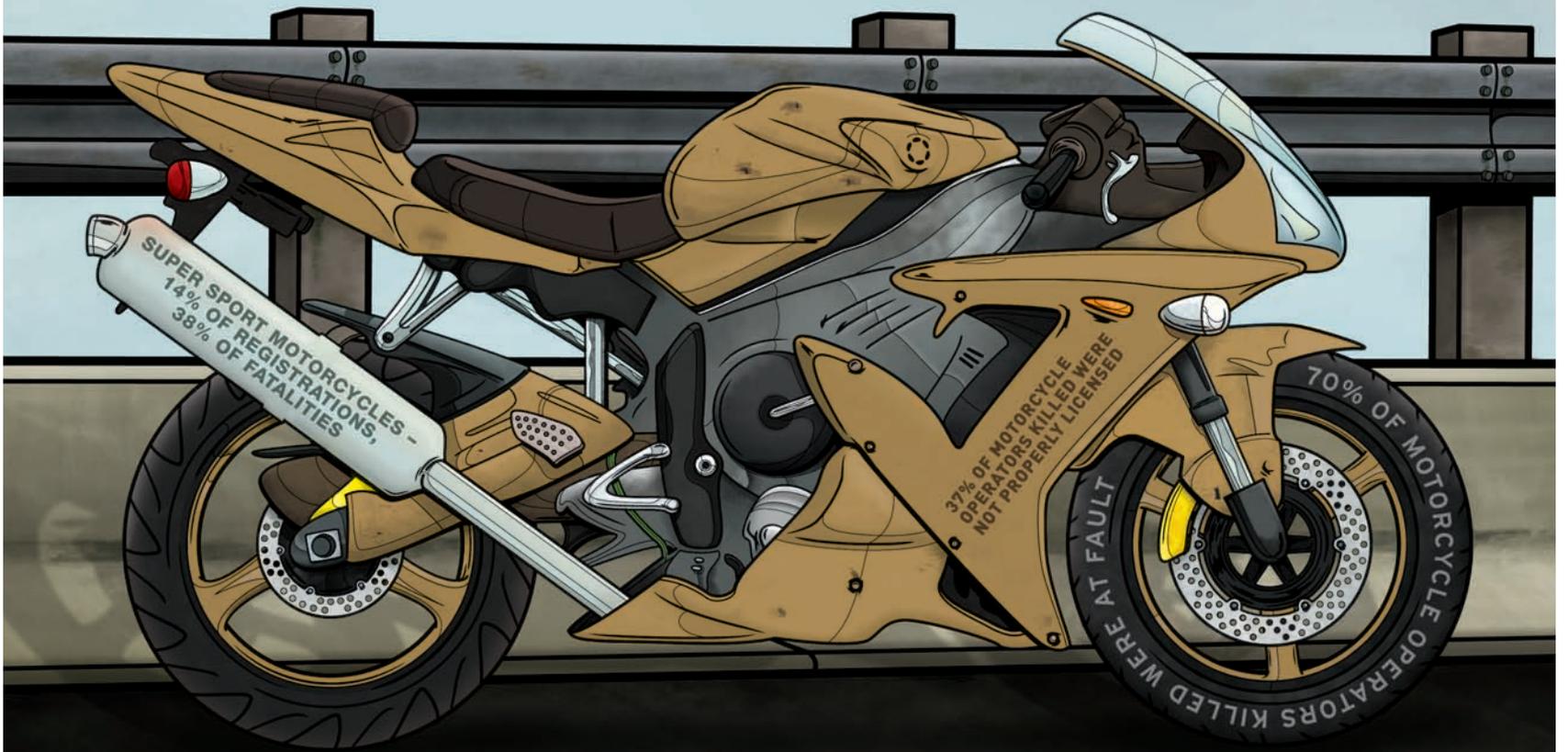




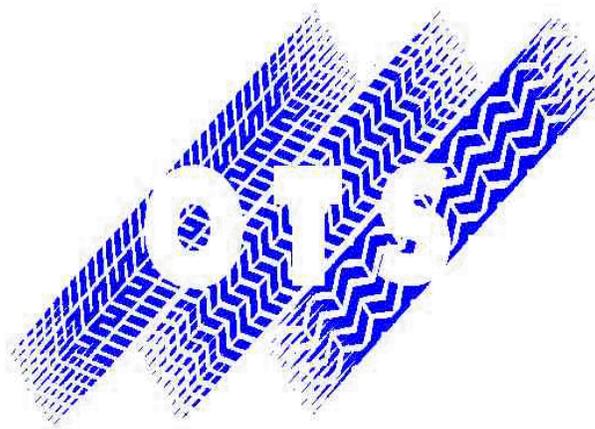
2010

CALIFORNIA HIGHWAY SAFETY PLAN



Toward zero deaths, every 1 counts.

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

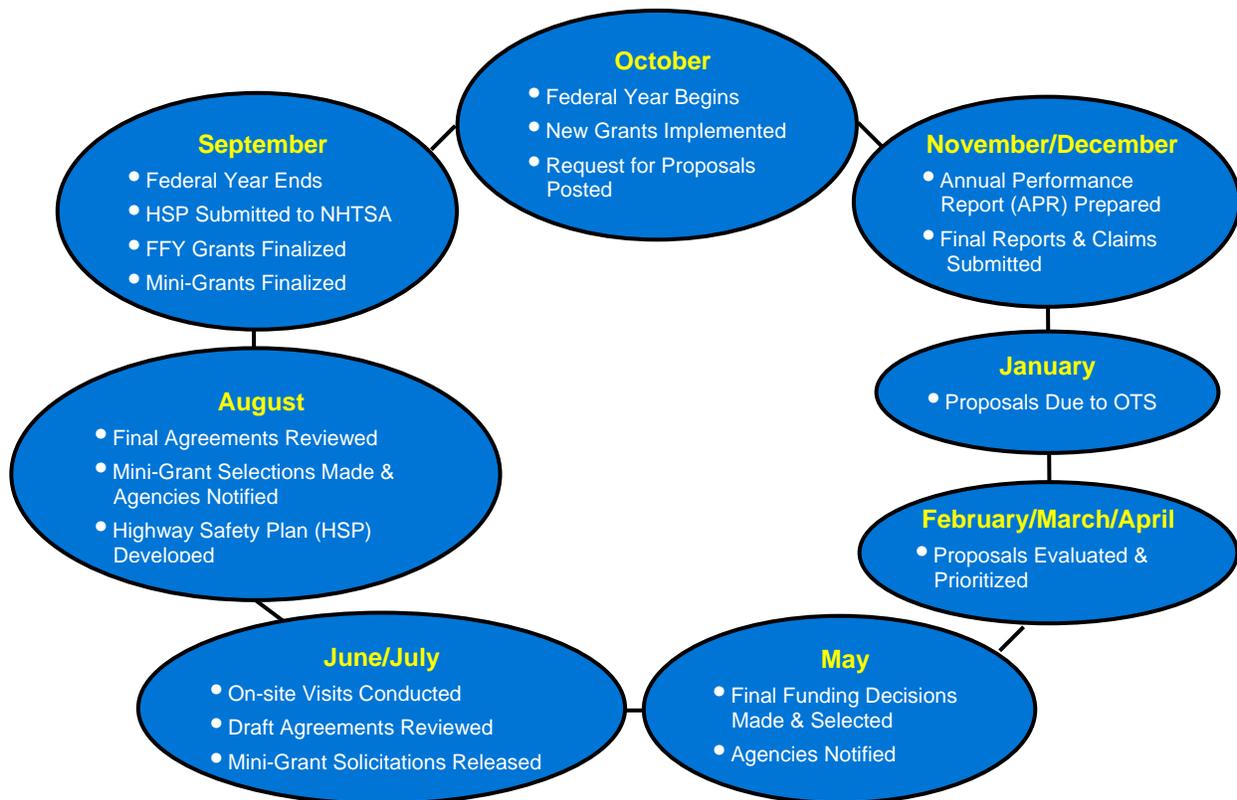
EXECUTIVE SUMMARY (PERFORMANCE PLAN)

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.

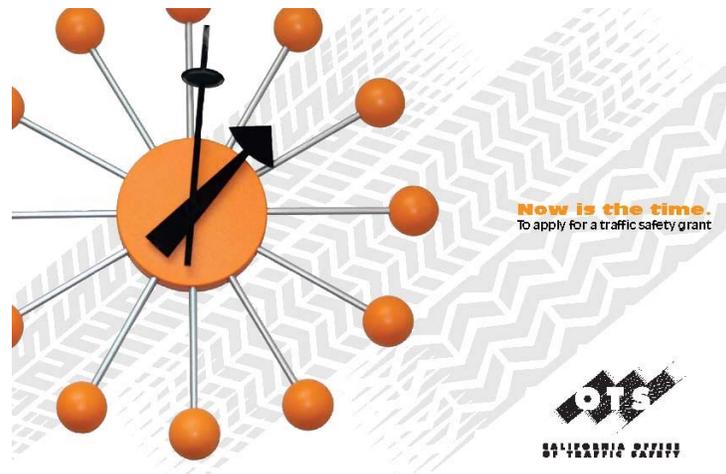
OTS GRANT CYCLE



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.

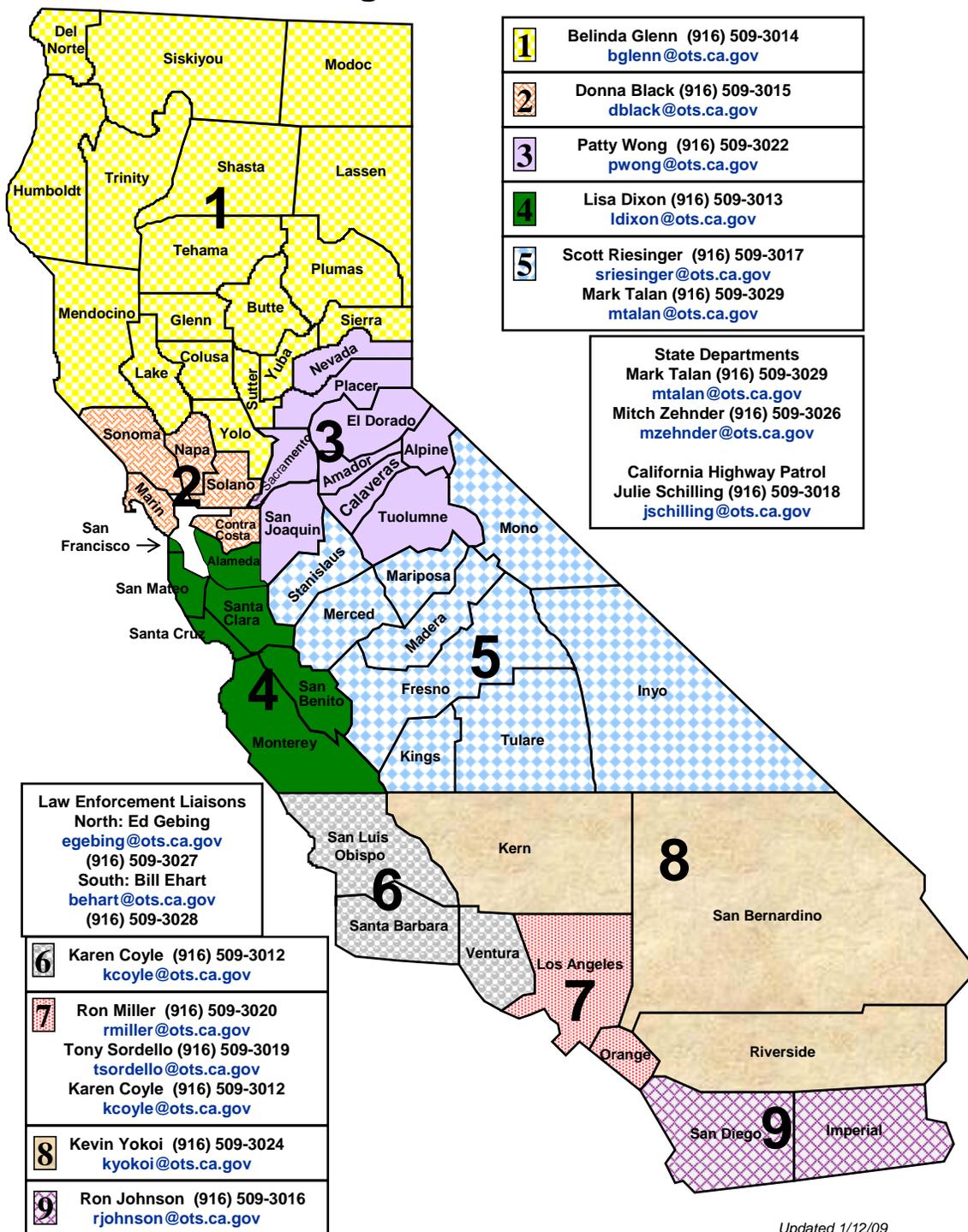


By the end of June 2009, each OTS Coordinator conducted a pre-funding on-site assessment of each grantee new to the OTS process at the grantee’s location. An electronic version of the pre-draft was provided to each grantee. Staff conducted the on-site assessment for experienced grantees via telephone.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

OTS Regions and Coordinators



Updated 1/12/09

PROGRAM AREA SPECIALISTS

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Motorcycle Safety

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Julie Schilling -- (916) 509-3018
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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.

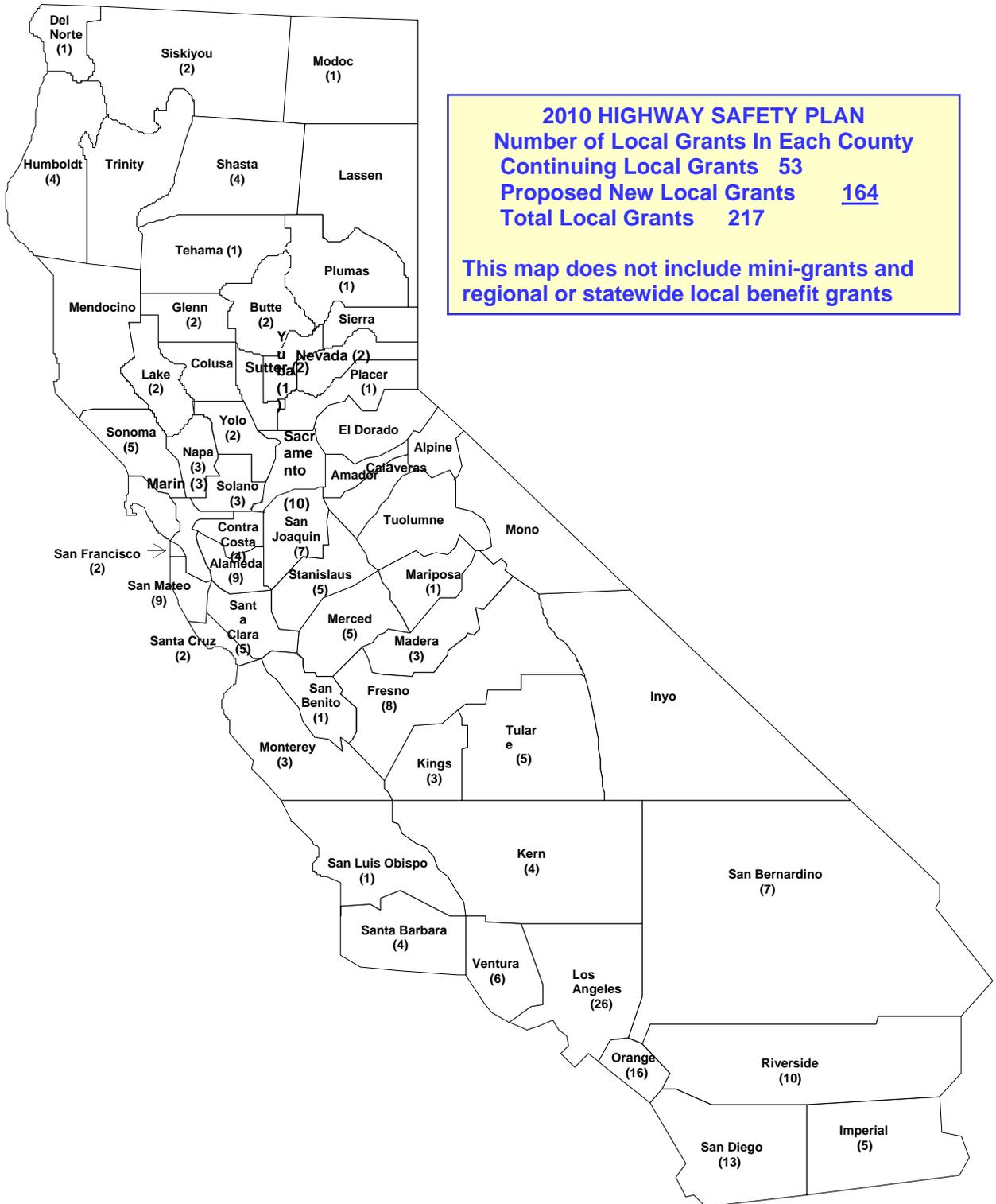
OTS funded grants address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, motorcycle safety, and traffic records and engineering. Grants funded in the police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

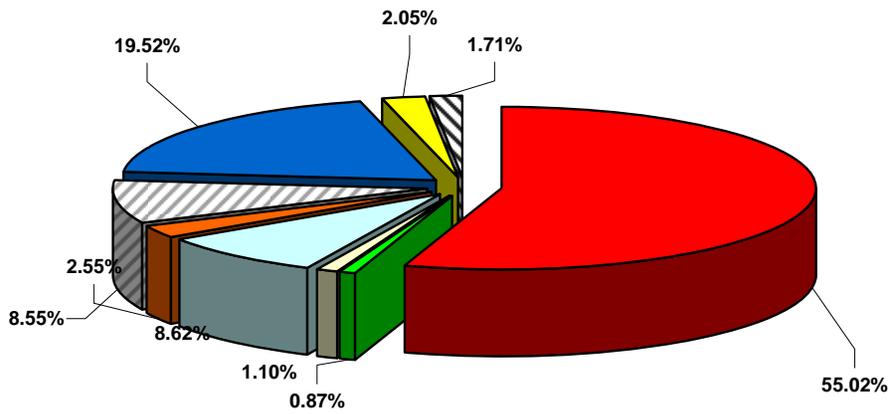
2010 CALIFORNIA HIGHWAY SAFETY PLAN OVERVIEW

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

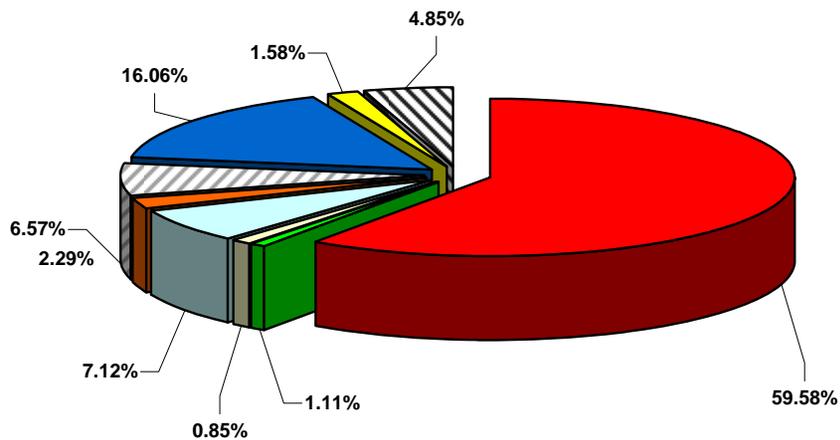


**PLANNED FUND DISTRIBUTION
BY PROGRAM AREA
NEW FFY 2010 GRANTS
\$73,006,341
(2010 FUNDING ONLY)**



■ 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: Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (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.

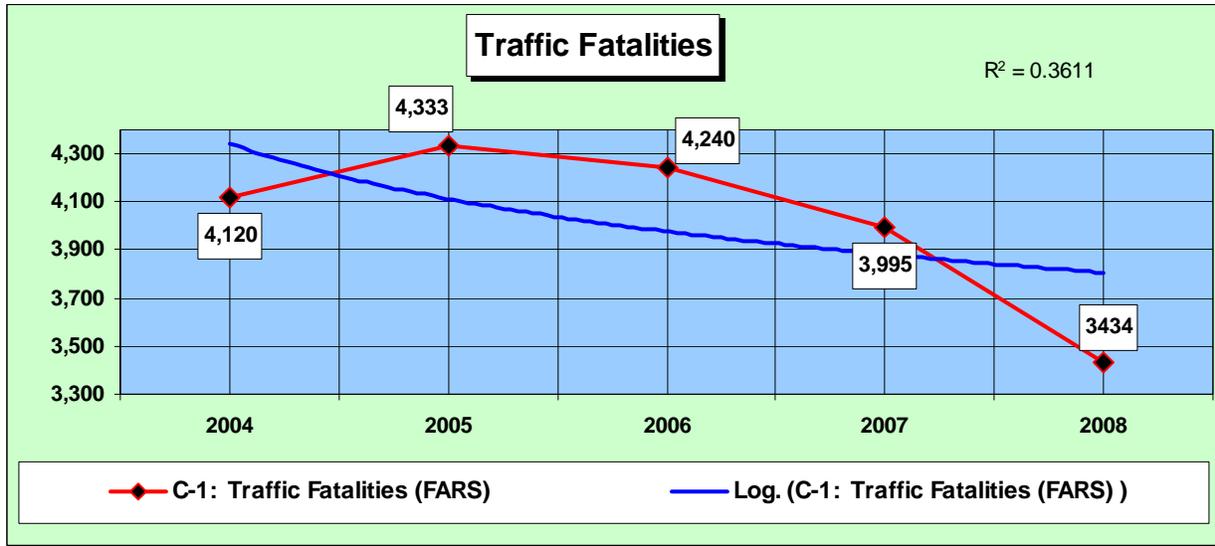
Thus, for the most recent years, these figures will underestimate the final conviction totals.

PERFORMANCE GOALS

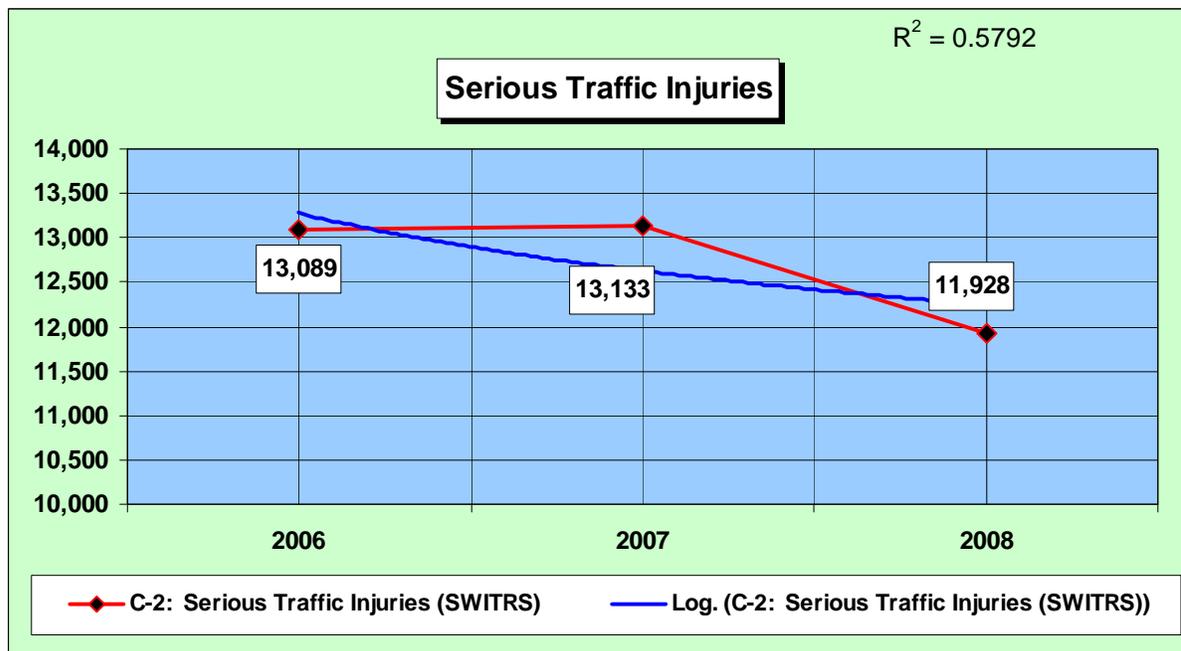
TRAFFIC VICTIMS

CORE OUTCOME MEASURES

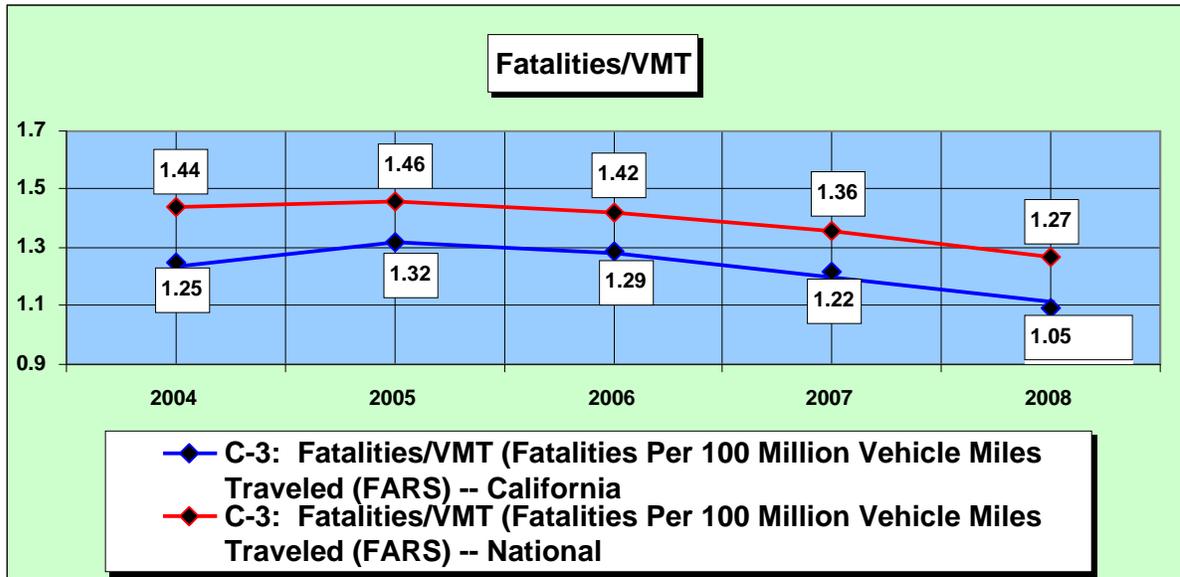
- To decrease traffic fatalities 3 percent from the 2006-2008 calendar base year average of 3,889 to 3,772 by December 31, 2010.



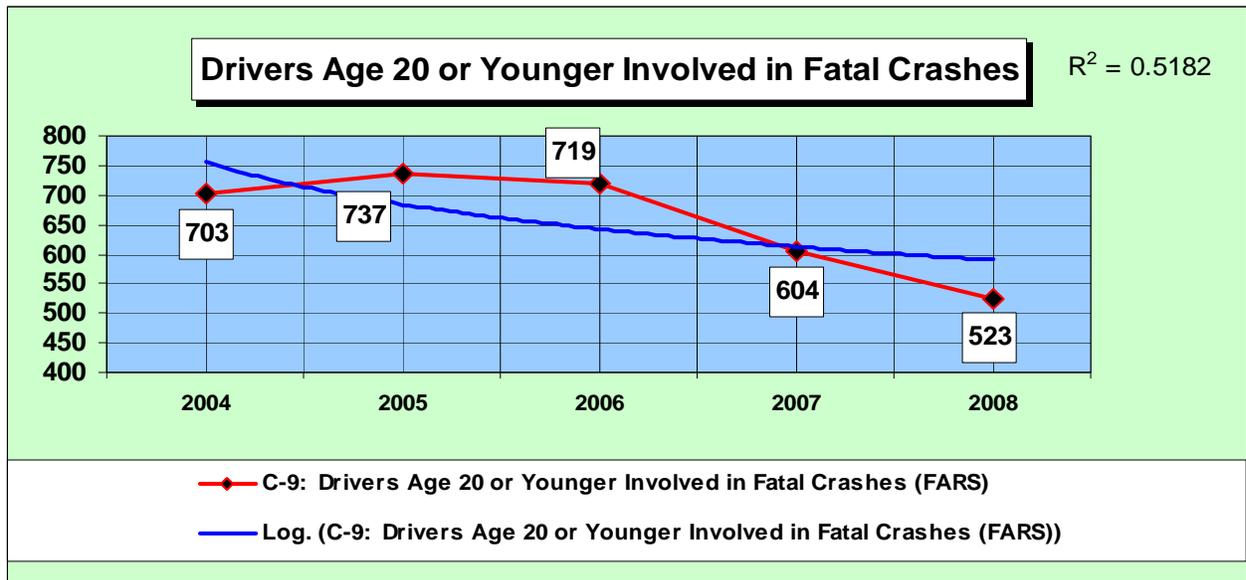
- To decrease serious traffic injuries 2 percent from the 2006-2008 calendar base year average of 12,716 to 12,462 by December 31, 2010.



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



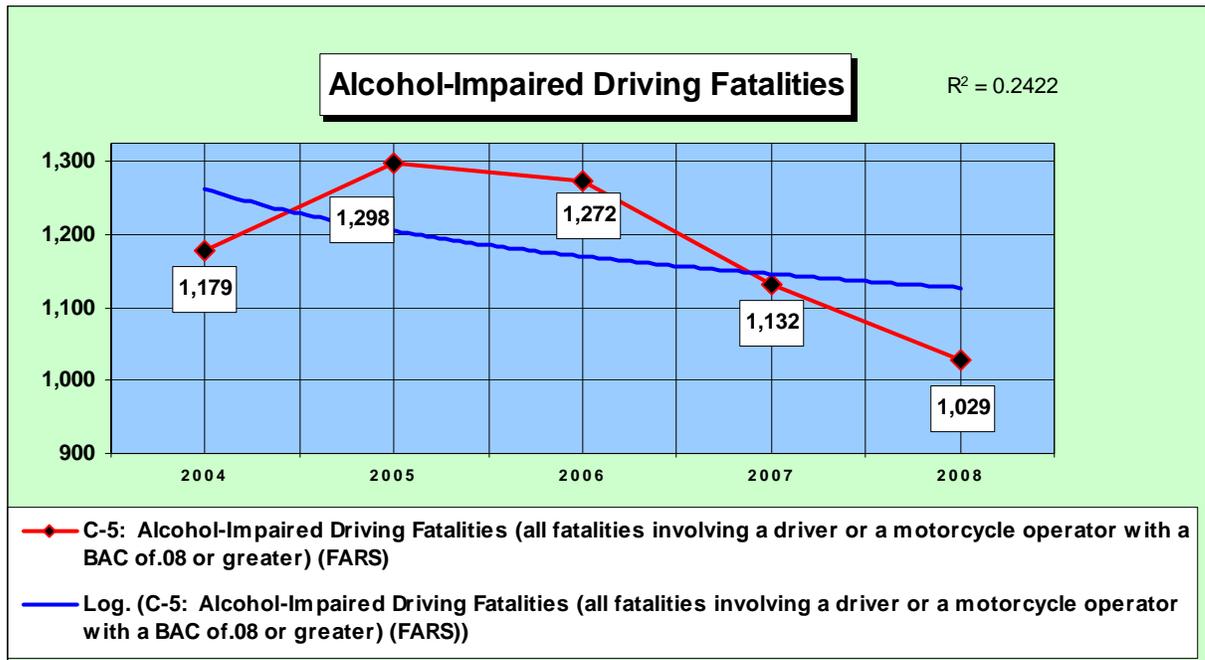
- To decrease drivers age 20 or younger involved in fatal crashes 8 percent from the 2006-2008 calendar base year average of 615 to 566 by December 31, 2010.



ALCOHOL AND OTHER DRUGS

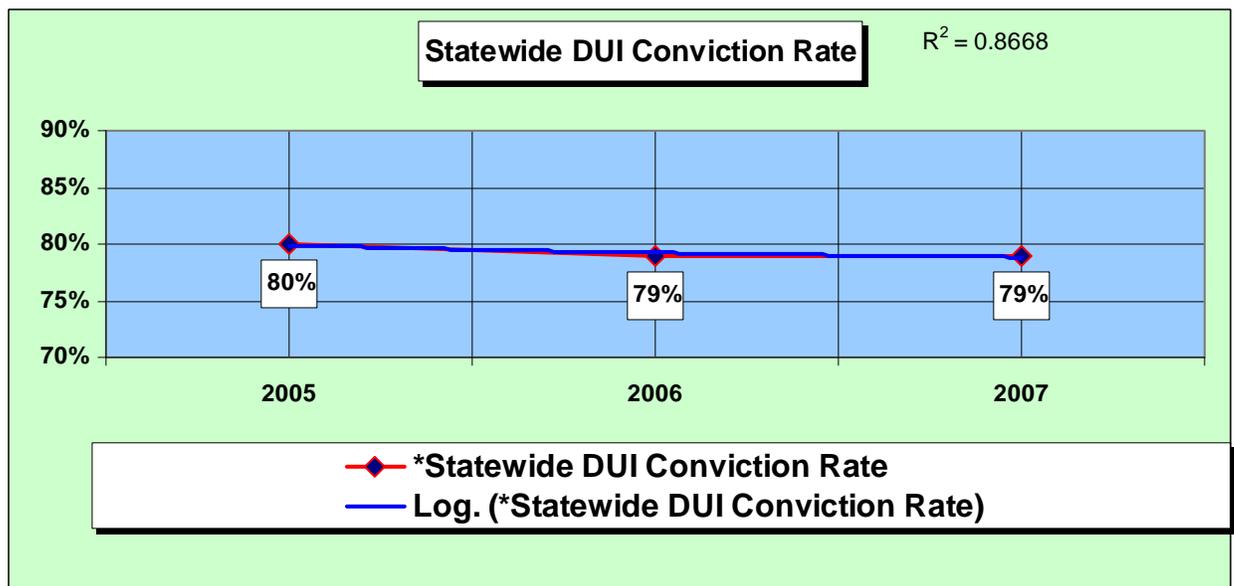
CORE OUTCOME MEASURE

- 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

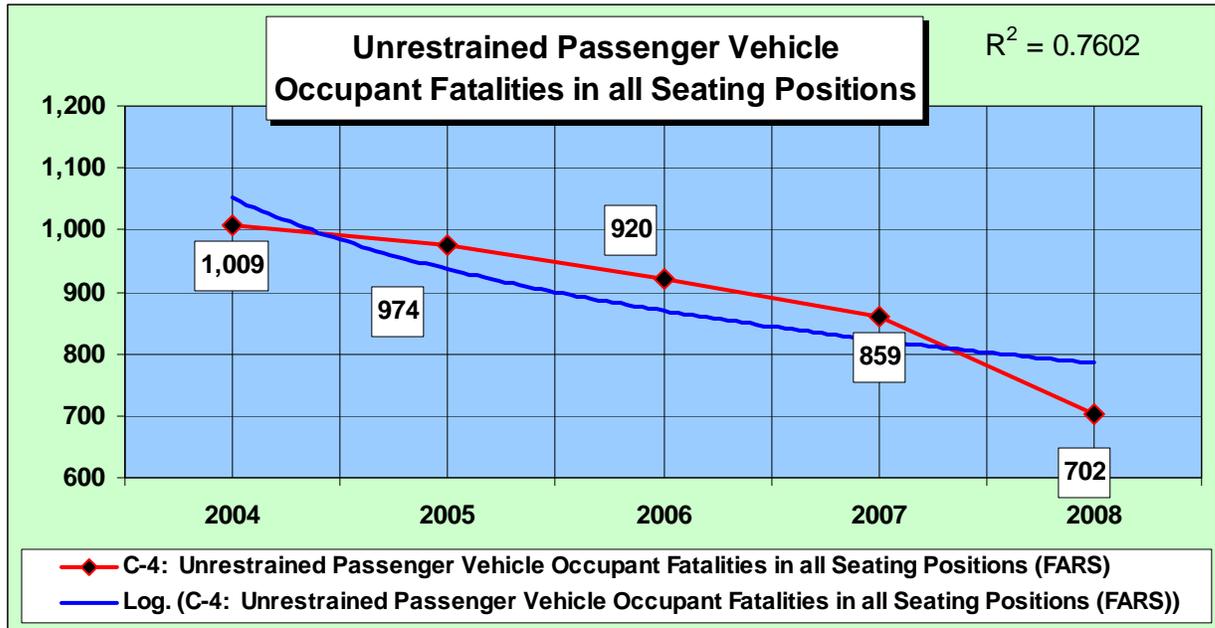
presentations. These innovative programs bring to school auditoriums actual DUI court trials and the sentencing of actual convicted DUI offenders to increase awareness about the consequences of drinking and driving. (SHSP Action 6.5)

- 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

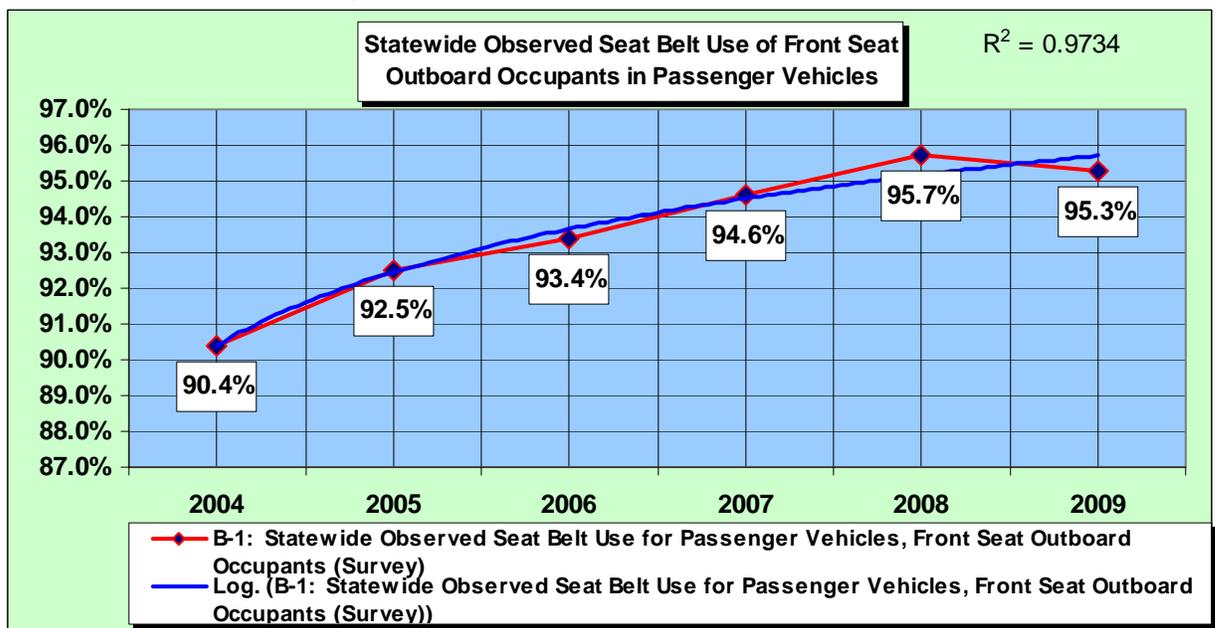
CORE OUTCOME MEASURE

- 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)

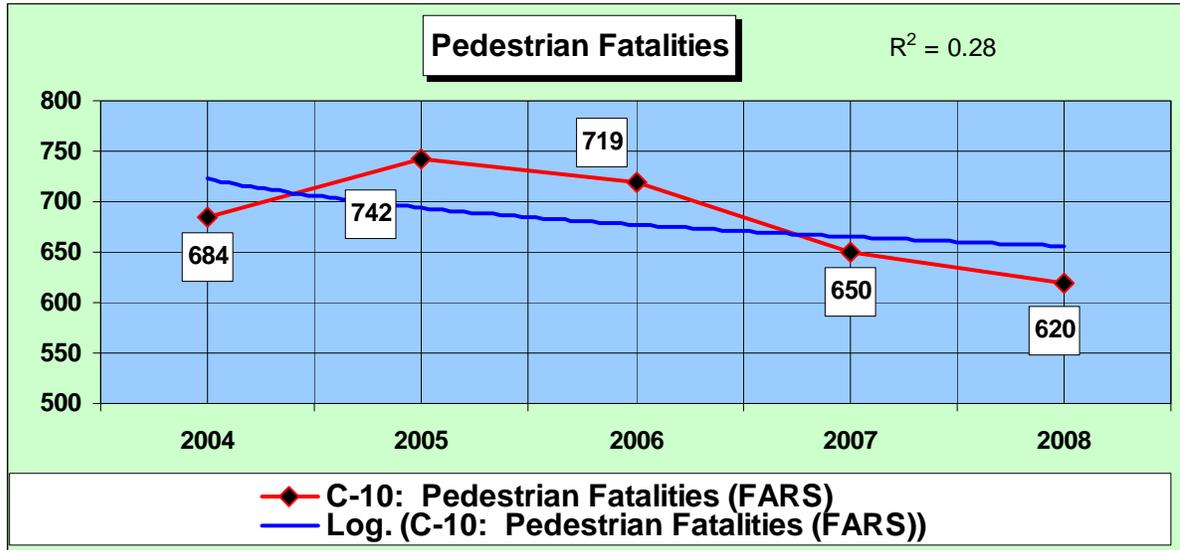
CHILD PASSENGER SAFETY

- 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

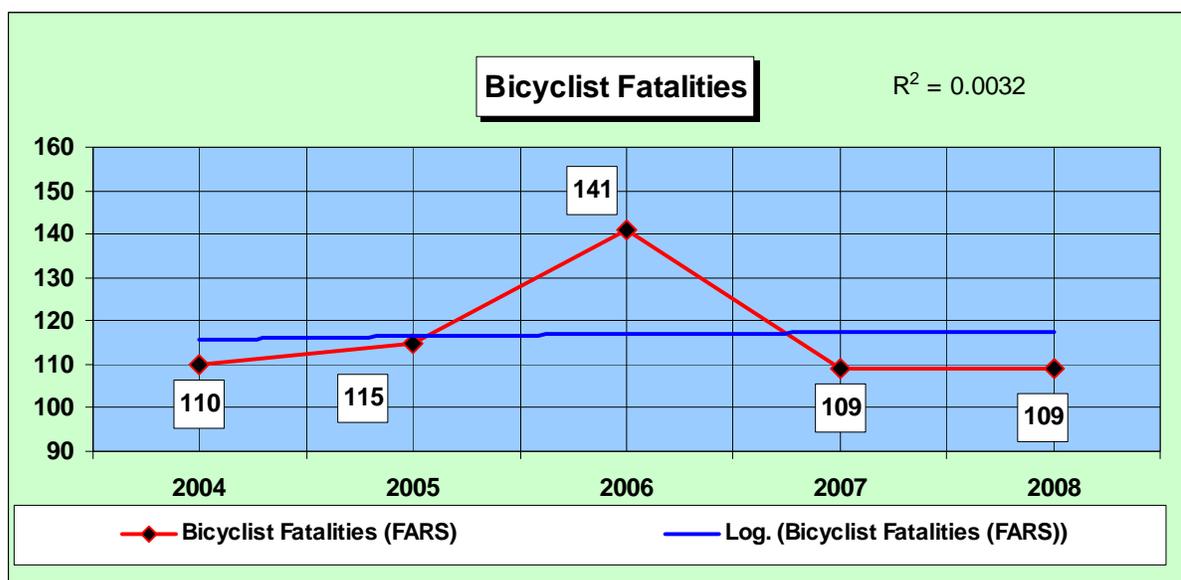
- Continue to fund a statewide community pedestrian safety training project to increase knowledge of pedestrian best practices by identifying the top 12 pedestrian crash locations; training will be conducted and pedestrian safety action plans will be developed in communities with high pedestrian risk 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.

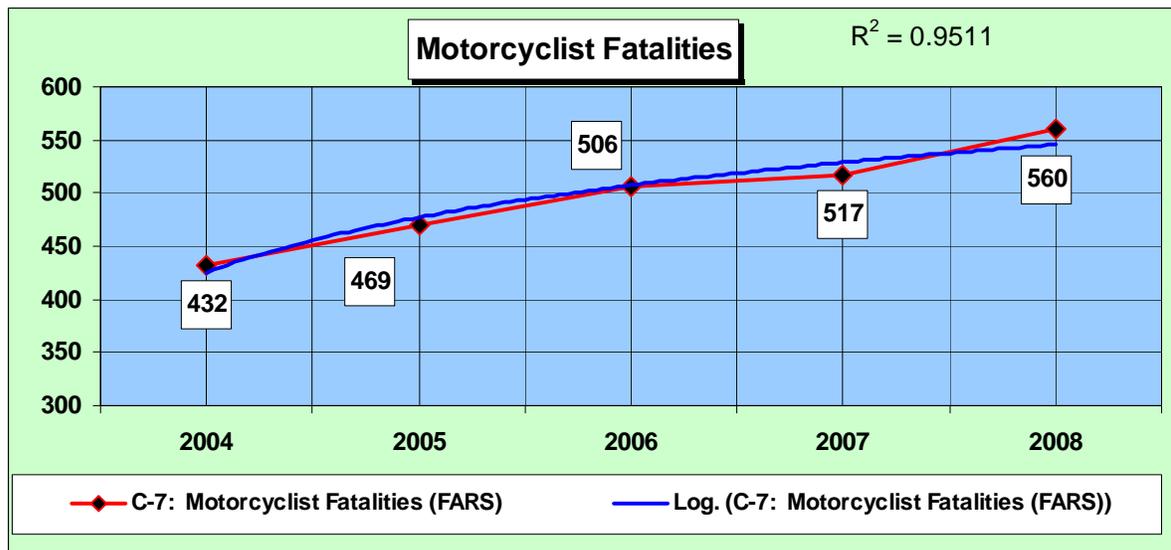
IMPACT PROGRAMS/STRATEGIES

- 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.

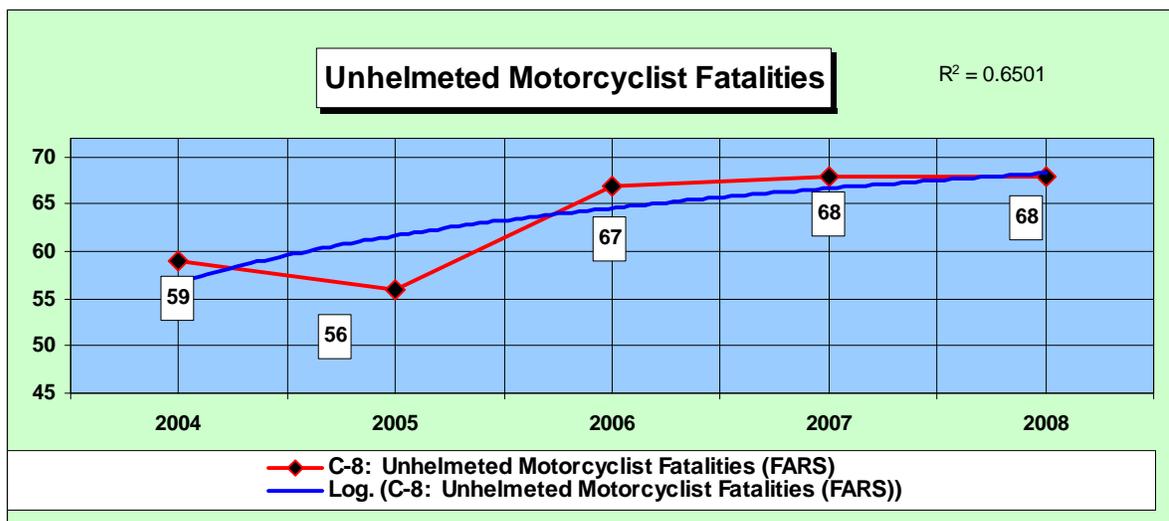
MOTORCYCLE SAFETY

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)

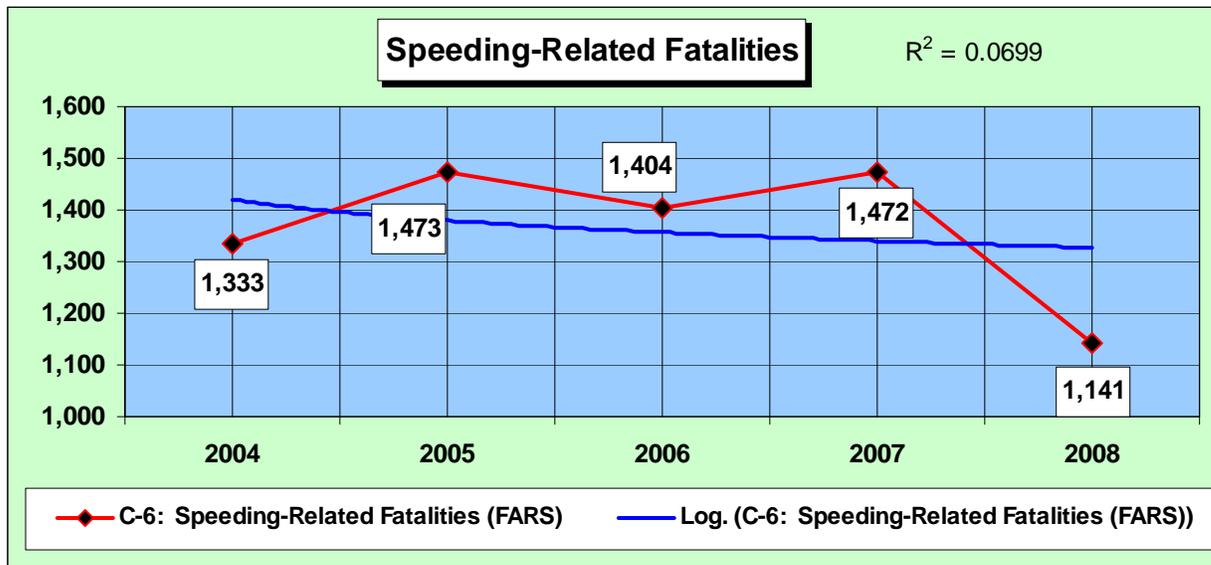
- Continue the educational awareness campaign using a variety of media including internet, television and printed material.
- Implement feasible strategies developed from the 2008 Motorcycle Safety Summit.
- Include the following recommended strategies and best practices from NHTSA's 2008 Motorcycle 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.

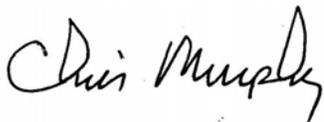
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily 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: _____

PART II

PROGRAM AREAS

PROGRAM PLANNING AND ADMINISTRATION

I. PROGRAM OVERVIEW

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

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

II. CURRENT STATUS

OTS includes a staff of 38 full-time positions and one retired annuitant responsible for the activities listed above. The Director is responsible for the entire California program and serves as the Governor's Highway Safety Representative. As the Governor's representative, the OTS Director participates in activities impacting the highway safety program nationwide. The Operations Division develops the HSP and is responsible for the implementation of the grants with both state and local entities. In addition, activities within the various program areas are administered through this division. The Administration and Program Support Division encompasses fiscal, business services, and clerical support. The Information Technology Division provides information technology services and support.

Training

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

- **Highway Safety Program Management** - A detailed course for traffic safety professionals designed to enhance their knowledge, skills and abilities. The fundamental purpose is to provide a forum to address principles of efficient and effective highway safety program management.
- **Skills Building Workshops** - Various brief workshop sessions designed to build skills may be scheduled. These may include writing, team building, analyst skills, contracting, presentation skills, etc. Attendance at these workshops will result in improved job performance.
- **Financial Management** - Courses designed to provide the basis for a current working knowledge of procedures, policies and law changes affecting governmental/grant accounting practices. Attendance at these courses will enhance the ability of OTS fiscal staff to maintain currency in topical accounting issues.
- **Computer Training Courses** - Courses designed to provide OTS staff with the knowledge necessary to operate the software programs installed on our computer system. Attendance at the courses will increase knowledge in operating skills for all users and provide the system administrator and backup administrator with the skills to maintain and support the computer system.
- **Program and Grant Specific Workshops/Seminars** - A number of program specific training sessions are supported or planned by OTS staff and occasionally included in individual local programs. Various workshops and seminars will be conducted for grantee agencies in the OTS Regions on grant specific information.

III. GOALS AND PERFORMANCE MEASURES

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

- To develop a coordinated HSP/Performance Plan to submit to Business, Transportation & Housing Agency Secretary by August 1, 2009, and to NHTSA by September 1, 2009.
- To provide documentation on qualifications for special funded incentive programs.
- To develop, coordinate, monitor and administratively evaluate traffic safety grants identified in the Plan.
- To submit the Annual Performance Report to the Business, Transportation & Housing Agency Secretary by December 1, 2009.
- To utilize all available means for improving and promoting the California traffic safety program.

IV. TASKS

TASK 1 - OPERATION OF THE PROGRAM

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

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

DETAIL FOR PLANNING AND ADMINISTRATION COSTS

A.	PERSONNEL COSTS	\$ 2,881,401.00	
B.	TRAVEL EXPENSES	\$ 113,626.00	
C.	CONTRACTUAL SERVICES	\$ 1,470,024.00	
D.	EQUIPMENT	\$ 73,000.00	
E.	OTHER DIRECT COSTS	\$ 587,140.00	
F.	INDIRECT COSTS	\$ 451,026.00	
	TOTAL OTS BUDGET		\$ 5,576,217.00
	STATE SHARE		\$ 434,000.00
	FEDERAL SHARE		\$ 5,142,217.00
LESS:	AMOUNT CHARGEABLE TO PROGRAM AREAS	\$ 4,065,926.00	
	PUBLIC INFORMATION CAMPAIGNS	\$ 515,000.00	
TOTAL:	FEDERAL SHARE OF PSP 10-PA		\$ 561,291.00

FUNDING	PSP	COST	PERCENT
10-164	ALCOHOL-REPEAT OFFENDER	\$ 1,452,252.00	35.6%
10-402OP	OCCUPANT PROTECTION	\$ 772,981.00	19.0%
10-402CP	COMMUNITY TRAFFIC SAFETY	\$ 30,737.00	0.8%
10-402AL	ALCOHOL	\$ 95,885.00	2.4%
10-402TR	TRAFFIC RECORDS	\$ 17,075.00	0.4%
10-402EM	EMERGENCY MEDICAL SERVICES	\$ 129,693.00	3.2%
10-402PS	PEDESTRIAN SAFETY	\$ 216,545.00	5.3%
10-402PT	POLICE TRAFFIC SERVICES	\$ 303,296.00	7.5%
10-402RS	ROADWAY SAFETY	\$ 53,039.00	1.3%
10-406	SAFETY BELT PERFORMANCE	\$ 600,000.00	14.8%
10-410	ALCOHOL INCENTIVE GRANTS	\$ 394,423.00	9.7%
		<u>\$ 4,065,926.00</u>	<u>100.0%</u>

ANTICIPATED PROGRAM FUNDING SOURCES

ANTICIPATED PROGRAM FUNDING SOURCES

FUND	2010 ESTIMATED APPROPRIATIONS
163- .08 BAC Illegal Per Se Law	\$ -
164- Repeat Intoxicated Driver Law	\$ 30,007,027.00
402- NHTSA/FHWA Basic Highway Safety Funds	\$ 21,364,288.00
405- Occupant Protection	\$ 3,011,640.00
406-NHTSA	\$ -
408- Information System Improvement	\$ 2,344,758.00
410- Alcohol Incentive	\$ 11,968,164.00
2010- Motorcycle Safety	\$ 482,959.00
GRAND TOTAL:	\$ 69,178,836.00

*These amounts are estimated and are subject to change.
**POLITICAL SUBDIVISION PARTICIPATION
 IN STATE HIGHWAY SAFETY PROGRAM
 FFY 2010 HSP**

GRANTS	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
NEW GRANTS	155	2**	18	175
	\$ 30,550,420.00	\$ 471,681.00	\$ 25,126,970.00	\$ 56,149,071.00
	\$31,022,101.00			
	55.25%		44.75%	
CONTINUATIONS	32	1***	15	48
	\$ 11,176,357.46	\$ 236,419.00	\$ 5,836,274.87	\$17,249,051.33
	\$11,412,776.46			
	66.16%		33.84%	
ALL GRANTS (New and Continuing)	187	3	33	223
	\$ 41,726,777.46	\$ 708,100.00	\$ 30,963,244.87	\$ 73,398,122.33
	\$42,434,877.46			
	57.81%		42.19%	

* Includes the PA grants.

**Grants PS1008, PT1040

***Grant PT0818

FUNDS and GRANTS EXCLUDED

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

Section 405: Occupant Protection Incentive Funds

Section 410: Alcohol Incentive Funds

ALCOHOL AND OTHER DRUGS

I. PROGRAM OVERVIEW

According to the National Highway Traffic Safety Administration, one person every 40 minutes, approximately 35 people a day, or nearly 13,000 people each year in the United States, die in traffic crashes involving a vehicle driver or a motorcycle operator with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher (National Center for Statistics and Analysis, 2006).

In California, alcohol Impaired Driving Fatalities (fatalities in crashes involving a least one driver or motorcycle operator with a Blood Alcohol Content (BAC) of 0.08 or greater) decreased 9.1 percent from 1,132 in 2007 to 1,029 in 2008. Since 2005, alcohol impaired fatalities have dropped a staggering 20.1 percent.

In 2008, 30 percent of all traffic fatalities were alcohol impaired driving fatalities (includes all fatalities involving a driver or motorcycle operator with a BAC of .08 or greater). California is better than the national average of 32 percent.

Statewide DUI arrests increased 3.4 percent from 197,248 in 2006 to 203,866 in 2007 – this represents the most DUI arrests since 1994 (Department of Motor Vehicles). Preliminary statewide 2008 DUI arrests from the Department of Justice indicate DUI arrests are at their highest level since 1993.

The 2009 Department of Motor Vehicles (DMV) Driving Under the Influence Management Information System Report (DUI MIS Report) states that alcohol-involved traffic fatalities decreased by 6.8 percent in 2007, for the first time after eight years of a continuous rising trend, and that DUI arrests increased by 3.4 percent, following an increase by 9.4 percent in 2006. The DUI MIS Report also states that among convicted DUI offenders in 2006, 73.5 percent were first offenders and 26.5 percent were repeat offenders (one or more prior convictions within the previous ten years). The proportion of repeat offenders has decreased considerably since 1989, when it stood at 37 percent.

OTS recognizes the magnitude of the problem and continues to aggressively address impaired driving through grant funded projects which use proven countermeasures to reduce impaired driving.

The Federal Bureau of Investigation 2007 report estimates that 1.4 million drunk driving arrests (DUI) are made each year. In the United States, conviction rate data was used as a base for estimating that one million to 1.2 million of the people arrested for DUI are convicted and that 50 to 75 percent of all offenders drive on a suspended license.

OTS Alcohol grants are funded to aide in the reduction of deaths, injuries, and economic losses resulting from alcohol-related collisions. Many potential offenders are deterred from drinking and driving only if there is a public perception that they will be caught and punished. Research shows that DUI Checkpoints increase the public's attention and with news coverage of DUI enforcement efforts, can help reduce alcohol-related crashes. Utilizing this methodology, OTS will continue to fund and start new traffic safety grants that use DUI enforcement, public education, adjudication, intervention, training, prevention programs, and equipment.

OTS will develop and continue to implement successful and innovative programs such as alcohol education and awareness aimed at reducing problems associated with underage high school and college drinking.

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

According to 2008 FARS data, drivers age 20 or younger involved in fatal crashes dropped 14 percent from 609 in 2007 to 527 in 2008.

Teen driver fatalities (age 16-19) decreased 5 percent from 162 in 2007 to 154 in 2008. Males make up 77 percent of teen driver fatalities. Since 2005, teen driver fatalities have dropped 30 percent.

Teen motor vehicle fatalities (age 16-19) decreased 16 percent from 345 in 2007 to 290 in 2008. Since 2005, teen motor vehicle fatalities have dropped 34 percent.

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

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

II. ACTION PLANS

OTS realizes that no one approach is effective for every community. Grantees are encouraged to develop programs that address specific needs for their city and to implement programs that include multiple components. Grantees' efforts primarily will focus on increased enforcement, public awareness, education, and prosecution.

Enforcement and Public Awareness

Priority funding was given to cities that ranked the highest in alcohol involved fatal and injury collisions compared to cities with the same size populations. OTS funded a total of 76 local law enforcement agencies to conduct DUI/DL checkpoints, DUI saturations, as well as warrant details, court stings, and stake out operations for the worst of the worst repeat DUI offenders. In addition, the CHP was funded to increase enforcement and public awareness along the California borders of Arizona and Nevada, several high-collision highway corridors, and serve outstanding DUI warrants on individuals who fail to appear in court or pay fines associated with DUI offenses.

OTS continues to expand and promote the Avoid program concept in fiscal year 2010. This campaign provides increased DUI enforcement by partnering with local law enforcement, Sheriff Departments, CHP and other special police departments during holiday periods with increased incidents of alcohol-involved collisions. The Avoid program publicizes the multi-agency DUI task forces using high-visibility sobriety checkpoints and task force operations along with local DUI saturation patrols through an intense media campaign. The Avoid anti-DUI deployments occur during the two NHSTA mobilization periods; the Winter Campaign – Mid-December through New Years Weekend and the Summer Campaign – Mid-August through Labor Day weekend. Additionally, the Avoid programs target the holiday periods during Memorial Day and Independence Day weekends. OTS has now built upon the Avoid program to have a sustained enforcement effort by funding enforcement operations during other weekends with identified DUI incidents, such as Halloween, NFL's Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo and other local events with impaired drivers impacting highway safety. The OTS campaign message "*Report Drunk Drivers – Call 911*" has proven to be a deterrent and will continue to be a theme driven through the media effort along with the "Designated Driver" message and NHTSA's "Drunk Driving. Over the Limit. Under Arrest."

Through a partnership with the California Department of Transportation, OTS funded more than 925 "Report Drunk Drivers – Call 911" road signs that are displayed every 50 miles throughout the state highway system. In 2010, there will be approximately 200 signs available to grantees for installation within their jurisdictions. In addition, approximately 325 fixed freeway changeable message signs illuminate the "Report Drunk Drivers – Call 911" message during NHTSA mobilizations and holiday periods.

Education

OTS will continue funding live DUI court proceedings (trials and/or sentencing) in California high schools in order to provide students the opportunity to see, up close, the consequences of driving under the influence to individual drivers and crash victims in their own communities. The CHP will continue to expand the number of mini grants awarded to local agencies to conduct the "Every 15 Minutes" and "Sober Graduation" programs. In an effort to reach the teen and 18-30 age population, several prevention and education programs are being implemented in Plumas, San Diego, Humboldt, Riverside, Tulare, San Bernardino, and Orange counties. In addition, multiple agencies are participating in a comprehensive approach to reducing the increasing alcohol-related traffic crashes near college campus and surrounding communities.

Prosecution

In order to increase the level of accountability of high risk repeat DUI offenders and reduce recidivism, approximately 2 million dollars has been dedicated to funding vertical prosecution programs for Chula Vista and Tulare, Fresno, Sacramento, Shasta and Lake Counties and DUI courts in Orange, San Joaquin, and Sonoma Counties. OTS will continue to fund the "Traffic Safety Resource Prosecutor Program" through the California District Attorneys Association to provide training, mentoring, and increase conviction rates statewide.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2010 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - DUI ENFORCEMENT/EDUCATION/PUBLIC INFORMATION

This task provides for comprehensive impaired driving enforcement programs implemented through enforcement agencies. These programs include high visibility sobriety checkpoints, DUI saturation patrols, stakeouts, court stings, and warrant details. In addition, grants with an asterisk will be conducting motorcycle related enforcement objectives. Other components include the purchase of specialized equipment, public awareness, and education programs. In addition, the cities highlighted will be conducting motorcycle related enforcement objectives. The table below details one continuing and 76 new grants under this task for fiscal year 2010.

Grant #	Agency	164AL Funds	402 Funds	410 Funds
AL09106	Los Angeles	\$820,400		
AL1001	Santa Maria	\$328,410		
AL1002	Azusa	\$115,320		
AL1003	Santa Fe Springs	\$111,290		
AL1006*	San Rafael	\$116,979		
AL1009*	Bakersfield	\$589,000		
AL1011*	Garden Grove	\$169,460		
AL1014*	Napa	\$124,359		
AL1015	Santa Paula	\$49,135		
AL1016*	Stockton	\$350,000		
AL1017*	Upland	\$120,947		
AL1018	Truckee	\$47,500		
AL1019*	Huntington Beach	\$149,151		
AL1020*	Anaheim	\$205,115		
AL1021*	Palm Springs	\$117,430	\$119,091	
AL1022*	Ventura	\$137,466		
AL1025*	Redding	\$153,915		
AL1027	Ceres	\$80,000		
AL1029*	Moreno Valley	\$196,615		
AL1030*	Riverside		\$49,707	\$391,987
AL1031	Hollister	\$71,000		

Grant #	Agency	164AL Funds	402 Funds	410 Funds
AL1032	Gardena	\$192,909		
AL1033*	Placentia		\$2,350	\$90,042
AL1034*	Fontana	\$150,262		
AL1035	Fortuna	\$32,960		
AL1036*	Orange	\$144,020		
AL1037	Ripon	\$113,000		
AL1040*	Madera	\$108,000		
AL1041*	San Diego County Sheriff's Office	\$602,600		
AL1042	Vallejo	\$76,275		
AL1044	San Fernando	\$200,000		
AL1045	Selma	\$63,000		
AL1047	El Centro	\$119,378		
AL1048*	Sacramento	\$670,500		
AL1049	Tracy	\$121,000		
AL1053*	Chino	\$146,000		
AL1054	San Bruno	\$72,200	\$8,695	
AL1055	Greenfield	\$42,200		
AL1058*	Lemoore	\$30,000	\$5,000	
AL1059	Oxnard	\$357,116		
AL1061	Salinas	\$137,389	\$49,000	
AL1062	Rancho Cordova	\$117,700		
AL1063	Riverbank	\$47,000		
AL1064	Citrus Heights	\$214,276		
AL1065	Vernon	\$65,588		
AL1066*	Concord	\$194,772		
AL1070	Oceanside	\$302,200		
AL1071	Oakdale	\$32,000		
AL1072*	Fresno	\$482,000		
AL1073	Eureka	\$54,200		
AL1075	Chula Vista	\$182,797		
AL1076	Albany	\$39,721		
AL1078	Escondido	\$362,037		
AL1079	La Mesa	\$114,059		
AL1081	South San Francisco	\$137,588		
AL1082*	Suisun City	\$97,827		
AL1083*	Cypress	\$131,260		
AL1084*	Santa Ana	\$249,200		
AL1085	Huron	\$26,000		
AL1086	Redondo Beach	\$96,186		
AL1087*	Newport Beach	\$192,000		
AL1088	El Cerrito	\$134,189		

Grant #	Agency	164AL Funds	402 Funds	410 Funds
AL1089*	Blythe	\$83,323		
AL1090*	Delano	\$61,607		
AL1091*	Temecula	\$79,000		
AL1092	San Pablo	\$79,489		
AL1093*	Visalia	\$108,000		
AL1094*	Palm Desert	\$163,167		
AL1095*	Atwater	\$26,600		
AL1096	Yuba City	\$111,000		
AL1097	Farmersville	\$34,200		
AL10107	California Highway Patrol			\$203,889
AL10108	California Highway Patrol		\$150,000	\$161,000
AL10109	California Highway Patrol			\$519,002
AL10110*	Merced	\$200,000		
AL10114	California State Fair Police Department	\$81,000		
AL10116*	Los Angeles	\$1,250,000		

TASK 3 – ENFORCEMENT/EDUCATION/AND PUBLIC INFORMATION

This task provides for the continued focus on traffic safety through enforcement, training for law enforcement personnel, and alcohol retailers, and public education through outreach.

164AL

AL0845 - CALIFORNIA HIGHWAY PATROL DESIGNATED DRIVER PROGRAM 2 (DDP2)

This statewide project incorporates the designated driver program (DDP) basics into a specialized program focusing on men between the ages of 21 and 34, the portion of California's population with the highest driver-at-fault driving-under-the-influence (DUI) collisions. This project will reach this group with compelling information for the deterrence of DUI behavior, delivered in a manner this age and gender group can both understand and identify with. Goals are to reduce statewide DUI driver-at-fault fatal collisions; enhance the target group's awareness of, and support for, the DDP by distributing customized educational materials; and to present an effective anti-DUI media campaign to the identified group throughout California. (\$366,020)

AL10106 – CALIFORNIA HIGHWAY PATROL THE SAFE AND SOBER ENFORCEMENT AND EDUCATION PROGRAM

The California Highway Patrol (CHP) will conduct a 12-month enforcement and education program within the jurisdictions of the CHP Santa Barbara, Buellton, and Santa Maria Areas with a focus on reducing the number of victims and collisions attributed to impaired driving. Project activities will be conducted from October 1, 2009, through September 30, 2010, and will include driving under the influence (DUI) patrol operations and a broad public awareness campaign in an effort to decrease the number of DUI/alcohol-involved fatal and injury

collisions and associated victims on California's roadways. A local area coalition will be formed to address the issues with DUI and vintner education by comprehensively evaluating both causes and possible remedies. (\$273,441)

410

AL0740 - CALIFORNIA HIGHWAY PATROL

DRIVING UNDER THE INFLUENCE CORRIDOR PROJECT, PHASE II

This project focuses on reducing fatal and injury traffic collisions attributed to driving under the influence (DUI). The goal is to reduce DUI-related fatal and injury collisions within CHP jurisdiction on roadways with a high incidence of DUI-related collisions. The first corridor has been identified and comprises two segments, interstate 5 and 805 in San Diego County.

The two interstate segments indicate a high incidence of fatal and injured victims. By applying the "corridor" approach, San Diego County will address the activity of drivers driving their vehicles to parking lots on the United States side of the Mexican Border, walking across the Border to Tijuana, returning to their vehicles and driving under the influence. Project activities will include both a public awareness campaign and enhanced enforcement directed at reducing a percent of DUI-related fatal and injury collisions on three corridors. A local task force will convene for each corridor to coordinate and implement an aggressive approach to DUI enforcement activities. The task force will also implement an anti-DUI public education and awareness campaign. Overtime for Officers will be used to conduct these operations. (\$1,000)

AL1056 – CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL

MINOR DECOY/SHOULDER TAP PROJECT

This project will expand the Department's continued and ongoing goal of reducing youth access to alcohol by conducting extensive Minor Decoy and Shoulder Tap operations at both "on-sale" and "off-sale" retail alcohol outlets throughout the state. In addition, training grants will be awarded to local law enforcement agencies to conduct similar operations within their jurisdictions. The project will include strategies related to the enforcement of ABC laws, the building of partnerships between allied agencies, and the development and production of effective and useful training materials. Other aspects of the grant include the promotion of community awareness and prevention education for retail licensees. (\$601,165)

AL1060 – CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL

TRACE III/CREEDD II

Target Responsibility for Alcohol Connected Emergencies (TRACE) is Statewide protocol wherein first responders to alcohol-involved emergencies immediately notify the Department of Alcoholic Beverage Control when it is apparent that an ABC licensed premises may have sold or furnished alcohol to the underage person(s) involved. This project will be phase III of OTS Grants AL0590 and AL0720. Phase III will build on the framework created by the first two phases by continuing ABC TRACE investigations, reaching out to new stakeholder groups, and focusing on training unified school district, community college, and university police departments. This project will include educational materials, promotional items, and personnel funding for TRACE investigations. TRACE III will be combined with the Combined Responsibility in Educating and Eliminating Drunk Driving (CREEDD) project. CREEDD II will be the second phase of OTS Grant AL0824, which is a collaborative effort to partner Mother's Against Drunk Drivers and the Avoid programs to bring DUI awareness and officer acknowledgement to communities statewide. (\$847,144)

AL10103 – CALIFORNIA HIGHWAY PATROL

DRUG RECOGNITION EVALUATOR (DRE) PROGRAM

The California Highway Patrol (CHP) will implement a Drug Recognition Evaluator (DRE) field application and allied agency training project. The DRE Program is aimed at keeping California highways free of drug-impaired drivers. This program intends to increase DRE, Standardized Field Sobriety Test, and Drug Impairment Training for Education Professionals training statewide. Also included is participation by both CHP and allied agency personnel in specialized enforcement operations. Project resources will be used to train allied agency, educational professionals, and CHP personnel. (\$628,728)

TASK 4 - COLLEGE AND YOUNGER AGE YOUTH PROGRAMS

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

164AL

AL0945 – CALIFORNIA HIGHWAY PATROL

DRIVING UNDER THE INFLUENCE COLLEGE CORRIDOR, PHASE III

This grant focuses on developing an impaired driver prevention program at two selected college/university communities. The program will be conducted through an extensive public awareness campaign centered on student activities both on and off campus, combined with enhanced enforcement on sections of roadway surrounding the communities which are most affected by drinking and driving behaviors of students. Enforcement activities will include roving patrols, sobriety checkpoints, and bar checks. Local and/or campus police will be contracted to provide enhanced enforcement within their jurisdictions to work in conjunction with California Highway Patrol on driving under the influence (DUI) enforcement activities. Students and local community members will also be invited to participate on a local task force. This task force will be charged with utilizing grant funding to enhance alcohol education and DUI prevention efforts on campus and in the surrounding communities. These efforts may include research-based educational programs, such as a social norms program, peer education, student presentations, designated driver programs, safe ride programs, responsible server training, and victim panels. (\$380,499)

AL1068 – TULARE COUNTY OFFICE OF EDUCATION

UNDERAGE DRINKING: MAKING CHANGES THAT MATTER

Drinking driver crashes continue to violently take lives, destroy families and forever alter our communities, every single day. While drinking driver crashes tend to make news, the other devastating outcomes of underage drinking is pervasive in communities of all sizes, across California. Car crashes are the leading cause of death for teenagers. The California Friday Night Live Partnership will implement three major traffic safety campaigns to make changes in the lives of young people: a Mentoring Seat Belt Safety project, a More Mileage safety campaign, and establishing Traffic Safety/Underage Drinking Prevention Chapters throughout the state. Traffic Safety best practices will be highlighted and shared statewide at the end of the year Youth Traffic Safety Summit. (\$955,709)

402/410

AL0972 – UNIVERSITY OF CALIFORNIA, BERKELEY TRAFFIC SAFETY CENTER

The goals of the Traffic Safety Center are to increase the level of multi-disciplinary traffic-safety education available to students at the University of California, Berkeley, and in colleges and universities throughout California and to increase public awareness and knowledge of key traffic safety problems, including DUI and occupant restraint use, in California. Objectives include working with stakeholders, providing education and training to students, professionals, and community members, providing technical assistance in planning, data collection analysis and evaluation, and conducting outreach through the Web, reports, and newsletters. (\$237,392/\$712,175)

402

AL0983 – PLUMAS COUNTY PLUMAS TEEN DRIVING

The goal of the Plumas Teen Driving Project is to decrease the rate of motor vehicle crashes among teen drivers age 16-20 years of age in Plumas County. This goal will be accomplished through education and enforcement targeted at teens and their parents. Increased enforcement resulting in increased citations will be followed by mandatory Saturday Driving Safety classes for teens and their parents. In addition, educational intervention will be conducted through classroom presentations in local high schools and through a youth to adult media campaign, both of which will have strong youth involvement in development and implementation. (\$28,007)

410

AL0930– CALIFORNIA HIGHWAY PATROL "ARRIVE ALIVE" SOBER DRIVING COALITION

This project focuses on reducing fatal and injury traffic collision victims within the California Highway Patrol's jurisdiction on roadways with high incidence of driving under the influence (DUI)-related collisions. The first of three corridors has been identified as a segment of State Route 67 (SR 67), and indicated high incidence of fatal and injured victims. By applying the "corridor" approach, San Diego County will address the activity of drivers driving their vehicles while under the influence of alcohol and/or drugs. The SR 67 segment is located within close proximity to the California/Mexico Border where the legal drinking age is 18 years. Problems exist as young adults, between 18 and 20 years of age, are walking across the Border to Tijuana and returning to their vehicles to drive while still under the influence. The second corridor has been identified as a segment of United States 101 (US 101), and indicates a high incidence of fatal and injured victims. The third corridor will be determined based on current DUI its Preparation Phase to ensure current response to current statistics, rather than identification at proposal stage which is two years prior to actual operations. Grant activities will include both an anti-DUI public awareness campaign and enhanced enforcement directed at reducing a percent of DUI-related fatal and injury collisions on each corridor. (\$536,817)

**AL1008 – CALIFORNIA STATE UNIVERSITY, SAN DIEGO
STATEWIDE LATINO YOUTH TRAINING & TA PROJECT**

The project will provide culturally appropriate training and technical assistance to Latino youth clubs and organizations across the State to assist them in developing Spanish-language anti-DUI campaigns that build on the proven success of San Diego Youth Council's previous campaigns. The project will create and disseminate a Spanish-language youth campaign action kit, online resources, site visits, and culturally relevant youth-led trainings to Latino groups committed to implementing public awareness campaigns in their own schools/communities. The project aims to increase the perception of risk for underage drinking and DUI among Latino youth and parents across the State and to reduce the number of Had-Been-Drinking drivers under 21. (\$99,470)

**AL1010 – CALIFORNIA STATE UNIVERSITY, SAN DIEGO
REDUCING DUI AMONG SAN DIEGO COUNTY'S LATINO YOUTH**

This Spanish-language public awareness project will launch a comprehensive televised, youth-led campaign to air on Univision's "Despierta San Diego" morning show, reaching tens of thousands of Spanish-speaking parents. Spanish speaking youth will conduct live interviews providing culturally appropriate messages around underage drinking and DUI. The project will also produce and air related Spanish-language public service announcements designed to raise the perception of risk about underage drinking and DUI and to reduce the number of fatal and injury collisions of Had Been Drinking Drivers (HBD) under the age of 21. (\$99,245)

AL1028 - RIVERSIDE COUNTY

REAL CHOICES, REAL CONSEQUENCES – YOUTH FOR TRAFFIC SAFETY

The Riverside County Department of Public Health - Injury Prevention Services will develop a traffic safety education program for high school youth in Riverside County. Injury Prevention Services (IPS) will coordinate a teen DUI Trail assembly for youth to experience the legal and financial consequences associated with driving under the influence. IPS will provide high schools with the opportunity to host assemblies by Motivational Media Assemblies (MMA), which provides the perspective of victims affected by DUI collisions. IPS will collaborate with the City of Riverside Police Department to coordinate a two day DUI awareness program entitled Every 15 Minutes at a high school in the city of Riverside. (\$152,699)

AL1050 - HUMBOLDT COUNTY

YOUTH DRIVING SAFETY PROGRAM – DRIVE 2 STAY ALIVE

The Humboldt County Department of Health and Human Services will help to reduce motor vehicle-related deaths and injuries through a multi-agency, education-based program focused on young drivers and impaired driving prevention. A Project Director (100% funded through OTS) will work with the Youth Driving Coalition and Student Advisory groups to provide input and leadership to conduct educational activities that focus on youth driving safety including impaired driving prevention. Activities will include educational campaigns at local middle and high schools, creation of a DUI Victim Impact Panel, driving safety workshops for parents and youth, and the development of a Designated Driver Program. (\$158,700)

AL1098 – ORANGE COUNTY

REAL DUI MEDIA CONTESTS & REAL DUI TRIAL IN SCHOOLS EQUALS REAL RESULTS

The Orange County Sheriff's Department will conduct Real DUI Trials and media contests in the region's high schools. They will also facilitate peer-to-peer programs encompassing teen traffic safety programs and work closely with parents, students, teachers and other community-based organizations to promote traffic safety programs.

The main goal of these real events, together with the proposed programs of education, is to inspire positive results, which are real in effecting teen traffic safety. (\$68,985)

AL10111 – CALIFORNIA HIGHWAY PATROL

TEEN CHOICES 3 (TC3)

The California Highway Patrol (CHP) will publicize the Every 15 Minutes (E15M) program, Sober Graduation events, and other CHP alcohol reduction education programs by conducting a minimum of 3,500 informational presentations to high schools, community-based organizations, local law enforcement, fire, and/or health departments in California. The CHP will facilitate a minimum of 300 E15M programs as well as Sober Graduation events and other CHP alcohol reduction education programs to schools unable to participate in the full E15M program, and distribute promotional and educational materials emphasizing the consequences of drinking and driving. (\$2,295,586)

AL10113 – UNIVERSITY OF CALIFORNIA, IRVINE

DESIGNATED DRIVE REWARD PROGRAM

In partnership with RADD, will develop a model college training template and demonstrate the RADD Designated Driver Rewards program on a minimum of seven colleges in California during the two year grant. The project, which combines college and community outreach through campus-led activities and the RADD California Coalition platform, will standardize and improve upon current Beta programming models introduced during RADD II Grant. The goal is to use environmental and marketing strategies to reduce alcohol-related motor vehicle deaths and injuries among individuals 18-34 years of age throughout California. Awarded campuses will also conduct one traffic safety/DUI prevention campaign supporting a major campus event, provided leadership and DUI/prevention training, and select/fund/train a student DUI prevention specialist at each site. (\$225,000)

TASK 5 - JUDICIAL SUPPORT

This task provides for statewide training for prosecutors of DUI cases; statewide training of "courtroom presentation of evidence and blood alcohol driving impairment" for forensic laboratory and law enforcement court witnesses; and local training on DUI laws and sentencing alternatives for judicial officers. Additionally, this task supports specialized courts to track DUI offenders through vertical prosecution and DUI courts.

164AL

AL0765 - SACRAMENTO COUNTY

TRAFFIC SAFETY RESOURCE PROSECUTOR PROGRAM

This grant supports a three year Traffic Safety Resource Prosecutor Program by the California District Attorneys Association, as contractor, and includes the establishment of five regional Traffic Safety Resource Prosecutor "resource centers;" a DUI Prosecutor mentoring program; specialized DUI prosecution training for prosecutors in those

jurisdictions where the ratio of DUI arrests to DUI convictions could benefit from improvement; the expansion of DUI Courts; and a set of strategies leading to Traffic Safety Resource Prosecutor Program financial stability. (\$1,030,040.50)

AL0852 – SAN JOAQUIN COUNTY SUPERIOR COURT

SAN JOAQUIN COUNTY DUI COURT

The grant supports a DUI Court in San Joaquin County designed to stop dependent offenders arrested for driving while impaired (DWI) and prohibit multiple offenders from re-offending. The goal of this program is to reduce recidivism among drunk drivers while reducing alcohol-involved collisions. The DUI Court provides an intensive program where zero tolerance for alcohol is enforced thru intensive judicially supervised program, periodic alcohol/drug testing and the use of graduated incentives and sanctions to make a life long behavior change. The San Joaquin County DUI Court's system of assessment, awareness and accountability will enable repeat DUI offenders to fulfill both their sentencing obligations and achieve rehabilitation through treatment as prescribed by the court. This will be accomplished through both procedural change in the court room and also by collaborating with other city and county agencies that share the goal of significantly reducing the recidivism rate of multi-offender DUIs. A multi-cultural education and awareness component will complete the county's DUI Court program. (\$389,440)

AL0948 – CHULA VISTA

DUI PROSECUTION AND AWARENESS PROGRAM

The South Bay Branch District Attorney's Office will develop a program to focus on the vertical prosecution of traffic related cases including DUI offenders, hit and run collisions and injury and fatal collisions. DUI/DL checkpoints and DUI saturation patrols will be conducted by South Bay regional local Agencies to reduce the number of alcohol-involved collisions. A public awareness campaign will be conducted to educate the public of the risks and consequences of DUI. (\$218,666)

AL1012 – TULARE COUNTY

TULARE COUNTY DUI PROBATION SUPERVISION & PROSECUTION PARTNERSHIP

The Tulare County Probation Department and District Attorney's Office will form a DUI Probation Supervision and Prosecution Partnership utilizing OTS funding. This partnership is a systematic effort to reduce the number of people killed or seriously injured in DUI-related accidents by dedicating an experienced prosecutor to vertically prosecute felony DUI offenders and create a specialized probation supervision caseload for felony DUI offenders. The Probation Officer will also participate in local law enforcement DUI checkpoints in order to engage in proactive endeavors to reduce the number of repeat felony DUI offenders in Tulare County. (\$206,849)

AL1026 – FRESNO COUNTY

DUI REPEAT OFFENDER AND DEATH/INJURY PROSECUTION PROGRAM (DUI-ROAD)

The District Attorney's Office will work with law enforcement agencies throughout the county in a systematic effort to reduce the number of repeat DUI offenders, reduce the number of people killed or seriously injured by DUI offenders and increase the DUI conviction rate by dedicating an OTS funded team consisting of two Prosecutors, one Investigative Assistant and one Senior District Attorney Investigator to investigate and vertically prosecute these cases. This team will work with local law enforcement, MADD, school districts, the courts and community organizations to increase the awareness of the seriousness of DUI's in an effort to decrease the number of repeat offenders. FTA warrant violators will be a team priority. (\$476,500)

AL1038 – ORANGE COUNTY**WEST JUSTICE CENTER DUI COURT**

The Orange County DUI Court program, currently operating at three justice center in Orange County, is seeking to expand to a fourth justice center in Westminster, California. The goal of the Court is to address the serious use/abuse of alcohol by non-violent adult DUI offenders who have had multiple DUI arrests. The collaborative program, which include the DUI Court judicial officer, a Deputy District Attorney, A Deputy Public Defender, a Probation Officer and a substance abuse therapist provide early intervention, oversight, progress monitoring and supervision for all program participants in order to help them achieve sobriety and encourage them to lead useful and productive lives. (\$626,173)

AL1039 – SACRAMENTO COUNTY**DRIVING UNDER THE INFLUENCE (DUI) VERTICAL PROSECUTION AND COMMUNITY AWARENESS**

The Sacramento County District Attorney's Office will form a specialized team to prosecute DUI's that result in death and/or serious injury. A community educational program will be developed and maintained that would work to reduce the number of DUI's and DUI-related death and/or injury. The team will consist of two Deputy District Attorneys and one community services officer. (\$520,060)

AL1051 – LAKE COUNTY**LAKE COUNTY DUI INTENSIVE RESPONSE TEAM**

The Lake County District Attorney's Office (DA) will dedicate a full-time Deputy District Attorney DUI prosecutor solely responsible for the prosecution of misdemeanor DUI cases with an emphasis on repeat DUI offenders from filing to sentencing, a full-time District Attorney Investigator, and contract for a full-time Deputy Probation Officer. They will integrate the DA's Office, Probation, law enforcement, Team DUI, and the high schools into a continuum of vertical prosecution, enforcement, investigation, intensive supervision, and education/outreach to reduce alcohol-involved collisions, increase community safety, and reduce student drinking and driving. Objectives target high risk areas, times (holidays), and offenders with coordinated activities, e.g., patrols, warrant sweeps, Court Stings, stakeouts, prosecution, supervision, and public/school meetings. (\$331,000)

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

This project will implement and evaluate a DUI court pilot project in two counties that targets repeat DUI offenders, and attempts to reduce their recidivism and involvement in subsequent alcohol-related crashes. The pilot project will randomly assign repeat DUI offenders to: 1) current sanctions and treatment, 2) DUI court, processing, or 3) Enhanced DUI court processing that includes the use of the drug naltrexone, and a brief psychosocial intervention, motivational interviewing. A process evaluation will be conducted to determine how well the pilot program was implemented, how offenders are processed through the system, and a comparison of processing among the three conditions. (\$606,989)

AL1043 – SONOMA COUNTY**DUI COURT EXPANSION PROJECT**

This project will continue and expand operation of the Sonoma County DUI Court. Based on the successful drug court model, it will increase the level of accountability of high risk repeat DUI offenders by requiring them to participate in treatment combined with education, judicial scrutiny, alcohol and drug testing and formal probation supervision. The goal of this program is to reduce recidivism among drunk drivers while reducing alcohol-involved collisions.

Furthermore, the court intends to continue its collaboration with other court and law enforcement agencies to contribute to statewide “models and best practices” that reduce multiple-offender DUI’s. (\$372,667)

AL1074 – SHASTA COUNTY

DUI MISDEMEANOR PROSECUTION PROGRAM

The Shasta County District Attorney's Office will dedicate a full-time Deputy District Attorney III DUI prosecutor solely responsible for the prosecution of misdemeanor DUI cases with an emphasis on repeat DUI offenders from filing to sentencing. The District Attorney's office will contract for law enforcement medical services (LEMS) for a Quantitative Analysis confirmation which is needed for evidence at trial. The primary goal of this program is to give more attention to these cases throughout the prosecution process, increase the Shasta County conviction rate, and decrease alcohol-involved fatal and injury collisions. (\$144,027)

TASK 6 - MANAGEMENT INFORMATION SYSTEMS/EVALUATIONS

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

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AL10115 – DEPARTMENT OF MOTOR VEHICLES

AN EVALUATION OF DUI OFFENDER PROCESSING THROUGH THE JUSTICE SYSTEM

This evaluation of DUI jail sentences, actual jail time served, and alternatives to jail time received by individual DUI convictees will model their flow from sentencing to release in selected representative counties. Their processing by various components of the justice system (courts, county jails, and probation) will be described. This will be accomplished by obtaining records of sentences and actual sanctions received by individual DUI convictees from courts, jails and probation departments in participating counties. This is a process analysis whose findings will be used in a future study to determine the effectiveness of jail sanctions received and actually served on DUI recidivism. (\$46,056)

164AL

AL0932 – DEPARTMENT OF MOTOR VEHICLES

AN EVALUATION OF DUI CONVICTION RATES AMONG CALIFORNIA COUNTIES

This study will evaluate sources of differences in DUI and reduced reckless conviction rates among counties in California. The Evaluation will examine various qualitative and quantitative factors that may account for differences in county conviction rates. The investigation will include surveys and interviews of key players in the DUI conviction process and examine various other objective sources of information among counties with high and low conviction rates. (\$124,054)

TASK 7 - TESTING EQUIPMENT

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

164AL

AL1013 – VENTURA COUNTY

VENTURA COUNTY PORTABLE EVIDENTIAL BREATH TESTING PROGRAM

The Ventura County Sheriff Department's Forensic Science Laboratory will replace and enhance aging and unreliable Portable Evidential Breath Testing (PEBT) equipment. The laboratory will purchase 90 PEBT's for law enforcement agencies and provide training and technical assistance. A new server will be purchased and hardware and software will be upgraded to a web-based program that will maintain data flow and security; implement and improve communication between law enforcement, the county, Department of Motor Vehicles, District Attorneys' offices; and expedite DUI litigation. (\$407,533)

AL10112 – KERN COUNTY

PORTABLE EVIDENTIAL BREATH TEST (PEBT) PROGRAM

Kern County Regional Crime Lab (KCRCL) will develop and implement a program designed to provide PEBT instruments countywide for DUI enforcement. The goals are to provide evidentiary results at the time of the DUI stop; increase officers' patrol time by decreasing test time and transport time; decrease courtroom time for both forensic and law enforcement members; and ultimately result in a reduction of alcohol related fatal and injury collisions. KCRCL will accomplish these goals by providing portable breath instruments, officer training, technical support, instrument maintenance and expert testimony. (\$974,805)

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AL0950 – CALIFORNIA DEPARTMENT OF JUSTICE

STATEWIDE PORTABLE EVIDENTIAL BREATH TESTING PROGRAM EXPANSION AND ENHANCEMENT

The California Department of Justice (DOJ) operates the premier Portable Evidential Breath Testing (PEBT) program in California and the nation. The demand for PEBT devices has steadily increased, but some of the devices are at the end of their useful life expectancy. DOJ has secured over \$4,000,000 in funding to replace the existing inventory of PEBT devices with new and improved PEBT devices. This grant will be used to enhance the existing IT infrastructure to support the new devices by funding enhancement servers, software, and a data collection system. (\$865,953)

TASK 8 - MULTIPLE DUI WARRANT SERVICE/SUPERVISORY PROBATION PROGRAMS

The grants in this task target habitual DUI offenders who are on probation for and/or have outstanding DUI warrants. Funds are available to communities to enforce the orders of the court through supervisory enforcement of DUI probationers, DUI warrant service teams, enforcing mandated treatment services, and enforcing the mandatory abstention from the use of alcohol. These grants provide a remedy to an ongoing problem; recidivist drunk drivers who continue to endanger themselves and others even after previous arrests and penalties for DUI.

164AL

**AL0909 – SACRAMENTO COUNTY
RECIDIVIST DUI ARREST PROGRAM AND EXPANSION**

This program will expand Sacramento County District Attorney’s Office, Recidivist DUI (RED) Team which will be comprised of four Criminal Investigators (Peace Officers) and a Deputy District Attorney. The Recidivist (Repeat) Driving Under the Influence (DUI) Program, targets DUI defendants in Sacramento County with felony arrest warrants, and misdemeanor arrest warrants. The Red Team will expand their daily efforts to include youth FTA and will produce a how to manual on DUI (RED) Team Programs to be modeled in other jurisdictions, while maintaining a hotline for most wanted impaired drivers in the county and utilizing paid media to increase public awareness and leads. (\$243,896)

**AL0962 – SAN DIEGO COUNTY
DUI INTENSIVE SUPERVISION ENFORCEMENT TEAM**

The San Diego County Probation Department continues the DUI Intensive Supervision Enforcement Team for San Diego County and will serve as the host for DUI Probation Supervision grants in eleven additional counties. Participating agencies will reduce DUI related fatalities and injuries and DUI recidivism by intensively supervising the highest risk and/or repeat DUI offenders, who would otherwise not be actively supervised to ensure compliance with court-ordered conditions of probation. Intensive supervision activities include ensuring compliance with treatment, unannounced fourth waiver searches and field visits, random alcohol/drug testing, and special operations with local law enforcement agencies which include DUI/Drivers License check points, development of sting/stakeout operations, warrant service operations, development of “DUI Hot Sheet”, and DUI directed patrol/probationer compliance sweeps. (\$3,227,238)

Agency	FFY 2010 Funds
Butte County Probation	\$172,269
Contra Costa County Probation	\$314,208
Fresno County Probation	\$147,619
Kern County Probation	\$113,298
Los Angeles County Probation	\$718,901
Placer County Probation	\$88,550
Sacramento County Probation	\$65,833
San Bernardino County Probation	\$332,182
San Diego County Probation	\$593,777
San Joaquin County Probation	\$109,520
Santa Barbara County Probation	\$39,842
Stanislaus County Probation	\$39,842

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**AL10105 – CALIFORNIA HIGHWAY PATROL
DUI WARRANT SERVICE PROJECT**

The Field Support Section within the CHP’s Enforcement Services Division will implement a 12-month statewide grant focusing upon increasing the number of outstanding DUI warrants served. Warrants will be served on those individuals who fail to appear in court or pay fines associated with DUI offenses. The overall goal is to increase the number of warrants served

by 225 from the 2008 calendar year total. To improve the Department's effectiveness in serving DUI warrants, warrant service program training will also be provided to additional uniformed staff. (\$311,568)

TASK 9 - MULTI-AGENCY AVOID DUI CAMPAIGNS

Programs in this task provide increased DUI enforcement and intensive media campaigns during traditional holiday periods; the NHTSA winter campaign (mid-December through New Years), the summer campaign (mid-August through Labor Day), along with the Memorial Day and Independence Day weekends. Year round sustained enforcement campaigns will also target weekends with high incidents of Alcohol Involved Collisions such as Halloween, NFL's Super Bowl Sunday, St. Patrick's Day and Cinco de Mayo as well as other local festivals or events with identified DUI problems. These multi-agency task forces are highly visible and supported with media campaigns focusing on state, regional and local efforts in support of the "Report Drunk Drivers – Call 9-1-1" and "Drunk Driving. Over The Limit. Under Arrest" as well as designated driver messages.

The Avoid DUI Campaigns are in 40 counties reaching over 95 percent of the State's population, combining the resources of over 400 local police agencies, 40 Sheriff's departments, county probation departments, college police, other special police districts, the Department of Alcoholic Beverage Control and the California Highway Patrol.

Grant #	Fund	Agency	FFY 2010 Funds
AL0812	410	Orland	\$77,488
AL0831	410	Elk Grove	\$197,637
AL0832	410	Hanford	\$56,536
AL0834	410	Merced County	\$125,381
AL0835	410	Visalia	\$111,531
AL0838	410	Santa Barbara	\$169,841.29
AL0840	410	Lake County	\$84,132
AL0842	410	Riverside County	\$222,063
AL0843	410	Calexico	\$104,135
AL0848	410	Anaheim	\$227,753
AL0856	410	Shafter	\$170,329
AL0908	410	Oxnard	\$167,088
AL0937	410	Davis	\$80,609
AL0953	410	Vallejo	\$169,022
AL0967	410	Turlock	\$195,383
AL0973	410	Marysville	\$84,804
AL0975	410	Siskiyou County	\$70,911
AL0977	410	Corning	\$50,733
AL0837	164AL	Manteca	\$157,882
AL0904	164AL	Paradise	\$85,438
AL0911	164AL	Gardena	\$391,267
AL0918	164AL	California Department of Alcoholic Beverage Control	\$243,997
AL0925	164AL	Contra Costa County	\$203,235
AL0939	164AL	San Diego County	\$354,053

Grant #	Fund	Agency	FFY 2010 Funds
AL0942	164AL	San Rafael	\$183,340
AL0976	164AL	Clovis	\$232,607
AL0980	164AL	Santa Clara County	\$210,412
AL0982	164AL	Petaluma	\$139,057
AL0984	164AL	Glendora	\$512,333
AL0990	164AL	San Francisco	\$142,751
AL0991	164AL	Redding	\$93,258
AL0995	164AL	Livermore	\$269,825
AL0997	164AL	Daly City	\$210,761
AL09103	164AL	Napa	\$123,390
AL1052	164AL	Salinas	\$203,139
AL1069	164AL	San Bernardino County	\$718,147
AL1099	164AL	Orange County	\$297,681
AL10100	164AL	Lincoln	\$161,579
AL10101	164AL	Capitola	\$165,018
AL10117	164AL	Arroyo Grande	\$195,598
AL10118	164AL	Grass Valley	\$95,363

TASK 10 – SOBRIETY CHECKPOINT CAMPAIGN

The California Sobriety Checkpoint Campaign (CSCC) *“Drunk Driving. Over The Limit. Under Arrest.”* goal is designed to reduce the number of people killed in alcohol-involved crashes through the combined effort of local law enforcement, CHP, and the Office of Traffic Safety (OTS).

164AL/406

AL1046 - UNIVERSITY OF CALIFORNIA, BERKELEY

SOBRIETY CHECKPOINT MINI GRANT PROGRAM 2009-10

California will implement a comprehensive statewide “Sobriety Checkpoint” program for 148 local law enforcement agencies to conduct 1,047 checkpoints during the “Drunk Driving Over the Limit. Under Arrest” national mobilization periods, December 16, 2009 – January 3, 2010, and August 20 – September 10, 2010. To promote sustained enforcement, state 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-impaired fatalities, they will conduct checkpoints not less than quarterly.

California’s 2010 Annual Performance Report will report the degree to which the sustained enforcement strategy was carried out, the results of the enforcement operations, and the overtime hours dedicated to the enforcement operations. (\$6,531,378/\$1,464,950)

TASK 11 - IMPAIRED DRIVING PROGRAMS

410

AL10102 - CALIFORNIA HIGHWAY PATROL BORDER TO BORDER DUI ENFORCEMENT CAMPAIGN

This grant focuses on reducing alcohol-involved fatal and injury (reportable) collisions and victims through enhanced enforcement, and a public awareness campaign. The overall goal is to reduce statewide reportable collisions and victims by 5 percent from the 2007 calendar year figures. To this end, the CHP will utilize roving Driving Under the Influence (DUI) patrols, sobriety/driver's license (DL) checkpoints, DUI task force operations, and DUI warrant service operations. A broad-ranging public awareness campaign, including statewide news releases and local community safety presentations, will also be conducted. (\$5,599,869)

TASK 12 - SCREENING, BRIEF INTERVENTION AND TRAINING

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

164AL

AL0818 - UNIVERSITY OF CALIFORNIA, IRVINE COMPUTERIZED ALCOHOL SCREENING AND INTERVENTION (CASI)

Impaired driving is a serious problem in Orange County, injuring and killing over 2000 people each year. NHTSA has identified Alcohol Screening and Brief Intervention (SBI) as one of its key initiatives to address impaired driving. UC Irvine has successfully implemented an initial prototype of a computerized alcohol screening and intervention (CASI) kiosk in their emergency department (ED) but it is bulky and outdated. Through this project, the CASI will be updated and refined to make it more durable, easier to transport and more portable for use at the patient bedside in the ED and in the trauma wards. The use of CASI will also be expanded by implementing CASI to both an outpatient college clinic and inpatient medical settings. (\$229,358)

410

AL0915 - UNIVERSITY OF CALIFORNIA, DAVIS TRAUMA CENTER ADOLESCENT SCREENING AND BRIEF INTERVENTION

University of California Davis Medical Center a Trauma Level I center will expand their adult screening and brief interventions with Emergency Department patients to include adolescent patients with a positive blood alcohol level. This project will provide adolescent patients who were intoxicated and their parents with a "brief intervention" and referral to treatment in Sacramento County. The project will track adolescent patients with intervention monitoring them for a recidivist occurrence.

The project will expand with the cooperation and collaboration of two, Level II Trauma Center in Sacramento County and complete a countywide assessment of the effectiveness of the brief intervention of intoxicated adolescents in the Emergency Department. The hospitals will partner with local high schools, colleges and organizations to enact peripheral educational alcohol prevention programs in the community. (\$307,920)

402

AL0757 – SACRAMENTO POLICE DEPARTMENT

SACRAMENTO COUNTY PILOT PROGRAM FOR BRIEF INTERVENTION OF IMPAIRED DRIVERS

This project will assist in the implementation of a Pilot Program in Sacramento County to provide a brief intervention for impaired driver at the jail upon their release. The purpose of the "brief intervention" is to create a "teachable moment" where impaired drivers can receive resources and referral to treatment in Sacramento County that will prompt changes in their "life-threatening" driving behavior. A paid media campaign will be conducted to educate the public on the new statewide vehicle impound law that will impact impaired drivers. (\$211,594)

TASK 13 – CALIFORNIA’S TOP 50 DUI CITIES

In an effort to further reduce alcohol-impaired crashes, OTS has identified and targeted “California’s Top 50 DUI Cities” for additional sobriety checkpoints. “California’s Top 50 DUI Cities” were determined using the 2007 SWITRS information for the numbers of persons killed or injured in alcohol-involved collisions. The cities are ranked 1-10, by a ratio to population, in the standard OTS population groupings A-D and 1-10 by Daily Vehicle Miles Travelled. The cities were then ranked by the actual raw number of victims killed or injured. Cities that did not rank in the top ten, but had similar numbers of victims were added into the list. This master list included over 150 cities, all ranked by the numbers of victims. There was a natural break in the area between 60-70 Injury and fatalities, which coincided with the top 50 agencies.

The list was then examined to see where the ranked cities fell within the master list. All “A” size cities (population greater than 250,000) were represented in the list. All “B” size cities (population 100,001 to 250,000), ranked 1-10 by population, or ranking in the top ten of both categories were represented. With the exception of Napa, all C sized cities (population 50,001 to 100,000) ranked 1-10 by population were represented. Napa, who ranked 10, had significantly fewer Injuries and fatalities than the other C sized cities. The D sized cities (population 25,001 to 50,000) were only represented by the number 1 ranked city. The number 2 ranked city had a significantly fewer Injuries and fatalities, 56 less for the year, than the #1 ranked city.

California's TOP 50 DUI Cities		Number of Alcohol Impaired Fatalities and Injuries (2007)	Number of Checkpoints Conducted (FY2009)	Number of Planned Checkpoints (FY2010)
1	LOS ANGELES	2970	45	120
2	SAN DIEGO	883	0	16
3	SACRAMENTO	478	22	22
4	SAN JOSE	455	12	18
5	SAN FRANCISCO	298	18	16
6	FRESNO	254	88	100
7	LONG BEACH	245	12	12
8	SANTA ANA	230	12	22
9	OXNARD	229	14	20
10	RIVERSIDE	209	10	13
11	OAKLAND	189	16	18
12	ANAHEIM	185	6	6
13	MODESTO	184	4	20
14	STOCKTON	183	15	18
15	BAKERSFIELD	177	24	30
16	HUNTINGTON BEACH	149	5	8
17	SAN BERNARDINO	143	11	17
18	ESCONDIDO	128	12	21
19	CHULA VISTA	121	36	46
20	COSTA MESA	119	15	16
21	ONTARIO	119	6	16
22	SANTA MARIA	112	20	26
23	ORANGE	111	9	15
24	OCEANSIDE	107	12	18
25	LANCASTER	103	16	24

California's TOP 50 DUI Cities		Number of Alcohol Impaired Fatalities and Injuries (2007)	Number of Checkpoints Conducted (FY2009)	Number of Planned Checkpoints (FY2010)
26	POMONA	103	21	10
27	SANTA ROSA	101	2	10
28	PALM SPRINGS	99	4	16
29	VISALIA	95	7	22
30	NEWPORT BEACH	95	4	6
31	FULLERTON	93	0	6
32	SANTA BARBARA	93	12	18
33	MORENO VALLEY	92	8	32
34	PALMDALE	91	15	21
35	GARDEN GROVE	89	8	14
36	CONCORD	87	8	10
37	REDDING	86	5	6
38	FONTANA	83	9	14
39	REDLANDS	83	4	20
40	HAYWARD	82	14	18
41	RIALTO	82	12	25
42	SANTA MONICA	81	4	6
43	EL CAJON	79	4	4
44	PASADENA	78	6	9
45	FREMONT	77	2	7
46	VISTA	76	2	6
47	CITRUS HEIGHTS	76	8	12
48	VENTURA	74	4	16
49	CORONA	73	2	3
50	WEST COVINA	69	0	4
	TOTAL	10,518	605	973

EMERGENCY MEDICAL SERVICES

I. PROGRAM OVERVIEW

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

According to the 2008 SWITRS data, there were 11,928 persons in California who were injured as a result of a serious motor vehicle collision. Many of these individuals required emergency medical services at the crash scene. Many of these crash victims also required specialized rescue equipment and trained personnel to extricate them from their vehicles and/or the crash scene.

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

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

II. ACTION PLANS

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

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

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2009 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - FIRST RESPONDER SERVICES

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

During the proposal process, an analysis was conducted of the 15 agencies that submitted proposals for extrication equipment. Priority funding was given to the following agencies that have not had a grant within the last 10 years. These agencies are serving as the host agency for three countywide regional grants by purchasing and distributing extrication equipment to city, county, and volunteer fire departments. The number in the () specifies the number of jurisdictions participating in the grant.

Grant #	Fund	Agency	FFY 2010 Funds
EM1001	402	Mariposa County (7)	\$236,072
EM1002	402	Madera (5)	\$218,000
EM1003	402	Oxnard (5)	\$181,222

TASK 3 - LIFE SUPPORT DELIVERY

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

TASK 4 - DATA COLLECTION

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

TASK 5 - COMMUNICATIONS

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

402

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

The Local Emergency Medical Services Communications System Plan grant is continued into fiscal year 2010. Imperial Valley Emergency Communications Authority (IVECA) is implementing a plan for an intra- and inter-county EMS communication system to foster coordinated EMS communications between regions and counties, public and private providers, hospitals and public safety agencies in the area. IVECA also works with the Emergency Medical Services Authority (EMS Authority) to develop a local EMS Communications Plan template that will be integrated into the State EMS Communications Plan and used as a model for local communications systems throughout the state. (\$416,848.68)

TASK 6 - TRAINING

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

TASK 7 - PUBLIC AWARENESS AND EDUCATION PROGRAMS

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

MOTORCYCLE SAFETY

I. PROGRAM OVERVIEW

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

In 2000, motorcycle fatalities represented only 7.3 percent of total traffic fatalities. In 2008, motorcycle fatalities jumped to 16.3 percent of California's total traffic fatalities, while motorcycle registrations increased 7 percent from 772,524 in 2007 to 824,244 in 2008.

Motorcyclist injuries, as a percentage of total traffic injuries, have also been rising, from 2.6 percent in 2000 to 4.8 percent in 2008. More alarming than the relative percent of motorcycle fatalities and injuries is the increase in the actual number of motorcyclists killed, from 275 in 2000 to 433 in 2006 and 560 in 2008.

In 2008, the under age 20 age group had the largest increase in motorcycle fatalities (up 57 percent from 13 in 2007 to 30 in 2008 with the second highest increase seen in the over age 59 age group which increased 44 percent from 32 in 2007 to 57 in 2008).

Of the 560 motorcyclists killed, at least 12 percent (68) were un-helmeted. Since helmets are about 39 percent effective in preventing fatalities, NHTSA estimates that 26 of the 68 un-helmeted motorcyclists killed would have survived had they worn a helmet.

Super sport motorcycles, defined as consumer versions of the motorcycles used by factory racing teams, account for 14 percent of the registered motorcycles in California, yet the 211 super sport drivers and passengers killed in 2008 accounted for 38 percent of the 560 motorcyclists killed in California.

II. ACTION PLANS

OTS is currently a member of the California Motorcyclists Safety Program Advisory Committee chaired by CHP. The committee acts in an advisory capacity for the California Motorcyclists Safety Program which is a statewide motorcycle training program. The program is funded by student training fees and \$2 from each motorcycle registration fee in the state. During 2008, 70,469 motorcyclists were trained through the program, a 12 percent increase from 2007.

In September 2008, the Office of Traffic Safety (OTS), in conjunction with the National Highway Traffic Safety Administration (NHTSA), conducted California's first Motorcycle Safety Assessment. This evaluation provided OTS an outside review of California's motorcycle safety program(s). NHTSA provided a nationally recognized team of experts to evaluate current status and provide recommendations for improvements/enhancements on programs related to motorcycles and motorcycle safety. Recommendations related to enforcement and public awareness are being incorporated into grants to local law enforcement agencies and the California Highway Patrol.

OTS will fund public awareness efforts through AL and PT grants. These grants include outreach at a variety of motorcycle events ranging from Harley-Davidson oriented charity rides to MotoGP racing events. Activities include booths providing information about training, protective gear, and safe and sober riding. OTS funded an exhibit trailer housing two motorcycles that were involved in fatal crashes. The trailer will be displayed as means to raise awareness among motorcyclists and other drivers about need to share the road and to ride and drive safe and sober.

Also funded through AL and PT grants, law enforcement will target DUI, speed, red light running and intersection violations incorporating special operations to reduce motorcycle-involved collisions. These operations will be accompanied by earned-media efforts that will inform the public of the rising number of fatal and injury motorcycle crashes.*

In 2008, 37 percent of all motorcyclists killed were not properly licensed. In order to determine whether proper licensing will reduce fatal motorcycle collisions, OTS will fund a TR grant to the Department of Motor Vehicles. The project will identify registered motorcycle owners that do not have motorcycle license endorsements. A randomly assigned sample of the unlicensed registered owners will receive an intervention letter highlighting the legal consequences of riding without proper endorsements. Subsequent licensing, crash, and traffic violation rates will be tracked and compared between those who received the letter, those who did not, and the general motorcyclist population.

In order to deliver motorcycle safety messages and interventions to the appropriate groups most in need of specific outreach efforts, OTS is working with NHTSA, the California Department of Motor Vehicles and the Insurance Institute for Highway Safety to analyze crash data and registration information to identify such groups and opportunities for improvement.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2009 Highway Safety Plan. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, or educational meetings or conferences.

TASK 2 - MOTORCYCLE PROGRAM ANALYSIS

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

2010/402

MC1001 -- CALIFORNIA HIGHWAY PATROL

LOOK TWICE, SAVE A LIFE

The California Highway Patrol (CHP) will implement a 24-month traffic safety grant focusing on reducing motorcyclist fatalities and injuries throughout the four counties with the highest statistics, within CHP jurisdictions. The targeted counties are Los Angeles, San Diego, Orange, and San Bernardino. This will be accomplished by enhanced enforcement, including aerial support; and public education campaigns to increase drivers' awareness of sharing the road with motorcyclists as well as to bolster public knowledge of the California Motorcycle Safety Program's availability to motorcyclists. (\$612,376/\$212,833)

IV. *NOTE

OTS has allocated Section 410 and 164 funds in 35 *DUI Grants Made Easy Grants* (pages 10-AL-4 & 5); Section 402 funds in 25 *Selected Traffic Enforcement Program Grants Made Easy Grants* (pages 10-PT-3 & 4); and Section 164AL funds in 4 *Vehicle Impound Program Grants Made Easy Grants* (pages 10-PT-7). The cities conducting motorcycle enforcement are asterisked in Task 2 of the Alcohol and Other Drugs Section and Police Traffic Services Section.

OCCUPANT PROTECTION

I. PROGRAM OVERVIEW

SEAT BELTS

California's 2009 seat belt use rate is 95.3 percent (August 2009), this represents 34.9 million persons wearing seat belts. NHTSA estimates that 1,424 Californian lives were saved at the current seat belt use rate. However, the fact remains that 1,724,900 Californians are not utilizing restraint systems, and are therefore, at higher risk for death or injury, if involved in a collision. In California, the percent of unrestrained passenger vehicle occupant fatalities (all seat positions) increased from 36 percent in 2007 to 38 percent in 2008. California is much better than the national average of 55 percent and only Oregon at 35 percent has a better rate than California. NHTSA estimates that about half or 351 of the 702 known unrestrained fatalities would be alive today had they simply buckled up. The 2008 SWITRS data reports 70.8 percent of vehicle occupants killed in automobile collisions were using seat belts. In the last five years (2004 to 2008), the percentage of occupants killed in automobile collisions and using safety belts increased by 17.1 percentage points from 53.7 percent to 70.8 percent.

California conducted its fifth teen statewide seat belt observational survey. The 2008 survey teen seat belt use rate is 89.8 percent, up from 88.9 percent in 2007. While the teen seat belt compliance rate has increased 3.2 percentage points since the first survey in 2004 with a rate of 86.6, more efforts need to be focused on that population. In 2008, the percent of unrestrained passenger vehicle occupant "teenaged" fatalities was 37 percent - of the five largest states in terms of total traffic fatalities, (CA, FL, TX, GA, & NC), California has the best rate. Since restraints are about 50 percent effective in preventing a fatality, NHTSA estimates that 42 dead California teens would be alive today had they simply buckled up.

Persons considered "high-risk," (e.g., teens, non-English speakers, and those in the lower socioeconomic classes) remain involved in a disproportionate number of fatal and injury collisions. The rich diversity that typifies many communities in California contributes to the vitality and strength of the state as a whole. At the same time, it presents a number of challenges for health departments, law enforcement, and community based organizations committed to addressing occupant protection. This high-risk group requires special education and programs targeting cultural and language barriers. In California, we continue to see an increase in ethnic and linguistic groups. According to the new projections by the California's Department of Finance Demographics Unit, the Hispanic populations will constitute the majority of California by 2042. By the middle of the century, the projections indicate that Hispanics will represent 52 percent of the state's population, with Caucasians comprising 26 percent, the Asian population at 13 percent; the African American population at five percent, and Multiracial persons two percent. Both American Indian and Hawaiian/Pacific Islander groups will each make up less than one percent of the state by 2050. Media campaigns will target teens, Spanish, and non-English speaking populations. In addition, health departments will utilize networks and relationships with ethnic communities to address traffic safety issues for the populations they represent.

Through a partnership with the Traffic Safety Center at the University of California Berkeley, OTS will fund the "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. The goal of the "Next Generation -- Click It or Ticket" campaign is to increase seat belt use statewide to 96 percent by December 31, 2010. OTS will fund 3 million dollars to law enforcement agencies to offset overtime and reporting costs for the campaigns.

CHILD PASSENGER SAFETY (CPS)

California's child safety seat use rate is 90.9 percent (August 2009). Child passenger safety remains a difficult topic to master because of the constant technical changes in laws and regulations, and development of new products. California's focus is to increase the child passenger safety compliance rate. Programs will train NHTSA Child Passenger Safety technicians and instructors, but most of all, conduct child passenger safety restraint checkups, create fitting stations and conduct educational presentations.

National research on the effectiveness of child safety seats has found them to reduce fatal injury by 71 percent for infants (less than one year old) and by 54 percent for toddlers (1-4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively (National Center For Statistics and Analysis – Lives Saved Calculations for Infants and Toddlers, March 2005).

Passenger vehicle occupant fatalities age 0-8 decreased 50 percent from 84 in 2007 to 42 in 2008 and age 4 and under dropped 42 percent from 49 in 2007 to 25 in 2008.

II. ACTION PLANS

California's population continues to increase, with a growth of 1.1 percent, representing over 409,000 new residents in California (California Department of Finances 2008 Demographic Report.) The Office of Traffic Safety continues much needed funding to keep up with the new population totals, provide an ongoing effective occupant protection program that assures the public is educated and motivated to use seat belts and child safety seats on every ride. A combination of legislative mandates, enforcement, public information campaigns, education, and incentives are necessary to achieve significant, lasting increases in occupant restraint usage.

The purpose of the 405 incentive grant program is to reinforce key elements of a strategy to encourage states to enact and strengthen occupant protection laws and provide for the enforcement efforts related to the laws. The program will provide for NHTSA's Standardized Child Passenger Safety Training, the certification and re-certification program for the technician and instructor level candidates, and provide for child passenger safety seat check ups and fitting stations. The California Department of Public Health (DPH) provides assistance to the California Office of Traffic Safety with the statewide coordination of child passenger safety efforts in California. Through the Vehicle Occupant Safety Program, DPH staff assists local agencies by providing technician training and resources to counties and regions in need.

Through a partnership with the California Department of Transportation, OTS funded more than 600 “Click it or Ticket” road signs that are displayed every 50 miles throughout the state highway system. In 2010, there will be approximately 200 signs available to grantees for installation within their jurisdictions. In addition, approximately 325 fixed freeway changeable message signs illuminate the “Click it or Ticket” message during the NHTSA mobilization.

The fine for not wearing a seat belt or a driver allowing an unrestrained passenger is approximately \$132 a first offense and \$245 for a second offense. Child passenger restraint violations are \$435 for a first offense and \$970 for a second offense.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2010 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - COMPREHENSIVE COMMUNITY OCCUPANT PROTECTION GRANTS

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

Grant #	Fund	Agency	FFY 2010 Funds
OP0901	402	Butte County	\$99,358
OP0906	402	Santa Clara County	\$160,346
OP1001	402	San Diego County HHS	\$207,000
OP1002	402	Los Angeles	\$750,000
OP1004	402	Glendora	\$120,283
OP1007	402	Siskiyou County	\$68,939
OP1009	402	University of California, San Diego	\$193,094
OP1010	402	University of California, Davis	\$117,385

TASK 3 - ENFORCEMENT AND EDUCATION OCCUPANT PROTECTION GRANTS

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

Grant #	Fund	Agency	FFY 2010 Funds
OP1005	402	Yuba City	\$127,809

TASK 4 - STATEWIDE USAGE SURVEYS

402

OP0801 - CALIFORNIA STATE UNIVERSITY, FRESNO

STATEWIDE SEAT BELT, CHILD SAFETY SEAT, AND TEEN SEAT BELT USE SURVEYS

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

TASK 5 - STATEWIDE CHILD PASSENGER SAFETY TRAINING

402

OP1006 – DEPARTMENT OF PUBLIC HEALTH

VEHICLE OCCUPANT SAFETY PROGRAM (VOSP)

The Vehicle Occupant Safety Program will provide statewide coordination, working with its many State and local partners, to promote best practices in child passenger safety (CPS) to reduce crash-related injuries for all children between birth and age eight. Objectives are twofold: 1) to improve the Technician Training System by increasing opportunities to reach out to Instructors and over 2,000 technicians with technical information and resources; and 2) to strengthen local CPS capacity (specifically but not limited to local public health departments) by providing educational resources for CPS Week, sharing of information through Network teleconferences and at the Childhood Injury Prevention Conference, collecting and sharing CPS related vehicle code data to ensure local funding streams, conducting a statewide CPS needs assessment to evaluate program competency and collaborating with the State Department of Social Services to provide capacity an appropriate procedures for child transporters. (\$357,536)

406

**OP1008 – CALIFORNIA HIGHWAY PATROL
CALIFORNIA OCCUPANT RESTRAINT CAMPAIGN (CORC)**

The California Highway Patrol (CHP) will conduct a 12-month traffic safety grant to conduct community outreach and enforcement measures to increase seat belt and child restraint usage. The grant goals are to reduce the number of fatalities and injuries in collisions in which victims did not use, or improperly used, their vehicle occupant restraint system. Objectives are to provide comprehensive traffic safety educational seminars, child safety seat check-up inspections, distribute child safety seats, and conduct statewide awareness and enforcement days. The grant will provide child passenger safety certification training to CHP as well as allied police, fire and health professionals. (\$1,058,065)

TASK 6 – INNOVATIVE GRANTS TO INCREASE SEAT BELT USE

This task includes a public information and education campaign, enforcement activities, mini grants for agencies, and personnel to coordinate those efforts. There are currently no planned or continuing grants in this task.

TASK 7 - MINI-GRANTS TO INCREASE SEAT BELT USE

405

**OP1003 - UNIVERSITY OF CALIFORNIA, BERKELEY
"NEXT GENERATION - CLICK IT OR TICKET" MINI-GRANT PROGRAM 2009-10**

In FFY 2010, California will launch the "Next Generation -Click It or Ticket" program with a highly publicized seat belt enforcement mobilization on November 17-30, 2009, and a second mobilization will occur on May 24 - June 6, 2010. In addition, the Click It or Ticket campaign will promote sustained seat belt enforcement, a program in which state and local law enforcement agencies representing 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 conduct intensified monthly enforcement efforts during daytime or nighttime hours. The goal is to increase seat belt use in California to 96 percent. California's 2010 Annual Performance Report will report the degree to which the sustained enforcement strategy was carried out, results of the enforcement, and the overtime hours dedicated to the enforcement operations. (\$3,288,042)

PUBLIC RELATIONS, ADVERTISING AND MARKETING

I. PROGRAM OVERVIEW

The Office of Traffic Safety employs one fulltime staff person – an Assistant Director of Marketing and Public Affairs – who oversees: media, press and public relations for traffic safety issues and initiatives for the entire state of California; a marketing contract that assists the OTS in directing media buys, video and audio PSA production, media event planning, print and graphic materials; and assisting in and reviewing the media and press related efforts and activities of all OTS grantees.

II. ACTION PLAN

In 2010, OTS will focus on generating earned media for a myriad of traffic safety initiatives through targeted DUI and seat belt campaigns and through active grants – all designed toward lowering the Mileage Death Rate and increasing statewide seat belt use. This approach includes providing increased media assistance to local grantees on new and innovative programs and continuing to target under-represented groups and the general population with traffic safety messages.

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

In 2010, OTS will be evaluating resources available for marketing and public affairs, exploring new initiatives as well as enhancing those that are continuing. In 2010, OTS will be evaluating the needs and requirements for outside contracting of media relations, public relations, media buying and other related work in anticipation of issuing one or more RFPs for such work in 2011.

III. TASKS

TASK 1 - PUBLIC RELATIONS

STATEWIDE CAMPAIGNS

OTS Public Affairs will spearhead several key public awareness campaigns during FY2010. Key campaigns will include California's new and expanded "Next Generation Click It or Ticket" campaign (also see Paid Advertising), as well as December's Holiday DUI Crackdown, Child Passenger Safety Week (September), and DUI enforcement campaigns around other major holiday periods: Memorial Day, Independence Day, and Labor Day weekends, as well as St. Patrick's Day, Cinco de Mayo and Halloween celebration periods.

OTS will be pursuing a “pilot” public awareness campaign with a goal of reducing secondary crashes on freeways within the Sacramento region. If the campaign is evaluated as being successful, OTS will determine feasibilities of expanding a similar campaign to other regions or statewide.

All campaigns will rely heavily upon earned media to educate Californians about safe driving practices, including seat belt use, child passenger safety and impaired driving. OTS will also continue to expand partnerships with CHP, the Department of Motor Vehicles, Caltrans, and the Department of Alcoholic Beverage Control on various programs and campaigns moving forward.

PARTNERSHIPS

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

Public/Private partnerships are very important to OTS’ long-term planning. These partnerships are designed to augment resources, extend outreach to diverse audiences and at-risk communities, and extend marketing opportunities. Past partners have supported teen anti-DUI programs, DUI Crackdown Month, Child Passenger Safety, safety belt use, and bicycle and pedestrian issues, to name a few. OTS will build upon existing partnerships and forge new alliances to support and facilitate the distribution of its traffic safety messages, as well as its own conferences, meetings and community events.

OTS TRACKS NEWSLETTER

The Office’s flagship and award-winning publication, *OTS Tracks*, is now in its 18th year of production. Its audience is more than 3,000 traffic safety practitioners, law enforcement and fire departments, members of the media, legislators, and key stakeholder groups. Content includes news about OTS initiatives, staff, stories from local grantees on their people, work and successes, as well as perspectives from the Secretary of Business, Transportation and Housing Agency, and the Director of the Office of Traffic Safety.

OTS WEBSITE

The OTS website (www.ots.ca.gov) underwent an entire reconstruction in 2007. Grantees, law enforcement agencies, and other traffic safety stakeholders are increasingly reliant on the website for topical information on everything from grant application announcements to new data on a plethora of traffic safety subjects. The news media and researchers are using the OTS site as a valued resource.

The new website is geared to the needs of its primary audiences. Potential and current grantees make up the bulk of those visiting the site, with media, researchers, stakeholders and the general public following along successively. The new site is formatted with this usage in mind. These enhancements have greatly improved the ease of navigating the site to find what the visitor requires.

The website had over 200,000 visits in the preceding year. One indication that points to how the changes made in 2007 have improved service to visitors is that while the average number of pages viewed has fallen by half, the average length of sessions have doubled. This indicates that visitors are getting to what they need easier and using it longer.

This is a positive indicator as OTS moves toward a complete web-based grant operation.

MEDIA RELATIONS

Bringing together expert resources in media relations, public affairs and community outreach, OTS Public Affairs offers an array of services, including: media relations, marketing, event logistics, creative writing, and campaign management.

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

GRANTEE SUPPORT

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

TASK 2 - PAID ADVERTISING

CAMPAIGNS

During 2010, some of the campaigns that OTS may be using paid media include: Holiday DUI Crackdown (December), Click It or Ticket (November and May), the pilot secondary crash campaign, and other campaigns as they arise.

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

OTS has an extensive, year-round effort in place to produce and place as much “public service” materials as possible in the media. This comes in the form of television and radio public service announcements, radio public service interviews, and billboard placement, with a paid media equivalent of over \$5 million.

\$457,100 – Fund to be determined upon payment (410/164 or 402)

The following table reflects grants active in FFY 2010 with paid media in their budgets:

Grant #	Agency	Budget
AL0845	California Highway Patrol	\$210,000
AL1010	California Highway Patrol	\$40,800
AL1010	California Highway Patrol	\$70,000
PT1037	California Highway Patrol	\$25,000
AL1010	California Highway Patrol	\$75,000
MC1001	California Highway Patrol	\$612,376
AL1010	California Highway Patrol	\$125,000
RS1002	California Dept. of Transportation	\$800,000

TASK 3 - MARKETING

SPORTS AND ENTERTAINMENT MARKETING

Since its inception 15 years ago, the OTS Sports & Entertainment Marketing program has become a national model for sports partnerships and traffic safety. In 2009 we expanded it to include a special Designated Driver campaign partnership with the NBA Sacramento Kings. While the 2010 schedule of events won't be announced until after the New Year, campaign venues being explored include partnerships with California-based professional baseball, basketball and football teams as well as radio station sponsored events. Target audiences for this marketing are first, young males, and secondly, families with children.

\$400,000 - Fund to be determined upon payment (410/164 or 402)

PEDESTRIAN AND BICYCLE SAFETY

I. PROGRAM OVERVIEW

PEDESTRIAN SAFETY

Pedestrian fatalities dropped 5 percent from 650 in 2007 to 620 in 2008. This is the lowest annual tally of pedestrian fatalities since the federal government began recording fatality statistics in 1975. Pedestrian fatalities represent 18 percent of total traffic fatalities in California, significantly exceeding the national average of 11.3 percent.

In 2008, fatal and injury collisions involving a pedestrian accounted for 7.2 percent of the State's fatal and injury collisions.

- 17.5 percent of all pedestrian victims were between the ages of 5-14.
- 14.6 percent of all pedestrian victims were 60 years of age or older.
- 13.6 percent of all pedestrian victims were between the ages of 45-54.

Pedestrian safety has been a significant challenge to many California cities/communities, and therefore improved pedestrian safety has been among top priorities for these cities. Too often, the victims are children and senior citizens. Targeting those "at-risk" populations has been a challenge and many communities have introduced an array of innovative programs to combat the continuing disparity in the number of pedestrian victims that are children, senior citizens and/or culturally challenged.

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

Pedestrian Safety Assessments (PSA) are another approach to improving pedestrian safety within California communities, 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. With funding from the California Office of Traffic Safety, the Institute of Transportation Studies Technology Transfer Program (Tech Transfer), University of California Berkeley, will continue to offer Pedestrian Safety Assessments (PSA) as a free statewide service to California cities/communities in 2009 - 2010. The objective of the California PSA is to enable California communities to:

- Improve pedestrian safety at specific locations and citywide.
- Create safe, comfortable, accessible, and welcoming environments for pedestrians.
- Enhance walkability, liveability, and economic vitality.

The need to continue the efforts to address pedestrian safety among populations for which English is not their first language is alarming. In some communities, almost 100 percent of the pedestrian victims are non-English speakers. The last census showed a dramatic

change in demographics in the last ten years, resulting in an increase in pedestrian population unfamiliar with the rules of the road, signage, and traffic management systems.

School zones have been identified as danger zones for aggressive driving habits and behaviors. Communities have taken ownership of these areas by partnering with law enforcement, school officials, community based organizations, advocacy groups, parent-teacher associations, engineers and others to increase safety around local schools and decrease the alarming number of children who are killed or injured on their way to and from school.

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

BICYCLE SAFETY

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

In 2008:

- Bicyclists represented 3.8 percent of all traffic fatalities and 4.8 percent of all injuries.
- 16.8 percent of bicyclists killed and injured were under age 15.
- Adults continued to represent a significant segment of the population “at-risk” for injury in a collision. Environmental issues, health concerns and increased traffic congestion have driven many communities and individuals to emphasize alternative means of commuting. Programs originated by employers, environmental groups, the healthcare community, and others encourage cycling among adults. As a result, it is not uncommon to find more adults riding bicycles.

II. ACTION PLANS

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

- Slowing vehicle speeds.
- Reducing pedestrian risks at street crossing locations.
- Improve awareness of and visibility between motor vehicles, pedestrians and bicyclists.
- Improve pedestrian, bicyclist and motorist behaviors.
- Traffic laws to be complied with by all users.

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

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2009 Highway Safety Plan. This task also includes assistance to staff to attend and participate in technology transfer workshops, training sessions, educational meetings, seminars and conferences.

TASK 2 - PEDESTRIAN AND BICYCLE SAFETY PROGRAMS

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

Grant #	Fund	Agency	FFY 2010 Funds
PS0804	402	Berkeley	\$110,966.28
PS1004	402	Santa Cruz County	\$224,009
PS1005	402	Santa Rosa	\$250,536
PS1007	402	Calexico Police Department	\$84,456

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

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

Grant #	Fund	Agency	FFY 2010 Funds
PS0806	402	Los Angeles County	\$0
PS1008	402	California Highway Patrol	\$215,249

TASK 4 - COMPREHENSIVE TRAFFIC SAFETY PROGRAMS

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

Grant #	Fund	Agency	FFY 2010 Funds
PS1003	402	Oakland	\$491,305
PS1006	402	San Francisco	\$302,189

TASK 5 - STATEWIDE BICYCLE AND PEDESTRIAN SAFETY PROGRAMS

These programs target the enhancement of bicycle and pedestrian safety throughout the State. These grants can develop teams of transportation professionals to identify pedestrian problems and solutions to improve pedestrian environments. In addition, the California Department of Public Health and Caltrans will work with the California Pedestrian Advisory Committee (CalPED) and the Challenge Area 8 Team (Making and Street Crossing Safer) to develop a coordinated approach to safety planning, assessment, and educational efforts across the state.

Grant #	Fund	Agency	FFY 2010 Funds
PS0904	402	The Regents of the University of California, Berkeley Campus	\$202,276
PS1010	402	California Department of Public Health	\$200,000

TASK 6 - EQUIPMENT PROGRAMS

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

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Grant #	Fund	Agency	FFY 2010 Funds
PS1001	402	Pasadena	\$97,000

POLICE TRAFFIC SERVICES

I. PROGRAM OVERVIEW

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

Alcohol is the number one PCF in fatal crashes. According to 2008 SWITRS data, 29,752 people were killed or injured in alcohol-involved crashes, 2,381 fewer than in 2007. In addition, the number of alcohol-involved fatal victims decreased 9 percent in 2007 from 1491 to 1355; alcohol-involved traffic injury victims also decreased 9 percent from 30,642 to 28,397.

Speed is consistently the top PCF collectively for both fatal and injury collisions. SWITRS 2008 provisional data shows that unsafe speed was the PCF in 28 percent of all fatal and injury collisions. As the speed of the vehicle increases, so does the probability of injuries and deaths if the vehicle is involved in a collision. The number of total fatal and injury collisions for unsafe speed decreased 9 percent from 52,869 in 2007 to 48,713 in 2008. Unsafe speed is a major contributor to roadway fatality and injury victims.

PRIMARY COLLISION FACTORS (PCF)

Primary Collision Factor	2008		2007	
	Fatal	Injury	Fatal	Injury
1. Speed	522	48,713	620	52,869
2. Driving Under the Influence	704	14,672	785	15,406
3. Auto Right-of-Way	193	27,108	204	30,506
4. Improper Turning	584	23,043	711	25,309
5. Traffic Signals & Signs	135	14,017	195	15,448
Total	2,138	127,553	2,515	139,538
Total Fatal and Injury Collisions	129,691		146,477	

TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2008*	Fatalities	Injuries
Injuries and Fatalities	3,401	241,249
Total Fatalities and Injuries	244,650	

Traffic-related fatalities and injuries decreased 9 percent in 2008. California's 2008 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) decreased 7 percentage points from 1.22 in 2007 to 1.15 in 2008.

II. ACTION PLANS

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

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

Many local police departments lack the information, technical assistance, equipment, and personnel to give their communities an effective speed control program, frequent sobriety checkpoints, and traffic safety education and enforcement programs. OTS provides grants to local police departments that range from \$37,000 up to \$375,725 and include the funding of traffic officers, personnel, overtime, equipment, and public information and education materials.

III TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2010 Highway Safety Plan. Funding allocated to this task provides for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

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

Funds in this task provide for personnel, equipment, and operating costs to conduct traffic safety enforcement and education. The primary goals include the reduction of the number of persons killed in alcohol-involved, speed-related, hit-and-run, nighttime collisions and motorcycle involved traffic collisions and increase seat belt usage rates. In addition, the cities asterisked will be conducting motorcycle related enforcement objectives.

To bring successful elements of a PTS program together, there must be a well-organized community effort. The central purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations, and community-based organizations. Under such a program, a community uses both public and private resources to understand and attack all of its significant traffic safety problems. OTS will fund a total of 36 new local grants.

Grant #	Agency	164AL Funds	402 Funds	406 Funds
PT1001	Santa Monica	\$86,631	\$57,754	
PT1002*	Whittier	\$64,226	\$59,286	
PT1003	Pomona	\$296,463	\$73,492	
PT1004*	Ontario	\$231,144	\$61,514	
PT1005*	Beverly Hills	\$102,700	\$55,300	
PT1006*	Los Angeles			\$700,000
PT1007*	Daly City	\$152,697	\$177,454	
PT1008*	Santa Barbara	\$137,170	\$57,685	
PT1009*	Glendale		\$150,302	
PT1011*	West Covina	\$21,662	\$24,075	
PT1012*	San Bernardino	\$176,407	\$45,627	
PT1014*	Los Banos		\$41,000	
PT1015*	Fountain Valley		\$87,264	
PT1016*	Folsom	\$100,000	\$60,000	
PT1017*	Coalinga	\$18,000	\$20,000	
PT1018*	San Mateo	\$45,924	\$43,978	
PT1019	Redwood City	\$109,920	\$21,000	
PT1020	Lompoc	\$225,974	\$45,071	
PT1021*	Costa Mesa	\$150,000	\$150,000	

Grant #	Agency	164AL Funds	402 Funds
PT1022*	Kingsburg		\$46,000
PT1024*	Larkspur	\$60,565	\$ 60,565
PT1025*	Oakland	\$211,008	\$118,692
PT1026*	Elk Grove	\$101,000	\$71,000
PT1027	Anderson		\$54,446
PT1028*	Signal Hill	\$40,135	\$17,505
PT1029*	Long Beach	\$209,725	\$166,000
PT1030*	Hawthorne	\$70,760	\$71,703
PT1031*	Murrieta	\$74,692	\$26,696
PT1032*	Pasadena	\$150,686	\$169,134
PT1033	Lancaster	\$57,773	\$128,423
PT1036	Half Moon Bay	\$36,478	\$25,000
PT1042	Palo Alto		\$46,465
PT1046	Pacifica	\$43,967	\$38,233
PT1047	Petaluma	\$150,266	\$49,078
PT1048*	Modesto	\$242,000	\$56,770

TASK 3 - CALIFORNIA HIGHWAY PATROL

OTS awards grants to the CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. OTS will continue funding two grants initiated in prior years into fiscal year 2010 and commence funding four new grants in fiscal year 2010. These grants will combat speed and alcohol-related collisions, reduce truck-at-fault collisions, provide enforcement of occupant restraint laws, and provide the means to actively and efficiently enforce traffic laws, while providing a traffic safety public awareness campaign.

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PT0818 - CALIFORNIA HIGHWAY PATROL START SMART FOR ALLIED AGENCIES

This project will export the California Highway Patrol's Start Smart Teen Driver Safety Education Program to allied agencies statewide. The Start Smart program is a form of driver safety education for newly licensed teen drivers 15-19 years of age. Start Smart presentations emphasize how best to prevent and/or react to the driving dangers members of this age group are likely to encounter. CHP will train allied law enforcement agency representatives statewide in proven methods of delivering effective Start Smart presentations. Each allied agency will be provided with training and template materials to enable them to reproduce and present the Start Smart program independently. (\$236,419)

**PT0907 - CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS III**

The California Highway Patrol (CHP) will conduct safety corridor projects to reduce vehicle-related fatalities and injuries along these high-collision highway (corridor) segments. The first corridor is a portion of State Route (SR) 119 in the CHP Buttonwillow Area; the second corridor is a portion of Interstate 15 in the CHP Rancho Cucamonga Area; and the third corridor is a portion of SR 49 in the CHP Grass Valley Area. This project includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local task force comprised of interested parties from local, regional, state, and/or federal organizations and agencies will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The task forces will establish specific goals for fatality and injury reduction on each of the three corridors and develop Safety Action Plans for implementing short and/or long term solutions individually tailored to each corridor. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions on the identified corridors, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$453,031)

**PT1037 -- CALIFORNIA HIGHWAY PATROL
COMMUNITY INVOLVEMENT TO EDUCATE DRIVERS**

The CHP Rancho Cordova Area will implement a 12-month local area grant with a Program Operations Phase (October 1, 2009, through September 30, 2010) to combat reportable (fatal/injury) alcohol-involved collisions, speed-related collisions, and collisions caused by other primary collision factors. Strategies include a task force approach including partnership with local neighborhood watch groups, home owner associations, and various community members, and greatly enhanced enforcement augmented by a public awareness campaign (radar trailer deployments, safety presentations, promotional items, educational materials, etc.). A local task force will be formed to address the issues with traffic safety education by comprehensively evaluating both causes and possible remedies. (\$252,617)

**PT1038 -- CALIFORNIA HIGHWAY PATROL
COMPREHENSIVE APPROACH TO REDUCING SPEED (CARS) II**

The California Highway Patrol (CHP) will implement a 12-month statewide grant project with a 12-month Program Operations Phase (from October 1, 2009, through September 30, 2010) to combat reportable (fatal/injury) collisions caused by excessive speed and motorcycle-involved collisions from all causes. CARS II seeks to reduce such collisions and victims by various percentages from corresponding totals from the 2008 calendar year base period. Strategies include greatly enhanced enforcement augmented by air support and a public awareness campaign (radar trailer deployments, safety presentations, airing of radio public service announcements, etc.). (\$5,381,953)

**PT1039 -- CALIFORNIA HIGHWAY PATROL
AUBURN FREEWAY ARTERIAL SPEED TEAM (FAST)**

The CHP's Auburn Area will conduct a traffic safety grant project to reduce the number of speed-caused reportable (fatal and injury) collisions and victims within its jurisdiction. As circumstances and resources permit, Auburn Area will be assisted by as many as three other CHP Area commands (Gold Run, Grass Valley, and Yuba-Sutter) and up to four local city police departments (Auburn, Lincoln, Rocklin, and/or Roseville). The participating commands will focus enforcement efforts upon specific problematic roadways. This project includes a public education/awareness campaign as well as enhanced enforcement. (\$587,820)

**PT1040 -- CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS IV**

The CHP will conduct safety corridor projects to reduce vehicle-related fatalities and injuries along three high-collision highway corridor segments. The first corridor will be within the jurisdiction of the Monterey Area. The second corridor will be within the jurisdiction of the Barstow Area. The third corridor will be within the jurisdiction of the Santa Cruz Area. This project includes both a public education/awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The task forces will establish specific goals for fatality and injury reduction on each of the three corridors, and identify for implementation short and/or long-term solutions individually tailored to each corridor. (\$256,432)

TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM

OTS will fund one grant that will provide an in-depth analysis of a community's enforcement and engineering practices with the goal of reducing the number and severity of crashes by recommending solutions for high crash sites in the community.

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**PT1035 - UNIVERSITY OF CALIFORNIA, BERKELEY
TRAFFIC SAFETY EVALUATIONS AND PEDESTRIAN SAFETY ASSESSMENTS**

In order to reduce the number and severity of crashes, and the number of motorists and pedestrian injuries and fatalities due to collisions, on California's roadways UC Berkeley will provide free expert technical assistance to local enforcement and engineering staff. Fifty-six two-day site visits, in-depth technical evaluation and assistance, and follow-up reporting will be conducted. University staff will oversee and evaluate performance of evaluation teams, market the services to cities and counties, and disseminate appropriate best practices. (\$400,000)

TASK 5 - AGGRESSIVE DRIVER PROGRAMS

OTS will fund one grant addressing the problems of illegal-street racing in a community with a disproportionate illegal street racing problem.

PT0901 – CHULA VISTA**OPERATION CRACK DOWN ON ILLEGAL STREET RACING**

“Operation Crack Down on Illegal Street Racing” is a coordinated inter-agency law enforcement task force approach designed to positively address the escalating mortality and morbidity associated with San Diego illegal street racing involved crashes. The task force will be charged with establishing baseline statistics via surveillance, training key personnel and the deployment of strike team designed to renew a strong illegal street racing law enforcement presence in San Diego. A comprehensive training program will be implemented to provide law enforcement agencies throughout San Diego County a training team that will help integrate and institutionalize the expertise necessary to identify illegally modified vehicles into their own department's daily patrol duties. (\$319,199)

TASK 6 – LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS

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

TASK 7 - VEHICLE IMPOUND PROGRAMS

These agencies were selected based on a disproportionate number of collisions classified as alcohol-involved, hit-and-run and nighttime. These grants will impound the vehicles of unlicensed drivers, who have never been issued a license, and drivers with a suspended or revoked license. Grant activities include DUI/Driver's License checkpoints and special enforcement operations targeting those who continue to drive with a suspended or revoked license. A “Hot Sheet” program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with suspended or revoked licenses as a result of DUI convictions, and “Stakeout” operations to observe the “worst of the worst” repeat DUI offender probationers with suspended or revoked driver licenses. Additionally, “Court Sting” operations may be conducted to cite individuals driving from court after having their license suspended or revoked.

The primary goals are to reduce collisions that are alcohol-involved, hit-and-run, and nighttime related. These grants will strive to increase conviction rates for habitual DUI offenders that continue to drive with suspended or revoked licenses. In addition, the cities asterisked will be conducting motorcycle related enforcement objectives.

Grant #	Agency	164AL Funds	402 Funds
PT1010*	Livermore	\$38,900	\$64,850
PT1013*	Baldwin Park	\$101,258	\$65,413
PT1034*	Lake Elsinore	\$146,409	\$38,851
PT1044*	Rialto	\$171,982	\$97,000
PT1045	Irvine	\$90,000	\$22,138
PT1049	Manteca	\$62,800	\$26,000

ROADWAY SAFETY

I. PROGRAM OVERVIEW

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

A sound traffic-engineering program utilizes collision location data, an inventory of traffic control devices, data on the numbers and types of driving lanes, average and peak hour traffic volumes, and data on the direction of travel. In addition, a cogent traffic-engineering program should also include traffic circulation pattern information and data on adjacent land use. There should also be an ability to identify and analyze critical collision locations to establish reasonable speed limits (85th percentile), to coordinate and optimize signal timing, and to correlate all of the referenced data with the types and severity of collisions experienced. The engineer must perform analyses and recommend mitigation in the way of traffic controls, roadway design changes, alternative routes, and non-engineering (enforcement) improvements. As recommended by the California Traffic Records Assessment, conducted in September 2005, OTS is providing funds to local agencies to provide technical resources to local engineering agencies to support the collection of highway features and location reference data and to collect traffic count data on a consistent and periodic schedule.

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

OTS has continued the "Work Zone Safety" program. Through paid media advertising, public relations, community events, support will begin to increase outreach and educational efforts to reduce the number of collisions, injuries and deaths involving motorists and workers in highway work zones.

II. ACTION PLANS

TRAFFIC CONTROL DEVICE INVENTORY (TCDI)

This activity involves establishing a relational database for the storage and retrieval of various control device data elements. Agencies must perform a complete field inventory of existing signs, signals, pavement and curb markings and stripping as well as the condition of each. Depending upon the size and complexity of the street layout table, some inventories may exclude certain items, such as pavement and curb stripping, and may keep separate inventories for some items, such as signals. No grants have been funded in this task for fiscal year 2009.

TRAFFIC COUNTS

This activity typically involves the purchase of traffic counting devices including radar trailers and the development of a schedule for their periodic and regular deployment. Depending on the sophistication of the count devices and the agency, traffic counts may also include the incorporation and the development of traffic flow pattern charts to illustrate relative traffic volumes. Traffic counts should also include average daily traffic (ADT) and peak hour volume counts. No grants have been funded in this task for fiscal year 2009.

IDENTIFICATION AND SURVEILLANCE

This process allows for the systematic identification and ranking of critical or high collision locations within the jurisdiction and for performing analyses to discover conditions that may be contributing to the high collision rates. Software applications frequently include the generation of collision diagrams with Primary Collision Factors (PCF) identified. Applications may also include such functions as traffic flow analyses, traffic circulation patterns, and the statistical correlation of conditions present at the time of the collisions e.g., weather, time of day etc. In more sophisticated systems, collision locations can be identified as mid-block or intersection. No grants have been funded in this task for fiscal year 2009.

BICYCLE AND PEDESTRIAN SAFETY

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

Many engineering and enforcement agencies are still employing the use of manual collision and citation tracking systems or are forced to use unwieldy legacy data systems. Extracting meaningful data through either practice is an arduous and inefficient undertaking and the resulting data may be unreliable. For instance, jurisdictions that share a common boundary may find that crashes on the boundary roadways are undercounted (counted by the wrong agency) or double-counted (by multiple agencies). Either way, the data integrity is compromised. In addition, neither a manual system nor legacy system provides a viable and efficient means for communicating captured data on either an intra-agency or inter-agency level. This inability to share data results in the perpetuation of separate engineering and enforcement data systems in these jurisdictions

By developing modern open data systems that are usable by both traffic engineering and enforcement within a city and/or across jurisdictional lines i.e., county-to- county, OTS is providing an opportunity to enhance not only data sharing but overall communication and agency efficiency. No grants have been funded in this task for fiscal year 2009.

GEOGRAPHICAL INFORMATION SYSTEM (GIS)

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

During this fiscal year, OTS intends to continue grants involving Geographic Information Systems. In a planned effort, OTS intends to automate manual processes and replace legacy data systems that are no longer efficient or effective. OTS will promote implementation of these systems on a county level and on a city level in the "wired" counties. No grants have been funded in this task for fiscal year 2009.

TRAINING AND REVIEW

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

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

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2009 Highway Safety Plan. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task for individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings and conferences.

TASK 2 - ELECTRONIC ENGINEERING DATA SYSTEMS

Grants funded in this task provide local agencies with the ability to collect, extract, and manipulate traffic collision and citation data. Utilizing these high-powered data systems will enable these agencies to conduct thorough collision/citation analyses that will allow for statistically meaningful and technically accurate graphical representations. These systems will be used to track data throughout the locality to evaluate high collision/citation locations upon which to base mitigation efforts or other capital improvement decisions. In addition, these systems will also allow for information sharing between and amongst local jurisdictions along shared boundaries to effectively identify and classify collisions or other traffic related data by geographical reference points. One grant will be continued into 2009, and one new grant will be initiated under this task. However it should be noted that these systems are also included within other projects to provide a comprehensive local approach to traffic safety. There are currently no grants planned or continued under this task.

TASK 3 - ROADWAY IMPROVEMENT PROGRAM

Grants funded in this task enable local agencies to implement minor improvements in the roadways, as authorized by FHWA, including the installation of traffic count programs. There are currently no grants planned or continued under this task.

TASK 4 - TRAFFIC ENGINEERING EXPERTISE

Grants funded in this task enable agencies to better identify problems, suggest alternative solutions, and identify future needs by providing the traffic engineering expertise required. There are currently no grants planned or continued under this task.

TASK 5 - EDUCATION AND TRAINING

Grants funded in this task provide enhanced roadway safety public information.

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RS1002 - CALIFORNIA DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY CAMPAIGN

The Department of Transportation in its effort to reduce traffic fatalities and collision on California Roadway will increase its educational efforts to educate the public on the number of collisions involving motorists and workers in highway work zones throughout California. This will be accomplished through paid media advertising, public relations, community events and outreach. (\$1,500,000)

TASK 6 - EQUIPMENT

Grants funded in this task provide equipment for grantees to reduce the number of fatal and injury collisions in their jurisdiction. The hardware provided under this task tends to be specialized and designed to address an identified traffic safety issue in the jurisdiction. Including but not limited to speed trailers, speed feedback signs and changeable message signs. There are currently no grants planned or continued under this task.

TASK 7 - EVALUATION

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

TASK 8 - INFRASTRUCTURE IMPROVEMENT

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

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HAZARD ELIMINATION PROJECTS

The following are hazard elimination grants scheduled for 2010 and funded through the California Department of Transportation (Caltrans).

03-00019

- Upgrade and install metal beam guardrails and end treatments in the County of Los Angeles (\$3,600,000) 03-01
- Install guardrail/remove trees and shrubs within 30 feet of the edge of traveled way (\$2,500,000) 03-03
- Install chain link railing in the City of Los Angeles (\$1,070,000) 03-06
- Install metal beam guardrail/end treatment and widen shoulder in the County of Ventura (\$350,000) 03-08
- Relocate and signalize intersection in the County of Butte (\$4,150,000) 03-11
- Pedestrian activated crosswalk signals in the Cities of Redondo Beach and Venice (\$611,000) 03-12
- Install metal beam guardrail in the City of Simi Valley (\$815,000) 03-13
- Install metal beam guardrail in the City of Santa Monica (\$790,000) 03-14
- Install metal beam guardrail in the City of Oxnard (\$540,000) 03-15
- Install metal beam guardrail in the County of Los Angeles (\$750,000) 03-16
- Upgrade metal beam guardrail end treatments in the Counties of Sacramento, Yolo, Yuba and Placer (\$2,200,000) 03-18
- Upgrade median barrier in the County of Stanislaus (\$3,020,000) 03-19
- Upgrade median barrier in the County of Los Angeles (\$3,700,000) 03-20

05-00018

- Shoulder widening in the County of Lake (\$9,155,000) 05-01
- Install metal beam guardrail/end treatments and crash cushions in the County of Los Angeles (\$3,062,000) 05-02
- Install/upgrade concrete barrier, end treatments and crash cushions in the County of San Diego (\$6,600,000) 05-03
- Install metal beam guardrail in the County of Kern (\$1,171,000) 05-04
- Install/upgrade metal beam guardrail in the County of Sierra (\$1,400,000) 05-07
- Install chain link fence in the County of Sacramento (\$235,000) 05-08
- Install overhead sign in the County of Nevada (\$289,000) 05-09
- Install metal beam guardrail in the County of Humboldt (\$1,500,000) 05-10
- Upgrade median barrier in San Francisco/San Mateo Counties (\$17,000,000) 05-11

- Relocate signs in gore areas located in Marin/Sonoma Counties (\$4,500,000) 05-12
- Install concrete and metal beam guardrails in the County of Los Angeles (\$8,000,000) 05-13
- Install metal beam guardrail and traffic control devices in the City of Los Angeles (\$400,000) 05-14
- Install metal beam guardrail in the City of Irwindale (\$565,000) 05-15
- Install metal beam guardrail in the City of Malibu (\$710,000) 05-16
- Install metal beam guardrail in the County of Monterey (\$817,000) 05-17
- Install metal beam guardrail in San Luis Obispo and Monterey Counties (\$1,203,000) 05-18
- Install metal beam guardrail in the County of Santa Barbara (\$2,255,000) 05-19
- Install metal beam guardrail in the County of Los Angeles (\$430,000) 05-20

07-00013

- Upgrade median barrier in Yolo and Sacramento Counties (\$35,000,000) 07-01
- Upgrade MBGR and install concrete barrier in the County of Humboldt (\$3,330,000) 07-02
- Upgrade metal beam guardrail to concrete in the County of San Diego (\$5,300,000) 07-03
- Install concrete barrier and crash cushions in the County of Orange (\$4,312,000) 07-04
- Upgrade median barrier in Los Angeles County (\$2,500,000) 07-05

TRAFFIC RECORDS

I. PROGRAM OVERVIEW

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

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

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

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

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

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

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

The Emergency Medical Services Authority (EMSA) has installed a statewide database of emergency medical conditions, including response times to collisions and subsequent treatment of collision victims. In the EMS system, all regional trauma systems store and retrieve medical data, with a certain mandated core data transmitted to the EMSA system.

EMSA is trying to establish the means and methodology to track specific individuals from the collision to the emergency responder to the hospital and finally to hospital discharge. EMS linkage is necessary for the sensitivity index computation, and provides traffic engineers and traffic law enforcement personnel invaluable information on morbidity and mortality rates.

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

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

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

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

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

II. ACTION PLANS

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

OTS remains committed to providing funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems. OTS this year also actively solicited to several rural area counties throughout the state in an effort to fund them a system. OTS is confident that once implemented these systems will decrease the agency resources needed to maintain collision and citation statistical data. These systems are also expected to reduce the frequency and possibly the severity of traffic collisions in each jurisdiction where the systems are implemented.

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

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2009 Highway Safety Plan. This plan includes grants that will be continued from prior fiscal years. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in technology transfer workshops, training sessions, or educational meetings or conferences.

TASK 2 - DATA RECORDS DESIGN AND IMPLEMENTATION

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

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TR1001 – Los ALTOS TRAFFIC COLLISION DATABASE SYSTEM

This grant will allow the City of Los Altos to purchase and install an effective and maintainable system for analysis of collision patterns. The system will bring to focus the cause, type, injury, and other attributes of each collision. In addition, system will allow for diagramming on Google Earth and other ESRI GIS mapping products. The system will enhance Los Altos' ability to access, collect, and analyze data which will lead to more efficient measures in addressing problematic traffic areas throughout their city. (\$42,180)

408

TR0804 – CALIFORNIA DEPARTMENT OF TRANSPORTATION TSN TASAS DATABASE ENHANCEMENTS

This grant will allow Caltrans to migrate the TASAS System to a GIS based linear referencing system, including networking capability, to promote analytical capabilities and data sharing within the department and with it's partner agencies, such as the California Highway Patrol and Department of Motor Vehicles. Simultaneously, the department will be able to improve the timeliness and quality of it's base highway system, accident and traffic volume data used by the department and it's partners to identify, isolate and analyze critical traffic safety issues. (\$499,472)

TR0806 - JUDICIAL COUNCIL OF CALIFORNIA

TRAFFIC CITATION E-FILING GRANT

The California Administrative Office of the Courts (AOC) proposes to leverage its established statewide infrastructure (California Case Management System (CCMS), data exchange standards, and Integrated Services Backbone (ISB) -- a suite of tools and services for sharing information) to develop a Citation Tracking System (CTS) and deploy it to pilot -three medium to large California Superior Court pilot sites. This project will use a standard, reusable architecture so that e-filing capability can be deployed to additional courts and their law enforcement partners as they become ready to do e-citations. (\$292,069.87)

TR0807 - CALIFORNIA DEPARTMENT OF PUBLIC HEALTH

CRASH MEDICAL OUTCOMES DATA – CMOD

To better understand how to prevent Californians from being injured and killed in traffic crashes, California's traffic safety and injury prevention community needs analyses of both crash and medical data focusing on person-level risk factors and outcomes. This project responds to the current gap in knowledge by integrating data sets like SWITRS, pre-hospital records, emergency department records, hospital inpatient records, and death data. By combining these data sources, we gain a powerful ability to look at the health outcomes from crashes and the relationships between those outcomes and various risk factors and crash characteristics. (\$397,342)

TR0808 - EMERGENCY MEDICAL SERVICES AUTHORITY

CALIFORNIA EMS INFORMATION SYSTEM (CEMSIS) UPDATE

CEMSIS is an application designed to accept EMS and trauma data from local EMS agencies throughout the state and provide an avenue for linkage with other appropriate data sources to create a timely, accurate, complete, uniform data base that can be used to, in accordance with the expectations of SAFETEA-LU, comply with the recommendations from the 2005 California Traffic Records Assessment. The project will update CEMSIS to be in compliance with, and participate in, the federal data collections systems: National EMS Information System (NEMSIS) and the National Trauma Data Bank (NTDB). CEMSIS will be designed to receive both EMS and trauma data electronically from each of the 31 local EMS agencies. Injured patient data will be linked with other data systems to assist state and local efforts in injury prevention related to traffic safety. Data is necessary to assess performance, quality, utilization and prevention, benchmark against existing national standards and to inform future policy decisions and directions for EMS and trauma care in California. (\$392,500)

TR0809 - CALIFORNIA HIGHWAY PATROL

ALLIED AGENCIES COLLISION REPORTING (AACR) - SWITRS

This project will obtain hardware and consulting services to provide a statewide, external and internal Statewide Integrated Traffic Records System (SWITRS) environment that efficiently and effectively automates the request from and responses to CHP and Allied Agencies for SWITRS data and reporting. It will also enhance the input and import of data into SWITRS utilizing the Extensible Markup Language (XML) data transmission standard. (\$281,555)

TR0810 - CALIFORNIA HIGHWAY PATROL

RECORDS MANAGEMENT SYSTEM - [STATE-WIDE AUTOMATED CITATION SYSTEM (SACS)]

The project will obtain and deploy the hardware and software for a state-wide automated citation system that will interface electronically with all judicial jurisdictions within the State of California that are capable of accepting electronic citation data transmissions. (\$1,235,711)

TR0903 – UNIVERSITY OF CALIFORNIA, BERKELEY

A WEB-BASED MAPPING SYSTEM FOR CALIFORNIA COLLISION DATA

GIS technology has become a valuable tool for local traffic safety practitioners. The TSC is currently geocoding SWITRS data with approximately 80 to 85% accuracy and providing a simple web interface will allow basic database queries and the ability to display collisions as 'pin' maps using Google Maps. In the proposed project, we will extend the web capabilities and develop a more extensive web mapping system. A web-based viewing and analysis system will be created to allow users to query specific SWITRS data, interactively build maps in real time, and incorporate other data in the maps (e.g., US Census demographic data). Users will also be able to conduct basic or advanced spatial analyses on the mapped data. (\$159,115)

TR1006 – THE REGENTS OF THE UNIVERSITY OF CALIFORNIA, BERKELEY CAMPUS

GEOCODING OF MINOR INJURY COLLISIONS IN CALIFORNIA

Geographic Information System (GIS) technology has proven itself to be a valuable tool for local traffic safety practitioners. A key component of GIS in the field of traffic safety is the availability and access to high quality geocoded collision data. TSC has geocoded ten years of fatal and severe injury SWITRS collisions in a previous OTS grant and intends to expand and analyze this database. The proposed project will (1) geocode non-severe, non-fatal injury collisions from 1997-2006, (2) geocode all non-PDO collisions from 2007 and 2008, (3) manually geocode and non-matching fatal and severe injury collisions, (4) analyze and report on geocoding error types, and (5) compare SWITRS geocoding accuracy to geocoded FARS collision data. (\$142,372)

TASK 3 - COMPREHENSIVE DATA SYSTEM DESIGN AND IMPLEMENTATION

The following rural counties funded under this task were solicited by OTS for funding because they did not have traffic collision analysis systems. Automated GIS systems will be purchased for these counties that will allow them to analyze and map traffic collisions. These systems will provide a tool for traffic enforcement, collision investigation, and traffic engineering.

Grant #	Fund	Agency	FFY 2010 Funds
TR1002	402	Sonoma County	\$30,000
TR1003	402	Del Norte County	\$30,000
TR1004	402	Napa County	\$30,000
TR1005	402	Humboldt County	\$30,000
TR1007	402	Madera County	\$30,000
TR1008	402	Kings County	\$30,000
TR1009	402	Merced County	\$30,000
TR1010	402	Glenn County	\$34,999
TR1012	402	Modoc County	\$30,000
TR1013	402	Imperial County	\$32,750
TR1014	402	San Mateo County	\$30,000

402/164AL

TR1011 – SANTA CLARA COUNTY

COUNTYWIDE TRAFFIC SAFETY INTEGRATION AND COORDINATION PROJECT

The Countywide Traffic Safety Integration and Coordination Project will oversee the development of a countywide Web-based Integrated GIS Traffic Collision Records Network that can be accessed by local police and public works departments. Traffic Safe Community Network's (TSCN) Alcohol and Impaired Driving Prevention Workgroup will continue to enhance DUI countermeasures targeting drivers under the age of 21 and their families through DUI trials in schools and parent/teen panel presentations. The TSCN implementation guide for DUI trials in schools will also be made available as a tool to TSCN partners and other county agencies. In addition, TSCN will coordinate juvenile traffic diversion classes in conjunction with local law enforcement agencies. (\$244,687/\$269,251)

TASK 4 - HIGH RISK DRIVER IDENTIFICATION DATA CAPTURE IMPROVEMENT GRANTS

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

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TR1015 – CALIFORNIA DEPARTMENT OF MOTOR VEHICLES

OUTCOME ANALYSIS OF THE 3-TIER ASSESSMENT

This evaluation will conduct analyses of the outcome data produced from the 3-Tier Assessment System pilot. These analyses will (1) determine the predictive validity of the 3-Tier Assessment System for identifying drivers at risk for crashing due to driving-relevant visual, cognitive, or physical limitations; (2) determine the effectiveness of the 3-Tier Assessment System for reducing crash risk among those drivers identified as possessing one or more driving-relevant limitations; and (3) determine the effects of participation in the 3-Tier Assessment System on the mobility options available to senior drivers. (\$97,748)

TR1016 – CALIFORNIA DEPARTMENT OF MOTOR VEHICLES

IMPROPERLY LICENSED MOTORCYCLE OWNERS PILOT STUDY

DMV will send official letters emphasizing the legal consequences of riding illegally to a randomly-assigned sample of registered motorcycle owners who do not have a Class M1 or M2 license endorsement/instruction permit to legally operate the vehicle on California roadways. The licensing, crash, and traffic violation rates of those receiving the intervention letter will be compared to those who did not receive the letter, as well as the population of properly-licensed registered owners. The goals are to decrease the proportion of registered owners who are improperly licensed, measure the effects on license, crash, and traffic violation rates, and publish the findings for use by other states. (\$117,321)

TASK 5 – CALIFORNIA DRIVER SURVEY

402

TR0901 – CALIFORNIA DEPARTMENT OF MOTOR VEHICLES

CALIFORNIA DRIVER SURVEY: THE HABITS AND OPINIONS OF CALIFORNIA DRIVERS

This project will survey a sample of California drivers to determine their habits and opinions on selected traffic safety issues. This project will also assess the importance of exposure and territorial risk indices as predictors of traffic crashes beyond that of driver record factors. The information provided from the project will assist traffic safety administrators and legislators in improving services and in developing more effective driver safety programs. (\$99,564)

Grant #	Agency	Equipment	Page #
AL09106	Los Angeles	1 Fully Equipped DUI Trailer @ \$25,000	10-AL-4
AL1013	Ventura County	1 Server @ \$50,000 1 PEBT Data System @ \$65,000	10-AL-14
AL1015	Santa Paula	1 Fully Equipped DUI Trailer @ \$13,000	10-AL-4
AL1021	Palm Springs	1 Fully Equipped DUI Trailer @ \$26,800 1 Traffic Collision Device System @ \$64,161 1 Records Management System Software Package @ \$20,500	10-AL-4
AL1022	Ventura	1 Traffic Collision Reconstruction System @ \$18,870	10-AL-4
AL1025	Redding	1 Traffic Collision Reconstruction System @ \$15,000	10-AL-4
AL1030	Riverside	1 Fully Equipped Motorcycle @ \$30,907	10-AL-4
AL1035	Fortuna	1 In Car Video System @ \$5,500	10-AL-4
AL1039	Sacramento County	1 Evidential Breath Testing Device @ \$9,905	10-AL-12
AL1040	Madera	1 Fully Equipped DUI Trailer @ \$27,000	10-AL-5
AL1047	El Centro Police Department	1 Traffic Information Sign Board @ \$16,461	10-AL-5
AL1049	Tracy	1 Fully Equipped DUI Trailer @ \$20,000	10-AL-5
AL1058	Lemoore	1 In Car Video System @ \$5,000	10-AL-5
AL1061	Salinas	2 Fully Equipped Motorcycles @ \$29,400 each	10-AL-5
AL1069	San Bernardino County	1 Headspace Gas Chromatograph Analyzer @ \$102,000	10-AL-17
AL1078	Escondido Police Department	1 Fully Equipped DUI Trailer @ \$25,000	10-AL-5
AL1079	La Mesa Police Department	1 Changeable Message Sign Trailer @ \$25,000	10-AL-5
AL1081	South San Francisco	1 Fully Equipped DUI Trailer @ \$35,461	10-AL-5
AL1082	Suisun City	1 Fully Equipped DUI Trailer @ \$25,000	10-AL-5
AL1083	Cypress	1 Fully Equipped DUI Trailer @ \$25,000	10-AL-5
AL1088	El Cerrito	1 Fully Equipped DUI Trailer @ \$32,000 1 Fully Equipped Motorcycle @ \$30,000	10-AL-5
AL1089	Blythe	1 Fully Equipped DUI Trailer @ \$27,000	10-AL-5
AL1094	Palm Desert	1 Fully Equipped DUI Trailer @ \$24,500	10-AL-5
AL1096	Yuba City	1 Fully Equipped DUI Trailer @ \$30,000	10-AL-5
AL1099	Orange County	1 Traffic Collision Reconstruction System @ \$18,000	10-AL-17
AL10100	Lincoln	1 Changeable Message Sign Trailer @ \$15,000	10-AL-17
AL10103	California Highway Patrol	1 Fully Equipped HD Video Camera @ \$12,000	10-AL-7
AL10110	Merced	1 Fully Equipped Motorcycle @ \$27,000	10-AL-6
AL10116	Los Angeles County	1 Programmable Message Board @ \$20,000	10-AL-6
AL10117	Arroyo Grande	1 Fully Equipped DUI Trailer @ \$30,000 1 Portable Lighting System @ \$15,000 1 Changeable Message Board @ \$20,000	10-AL-18

Grant #	Agency	Equipment	Page #
EM1001	Mariposa County	7 Fully Equipped Extrication Systems @ \$30,000 each	10-EM-2
EM1002	Madera	5 Fully Equipped Extrication Systems @ \$43,400 each	10-EM-2
EM1003	Oxnard	3 Fully Equipped Extrications @ \$32,848 each 3 Combi Tools @ \$7,833 each 1 Stabilization Kit @ \$13,887 3 Air Bag Kits @ \$7,166 each	10-EM-2
PS1001	Pasadena	1 Programmable Message Board/Radar Trailer @ \$25,000	10-PS-4
PS1005	Santa Rosa	1 Changeable Message Sign Trailer @ \$21,000	10-PS-3
PT1006	Los Angeles	1 Programmable Message Board/Radar Trailer @ \$22,000	10-PT-3
PT1007	Daly City	4 Fully Equipped Motorcycles @ \$29,990 each	10-PT-3
PT1015	Fountain Valley	1 Traffic Collision Reconstruction System @ \$17,321	10-PT-3
PT1017	Coalinga	1 Radar Trailer @ \$10,500	10-PT-3
PT1020	Lompoc	1 Fully Equipped DUI Trailer @ \$25,000 1 Fully Equipped Lighting System @ \$5,000 1 Fully Equipped Changeable Message Sign Trailer @ \$25,000	10-PT-3
PT1021	Costa Mesa	1 Traffic Collision Reconstruction System @ \$10,947	10-PT-3
PT1022	Kingsburg	1 Fully Equipped Motorcycle @ \$27,000	10-PT-4
PT1024	Larkspur	1 Radar Trailer @ \$19,000 1 Traffic Collision Reconstruction System @ \$12,000 2 Vehicle Speed Feedback Signs @ \$5,950 each 1 Speed Analysis Computer @ \$6,000	10-PT-4
PT1026	Elk Grove	1 Traffic Collision Reconstruction System @ \$20,000	10-PT-4
PT1027	Anderson	1 Speed Message Trailer @ \$7,017 4 Vehicle Speed Feedback Signs @ \$5,100 each 1 Citation Device @ \$5,100	10-PT-4
PT1029	Long Beach	1 Traffic Collision Reconstruction System @ \$10,402	10-PT-4
PT1030	Hawthorne	3 Pole Mounted Speed Feedback Signs @ \$5,280 each	10-PT-4
PT1032	Pasadena	1 Traffic Collision Reconstruction System @ \$11,267	10-PT-4
PT1033	Lancaster	1 Radar Trailer @ \$25,000	10-PT-4
PT1038	California Highway Patrol	2 Fully Equipped Radar Trailers @ \$25,000 each	10-PT-5
PT1046	Pacifica	2 Radar Speed Display Boards @ \$6,800 each	10-PT-4
PT1047	Petaluma	2 Handheld DUI/TC Computers @ \$5,000 each	10-PT-4
PT1048	Modesto	1 Traffic Collision Reconstruction System @ \$13,000	10-PT-4
PT1049	Manteca	1 Fully Equipped DUI Trailer @ \$29,500	10-PT-7
TR1001	Los Altos	1 GIS System @ \$31,181	10-TR-3
TR1002	Sonoma County	1 GIS System @ \$30,000	10-TR-5

Grant #	Agency	Equipment	Page #
TR1003	Del Norte County	1 GIS System @ \$30,000	10-TR-5
TR1004	Napa County	1 GIS System @ \$30,000	10-TR-5
TR1005	Humboldt County	1 GIS System @ \$30,000	10-TR-5
TR1007	Madera County	1 GIS System @ \$30,000	10-TR-5
TR1008	Kings County	1 GIS System @ \$30,000	10-TR-5
TR1009	Merced County	1 GIS System @ \$30,000	10-TR-5
TR1010	Glenn County	1 GIS System @ \$30,000	10-TR-5
TR1011	Santa Clara County	3 GIS Systems @ \$25,000 each	10-TR-5
TR1012	Modoc County	1 GIS System @ \$30,000	10-TR-5
TR1013	Imperial County	1 GIS System @ \$30,000	10-TR-5
TR1014	San Mateo County	1 GIS System @ \$30,000	10-TR-5

