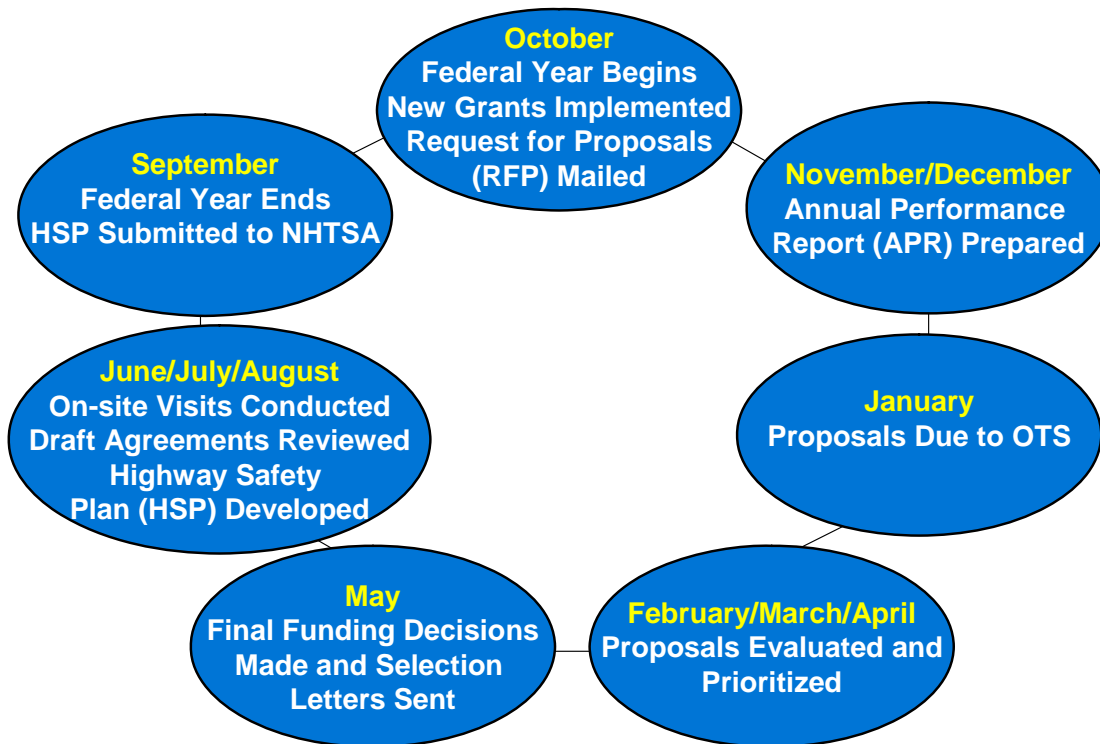


PROCESS DESCRIPTION

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

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

OTS GRANT CYCLE



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

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, 2008, OTS had received 325 proposal requests for funding.

In April 2008, OTS regional coordinators completed their analyses of these proposals and presented funding recommendations to OTS management. The Director finalized these recommendations and, on April 16, 2008, submitted an Issue Memorandum to the Business, Transportation and Housing (BT&H) Agency Secretary, Dale E. Bonner, presenting OTS' funding recommendations. On April 25, 2008, the BT&H Agency Secretary approved OTS' recommendations for funding for fiscal year 2009. OTS next submits a draft HSP to the BT&H Agency Secretary for approval by July 31, 2008. The state approved HSP will then be submitted to the National Highway Traffic Safety Administration (NHTSA) Region 9 Office by September 1, 2008.

OTS' goal is to process 90 percent of all new grants by October 1, 2008. OTS grant regional coordinators monitor grantee performance throughout the year through Onsite Assessments, onsite Pre-Operational Reviews, Quarterly Performance Reports, Grantee Performance Reviews, email correspondence regarding grant revisions and general operational questions, and telephone conversations and meetings to discuss programmatic and fiscal issues.

ENHANCEMENTS TO THE CURRENT PROCESS

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 11 minimum performance measures that states will begin reporting annually in the 2010 Highway Safety Plans and Annual Performance Reports. California will report on 45 (the required 11 plus an additional 34) performance measures a year before. Goal statements and charts have been established for 21 of the 45 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, California will implement sustained enforcement strategies to include sobriety checkpoint and seat belt enforcement. The 2009 Annual Performance Report will measure the degree to which California adopted the sustained enforcement as described below:

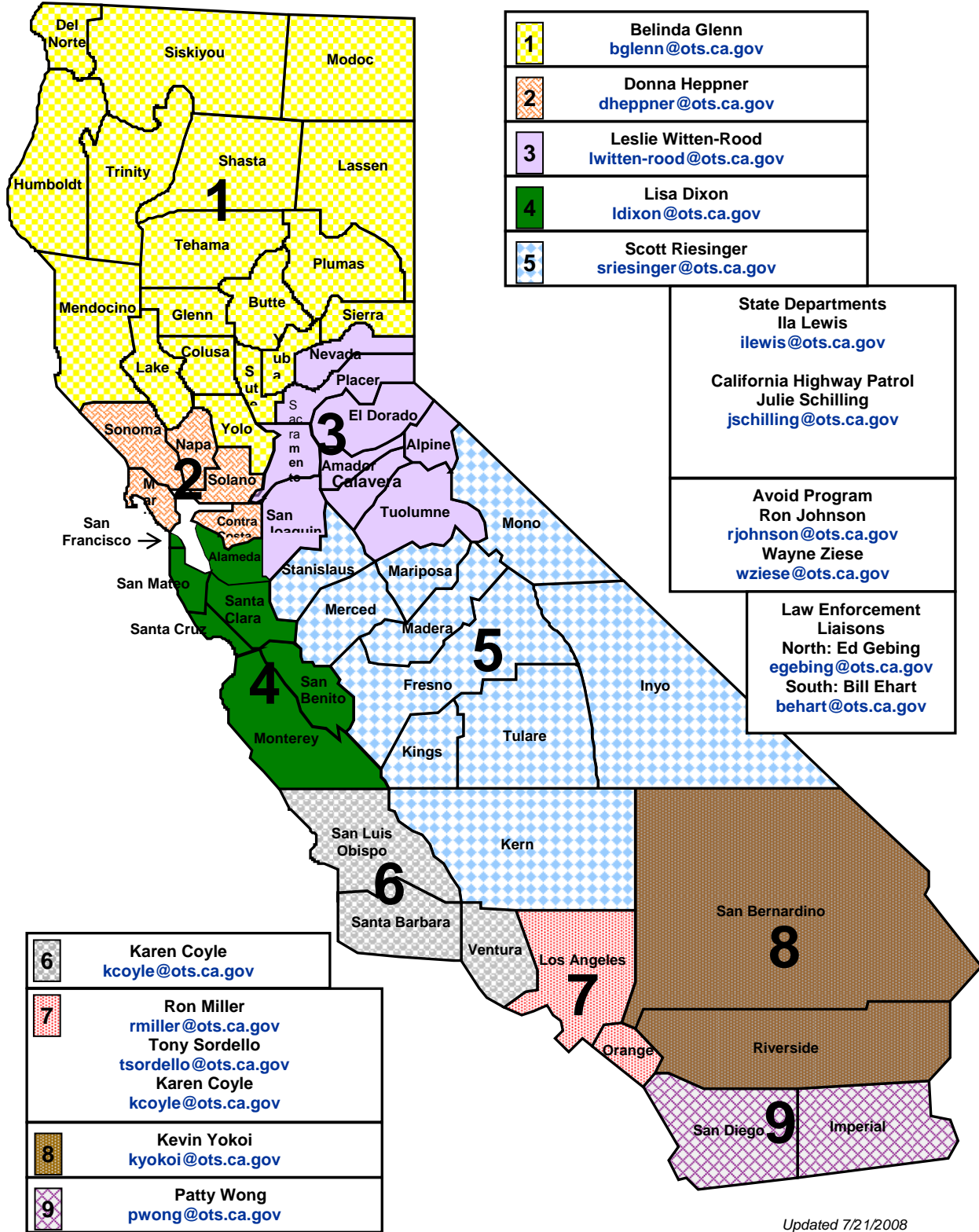
- California will initiate the "Next Generation – Click it or Ticket" by conducting two well-publicized seat belt enforcement mobilizations in November 17-30, 2008 and May 18-31, 2009. To promote sustained enforcement, law enforcement agencies (CHP and local law enforcement) serving at least 50 percent 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 2009 Annual Evaluation Report will report the degree to which the sustained enforcement strategy was carried out and the results of the enforcement operations.
- California will implement 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 12 – January 1, 2009, and August 12 – September 7, 2009. To promote sustained enforcement, CHP and

checkpoints, educational efforts, etc.) and return the draft version to OTS. This process resulted in drafts being submitted to OTS earlier in the process. Our goal is to have the final version of each grant in house by August 15, 2008.

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, program blueprints and a section on education programs that work. There is also a site for teachers, teens and younger children where they can get information for school and play a traffic safety game with the California Highway Patrol mascot, Chipper.

OTS staff is always on the lookout for ways to streamline our reporting processes, while maintaining the integrity of the documents and meeting all state and federal requirements. 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 2009 fiscal year.

OTS Regions and Coordinators



Updated 7/21/2008

PROBLEM IDENTIFICATION OVERVIEW

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

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

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

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

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

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

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

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

further analyzed in terms of the time, day and month; age and sex of drivers; primary collision factor; and usage of safety equipment.

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

PROGRAM/GRANT DEVELOPMENT

The process of selecting new grants for federal fiscal year (FFY 2008) included the following major steps:

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

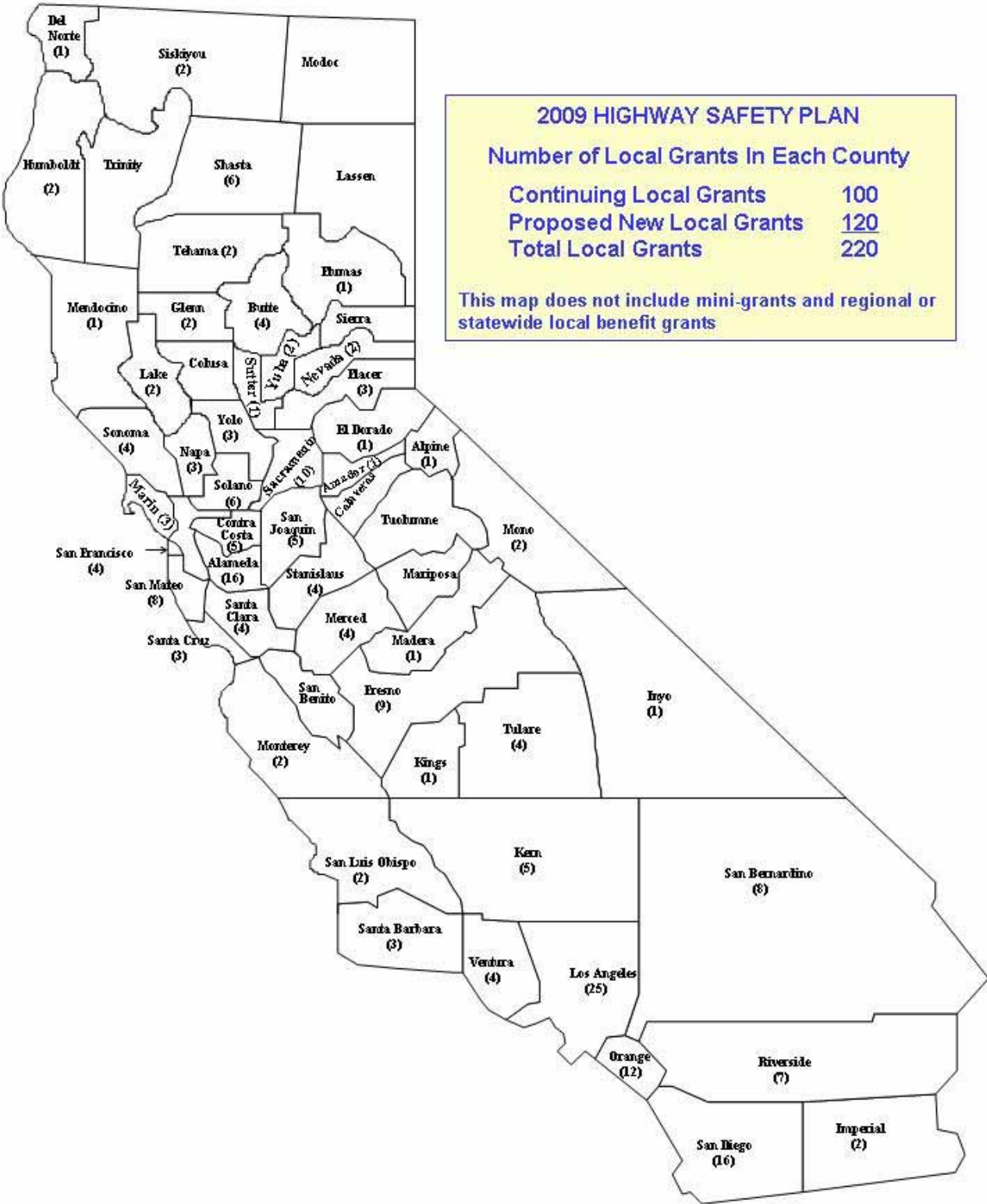
The OTS grant program stresses a community based approach giving communities the flexibility to structure highway safety programs in a way that meets their needs yet in a manner consistent with OTS’ statewide goals. Virtually all strata of society will be reached including various racial and ethnic groups,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

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

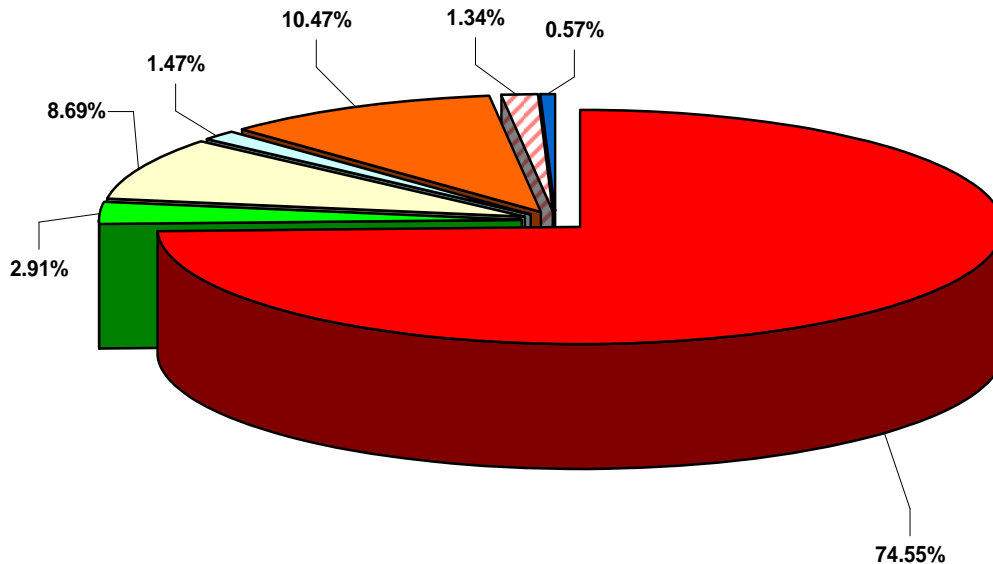
2009 CALIFORNIA HIGHWAY SAFETY PLAN OVERVIEW

The 2009 HSP includes approximately 267 grants; 128 grants continuing from prior years and 139 new grants. The table shown below reflects proposed new grants and continuing grants by program area.

Grants (FFY 2009)			
Program	Proposed (New)	Continuation	Total
Alcohol & Other Drugs	105	72	177
Community Based Organizations	0	1	1
Emergency Medical Services	9	1	10
Motorcycle Safety	0	1	1
Occupant Protection	6	10	16
Pedestrian & Bicycle Safety	5	6	11
Police Traffic Services	9	29	38
Roadway Safety	2	0	2
Traffic Records	3	8	11
TOTAL	139	128	267



**PLANNED FUND DISTRIBUTION
BY PROGRAM AREA
NEW FFY 2009 GRANTS
\$47,029,518**



- **ALCOHOL & OTHER DRUGS**
\$35,062,173

- **EMERGENCY MEDICAL SERVICES**
\$1,368,480

- **OCCUPANT PROTECTION**
\$4,085,314

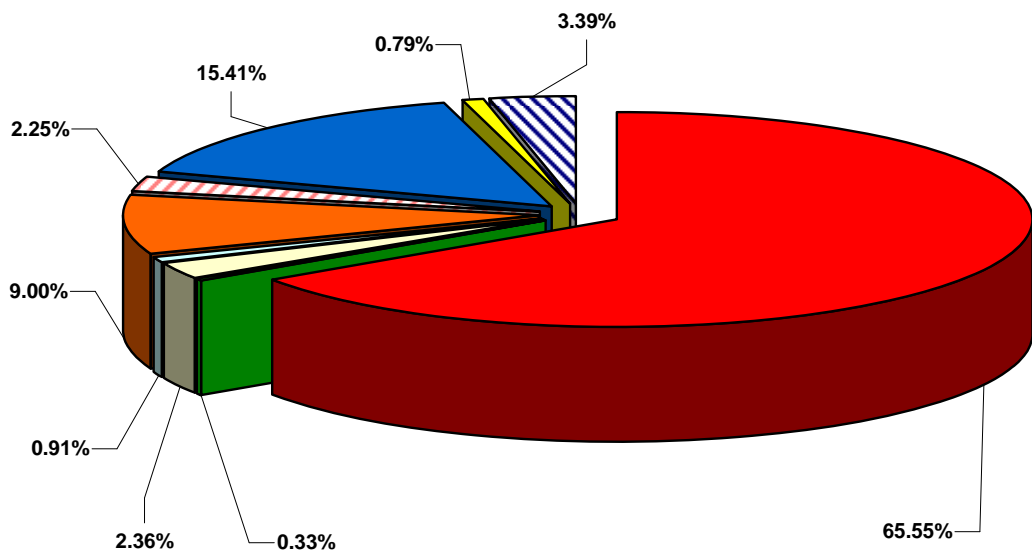
- **PEDESTRIAN & BICYCLE SAFETY**
\$689,791

- **POLICE TRAFFIC SERVICES**
\$4,924,760

- **ROADWAY SAFETY**
\$632,000

- **TRAFFIC RECORDS**
\$267,000

**PLANNED FUND DISTRIBUTION
BY PROGRAM AREA
ALL ACTIVE GRANTS IN FFY 2009
\$80,072,667**



- **ALCOHOL & OTHER DRUGS**
\$52,486,283
- **COMMUNITY BASED ORGANIZATIONS**
\$264,746
- **EMERGENCY MEDICAL SERVICES**
\$1,899,541
- **MOTORCYCLE SAFETY**
\$731,174
- **OCCUPANT PROTECTION**
\$7,208,372
- ▣ **PEDESTRIAN & BICYCLE SAFETY**
\$1,801,791
- **POLICE TRAFFIC SERVICES**
\$12,342,267
- **ROADWAY SAFETY**
\$632,000
- ▣ **TRAFFIC RECORDS**
\$2,716,494

GOALS

PROCESS FOR DEVELOPING GOALS

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

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

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

Collisions include fatal and injury collisions only. Graphs and charts are used to present historical trends and goals. 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 Program/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 motor vehicle collisions altogether. Every 1 fatality counts, every 1 is one too many.

The American Traffic Safety Services Association's (ATSSA) vision, "Toward Zero Deaths: A Vision for Safer Roads in America" serves as a proposal for all states to adopt their new goal, "Toward Zero Deaths". Several states have come up with various versions of the goal. Arizona developed "Zero Fatalities on Arizona Roads – Your Life Depends On It – Every 1 Counts". West Virginia adopted, "Zero Fatalities . . . Saving One Life at a Time." Utah's version is "Zero Fatalities, A Goal We Can All Live With". Minnesota, Oregon, Washington, Idaho, Iowa and South Carolina all use a version of "Toward Zero Deaths".

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

MILEAGE DEATH RATES					
	2003	2004	2005	2006	2007
CALIFORNIA	1.31	1.25	1.32	1.29	Not available
NATIONAL	1.48	1.44	1.47	1.42	Not available

CALIFORNIA PERFORMANCE MEASURES – 2003-2007

Alcohol	2003	2004	2005	2006	2007
Alcohol Related Fatalities (FARS)	1440	1511	1569	1589	not available
Alcohol Impaired Driving Fatalities (at least one driver or a motorcycle operator was legally intoxicated with BAC=.08+ (FARS)	1149	1179	1298	1276	not available
Alcohol Impaired Driving Fatalities Age 16 -19 (FARS)	199	207	221	209	not available
Alcohol Related Fatalities Per 100 Million Vehicle Miles Traveled (VMT) (FARS)	0.5	0.51	0.54	0.54	not available
Alcohol-Impaired Driving Fatality Rate (FARS)	0.36	0.36	0.39	0.39	not available
Alcohol Related Injuries (SWITRS)	31,340	31,538	30,810	31,080	28,987
Alcohol Related Injuries Age 16 -19 (SWITRS)	3,321	3,364	3,164	3,295	3,210
Statewide DUI Arrests	183,560	180,957	180,288	197,248	not available
Statewide DUI Conviction Rate*	78%	77%	78%	75%	not available
Drivers Killed Age 16-19 with BAC=0.01+ (FARS)	51	57	43	52	not available
Drivers Involved Age 16-19 with BAC=0.01+ (FARS)	103	112	94	101	not available
Drivers Killed Age 20-25 with BAC=0.01+ (FARS)	181	184	209	212	not available
Drivers Involved Age 20-25 with BAC=0.01+ (FARS)	313	328	379	353	not available

Occupant Protection	2003	2004	2005	2006	2007
Seat Belt Use Rate (Statewide Observational Surveys)	91.2%	90.4%	92.5%	93.4%	94.6%
Percent of Passenger Vehicle Occupants Killed Restrained (FARS)	58%	59.00%	62%	63%	not available
Teen Seat Belt Use Rate (Statewide Observational Surveys)	N/A	82.6%	88.6%	90.8%	88.9%
Percent of Vehicle Occupants Age 16 -19 Killed Restrained (FARS)	57%	54%	64%	58%	not available

Child Safety Seat Use Rate (CSU Fresno Observational Surveys)	85.6%	86.6%	89.6%	86.8%	87.7%
Vehicle Occupants Under Age 8 Killed (FARS)	87	72	87	77	not available
Vehicle Occupants Under Age 8 Injured (SWITRS)	7479	6097	5666	5346	4,666

Pedestrians	2003	2004	2005	2006	2007
Pedestrian Fatalities (FARS)	704	684	742	717	not available
Pedestrian Injuries (SWITRS)	13,954	13,889	13,551	13,465	12,910
Pedestrians Under Age 15 Killed (FARS)	56	52	55	42	not available
Pedestrians Under Age 15 Injured (SWITRS)	3,569	3,409	3,088	2,925	2,863
Pedestrians Age 65 and Older Killed (FARS)	192	161	165	163	not available
Pedestrians Age 65 and Older Injured (SWITRS)	1,373	1,279	1,305	1,313	1,257

Bicycles	2003	2004	2005	2006	2007
Bicyclist Fatalities (FARS)	106	110	115	141	not available
Bicyclist Injuries (SWITRS)	10,795	11,085	10,471	10,344	10,238
Bicyclists Under Age 15 Killed (FARS)	14	11	11	16	not available
Bicyclists Under Age 15 Injured (SWITRS)	2,725	2,749	2,405	2,143	2,027
Percent of Bicyclists Killed Helmeted (FARS)	15%	15%	9%	3%	not available

Speeding and Aggressive Driving	2003	2004	2005	2006	2007
Speed related fatalities (FARS)	1,511	1,333	1,473	1,403	not available
Speed related injuries (SWITRS)	89,347	87,920	86,902	81,783	73,628

Motorcycles	2003	2004	2005	2006	2007
Motorcyclist Fatalities (FARS)	383	432	469	506	not available
Motorcyclist Injuries (SWITRS)	9,681	9,488	9,345	10,181	10,820
Percent of Motorcyclists Killed Helmeted (FARS)	84%	83%	86%	85%	not available
Percent of motorcycle operators killed and not properly licensed (FARS)	116	152	142	165	not available

Total Victims	2003	2004	2005	2006	2007
Total Motor Vehicle Fatalities (FARS)	4224	4120	4333	4236	not available
Mileage Death Rate (MDR)(Fatality Rate Per 100 Million VMT) (FARS)	1.31	1.25	1.32	1.29	not available
“Rural” Mileage Death Rate (RMDR)(Rural Fatality Rate Per 100 Million VMT) (FARS)	2.56	2.5	2.8	2.6	not available
“Urban” Mileage Death Rate (UMDR)(Urban Fatality Rate Per 100 Million VMT) (FARS)	0.99	0.93	0.97	1.26	not available
Motor Vehicle Fatalities, Age 16 -19 (FARS)	450	430	441	430	not available
Fatality Rate Per 100,000 Population (FARS)	11.91	11.5	11.98	11.62	not available
Total Motor Vehicle Injuries (SWITRS)	307,166	302,357	192,798	277,373	254,188
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	35,211	34,297	32,898	30,683	28,237

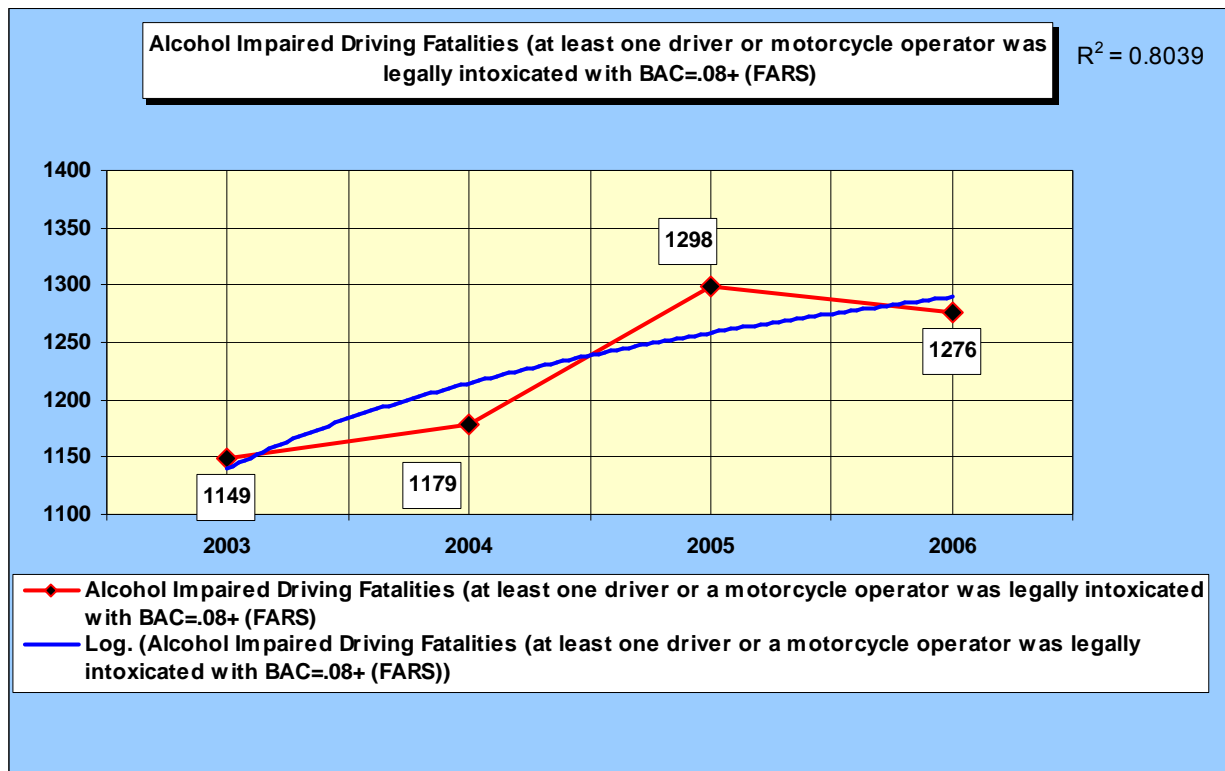
* These data represent a DMV master file count of the number of DUI abstracts (data received from the courts), by year of violation, minus duplicates. Each year, the DUI conviction totals are updated to include the amended and new abstracts for current and previous years. These additions are also reflected in changes for the percent convicted. These totals do not include conviction abstracts not yet received. Thus, for the most recent years, these figures will underestimate the final conviction totals.

PERFORMANCE GOALS

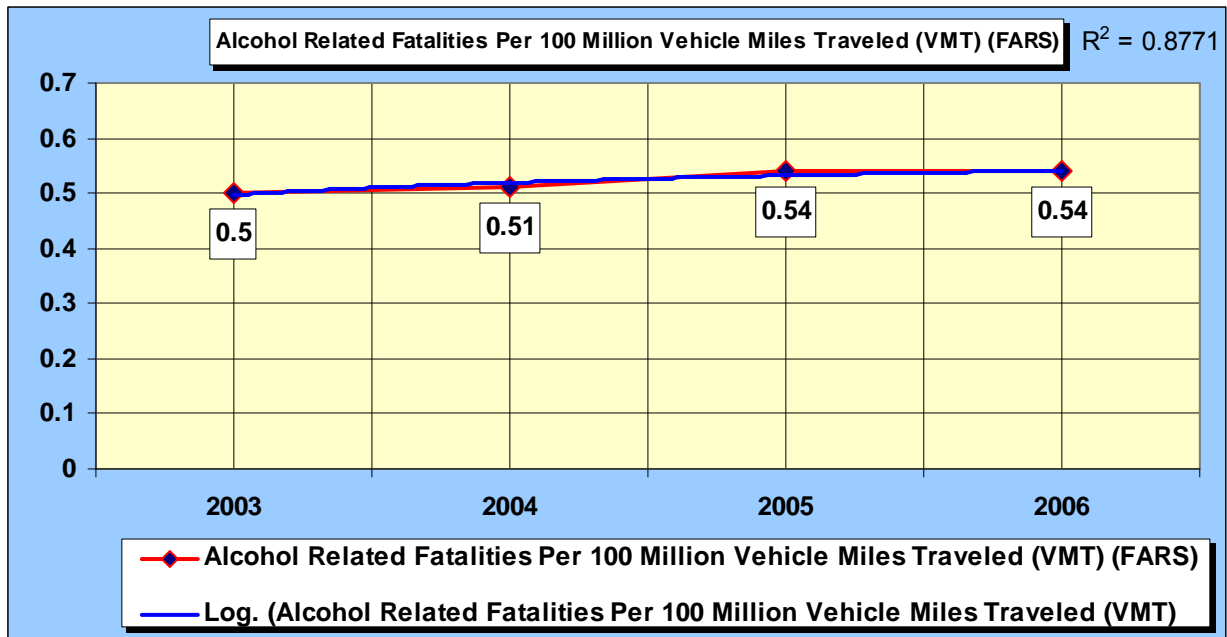
ALCOHOL AND OTHER DRUGS

STATEWIDE GOALS

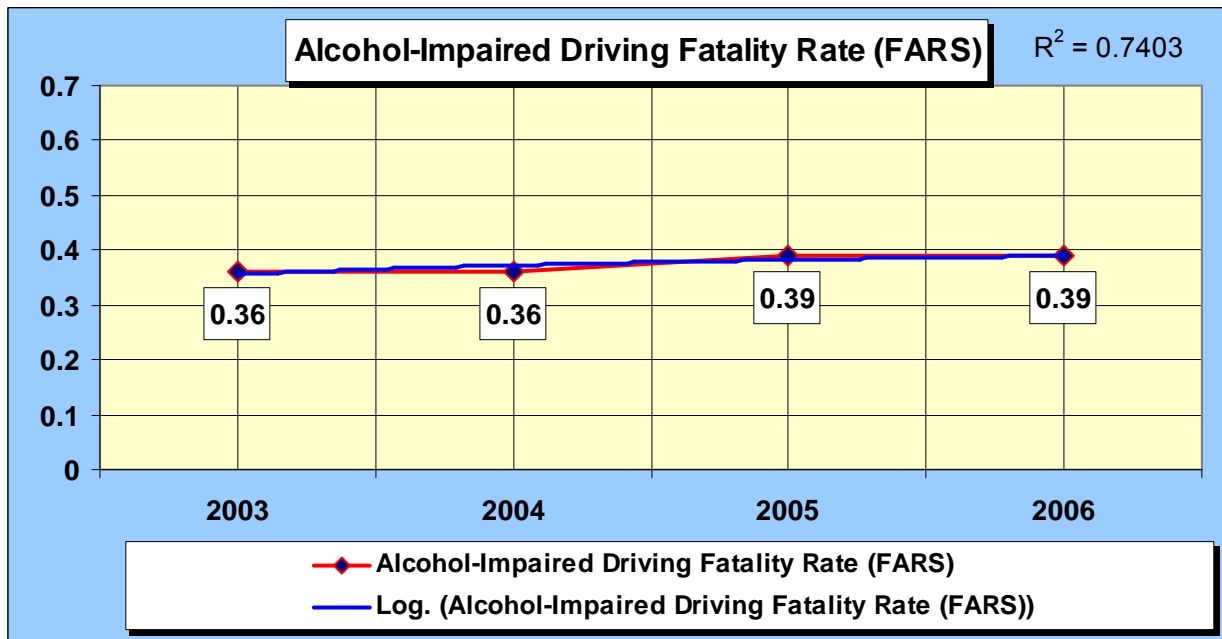
- To decrease alcohol impaired driving fatalities (at least one driver or a motorcycle operator was legally intoxicated with BAC = .08+) ___ percent from the 2005-2007 base year average of ___ to ___ by December 31, 2009.



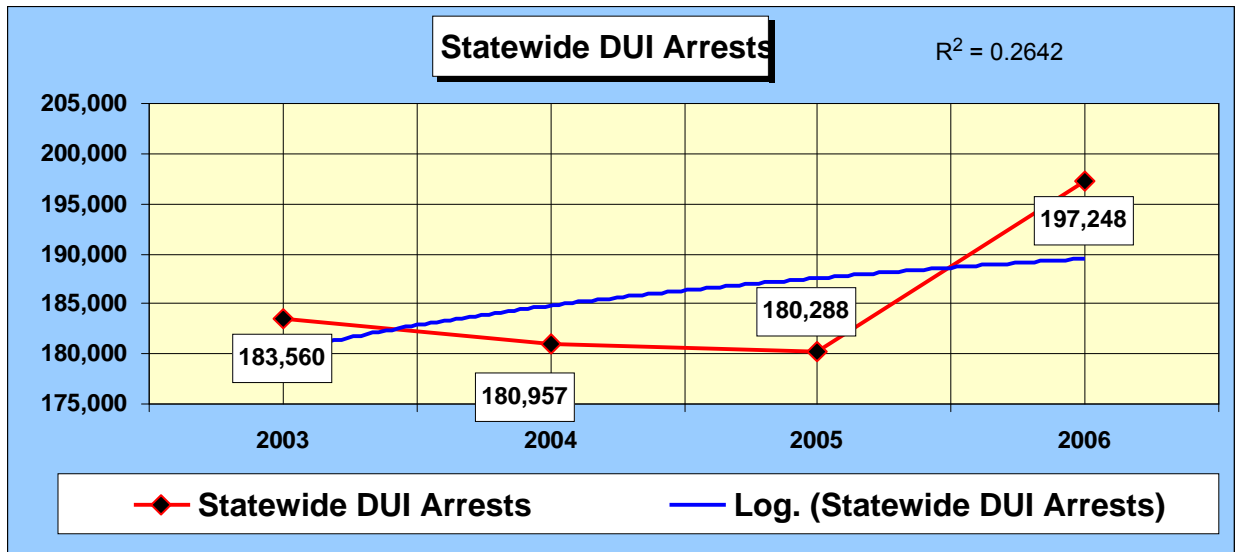
To decrease alcohol related fatalities per 100 million vehicle miles traveled ___ percent from the 2005-2007 base year average of ___ to ___ by December 31, 2009.



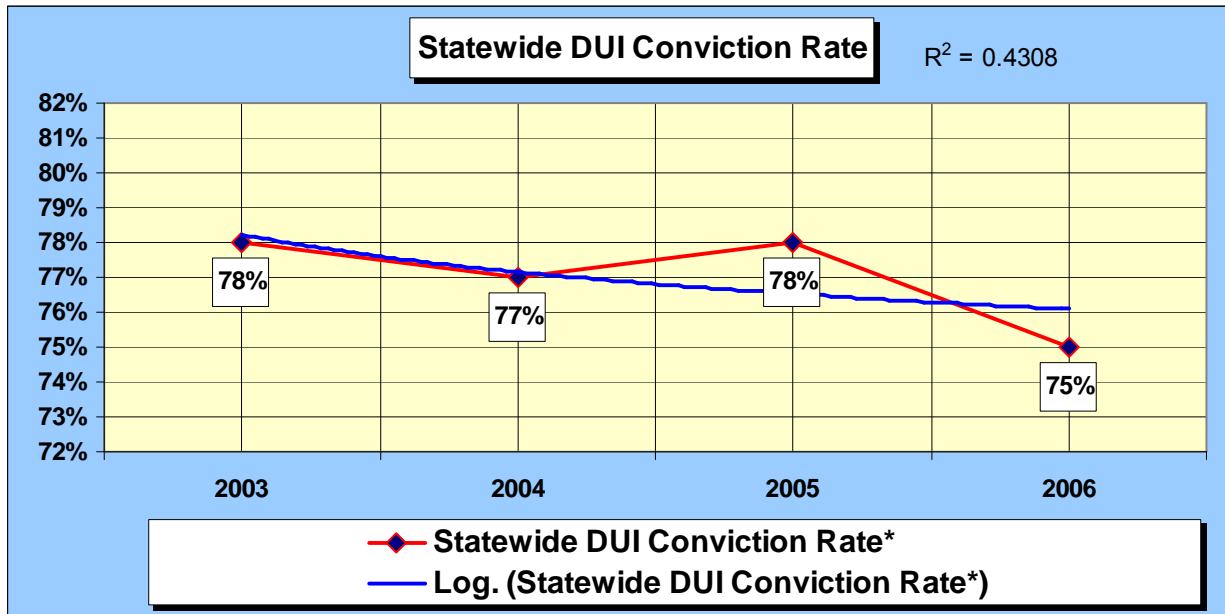
- To decrease alcohol-impaired related fatalities per 100 million vehicle miles traveled ___ percent from the 2005-2007 base year average of ___ to ___ by December 31, 2009.



- To increase the number of statewide DUI arrests from the 2005 – 2007 base year average of ___ to ___ by December 31, 2009.



- To increase the statewide DUI conviction rate from the 2005 – 2007 base year average of ___ to ___ by December 31, 2009.



FUNDED GRANTS GOALS

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2009.
- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2000.
- To reduce hit-and-run fatal collisions five percent by September 30, 2009
- To reduce hit-and-run injury collisions five percent by September 30, 2009.
- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2009.
- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2009.
- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions by five percent by September 30, 2009.

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)

- 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)
- 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 by 15% the number of law enforcement officers who are trained and certified as Drug Recognition Evaluator officers. (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)
- 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 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 12 – January 1, 2009, and August 12 – September 7, 2009. 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 2009 Annual Evaluation Report will report the degree to which the sustained enforcement strategy was carried out and the results of the enforcement operations.
- Coordinate with the California District Attorneys Association, a Vehicular Homicide Seminar in the spring of 2009, for 100 law enforcement personnel and 100 prosecutors from across the state of California who works on misdemeanor or felony vehicular homicides cases. The course coordinated by the Californians 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 drive identification, understanding expert testimony in these cases, cross-examining a defense expert, and basic toxicology.

- Fund the Administrative Office of the Courts to implement a statewide program to bring a plethora of proven education programs to middle and high school students that may include Real DUI Trials, Courtroom to School Room, the Courage to Live programs and peer courts. 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.
- Promote the “Report a Drunk Driver – Call 911” Campaign and “Drunk Driving. Over the Limit. Under Arrest.”
- 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.
- 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.
- Increase DUI conviction rates by surveying counties with disproportionately low DUI conviction rates to determine corrective action needed to improve conviction rates.
- Fund “Visitation Programs” for youthful DUI offenders, coordinating sessions with courts, trauma centers, and law enforcement agencies.
- Fund comprehensive community alcohol programs that include enforcement, public education, community organization, and judicial liaison and training.
- Fund 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.
- 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.
- Promote the development and distribution of “how to” manuals that model successful DUI 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

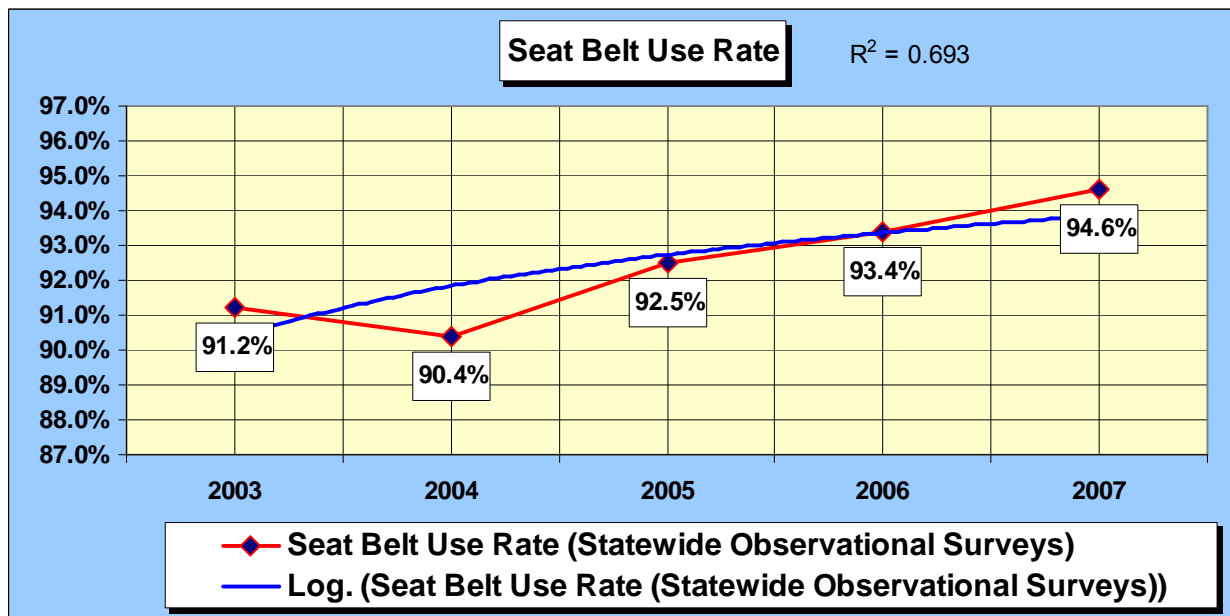
during identified periods of increased incidents of Alcohol Involved Collisions on the weekends of Halloween, Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, as well as on weekends with local special events with identified DUI problems.

- 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.

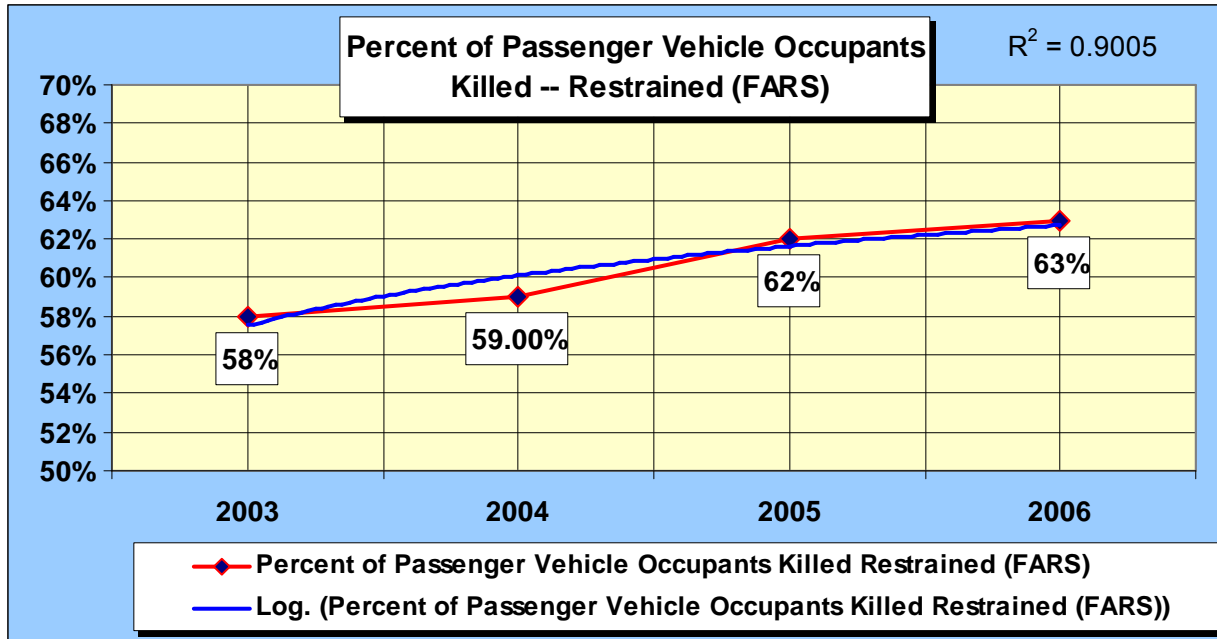
OCCUPANT PROTECTION

STATEWIDE GOALS

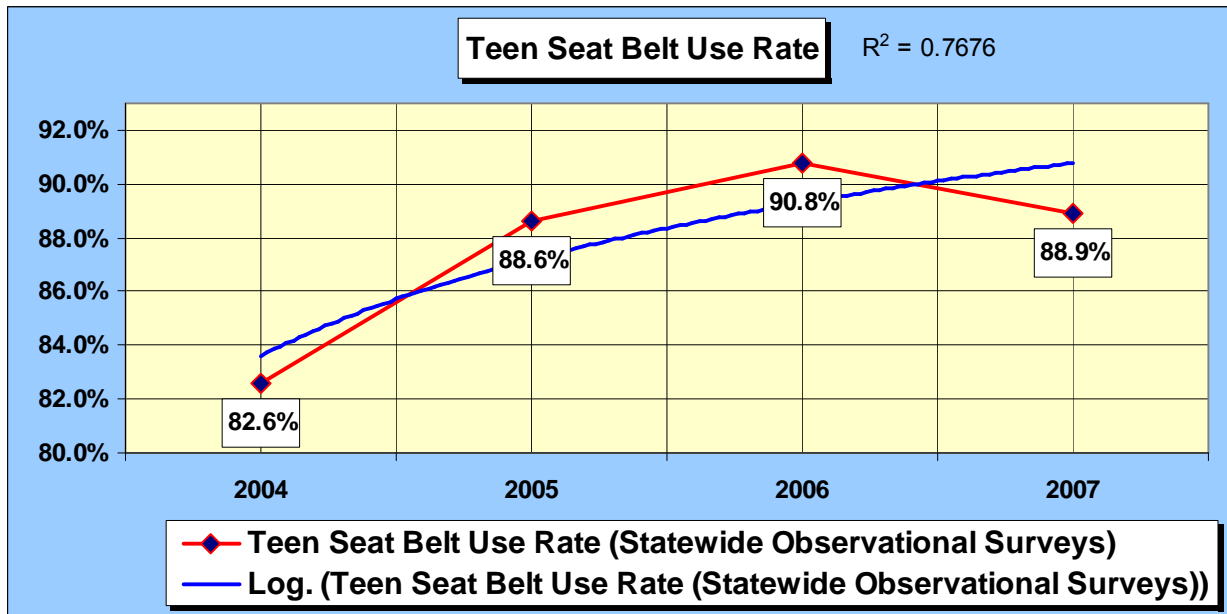
- To increase statewide seat belt compliance .6 percentage points from the 2007 base year usage rate of 94.6 percent to 95.0 percent by December 31, 2009.



- To increase the percent of passenger vehicle occupants killed from the 2005-2007 base year average of __ percent to __ percent by December 31, 2009.



- To increase teen seat belt use rate 1.1 percentage point from the 2007 base year usage rate of 88.9 percent to 90.0 percent by December 31, 2009.



FUNDED GRANTS GOALS

- To increase seat belt compliance five percentage points by September 30, 2009.
- To increase child safety seat usage six percentage points by September 30, 2009.
- To reduce the number of vehicle occupants killed and injured under the age of **four** by ten percent by September 30, 2009.

IMPACT PROGRAMS/STRATEGIES

OCCUPANT PROTECTION – GENERAL

- Review the Occupant Protection for Children Assessment Report for recommended strategies and best practices.
- Increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Conduct spring and summer statewide surveys of seat belt usage rate of front-seat occupants and infant/toddlers in any vehicle position.
- Urge the media to report occupant restraint usage as a part of every collision.
- Encourage participation in statewide and national Public Information and Education (PIE) campaigns and join with NHTSA to conduct the “Click It or Ticket”, Buckle Up America Campaign, and National Child Passenger Awareness Week.
- Urge judges to support strict enforcement of occupant protection laws and provide information at judge’s conferences and traffic adjudication workshops.

SEAT BELT SAFETY

- Fund the 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.
- Fund a \$4.5 million “Next Generation – Click it or Ticket” by conducting two well-publicized seat belt enforcement mobilizations in November 17-30, 2008 and May 18-31, 2009. 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 2009 Annual Evaluation Report will report the degree to which the sustained enforcement strategy was carried out and the results of the enforcement operations.

- Establish a Senior Driver Traffic Safety Program providing classroom education, alternative transportation resources/referrals and evaluations to older drivers.

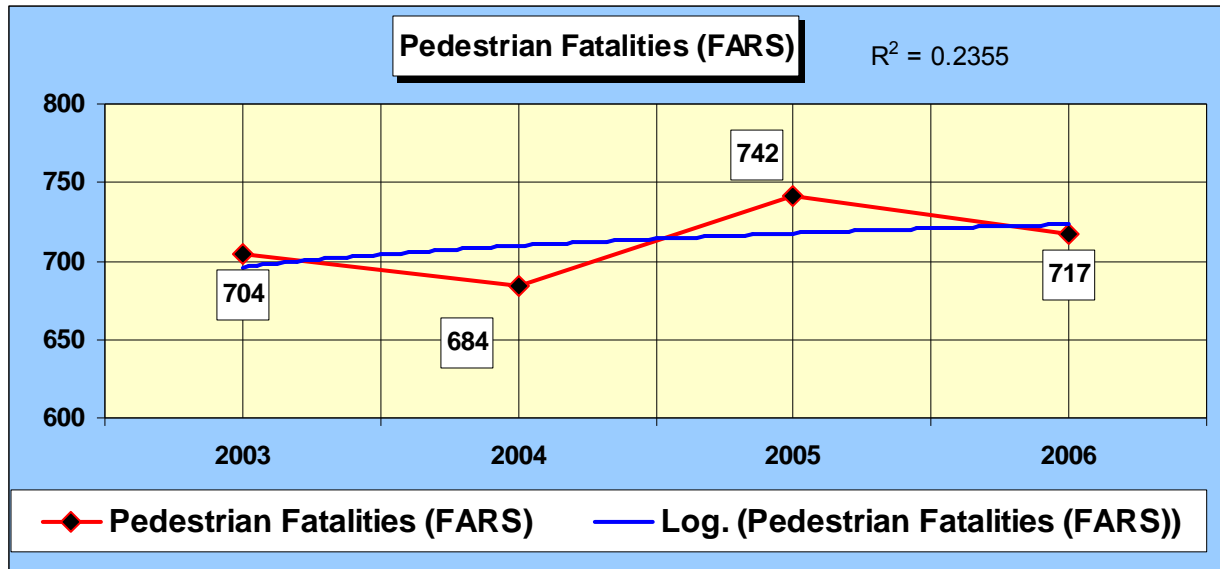
CHILD PASSENGER SAFETY

- Educate parents, caregivers, law enforcement, emergency services personnel, health care providers on the child safety seat, booster seat, and back seat law including seating positions for children in air bag equipped vehicles, and raise the awareness of vehicle/child safety seat compatibility.
- Work closely with community based organizations to promote correct child safety use at both the neighborhood and community levels, including low income, culturally diverse, foster families and child protective service workers.
- Continue the NHTSA's standardized Child Passenger Safety Technician and Instructor Training Programs, and renewal and update refresher classes.
- Establish new child safety seat "fitting stations" to ensure proper installation and instructions of occupant restraints in vehicles.
- Work with local 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.
- Increase the number of new Child Passenger Safety Violator Education Programs.
- Continue to promote child safety seat "checkups" to educate parents and caregivers on correct child safety seat usage.
- Provide ongoing occupant protection program and epidemiological technical assistance.
- Establish a hospital-based child passenger safety program which includes offering low cost car seats to families.

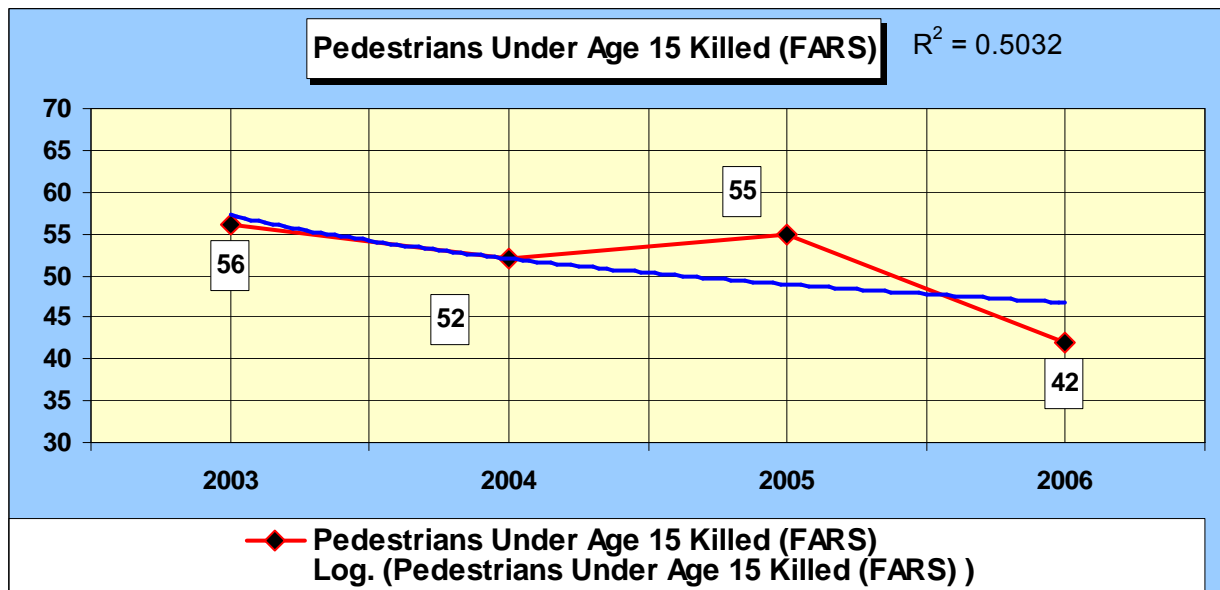
PEDESTRIAN SAFETY

STATEWIDE GOALS

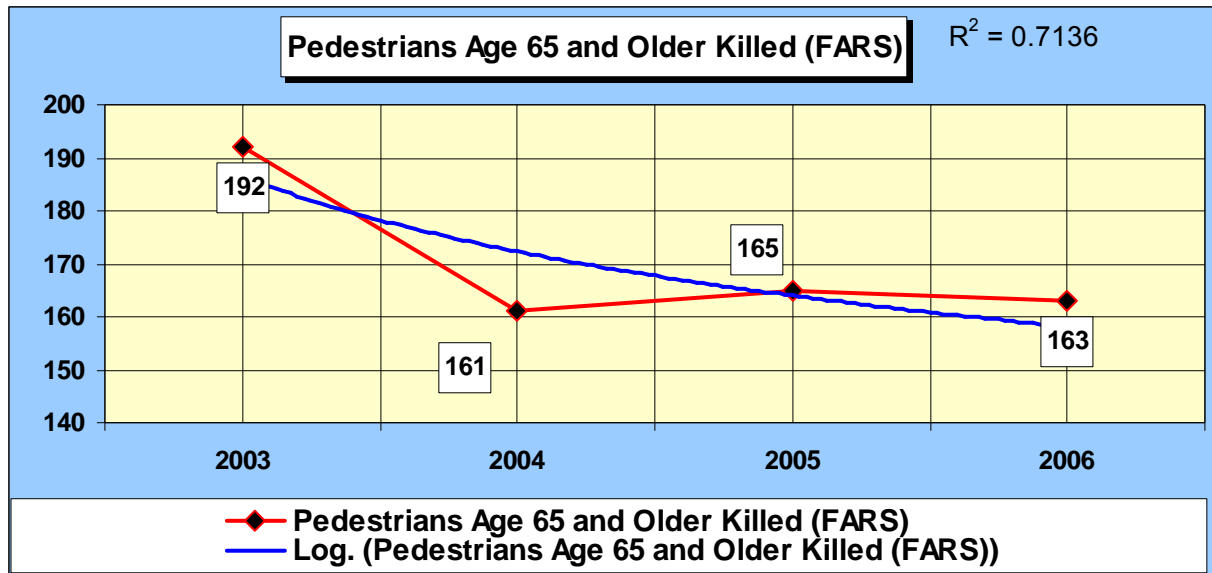
- To reduce the number of pedestrians killed ___ percent from the 2005 – 2007 base year average of ___ to ___ by December 31, 2009.



- To reduce the number of pedestrians killed under age 15 by ___ percent from the 2005 – 2007 base year average of ___ to ___ by December 31, 2009.



- To reduce the number of pedestrians killed age 65 and older by ___ percent from the 2005 – 2007 base year average of ___ to ___ by December 31, 2009.



FUNDED GRANTS GOALS

- To reduce the total number of pedestrians killed eight percent by September 30, 2009.
- To reduce the total number of pedestrians injured ten percent by September 30, 2009.
- To reduce the number of pedestrians killed under the age of 15 by nine percent by September 30, 2009.
- To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2009.
- To reduce the number of pedestrians killed over the age of 65 by seven percent by September 30, 2009.
- To reduce the number of pedestrians injured over the age of 65 by five percent by September 30, 2009.

IMPACT PROGRAMS/STRATEGIES

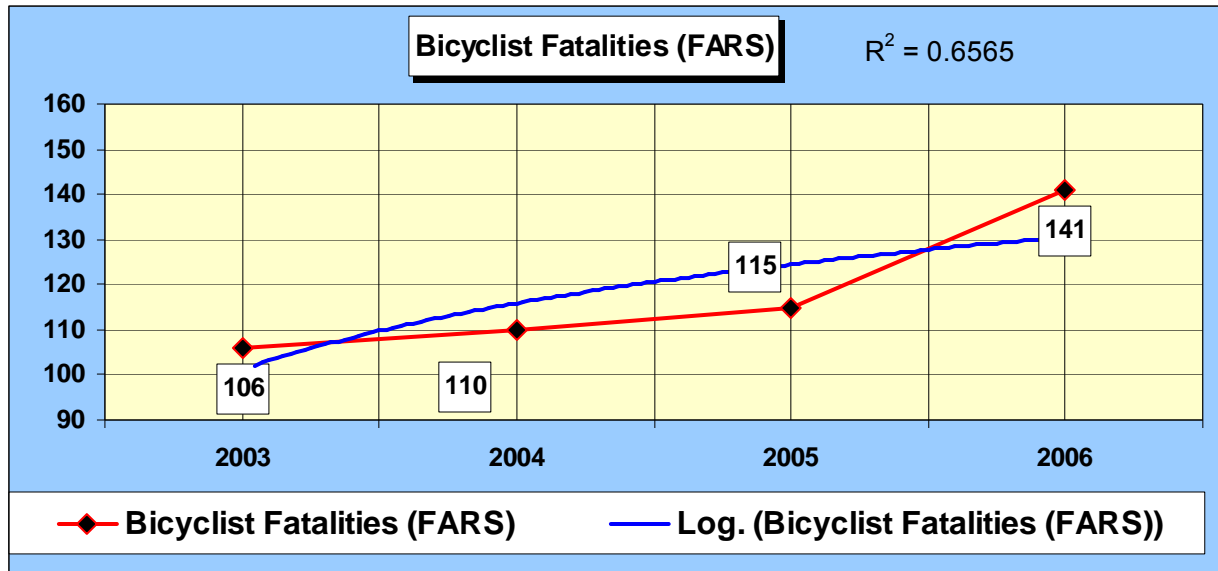
- Fund the UC Berkeley Safety Center to provide free Pedestrian Safety Assessments to cities as it enables cities to systematically identify pedestrian safety issues/problems and effective remedial options. Improved pedestrian safety and improved pedestrian infrastructure in turn can lead to enhanced 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).

- 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.
- Support programs that seek to implement 'complete street' measures that provide safe access for all roadway users.
- Continue to 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.
- Encourage the implementation of effective Senior Citizen Traffic Safety Education programs at senior community centers.
- Increase the awareness of traffic safety through specially tailored programs for the promotion of safe behavior as drivers and pedestrians.
- Perform pedestrian safety programs at elementary, middle and high schools, as well as, after school and summer programs to create positive and safer attitudes as pedestrians and reinforce traffic safety responsibility.
- Continue intensive multicultural and age-specific public education campaigns addressing safer driving and walking behaviors conducive to pedestrian safety for high-risk populations and locations.
- 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; pedestrian countdown signals to alert the pedestrian of his/her safe crossing span of time, and pedestrian countdown sensors that track pedestrians in the crosswalk and allow for extension of the pedestrian clearance time if necessary – must be installed off the Federal Aid System.
- Develop and implement training and screening at trauma centers to address problems of age related driving disorders in hospitalized senior patients.

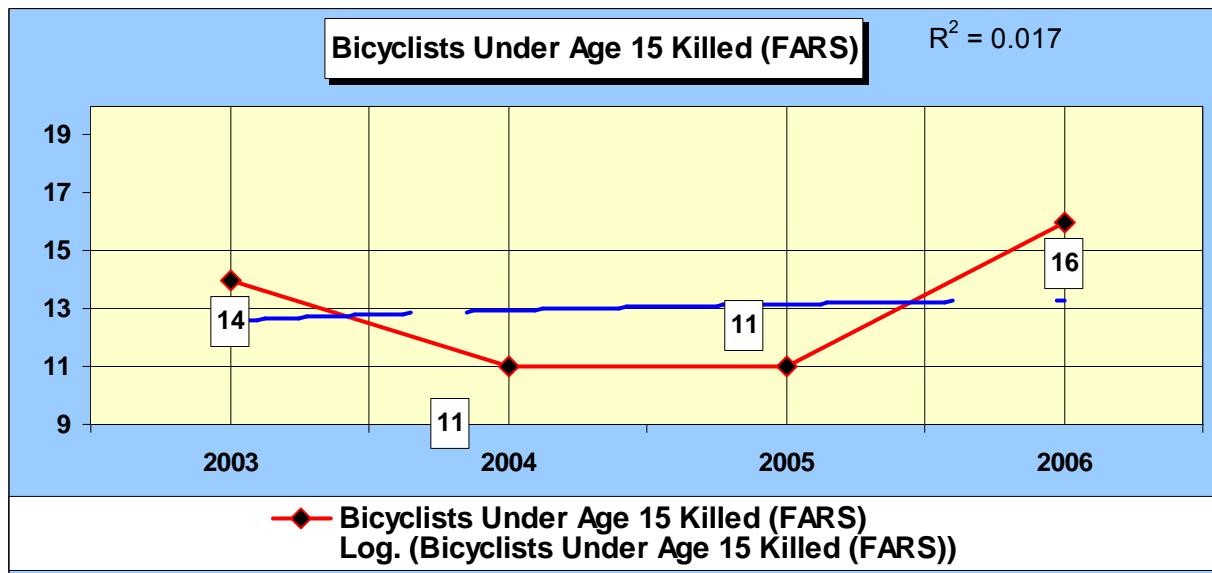
BICYCLE SAFETY

STATEWIDE GOALS

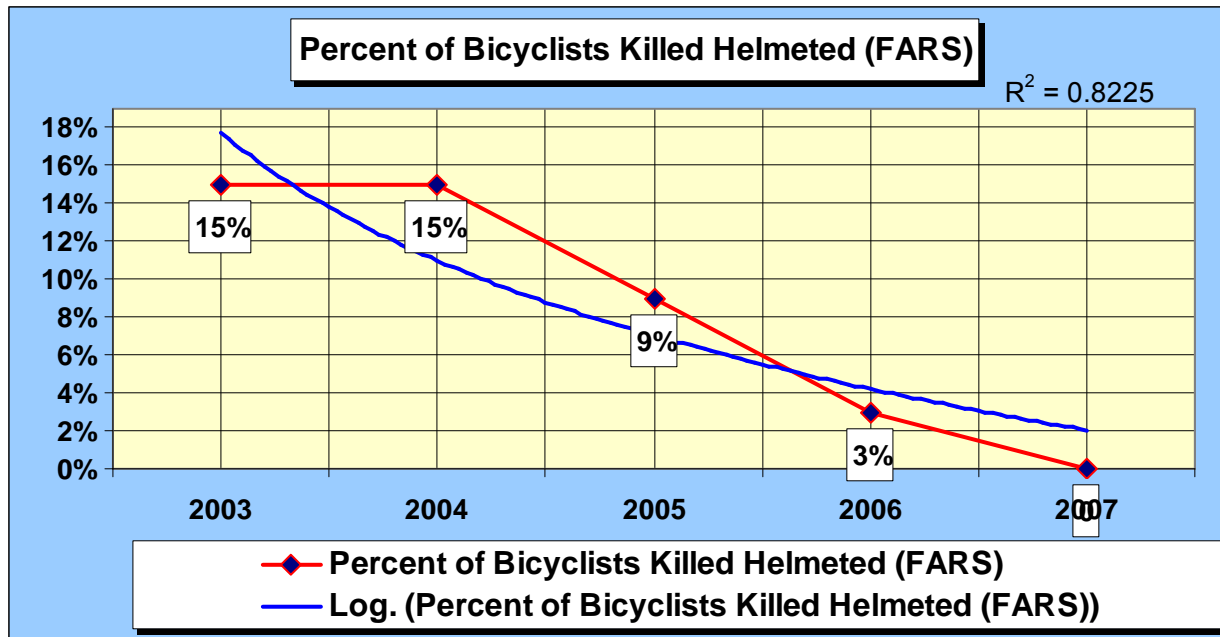
- To reduce the number of bicyclists killed ___ percent from the 2005 – 2007 base year average of ___ to ___ by December 31, 2009.



- To reduce the number of bicyclists killed under age 15 ___ percent from the 2005 – 2007 base year average of ___ to ___ by December 31, 2009.



- To increase the number of bicyclists killed (helmeted) by ___ percent from the 2005 – 2007 base year average of ___ to ___ by December 31, 2009.



FUNDED GRANTS GOALS

- To reduce the total number of bicyclists killed in traffic related collisions ten percent by September 30, 2009.
- To reduce the total number of bicyclists injured in traffic related collisions ten percent by September 30, 2009.
- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by seven percent by September 30, 2009.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by ten percentage points by September 30, 2009.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2009.

IMPACT PROGRAMS/STRATEGIES

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

MOTORCYCLE SAFETY

STATEWIDE GOALS

- To decrease the number of persons killed in motorcycle collisions ___ percent from the 2005 – 2007 base year average of ___ to ___ by December 31, 2009.
- To decrease the number of persons injured in motorcycle collisions ___ percent from the 2005 – 2007 base year average of ___ to ___ by December 31, 2009.

FUNDED GRANT GOAL

- Increase the number of motorcycle riders completing the California Motorcycle Safety Program class by 10% from the 2006 base year of 52,138 to 57,352 by September 2009?

IMPACT PROGRAMS/STRATEGIES

- Develop an educational awareness campaign using web based media.
- Review recommendations and prioritize possible strategies developed from the 2008 Motorcycle Safety Summit.
- Plan the agenda for the 2010 Motorcycle Safety Summit – attendees include members from the motorcyclist community, law enforcement, insurance companies, medical personnel to share information, network, and develop comprehensive programs to promote motorcycle safety.
- Review NHTSA's 2008 Motorcycle Safety Assessment Report for recommended strategies and best practices.

POLICE TRAFFIC SERVICES

STATEWIDE GOALS

FUNDED GRANTS GOALS

- To reduce the total number of persons killed in traffic collisions ___ percent by September 30, 2009.
- To reduce the total number of persons injured in traffic collisions ___ percent by September 30, 2009.

IMPACT PROGRAMS/STRATEGIES

- To address aggressive driving through enforcement targeting aggressive driving behavior that leads to crashes.
- 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 continue neighborhood speed alert programs.
- 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.

ADMINISTRATIVE GOALS

EMERGENCY MEDICAL SERVICES (EMS)

STATEWIDE GOALS

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

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

FUNDED GRANT GOALS

- To design a pilot EMS communications system that will interface with all EMS service providers (dispatch center personnel, ambulance companies, hospital emergency departments) and local public safety agencies using advanced communications technology by September 30, 2009.

IMPACT PROGRAMS/STRATEGIES

- To assist with the development, and upgrade of outdated and unreliable EMS communication systems.
- To seek innovative low cost approaches to First Responder, EMT and Paramedic training and certification programs for rural areas.
- To provide funds for regional grants for the purchase of hydraulic and pneumatic extrication equipment.
- To provide 25 percent of the cost of ambulances or rescue vehicles.
- To promote State certified training programs.
- To promote bystander-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

- 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 is the message of all campaigns, so that incidents of traffic collisions will result in fewer injuries and more lives saved.
- OTS Public Affairs supports the Office of Traffic Safety's mission of reducing fatalities, injuries and economic losses that result from motor vehicle crashes.

IMPACT PROGRAMS/STRATEGIES

- Local and Regional media: 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. 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,” the state’s flagship seat belt compliance campaign; “Drunk Driving Over The Limit, Under Arrest”, “Report Drunk Drivers – Call 911”, Holiday DUI Crackdown 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, the California Highway Patrol, the California Department of Transportation, the California Department of Motor Vehicles, the 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 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and

driving in excess of posted speed limits,

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

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

Instructions for Lower Tier Certification

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

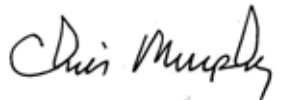
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

August 21, 2008

Date

	2003	2004	2005	2006	2007
Alcohol					
Alcohol Related Fatalities (FARS)					
<i>fatalities in crashes involving at least one driver or a motorcycle operator who was legally intoxicated (BAC=.08+) (FARS)</i>					
Alcohol Related Fatalities Age 16 -19 (FARS)					
Alcohol Related Fatalities Per 100 Million Vehicle Miles Traveled (VMT) FARS					
Alcohol Related Injuries (SWITRS)	31,340	31,538	30,810	31,080	
Alcohol Related Injuries Age 16 -19 (SWITRS)	3,321	3,364	3,164	3,295	
Statewide DUI Arrests	183,560	180,957	180,288	197,248	Not Yet Available
Statewide DUI Conviction Rate	78%	77%	78%	75% (1)	Not Yet Available
Had Been Drinking (HBD) Drivers Age 19-25 in Fatal Collisions (FARS)					
Had Been Drinking (HBD) Drivers Age 16-19 in Fatal Collisions (FARS)					
Had Been Drinking (HBD) Drivers Age 16-19 in Injury Collisions (SWITRS)	1,402	1,469	1,452	1,558	

	2003	2004	2005	2006	2007
Occupant Protection					
Seat Belt Use Rate (Statewide Observational Surveys)	91.2%	90.4%	92.5%	93.4%	94.6%
Percent of Vehicle Occupants Killed Restrained (FARS)					
Teen Seat Belt Use Rate (Statewide Observational Surveys)	N/A	82.6%	88.6%	90.8%	88.9%
Percent of Vehicle Occupants Age 16 - 19 Killed Restrained (FARS)					
Child Safety Seat Use Rate (CSU Fresno Observational Surveys)	85.6%	86.6%	89.6%	86.8%	87.7%
Vehicle Occupants Under Age 8 Killed (FARS)					
Vehicle Occupants Under Age 8 Injured (SWITRS)					
Pedestrian					
Pedestrian Fatalities (FARS)					
Pedestrian Injuries (SWITRS)	13,954	13,889	13,551	13,465	
Pedestrians Under Age 15 Killed (FARS)					
Pedestrians Under Age 15 Injured (SWITRS)	3,569	3,409	3,088	2,925	
Pedestrians Age 65 and Older Killed (FARS)					
Pedestrians Age 65 and Older Injured (SWITRS)	1,373	1,279	1,305	1,313	
Bicycles					
Bicyclist Fatalities (FARS)					

Bicyclist Injuries (SWITRS)	10,795	11,085	10,471	10,344	
Bicyclists Under Age 15 Killed (FARS)					
Bicyclists Under Age 15 Injured (SWITRS)	2,725	2,749	2,405	2,143	
Percent of Bicyclists Killed Helmeted (FARS)					

Speeding and Aggressive Driving

Speeding related fatalities (FARS)

Speed related injuries (SWITRS)

	2003	2004	2005	2006	2007
Motorcycles					
Motorcyclist Fatalities (FARS)					
Motorcyclist Injuries (SWITRS)	9,681	9,488	9,345	10,181	
Percent of Motorcyclists Killed Helmeted (FARS)					
Percent of motorcycle operators killed and not properly licensed (FARS)					
Total Victims					
Total Motor Vehicle Fatalities (FARS)					
Mileage Death Rate (MDR) (Fatality Rate Per 100 Million VMT) (FARS)					
"Rural" Mileage Death Rate (RMDR) (Rural Fatality Rate Per 100 Million VMT) (FARS)					
"Urban" Mileage Death Rate (UMDR) (Urban Fatality Rate Per 100 Million VMT) (FARS)					
Motor Vehicle Fatalities, Age 16 -19 (FARS)					
Fatality Rate Per 100,000 Population (FARS)					
Total Motor Vehicle Injuries (SWITRS)	307,166	302,357	192,798	277,373	

Motor Vehicle Injuries, Age 16 -19 (SWITRS)	35,211	34,297	32,898	30,683	
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(1) These data represent a DMV master file count of the number of DUI abstracts (data received from the courts), by year of violation, minus duplicates. Each year, the DUI conviction totals are updated to include the amended and new abstracts for current and previous years. These additions are also reflected in changes for the percent convicted. These totals do not include conviction abstracts not yet received. Thus, for the most recent years, these figures will underestimate the final conviction totals.

HIGHWAY SAFETY PROGRAM COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 FEDERAL HIGHWAY ADMINISTRATION

STATE: CALIFORNIA
 NUMBER: 2009-00

DATE: 10/01/08
 PAGE: 1 OF 2

PROGRAM AREA	APPROVED PROGRAM COST	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS				FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE/DECREASE	% CHANGE	CURRENT BALANCE	
163-AL-08	1,885,377.00		TBD					0.00
163-PT-08	3,128,462.00		TBD					0.00
163-RS-08	500,000.00		TBD					0.00
SUBTOTAL	5,513,839.00		0.00					0.00
164-AL-08	42,312,229.31		TBD					31,618,114.31
164-PA-08	1,352,596.00		TBD					0.00
SUBTOTAL	43,664,825.31		0.00					31,618,114.31
164-HE-08	0.00		TBD					0.00
SUBTOTAL	0.00		0.00					0.00
402-AL-08	2,283,607.43		TBD					1,987,142.43
402-CB-08	297,605.50		TBD					264,745.50
402-EM-08	1,989,890.85		TBD					1,889,540.85
402-MC-08	8,580.00		TBD					0.00
402-OP-08	4,005,425.62		TBD					2,084,584.62
402-PS-08	2,024,950.91		TBD					1,235,398.91
402-PT-08	8,194,780.15		TBD					3,406,550.15
402-PA-08	1,243,291.00		435,000.00					0.00
402-RS-08	177,904.00		TBD					132,000.00
402-TR-08	398,771.00		TBD					31,000.00
SUBTOTAL	20,624,806.46		435,000.00					11,030,962.46
FORWARD	69,803,470.77		435,000.00					42,649,076.77

STATE OFFICIAL AUTHORIZED SIGNATURE:
 NAME: *Chris Murphy*

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:
 NAME:

TITLE: Director
 DATE: 10/1/08

TITLE:
 DATE:

HS FORM 217 (REV 9/93)

EFFECTIVE DATE:

09-149

HIGHWAY SAFETY PROGRAM COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 FEDERAL HIGHWAY ADMINISTRATION

STATE: CALIFORNIA
 NUMBER: 2009-00

DATE: 10/01/08
 PAGE: 2 OF 2

PROGRAM AREA	APPROVED PROGRAM COST	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS				FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE/DECREASE	% CHANGE	CURRENT BALANCE	
405-OP-08	3,359,220.00		TBD					2,359,220.00
405-PA-08	61,002.00		TBD					0.00
SUBTOTAL	3,420,222.00		0.00					2,359,220.00
406-CB-08	0.00		TBD					0.00
406-EM-08	0.00		TBD					0.00
406-PS-08	0.00		TBD					0.00
406-PT-08	1,297,020.00		TBD					297,020.00
406-PA-08	289,303.00		TBD					0.00
406-RS-08	0.00		TBD					0.00
406-TR-08	0.00		TBD					0.00
SUBTOTAL	1,586,323.00		0.00					297,020.00
408-TR-08	2,362,283.00		TBD					136,435.00
SUBTOTAL	2,362,283.00		0.00					136,435.00
410-AL-08	7,391,919.98		TBD					5,302,428.98
410-PA-08	660,066.00		TBD					0.00
SUBTOTAL	8,051,985.98		0.00					5,302,428.98
2010-MC-08	731,174.00		TBD					0.00
SUBTOTAL	731,174.00		0.00					
TOTAL	85,955,458.75		435,000.00					50,744,180.75

STATE OFFICIAL AUTHORIZED SIGNATURE:
 NAME: *Chris Munkle*

TITLE: Director

DATE: 10/1/2008

HS FORM 217 (REV 9/93)

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:
 NAME:

TITLE:

DATE:

EFFECTIVE DATE:

09-1-60

PART II

PROGRAM AREAS

PROGRAM PLANNING AND ADMINISTRATION

I. PROGRAM OVERVIEW

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

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

II. CURRENT STATUS

OTS includes a staff of 35 full-time positions and three retired annuitant responsible for the activities listed above. The Director is responsible for the entire California program and serves as the Governor's Highway Safety Representative. As the Governor's representative, the OTS Director participates in activities impacting the highway safety program nationwide. The Program Planning and Operations Section develops the HSP and is responsible for the implementation of the grants with both state and local entities. In addition, activities within the various program areas are administered through this section. The Administration and Program Support Section encompasses information technology, fiscal and business services and support.

Training

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

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

- **Mini-grant Training** - Training is provided to Sobriety Checkpoint mini-grantees. The training includes instructions on how to conduct complete Quarterly Reports data and reimbursement claims.

III. GOALS AND PERFORMANCE MEASURES

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

- To develop a coordinated HSP/Performance Plan to submit to Business, Transportation & Housing Agency Secretary by August 1, 2008, and to NHTSA by September 1, 2008.
- 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, 2008.
- To utilize all available means for improving and promoting the California traffic safety program.

IV. TASKS

TASK 1 - OPERATION OF THE PROGRAM

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

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

Detail for Planning and Administration Costs

A.	PERSONNEL COSTS	2,707,786	
B.	TRAVEL EXPENSES	109,862	
C.	CONTRACTUAL SERVICES	2,199,000	
D.	OTHER DIRECT COSTS	1,179,564	
	TOTAL OTS BUDGET		6,196,212
	STATE SHARE		435,000
	FEDERAL SHARE		5,761,212
	LESS: AMOUNT CHARGEABLE TO PROGRAM AREAS	3,517,921	
	PUBLIC INFORMATION CAMPAIGNS	1,000,000	
	TOTAL: FEDERAL SHARE OF PSP 08-PA		1,243,291

Amounts Chargeable to Program PSPs

FUNDING	PSP	COST	PERCENT
09-164	ALCOHOL-REPEAT OFFENDER	1,352,596	38.4%
09-MC	MOTORCYCLE SAFETY	8,580	0.4%
09-OP	OCCUPANT PROTECTION	130,774	3.7%
09-CP	COMMUNITY TRAFFIC SAFETY	32,860	0.9%
09-AL	ALCOHOL	196,573	5.6%
09-TR	TRAFFIC RECORDS	44,560	1.3%
09-EM	EMERGENCY MEDICAL SERVICES	100,350	2.9%
09-PS	PEDESTRIAN SAFETY	127,080	3.5%
09-PT	POLICE TRAFFIC SERVICES	468,273	13.3%
09-RS	ROADWAY SAFETY	45,904	1.3%
09-405	OCCUPANT PROTECTION INCENTIVE GRANTS	61,002	1.7%
09-406	SAFETY BELT PERFORMANCE GRANTS	289,303	8.2%
09-410	ALCOHOL INCENTIVE GRANTS	660,066	18.8%
		<u>3,517,921</u>	<u>100.0%</u>

ANTICIPATED PROGRAM FUNDING SOURCES

ANTICIPATED PROGRAM FUNDING SOURCES

FUND	2009 ESTIMATED APPROPRIATIONS
164- Repeat Intoxicated Driver Law	30,000,000.00
402- NHTSA/FHWA Basic Highway Safety Funds	20,451,688.00
405- Occupant Protection	3,073,755.00
408- Information System Improvement	2,552,026.00
410- Alcohol Incentive	10,585,379.00
2010- Motorcycle Safety	365,542.00
GRAND TOTAL:	67,028,390.00

*These amounts are estimated and are subject to change.
**POLITICAL SUBDIVISION PARTICIPATION
 IN STATE HIGHWAY SAFETY PROGRAM
 FFY 2009 HSP**

GRANTS	LOCAL	STATE*		TOTAL
		Local Benefit	Statewide	
NEW GRANTS	111 \$ 22,693,183.00 47.81%	5 \$ 7,252,672.00 52.19%	12 \$ 17,523,730.00 \$24,776,402.00	128 \$ 47,469,585.00
CONTINUATIONS	50 \$ 12,734,350.77 47.85%	1 \$ - \$13,878,803.00 52.15%	19 \$ 13,878,803.00	70 \$26,613,153.77
ALL GRANTS (New and Continuing)	161 \$ 35,427,533.77 47.82%	6 \$ 7,252,672.00 \$38,655,205.00 52.18%	31 \$ 31,402,533.00	198 \$ 74,082,738.77

* Includes the PA grants.

FUNDS and GRANTS EXCLUDED

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

*These amounts are estimated and are subject to change.
**POLITICAL SUBDIVISION PARTICIPATION
 IN STATE HIGHWAY SAFETY PROGRAM
 FFY 2009 HSP**

GRANTS	LOCAL	STATE*		TOTAL
		Local Benefit	Statewide	
NEW GRANTS	119 \$ 23,636,338.00 45.64%	6 \$ 9,586,392.00 54.36%	14 \$ 18,568,000.00 \$28,154,392.00	139 \$ 51,790,730.00
CONTINUATIONS	98 \$ 15,795,151.51 47.80%	7 \$ 2,664,563.24 52.20%	23 \$ 14,583,434.00 \$17,247,997.24	128 \$ 33,043,148.75
ALL GRANTS (New and Continuing)	217 \$ 39,431,489.51 46.48%	13 \$ 12,250,955.24 53.52%	37 \$ 33,151,434.00 \$45,402,389.24	267 \$ 84,833,878.75

* Includes the PA grants.

FUNDS and GRANTS EXCLUDED

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

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).

collisions resulting in _____ in the number of alcohol related

The 2008 Department of Motor Vehicles (DMV) Driving Under the Influence Management Information System Report (DUI MIS Report) states that alcohol-involved traffic fatalities rose by 1.5 percent in 2006, continuing the rising trend that started in 1999 after well over a decade of continuous decline, and that DUI arrests increased by 9.4 percent in 2006, following decreases by 0.4 percent in 2005. The DUI MIS Report also states that among convicted DUI offenders in 2005, 72.9 percent were first offenders and 27.1 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. However the increase in the proportion of repeat offenders in 2005 could be attributed to the change in the counting period for priors from seven to ten years.

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

The Federal Bureau of Investigation 2006 report estimates that 1.4 million drunk driving arrests (DUI) are made each year. In the United States, conviction rate data was used as a base for estimating that one million to 1.2 million of the people arrested for DUI are convicted and that 50 to 75 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 innovated 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 provisional data from 2007 (SWITRS), drivers aged 15 through 20 constituted 19.9 percent of Had Been Drinking (HBD) drivers in fatal collisions and 5.7 percent in injury

collisions during 2007.

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 reduce recidivism.

II. ACTION PLANS

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

Through OTS funding in fiscal year 2009, the California Highway Patrol (CHP) will continue to expand the number of mini grants awarded to local agencies to conduct the "Every 15 Minutes" program. The "Every 15 Minutes" program is a two-day program that focuses on high school juniors and seniors and challenges them to think about the consequences of drinking, personal safety and the responsibility of making mature decisions when lives are involved. The program name was derived from the unfortunate fact that during the early 1980s someone in the United States was killed in an alcohol-related traffic collision every 15 minutes. OTS will fund CHP to train local law enforcement agency representatives statewide in proven methods of delivering effective Start Smart presentations. Start Smart educational programs warn young drivers of the dangers of drinking.

OTS will continue funding for the Administrative Office of the Courts to coordinate 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 Administrative Office of the Court will award sub-grants to four mentor courts and 10 implementation courts to develop and test variations models of DUI courts patterned after the successful Drug Court Model.

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

OTS continues to expand and promote the Avoid program concept in fiscal year 2009. This campaign provides increased DUI enforcement by partnering with local law enforcement, Sheriff, 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 9-1-1*” 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.”

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 - DUI ENFORCEMENT/EDUCATION/PUBLIC INFORMATION

This task provides for comprehensive impaired driving enforcement programs implemented through enforcement agencies. The programs under this task are comprised of multiple components including increased enforcement to focus on sobriety checkpoints, the purchase of specialized equipment, and the implementation of enhanced alcohol public information and education programs. The table below details 13 continuing and 66 new grants under this task for fiscal year 2009.

Grant #	Fund	Agency	FFY 2009 Funds
AL0709	410	Redding	\$67,476
AL0756	410	Huntington Beach	\$74,096
AL0806	164AL	Oxnard	\$178,753
AL0808	164AL	Los Angeles County	\$1,175,103
AL0815	164AL	Merced	\$74,007
AL0817	164AL	National City	\$88,238
AL0823	164AL	Madera	\$134,968
AL0826	164AL	Chula Vista	\$198,982
AL0844	164AL	Gardena	\$200,148
AL0846	164AL	Truckee	\$108,275

Grant #	Fund	Agency	FFY 2009 Funds
AL0850	164AL	Ripon	\$90,523
AL0851	164AL	Petaluma	\$102,188
AL0853	164AL	San Pablo	\$155,273
AL0901	164AL	San Bernardino	\$201,000
AL0902	164AL	Roseville	\$100,000
AL0903	164AL	Concord	\$198,126
AL0905	164AL	Yuba City	\$81,668
AL0906	164AL	South Lake Tahoe	\$67,000
AL0907	164AL	La Mesa	\$90,000
AL0910	164AL	South San Francisco	\$101,895
AL0912	164AL	Escondido	\$263,000
AL0913	164AL	Redondo Beach	\$122,673
AL0914	164AL	Oakland	\$292,070
AL0915	164AL	University of California Davis Trauma Center	\$250,000
AL0916	164AL	Hayward	\$229,125
AL0917	164AL	Oceanside	\$292,000
AL0919	164AL	San Diego County	\$524,441
AL0921	164AL	Bakersfield	\$410,092
AL0922	164AL	Galt	\$45,500
AL0923	164AL	Costa Mesa	\$300,882
AL0924	164AL	Santa Barbara	\$129,851
AL0926	164AL	Upland	\$101,225
AL0927	164AL	Norco	\$151,000
AL0928	164AL	Lancaster	\$267,933
AL0929	164AL	Sanger	\$79,306
AL0930	164AL	California Highway Patrol	\$851,712
AL0933	164AL	Berkeley	\$177,846
AL0934	164AL/402	San Bruno	\$72,198/\$18,500
AL0936	164AL	Albany	\$24,106
AL0938	164AL/402	Palm Springs	\$98,055/\$6,300
AL0940	164AL	Redlands	\$87,320
AL0941	164AL	Placentia	\$95,400
AL0943	164AL	Murrieta	\$94,440
AL0947	164AL	Baldwin Park	\$98,812
AL0949	164AL	Citrus Heights	\$107,000
AL0951	164AL	Sacramento	\$171,000
AL0952	164AL	Santa Monica	\$59,500
AL0955	164AL	Daly City	\$111,955
AL0956	164AL	San Rafael	\$94,189
AL0957	164AL	Crescent City	\$31,223
AL0958	164AL	Orange	\$123,623
AL0959	164AL	El Cajon	\$90,000

Grant #	Fund	Agency	FFY 2009 Funds
AL0960	164L	Garden Grove	\$169,319
AL0961	164AL	El Monte	\$179,900
AL0963	164AL	Santa Ana	\$216,583
AL0964	164AL	Culver City	\$129,433
AL0966	164AL	Vallejo	\$89,856
AL0968	164AL	Fontana	\$171,000
AL0971	164AL	Palm Desert	\$111,706
AL0979	164AL	Santa Maria	\$307,274
AL0981	164AL	Lake Elsinore	\$101,872
AL0985	164AL/402	Salinas	\$142,071/\$49,000
AL0986	164AL	Rialto	\$135,687
AL0987	164AL	Pomona	\$327,126
AL0988	164AL	Redwood City	\$110,865
AL0989	164AL	Eureka	\$48,197
AL0992	164AL	Rancho Cordova	\$128,000
AL0993	164AL	Long Beach	\$309,664
AL0994	164AL	Stockton	\$352,000
AL0996	164AL	Ventura	\$104,710
AL0998	164AL	Huntington Beach	\$181,077
AL0999	164AL	Anaheim	\$169,119
AL09100	164AL	Azusa	\$97,204
AL09101	164AL	Union City	\$125,479
AL09102	164AL/402	Reedley	\$68,030/\$2,500
AL09104	164AL	Fresno	\$372,847
AL09105	164AL	San Fernando	\$187,787
AL09106	164AL	Los Angeles	\$740,300

TASK 3 - PREVENTION/INTERVENTION TRAINING AND PUBLIC INFORMATION

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

163

**AL0857 - CALIFORNIA HIGHWAY PATROL
TEEN CHOICES 2 (TC2)**

This project is designed to reduce the number of California drivers between the ages of 14 and 19, who had been drinking in fatal and injury collisions by three percent from the 2003-2005 three-year average of 1,556 to 1,509. The California Highway Patrol (CHP) will publicize the E15M program, Sober Graduation events, and other CHP alcohol reduction education programs by conducting a minimum of 2,500 informational presentations to high schools, community-based organizations, local law enforcement, fire departments, and/or health departments in California; facilitating a minimum of 250 E15M programs; facilitating Sober Graduation events and other CHP alcohol reduction education programs to schools unable to participate in the full E15M program; and distributing promotional items and educational items emphasizing the consequences of drinking and driving. (\$1,885,377)

164AL

AL0970 - CALIFORNIA HIGHWAY PATROL DRUG RECOGNITION EVALUATOR (DRE) PROGRAM

The California Highway Patrol (CHP) will implement a Drug Recognition Evaluator (DRE) statewide training project. This program intends to increase DRE, Standardized Field Sobriety Test, Drug Impairment Training for Education Professionals, and the induction of Peace Officer Standards and Training Academy DRE classes statewide. The program will also include allied agency and CHP participation in the DRE Program and will encourage the use of the DRE program in enforcement operations. Project resources will be used to train allied agency, educational professionals, and CHP personnel. (\$667,466)

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. (\$385,395)

AL0849 - CALIFORNIA HIGHWAY PATROL STATEWIDE IMPAIRED DRIVER REDUCTION EFFORT, II

The California Highway Patrol (CHP) will implement a 21-month statewide project with a 12-month Program Operations Phase (during calendar year 2008) to combat fatal/injury collisions attributed to Driving Under the Influence (DUI). Project activities will be conducted from October 2007 through December 2008, and will include sobriety checkpoints, mini-DUI task force operations, proactive roving DUI patrol operations, and a broad public awareness campaign (public awareness presentations, paid media, gas pump toppers, etc.) in an effort to decrease the number of DUI/alcohol-involved fatal and injury collisions and associated victims on California's roadways. (\$2,301,183)

164AL/402

AL0807 - SANTA CLARA COUNTY PUBLIC HEALTH DEPARTMENT COUNTYWIDE COORDINATION OF TRAFFIC SAFETY SERVICES

This proposal provides innovative strategies to address countywide traffic concerns by building on the experience of the TSCN collaborative. A facilitator's guide to support the booklet "Underage Drinking and Driving" will be developed and both will be distributed statewide. Public awareness campaign on speeding and red light running will be expended. School based traffic safety committees will develop and implement site specific traffic safety plans, and a juvenile traffic diversion program will be integrated into existing systems. (\$574,654)

402

**AL0720 – CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
TRACE (TARGET RESPONSIBILITY FOR ALCOHOL CONNECTED EMERGENCIES) PROJECT**

TRACE is a protocol wherein first responders to alcohol-involved emergencies immediately notify the Department of Alcohol Beverage Control when it is apparent that an ABC licensed premises may have sold or furnished alcohol to the underage person(s) involved. This project will be Phase II of OTS Grant AL0590. The initial grant laid the foundation of the Protocol and produced a video that will be used to further train law enforcement agencies and Department stakeholders. This phase will establish an independent unit with full time staff whose primary responsibility will be the continuing training of ABC personnel and police agencies throughout the state. The unit will also serve as a resource and disseminate information to licenses, alcohol policy coalitions, public health organizations and other concerned groups. The project will include related equipment, educational materials and overtime for additional investigations relating to the TRACE Protocol. These efforts will be conducted by one supervising investigator, six investigators, and one District Administrator (25 percent). Overtime for investigators will be used to implement the enforcement strategies. (\$649,593)

406

**CB0801 – SHASTA COUNTY
DUI & SEAT BELT SAFETY PROGRAM**

The Shasta County Public Health Department, in collaboration with the Injury Prevention Coalition of Shasta County and the Intermountain Injury Prevention Coalition, will implement a DUI & safety belt safety program. The program will provide a DUI campaign in high schools; an educational/media campaign concerning underage drinking; and mini-grants for community-based organizations to conduct traffic safety activities. (\$253,054)

410

**AL0734 - CALIFORNIA HIGHWAY PATROL
DRIVING UNDER THE INFLUENCE (DUI) COLLEGE CORRIDOR PROJECT, PHASE II**

This project focuses on developing an impaired driver prevention program at two selected college/university campuses. The program will be conducted through an extensive public awareness campaign centered on student activities both on and off campus, combined with enhanced enforcement on sections of roadway surrounding the campus which are most affected by drinking and driving behaviors of students. Enforcement activities will include roving patrols, sobriety checkpoints and bar checks. Local and/or campus police will be contacted to provide enhanced enforcement within their jurisdictions to work in conjunction with the CHP on DUI enforcement activities. Students and local community members will also be invited to participate on a local task force. This task force will be charged with utilizing grant funding to enhance alcohol education and DUI prevention efforts on campus and in the surrounding communities. These efforts may include research-based educational programs, safe ride programs, responsible server training, and victim panels. Overtime for Officers will be used to conduct these operations. (\$45,709)

**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 to segments, interstate 5 and 805 in San Diego County. The two interstate segments indicate a high incidence of fatal and injured victims. By

applying the “corridor” approach, San Diego County will address the activity of drivers driving their vehicles to parking lots on the United States side of the Mexican Border, walking across the Border to Tijuana, returning to their vehicles and driving under the influence. 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. (\$297,534)

**AL0814 - CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
STATEWIDE SUPPORT FOR MADD DUI EDUCATION EFFORTS**

The purpose of this grant is to provide support to MADD for implementation of strategies to reduce the incidence of driving under the influence in California. Activities will include implementation of Victim Impact Panels, providing a presence at public events and press conferences, and recognition of law enforcement for DUI efforts. (\$257,097)

**AL0824 – UNIVERSITY OF CALIFORNIA, FRESNO
CSU ALCOHOL AND TRAFFIC SAFETY**

The CSU ATS project addresses alcohol-related incidents at the college level, particularly driving under the influence and general incidents related to alcohol abuse. CSU ATS supports and stimulates the environmental management approach by campus Alcohol Advisory Councils via mini-grant/special project funding. These mini-grants support interventions that could include safe rides programs, social norms marketing, and/or peer education activities. Approximately eight CSU campuses will benefit from this project. (\$351,341)

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. (\$578,931)

**AL0978 – CALIFORNIA DEPARTMENT OF JUSTICE
RESPONSIBLE ADULTS - SAFE TEENS (RAST) II**

In 2006, the Attorney General's Crime and Violence Prevention Center and the California Office of Traffic Safety implemented the responsible Adults – Safe Teens (RAST) public awareness campaign to educate parents and other adults about the consequences (driving under the influence, injury and/or death) of providing alcohol to minors and to promote the TRACE program. The campaign utilized the theme. "Think Through It. Don't Do It" and included television, theater and radio spots, direct mail, and regional workshops in targeted areas throughout California to help spread the message. The RAST II campaign would continue this worthy campaign. (\$434,080)

164AL/402

**AL0946 – TULARE COUNTY
FNL: FOCUSING ON TRAFFIC SAFETY**

This grant will incorporate several components: Mentoring Seat Belt Safety, FNL Chapters dedicated to Traffic Safety, Every Fifteen Minutes and Beyond in an effort to engage young people around the urgent need to make traffic safety a high priority in their lives. A conference dedicated to youth traffic safety will be a keystone event that will endeavor to bring traffic safety to the forefront of youth prevention for both young people and adults alike.

(\$300,000)

**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. (\$646,212)

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. (\$30,475)

**AL0803 - HUMBOLDT COUNTY
YOUTH DRIVING SAFETY PROGRAM**

The Humboldt County Department of Health and Human Services will reduce motor vehicle-related death and injury through a collaborative, education-based program focused on young drivers. With the input of the multi-agency Youth Driving Subcommittee and a Teen Advisory Group, we will conduct educational activities that focus on youth driving safety. Activities will include: seat belt challenges and DUI prevention campaign at local high schools, teen and parent safe driving events, a community educational campaign targeting youth and parents including presentations to community groups, a "special exhibit" designed by youth and focused on driving safety, and the development of a youthful DUI visitation program. (\$110,300)

**AL0809 - MENDOCINO COUNTY
STEER CLEAR OF ALCOHOL AND DRUGS**

The Mendocino Division of Alcohol and Other Drug Program, Prevention Services will implement the Steer Clear of Alcohol and Drugs program to address youth driving safety. Program elements include prevention education, youth development and leadership strategies delivered on and off high school campuses. All program elements work together to help raise youth awareness of how alcohol and other drugs impact driving safety with the overall goal of reducing youthful fatalities, collisions and drunk driving. (\$129,815)

**AL0822 - CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
PROJECT RADD**

The Department of Alcoholic Beverage Control, in partnership with RADD (Recording Artists, Actors and Athletes Against Drunk Driving), will develop and implement an innovative mass-market media and presence campaign to promote the use of designated drivers to young adults (21-34) focusing on high-incidence times such as bar holidays, spring break and other holiday periods. The campaign utilizes an inclusive coalition of stakeholders (hospitality, media, entertainment, government, law enforcement, automotive, insurance and lifestyle businesses), media outreach, education, entertainment properties, celebrity spokespeople, behavioral incentives, and retail ABC licensees to reduce the incidence of impaired driving among at-risk populations of Californians. (\$150,000)

**AL0847 - CALIFORNIA STATE UNIVERSITY, SAN DIEGO
YOUTH COUNCIL STATEWIDE TRAINING & TECHNICAL ASSISTANCE PROJECT**

This grant will provide training and technical assistance to schools, colleges, and community groups across the state to assist them in developing youth-driven anti-DUI campaigns that build on the brand image of the San Diego County Youth Council's "Do the Math" campaign. The project will provide a comprehensive campaign action kit, online resources, site visits, and youth-led training and workshops to youth groups committed to implementing public awareness campaigns in their own schools and communities. The project will result in increasing the perception of risk for underage and binge drinking as they relate to DUI among millions of California youth, college students, parents, lawmakers and community members. (\$99,868)

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. (\$1,122,700)

AL0852 - SAN JOAQUIN COUNTY SUPERIOR COURT

DUI COURT

This program will create a DUI Court in San Joaquin County designed to stop dependant offenders arrested for Driving While Impaired (DWI) and multiple offenders from re-offending. The goal of this program is to reduce recidivism among drunk drivers while reducing alcohol-involved collisions. The DUI Court provides an intensive program where zero tolerance for alcohol is enforced thru intensive judicially supervised program, periodic alcohol / drug testing and the use of graduated incentives and sanctions to make a life long behavior change. (\$374,902)

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 model in other jurisdictions, while maintaining a hotline for most the wanted impaired drivers in the county and utilizing paid media to increase public awareness and leads. (\$275,936)

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. (\$306,334)

164AL/402

AL0954 – JUDICIAL COUNCIL OF CALIFORNIA TRAFFIC ADJUDICATION INSTITUTE

The goal of this project is to educate California Judges, commissioners, and juvenile hearing officers about strategies that promote traffic safety and reduce recidivism. To achieve this goal, the judicial officers would be invited to attend a three day institute in 2009 that would offer various courses, hands-on use and observation of law enforcement technology and procedures, and opportunities for information exchange with representatives from various traffic enforcement agencies. A planning committee will be selected to develop a specific agenda and identify faculty. Evaluations by participants will help determine the benefit of the institute and will aid the AOC in developing on-going traffic adjudication training. (\$199,785)

410

AL0719 – JUDICIAL COUNCIL OF CALIFORNIA CALIFORNIA DUI COURT EXPANSION

DUI is a major, continuing problem that endangers both the public at large, and the individual driver. Traditional sanctions have yielded mixed and unsatisfactory results. In response, new types of DUI courts, modeled from drug courts, have developed in California. More work is necessary to refine and expand successful elements of current DUI courts in California. Throughout the course of this 36 month program, successful elements of existing DUI courts will be identified, five court expansion pilot sites will be selected and DUI court programs will be implemented in each site, and a cost-benefit analysis of DUI courts in California will be conducted. (\$1,613,170)

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. (\$843,672)

AL0746 – LAKE COUNTY LAKE COUNTY VERTICAL PROSECUTION/DUI OUTREACH PROGRAM

Lake County has a disproportionate level of alcohol-involved fatal and injury collisions, a DUI arrest rate nearly double to state rate, and about 30 percent high school students who drinking and driving. The primary goal of this program is to provide prosecution and education to reduce alcohol-involved collisions and reduce student drinking and driving. The Lake County District Attorney's Office will collaborate with the countywide Avoid program and the Alcohol Beverage Control to conduct education and enforcement during high risk periods (graduation) with multiple activities, e.g., patrols, arrests, sweeps, checkpoints, education for schools, and training for bars. All DUI-related cases will be vertically prosecuted; all victims will be served by one advocate. (\$32,792)

AL0747– ORANGE COUNTY SUPERIOR COURT

EXPANSION OF DUI COURT

This project will expand the Orange County DUI Courts from one to two by adding a DUI court at the North Justice Center. Based on the successful drug court model, it will increase the level of accountability of high risk repeat DUI offenders by requiring them to participate in treatment combined with education, judicial scrutiny, alcohol and drug testing and formal probation supervision. A DUI Court team will screen at least 400 referrals, admit 275 participants and have 75 participants complete the program. Policy, procedures, process and protocols will be developed in addition to a process and outcome evaluation through outside researches to determine project goal success. The project goals include: reducing recidivism among nonviolent adult and underage DUI offenders and ensuring 80 percent of the participants admitted into the North Justice Center complete the program. (\$225,699)

AL0836 - SHASTA COUNTY

DUI MISDEMEANOR PROSECUTOR PROGRAM

The Shasta County District Attorney will hire a new attorney position which will be dedicated to prosecuting misdemeanor DUI cases because of the recent sharp increases in cases filed. The increase can be attributed, in part, to the increased enforcement by local law enforcement agencies and recent trends in the state. By giving more attention to these cases, we anticipate a greater conviction rate and decreases in both injury and fatal alcohol-involved DUI cases in Shasta County. (\$129,293)

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.

410

AL0931 – DEPARTMENT OF MOTOR VEHICLES

EFFECTIVENESS OF EXTENDING THE COUNTING PERIOD OF DUI CONVICTIONS FROM SEVEN TO TEN YEARS

This evaluation will examine the effectiveness of SB 1694 (Torlakson), which increases the time period from seven to ten years during which prior DUI offenses are considered as a condition for imposing increased sanctions on repeat offenders (effective January 1, 2005). An increase in the number of multiple DUI offenders is expected, along with tougher sanctions imposed that might result in lowering recidivism. Long term recidivism and crash rates will be examined, comparing pre-and post law DUI convictees in their eighth, ninth and tenth years following their initial conviction. (\$44,270)

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. (\$59,057)

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

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 \$4,000,000.00 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. (\$495,235)

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

AL0699 – SAN DIEGO COUNTY CALIFORNIA PROBATION FELONY AND REPEAT DUI OFFENDER PROGRAM

The San Diego County Probation Department, as grant administrator, will contract with participating California counties to reduce DUI fatalities and injuries and increase probationers' compliance with court-ordered conditions of probation through the combined efforts of enforcement and surveillance activities. An intensive supervision program for the highest risk and/or repeat DUI offenders who, because of limited resources, are not actively

supervised, will include unannounced searches, alcohol/drug field testing participation in DUI/DL checkpoints, development of sting/stakeout operations, warrant service operations, increased breath tests administered to felony and multiple DUI probationers, development and distribution of a DUI Hot Sheet to local law enforcement jurisdictions; increased home contacts and searches; law enforcement agency collaboration; and implementing victim impact awareness programs. (\$860,566)

Agency	FFY 2009 Funds
Fresno County Probation	\$31,188
Imperial County Probation	\$14,257
Kern County Probation	\$66,993
Los Angeles County Probation	\$463,168
Merced County Probation	\$17,789
Sacramento County Probation	\$94,921
San Diego County Probation	\$52,454
Shasta County Probation	\$10,115
Solano County Probation	\$16,403
Stanislaus County Probation	\$27,116
Trinity County Probation	\$1,939
Tulare County Probation	\$49,690
Yolo County Probation	\$14,533

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. (\$ 2,485,558)

Agency	FFY 2009 Funds
Butte County Probation	\$198,037
Contra Costa County Probation	\$307,157
Fresno County Probation	\$108,147
Kern County Probation	\$37,323
Los Angeles County Probation	\$243,658
Placer County Probation	\$97,735
Sacramento County Probation	\$218,327
San Bernardino County Probation	\$502,183
San Diego County Probation	\$560,684
San Joaquin County Probation	\$133,708
Santa Barbara County Probation	\$63,969
Stanislaus County Probation	\$14,630

TASK 9 - MULTI-AGENCY HOLIDAY ENFORCEMENT 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 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 2009 Funds
AL0610	410	Baldwin Park Police Department	\$3,192
AL0613	410	San Rafael	\$3,631
AL0614	410	Gardena	\$4,062
AL0621	410	San Diego	\$0
AL0637	410	Contra Costa County	\$50,756
AL0664	410	San Francisco	\$33,162
AL0665	410	Napa County	\$17,583
AL0668	164AL	San Jose	\$40,491
AL0672	410	Santa Rosa	\$44,560
AL0676	410	Paradise	\$0
AL0677	410	Auburn	\$0
AL0678	410	Daly City	\$68,264
AL0685	164AL	Marysville	\$42,183
AL0686	410	Siskiyou County Sheriff’s Department	\$29,120
AL0687	410	Grass Valley	\$14,628
AL0689	410	Vallejo	\$29,889
AL0691	164AL	Davis	\$0
AL0724	410	Orange County	\$133,502
AL0725	164AL	Victorville	\$182,920
AL0742	164AL	Paso Robles	\$139,135
AL0748	410	Salinas	\$84,142
AL0758	410	Capitola	\$58,700
AL0763	164AL	Oxnard	\$32,997
AL0812	410	City of Orland	\$74,413
AL0831	410	Elk Grove	\$189,314
AL0832	410	Hanford	\$54,175
AL0834	410	Merced County	\$119,743
AL0835	410	Visalia	\$106,554

Grant #	Fund	Agency	FFY 2009 Funds
AL0837	164AL	Manteca	\$155,397
AL0840	410	Lake County	\$81,233
AL0843	410	Calexico	\$99,479
AL0856	410	Shafter	\$163,962
AL0904	164AL	Paradise	\$99,935
AL0908	410	Oxnard	\$154,350
AL0911	164AL	Gardena	\$359,135
AL0918	164AL	California Department of Alcoholic Beverage Control	\$314,987
AL0925	164AL	Contra Costa County	\$173,979
AL0937	410	Davis	\$126,455
AL0939	164AL	San Diego County	\$345,305
AL0942	164AL	San Rafael	\$138,401
AL0953	410	Vallejo	\$140,601
AL0965	164AL	Lincoln	\$175,520
AL0967	410	Turlock	\$227,080
AL0973	410	Marysville	\$122,857
AL0975	410	Siskiyou County	\$92,866
AL0976	164AL	Clovis	\$234,325
AL0977	410	Corning	\$53,446
AL0980	164AL	Santa Clara County	\$159,774
AL0982	164AL	Petaluma	\$322,785
AL0984	164AL	Glendora	\$514,231
AL0990	164AL	San Francisco	\$92,142
AL0991	164AL	Redding	\$138,940
AL0995	164AL	Livermore	\$321,541
AL0997	164AL	Daly City	\$154,555
AL09103	164AL	Napa	\$80,382

TASK 10 - DUI ENFORCEMENT CAMPAIGN

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

164AL

AL0920 - UNIVERSITY OF CALIFORNIA, BERKELEY

UC BERKELEY TRAFFIC SAFETY CENTER DUI SOBRIETY CHECKPOINT MINIGRANT PROGRAM

Sobriety checkpoints, especially when supported by media coverage, have been found to reduce alcohol-related crashes (which killed 1,597 people and injured 31,099 more in 2006). The Centers for Disease Control has published reports indicating that fewer alcohol-related crashes occur when sobriety checkpoints are implemented. The goal of sobriety checkpoints is to reduce DUI by increasing drivers' perceived risk of arrest. Media coverage supports this intervention by publicizing this increased risk. California will conduct sobriety checkpoints during the Winter 2008-2009 holidays and the 2009 Labor Day holiday. (\$5,431,279)

TASK 11 - IMPAIRED DRIVING PROGRAMS

164AL

AL0969 - CALIFORNIA HIGHWAY PATROL

SOBRIETY CHECKPOINT OPERATIONS AND ROVING DUI ENFORCEMENT (SCORE)

The California Highway Patrol (CHP) will conduct a consolidated statewide and local Area driving under the influence (DUI) enforcement and education program that will focus on reducing the number of persons killed and injured in traffic collisions attributed to DUI. Project activities will be conducted from October 2008 through June 2010, and include sobriety checkpoints, DUI task force operations, proactive DUI roving patrol operations, a broad public awareness and educational campaign that includes public presentations, and Designated Driver Program training. (\$5,936,819)

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. We have successfully implemented an initial prototype of a computerized alcohol screening and intervention (CASI) kiosk in our emergency department (ED) but it is bulky and outdated. Through this project, we will upgrade and refine CASI to make it more durable, easier to transport and more portable for use at the patient bedside in the ED and in the trauma wards. The use of CASI will also be expanded by implementing CASI to both an outpatient college clinic and inpatient medical settings. (\$278,230)

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 2007 California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) provisional data, there were 265,610 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 unreliable ambulances and first responder/rescue vehicles, extrication equipment, air bag lifting systems, and to provide training. With California's vast rural areas, paid-call and volunteer EMS agencies benefit immensely from OTS funding for ambulances, extrication equipment, communications, and public information materials.

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

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

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 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) and training can make the difference between a patient receiving medical treatment within the critical "golden hour" or not. Removal of a victim trapped in the vehicle can average more than an hour without appropriate tools; with the use of hydraulic tools, the average extrication time is 15 minutes. The goals of these grants are to improve EMS delivery to traffic collisions victims and to reduce response times for the arrival of appropriate equipment to the scene and/or the extrication of collision victims.

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

Grant #	Fund	Agency	FFY 2009 Funds
EM0901	402	Fresno County Fire Protection District (4)	\$135,884
EM0902	402	Long Valley Fire Protection District – Mono County (1)	\$58,476
EM0903	402	Sutter Creek (5)	\$181,000
EM0904	402	Willows (3)	\$147,367
EM0905	402	Merced County (5)	\$216,540
EM0907	402	Alpine County (4 rope rescue sets)	\$50,000
EM0908	402	Butte County (5)	\$197,373

TASK 3 - LIFE SUPPORT DELIVERY

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

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

Grant #	Fund	Agency	FFY 2009 Funds
EM0906	402	Big Pine Fire Protection District (1)	\$71,383
EM0909	402	San Mateo County (6)	\$310,457

TASK 4- DATA COLLECTION

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

TASK 5 - COMMUNICATIONS

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

402

EM0341 - IMPERIAL VALLEY EMERGENCY COMMUNICATIONS AUTHORITY

LOCAL EMERGENCY MEDICAL SERVICES COMMUNICATIONS SYSTEM PLAN PROJECT

The Local Emergency Medical Services Communications System Plan grant is continued into fiscal year 2009. 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. (\$521,060)

TASK 6 - TRAINING

EMS personnel can perform their mission only if adequately trained and available in sufficient numbers throughout the State. Rescue personnel with First Responder, EMT and Paramedic training can mean the difference between life and death for motor vehicle collision victims. This is especially true in rural areas, and highly congested metropolitan areas where distance and congested traffic conditions critically increase the time required to arrive at the crash scene, extricate and transport victims. There are no grants planned or continued under this task during fiscal year 2009.

TASK 7 - PUBLIC AWARENESS AND EDUCATION PROGRAMS

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

MOTORCYCLE SAFETY

I. PROGRAM OVERVIEW

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

In 2007, motorcyclist fatalities represented 11.7% of California's total traffic fatalities, an increase of 1.4 percentage points from 2006 and an increase of 4.4 percentage points from 2000, when motorcycle fatalities represented only 7.3% of total traffic fatalities. Motorcyclist injuries, as a percentage of total traffic injuries, have also been rising, from 2.6% in 2000, to 3.7% in 2006, and to 4.2% in 2007. 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 465 in 2007.

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 2007, ___ motorcyclists were trained through the program.

CALIFORNIA MOTORCYCLE SAFETY SUMMIT

In May 2008, California held its first Motorcycle Safety Summit. The theme of the summit was working together to reduce motorcycle rider injuries and fatalities by 10 percent by 2010. The Summit was attended by members of the law enforcement community, OTS, NHTSA, DMV rider's groups, rider trainer organizations, the medical community, and motorcycle publication representatives.

MOTORCYCLE ASSESSMENT

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

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 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

MC0702 – CALIFORNIA HIGHWAY PATROL PROMOTING MOTORCYCLE TRAINING

While motorcycle registrations have increased 20 percent in the last three years, motorcycle licenses have only increased by 10 percent. Statewide, the California Motorcycle Safety Program provides training in motorcycle operations, safety and applicable laws; however, there is no funding to promote the program. This grant will provide a targeted public awareness campaign to bolster public knowledge of the program's availability to motorcyclists. (\$731,174)

OCCUPANT PROTECTION

I. PROGRAM OVERVIEW

SEAT BELTS

California competes with four states in the nation to hold at or above 94 percent seat belt compliance. While the combined estimated 2006 populations of Hawaii, Oregon and Washington (the competing states) is 11.3 million, they do not compare to California's population of 36.4 million. California's 2007 rate is 94.6 percent (August 2007), this represents 34.4 million persons wearing seat belts. However, the fact remains that 2,000,000 Californians are not utilizing restraint systems, and are therefore, at higher risk for death or injury, if involved in a collision. California conducted its fourth teen statewide seat belt observational survey. The 2007 survey teen seat belt use rate is 88.9 percent, down from 90.8 percent in 2006. While the teen seat belt compliance rate has increased 2.3 percentage points since the first survey in 2004 with a rate of 86.6, more efforts need to be focused on that population.

The California Highway Patrol (CHP) 2007 Statewide Integrated Traffic Records System (SWITRS) provisional data reports 67.1 percent of vehicle occupants killed in automobile collisions were using seat belts. In the last five years (2003 to 2007), the percentage of occupants killed in automobile collisions and using safety belts increased by 13.4 percentage points from 53.7 percent to 67.5 percent.

Persons considered "high-risk," (e.g., teens, non-English speakers, and those in the lower socioeconomic classes) remain involved in a disproportionate number of fatal and injury collisions. The rich diversity that typifies many communities in California contributes to the vitality and strength of the state as a whole. At the same time, it presents a number of challenges for health departments, law enforcement, and community based organizations committed to addressing occupant protection. This high-risk group requires special education and programs targeting cultural and language barriers. In California, we continue to see an increase in ethnic and linguistic groups. According to the new projections by the California's Department of Finance Demographics Unit, the Hispanic populations will constitute the majority of California by 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.

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

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

California continues the national theme "Click It or Ticket" for the Buckle Up America May 2009 mobilization. The 2009 enforcement period will be expanded by one week prior to the beginning of the national two-week campaign and California will use a "Click It or Ticket" logo developed for the state. This year, California will add a second enforcement period in November 2009 as well as nighttime and monthly enforcement activities.

An OTS Seat Belt Mini-grant program, in partnership with the Traffic Safety Center at the University of California, Berkeley will fund local grants to conduct enforcement programs addressing the motorists who fail to buckle their safety belts. The grants will provide overtime for officers to specifically and solely enforce occupant protection laws. The goal of the "Click It or Ticket" campaign is to increase seat belt use statewide to 95 percent by June of 2009 (Karen, I don't know the 2009 goal. I think Chris sets it during the grant agreement process.). This will be accomplished through the combined efforts of CHP, OTS, and local law enforcement. OTS mini-grants will be awarded to local law enforcement agencies and state university and college police departments. Over 2.8 million dollars will be distributed to law enforcement agencies to offset overtime and reporting costs for the campaigns.

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

CHILD PASSENGER SAFETY (CPS)

California's child safety seat use rate is 87.7 percent (August 2007). Child passenger safety remains a difficult topic to master because of the constant technical changes in laws and regulations, and development of new products. California's focus is to increase the child passenger safety compliance rate. Programs will train NHTSA Child Passenger Safety technicians and instructors, but most of all, conduct child passenger safety restraint checkups, create fitting stations and conduct educational presentations.

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

II. ACTION PLANS

California's population continues to increase, with a growth of 1.17 percent, representing over 438,000 new residents in California (California Department of Finances 2007 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.

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 - 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 2009 Funds
OP0803	402	Los Angeles	\$711,096
OP0804	402	Glendora	\$117,977
OP0805	402	Riverside County	\$165,246
OP0806	402	Solano County	\$133,084
OP0808	402	Long Beach	\$184,044
OP0809	402	San Francisco County	\$217,438
OP0901	402	Butte County	\$97,839
OP0906	402	Santa Clara County	\$164,413

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 2009 Funds
OP0802	402	Rancho Cordova	\$153,685
OP0902	405	Modesto	\$139,761

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

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OP0905 – DEPARTMENT OF PUBLIC HEALTH VEHICLE OCCUPANT SAFETY PROGRAM (VOSP)

VOSP will provide statewide coordination, working with its many State and local partners, to promote best practices in child passenger safety and youth occupant protection to reduce crash-related injuries for all children between birth and age 16. Objectives are twofold: 1) to refine 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 public health department capacity through individualized technical assistance, Network in-service teleconferences, and system building (e.g., working with Judicial Council to improve involvement of courts). (\$349,581)

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

The California Highway Patrol (CHP) will implement community outreach and enforcement measures statewide that are designed to increase seat belt usage for all as well as to increase the proper use of child passenger restraint systems (CPRS) for children at or below the age of six. The grant goals are to reduce the number of fatalities and injuries in collisions in which victims were not using safety equipment. Objectives support the goals by providing statewide CPRS checkups, distributing child safety seats, and conducting public awareness presentations, where educational items are to be distributed. (\$0)

OP0904 – California Highway Patrol Statewide Highway Restraint Enforcement Campaign (SHREC) II

The grant enables the California Highway Patrol (CHP) to implement community outreach and enforcement measures statewide and are designed to increase seat belt usage for all ages as well as to increase the proper use of child passenger restraint systems (CPRS) for children at or below the age of six. The project goals are to reduce the number of fatalities and injuries in collisions in which victims were not using safety equipment. Objectives support the goals by providing statewide CPRS checkups, distributing child safety seats, and conducting public awareness presentations, where educational and promotional items are to be distributed. The project provides CPRS certification training to increase the number of staff authorized to perform child safety seat inspections at CHP Child Safety Seat Fitting Stations. This grant will also provide for the CHP Napa Area to conduct a focused program on its geographical area. (\$1,000,000)

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.

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OP0612 - CALIFORNIA HIGHWAY PATROL STATEWIDE "HIGH SCHOOL SEATBELT CHALLENGE" PROGRAM

Through the combined efforts of the California Highway Patrol (CHP), the Office of Traffic Safety (OTS), local law enforcement, and high schools throughout the state. The CHP will provide mini-grants to high schools throughout the state to administer the challenge. Additionally, the CHP will conduct enforcement campaigns in areas near high schools, four weeks in duration, with the public awareness outreach element conducted continuously throughout the academic year, and the enforcement element conducted for two weeks during each of the four-week media campaigns. (\$1,229,374)

TASK 7 - MINI-GRANTS TO INCREASE SEAT BELT USE

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OP0903 - UNIVERSITY OF CALIFORNIA, BERKELEY STATEWIDE "CLICK IT OR TICKET" MINI GRANT PROGRAM

An important element in reducing injury in traffic collisions is the use of passenger restraint devices by all persons riding in a motor vehicle. Consequently, the National Highway Traffic Safety Administration requires every state to conduct an annual survey to establish the state's seat belt use rate. Since 2002, California has increased seat belt enforcement through the use of paid overtime to the California Highway Patrol and local law enforcement agencies during national mobilizations. Continued enforcement is necessary to encourage compliance with occupant restraint laws and to increase the state's seat belt use rate. The use rate rose to 94.3 percent in 2007, exceeding the target rate of 93.7 percent. California will conduct seatbelt enforcement campaigns during the May 2009 national mobilization and this year will add an additional mobilization in November 2008 as well as monthly and night-time enforcement activities. (\$2,333,720)

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 2009, 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. OTS will be requesting proposals for a new contract to provide such services for the remainder of the plan year and beyond. The Contractor assists OTS in campaign development, media buys, advertising services, graphic design and publication production and various other marketing 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 2009, OTS will be expanding resources available for marketing and public affairs, exploring new initiatives as well as enhancing those that are continuing.

III. TASKS

TASK 1 - PUBLIC RELATIONS

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STATEWIDE CAMPAIGNS

OTS Public Affairs will spearhead several key public awareness campaigns during 2008-2009. 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. 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 17th 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 web site (www.ots.ca.gov) underwent an entire reconstruction in 2007 and is now approaching its first anniversary. Grantees, law enforcement agencies, and other traffic safety stakeholders are increasingly reliant on the web site for topical information on everything from grant application announcements to new data on a plethora of traffic safety subjects. The news media and researchers are using the OTS site as a valued resource.

The new web site 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. Additionally, the site will continue to utilize the latest in web technology and design to enhance both look and usability. These enhancements have greatly improved the ease of navigating the site to find what the visitor requires. It is the next step in moving toward a more complete web-based grant operation.

MEDIA RELATIONS

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

OTS Public Affairs is a "one-stop shop" resource for all of its grantees, whether organizing a media event or assisting in garnering earned media through 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

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CAMPAIGNS

During 2009, some of the campaigns that OTS may be using paid media include: Holiday DUI Crackdown (December); Child Passenger Safety Week (September), regional AVOID DUI campaigns (held during holiday and drinking-intensive celebration periods), Click It or Ticket (November and May), Sports and Entertainment Venue (year-round) and other campaigns as they arise. (\$400,000)

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

The following table reflects grants active in FFY 2009 with paid media in their budgets:

Grant #	Agency	Budget
AL0945	California Highway Patrol	\$ 40,400.00
AL0845	California Highway Patrol	\$500,000.00
AL0849	California Highway Patrol	\$150,000.00
MC0702	California Highway Patrol	\$809,000.00
PS0801	California Highway Patrol	\$41,000.00
PT0813	California Highway Patrol	\$40,000.00
PT0825	California Highway Patrol	\$120,000.00
RS0903	California Dept. of Transportation	\$400,000.00
AL0978	California Dept. of Justice	\$450,000.00

TASK 3 - MARKETING

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SPORTS AND ENTERTAINMENT MARKETING

OTS Sports & Entertainment Marketing program has become a national model for sports partnerships and traffic safety. While the 2009 schedule of events won't be announced until after the New Year, campaign venues being explored include partnerships with California-based professional baseball, soccer, concerts, auto racing, 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.

PEDESTRIAN AND BICYCLE SAFETY

I. PROGRAM OVERVIEW

PEDESTRIAN SAFETY

Pedestrian fatalities represent nearly 17 percent of total traffic fatalities in California, significantly exceeding the national average of 11 percent. During the last 10 years, California has averaged approximately 730 pedestrian fatalities per year. 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. In California during 2007, fatal and injury collisions involving a pedestrian accounted for 7.2 percent of the State's fatal and injury collisions. Too often, the victims are children and senior citizens. Targeting those "at-risk" populations has been a challenge and many communities have introduced an array of innovative programs to combat the continuing disparity in the number of pedestrian victims that are children, senior citizens and/or culturally challenged.

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

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 be offering Pedestrian Safety Assessments (PSA) as a free statewide service to California cities/communities starting in 2008. A technical guide is also being developed detailing how to conduct California PSA's. 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

According to the Statewide Integrated Traffic Records System (SWITRS) 2007 provisional data, a total of 13,608 pedestrians were injured and 670 were killed.

- Pedestrians represent 16.8 percent of all fatalities and 5.1 percent of all injuries.
- 17 percent of all pedestrian victims were between the ages of 5-14.
- 14.2 percent of all pedestrian victims were 60 years of age or older.
- 13 percent of all pedestrian victims were between the ages of 45-54.
- The need to continue the efforts to address pedestrian safety among populations for which English is not their first language is alarming. In some communities, almost 100 percent of the pedestrian victims are non-English speakers. The last census

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

- School zones have been identified as danger zones for aggressive driving habits and behaviors. Communities have taken ownership of these areas by partnering with law enforcement, school officials, community based organizations, advocacy groups, parent-teacher associations, engineers and others to increase safety around local schools and decrease the alarming number of children who are killed or injured on their way to and from school.
- Technology geared toward increased pedestrian safety warrants implementation and evaluation. The efficiency of these devices is identified in some of the funded programs. The strategy toward pedestrian safety includes active school zone signs and in-pavement lighted crosswalks.

BICYCLE SAFETY

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

In 2006:

- Bicyclists represented 3.1 percent of all fatalities and 3.9 percent of all injuries.
- 19.4 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 bicyclist.
- 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 2009 Funds
PS0705	402	San Francisco	\$112,343
PS0802	402	Clovis	\$81,523
PS0804	402	Berkeley	\$424,305
PS0805	402	Santa Rosa	\$142,666
PS0807	402	Santa Cruz County	\$207,814

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 2009 Funds
PS0803	402	UC, San Diego	\$174,847
PS0806	402	Los Angeles County	\$189,935
PS0903	402	California Highway Patrol	\$204,939

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 2009 Funds
PS0901	402	Oakland	\$122,147

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 2009 Funds
PS0801	402	CHP	\$392,805
PS0904	402	University of California Berkeley	\$179,618
PS0905	402	California Department of Public Health	\$269,667

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 2009 Funds
PS0902	402	Pleasant Hill	\$35,000

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 2007 California Statewide Integrated Traffic Records System (SWITRS) provisional data, 32,133 people were killed or injured in alcohol-involved crashes, 239 fewer than in 2006. In addition, the number of alcohol-involved fatal victims decreased 5 percent in 2007 from 1574 to 1491; alcohol-involved traffic injury victims decreased one-half percent from 30,798 to 30,642.

Speed is consistently the top PCF collectively for both fatal and injury collisions. SWITRS 2007 provisional data shows that unsafe speed was the PCF in 28.5 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 58,943 in 2006 to 53,489 in 2007. Unsafe speed is a major contributor to roadway fatality and injury victims.

PRIMARY COLLISION FACTORS (PCF)

Primary Collision Factor	2007*		2006	
	Fatal	Injury	Fatal	Injury
1. Speed	620	52,869	607	58,336
2. Driving Under the Influence	785	15,406	857	14,957
3. Auto Right-of-Way	204	30,506	245	33,997
4. Improper Turning	711	25,309	754	25,855
5. Traffic Signals & Signs	195	15,448	202	17,159
Total	2515	139,538	2,612	143,865
Total Fatal and Injury Collisions	142,053		146,477	

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

TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2007*	Fatalities	Injuries
Injuries and Fatalities	3,974	265,614
Total Fatalities and Injuries	269,588	

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

Traffic-related fatalities and injuries decreased 4 percent in 2007. California's 2007 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) decreased 9 percentage points from 1.27 in 2006 to 1.18 in 2007 (provisional data).

Illegal street racing is not just a great annoyance to the public; it exposes the public, spectators, and racers themselves to extreme hazards. Serious problems of deaths and injuries due to illegal street racing affect all major California cities. It is estimated that during 2007, illegal street racing attributed to over 100 traffic fatalities. As high as that number appears, the problem is actually significantly underreported due to the need for reporting reforms.

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 \$47,000 up to \$1,701,315 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 2009 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 and nighttime collisions. Other goals are to increase seat belt, child safety seat, and bicycle helmet usage rates.

To bring successful elements of a PTS program together, there must be a well-organized community effort. The central purpose of the community effort approach is to organize an effective community response to collision-related problems by involving public agencies, private organizations, and community-based organizations. Under such a program, a community uses both public and private resources to understand and attack all of its significant traffic safety problems. OTS will continue funding 13 local grants initiated in fiscal year 2008 into fiscal year 2009.

Grant #	Agency	402 Funds	406 Funds	410 Funds
PT0803	Arvin	\$26,128	\$7,316	\$18,812.87
PT0804	Manteca	\$40,380	\$11,306	\$29,074
PT0805	Suisun City	\$76,160	\$21,325	\$54,835
PT0811	Farmersville	\$23,937	\$6,702	\$17,234.37
PT0820	Woodland	\$38,850	\$10,878	\$27,972.98
PT0822	Whittier	\$65,138	\$18,239	\$46,899.80
PT0823	Turlock	\$67,484	\$18,896	\$48,588
PT0827	Fairfield	\$55,148	\$15,441	\$39,706
PT0828	Riverside	\$109,277	\$30,598	\$78,678.68
PT0831	Patterson	\$35,231	\$9,865	\$25,366.16
PT0833	Clovis	\$82,027	\$22,967	\$59,059.41
PT0836	San Luis Obispo	\$43,242	\$12,108	\$31,134
PT0838	Shafter	\$23,947	\$6,705	\$17,242.67

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 5 local grants initiated in prior years into fiscal year 2009 and commence funding one new grant in fiscal year 2009. 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.

**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. (\$287,046)

**PT0819 - CALIFORNIA HIGHWAY PATROL
STREET RACING TRAINING**

Over the past few years California Highway Patrol area offices have reported a steady increase in street racing and side show activity. This grant will provide Police Officer Standards and Training (P.O.S.T.) certified Street Racing and Modified Vehicle field certification training to officers throughout the state. Included in the training will be several specialized enforcement operations designed to reduce the number of fatalities and injuries attributed to street racing and the side show activities that accompany it. (\$1,140,101)

**PT0826 - CALIFORNIA HIGHWAY PATROL
SAVING LIVES IN CALIFORNIA (SLIC) II**

The California Highway Patrol will implement an enforcement program to combat fatal/injury speed-caused collisions, including those involving motorcycles. The project seeks to reduce such collisions and victims impacted by various percentages from corresponding 2006 totals. Strategies include greatly enhanced enforcement augmented by air support and a broad public awareness campaign. Various strategies will include radar trailer deployments, safety presentations, news conference/releases, and paid media. Concentrated enforcement will also be employed within selected CHP commands requesting additional resources to address specific local speed-related problems. (\$1,701,315)

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**PT0813 - CALIFORNIA HIGHWAY PATROL
TRI-VALLEY TRAFFIC SAFETY CHALLENGE**

The Tri-Valley area is composed of the communities of Danville, Dublin, Livermore, Pleasanton, San Ramon, and is within the jurisdiction of the California Highway Patrol (CHP) Dublin Area office. It includes Interstates 580 and 680. Population increases and the resultant congestion has brought about an increase in fatal and injury collisions. The grant will enable the CHP to work in concert with local law enforcement agencies to reduce speed and DUI violations, encourage safe driving habits among mature motorists, and advocate proper occupant restraint. Participating agencies will coordinate enforcement to tackle a specific problem (e.g., speed) for an enforcement period, then address another (e.g., DUI) for the next enforcement period, etc. throughout the project period. (\$91,418)

**PT0825 - CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS II**

The California Highway Patrol (CHP) will conduct safety corridor projects to reduce vehicle-related fatalities and injuries along two high-collision highway (corridor) segments. The first corridor has been identified in the CHP Sonora Area; the second is State Route 12 within the CHP Golden Gate and Valley Divisions. This project includes both a public education

and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The task forces will establish specific goals for fatality and injury reduction on each of the corridors and develop Safety Action Plans for implementing short and/or long-term solutions individually tailored to each corridor. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions on the identified corridors, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$670,683)

402

**PT0902 - CALIFORNIA HIGHWAY PATROL
COMPREHENSIVE APPROACH TO REDUCING SPEED (CARS)**

The California Highway Patrol (CHP) will implement a 21-month statewide project with a 12-month Program Operations Phase (during calendar year 2009) to combat fatal/injury speed-caused collisions, including those involving motorcycles. The project seeks to reduce such collisions and victims by various percentages from corresponding 2006 totals. Strategies include greatly enhanced enforcement augmented by air support and a broad public awareness campaign (radar trailer deployment, safety presentations, news conference/releases etc.) Concentrated enforcement will also be employed within selected CHP commands requesting additional resources to address specific local speed-related problems. (\$3,557,856)

**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. (\$185,811)

TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM

402

PT0829 - UNIVERSITY OF CALIFORNIA, BERKELEY TRAFFIC SAFETY EVALUATIONS FOR CALIFORNIA COMMUNITIES

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

TASK 5 - AGGRESSIVE DRIVER PROGRAMS

OTS will fund four grants addressing the problems of illegal street racing in communities with a disproportionate illegal street racing problem. Illegal street racing is not just a great annoyance to the public; it also exposes the public, spectators, and racers themselves to extreme hazards due to the high speeds. OTS established a Regional Task Force conducting highly publicized "large-scale" enforcement operations targeting violations for "speed contests" and illegally modified engines and emissions systems modified to enhance competitiveness during illegal street racing. Personnel conduct surveillance before, during, and after the illegal street-racing enforcement actions to support the following: anticipate gatherings, identify veteran and new-comer participants, establish patterns of activity, assess criminal activity, identify individual groups within crowds, locate probation violators, and identify major violators. For 2009, a minimum of 80 specialized operations will be conducted. OTS established a comprehensive "train the trainer" program. This program provides each police department an officer who will help integrate and institutionalize the expertise necessary. This expertise includes identifying illegally modified vehicles as part of routine patrol duties. This trainer will train a minimum of 1,400 law enforcement personnel.

Grant #	Fund	Agency	FFY 2009 Funds
PT0809	402	Irwindale	\$160,983
PT0812	402	Ontario	\$309,801
PT0816	402	Elk Grove	\$250,634
PT0901	402	Chula Vista	\$265,217

TASK 6 – LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS

OTS will continue funding 5 grants initiated in prior fiscal years and 6 new grants during fiscal year 2009. Funds in this task provide for the purchase of sobriety checkpoint and visible display radar trailers, changeable message signs, radar and laser speed monitoring devices, other traffic safety equipment, educational items, personnel positions and overtime. The primary goals of this task are to increase seat belt compliance, traffic safety education and awareness, and decrease speed, intersection, red light, and alcohol-involved collisions.

Grant #	Agency	402 Funds	406 Funds	410 Funds
PT0801	Ontario	\$104,397	\$29,231	\$75,166.76
PT0802	Newport Beach	\$92,376	\$25,865	\$66,510.48
PT0814	Napa	\$71,763	\$20,094	\$51,670
PT0821	Elk Grove	\$68,809	\$19,267	\$49,543
PT0839	Mammoth Lakes	\$36,488	\$10,217	\$26,271.32

Grant #	Agency	164AL Funds	402 Funds
PT0903	Ridgecrest	\$23,010	\$88,500
PT0904	San Mateo	\$36,737	\$54,535
PT0905	Pasadena	\$119,269	\$113,631
PT0906	Capitola	\$20,209	\$25,588
PT0908	Beverly Hills	\$133,287	\$143,310
PT0909	Livermore	\$94,000	\$63,800

TASK 7 - VEHICLE IMPOUND PROGRAMS

One grant will continue from fiscal year 2008. This agency was selected based on a disproportionate number of collisions classified as alcohol-involved, hit-and-run and nighttime. The grant will impound for up to 30 days, the vehicles of unlicensed drivers, who have never been issued a license, and drivers with a suspended or revoked license.

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

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

Grant #	Fund	Agency	FFY 2009 Funds
PT0840	402	Los Banos	\$69,717

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. No grants have been funded in this task for fiscal year 2009.

TASK 3 - ROADWAY IMPROVEMENT PROGRAM

Grants funded in this task enable local agencies to implement minor improvements in the roadways, as authorized by FHWA, including the installation of traffic count programs. No grants have been funded in this task for fiscal year 2009.

TASK 4 - TRAFFIC ENGINEERING EXPERTISE

Grants funded in this task enable agencies to better identify problems, suggest alternative solutions, and identify future needs by providing the traffic engineering expertise required. It also provides a professional engineer to the UC Berkeley Enforcement and Engineering Analysis Team, to conduct at least 60 annual administrative evaluations of local traffic engineering and enforcement programs. Funding for these grants is reflected in program area PT, Task 4.

TASK 5 - EDUCATION AND TRAINING

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

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RS0903 – HIGHWAY WORK ZONE SAFETY CAMPAIGN

The California Department of Transportation will increase outreach and educational efforts to reduce the number of collisions, injuries and deaths involving motorists and workers in highway work zones. The will be accomplished through paid media advertising, public relations, community events, and outreach. (\$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.

Grant #	Fund	Agency	FFY 2009 Funds
RS0901	402	National City	\$132,000

TASK 7 - EVALUATION

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

TASK 8 - INFRASTRUCTURE IMPROVEMENT

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

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HAZARD ELIMINATION PROJECTS

The following are hazard elimination grants scheduled for 2009 and funded through the California Department of Transportation (Caltrans).

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- Install chain link railing in the City of Los Angeles (\$282,500)
- Relocate and signalize intersection in the County of Butte (\$4,150,000)
- Pedestrian activated crosswalk signals in the Cities of Redondo Beach and Venice (\$611,000)
- Install metal beam guardrail in the City of Santa Monica (\$790,000)
- Upgrade metal beam guardrail end treatments in the Counties of Sacramento, Yolo, Yuba and Placer (\$2,200,000)
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05-00018

- Shoulder widening in the County of Lake (\$9,155,000)
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- Upgrade median barrier in San Francisco/San Mateo Counties (17,000,000)
- Relocate signs in gore areas located in Marin/Sonoma Counties (\$4,500,000)
- Install concrete and metal beam guardrails in Los Angeles County (\$8,000,000)
- Install metal beam guardrail and traffic control devices in Los Angeles County (\$400,000)
- Install metal beam guardrail in Los Angeles County (\$565,000)
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- Install metal beam guardrails in the community of Castaic (\$430,000)

07-00013

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ROADWAY SAFETY

I. PROGRAM OVERVIEW

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TASK 6 - EQUIPMENT

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Grant #	Fund	Agency	FFY 2009 Funds
RS0901	402	National City	\$132,000

TASK 7 - EVALUATION

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

TASK 8 - INFRASTRUCTURE IMPROVEMENT

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

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- Upgrade metal beam guardrail end treatments in the Counties of Sacramento, Yolo, Yuba and Placer (\$2,200,000)
- Upgrade median barrier in the County of Stanislaus (\$3,020,000)
- Upgrade median barrier in the County of Los Angeles (\$3,700,000)

05-00018

- Shoulder widening in the County of Lake (\$9,155,000)
- Install metal beam guardrail/end treatments and crash cushions in the County of Los Angeles (\$3,062,000)
- Install/upgrade concrete barrier, end treatments and crash cushions in the County of San Diego (\$6,600,000)
- Relocate/shield objects in the gore area in Los Angeles County (1,000,000)
- Install/upgrade metal beam guardrail in Sierra County (\$1,400,000)
- Install chain link fence in Sacramento County (\$235,000)

- Install overhead sign in Nevada County (\$289,000)
- Install metal beam guardrail in Humboldt County (\$1,500,000)
- Upgrade median barrier in San Francisco/San Mateo Counties (17,000,000)
- Relocate signs in gore areas located in Marin/Sonoma Counties (\$4,500,000)
- Install concrete and metal beam guardrails in Los Angeles County (\$8,000,000)
- Install metal beam guardrail and traffic control devices in Los Angeles County (\$400,000)
- Install metal beam guardrail in Los Angeles County (\$565,000)
- Install metal beam guardrail in Monterey County (\$817,000)
- Install metal beam guardrail in San Luis Obispo and Monterey County (\$1,203,000)
- Upgrade metal beam guardrails in Santa Barbara County (\$2,255,000)
- Install metal beam guardrails in the community of Castaic (\$430,000)

07-00013

- Upgrade median barrier in Yolo and Sacramento County (\$35,000,000)

TRAFFIC RECORDS

I. PROGRAM OVERVIEW

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

The 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 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.

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 its 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 its base highway system, accident and traffic volume data used by the department and its partners to identify, isolate and analyze critical traffic safety issues. (\$500,676)

TR0805 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES IMPROVE DEPARTMENT OF MOTOR VEHICLE DATABASE INTEGRITY

Courts and law enforcement use the Department of Motor Vehicles' (DMV) Driver License Database to obtain information on drivers' involvement in crashes, convictions of traffic offenses, and departmental actions, and to impose sanctions or issue citations to a defendant based on this information. This project will identify any reporting problems from court conviction to update on the Driver License Database in two ways: checking the accuracy and completeness of driving under the influence (DUI) conviction reporting, and

improving median court reporting time for DUI convictions. (\$101,031)

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. (\$286,722)

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. (\$327,864)

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. (\$728,000)

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 geo-coding 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. (\$136,435)

TASK 3 - COMPREHENSIVE DATA SYSTEM DESIGN AND IMPLEMENTATION

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

402

TR0902 - PLEASANTON

AUTOMATED COLLISION ANALYSIS AND TRACKING SYSTEM

The City of Pleasanton proposes to implement an automated collision and tracking program with GIS capabilities for the Traffic Engineering/Public Works Department and the Police Department. This system will allow for a cooperative traffic safety effort by the Traffic Engineering/Public Works Department and the Police department. The Program will provide both departments with the ability to provide timely tracking, identification, analysis, and graphing of collision and citation data. (\$31,000)

TR0605 - CALIFORNIA HIGHWAY PATROL

INTERNET STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (I-SWITRS)

This grant makes SWITRS available to allied agencies and CHP users via the Internet. Purchasing software licenses on a metric called a processor license will allow one unit of the license to deploy the software onto one hardware processor with no restriction on the number of users. Doing so will allow hundreds of users to use the software, thereby giving allied agencies and all of CHP access to SWITRS data on the Internet. (\$36,155)

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.

402

TR0703 – CALIFORNIA DEPARTMENT OF MOTOR VEHICLES

A PILOT STUDY OF THE TRAFFIC SAFETY EFFECT OF THE THREE-TIER ASSESSMENT SYSTEM

The three-tier assessment system will assess driving-relevant abilities of functionally limited drivers by using novel licensing tests in addition to the standard ones and administer educational interventions, designed to enhance appropriate compensation, to functionally limited drivers on the basis of their test performance. The three-tier assessment system will address the aging driving populations the overwhelming number of drivers with limitations, and therefore, assessed by this system, will be 70 years of age and older. The proposed grant will determine the operational feasibility and overall traffic-safety effect of the three-tier assessment system. (\$187,491)

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 proposed project will assist traffic safety administrators and legislators in improving services and in developing more effective driver safety programs. (\$99,565)

FFY 2009 GRANT EQUIPMENT LIST

This table lists items to be purchased in FFY 2008 with a cost equal to or greater than \$5,000 each. All in-roadway warning light systems (IRWL), vehicle speed feedback signs (VSFS), flashing beacons and countdown pedestrian heads purchased by OTS grantees will be installed in locations that are not on the Federal Aid System.

Grant #	Agency	Equipment	Page #
AL0831	Elk Grove	1 Fully Equipped DUI Trailer @ \$35,000 1 Changeable Message Sign Trailer @ \$15,000	
AL0902	Roseville	1 Fully Equipped DUI Checkpoint Trailer @ \$29,000	
AL0904	Paradise	2 In-Car Video Systems and Software @ \$5,000 each	
AL0907	La Mesa	1 Fully Equipped DUI Trailer @ \$30,000	
AL0908	Oxnard	1 Portable Lighting Equipment @ \$7,500 1 Fully Equipped DUI Tow Vehicle @ \$35,000	
AL0909	Sacramento County	2 Vehicle Mounted Computers @ \$6,100 each	
AL0910	South San Francisco	1 Traffic Collision Reconstruction System @ \$10,152	
AL09101	Union City	1 Message Signboard/Radar Trailer @ \$20,000 1 Traffic Collision Reconstruction System @ \$20,000	
AL09102	Reedley	1 Fully Equipped Motorcycle @ \$27,000	
AL09103	Napa	1 Computer, software & accessories @ \$7,000	
AL09106	Los Angeles	4 Radar/Message Board Trailers @ \$23,000 each	
AL0916	Hayward	2 Message Sign Trailers @ \$20,000 each	
AL0917	Oceanside	1 Fully Equipped DUI Trailer @ \$20,000 4 Light Towers @ \$5,000 each	
AL0919	San Diego County	2 Electronic Message Signs/Trailer @ \$20,726 each	
AL0923	Costa Mesa	1 Fully Equipped DUI Trailer @ \$30,446	
AL0925	Contra Costa County	1 Fully Equipped DUI Trailer @ \$25,000 1 Changeable Message Sign Trailer @ \$15,000	
AL0928	Lancaster	1 Traffic Collision Reconstruction System @ \$25,000	
AL0929	Sanger	1 Fully Equipped DUI Trailer @ \$11,000	
AL0930	California Highway Patrol	1 Map Plotter/Printer @ \$7,000.00	

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

AL0934	San Bruno	1 Traffic Collision Reconstruction System @ \$15,000	
AL0937	Davis	1 Fully Equipped EUI Trailer @ \$25,000 1 Changeable Message Sign Trailer @ \$15,000	
AL0941	Placentia	1 Fully Equipped DUI trailer @ \$25,000	
AL0942	San Rafael	2 Portable Lighting Equipment @ \$7,250 each	
AL0943	Murrieta	1 Fully Equipped DUI Trailer @ \$30,000	
AL0950	California Department of Justice	5 IT infrastructure enhancement servers w/supporting software @ \$13,625 each	
AL0952	Santa Monica	1 Radar/Changeable Message Board Trailer @ \$23,000	
AL0953	Vallejo	1 Portable Checkpoint Lighting Equipment @ \$20,000	
AL0958	Orange	1 Changeable Message Sign Trailer @ \$19,655	
AL0961	El Monte	1 Fully Equipped DUI Trailer @ \$32,000	
AL0962	San Diego County	1 Vehicle (with secure partition and radio) @ \$30,000	
AL0964	Culver City	1 Fully Equipped DUI Trailer @ \$25,000	
AL0965	Lincoln	1 Fully Equipped DUI Trailer @ \$20,000 1 Changeable Message Sign @ \$15,000	
AL0967	Turlock	1 Tow Vehicle @ \$30,000 1 Changeable Message Sign Trailer @ \$15,000	
AL0969	California Highway Patrol	1 Back-up Server @ \$13,000 2 SIDNE units @ \$33,000	
AL0973	Marysville	1 Fully Equipped DUI Trailer @ \$25,000 1 Changeable Message Sign Trailer @ \$15,000	
AL0975	Siskiyou County	1 Changeable Message Sign @ \$15,000	
AL0980	Santa Clara County	1 Fully Equipped DUI Trailer @ \$25,000	
AL0982	Petaluma	1 Fully Equipped Mobile DUI Command Post Vehicle @ \$225,000	
AL0984	Glendora	1 Changeable Message Sign Trailer @ \$14,800	
AL0985	Salinas	2 Fully Equipped Motorcycles @ \$23,000 each	
AL0991	Redding	1 Fully Equipped DUI Trailer @ \$25,000 1 Changeable Message Sign Trailer @ \$15,000	
AL0993	Long Beach	1 Fully Equipped DUI Trailer @\$40,000	
AL0994	Stockton	1 Fully Equipped DUI Checkpoint Trailer @ \$28,000	
AL0995	Livermore	1 Fully Equipped DUI Trailer @ \$30,000 1 Fully Equipped DUI Tow Vehicle @ 30,000	
AL0998	Huntington Beach	1 Fully Equipped DUI Trailer @ \$29,246	

EM0901	Fresno County Fire Protection District	4 Extrication Systems @ \$26,371 each	
EM0902	Long Valley Fire Protection District - Mono County	2 Extrication Systems @ \$21,422 each	
EM0903	Sutter Creek	5 Fully Equipped Extrication Systems @ \$36,200 each	
EM0904	Willows	5 Extrication Systems @ \$29,473 each	
EM0905	Merced County	5 Extrication Systems @ \$35,929 each 3 Partial Extrication Systems @ \$11,965 each	
EM0906	Big Pine Fire Protection District	1 Extrication System @ \$32,153 1 Ambulance @ 25% @ \$32,500	
EM0907	Alpine County	4 Rope Rescue Sets @ \$12,500 each	
EM0908	Butte County	3 Extrication Sets @ \$29,421 each 1 First Responder Vehicle - 25% @ \$35,000	
EM0909	San Mateo County	6 Fully Equipped Extrication Systems @ \$27,063 each 1 Rescue Vehicle - 25% @ \$37,500 1 Set of Medium Rescue Air Bags @ \$7,191	
PT0814	Napa	1 Total Collision Reconstruction System @ \$8,500	
PT0903	Ridgecrest	1 Fully Equipped Motorcycle @ \$33,864	
PT0904	San Mateo	1 Radar Speed Monitoring Trailer @ \$10,555	
PT0905	Pasadena	Preliminary Screening Device Update Software @ \$5,000	
PT0908	Beverly Hills	1 Message Board Trailer @ \$25,000	
RS0901	National City	4 Vehicle Speed Feedback Signs with Trailer @ \$8,500 each 1 GIS System @ \$50,000	
TR0902	Pleasanton	1 GIS System @ \$31,000	

September 2007

Mr. Christopher Murphy, Director
California Office of Traffic Safety
2208 Kausen Drive
Suite 300
Elk Grove, CA 95758

Dear Mr. Murphy:

We have received and reviewed your FY 2009 Grant Equipment List contained on pages 08-EQ-1 through 08-EQ-3 in your FY 2009 HSP. Approval is given to purchase the items contained in your Grant Equipment list during FY 2009, with the following exceptions:

AL0995 Livermore – DUI Tow Vehicle
AL0908 Oxnard – Tow Vehicle
AL0967 Turlock – Tow Vehicle

As a general reminder, the purchase of regulatory and warning signs are eligible for reimbursement only if they are used or located off the Federal-aid highway system.

Additionally, the 2008 HSP has references to several projects that were begun in earlier years and continued in this HSP. Our funding authorization and approval begins on October 1 and ends on September 30 of each fiscal year. Our previous approval for purchases of equipment over \$5,000 in prior years was only effective for purchases made in those years; so be sure to submit requests for approval of any equipment over the \$5,000 threshold that will be purchased in FY 2009, even if it is contained in a prior year grant number.

We look forward to working with you and the California OTS staff throughout the coming fiscal year. Please feel free to call on me or my staff at any time that we can be of assistance to you.

Sincerely,

David Manning, PhD
Regional Administrator

September 29, 2008

Honorable Arnold Schwarzenegger
Governor of California
State Capitol Building
Sacramento, California 95814

Dear Governor Schwarzenegger:

We have reviewed California's Fiscal Year 2009 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217.) Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program. Accordingly, the California Office of Traffic Safety will be receiving federal highway safety funds to carry out California's highway safety efforts.

We noted that California's safety belt use statewide increased from 94.6% in 2007 to 95.7% in 2007, maintaining one of the highest safety belt use rates in the U.S. We recommend that California continue its excellent efforts of highly publicized enforcement of safety belt and child safety seat laws during the May 2008 National Click It or Ticket law enforcement mobilization, as well as throughout the year.

We would like to compliment Mr. Christopher Murphy and his fine staff at the Office of Traffic Safety for the excellent work they do in implementing effective highway safety programs and in working to keep California's citizens safe on your roadways. We commend the State's efforts in implementing programs that continue to show progress in saving lives.

Please feel free to contact me or my staff at the NHTSA Region 9 office if we can be of any assistance to your office or the Office of Traffic Safety.

Sincerely,

David Manning, PhD
Regional Administrator

cc: Secretary Dale Bonner, Business, Transportation and Housing Agency
Mr. Gene Fong, Division Administrator, FHWA California Division
Christopher Murphy, Director, California Office of Traffic Safety

September 29, 2009

Mr. Christopher Murphy, Director
California Office of Traffic Safety
2208 Kausen Drive
Suite 300
Elk Grove, CA 95758

Dear Mr. Murphy:

We have reviewed California's Fiscal Year 2009 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS Form 217) as received on September 1, 2008. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program.

This determination does not constitute an obligation of Federal funds for Fiscal Year 2009 or an authorization to incur costs against those funds. The National Highway Traffic Safety Administration (NHTSA) Administrator will obligate Section 402 program funds in writing when they are available. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1. As you know, any equipment purchases over the NHTSA approval threshold are subject to Regional review and authorization.

Total Traffic Fatalities

According to NHTSA's Fatality Analysis Reporting System (FARS) there was a decrease in traffic fatalities in California from 4,240 in 2006 to 3,974 in 2006, a reduction of 6.3%. We commend your adoption of a goal of "Toward Zero Deaths - Every One Counts", and your support of the Statewide Coalition on Traffic Safety and the Strategic Highway Safety Implementation Plan, both of which will help in addressing this formidable challenge.

Impaired Driving

FARS data shows the total number of persons killed in alcohol-related crashes in California decreased an impressive 9.2%, from 1272 in 2006 to 1155 in 2007. In order to do continue to prevent these needless tragedies, NHTSA recommends California to expand their multi-agency, highly visible DUI enforcement, including sobriety checkpoints and saturation patrols during national "Drunk Driving. Over the Limit. Under Arrest." Crackdown periods around Labor Day and December, and sustained enforcement throughout the year. These law enforcement programs should be publicized with press releases, media events and paid advertising to increase the climate of "general deterrence" among motorists to prevent driving after drinking.

Occupant Protection

Safety belt use statewide increased from 94.6% in 2007 to 95.7% in 2008. We commend California's efforts in achieving one of the highest safety belt use rates in the Nation, and recommend that California continue its excellent efforts of highly publicized enforcement of safety belt and child safety seat laws during the May 2009 National Click It or Ticket law enforcement mobilization as well as throughout the year. We note that California plans to implement a second safety belt enforcement campaign in November as well as nighttime activities.

State Traffic Safety Coalition

We urge you to continue working in close alliance with the statewide traffic safety coalition, and your statewide strategic highway safety planning team. We will continue to participate and assist in the meetings of the team throughout the year.

Other HSP Issues

Roadway Safety

RS – 09-03

Our records indicate that there is approximately \$185,000,000 of available Section 164 Hazard Elimination (HE) funds in GTS. Of these available funds, there are plans for projects in the HSP that will utilize approximately \$106,000,000. This roadway safety activity is directly related to HE initiatives and should be funded out of the DOT share of the HE funds. In your response to this issue last year, you indicated you would approach DOT regarding funding of these programs utilizing the available 164 HE funds. Please advise us as to the status of this issue.

Alcohol

AL-09-31

We have determined that this project is not reasonable or necessary to advance our program and is not eligible for NHTSA reimbursement funding. The project can be funded out of the Division of Motor Vehicle funds or other available state funds.

We would appreciate it if you could provide us with an HSP amendment or response regarding these proposed projects by October 17, 2008.

We look forward to working with you and the California OTS staff through out the coming fiscal year. Please feel free to call on me or my staff at any time that we can be of assistance to you.

Sincerely,

David Manning, PhD
Regional Administrator

Appendix 1.1

**Highway Safety Program
Performance Goals Assessment
State/Territory: CALIFORNIA FY 2009**

The purpose of this assessment is to determine how the state is progressing by looking at the performance goals set in its Highway Safety Plan(s), and some selected measures that would tend to indicate whether a state is making a positive impact on the traffic crash problem. This assessment is intended as a tool to assist the reviewer in determining trend data for key highway safety measurement elements, and is not intended to report all of the accomplishments of the highway safety program,

Overall	2004	2005	2006	2007	State/Terr. 09 Goal*	U. S. 08
Fatalities	4120	4333	4236	3974		
Injuries	302357	192798	277373	N/A		
Property Damage	331208	330195	325453	N/A		
Mileage Death Rate	1.25	1.32	1.29	N/A		

* Arizona goal: "Arizona will reduce fatalities by 15% in each of its five emphasis areas over the five year period from 2008 to 2012. Fatality goal reductions are expected to stimulate a collateral reduction in serious injuries."

Occupant Protection	2004	2005	2006	2007	State/Terr. 09 Goal	U.S. 08
Seat Belt Use Rate	90.4%	92.5%	93.4%	94.6%		
% Belted Fatally Inj. Drivers*	59%	62%	63%	N/A		
Child Seat Use Rate	86.6%	89.6%	86.8%	87.7%		

*% Belted of Fatals is no longer a performance measure used by NHTSA

Is state progressing toward its goals in the Occupant Protection program area? Yes X No ___
If no, where is greatest challenge is raising the belt use rate or child safety seat use rate?

Alcohol Crashes	2004	2005	2006	2007	State/Terr. 09 Goal	U.S. 08

Alcohol Crashes	2004	2005	2006	2007	State/Terr. 09 Goal	U.S. 08
A/R Fatalities*	1179	1298	1276	1155		
A/R Injuries	31538	30810	31080	28987		
Average BAC	N/A	N/A	N/A	N/A		

* Number meets NHTSA's new criteria for alcohol-impaired driving fatalities.

Is state progressing toward meeting its goals in the Alcohol program area? Yes No If No, what seems to be greatest obstacle?

Youth 15 – 20*	2004	2005	2006	2007	State/Terr. 09 Goal	U.S. 08
A/R Fatalities	207	221	209	N/A		
A/R Injuries	N/A	N/A	N/A	N/A		

*California: Ages 16-19

Is state progressing toward meeting its goals in the Youth program area? Yes No If no, what seems to be the greatest obstacle?

Pedestrian	2004	2005	2006	2007	State/Terr. 09 Goal	U.S. 08
Pedestrian Fatalities	684	742	717	N/A		

Is state progressing toward meeting its goals in the Pedestrian program area? Yes No

If no, what seems to be contributing to the lack of progress?

Motorcycle	2004	2005	2006	2007	State/Terr. 09 Goal	U.S. 08
Motorcycle Fatalities	432	469	506	N/A		
Motorcycle Injuries	9488	9345	10181	N/A		
Helmeted MC Fatalities*	83%	86%	85%	N/A		

* Only percentages available; numbers not given in HSP

Is state progressing toward meeting its goals in the Motorcycle program area? Yes No
If no, what has prevented progress toward the goal? Progress?

CA HSP questions

Pre Review Issues:

RS

09-03 Highway Work Zone Campaign – We would like to have further discussions and clarification of this project.

Last year we asked about using the HE funds for this. We were told that they couldn't do anything last year, but that they would discuss with them about this this year.

TR

0901 – DMV – CA Driver Survey – We would like to have further discussions and clarification of this project.

Who wants this information??? Why are we funding it

AL

08-49 CHP – Statewide Impaired Driver Reduction Effort, II – We will need further clarification of the funding for this project based on the description provided

21 month project with 12 month program operation phase in CY 2008. Why are so many \$\$ in FY 2009 and what are they going to do. If all activity in 2009, why did they need 12 months to plan??? \$5M last year?? We need to have info on which grants are intended to be multi year grants. Are \$ identified for that specific year or for entire project???

07-20 ABC – TRACE – We would like to have further discussions and clarification of this project

07-34 and 09-45 CHP College Project, Phase II and III – We would like further discussions and clarification of these projects. See comments below. Are we targeting two new colleges. Why is CHP conducting college enforcement activities??

DMV – Effectiveness of extending the Counting Period of DUI Convictions – We would like further discussion and clarification of this project.

EM

03-41 – Imperial Valley Communications – We would like further discussion and clarification of this project

Equipment

Preliminary approval is given for all requested equipment, except the following:

We would like further discussion and information for the following equipment prior to approval

EM0907 Alpine County – 4 Rope Sets

Here's a better description of the "rope kits"

These kits are used for the over the side/ravine vehicle extrication & rescues:

Each location will receive up to \$12,500.00 each for a fully rope rescue kit that includes rescue ropes, rope bags, prusiks, webbings, anchor plates, pulleys, carabineers, figure 8, edge rollers, edge guards, rescue gloves, helmets, rescue radio harnesses, rescue harnesses, and victim harnesses.

AL0960 CHP – 2 SIDNE units

– Teen dui go cart for education

AL0995 Livermore – DUI Tow Vehicle

AL09203 Napa – Computer for Tow Vehicle

AL0908 Oxnard – Tow Vehicle

AL0967 Turlock – Tow Vehicle

Review Issues

OP

Why are grants included from FY 08 –

Why do we have 405 0704 shrek from 2007 when there are no funds??
Second funding of Shrek II

06-12 shouldn't this grant be over by now???

AL

In each of the PSP – how much for task 1, prog dvmt and adm costs

07-40 taask 3

In last years grant this was a college campus program. Now it is a corridor project. Why are we still funding under an 07 project. We need to start ending projects so we know what they are. Why is state police conducting enforcement on college campuses

07-20 Exact same funding as last year??? When will ABC pick this up???

General - We can stop programs that have funds left over – they do not have to be continued just because there are funds!!!!

07-45 DMV Naltrexone

In 07 2.07 M In 08 1.4 M In 09 .8 M \$4.2 M for a study and two DUI Courts ??

PTS

08-19 1.1 M for training how many classes?? Included are several enforcement operations – do we need these separated?? Is it for local enforcement??

08-13 91 K for enforcement, why not a new grant?? Last year 271 K

08-25 it mentions fixed wing aircraft. What are we paying for in the grant??

09-02 CARS Another 21 month project with a 12 month implementation over 2 years. Why cant we bring these projects into line with FFY 21 month for 12 month effort. Do they really need 9 month planning??

Task 5 is aggressive driving now illegal street racing. How does this grant play with the CHP grant 08-19 ???

RS

If there are no grants under sections, why include sections in plan first 4 pages could be eliminated

TR

06-05 Switrs \$36K Again, another carry over to what seems like expend funds

07-03 this makes 1.5 M for a study over 3 years???