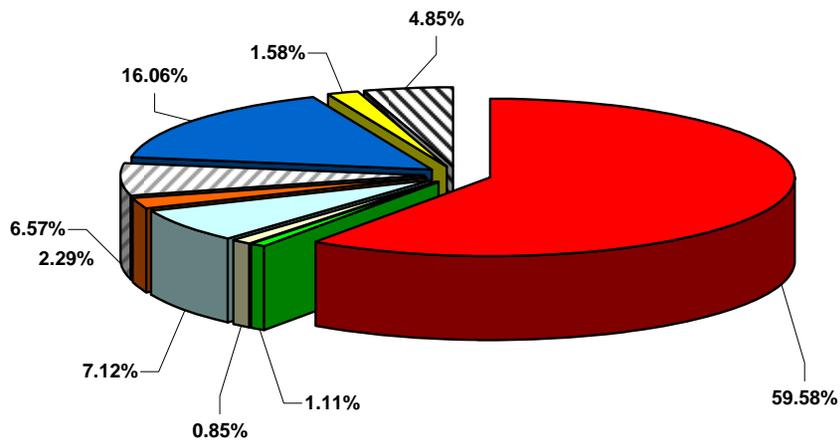


**PLANNED FUND DISTRIBUTION
BY PROGRAM AREA
NEW FFY 2010 GRANTS
\$73,006,341
(2010 FUNDING ONLY)**



■ ALCOHOL & OTHER DRUGS	\$40,166,651
■ EMERGENCY MEDICAL SERVICES	\$635,294
□ MOTORCYCLE SAFETY	\$805,485
□ OCCUPANT PROTECTION	\$6,291,653
■ PEDESTRIAN & BICYCLE SAFETY	\$1,864,744
□ PLANNING & ADMINISTRATION	\$6,241,298
■ POLICE TRAFFIC SERVICES	\$14,249,908
■ ROADWAY SAFETY	\$1,500,000
□ TRAFFIC RECORDS	\$1,251,308

**PLANNED FUND DISTRIBUTION
BY PROGRAM AREA
ALL ACTIVE GRANTS IN FFY 2010
\$95,029,666
(2010 FUNDING ONLY)**



- **ALCOHOL & OTHER DRUGS**
\$56,623,091

- **EMERGENCY MEDICAL SERVICES**
\$1,052,143

- **MOTORCYCLE SAFETY**
\$805,485

- **OCCUPANT PROTECTION**
\$6,762,469

- **PEDESTRIAN & BICYCLE SAFETY**
\$2,177,987

- **PLANNING & ADMINISTRATION**
\$6,241,298

- **POLICE TRAFFIC SERVICES**
\$15,258,557

- **ROADWAY SAFETY**
\$1,500,000

- **TRAFFIC RECORDS**
\$4,608,637

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 persons killed or injured in alcohol-impaired collisions).
- Percentages (e.g., the number of alcohol-involved collisions as a percent of total number of collisions).
- Rates (e.g., Alcohol-Impaired Driving Fatality Rate - Fatalities per 100 Million Vehicle Miles Traveled).

Graphs and charts are used to present historical trends and goals. For the most part, three year averages were utilized in setting goal base periods. This was supplemented by the judgment of OTS staff and management.

This Highway Safety Plan includes Strategic Highway Safety Plan action items that are mainly the responsibility of the California Office of Traffic Safety to implement are included in the appropriate "Impact Programs/Strategies" section.

OVERALL PROGRAM GOAL

Along with the Governors Highway Safety Association, California has adopted the new goal of "Toward zero deaths – every 1 counts." We believe that saving lives on California roadways calls for more than just a reduction of fatalities. Our vision is to eliminate traffic fatalities altogether.

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.

TRAFFIC SAFETY PERFORMANCE MEASURES

The National Highway Traffic Safety Administration and the Governors Highway Safety Association have agreed to a minimum set of performance measures to be used by States and Federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, State Highway Safety Offices, academic and research organizations, and other key groups assisted in developing the measures.

The initial minimum set contains 14 measures: ten core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to State highway safety plans and use existing data systems. NHTSA will use the core measures as an integral part of its reporting to the Congress, the public, and others” – Traffic Safety Performance Measures for States and Federal Agencies (DOT HS 811 025, August 2008).

In addition to the required initial minimum set of performance measures, California has defined and developed an additional 52 performance measures to better monitor traffic safety outcomes, behavior, and activities.

Core Outcome Measures	Calendar Years				
	2004	2005	2006	2007	2008
C-1: Traffic Fatalities (FARS)	4,120	4,333	4,240	3,995	3,434
C-2: Serious Traffic Injuries (SWITRS)	13,578	13,164	13,089	13,133	11,928
C-3: Fatalities/VMT (FARS/FHWA)	1.25	1.32	1.29	1.22	1.05
C-4: Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)	1,009	974	920	859	702
C-5: Alcohol-Impaired Driving Fatalities (all fatalities involving a driver or a motorcycle operator with a BAC of .08 or greater) (FARS)	1,179	1,298	1,272	1,132	1,029
C-6: Speeding Related Fatalities (FARS)	1,333	1,473	1,404	1,472	1,141
C-7: Motorcyclist Fatalities (FARS)	432	469	506	518	560
C-8: Unhelmeted Motorcyclist Fatalities (FARS)	59	56	67	68	68
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	720	745	727	609	527
C-10: Pedestrian Fatalities (FARS)	684	742	719	650	620

Core Behavior Measure	Calendar Years					
	2004	2005	2006	2007	2008	2009
B-1: Seat Belt Use Rate (Observed Seat Belt Use Survey)	90.4%	92.5%	93.4%	94.6%	95.7%	95.3%

Activity Measures	Federal Fiscal Year (Oct. 1 – Sept. 30)
A-1: Seat Belt Citations Issued During Grant Funded Enforcement Activities	Data will be collected and reported in the 2010 Annual Performance Report
A-2: Impaired Driving Arrests Made During Grant Funded Enforcement Activities	
A-3: Speeding Citations Issued During Grant Funded Enforcement Activities	

Additional Activity Measures	Calendar Years				
	2004	2005	2006	2007	2008
Statewide DUI Arrests	180,957	180,288	197,248	203,866	214,811
*Statewide DUI Conviction Rate	80%	80%	79%	79%	Available Jan 2011
Statewide Seat Belt Violation Convictions	543,552	497,502	514,957	441,710	392,724
Statewide Child Restraint Violation Convictions	17,828	16,840	16,640	16,301	16,118
Statewide Speeding Convictions	1,711,134	1,623,715	1,791,731	1,810,616	1,868,360

Additional Outcome Measures	Calendar Years				
	2004	2005	2006	2007	2008
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled (SWITRS))	1.25	1.31	1.27	1.18	1.04
Motor Vehicle Fatalities, Age 16 -19 (FARS)	430	441	431	345	290
Male	285	278	310	248	203
Female	145	163	121	97	87
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	207	221	209	162	154
Male	143	146	165	125	119
Female	64	75	44	37	35
Fatality Rate Per 100,000 Population (FARS)	11.56	12.07	11.74	10.98	9.34
Total Motor Vehicle Injuries (SWITRS)	302,357	192,798	277,373	254,188	241,234
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	34,297	32,898	30,683	28,237	25,307

Alcohol	Calendar Years				
	2004	2005	2006	2007	2008
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.36	0.39	0.39	0.34	0.31
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.44	0.45	0.45	0.43	0.40
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	40	33	40	31	33
Male	34	27	36	24	27
Female	6	5	4	7	6
Alcohol-Related Fatalities (at least one driver or nonoccupant had a BAC of .01 or greater) (FARS)	1,667	1,769	1,762	1,606	1,429
Alcohol-Related Injuries (SWITRS)	31,538	30,810	31,099	30,783	28,417
Alcohol Related Injuries Age 16 -19 (SWITRS)	3,364	3,164	3,295	3,210	2,952

Alcohol	Calendar Years				
	2004	2005	2006	2007	2008
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	57	43	51	41	41
Male	45	35	44	34	34
Female	13	8	7	7	7
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	184	209	216	209	164
Male	161	179	190	177	145
Female	23	30	25	32	20

Occupant Protection	Calendar Years					
	2004	2005	2006	2007	2008	2009
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	41%	38%	37%	36%	38%	
Teen Seat Belt Use Rate (Statewide Observational Surveys)	82.6%	88.6%	90.8%	88.9%	89.6%	91.1%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	46%	36%	42%	38%	40%	
Child Safety Seat Use Rate (CSU Fresno Observational Surveys)	86.6%	89.6%	86.8%	87.7%	94.4%	90.9%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	72	87	76	84	42	
Vehicle Occupant Injuries Age 0-8 (SWITRS)	7,286	6,607	6,275	5,819	5,279	
Passenger Vehicle Occupant Fatalities Age 4 and Under (FARS)	40	47	50	49	25	

Pedestrians	Calendar Years				
	2004	2005	2006	2007	2008
Pedestrian Injuries (SWITRS)	13,889	13,551	13,465	12,910	13,364
Pedestrian Fatalities Under Age 15 (FARS)	52	55	42	38	43
Pedestrian Injuries Under Age 15 (SWITRS)	3,409	3,088	2,925	2,863	2,770
Pedestrian Fatalities Age 65 and Older (FARS)	161	165	164	177	123
Pedestrian Injuries Age 65 and Older (SWITRS)	1,279	1,305	1,313	1,257	1,317

	Calendar Years				
Bicycles	2004	2005	2006	2007	2008
Bicyclist Fatalities (FARS)	110	115	141	109	109
Bicyclist Injuries (SWITRS)	11,085	10,471	10,344	10,238	11,735
Bicyclist Fatalities Under Age 15 (FARS)	11	11	16	13	15
Bicyclist Injuries Under Age 15 (SWITRS)	2,749	2,405	2,143	2,027	1,988
Unhelmeted Bicyclist Fatalities (FARS)	86	103	137	104	102

	Calendar Years				
Speeding and Aggressive Driving	2004	2005	2006	2007	2008
Speeding Related Injuries (SWITRS)	87,920	86,902	81,783	73,628	70,378

	Calendar Years				
Motorcycles	2004	2005	2006	2007	2008
Total Motorcycle Registrations (DMV)	641,905	680,857	732,547	772,524	824,244
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	67	69	69	67	68
Motorcyclist Injuries (SWITRS)	9,488	9,345	10,181	10,820	11,746
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	86%	88%	87%	87%	88%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	38%	31%	35%	36%	37%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	96	96	114	117	141
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	24%	21%	24%	24%	26%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	68%	69%	68%	71%	70%
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	59%	57%	58%	57%	58%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	26%	28%	26%	31%	28%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	14%	13%	17%	16%	18%

*Department of Justice

**DMV 2008 Annual Report of the California DUI Management Information System

***DMV DL Conviction Report

****Each year, the DUI conviction totals are updated to include the amended and new abstracts for current and previous years.

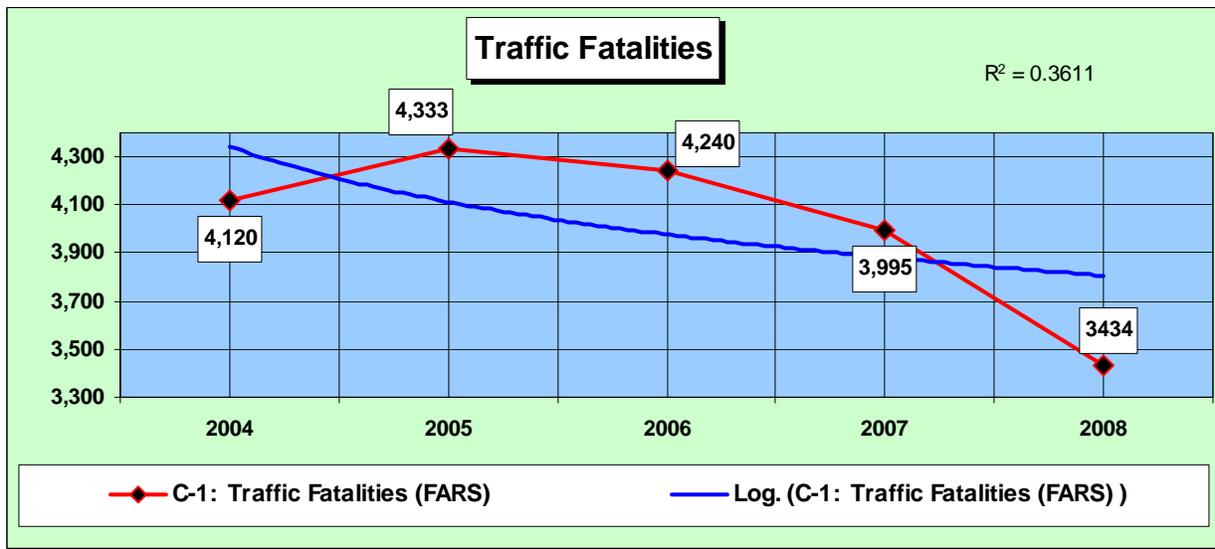
Thus, for the most recent years, these figures will underestimate the final conviction totals.

PERFORMANCE GOALS

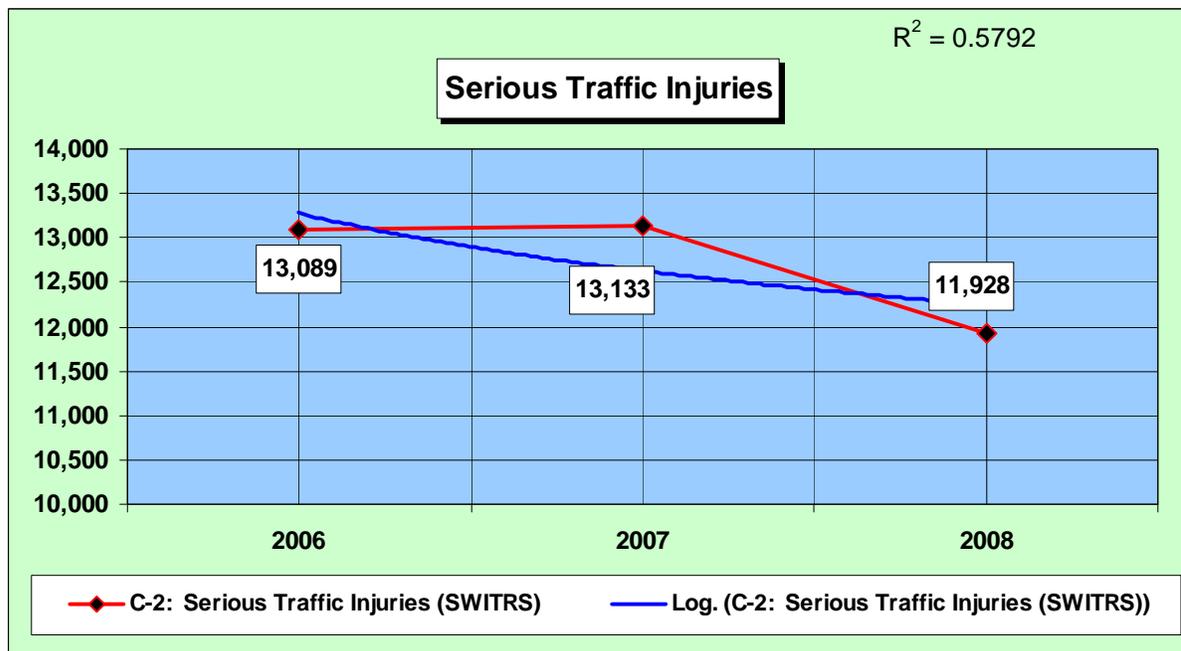
TRAFFIC VICTIMS

CORE OUTCOME MEASURES

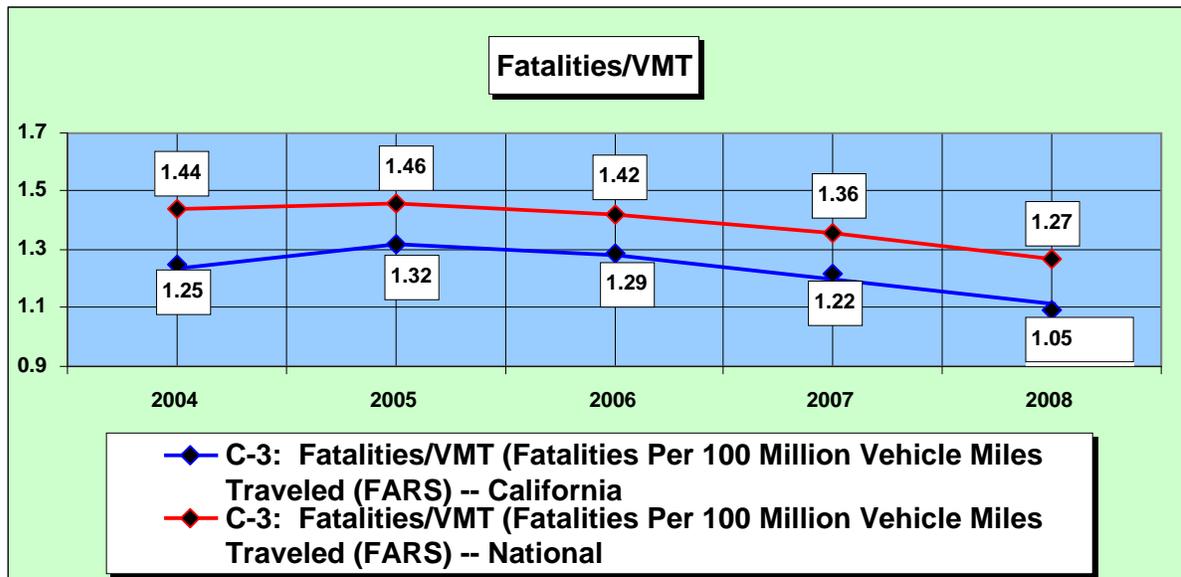
- To decrease traffic fatalities 3 percent from the 2006-2008 calendar base year average of 3,889 to 3,772 by December 31, 2010.



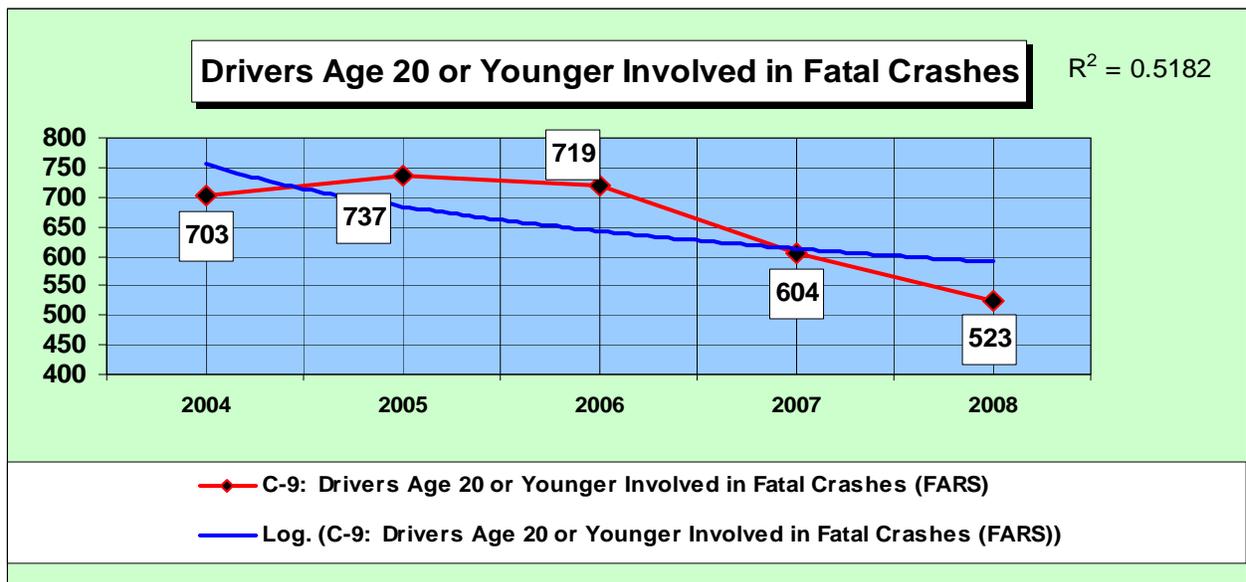
- To decrease serious traffic injuries 2 percent from the 2006-2008 calendar base year average of 12,716 to 12,462 by December 31, 2010.



- To decrease fatalities/VMT from the 2006–2008 calendar base year average of 1.18 to 1.03 by December 31, 2010.



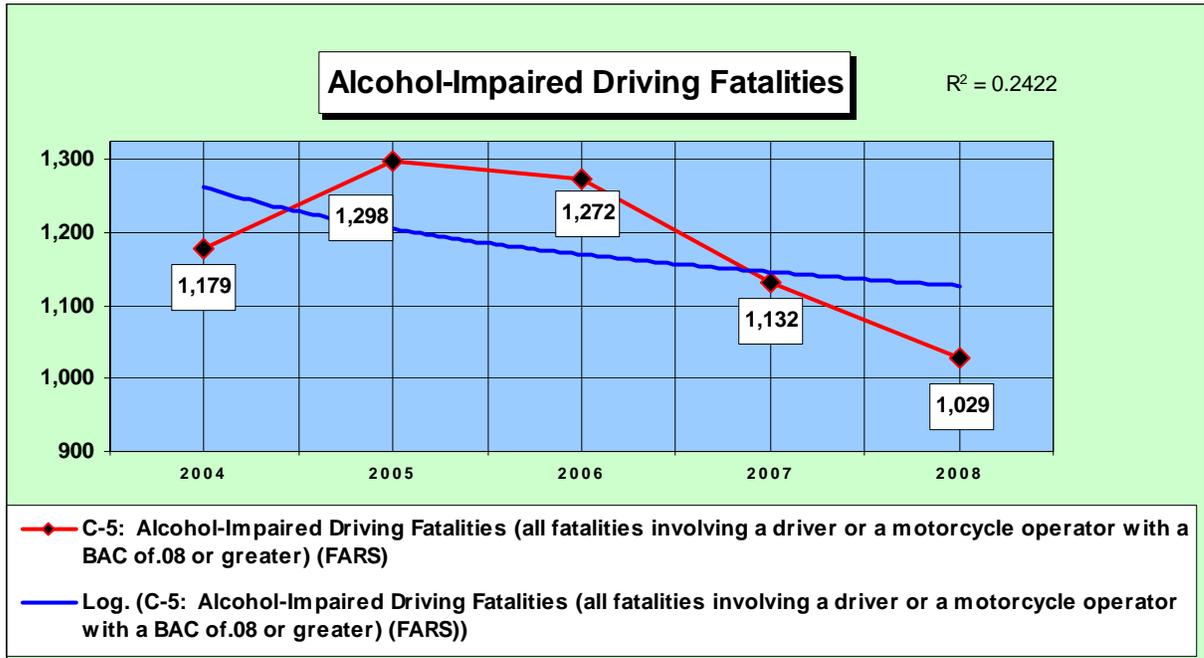
- To decrease drivers age 20 or younger involved in fatal crashes 8 percent from the 2006-2008 calendar base year average of 615 to 566 by December 31, 2010.



ALCOHOL AND OTHER DRUGS

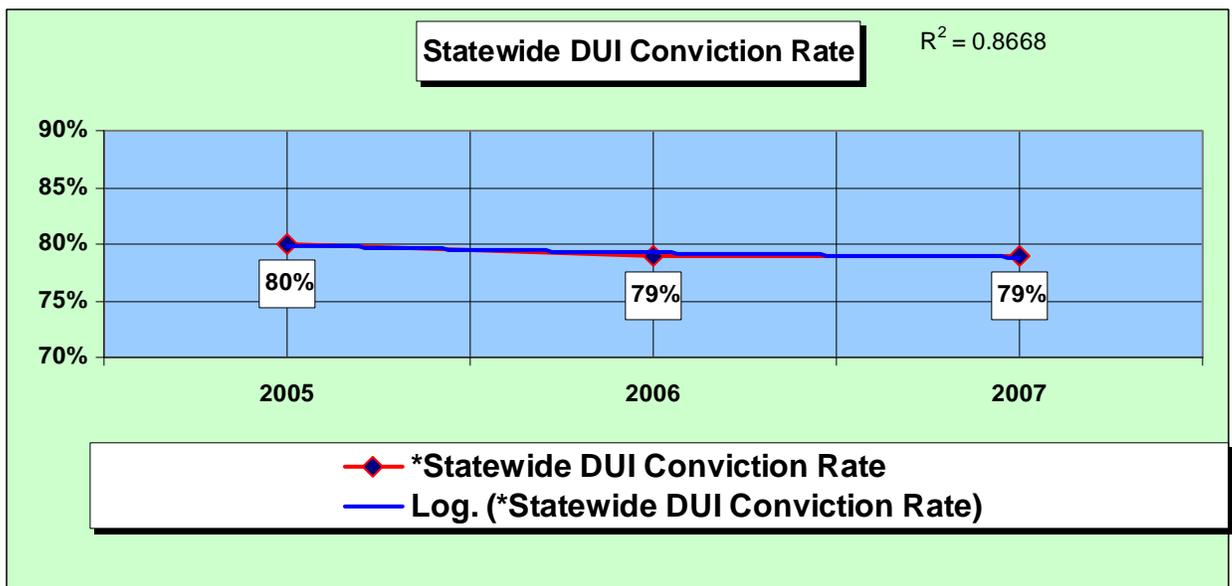
CORE OUTCOME MEASURE

- To decrease alcohol-impaired driving fatalities 11.5 percent from the 2006–2008 calendar base year average of 1,144 to 1012 by December 31, 2010.



STATEWIDE GOAL

- To increase the statewide DUI conviction rate 2 percentage points from the 2005–2007 calendar base year average of 79 percent to 81 percent by December 31, 2010.



FUNDED GRANTS GOALS

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2010.
- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2010.
- To reduce hit-and-run fatal collisions five percent by September 30, 2010.
- To reduce hit-and-run injury collisions five percent by September 30, 2010.
- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2010.
- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2010.
- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions five percent by September 30, 2010.
- To reduce the number of motorcyclists killed in alcohol-involved collisions five percent by September 30, 2010.
- To reduce the number of motorcyclists injured in alcohol-involved collisions five percent by September 30, 2010.

IMPACT PROGRAMS/STRATEGIES

- Increase frequency, consistency, and publicity of sobriety checkpoint operations by law enforcement agencies in regions with the highest fatality rates. (SHSP Action 1.1)
- Fund a comprehensive statewide “Sobriety Checkpoint” program to include CHP and local law enforcement agencies to conduct checkpoints during the “Drunk Driving. Over the Limit. Under Arrest” mobilization periods in December 16, 2009 – January 3, 2010, and August 20 – September 6, 2010. To promote sustained enforcement, CHP and local law enforcement agencies collectively serving at least 50 percent of California’s population or serving geographic subdivisions that account for at least 50 percent of California’s alcohol-related fatalities will conduct checkpoints not less than quarterly. The 2010 Annual Evaluation Report will report the degree to which the sustained enforcement strategy was carried out and the results of the enforcement operations. (SHSP Action 1.1)
- Encourage and increase statewide crime laboratory support and distribution of portable evidential breath testing devices to allow for increased use by law enforcement personnel. (SHSP Action 1.2)
- Implement and maintain the Traffic Safety Resource Prosecutor program including specialized Driving Under the Influence (DUI) prosecution training statewide and DUI prosecutor monitoring. (SHSP Action 1.3)

- Coordinate with the California District Attorneys Association, a Vehicular Homicide Seminar in the spring of 2010, for 100 law enforcement personnel and 100 prosecutors from across the state of California who work on misdemeanor or felony vehicular homicides cases. The course coordinated by the California Traffic Resource Prosecutors and law enforcement representatives will assist law enforcement and prosecutors in developing the knowledge and skills necessary to evaluate, prepare, and try cases involving vehicular fatalities. The subjects covered at the seminar will include California substantive law, collision investigation and reconstruction, post-collision determination of speed, how kinematics can assist in driver identification, understanding expert testimony in these cases, cross-examining a defense expert, and basic toxicology. (SHSP Action 1.3)
- Promote implementation of vertical prosecution of DUI offenders. (SHSP Action 1.4)
- Institute programs that provide intense monitoring of “worst of the worst” repeat DUI offenders. (SHSP Action 1.5)
- Develop a uniform and consistent system for hospital staff to notify law enforcement upon the arrival of a person who has been involved in a traffic collision in which alcohol may have been involved. (SHSP Action 1.6)
- Increase DUI conviction rates by surveying counties with disproportionately low DUI conviction rates to determine corrective action needed to improve conviction rates. (SHSP Action 1.7)
- Increase by 15 percent the number of law enforcement officers who are trained and certified as Drug Recognition Evaluator officers. (SHSP Action 1.8)
- Fund training of a minimum of 10 DRE instructors as DITEP instructors (Drug Impairment Training for Education Professionals) who train a minimum of 30 educational professionals. (SHSP Action 1.8)
- Develop protocol and staffing to expand use of Screening and Brief Intervention Programs in hospitals and trauma centers, and encourage courts to obtain pre-sentence alcohol and drug screening investigations as authorized in Vehicle Code Section 23249.50 and include resulting recommended treatments in sentencing of convicted DUI offenders. (SHSP Action 1.9)
- Fund the Department of Alcoholic Beverage Control to award local law enforcement agencies mini grants to conduct underage drinking prevention and enforcement activities including Minor Decoy and Shoulder Tap operations. (SHSP Action 1.11)
- Increase publicity of the DUI Management Information System annual report to law enforcement, alcohol program providers, and the courts. (SHSP Action 1.17)
- Expand the implementation of young driver programs such as: Smart Start, Right Turn, Teen Smart, Every 15 Minutes, Friday Night Live, Sober Graduation, and TRACE, and encourage development of new programs. (SHSP Action 6.5)
- Fund local agencies to implement proven educational programs to middle and high school students that may include Real DUI Trials, Real DUI Sentencings, and multi-media

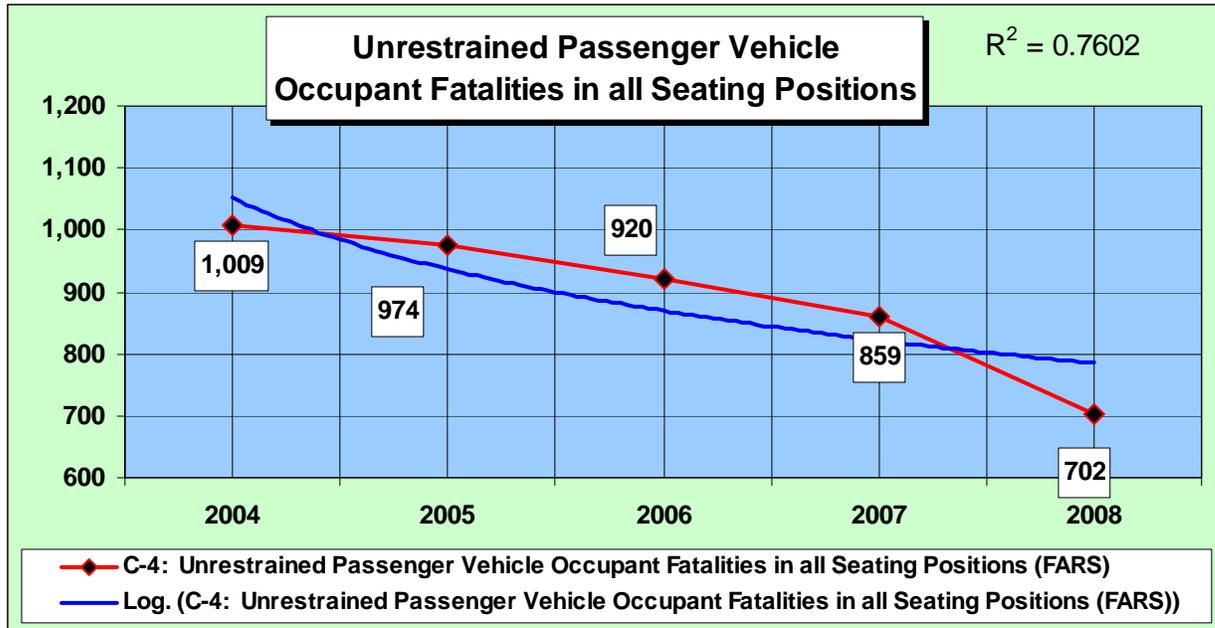
presentations. These innovative programs bring to school auditoriums actual DUI court trials and the sentencing of actual convicted DUI offenders to increase awareness about the consequences of drinking and driving. (SHSP Action 6.5)

- Promote the “Report a Drunk Driver – Call 911” Campaign and “Drunk Driving. Over the Limit. Under Arrest.”
- Fund alcohol wet lab and field certification training for POST DRE Academies.
- Fund “corridor DUI programs” that select corridors based on data showing disproportionate numbers of DUI collisions and convening task forces to implement identified solutions.
- Fund the ‘corridor approach’ at selected college and university communities to address the DUI problem.
- 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 comprehensive community alcohol programs that include enforcement, public education, community organization, and judicial liaison and training.
- Fund community based DUI prevention and education efforts including booths, crashed-car exhibits and multi-media presentations at schools and community events, and the expansion of victim impact panels and law enforcement recognition programs.
- Expand multi-agency Avoid DUI enforcement/media campaigns to involve more allied agencies, including college campuses, to participate in the NHTSA Summer Mobilizations from Mid-August through Labor Day matching the Winter Mobilization effort Mid-December through New Years, along with operations on Memorial Day and Independence Day weekends. Additionally, fund Avoid Campaigns to deploy additional enforcement efforts during indentified periods of increased incidents of Alcohol Involved Collisions on the weekends of Halloween, Super Bowl Sunday, St. Patrick’s Day, Cinco de Mayo, as well as on weekends with local special events with identified DUI problems.
- Expand multi-agency Avoid media campaigns as a coordinated effort with regional sobriety checkpoints, task force operations, warrant/probation operations and local saturation patrols, along with court stings against drivers with suspended driver licenses, to bring about the awareness of the dangers of drunk driving.
- Expand the multi-agency Avoid campaigns to increase training for officers participating in DUI enforcement efforts and to conduct officer recognition programs in coordination with Mothers Against Drunk Driving (MADD).
- Fund training and technical assistance to schools, colleges, and community groups statewide to assist in the development of youth-driven anti-DUI campaigns.
- To conduct highly publicized motorcycle safety DUI Saturation Patrol(s) in areas or during events with motorcycle incidents or collisions resulting from DUI drivers/motorcyclists.

OCCUPANT PROTECTION

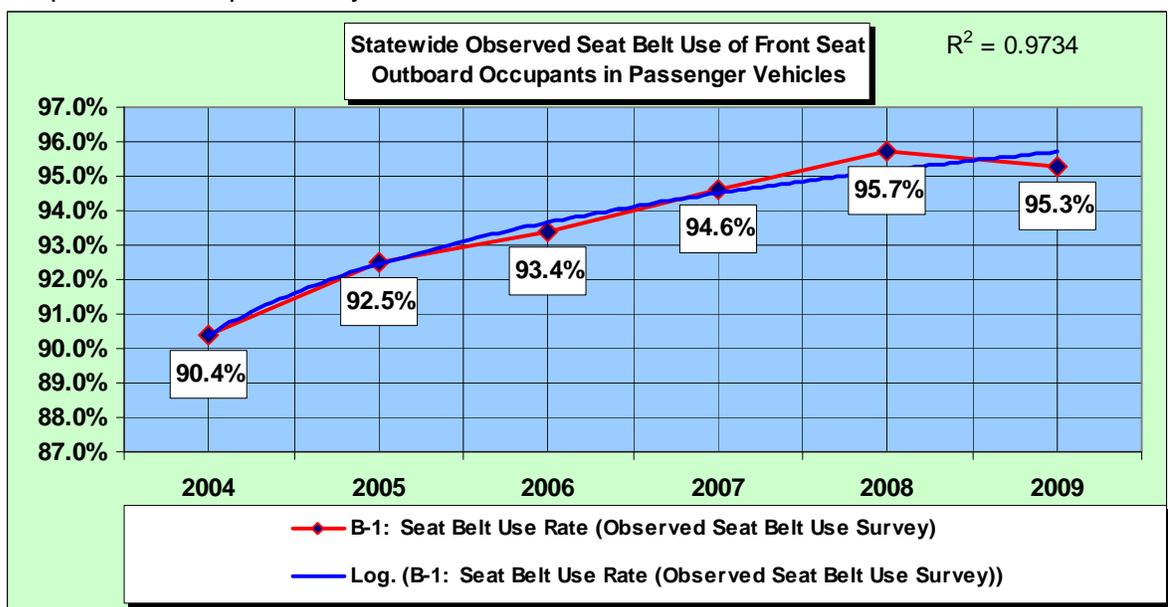
CORE OUTCOME MEASURE

- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 2 percent from the 2006–2008 calendar base year average of 827 to 810 by December 31, 2010.



CORE BEHAVIOR MEASURE

- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .8 percentage points from the 2007-2009 calendar base year average usage rate of 95.2 percent to 96 percent by December 31, 2010.



FUNDED GRANTS GOALS

- To increase seat belt compliance five percentage points by September 30, 2010.
- To increase child safety seat usage six percentage points by September 30, 2010.
- To reduce the number of vehicle occupants killed and injured under the age of six by ten percent by September 30, 2010.

IMPACT PROGRAMS/STRATEGIES

OCCUPANT PROTECTION – GENERAL

- Increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement. (SHSP Action 4.2)
- 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, and National Child Passenger Safety 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 California Highway Patrol (CHP) to provide statewide enforcement and outreach focusing on teen seat belt use. The program includes “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. (SHSP Action 4.1)
- Fund a \$3 million “Next Generation – Click it or Ticket” campaign by conducting two well-publicized seat belt enforcement mobilizations in November 16-29, 2009 and May 24 – June 6, 2010. To promote sustained enforcement, law enforcement agencies (CHP and local law enforcement) serving at least 50 percent of California’s population or serving geographic subdivisions that account for at least 50 percent of California’s unbelted fatal vehicle occupants will carry out one to four days and/or nights of intensified seat belt enforcement each month. (SHSP Action 4.2)
- Establish a Senior Driver Traffic Safety Program providing classroom education, alternative transportation resources/referrals and evaluations to older drivers. (SHSP Action 9.1)

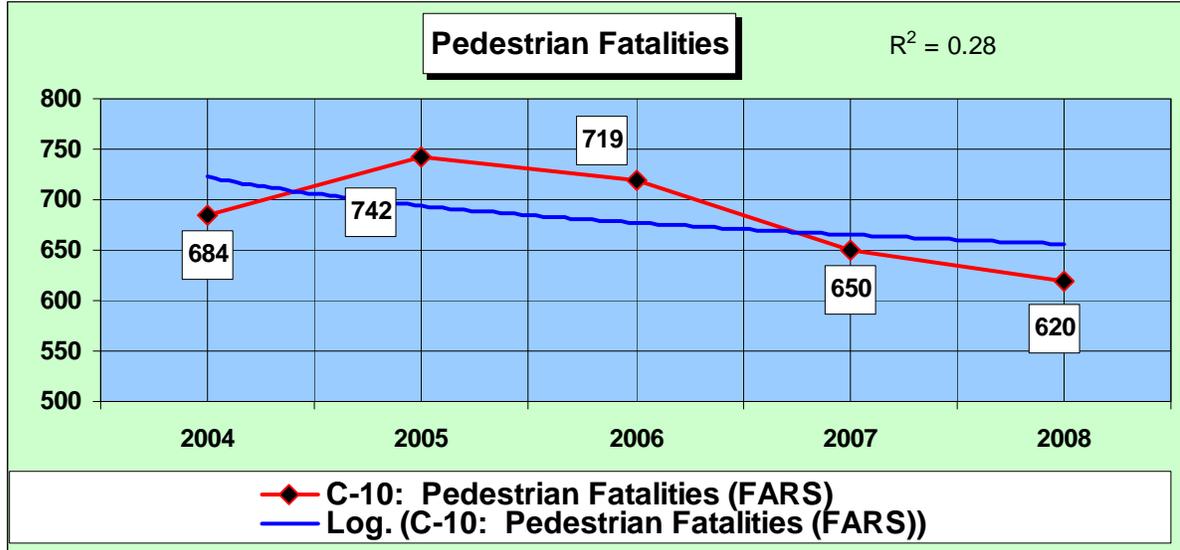
CHILD PASSENGER SAFETY

- 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. (SHSP Action 4.2)
- 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. (SHSP Action 4.2)
- Continue to promote child safety seat “checkups” to educate parents and caregivers on correct child safety seat usage. (SHSP Action 4.2)
- Provide ongoing occupant protection program and epidemiological technical assistance. (SHSP Action 4.2)
- Establish new child safety seat “fitting stations” to ensure proper installation and instructions of occupant restraints in vehicles. (SHSP Action 4.9)
- Develop a program that increases the accuracy of California child safety occupant protection misuse data. (SHSP Action 4.10)
- Increase the number of new Child Passenger Safety Violator Education Programs. (SHSP Action 4.12)
- Continue the NHTSA’s standardized Child Passenger Safety Technician and Instructor Training Programs, and renewal and update refresher classes.
- Work with local youth and family centers to promote safety for young children and to reduce non-intentional injuries and fatalities relating to those areas of child safety seat compliance.
- 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.

PEDESTRIAN SAFETY

CORE OUTCOME MEASURE

- To reduce pedestrian fatalities 6 percent from the 2006–2008 calendar base year average of 663 to 623 by December 31, 2010.



FUNDED GRANTS GOALS

- To reduce the total number of pedestrians killed eight percent by September 30, 2010.
- To reduce the total number of pedestrians injured ten percent by September 30, 2010.
- To reduce the number of pedestrians killed under the age of 15 by nine percent by September 30, 2010.
- To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2010.
- To reduce the number of pedestrians killed over the age of 65 by seven percent by September 30, 2010.
- To reduce the number of pedestrians injured over the age of 65 by five percent by September 30, 2010.

IMPACT PROGRAMS/STRATEGIES

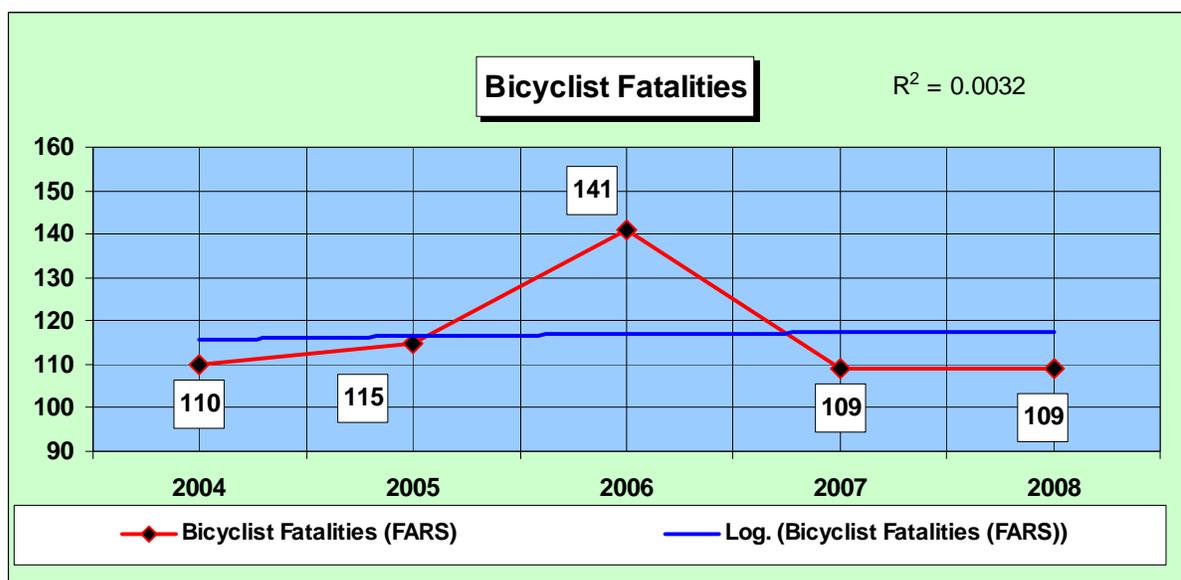
- Continue to fund a statewide community pedestrian safety training project to increase knowledge of pedestrian best practices by identifying the top 12 pedestrian crash locations; training will be conducted and pedestrian safety action plans will be developed in communities with high pedestrian risk locations. (SHSP Action 8.2)
- Form a task force to assist in development of pedestrian safety action plans, to facilitate training delivery, and to establish pedestrian safety improvement programs in California's urban and rural communities. (SHSP Action 8.3)
- Continue to fund the UC Berkeley Technology Transfer Program to provide free Pedestrian Safety Assessments to cities as it enables cities to systematically identify pedestrian safety issues/problems and effective remedial options. Improved pedestrian safety and improved pedestrian infrastructure in turn can lead to enhanced walkability and economic vitality of communities. (SHSP Action 8.4)
- Encourage the implementation of statewide traffic safety programs, task force and advisory committees that focus on pedestrian safety issues and walkability such as the [California Safe Routes to School Program](#) and the California Pedestrian Advisory Committee (CalPed). (SHSP Action 8.5)
- Assist local jurisdictions with their master plans to improve overall traffic by implementing pedestrian flashing beacons to alert drivers to yield to the presence of pedestrians in intersections and/or crosswalks and pedestrian countdown signals to alert the pedestrian of his/her safe crossing span of time these devices must be installed off the Federal Aid System. (SHSP Action 8.6)
- Continue to support programs that seek to implement 'Complete Streets' measures that provide safe access for all roadway users. (SHSP Action 8.8)

- Encourage the implementation of effective Senior Citizen Traffic Safety Education programs at senior community centers. (SHSP Action 9.8)
- Fund a pedestrian safety corridor project to reduce vehicle-related fatalities and injuries along two high-collision highway (corridor) segments. This program includes a public education and awareness campaign and enhanced enforcement.
- Increase the awareness of traffic safety through specially tailored programs for the promotion of safe behavior as drivers and pedestrians.
- Continue to provide pedestrian safety education and outreach programs targeting elementary, middle and high schools, as well as, after school and summer youth programs to create positive and safer attitudes among younger 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.
- Continue to develop and implement training and screening at trauma centers to address problems of age related driving disorders in hospitalized senior patients.

BICYCLE SAFETY

STATEWIDE GOAL

- To reduce bicyclist fatalities 5.7 percent from the 2006–2008 base year average of 119 to 113 by December 31, 2010.



FUNDED GRANTS GOALS

- To reduce the total number of bicyclists killed in traffic related collisions ten percent by September 30, 2010.
- To reduce the total number of bicyclists injured in traffic related collisions ten percent by September 30, 2010.
- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by seven percent by September 30, 2010.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by ten percentage points by September 30, 2010.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2010.

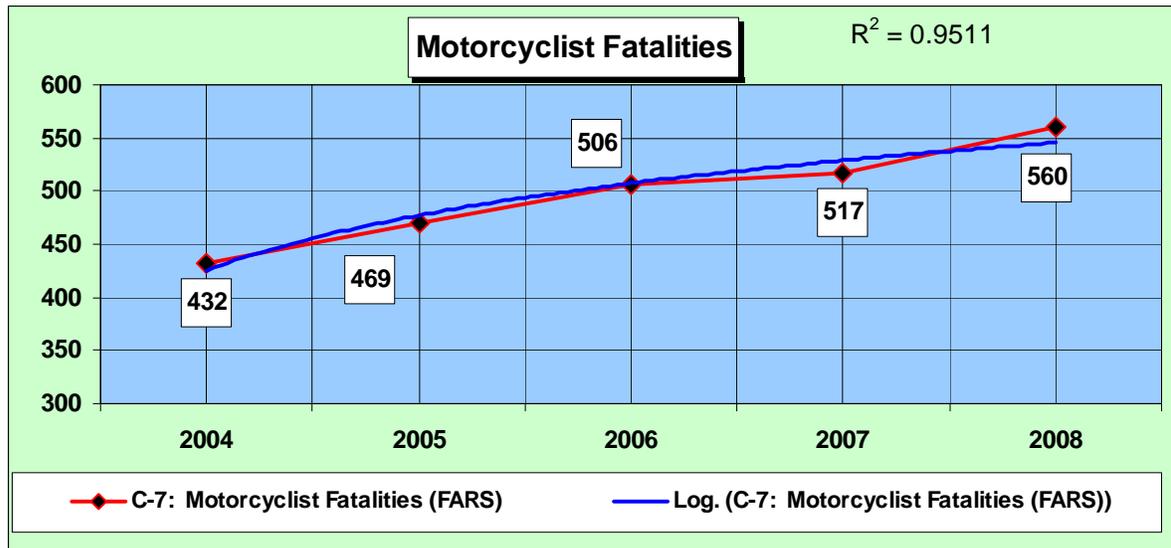
IMPACT PROGRAMS/STRATEGIES

- Support the California Department of Transportation (Caltrans) Complete Streets Implementation Action Plan. Complete Streets ensure that bicyclists, pedestrians and motorists of all ages and abilities are able to move safely along and across corridors. This applies equally in rural, suburban, and urban areas. (SHSP Action 13.5).
- Conduct interactive traffic safety rodeos and updated presentations targeting elementary, middle and high schools, and community groups. (SHSP Action 13.8)
- Actively promote safety helmet distribution and incentive programs, as well as enforcement. (SHSP Action 13.2)
- Conduct aggressive public information and education campaigns for diverse markets. (SHSP Action 13.11)
- Implement court diversion courses for children under 18 years of age, who are cited for violation of safety helmet compliance, pedestrian and bicycle laws.

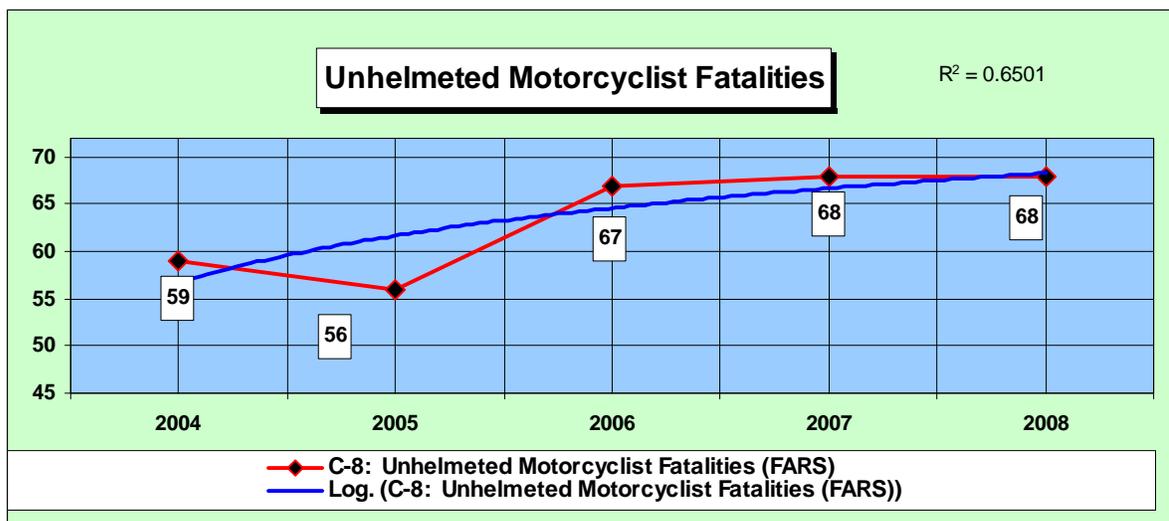
MOTORCYCLE SAFETY

CORE OUTCOME MEASURES

- To decrease motorcyclist fatalities 2 percent from the 2006–2008 calendar base year average of 527 to 517 by December 31, 2010.



- To decrease unhelmeted motorcyclist fatalities 3 percent from the 2006-2008 calendar base year average of 67 to 65 by December 31, 2010.



IMPACT PROGRAMS/STRATEGIES

- Develop a more comprehensive program to promote motorcycle safety.
- Identify owners of motorcycles who are not licensed to operate a motorcycle and alert them to California's requirement to be licensed in order to operate their motorcycle.

(SHSP Action 12.6)

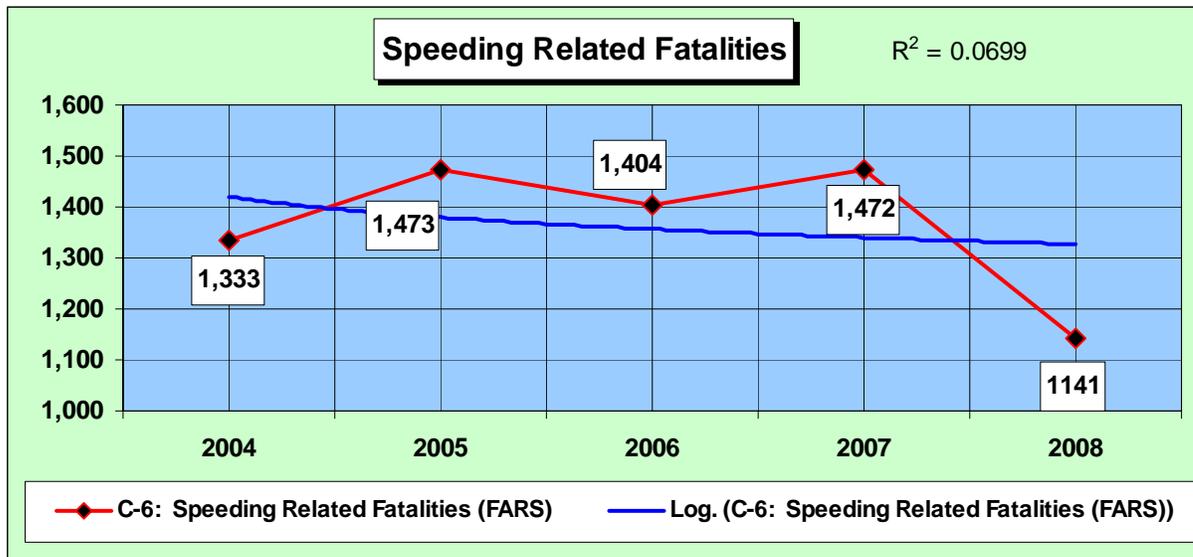
- Continue the educational awareness campaign using a variety of media including internet, television and printed material.
- Implement feasible strategies developed from the 2008 Motorcycle Safety Summit.
- Include the following recommended strategies and best practices from NHTSA's 2008 Motorcycle Safety Assessment Report:
 - Increase the OTS leadership role for a comprehensive motorcycle safety program by providing grant support to further goals and objectives of the Strategic Highway Safety Plan (SHSP) Challenge Area 12.
 - Incorporate into appropriate grants special enforcement operations geared toward primary collision factor violations that result in motorcycle crashes.
 - Explore opportunities to create regional or countywide cooperation for networking, information sharing, joint operations and coordination to more effectively solve traffic safety problems instead of displacing them.
 - Create a public information campaign to promote motorist awareness of motorcycles, emphasizing the reasons why motorists do not see motorcycles and motorcyclists' vulnerability in traffic crashes.
 - Include motorcycle-specific messages in larger impaired-driving campaigns commensurate with the number of impaired motorcycle riding fatalities.

POLICE TRAFFIC SERVICES

SPEEDING AND AGGRESSIVE DRIVING

CORE OUTCOME MEASURE

- To reduce speeding-related fatalities 2 percent from the 2006–2008 calendar base year average of 1,339 to 1,312 by December 31, 2010.



FUNDED GRANTS GOALS

- To reduce the total number of persons killed in traffic collisions 2 percent by September 30, 2010.
- To reduce the total number of persons injured in traffic collisions 2 percent by September 30, 2010.

IMPACT PROGRAMS/STRATEGIES

- To conduct special enforcement operations aimed at those that continue to drive with a suspended or revoked license (SHSP Action 3.3).
- To address aggressive driving through enforcement targeting aggressive driving behavior that leads to crashes.
- To conduct special enforcement operations targeting red light running.
- To conduct special enforcement operations at or near intersections with a disproportionate number of traffic collisions.
- 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 conduct highly publicized special motorcycle safety enforcement operations in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning and other primary collision factors by motorcyclists and other drivers.
- To promote traffic enforcement training for patrol officers.
- To continue to deploy visible display message/radar trailers.
- 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 use aerial support in conjunction with special enforcement operations.
- To deliver safety presentations to targeted populations.

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 extrication equipment.
- To continue to assess and improve California's emergency medical services communications system.

FUNDED GRANT GOAL

- To decrease the average response time for the arrival of appropriate equipment at collision sites in rural areas.

IMPACT PROGRAMS/STRATEGIES

- To fund an 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, 2010.
- To assist with the development, and upgrade of outdated and unreliable EMS communication systems.
- To provide funds for regional grants for the purchase of hydraulic and pneumatic extrication equipment.
- To promote State certified training programs.
- 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

- To survey a sample of California drivers to determine their habits and opinions on selected traffic safety issues.
- 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.
- To increase outreach and educational efforts to reduce the number of collisions, injuries and deaths involving motorists and workers in highway 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.
- Survey and assess a sample of California drivers to determine their habits and opinions on selected traffic safety issues.
- Provide timely tracking, identification, analysis and graphing of collision and citation data that is to be shared with various departments within the city, through a GIS capable computer program.
- Support the creation of a web based viewing and analysis system that allows users to query specific SWITRS data, interactively build maps in real time, and incorporate additional data in these maps.
- To continue DMV pilot study to determine the effectiveness and feasibility of processing drivers using a three-tier assessment system of their driving abilities.
- Continue with enhancements to the California EMS Information System.
- To continue with the obtaining and the deployment of hardware and software for a state-wide automated citation system, which will interface with all judicial jurisdictions within the state, that is capable of electronic citation data transmissions.
- Enhancements that will improve the integrity of the Department of Motor Vehicles License Database.

PUBLIC RELATIONS, ADVERTISING AND MARKETING

GOALS

- OTS Public Affairs will continue to aggressively pursue successful local, regional and statewide traffic safety public awareness and targeted programs and campaigns that have an impact on behavioral change, foster positive relationships, and create effective traffic safety education and outreach programs.
- Safe driving practices are 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 traffic deaths, injuries and economic losses.

IMPACT PROGRAMS/STRATEGIES

- Local and Regional media: OTS Public Affairs works directly with 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 and positive public awareness of traffic safety messages. OTS Public Affairs works directly with media outlets as a resource for accurate, timely, and expert information on cogent traffic safety issues.
- Current Campaigns: Activities surround various campaigns, including: "Click It or Ticket," "Drunk Driving Over The Limit, Under Arrest," "Report Drunk Drivers – Call 911," Holiday DUI Crackdown, Sports and Entertainment Marketing, and various regional "Avoid" DUI campaigns targeting the impaired driver.
- Advertising/Marketing: OTS Public Affairs enlists the assistance of local, statewide and national media in anti-DUI campaigns and initiatives and promotion of seat belt use. OTS Public Affairs enhances its media reach by partnering with the National Highway Traffic Safety Administration, California Highway Patrol, California Department of Transportation, California Department of Motor Vehicles, California Department of Alcoholic Beverage Control and law enforcement agencies throughout the state. Through its Sports and Entertainment Marketing program, OTS Public Affairs targets specifically targeted 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 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

- National law enforcement mobilizations,

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

August 31, 2009

Date

US DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY SAFETY PROGRAM COST SUMMARY
STATE: CALIFORNIA
NUMBER: 2010-00

PROGRAM AREA	APPROVED PROGRAM COST	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS			FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE/DECREASE	% CHANGE	
163-AL-10	0.00		TBD				0.00
163-PT-10	236,419.00		TBD				236,419.00
163-RS-10	1,500,000.00		TBD				0.00
SUBTOTAL	1,736,419.00		0.00				236,419.00
164-AL-10	39,889,822.50		TBD				32,594,929.50
164-PA-10	2,663,562.00		TBD				0.00
SUBTOTAL	42,553,384.50		0.00				32,594,929.50
164-HE-10	0.00		TBD				0.00
SUBTOTAL	0.00		0.00				0.00
402-AL-10	860,836.00		TBD				710,836.00
402-CP-10	0.00		TBD				0.00
402-EM-10	1,052,142.68		TBD				1,052,142.68
402-MC-10	212,833.00		TBD				0.00
402-OP-10	2,416,362.00		TBD				1,730,329.00
402-PS-10	2,177,986.28		TBD				1,977,986.28
402-PT-10	9,941,816.00		TBD				3,266,395.00
402-PA-10	2,425,337.00		433,000.00				0.00
402-RS-10	0.00		TBD				0.00
402-TR-10	939,249.00		TBD				624,616.00
SUBTOTAL	20,026,561.96		433,000.00				9,362,304.96
FORWARD	64,316,365.46		433,000.00				42,193,653.46

STATE OFFICIAL AUTHORIZED SIGNATURE: _____ FEDERAL OFFICIAL AUTHORIZED SIGNATURE: _____

NAME: _____ NAME: _____

TITLE: Director
DATE: 10/1/09

TITLE: _____
DATE: _____

HS FORM 217 (REV 9/93)

EFFECTIVE DATE: _____

US DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY SAFETY PROGRAM COST SUMMARY
STATE: CALIFORNIA
NUMBER: 2010-00

PROGRAM AREA	APPROVED PROGRAM COST	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS			FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE/DECREASE	% CHANGE	
405-OP-10	3,288,042.00		TBD				0.00
SUBTOTAL	3,288,042.00		0.00				0.00
406-AL-10	2,330,903.00		TBD				0.00
406-OP-10	1,058,065.00		TBD				0.00
406-PS-10	0.00		TBD				0.00
406-PT-10	1,100,000.00		TBD				0.00
406-PA-10	600,000.00		TBD				700,000.00
406-RS-10	0.00		TBD				0.00
406-TR-10	0.00		TBD				0.00
SUBTOTAL	5,088,968.00		0.00				700,000.00
408-TR-10	3,400,136.87		TBD				0.00
SUBTOTAL	3,400,136.87		0.00				0.00
410-AL-10	17,791,103.29		TBD				5,174,375.29
410-PA-10	552,399.00		TBD				0.00
SUBTOTAL	18,343,502.29		0.00				5,174,375.29
2010-MC-10	592,652.00		TBD				0.00
SUBTOTAL	592,652.00		0.00				0.00
TOTAL	95,029,666.62		433,000.00				48,068,028.75

STATE OFFICIAL AUTHORIZED SIGNATURE: _____ FEDERAL OFFICIAL AUTHORIZED SIGNATURE: _____

NAME: _____ NAME: _____

TITLE: Director TITLE: _____

DATE: 10/1/2009 DATE: _____

HS FORM 217 (REV 9/93) EFFECTIVE DATE: _____