Annual Performance Report

2006

Alcohol & Other Drugs
Occupant Protection
Police Traffic Services
Roadway Safety
Emergency Medical Services
Traffic Records
Pedestrian Safety
Bicycle Safety

State of California • Business Transportation and Housing Agency • Office of Traffic Safety

CALIFORNIA OFFICE
OF TRAFFIC SAFETY

2006 Annual Performance Report

Business, Transportation and Housing Agency

Arnold Schwarzenegger
Governor
State of California

Barry R. Sedlik
Acting Secretary
Business, Transportation and Housing Agency

Christopher J. Murphy
Director
Office of Traffic Safety

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

BARRY R. SEDLIK
Acting Secretary

Department of Motor Vehicles
Office of the Patient Advocate
Department of Real Estate
Office of Military & Aerospace Support
Office of Real Estate Appraisers
Office of Traffic Safety
Department of Transportation

BUSINESS, TRANSPORTATION AND HOUSING AGENCY

Dear Fellow Californians:

I am gratified in reporting that California continued to make significant progress in improving traffic safety in 2006. We are operating in a more streamlined and efficient manner, funding successful traffic safety programs in communities that need it most, and making substantial progress to prevent injuries and save lives. Further-more, our efforts are contributing to improvements statewide.

A prime example is the increase in seat belt use to 93.4 percent, the fourth highest compliance rate in the nation. Responding to the Click It or Ticket public awareness and enforcement campaign, 250,000 more Californians are "buckling up". The success of the campaign was due in large measure to the $5.2 million grants among 244 law enforcement agencies that enabled expanded seat belt enforcement.

Also in 2006, the State awarded $98 million in grants to 187 agencies for proven, results-driven programs in the areas of drunk and drugged driving prevention, occupant protection, pedestrian and bicycle safety, emergency medical services, and police traffic services. These funds also provided resources for state and local law enforcement to substantially strengthen their enforcement and education programs.

Our continued strategy to expand the regional and county "Avoid" programs is being realized with a total of 453 law enforcement agencies, including the California Highway Patrol, working across 35 counties to target drunk drivers during peak holiday periods.

In 2007, we will enhance our "Grants Made Easy" system, providing straightforward grant information and a more user-friendly application. We will continue to expand programs focused on teen seat belt use, programs targeting repeat DUI offenders, and development of programs to educate pre-teens and younger drivers on safe driving behaviors.

As the State's Acting Secretary for Business, Transportation and Housing Agency, I continue to take pride in the innovative, life-saving efforts of the Office of Traffic Safety, and their grantees throughout the State.

Sincerely,

BARRY R. SEDLIK
Acting Secretary

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FLEX YOUR POWER! • BE ENERGY EFFICIENT!

Annual Performance Report
Federal Fiscal Year 2006

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Prepared in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act:

A Legacy for Users (SAFETEA-LU)

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CALIFORNIA OFFICE
OF TRAFFIC SAFETY

California Program Summary

OVERALL

California's 2005 Mileage Death Rate (MDR) - fatalities per 100 million miles traveled (100 Million VMT) is 1.31, much lower than the national MDR of 1.45. Of the 5 largest states in terms of total traffic fatalities, (CA, FL, TX, GA, & PA), CA has the lowest MDR. **

ALCOHOL

California's 2005 Alcohol Fatality Rate is 0.52, much lower than the national rate of 0.56. Of the 5 largest states in terms of total traffic fatalities, (CA, FL, TX, GA, & PA), only GA has a lower Alcohol Fatality Rate at 0.48. **

In 2005, California's Alcohol Fatality Rate involving drivers above the legal limit, (with BACs of .08 or greater) was 0.38, much better than the national average of 0.43. Of the five largest states in terms of total traffic fatalities, (CA, FL, TX, GA, & PA), only GA has a lower rate at 0.36.**

OCCUPANT PROTECTION

California's 2006 statewide survey of seat belt usage is 93.4%, significantly better than the national average of 81%. This is up from 92.5% in 2005 and represents 275,000 more Californians buckling up in 2006. Only three states in the nation have a better seat belt use rate – Washington 96.3%, Oregon 94.1% and Michigan 94.0%.

In fatalities, the percent of restrained passenger vehicle occupant fatalities increased from 57.5% in 2004 to 60.8% in 2005, for a 6% increase in usage. California far exceeded the national average of 47.1%. In 2005, California moved from up from sixth best in the nation to third best. Only Michigan at 62.2 percent and Oregon at 74.4 percent have better rates. ** In 2005, about half, 352, of the 705 unrestrained fatalities would be alive today had they simply buckled up.

California's 2006 statewide survey of teen seat belt usage is 90.8% - up from 88.6% in 2005 and 82.6% in 2004. In addition, California's 2006 child safety seat usage rate is 87.8% - up from 86.8% in 2005.

For teens, the percent of restrained occupant fatalities increased from 47.5% in 2004 to 57.1 % in 2005, a 20% increase in usage. California has the highest rate of any state in the nation. The national average is 36.0%. In 2005, 94 teen fatalities would be alive today had they simply buckled up. **

OTHER

Vehicle occupants age 4 and under killed and injured decreased 5.4% from 2,235 in 2004 to 2,114 in 2005.* Bicyclists under age 15 injured decreased from 2,749 in 2004 to 2,405 in 2005.* Motorcycle fatalities increased 6% from 432 in 2004 to 469 in 2005.**

*Statewide Integrated Traffic Records System (SWITRS)
**Fatality Analysis Reporting System (FARS)

WHAT IS OUR MISSION?

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

WHAT IS OUR VISION?

The Office of Traffic Safety will help California achieve the fewest traffic fatalities in the nation. To realize the vision we emphasize:

1. Human worth: OTS believes that every life lost on a California roadway is one too many.

2. Professionalism and integrity: OTS is committed to performing its mission to the highest professional and ethical standards.

3. Performance-based management: OTS is dedicated to being a performance-based organization – one that focuses on evaluating performance data, applying strategies for performance improvement, and achieving desired results and outcomes.

4. Personal and organizational sensitivity: OTS is committed to treating each other and all customers with the highest respect and regard for individual rights.

5. Open communication: OTS aims to facilitate the free and consistent flow of information in an honest and professional manner.

6. Teamwork: OTS recognizes and encourages the benefits of team-building and teamwork.

7. Commitment and loyalty: OTS strives to foster an environment in which accountability and commitment to the organization and its mission are supported and recognized.

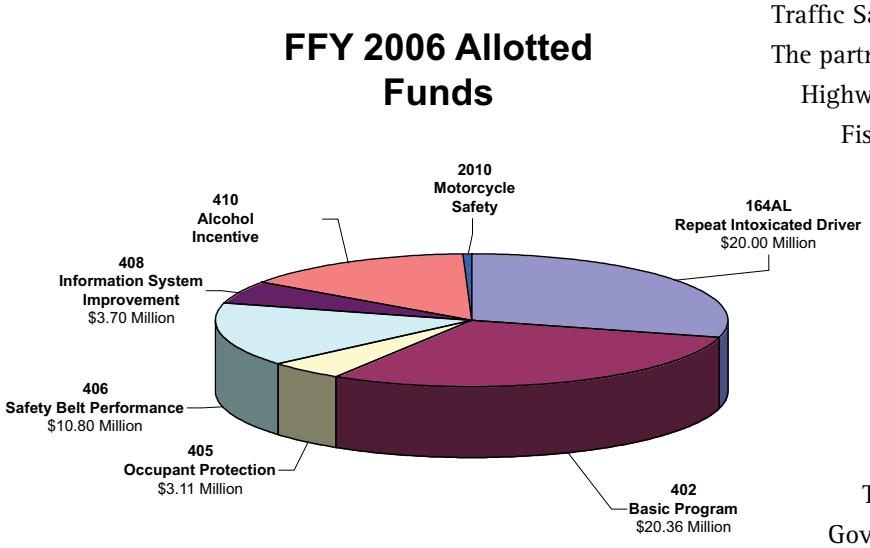
8. Quality and customer focus: OTS is dedicated to delivering high quality work and excellent service to all its customers.

9. Innovation: OTS believes in and encourages new thinking and will constantly strive to develop new approaches to meet customer and program needs.

10. Professional growth: OTS is committed to helping staff realize their potential through mentoring, training, and providing opportunities for professional development and advancement.

11. Collaboration: OTS values working with other agencies, private sector businesses, and community organizations to expand resources and extend our messages.

HOW DOES CALIFORNIA RECEIVE FUNDING?



The OTS Highway Safety program is a partnership effort between the federal government (National Highway Traffic Safety Administration – NHTSA) and the states. The partnership was created when Congress passed the Highway Safety Act of 1966. The funding for Federal Fiscal Year (FFY) 2006 resulted from the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users. This was a four-year bill which was signed into law in August 2005 as carried forward into FFY 2006. Funding included the base program section (402) and several incentive programs.

The California OTS is designated by the Governor to receive federal traffic safety funds for coordinating its highway safety programs. Each year OTS develops a Highway Safety Plan (HSP) identifying the key highway safety problems in the state and the most effective countermeasures to address them. OTS then solicits proposals statewide to address the identified problems. Finally, available funds are allocated to state and local governmental agencies to implement traffic safety programs and grants.

The grants support planning to identify highway safety problems, provide start up “seed” money for new programs and give new direction to existing safety programs. The funds are intended to create and help sustain innovative programs at the state and local level, and leverage commitments of state, local and private resources. This Annual Performance Report, required by NHTSA (23 CFR Part 1200) and the California Vehicle Code (Section 2905), provides an update of traffic safety projects active throughout the State of California as approved in our HSP for FFY 2006.

Moving Forward

The OTS will continue to serve as a thought-leader for emerging traffic safety issues, funding results-oriented and innovative programs to help us accomplish our vision of saving lives. OTS is receptive to new ideas. We encourage our current grantees, and those organizations with which we have not worked in the past, to bring us their best ideas for solving traffic safety challenges in their communities. We strive to be customer friendly in all of our programs and work hard to streamline processes and eliminate duplication. Future plans to improve traffic safety in California include:

EXTERNAL

- Consider funding two additional Law Enforcement Liaison (LEL) positions to encourage coordination and participation of law enforcement agencies in the OTS "Click it or Ticket" and Sobriety Check-point mini-grant programs and DUI "Avoid" Campaigns. Two additional LEL's would supplement current LEL and OTS staff efforts to increase grantee monitoring. The LEL's would also help police departments submit nominations for the California Law Enforcement Challenge. The LEL's will network with police departments to determine gaps in best practices and funding needs that can be addressed with OTS funding. Additionally, the LEL's will promote the OTS "Grants Made Easy" program for law enforcement and facilitate, in any way possible, submission of successful grant applications.

- Use OTS Crash Rankings to identify cities with disproportionate numbers of traffic collisions. The OTS Regional Coordinators and LEL's will meet with traffic safety professionals in those cities to discuss remedies to the problems. The Coordinators and LEL's will help the cities to develop innovative programs utilizing various agencies within the cities to combat the particular problems in a comprehensive and collaborative fashion. Proposals will be submitted to OTS for inclusion into the Highway Safety Plan for FFY 2009.

- Expand efforts to increase sobriety checkpoints and lead innovative efforts targeting repeat DUI offenders and hardcore drunk drivers, including DUI warrant service patrols, court sting operations and stakeouts to capture those repeat DUI offenders and hardcore drinking drivers who violate probation or fail to appear in court. In support of the national DUI mobilizations, OTS will fund through the Traffic Safety Center at U.C. Berkeley another solicitation of applications for sobriety checkpoint grants.

Moving Forward

- Strategically build upon existing "DUI Avoid" enforcement and education programs to touch the entire state and support efforts to again bring the issue of DUI to the attention of all Californians. OTS will work diligently to 'close the gap' by encouraging law enforcement agencies in all areas of the state to actively take part in Avoid DUI programs. There are only a few parts of the state where regional AVOID programs are not active and OTS staff will continue to use proactive methods to find host agencies to coordinate regional/county programs.

- Enhance and expand existing multi-faceted approach to DUI that supports successful, results-oriented programs combining education, prevention, enforcement and prosecution. NHTSA will conduct an assessment of California DUI programs in September 2007. This assessment includes a panel of DUI experts from throughout the nation who will review and analyze our programs, interview key individuals and provide DUI program recommendations.

- Promote 30-day vehicle impound programs targeting drivers with suspended or revoked licenses. A component of this effort may include the development of "hot sheets" that will be distributed to local law enforcement personnel to aid in the apprehension of these drivers. A pilot "hot sheet" program will be implemented with an eye to replication in other parts of the state.

- Continue to focus on increasing seat belt use and public information to educate Californians about the life-saving benefits of seat belt use on each and every ride. Seat belts are the single most effective motor vehicle occupant safety device yet developed for older children and adults. OTS will fund the Traffic Safety Center at U.C. Berkeley to provide overtime for law enforcement to conduct seat belt violation enforcement. Additionally, OTS will expand statewide seat belt enforcement and outreach to age groups who are not buckling up, with a special focus on teens.

- Continue to provide safety helmets and child safety seats to parents and families in need. At the same time, OTS will ensure parents receiving this life-saving equipment have the training necessary to correctly use the safety device.

- Develop traffic safety programs for the hard to reach population comprised of youth 10-18 years of age. Collisions involving this age group, as drivers, passengers, pedestrians and bicyclists, due to DUI, illegal street racing, speeding, reckless driving, etc. are climbing. More innovative programs covering all types of traffic safety areas are needed at the regional level, which can be replicated by jurisdictions of all sizes.

Moving Forward

- Continue to fund projects that support under-served communities. The risk of being injured or killed in a traffic crash is disproportionately high for members of certain groups as defined by race, ethnicity, socioeconomic status, and cultural practices. Latinos, African- Americans, and Native Americans are among the most severely affected. Understanding the factors that contribute to these risks is difficult, in part because data that would identify victims as members of these groups is difficult to find.

- Continue involvement in the OTS sponsored "Older Driver Task Force," headed now by CHP, to plan and develop programs to address the needs of the older drivers and pedestrians to decrease crash and injury risks now and in the future. Mobility is crucial to the social, physical and economic health of all Californian's and one's driver's license is a key component. The "baby boomer" generation, those born between 1946 and 1964, is now approaching maturity, which means the number of older drivers will increase substantially.

- Stay abreast of all the latest technological innovations and think creatively about countermeasures to confront potential traffic safety problems, including the use of evidence-based technologies such as red light running cameras, vehicle speed feedback signs, flashing beacons at school crosswalks, in-roadway warning lights at crosswalks and countdown pedestrian signals.

- Continue to embrace automation programs that produce timesaving and operational efficiencies, as part of our effort to utilize technological advances to conduct business and save lives. For example, OTS will continue to provide funding to automate the traffic citation and DUI arrest processes. These systems greatly enhance accuracy and eliminate the entry of redundant information. Another example of efficient use of technology is the application of automated collision diagramming to pinpoint key problem areas and identify appropriate solutions. OTS staff will assess the use of countywide GIS programs and facilitate efforts to gain countywide programs through OTS grants.

- Promote countywide grants that provide funding for traffic control devices such as vehicle speed feedback signs, flashing beacons at school crosswalks, in-roadway warning lights at crosswalks, and countdown pedestrian signals. County agencies submitting proposals for traffic control devices must conduct a comprehensive local needs and problem identification assessment of city and county roadways to justify the funding request. Funding for construction or installation costs are unallowable and traffic control devices must be installed on roadways "off the federal aid system".

- Continue training and education for new Prosecutors and Judges to enhance their ability to realize excellence in the adjudication of DUIs.

- Coordinate the development and implementation of regional emergency medical services programs to ensure rural communities have access to the latest "state-of-the-art" rescue and extrication equipment. Regions will conduct assessments of their area to determine the needs and to provide for the best use of funded equipment.

INTERNAL

- Continue working closely with the Federal Government to ensure California receives its fair share of federal funding.

- Begin working to establish a web-based database solution for grants administration to encompass the submission and tracking of proposals, Quarterly Performance Reports, and claims.

- Develop an OTS Intranet as a tool to organize and display internal information.

- Move key performance indicators from the Quarterly Management Report to the BTH web-based "Performance Based Management System".

- Implement the new Employee Recognition Program to recognize employee performance.

- Promote the enhanced "Grants Made Easy," grant proposal application designed specifically for local law enforcement agencies. "Grants Made Easy" significantly reduces the paperwork and time required to submit a proposal and finalize a grant agreement. In addition, "Grants Made Easy" enables OTS staff to significantly reduce the number of days required to process new grants. This innovative grant application process is a direct result of OTS' Performance Improvement Initiative to enhance efficiency and effectiveness.

- Continue the Performance Improvement Initiative to streamline the grant application and reporting processes. OTS will look towards conducting as much business as possible over the Internet. Using the Internet as a tool can streamline processes and save valuable time and efforts.

- Get the money out quicker, reducing the time between the receipt of federal funds and distribution of those funds to cities/counties and state departments.

- Enhance accountability by establishing, expanding and redefining performance measurements in the Operations and Administration divisions.

- Utilize existing staff to conduct internal audit and mapping of processes to identify and implement new efficiencies.

- Conduct regional Grant Writing Workshops.

- Host the Traffic Safety Summit in April 2007. The Summit is the largest statewide "traffic safety" conference in the nation.

MARKETING AND PUBLIC AFFAIRS

- Spotlight traffic safety programs pioneered or uniquely adapted within California. Effectively communicate the societal benefits garnered from targeting traffic safety practices to local and diverse communities.

- Develop and implement broad-based and targeted public education programs that not only enlighten, but inspire Californians to engage in prudent traffic safety practices. These efforts will also include campaign specific (e.g., DUI, seat belts, inattention/distracted driving, and teens) advertising, earned media, events and training.

- Spotlight California's traffic safety successes and innovative grant programs, strategically linking successful programs and focusing on key program areas that make a difference.

- Develop practices and personnel within the grantee frameworks to carry the public education and promotion messages to the local and grassroots level. This will further augment and personalize the broader OTS messages.

- Conduct comprehensive public awareness campaigns, relying heavily on the media, to promote the "Click it or Ticket" seat belt enforcement effort in May and holiday anti-DUI crackdown. During the national mobilization periods, OTS will promote NHTSA's slogan "Drunk Driving. Over the Limit. Under Arrest." Take the lead in the introduction and promotion of the "Report Drunk Drivers. Call 911" message.

- Support "California's Child Passenger Safety Week" in February by providing media relations and technical support to Occupant Protection grantees to encourage the correct and consistent use of child safety and booster seats.

- Plan and conduct the 2007 OTS Summit "Celebrating 40 Years of Traffic Safety" in San Diego in April, drawing together hundreds of traffic safety professionals and grantees from throughout California to share best practices and discuss solutions to California traffic safety priorities.

Areas of Concentration

States are encouraged to identify needs in each of the nationally designated program priority areas, but OTS has the flexibility to determine additional program areas and the amount of funding allocated to each. The areas chosen for funding in the 2006 fiscal year were:

- **ALCOHOL AND OTHER DRUGS**
  Impaired driving and alcohol-related crashes constitute a major threat to the safety and well being of the public. This is especially true among young people age 15 to 24, where impaired driving is the leading cause of death. These programs aim to prevent people from driving while under the influence (DUI) of alcohol or other drugs and to remove DUI drivers from the road. OTS grants use a comprehensive approach by funding educational, prevention, and enforcement programs and by focusing on high-risk groups. Grant programs include interactive youth education, college campus programs, intensive public information campaigns, education for judges and prosecutors; community organization involvement; equipment purchases including preliminary alcohol screening devices, portable evidential breath testing devices, and checkpoint trailer purchases; enforcement operations including undercover and sting operations, felony DUI warrant services, DUI probation revocation programs, sobriety checkpoints, roving DUI enforcement patrols, and "DUI Avoid" partnerships of local law enforcement agencies and CHP.

- **OCCUPANT PROTECTION**
  In spite of the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt. The most recent statewide seat belt survey, conducted in May 2006, reports a 93.4 percent seat belt use and a child safety seat use rate of 87.8 percent. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, and community education, outreach and training. More specifically, the programs provide child safety seats to low-income families, conduct child safety seat check ups, and target teens about using seat belts.

- **COMMUNITY BASED ORGANIZATIONS (CBO)**
  OTS generally defines CBO's as nongovernmental agencies organized to work together on a community-based issue, need, or problem. The effectiveness of public safety projects relies heavily on community involvement. This program substantiates the belief that CBO/governmental agency alliances will enhance community access and message credibility in promoting traffic safety within individual communities.

- **EMERGENCY MEDICAL SERVICES (EMS)**
  Timely access to life saving emergency medical services is critical to the reduction of fatalities and life altering injuries resulting from motor vehicle collisions. OTS provides funds for cost effective programs that incorporate effective strategies for improving California's EMS system's ability to meet the needs of motor vehicle collision victims. OTS funded programs provided life saving equipment, training, reliable ambulance transportation, effective communications, public information, education, and access to data and evaluation tools.

- **PUBLIC RELATIONS, ADVERTISING AND MARKETING**

  Effectively communicating the important life-saving benefits of traffic safety to the citizens of California is the driving force behind OTS marketing and public relations programs. By first raising awareness, followed by education, OTS is able to contribute to a change in behavior over time. Public education campaigns such as "Click It or Ticket," "Report Drunk Drivers. Call 911," and "Drunk Driving. Over the Limit. Under Arrest," held in conjunction with law enforcement at the local level, are putting forth and reinforcing consistent messages to the public.

- **PEDESTRIAN AND BICYCLE SAFETY**

  Drivers of motor vehicles need to share the road with pedestrians and bicyclists. But, pedestrians and bicyclists need to know the rules of the road and how to protect themselves around traffic. OTS grantees develop programs to increase awareness of traffic rules, rights, and responsibilities, among various age groups. These programs are developed to be attractive and interactive in an effort to truly impact the students by the traffic safety messages imparted. At the elementary school level, parents and teachers are drawn into the programs as active role models and mentors in traffic safety. Grantees conduct traffic safety rodeos and presentations in an effort to build student's skills and demonstrate the proper practical application of those skills. To boost compliance with the law and decrease injuries, properly fitted safety helmets are distributed to children in need for use with bicycles, scooters, skateboards and skates. There is a special emphasis on programs designed exclusively for the hard to reach population at the middle and high school levels. Additional outreach endeavors included programs targeting the senior population along with a multicultural approach addressing safer driving and walking behaviors.

- **POLICE TRAFFIC SERVICES (PTS)**

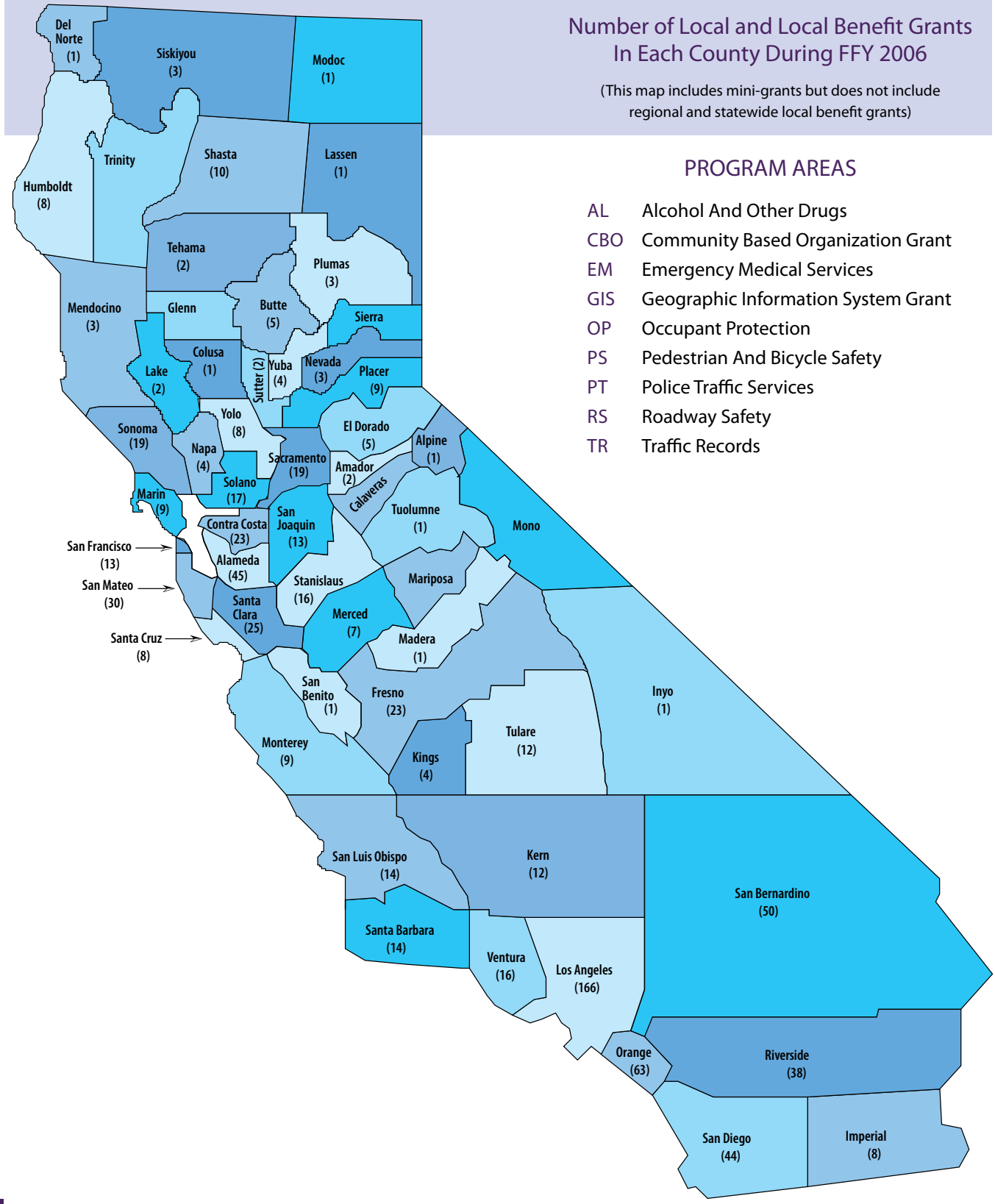
  Education and enforcement are two very important components of collision reduction. Either component taken alone is inadequate. The PTS program focuses on a comprehensive approach to enforce and encourage compliance with seat belt use, impaired driving, speed limit, red light running and other traffic laws. The grants are highly effective in reducing traffic collisions by dedicating resources to selective enforcement and education. These comprehensive programs achieve a significant and long lasting impact in reducing fatal and injury collisions, and peripheral crime. Under these programs, a community uses all available public and private assets to identify and attack all of its significant traffic safety problems.

- **ROADWAY SAFETY/TRAFFIC RECORDS**

  Roadway Safety programs concentrate on the vehicle operating environment and are strongly influenced by enforcement and engineering gathering and utilizing relevant data generated by those activities. Grant funded items include hardware, software and expert services necessary to aid in the automation manual processes, eliminate process duplication and facilitate enhanced data gathering and data sharing. OTS advocates coordinated system automation efforts to augment local capabilities for the detection, analysis and resolution of traffic safety issues.

Number of Local and Local Benefit Grants In Each County During FFY 2006

(This map includes mini-grants but does not include regional and statewide local benefit grants)



PROGRAM AREAS

AL	Alcohol And Other Drugs
CBO	Community Based Organization Grant
EM	Emergency Medical Services
GIS	Geographic Information System Grant
OP	Occupant Protection
PS	Pedestrian And Bicycle Safety
PT	Police Traffic Services
RS	Roadway Safety
TR	Traffic Records

FY 2006 Project Distribution

Local Grants

Alameda County (45)
2-AL AVOID Grants
2-AL Education Grants
8-AL Enforcement Grants
7-AL Enforcement Mini-grants
1-AL Evaluation Grant
1-EM Equipment Grant
9-OP Enforcement Mini-grants
2-PS Education Grants
4-PS Equipment Grants
2-PT Education Grants
4-PT Enforcement Grants
1-PT Equipment Grant
1-RS Education Grant
1-RS Equipment Grant

Alpine County (1)
1-EM Equipment Grant

Amador County (2)
1-OP Enforcement Mini-grant
1-TR Equipment Grant

Butte County (5)
1-AL AVOID Grant
1-AL Education Grant
2-AL Enforcement Grants
1-RS GIS Grant

Colusa County (1)
1-OP Enforcement Mini-grant

Contra Costa County (23)
2-AL AVOID Grants
5-AL Enforcement Grants
4-AL Enforcement Mini-grants
7-OP Enforcement Mini-grants
2-PS Education Grants
3-PT Enforcement Grants

Del Norte County (1)
1-OP Enforcement Mini-grant

Plumas County (3)
1-AL Enforcement Grant
1-EM Equipment Grant
1-RS GIS Grant

Riverside County (38)
1-AL AVOID Grant
5-AL Enforcement Grants
5-AL Enforcement Mini-grants
1-AL Evaluation Grant
1-AL Youth Education Grant
1-CBO Indirect Grant
1-EM Equipment Grant
13-OP Enforcement Mini-grants
9-PT Enforcement Grants
1-TR Equipment Grant

Sacramento County (19)
1-AL AVOID Grant
2-AL Education Grants
3-AL Enforcement Grants
1-AL Enforcement Mini-grant
1-AL Equipment Grant
1-AL Youth Education Grant
1-OP Education Grant
3-OP Enforcement Mini-grants
1-PS Enforcement Grant
1-PT Education Grant
3-PT Enforcement Grants
1-RS GIS Grant

San Benito County (1)
1-PT Enforcement Grant

San Bernardino County (50)
2-AL AVOID Grants
7-AL Enforcement Grants
14-AL Enforcement Mini-grants
1-AL Evaluation Grant
1-EM Equipment Grant
1-EM Extrication Equipment Grant
1-OP Corridor Safety Grant
14-OP Enforcement Mini-grants
2-PS Equipment Grants
5-PT Enforcement Grants
2-RS Equipment Grants

Tulare County (12)
2-AL Education Grants
2-AL Enforcement Grants
2-AL Enforcement Mini-grants
1-EM Equipment Grant
1-OP Education Grant
3-OP Enforcement Mini-grants
1-PS Education Grant

Tuolumne County (1)
1-OP Enforcement Mini-grant

Ventura County (16)
2-AL Enforcement Grants
3-AL Enforcement Mini-grants
5-OP Enforcement Mini-grants
3-PT Enforcement Grants
2-RS Equipment Grants
1-RS GIS Grant

Yolo County (8)
1-AL AVOID Grant
2-AL Enforcement Grants
1-CBO Indirect Grant
2-OP Enforcement Mini-grants
1-PT Enforcement Grant
1-RS Equipment Grant

Yuba County (4)
1-AL AVOID Grant
1-AL Enforcement Grant
1-AL Enforcement Mini-grant
1-OP Enforcement Mini-grant

Regional and Statewide Grants

California Department of Alcohol and Drug Programs (1)
1-AL Education Grant

California Department of Alcoholic Beverage Control (4)
1-AL Enforcement Grant
1-AL Youth Education Grant
2-AL Training Grants

California Department of Health Services (1)
1-OP Education Grant

El Dorado County (5)
2-AL Enforcement Grants
1-EM Equipment Grant
1-OP Enforcement Mini-grant
1-TR Records Grant

Fresno County (23)
1-AL AVOID Grant
1-AL Education Grant
4-AL Enforcement Grants
4-AL Enforcement Mini-grants
2-OP Education Grants
6-OP Enforcement Mini-grants
1-PS Equipment Grant
3-PT Enforcement Grants
1-RS GIS Grant

Humboldt County (8)
1-AL Education Grant
3-AL Enforcement Grants
1-EM Equipment Grant
3-OP Enforcement Mini-grants

Imperial County (8)
1-AL Education Grant
1-AL Enforcement Grant
2-AL Enforcement Mini-grants
1-EM Equipment Grant
1-OP Enforcement Mini-grant
1-PS Equipment Grant
1-PT Enforcement Grant

Inyo County (1)
1-OP Education Grant

Kern County (12)
1-AL AVOID Grant
3-AL Enforcement Mini-grants
1-EM Equipment Grant
1-EM Extrication Equipment Grant
4-OP Enforcement Mini-grants
1-PT Enforcement Grant
1-RS Records Grant

Kings County (4)
2-AL Enforcement Mini-grants
2-OP Enforcement Mini-grants

San Diego County (44)
1-AL AVOID Grant
3-AL Education Grants
10-AL Enforcement Grants
10-AL Enforcement Mini-grants
1-EM Equipment Grant
1-OP Education Grant
5-OP Enforcement Mini-grants
4-PS Education Grants
2-PS Equipment Grants
4-PT Enforcement Grants
2-RS Equipment Grants
1-RS GIS Grant

San Francisco County (13)
2-AL AVOID Grants
1-AL Enforcement Grant
1-AL Enforcement Mini-grant
1-CBO Education Grant
1-CBO Indirect Grant
1-OP Education Grant
1-OP Enforcement Mini-grant
2-PS Education Grants
2-PT Enforcement Grants
1-PT Equipment Grant

San Joaquin County (13)
3-AL Enforcement Grants
3-AL Enforcement Mini-grants
1-AL Youth Education Grant
3-OP Enforcement Mini-grants
1-PS Enforcement Grant
1-PT Enforcement Grant
1-RS Equipment Grant

San Luis Obispo County (14)
1-AL Education Grant
2-AL Enforcement Grants
1-AL Enforcement Mini-grant
1-AL Equipment Grant
1-EM Equipment Grant
5-OP Enforcement Mini-grants
1-PT Enforcement Grant
1-PT Equipment Grant
1-TR GIS Grant

California Department of Justice (4)
1-AL Youth Education Grant
3-AL Equipment Grants

California Department of Motor Vehicles (8)
1-AL Records Grant
4-AL Evaluation Grants
1-RS Education Grant
1-TR Evaluation Grant
1-TR Records Grant

2005 Project Distribution

Regional and Statewide Grants

California Department of Transportation (6)
2-AL Education Grants
1-PS Training Grant
1-RS Corridor Safety Grant
1-RS Education Grant
1-RS Equipment Grant

California Highway Patrol (31)
1-AL Training Grant
1-AL Youth Education Grant
8-AL Enforcement Grants
1-CBO Indirect Grant
1-MC Enforcement Grant
1-OP Education Grant
2-OP Enforcement Grants
1-PS Education Grant
1-PS Enforcement Grant
1-PT Equipment Grant
1-PT Youth Education Grant
3-PT Education Grants
7-PT Enforcement Grants
1-TR GIS Grant
1-TR Records Grant

California State University, Fresno (1)
1-OP Evaluation Grant

Emergency Medical Services Authority (1)
1-EM Equipment Grant

Judicial Council of California (2)
1-AL Education Grant
1-AL Training Grant

Lake County (2)
1-EM Enforcement Grant
1-OP Education Grant

Lassen County (1)
1-OP Enforcement Mini-grant

Los Angeles County (166)
3-AL AVOID Grants
1-AL Education Grant
25-AL Enforcement Grants
41-AL Enforcement Mini-grants
1-AL Equipment Grant
1-AL Records Grant
1-AL Training Grant
2-AL Youth Education Grants
1-CBO Education Grant
2-CBO Indirect Grants
1-EM Education Grant
3-OP Education Grants
56-OP Enforcement Mini-grants
1-PS Education Grant
1-PS Enforcement Grant
5-PS Equipment Grants
2-PS Senior Education Grants
5-PS Youth Education Grants
3-PT Education Grants
4-PT Enforcement Grants
1-PT Equipment Grant
1-PT Senior Education Grant
1-PT Youth Education Grant
4-RS Equipment Grants

Madera County (1)
1-OP Enforcement Mini-grant

Marin County (9)
3-AL AVOID Grants
1-AL Enforcement Mini-grant
5-OP Enforcement Mini-grants

Mendocino County (3)
1-AL Education Grant
1-AL Enforcement Mini-grant
1-RS Equipment Grant

San Mateo County (30)
2-AL AVOID Grants
1-AL Education Grant
1-AL Enforcement Grant
6-AL Enforcement Mini-grants
1-EM Equipment Grant
2-OP Education Grants
8-OP Enforcement Mini-grants
4-PS Equipment Grants
4-PT Enforcement Grants
1-PT Equipment Grant

Santa Barbara County (14)
1-AL AVOID Grant
3-AL Enforcement Grants
1-AL Enforcement Mini-grant
1-EM Equipment Grant
7-OP Enforcement Mini-grants
1-TR GIS Grant

Santa Clara County (25)
2-AL AVOID Grants
1-AL Education Grant
1-AL Enforcement Grant
7-AL Enforcement Mini-grants
7-OP Enforcement Mini-grants
1-PS Education Grant
2-PT Enforcement Grants
2-RS Equipment Grants
2-RS GIS Grants

Santa Cruz County (8)
1-AL AVOID Grant
3-OP Enforcement Mini-grants
1-PS Education Grant
2-PT Enforcement Grants
1-TR Equipment Grant

Shasta County (10)
1-AL AVOID Grant
2-AL Enforcement Grants
1-AL Enforcement Mini-grant
1-CBO Education Grant
1-EM Training Grant
2-OP Enforcement Mini-grants
2-RS GIS Grants

Superior Court of California, County of Sacramento (1)
1-AL Youth Education Grant

University of California, Berkeley (5)
1-AL Evaluation Grant
1-PT Evaluation Grant
1-PT Training Grant
1-RS Evaluation Grant
1-RS Training Grant

Merced County (7)
1-AL Enforcement Mini-grant
1-OP Education Grant
2-OP Enforcement Mini-grants
2-PT Enforcement Grants
1-RS Equipment Grant

Modoc County (1)
1-OP Enforcement Mini-grant

Monterey County (9)
1-AL AVOID Grant
1-AL Enforcement Grant
3-AL Enforcement Mini-grants
1-EM Equipment Grant
2-OP Enforcement Mini-grants
1-PT Enforcement Grant

Napa County (4)
2-AL AVOID Grants
1-AL Enforcement Grant
1-RS Equipment Grant

Nevada County (3)
1-AL AVOID Grant
2-AL Enforcement Grants

Orange County (63)
2-AL AVOID Grants
2-AL Education Grants
14-AL Enforcement Grants
14-AL Enforcement Mini-grants
1-AL Equipment Grant
1-CBO Education Grant
20-OP Enforcement Mini-grants
1-PS Education Grant
2-PS Equipment Grants
1-PS Evaluation Grant
4-PT Enforcement Grants
1-PT Equipment Grant

Placer County (9)
1-AL AVOID Grant
2-AL Enforcement Grants
1-AL Enforcement Mini-grant
1-OP Education Grant
4-OP Enforcement Mini-grants

Siskiyou County (3)
1-AL AVOID Grant
2-OP Enforcement Mini-grants

Solano County (17)
2-AL AVOID Grants
3-AL Enforcement Grants
2-AL Enforcement Mini-grants
1-OP Education Grant
4-OP Enforcement Mini-grants
1-PS Equipment Grant
1-PT Education Grant
2-PT Enforcement Grants
1-RS Equipment Grant

Sonoma County (19)
2-AL AVOID Grants
4-AL Enforcement Grants
2-AL Enforcement Mini-grants
7-OP Enforcement Mini-grants
1-PT Education Grant
3-PT Enforcement Grants

Stanislaus County (16)
2-AL AVOID Grants
1-AL Enforcement Grant
2-AL Enforcement Mini-grants
8-OP Enforcement Mini-grants
1-PS Equipment Grant
1-PT Education Grant
1-PT Enforcement Grant

Sutter County (2)
1-EM Equipment Grant
1-OP Enforcement Mini-grant

Tehama County (2)
1-AL AVOID Grant
1-AL Enforcement Grant

PROGRAM GOALS AND ACCOMPLISHMENTS

OVERALL PROGRAM GOAL

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

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

ACCOMPLISHMENTS

The mileage death rate in California declined over the years to a low of 1.19 in 1999. However, in 2001 the MDR increased to 1.21, then to 1.25 in 2002, to 1.27 in 2003, to 1.25 in 2004 and now to 1.31 deaths per 100 million vehicle miles of travel in 2005. Even with the increase, California is well below the national MDR of 1.48. This APR shows the accomplishments for 1,011 state and local grants.

ALCOHOL AND OTHER DRUGS

STATEWIDE GOALS

- To decrease the five-year average number of persons killed in alcohol-involved collisions 2.7 percent from the 2000-2004 base period average of 1,372 to 1,335 by December 31, 2008.

- To decrease the five-year average number of persons injured in alcohol-involved collisions 1.7 percent from the 2000-2004 base period average of 31,523 to 31,000 by December 31, 2008.

- To reduce alcohol related fatalities per 100 million vehicle miles traveled 6 percent from the base year 2003 rate of 0.50 to 0.47 by December 31, 2008.

- To reduce the five-year average percentage of drivers in fatal collisions with a BAC of .08 or above 0.3 percentage points from the 2000-2004 base period average of 14.3 percent to 14.0 percent, by December 31, 2008.

- To reduce the five-year average number of Had Been Drinking (HBD) drivers age 19-25 in fatal collisions 2.3 percent from the 2000-2004 base period average of 307 to 300 by December 31, 2008.

ACCOMPLISHMENTS

- Persons killed in alcohol-involved collisions increased 7.6 percent from 1,462 in 2004 to 1,574 in 2005.
- Persons injured in alcohol-involved collisions decreased 2.3 percent from 31,538 in 2004 to 30,798 in 2005.
- Alcohol related fatalities per 100 million vehicle miles traveled increased .01 percent from 0.50 in 2004 to 0.51 in 2005.
- In 2005, the percentage of drivers in fatal crashes with a BAC of .08 or above was 15.0 percent, a reduction of .2 percentage points from the 2004 rate of 15.2 percent.
- HBD drivers age 19-25 involved in fatal collisions increased 17.9 percent from 323 in 2004 to 381 in 2005.

FUNDED PROJECT GOALS (GRANTEES)

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2006.
- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2006.
- To reduce hit-and-run fatal collisions five percent by September 30, 2006.
- To reduce hit-and-run injury collisions five percent by September 30, 2006.
- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2006.
- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2006.

GRANTEE ACCOMPLISHMENTS

- There was a 2.2 percent increase in the number of persons killed in alcohol-involved collisions from the base year number of 453 to 513.
- There was a 8.1 percent decrease in the number of persons injured in alcohol-involved collisions from the base year number of 9,787 to 9,386.
- There was a 65.4 percent decrease in hit-and-run fatal collisions from the base year number of 185 to 64.
- There was a 21.2 percent decrease in hit-and-run injury collisions from the base year number of 9,885 to 7,785.
- There was a 29.1 percent decrease in nighttime fatal collisions from the base year number of 316 to 224.
- There was a 17.5 percent decrease in nighttime injury collisions from the base year number of 9,817 to 8,102.

Program Goals and Accomplishments

Each year, OTS-funded projects aim to reduce fatal and injury collisions caused by drivers driving under the influence of alcohol and other drugs. A summary of fiscal year 2006 activities conducted by all OTS-funded projects with objectives related to alcohol and other drugs is provided in the following table:

ACTIVITY	NUMBER
DUI/Driver's License Checkpoint Activity	
Checkpoints Conducted	**710**
Vehicles Through Checkpoints	**652,409**
Drivers Screened at Checkpoints	**403,118**
Field Sobriety Tests Administered at Checkpoints	**5,416**
DUI Arrests from Checkpoints	**2,500**
Vehicles Impounded at Checkpoints (30-day impounds only)	**14,327**
Criminal Arrests at Checkpoints	**1,704**
Total Departmentwide 30-Day Vehicle Impounds (includes impounds from Checkpoints, Special Enforcement Operations and Patrols)	**16,016**
Total Departmentwide DUI arrests	**29,101**
Total Departmentwide Hazardous Citations Issued	**179,545**
Officers Trained in Standardized Field Sobriety Testing (SFST)	**2,183**
Officers Trained as Drug Recognition Experts (DRE)	**21**
Supporting DUI Enforcement Activity	
Court Sting Operations Conducted	**38**
Arrests from Court Sting Operations	**90**
DUI Roving/Saturation Patrols Conducted	**1,560**
DUI Arrests Resulting from DUI Roving/Saturations Patrols	**1,947**
Criminal Arrests from DUI Roving/Saturation Patrols	**1,125**
Stakeout Operations Conducted	**117**
Arrests from Stakeout Operations	**21**
Repeat DUI Offender Warrant Service Operations	**406**
Warrant Service Attempts	**3,014**
Warrants Served (Citations/Arrests)	**562**
Public Education	
Number of Education Programs	**756**
Number of "Every 15 Minute" Presentations	**184**
Students Impacted	**40,361**
Number of "Real DUI Trials" Conduct at High Schools	**11**
Students Impacted	**3,762**
Number of "Live Theatrical" Middle/High School Presentations	**2**
Students Impacted	**300**
Number of "Reality Check, Student Press Conference" High School Presentations	**25**
Students Impacted	**5,690**
Number of "Staying Alive from Education" SAFE Programs for High Schools	**101**
Students Impacted	**16,804**

"DUI AVOID" ACTIVITIES	NUMBER
DUI/Driver's License Checkpoints Conducted	**170**
Vehicles Through Checkpoints	**183,829**
Drivers Screened at Checkpoints	**117,219**
Field Sobriety Tests Administered at Checkpoints	**1,539**
DUI Arrests from Checkpoints	**834**
Vehicles Impounded at Checkpoints (30-day impounds only)	**1,987**
Criminal Arrests at Checkpoints	**468**
DUI Roving/Saturation/Task Force Patrols Conducted	**583**
DUI Arrests Resulting from DUI Roving/Saturations Patrols	**3,494**
Vehicle Stops	**7,335**
FSTs Performed	**3,464**
Citations Issued	**2,265**
Vehicles Impounded (30-day impounds only)	**803**
Criminal Arrests from DUI Roving/Saturation Patrols	**457**

OCCUPANT PROTECTION

STATEWIDE GOALS

- To increase statewide seat belt compliance 1.0 percentage point from the 2004 compliance rate of 90.4 percent to 91.4 percent by December 31, 2006.
- To increase statewide child safety seat compliance 1.0 percentage point from the 2004 compliance rate of 89.6 percent to 90.6 percent by December 31, 2006.
- To reduce the five-year average number of vehicle occupants killed and injured under the age of four 4.4 percent from the 2000-2004 base period average of 2,775 to 2,650 by December 31, 2008.
- To increase the five-year average percent of restrained vehicle occupant fatalities 4.2 percentage points from the 2000-2004 base period average of 55.8 percent to 60 percent by December 31, 2008.

ACCOMPLISHMENTS

- The seat belt use rate increased three percent from the 2005 rate of 92.5 percent to 93.4 percent in 2006.
- The child safety seat use rate increased from 86.8 percent in 2005 to 87.8 percent in 2006.
- The number of restrained vehicle occupant fatalities as a percent of all vehicle occupant fatalities increased 13.6 percentage points from the 2000-2004 base period average of 55.8 percent to 63.4 percent in 2005.

FUNDED PROJECT GOALS (GRANTEES)

- To increase seat belt compliance five percentage points by September 30, 2006.
- To increase child safety seat usage six percentage points by September 30, 2006.
- To reduce the number of vehicle occupants killed and injured under the age of six by ten percent by September 30, 2006.

GRANTEE ACCOMPLISHMENTS

- Seat belt compliance increased an average of 6.8 percentage points from the base year average of 83.2 percent 90 to percent.

- Child safety seat usage increased an average of 13.9 percentage points from the base year average of 69.1 percent to 83 percent.

- Vehicle occupants killed and injured under age six decreased 54 percent from the base year average total of 63 to 29.

ACTIVITY	NUMBER
Child Passenger Safety Trainings	**259**
Total Trained	**1,460**
Law Enforcement Officers Trained	**75**
Firefighter Personnel Trained	**4**
Educators Trained	**30**
NHTSA Certified Technicians Trained	**268**
NHTSA Certified Instructors Trained	**16**
Child Safety Checkups	**171**
Child Safety/Booster Seats Distributed and Properly Fit	**9,345**
Additional Seats Properly Fit	**1,520**
Vouchers Distributed	**1,300**
Special Needs Seats Distributed	**16**
New Fitting Stations Established	**20**
Court Diversion Classes	**1**
Number of Violators Attending	**327**
Public Education Presentations	**1,347**
School Assemblies	**512**
People/Students Impacted	**132,808**
Number of High School "Seat Belt Challenge" Programs	**44**
Students Impacted	**28,146**

PEDESTRIAN AND BICYCLE SAFETY

STATEWIDE GOALS

- To reduce the five-year average number of total pedestrians killed 3.4 percent from the 2000-2004 base period average of 704 to 680 by December 31, 2008.

- To reduce the five-year average number of total pedestrians injured 1.8 percent from the 2002-2004 base period average of 14,254 to 14,000 by December 31, 2008.

- To reduce the five-year average number of pedestrians killed under age 15 by 4.8 percent from the 2000-2004 base period average of 63 to 60 by December 31, 2008.

- To reduce the five-year average number of pedestrians injured under age 15 by 4.8 percent from the 2000-2004 base period average of 3,886 to 3,700 by December 31, 2008.

- To reduce the five-year average number of pedestrians killed, age 65 and older 4.5 percent from the 2000-2004 base period average of 178 to 170 by December 31, 2008.

- To reduce the five-year average number of pedestrians injured, age 65 and older 4.3 percent from the 2000-2004 base period average of 1,332 to 1,275 by December 31, 2008.

- To reduce the five-year average number of total bicyclists killed 5 percent from the base period 2000-2004 average of 121 to 115 by December 31, 2008.

- To reduce the five-year average number of total bicyclists injured 2.5 percent from the base period 2000-2004 average of 11,380 to 11,100 by December 31, 2008.

- To reduce the five-year average number of bicyclists killed under age 15 by 6.7 percent from the 2000-2004 base period of 15 to 13 by December 31, 2008.

- To reduce the five-year average number of bicyclists injured under age 15 by 5.2 percent from the 2000-2004 base period of 2,901 to 2,750 by December 31, 2008.

- To increase the five-year average percent of helmeted bicyclists killed 2.3 percentage points from the 2000-2004 base period average of 19.2 percent to 21.5 percent by December 31, 2008.

ACCOMPLISHMENTS

- Pedestrians killed increased 6.2 percent from the 2000-2004 base year average total of 704 to 748 in 2005.
- Pedestrians injured decreased 5.1 percent from the 2000-2004 base year average total of 14,254 to 13,551 in 2005.
- Pedestrians killed under age 15 decreased 12.5 percent from the 2000-2004 base year average total of 63 to 56 in 2005.
- Pedestrians injured under age 15 decreased 20.5 percent from the 2000-2004 base average year total of 3,886 to 3,088 in 2005.
- Pedestrians killed age 65 and older decreased 7.8 percent from the 2000-2004 base year average total of 178 to 164 in 2005.
- Pedestrians injured age 65 and older decreased 2.0 percent from the 2000-2004 base year average total of 1,332 to 1,305 in 2005.
- Bicyclists killed increased 9 percent from the 2000-2004 base year average total of 121 to 132 in 2005.
- Bicyclists injured decreased 7.9 percent from the 2000-2004 base year average total of 11,380 to 10,471 in 2005.
- Bicyclists killed under age 15 decreased 20 percent from the 2000-2004 base year average total of 15 to 12 in 2005.
- Bicyclists injured under age 15 decreased 17 percent from the 2000-2004 base year average total of 2,901 to 2,405 in 2005.
- The percent of helmeted bicyclists killed as a percentage of all bicyclists killed decreased four percentage points from the 2000-2004 base year average percentage of 19.2 percent to 15.2 percent in 2005.

FUNDED PROJECT GOALS (GRANTEES)

- To reduce the total number of pedestrians killed eight percent by September 30, 2006.
- To reduce the total number of pedestrians injured ten percent by September 30, 2006.
- To reduce the number of pedestrians killed under the age of 15 by nine percent by September 30, 2006.
- To reduce the number of pedestrians injured under the age of 15 by eleven percent by September 30, 2006.
- To reduce the number of pedestrians killed over the age of 65 by seven percent by September 30, 2006.

- To reduce the number of pedestrians injured over the age of 65 by five percent by September 30, 2006.
- To reduce the total number of bicyclists killed in traffic related collisions ten percent by September 30, 2006.
- To reduce the total number of bicyclists injured in traffic related collisions ten percent by September 30, 2006.
- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by seven percent by September 30, 2006.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by ten percentage points by September 30, 2006.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2006.

GRANTEE ACCOMPLISHMENTS

- Pedestrians killed decreased 38.2 percent from the base year average of 68 to 42.
- Pedestrians injured decreased 43 percent from the base year average of 3023 to 1722.
- Pedestrians killed under the age of 15 decreased 45.5 percent from the base year average of 11 to 6.
- Pedestrians injured under the age of 15 decreased 22.8 percent from the base year average of 391 to 302.
- Pedestrians killed over the age of 65 decreased 90.9 percent from the base year average of 11 to 1.
- Pedestrians injured over the age of 65 decreased 14.5 percent from the base year average of 76 to 65.
- Bicyclists killed decreased 37.5 percent from the base year average of 8 to 5.
- Bicyclists injured decreased 30.9 percent from the base year average of 685 to 473.
- Bicyclists killed under the age of 15 decreased 100 percent from the base year average of 8 to 0.
- Bicyclists injured under the age of 15 decreased 48.2 percent from the base year average of 168 to 87.
- Safety helmet compliance for children under the age of 18 increased 12.7 percentage points from the base year average rate of 40.6 to 53.

ACTIVITY	NUMBER
School Traffic Safety/Bicycle Rodeos	**601**
Students Participating	**23,918**
Bicycle Helmets Distributed	**7,854**
Bicycle Helmets Properly Fitted	**6,083**
Community Traffic Safety/Bicycle Rodeos	**664**
People Impacted	**60,721**
Class Room Educational Workshops/Presentations	**3,841**
Students Impacted	**194,833**
Parent Workshops	**15**
Parents Impacted	**560**
Bicycle Helmet Citations	**391**

POLICE TRAFFIC SERVICES

STATEWIDE GOALS

- To decrease the five-year average number of total persons killed in traffic collisions 1.3 percent from the 2000-2004 base period average of 4,022 to 3,970 by December 31, 2008.

- To decrease the five-year average number of total persons injured in traffic collisions 0.96 percent from the 2000-2004 base period average of 305,440 to 302,500 by December 31, 2008.

- To decrease the five-year average fatality and severe injury rate per 100 million VMT 3.7 percent from the 2000-2004 base period average rate of 5.4 to 5.2 by December 31, 2008.

- To decrease the five-year average traffic fatality rate per 100,000 population 3.5 percent from the 2000-2004 base period average rate of 11.4 to 11.0 by December 31, 2008.

- To decrease the five-year average fatality and severe injury rate per 100,000 population 1.4 percent from the 2000-2004 base year average of 48.7 to 48.0 by December 31, 2008.

- To decrease the five-year average number of fatal intersection collisions 1.6 percent from the 2000-2004 base period average of 681 to 670 by December 31, 2008.

- To decrease the five-year average number of injury intersection collisions 1.4 percent from the 2000-2004 base period of 64,388 to 63,500 by December 31, 2008.

ACCOMPLISHMENTS

- Persons killed in traffic collisions increased 6.9 percent from the 2000-2004 base year total of 4,022 to 4,300 killed in 2005.

- Persons injured in traffic collisions decreased 4.1 percent from the 2000-2004 base year total of 305,440 to 292,673 injured in 2005.

- The five-year average fatality and severe injury rate per 100 million VMT decreased 0.1 percent from the 2000-2004 base period average rate of 5.4 to 5.3 in 2005.

- The five-year average traffic fatality rate per 100,000 population increased 0.3 percent from the 2000-2004 base period average rate of 11.4 to 11.7 in 2005.

- The five-year average fatality and severe injury rate per 100,000 population decreased1.3 percent from the 2000-2004 base year average of 48.7 to 47.4 in 2005.

- Fatal intersection collisions increased 6.4 percent from the 2000-2004 base year total of 681 to 725 in 2005.

- Injury intersection collisions decreased 5.3 percent from the 2000-2004 base year total of 64,388 to 60,945 in 2005.

FUNDED PROJECT GOALS (GRANTEES)

- To reduce the total number of persons killed in traffic collisions eight percent by September 30, 2006.

- To reduce the total number of persons injured in traffic collisions ten percent by September 30, 2006.

GRANTEE ACCOMPLISHMENTS

- The total number of persons killed in traffic collisions decreased 23.4 percent from the base year average of 1129 to 905.
- The total number of persons injured in traffic collisions decreased 25.9 percent from the base year average of 86,090 to 63,250.

ACTIVITY	NUMBER
Enforcement Operations Conducted Targeting Red Light Running Violations	**50**
Red Light Running Citations Issued	**1,000**
Enforcement Operations Conducted Targeting Other PCF Violations at or Near Intersections	**254**
Citations Issued (excluding citations for red light running violations)	**5,921**
Inspection Operations Conducted Targeting Vehicles Suspected of Being Equipped With Illegal Street Racing Equipment	**221**
Smog Referee Referral Citations Issued CVC 27156 (Gross Polluter)	**135**
Speed Contest Citations Issued CVC 23109	**82**
Number of Officers Trained to Conduct Vehicle Inspections	**327**
Total Departmentwide Seatbelt Citations	**54,898**
Special Enforcement Operations Conducted	**1,619**
Hazardous Citations Issued	**47,292**
Criminal Arrests	**924**

Statewide Dragnet Program – Illegal Street Racing	
Illegal Street Racing Task Force Operations Conducted	**65**
Agencies participating	**43**
Number of 23109 CVC (Speed Contest) citations issued	**967**
Number of 27156 CVC (Vehicle Modification) citations issued	**4,112**
Vehicles Impounded	**1,007**
Criminal Arrests	**478**
Officer Trainings Conducted (Total)	**159**
Trainings with Allied Agencies	**106**
Total Officers Trained	**1,316**
Number of Officers Trained from Allied Agencies	**785**
Number of Media Reports (TV, Radio, Print)	**33**
Number of Media Campaigns/Events	**17**
Number of Press Releases	**30**
Lead Agencies: San Diego, Ontario, Riverside, Irwindale, Fresno, Stockton, Sacramento, San Jose, Oakland, San Francisco	

COMMUNITY BASED ORGANIZATIONS (CBOS)

STATEWIDE GOALS

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

ACCOMPLISHMENTS

- Two local government "umbrella" agencies directed CBO grants.
- These two agencies awarded 25 mini-grants to CBOs.
- Grantees continued to provide technical assistance to CBOs through workshops and teleconferences.

Projects adopt the "Community Based Organizations'" concept of addressing traffic safety issues through non-governmental agencies organized to work together on a community-based issue, need, or problem. The effectiveness of traffic safety projects relies heavily on community access. This program substantiates the belief that CBO/governmental agency alliances enhance community access and message credibility. This outreach program firmly establishes CBOs as key stakeholders in promoting traffic safety within individual communities.

EMERGENCY MEDICAL SERVICES (EMS)

STATEWIDE GOALS

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

ACCOMPLISHMENTS

- To facilitate the delivery of quality emergency services within the critical "golden hour", OTS provided funding for training, life saving medical and rescue equipment, reliable communications equipment, education and emergency transportation.
- The EMS delivery system was improved in 60 California communities through the distribution of hydraulic extrication and other specialized rescue equipment, airbag lifting systems, emergency vehicles and ambulances.
- The California EMS Information System continues to be developed and implemented. This statewide data collection and reporting system provides its users with the capability to monitor and evaluate emergency medical services and trauma care.

FUNDED PROJECT GOALS (GRANTEES)

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

- To implement "lights and siren" public information and education programs.

GRANTEE ACCOMPLISHMENTS

- To facilitate the delivery of quality emergency services within the critical "golden hour", OTS provided funding for training, life saving medical and rescue equipment, reliable communications equipment, education and emergency transportation.

- The EMS delivery system was improved in 60 California communities through the distribution of hydraulic extrication and other specialized rescue equipment, airbag lifting systems, emergency vehicles and ambulances.

- A "lights and siren" publication and education program was implemented. The program developed and aired public service announcements 364 times throughout the month of April 2006. The messages reached an audience of 5,404,260. Print ads purchased for April 15, 2006 in the Los Angeles Times, reached 1,616,007. Fifty street banners were posted, and all Los Angeles Fire Departments displayed the campaign materials.

ACTIVITY	NUMBER
Communities Receiving First Responder Equipment (e.g., vehicles, extrication equipment and air bag lifting systems)	60
First responders receiving up-to-date training in the safe and effective use of extrication equipment	1,584
Sets of extrication tools purchased and placed into service (a single hydraulic tool or a combination of tools {airbags, hydraulic and non-hydraulic tools} placed in service at one location)	58
Communities receiving specialized low angle rescue equipment for response to collisions in mountainous terrain	8
Communities receiving rescue vehicles	1
EMT training provided to rescue personnel	53
Traffic safety education community events held	26
Persons impacted	208,510

ROADWAY SAFETY/TRAFFIC RECORDS

FUNDED PROJECT 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.

ACCOMPLISHMENTS

- Statewide data indicates that automated collision and citation analysis based Geographic Information Systems were developed in 12 jurisdictions.

- The joint system development effort ensures the sharing of traffic related data between engineering and enforcement agencies. Ultimately, the shared system leads to timely data access and data collection. The development of these systems generally replaces archaic manual or flat file systems.

- The new systems result in significant and lasting timesavings for each of the involved agencies. Reports from a number of agencies indicate timesavings of 50 percent with the new GIS systems. The timesavings results in increased customer satisfaction and enhanced staff productivity.

- With the promulgation of GIS based collision and citation analysis systems the need for independent Traffic Control Device Inventories (TCDI) has diminished. Most GIS based collision and citation analysis systems have TCDI components that can be integrated into the developed GIS after installation. This integration of TCDI software as a component of GIS software has all but eliminated the demand for "stand alone" TDCI software.

PUBLIC RELATIONS, ADVERTISING AND MARKETING

GOALS

OTS Marketing and Public Affairs supports OTS' mission of reducing fatalities, injuries and economic loss resulting from motor vehicle crashes by creating and implementing comprehensive public education programs designed to improve and encourage safe driving practices statewide. In addition, these efforts are intended to make safe driving the behavior of choice for all Californians, including at-risk and under-served communities.

ACCOMPLISHMENTS

In 2006, OTS Public Affairs was instrumental in the successful execution of multiple statewide and regional campaigns and outreach efforts.

Drunk and Drugged Driving (3D) Prevention Month

In conjunction with the continued expansion of the state's regional and county "DUI Avoid" program, OTS partnered with the California Highway Patrol (CHP), Department of Alcoholic Beverage Control (ABC), Department of Motor Vehicles (DMV) and Caltrans, among others, to conduct the state's annual winter holiday anti-DUI campaign. The month-long effort generated more than 79.2 million audience impressions across 436 earned media placements, paid advertising and public service announcements. Collectively the campaign generated more than $670,000 in added value.

Sports & Entertainment Marketing

OTS continues to lead the nation when it comes to using sports and entertainment venues as a means to reach the public with life-saving traffic safety messages. As 2006 marked the program's 12th year in California, OTS continued to partner with professional sports teams and entertainment venues to promote key programs – including seat belt use and impaired driving. Returning partners included the Los Angeles Galaxy, Los Angeles Angels of Anaheim, NASCAR, Sacramento River Cats, Shoreline Amphitheatre, Sleep Train Amphitheatre and the San Diego Padres, with new partners including the Sacramento Downtown Concert Series and Drift Racing at Infineon Raceway.

Seat Belt Mobilizations

The 2006 "Click It or Ticket" public education campaign continued to build upon the success of the 2005 effort, providing $5.2 million in mini-grants to 244 law enforcement for increased enforcement between May 15-June 4. The public education campaign contributed to the increase in California's seat belt usage rate from 92.5 percent in 2005 to 93.4 percent in 2006. This represents an increase of 250,000 drivers who buckle up.

Grantee Media Support

OTS Public Affairs regularly provides technical assistance to local grantees in their communications and outreach efforts. In 2006, Public Affairs supported grantees in the development of press materials and the planning of media events and made recommendations regarding paid media buys. OTS assisted grantees by participating in print and broadcast media interviews to underscore the key points regarding impaired driving, occupant protection and police traffic services, among others.

PROGRAM AREA HIGHLIGHTS

ALCOHOL AND OTHER DRUGS

"DUI Avoid" programs have become a valuable weapon in the arsenal of programs funded by OTS to discourage drinking and driving. "Avoid" is a countywide effort of DUI enforcement and public education aimed at reducing fatal and injury DUI collisions during select holiday periods. The campaigns enlist a single host agency to spearhead the effort to organize all local enforcement agencies, including local CHP offices, to present a united front aimed at removing the drinking driver from the roadway. The campaigns generally employ a two-pronged approach to achieving their objective:
1) enforcement via DUI checkpoints; and
2) public information and education. The "Avoid" effort has been an effective and efficient way to bring all of the resources of a county together in efforts to decrease the crashes resulting from drinking and driving. During fiscal year 2005, 22 regional Avoid grants brought together at least 346 law enforcement agencies. In 2006, the effort grew to 35 active regional Avoid grants, and brought together 451 individual law enforcement agencies.

The "Emergency Department Alcohol Screening and Brief Intervention" project conducts alcohol Screening and Brief Intervention (SBI) for English and Spanish speaking adult patients at UCIMC Emergency Department. The grant was responsible for developing the Computerized Alcohol Screening and Intervention (CASI) and it was implemented in the Emergency Department in June 2006. CASI is a roll-to-the-bedside "computer on wheels" kiosk that is able to screen patients in English and Spanish. Using a touch screen and ear phones, CASI asks a number of alcohol use questions and then provides a short counseling session with introspective questions, feedback and motivational advice that results in an individualized alcohol reduction plan. Extensive training for physicians, nurses, and Para-professionals in SBI is provided. Evaluation includes follow-up telephone interviews with participating patients after their Emergency Department visit, repeat visits, confirmation of attendance at referral programs and DUI history (DMV records). Patient surveys indicate that they find it easy to use and are willing to provide confidential information to the computer. To date over 7,000 patients have been screened for alcohol use and satisfaction surveys have been completed with over 1,300 patients screened via the computer.

Local law enforcement agencies receive mini-grants to partner with the Department of Alcoholic Beverage Control (ABC) to conduct decoy operations in on-sale premises and retail establishments. The goals are to reduce youth access to alcohol, increase licensees' knowledge of ABC laws and proper ID-checking procedure, raise awareness and perception of risk among licensees about sales to minors, and to increase the quality and quantity of Minor Decoy operations throughout the state. In August,

2006, ABC reported that it's 18-month Minor Decoy Grant Program, in partnership with OTS and 29 local law enforcement agencies, resulted in the arrest of over 1600 individuals for selling alcoholic beverages to minors, 11,282 visits to ABC licensed premises, and nearly 750 decoy operations where minors, under the direction of ABC Investigators and local police attempted to purchase alcohol from licensed businesses. Under the new grant, ABC has partnered with 46 local police agencies to begin the next series of enforcement activities.

"Target Responsibility for Alcohol-Connected Emergencies" (TRACE) is a protocol wherein first responders to alcohol-involved traffic emergencies immediately notify Alcohol Beverage Control when it is apparent that an ABC-licensed premises may have sold or furnished alcohol to an underage person involved in the emergency. OTS funded ABC to create a training kit, including a short video for local law enforcement and ABC on the TRACE protocol. This year, ABC trained 37 sworn ABC personnel, 941 local law enforcement personnel at roll calls, and 255 local law enforcement training managers. ABC also distributed 700 training videos and 500 information kits. Also this year, ABC conducted 91 investigations and filed 24 accusations. There were 41 fatalities related to TRACE-investigated crashes.

OCCUPANT PROTECTION

The statewide "Click it or Ticket" campaign included mini-grants to 214 local law enforcement agencies and 19 state college/university police departments. The Click it or Ticket Campaign mobilization was conducted May 15 through June 3, 2006, with a total of 333 agencies participating. Each agency conducted at least one Driver Only Seat Belt Observation survey during the week before and during the week after the mobilization. Seat belt observation surveys provided information on the best locations for conducting an enforcement campaign, and made the agencies aware of the seat belt use compliance rate in their communities. Each agency conducted roll call training by reviewing the different vehicle code violations that make up California's occupant protection laws. These efforts resulted in an increase of five percentage points, from 88 percent to 93 percent. During the three-week period, 145,437 citations for vehicle occupants 16 years and older and 6,364 citations for 15 years and younger were written, for a total of 151,801 citations written by participating law enforcement agencies.

The Lake County Childhood Traffic Injury Prevention Program has built a countywide collaborative effort with law enforcement, fire personnel, and community based organizations to conduct education and outreach on the proper use of child safety seats. In the first year, one NHTSA certified child passenger safety technician training class was conducted and 11 technicians were certified including four hospital staff, three fire personnel, two California Highway Patrol officers, and two community based organization personnel. Five child safety seat checkups were conducted throughout the county and 373 seats were distributed. The child safety seat compliance rate for this rural county increased from 61 percent to 77 percent.

The Auburn Police Department grant established a Teen Traffic Safety Program focusing on a comprehensive campaign to reduce vehicle collisions caused by teenage drivers ages 15-19. In the design of this program, a multiple approach was used to achieve the reduction of injuries and fatalities of teenage drivers ages 15-19 through education and enforcement; this grant doubled the traffic patrol hours; and allocated funds for increased seatbelt compliance by all drivers through education and enforcement. A Seat Belt Challenge was conducted at both High Schools in the area, which resulted in an increased seat belt use rate from 89 percent to 92 percent. Auburn PD creatively used earned media and paid media to promote the Seat Belt Challenge. Each week during the challenge local movie theatres showed the national "Click it or Ticket" message along with the result for the weekly winner of the Seat Belt Challenge. This aired for 18 weeks on 10 movie screens. Other components of the grant included a Real DUI Trial, which was conducted at the local high schools for 140 juniors and seniors in the 2006 school year. The Real DUI Trial received national earned media from six news stations and multiple stories were published in newspapers statewide. Adding to the success of their grant Auburn PD has demonstrated their ability to collaborate with other agencies to conduct joint operations to further the goals of their grant; joint enforcement operations were conducted with the Department of Alcoholic Beverage Control, targeting minor sales at off-sale liquor stores in the City of Auburn. The City of Auburn was declared a "Teen Driver Safe Zone".

BICYCLE AND PEDESTRIAN SAFETY

The San Jose Department of Transportation's School Traffic Safety Education Program provides traffic safety education to elementary and middle school students through interactive assembly-style and classroom presentations that promote safe walking and bicycling habits. In FFY 2006, the program conducted 19 bicycle rodeos impacting 885 children; 115 traffic safety presentations at 32 schools, impacting 18,003 students; distributed and properly fit 203 safety helmets; held 14 safety helmet inspections; designated "Helmet Safety Day" at schools; and conducts "Operation Safe Passage" with the San Jose Police Department to implement speed compliance in school areas.

The City of Berkeley Public Health Division's project titled "Comprehensive Unintentional Injury Prevention Program" made a considerable impact on middle school and high school students. A major component of the project includes a youth-driven peer education program titled PASSHEN (Peers Advocating for Safety & Sexual Health Education Now!). Through positive peer-to peer education, the program delivers presentations that promote bicycle, skateboard, scooter, skate and pedestrian safety and proper helmet use. First year highlights include: 16 trained peer educators; delivery of educational presentations impacting some 3,662 students; development and implementation of a middle school curriculum; two "Live Theatre" presentations and six public service announcements related to drunk/drugged driving created by local high school students. Local middle school and high school students also participated in essay and poster contests. The posters were then used to develop a calendar with monthly traffic safety messages. In honor of National Brain Injury Prevention Month, peer educators created and distributed stickers with a traffic safety message for bicycle helmets. The program also utilizes unique quarter-sized flyers in their outreach and education efforts.

POLICE TRAFFIC SERVICES

The San Diego Police Department's "Drag-Net" program provides illegal street-racing training to law enforcement agencies throughout the state. The Peace Officer Standards and Training (POST) certified training involves using proven enforcement tactics, problem solving techniques, and investigative expertise to decrease the incidences of illegal street racing. The "Drag-Net" program conducted over 159 training seminars throughout the state, reaching over 1300 law enforcement officers. The "Drag-Net" program continues to provide training and with the assistance from the Bureau of Automotive Repair (BAR), an extensive "train the trainer" program has been established with top law enforcement agencies throughout the state.

The University of California Berkeley's Traffic Safety Evaluations for California Communities provides technical assistance to improve traffic safety for local governments throughout California by conducting professional in-depth evaluations of local traffic engineering and enforcement conditions. During fiscal year 2006 the project conducted and provided written evaluations and recommendations to fifteen cities in California. Evaluation visits are made by teams of experts overseen by a traffic safety expert on staff of the Institute of Traffic Safety Technology Transfer Program. The evaluations are performed on a first come first served basis. In addition, the evaluations conducted through this program are provided to requesting agencies free of charge.

San Francisco's 2006 Comprehensive Traffic Safety Program addresses pedestrian safety and primary collision factors, including speed, red light violations, stop sign enforcement, pedestrian right of way and seat belt compliance. The grant funded a traffic safety education and media campaign and 19 traffic motorcycles; while the San Francisco Police Department funds the Officers. As a result of the OTS funding and San Francisco Police Department traffic safety priorities, the program received the California Law Enforcement Challenge Commissioner's Award in August 2006.

COMMUNITY BASED ORGANIZATIONS

Statewide the Community Based Organizations utilized various outreach mechanisms for fostering equal opportunity to all non-profit organizations in applying for mini-grants. These mechanisms included media advocacy through published articles publicizing the OTS funded opportunities, and broadcast interviews, advertisements in newspapers and trade publications directing non-profits to key contact personnel with the OTS grantees, word-of-mouth, e-mail outreach through internet research of non-profits, and direct solicitation meetings. Implementation has proved very successful in getting OTS funding to grass roots community based organizations that otherwise might not have had access to funding. Among the many beneficiaries are non-English speaking communities involving cultures of African-American, Latino, Russian, Lithuanian, Ukrainian, Romanian, Korean, Vietnamese, Japanese, Chinese, Laotian, and Cambodian. The outreach regardless of culture and language has benefited advancement of bicycle and pedestrian safety, preventing distracted and drowsy driving, safety of older drivers, preventing DUI, skateboard, scooter, in-line skating safety, seatbelt usage, and child passenger safety seat access, proper installation, and usage.

The Center for Injury Prevention Policy and Practice, San Diego State University, developed training modules for health care professionals to enhance their ability to screen, assess and refer older adult patients, because the ability of seniors to drive safely is greatly affected by their health status. This year, the grantee developed classroom and on-line training modules, produced two videos for training modules, trained physicians, nurse practitioners and occupational therapists, distributed weekly updates to their subscription list, attended state and national conferences to present and/or discuss their training modules, and developed an Occupational Therapist curriculum on Driving and Community Mobility.

EMERGENCY MEDICAL SERVICES

The Humboldt County Regional Extrication Project hosted by the Eureka Fire Department provided funding to replace extrication equipment ranging from 12 to 40 years old for three communities in Eureka, Orrick, and Fortuna. A total of 125 fire personnel were trained in the use of the new equipment. During the last quarter of the grant, the equipment was used in two multiple vehicle collisions and two rollover collisions within the three jurisdictions. The average extrication time at the collision site was reduced from 39 minutes to 20 minutes and a total of five lives were saved.

Operation Right Move is a public education campaign encouraging the driving public to yield safely to responding emergency vehicles. The campaign targets a significant reduction in the number of collisions, injuries, and associated costs involving Los Angeles City Fire Department (LAFD) emergency vehicles, by launching and sustaining a citywide public safety campaign. The campaign features paid newspaper and television advertising, overhead street banners, and banners and promotional materials at each of the fire stations. A Public Service Announcement was produced that received the "STAR" award from the National Association of Telecommunications Officers.

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U.C. Berkeley has developed a Work Zone Safety Training program. The goal is to reduce the number of crashes, injuries and deaths at or near pubic highway work zones by training local agency crews and contractors who work in the public right-of-way in the use of work zone controls. This year, the University's Institute of Transportation Studies conducted 27 classes for 893 people, more than half of their 2-year objective of providing 48 classes. Goal achievement is measured by the trainee's success in carrying out the various exercises embedded in the training.

The Watsonville Police Department is spearheading "The Santa Cruz Regional Automated Traffic Report Writing Project", which is a multi-jurisdictional traffic safety effort by the four local municipalities in Santa Cruz County, in partnership with the Superior Court of California, County of Santa Cruz. The goals of the program are to (1) increase the time spent on traffic enforcement, education and prevention activities through improved traffic citation, collision and DUI reporting methods and (2) to increase the efficient delivery of traffic services and advance the problem solving capability of these project stakeholders through the timely identification, analysis, and mitigation of critical collision locations. The goals are being achieved through the deployment of hand-held citation devices to Santa Cruz municipal traffic and patrol officers and the importation of electronic data both to agency systems and to the Santa Cruz Superior Court's traffic database. The traffic citation and collision phases are complete. All participating agencies are sending traffic citations to the court electronically. Initial reports indicate a 50 percent time savings. The DUI module interface is anticipated for November 2006 and will result in additional time savings.

Notes

Notes

CALIFORNIA OFFICE OF TRAFFIC SAFETY

Arnold Schwarzenegger, Governor
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