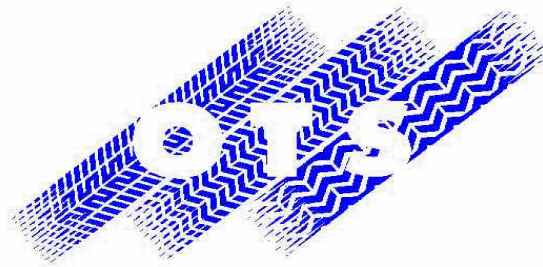


CALIFORNIA OFFICE OF TRAFFIC SAFETY

2006 HIGHWAY SAFETY PLAN



HIGHWAY SAFETY PLAN
FEDERAL FISCAL YEAR 2006
(October 1, 2005 through September 30, 2006)

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
and
THE FEDERAL HIGHWAY ADMINISTRATION

PREPARED BY

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

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PART I

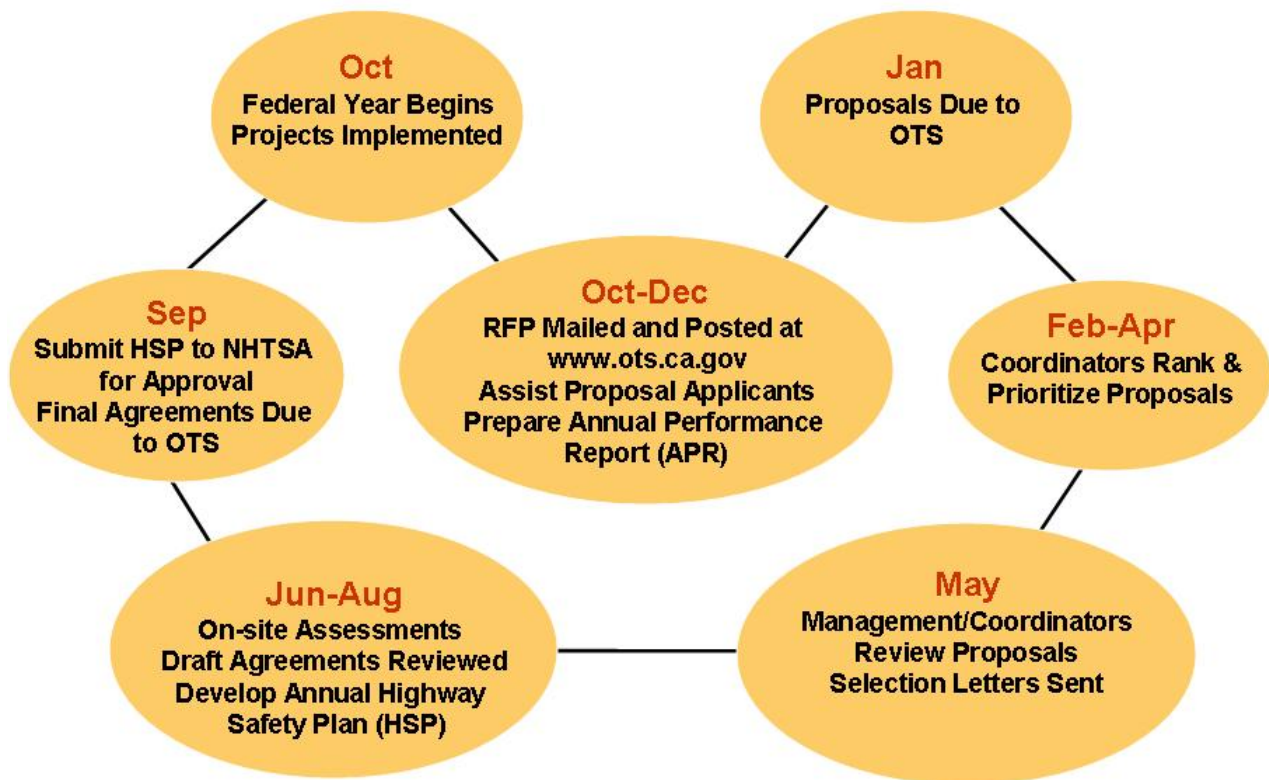
EXECUTIVE SUMMARY (PERFORMANCE PLAN)

PROCESS DESCRIPTION

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

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

OTS GRANT CYCLE



The process begins by projecting state and community highway safety grant program funding levels on the basis of the best available information. After initial funding estimates are made, planned costs for all projects 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 project displayed in the HSP (both new and continuing) will have the budgeted amount of funds for this fiscal year identified. For continuing projects, 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 projects. Actual figures are transmitted via other documents.

The grants are designed to address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records and engineering. These priority areas correspond directly to specific problems in California.

The OTS grants selection process is very competitive. In November 2004, OTS mailed a postcard to more than 3,000 eligible agencies outlining the opportunity to participate in the program and the requirements to compete for available funds. The postcard directed potential grantees to the OTS internet website which had all of the information relevant to applying for a traffic safety grant, as well as downloadable forms to submit by the deadline dates. In early December, OTS staff conducted two Grant Writing Workshops. Many local traffic safety professionals attended and heard about upcoming trends, learned the ropes of developing proposals, received information on fundable items, and discussed best practices in traffic safety.

OTS screens grantee applicants against both quantitative and qualitative criteria. The proposals are rated against several criteria including potential traffic safety impact; collision statistics and rankings; seriousness of identified problems; and performance on previous grants. Along with reviewing the proposals, OTS analyzes traffic safety data and information available from the following information sources:

- **The Statewide Integrated Traffic Records System (SWITRS)** - This system provides statewide collision-related data on all types of roadways, except private roads. The California Highway Patrol (CHP) receives collision reports (Form 555) from all local police agencies, in addition to collision reports from their own area offices. CHP maintains the statewide database. The year 2003 collision data used in this HSP represents provisional data only.
- **The Traffic Accident Surveillance and Analysis System (TASAS)** - This system provides data pertaining to state and interstate highways and includes detailed data on the location of collisions and roadway descriptions. The California Department of Transportation (Caltrans) maintains this database.
- **The Automated Management Information System (AMIS)** - This Department of Motor Vehicles (DMV) system contains records on all registered motor vehicles and all licensed drivers within the state.
- **The Arrest and Conviction File** - The Department of Justice (DOJ) maintains a record of all arrests made within the state, including the final disposition of each case.
- **Census Data** - The State Department of Finance provides population estimates.

Proposals from State and local agencies are carefully evaluated and selected for maximum statewide impact. OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS proposal review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 31, 2005, OTS had received over 350 proposals for funding during fiscal year 2006.



In March/April 2005, OTS regional coordinators completed their analyses of these proposals and presented funding recommendations to OTS management. The Director finalized these recommendations and, on April 22, 2005, submitted an Issue Memorandum to the Business, Transportation and Housing (BT&H) Agency Secretary, Sunne Wright McPeak, presenting OTS' funding recommendations. On May 13, 2005, the BT&H Agency Secretary approved OTS' recommendations for funding for fiscal year 2006. OTS next submits a draft HSP to the BT&H Agency Secretary for approval. The state approved HSP will then be submitted to the National Highway Traffic Safety Administration (NHTSA) Western Region office.

OTS' goal is for 90 percent of all new grants to become operational by October 1, 2005. OTS regional coordinators monitor grantee project performance throughout the year through Quarterly Performance Reports and Grantee Performance Reviews.

ENHANCEMENTS TO THE CURRENT PROCESS

All application forms for grants are readily available on the OTS website. With all forms available on the site, agencies are able to easily download and complete the application process. At this point, OTS requires that hard copies of the proposals be mailed to OTS. However, OTS staff is currently analyzing the use of the Internet and e-mail system as a medium for receipt of proposals from the field.

OTS is organized by regions within the state. There are seven regions with ten Regional Coordinators assigned to the ongoing 450+ grants. The regional grant assignments provide OTS Regional Coordinators the ability to network with cities and encourage proposal submittals from agencies with disproportionate traffic safety problems and from those who may have not received a recent or even a prior OTS grant. Another advantage of regional grant assignments is that local governmental agencies only have to contact a single OTS grant coordinator for information on various program areas. The regional concept helps build synergy within the region and is resulting in more comprehensive local grant programs. Additionally, the OTS regional grant assignments allow the grant coordinators to develop expertise in all program areas. Because the coordinators are familiar with their region, they have helped to develop regional projects whereby one agency is the host and becomes the conduit for funding for several other agencies. This streamlines the process for all the local agencies as well as for OTS program and fiscal staff. Refer to page 06-I-5 for regional map and appropriate OTS Regional Coordinator contact. In addition to the Regional Coordinators, the Operations Unit includes two mini-grant Coordinators. One Coordinator manages the more than 240 seat belt mobilization mini-grants, while the other Coordinator takes care of the more than 145 alcohol mobilization mini-grants. Finally, a Special Projects Coordinator manages the database set up within OTS including financial tracking information, project information and crash statistics.

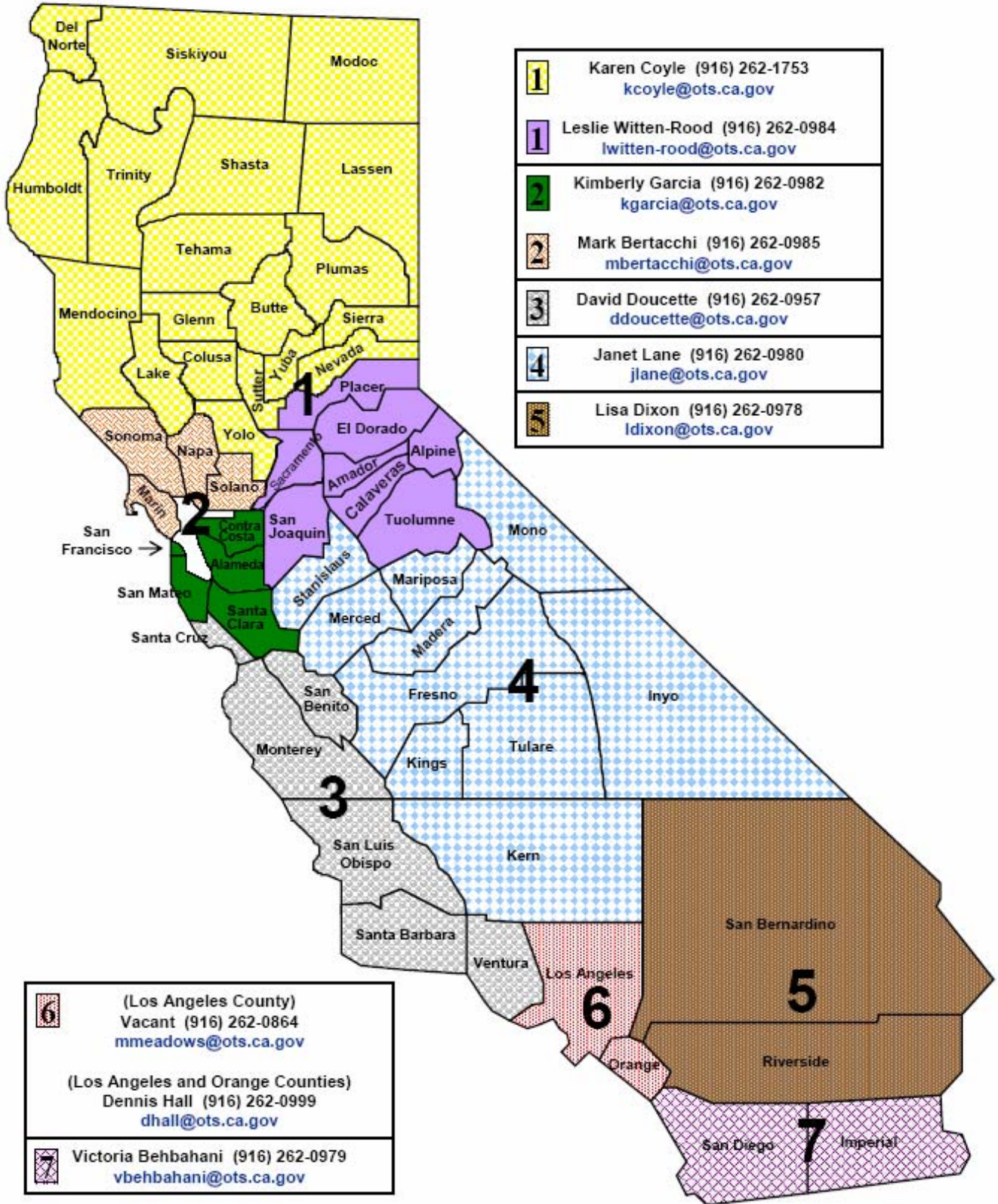
The OTS website (www.ots.ca.gov) is constantly being reviewed to ensure a customer friendly site that meets the needs of agency personnel throughout the state. The site contains all the forms necessary to apply for a grant with information on timelines for submission. It also contains two databases that provide information on crash statistics and grants. Utilizing the most recent SWITRS data, the crash database allows you to search for a California city or county and see a picture of 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 the grants that are currently active. As in the crash database, you can select any city in the state and view all the current projects. 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 has been working diligently to conduct on-site assessments and begin to develop draft applications. By the end of June 2005, each OTS Coordinator should have conducted an assessment of each of their new grants at the grantee's location. OTS Regional Coordinators have conducted regional meetings with grantees to help develop programs. These meetings provide the grantees with the opportunity to discuss grant requirements and to have questions answered by OTS staff. OTS staff also conducts formal one-day Grant Writing Workshops led by the OTS regional coordinators. These trainings provide information on all aspects of grant writing, from allowable costs through use of statistics and best practices. In October 2005, four Regional Grant Writing Workshops will be conducted in Santa Clara, Sacramento, Pasadena and Anaheim to give local agencies enough time to attend and write a proposal by the January 31 submission deadline.

OTS staff is always on the lookout for ways to streamline our reporting processes, while maintaining the integrity of the documents and meeting all state and federal requirements. As such, this year's HSP reflects the use of more tables in the program areas. The task description provides a narrative overview of the projects within the task; while the table provides a listing of the items to be funded and information on activities, target audiences, etc. The Project Agreement form has been revised to eliminate unnecessary components in order to make the Project Agreement process easier for grantees.

OTS Regions and Coordinators



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 was 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/PROJECT DEVELOPMENT

The process of selecting new grants for federal fiscal year (FFY 2005) 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.
- Conduct a media event to announce grant awards.
- Prepare Highway Safety Plan.
- Conduct project onsite reviews.
- Review draft project agreements.
- Approve final project 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, traffic records and engineering. Grants funded in the police traffic services; alcohol and other drugs, 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.

2006 CALIFORNIA HIGHWAY SAFETY PLAN OVERVIEW

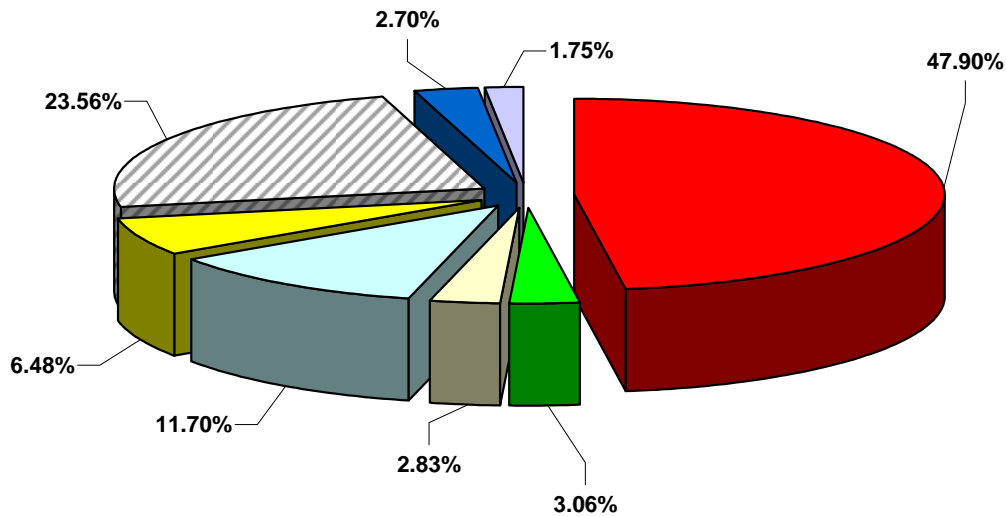
The 2006 HSP includes approximately 536 mini grants and 476 grants; 413 grants continuing from prior years and 599 new grants. The table shown below reflects proposed new grants and continuing grants by program area.

GRANTS (FFY 2006)			
PROGRAM	PROPOSED (NEW)	CONTINUATION	TOTAL
Alcohol & Other Drugs	87	139	226
Alcohol & Other Drugs (Mini-Grants)	145*	146	291*
Community Based Organizations Program	4	5	9
Emergency Medical Services	14	7	21
Occupant Protection	9	12	21
Occupant Protection (Mini-Grants)	245*	0	245*
Pedestrian & Bicycle Safety	28	25	53
Police Traffic Services	38	60	98
Roadway Safety	21	15	36
Traffic Records	7	4	11
TOTAL	598	413	1,011

* These numbers are estimates.



**FIRST YEAR COSTS OF
NEW FFY 2006 GRANTS
BY PROGRAM AREA
(\$57,643,458)**



- **ALCOHOL & OTHER DRUGS**
\$27,612,764

- **EMERGENCY MEDICAL SERVICES**
\$1,766,127

- **COMMUNITY BASED ORGANIZATIONS**
\$1,633,938

- **OCCUPANT PROTECTION**
\$6,745,470

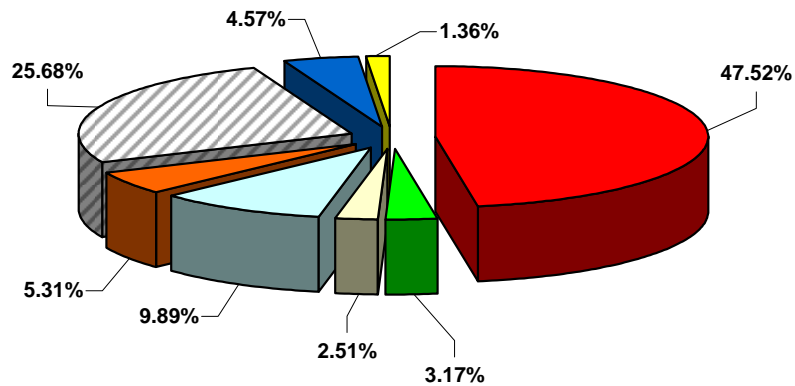
- **PEDESTRIAN & BICYCLE SAFETY**
\$3,737,900

- **POLICE TRAFFIC SERVICES**
\$13,581,503

- **ROADWAY SAFETY**
\$1,558,374

- **TRAFFIC RECORDS**
\$1,007,382

**PLANNED FUND DISTRIBUTION
BY PROGRAM AREA
ALL ACTIVE GRANTS IN FFY 2006
(\$91,944,844)
(Section 164 Hazard Elimination Funds Not Included)**



- **ALCOHOL & OTHER DRUGS**
\$43,694,009
- **EMERGENCY MEDICAL SERVICES**
\$2,911,200
- **COMMUNITY BASED ORGANIZATIONS**
\$2,304,071
- **OCCUPANT PROTECTION**
\$9,089,160
- **PEDESTRIAN & BICYCLE SAFETY**
\$4,879,762
- **POLICE TRAFFIC SERVICES**
\$23,613,604
- **ROADWAY SAFETY**
\$4,204,788
- **TRAFFIC RECORDS**
\$1,284,250

GOALS

PROCESS FOR DEVELOPING GOALS

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

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

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

Collisions include fatal and injury collisions only. Graphs and charts are used to present historical trends and goals. Data for a three to ten-year period was utilized in setting goals. This was supplemented by the judgment of OTS staff and management.

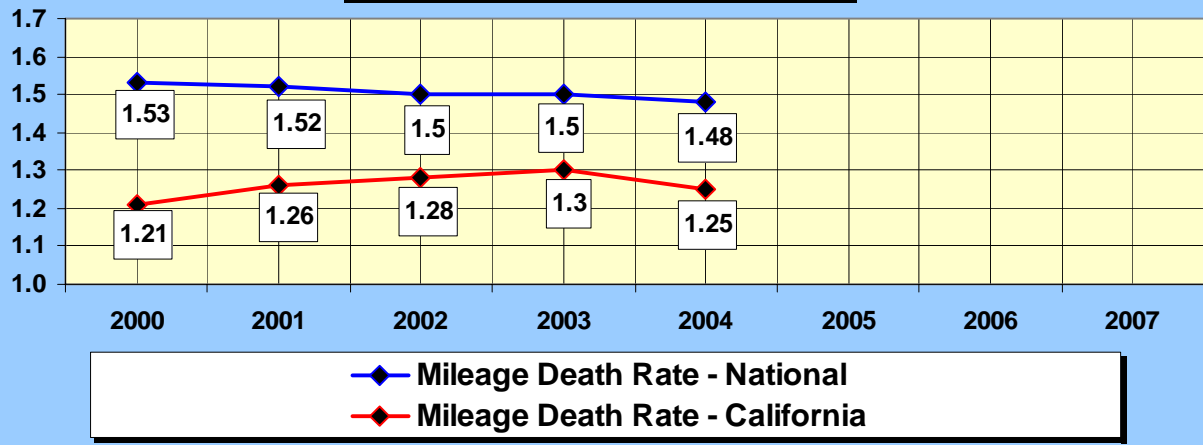
OVERALL PROGRAM GOAL

To facilitate activities/programs which contribute toward reducing the mileage death rate (MDR) from the 2002 rate of 1.27 fatalities per 100,000,000 vehicle miles of travel (VMT) to 1.0 by the year 2008. The state is currently at an MDR level of 1.25, while the national MDR is 1.48.

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

MILEAGE DEATH RATES						
	1999	2000	2001	2002	2003	2004
CALIFORNIA	1.19	1.22	1.26	1.27	1.30	1.25
NATIONAL	1.6	1.5	1.5	1.5	1.5	1.48

**Mileage Death Rate (MDR)
(Fatality Rate Per 100 Million VMT)**



CALIFORNIA COLLISION DATA – 2000-2004

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

	2000	2001	2002	2003	2004
Alcohol Related Fatalities	1,233	1,308	1,416	1,445	1,460
Alcohol Related Injuries	30,971	31,806	32,041	31,283	31,512
Alcohol Related Fatalities Per 100 Million VMT (FARS Data)	0.47	0.50	0.52	0.50*	N/A
Percent of Drivers in Fatal Collisions at .08% and Above (FARS Data)	13.7%	14.6%	13.8%	14.2%	15.2%
Had Been Drinking (HBD) Drivers Age 19-25 in Fatal Collisions	260	304	321	329	323
Seat Belt Use Rate	88.9%	91.1%	91.1%	91.2%	90.4%
Child Safety Seat Use Rate	92.6%	87.6%	85.6%	86.6%	89.6%
Vehicle Occupants Under Age 4 Killed and Injured	3,063	2,856	2,946	2,763	2,245
Percent of Occupants Killed Restrained	52.6%	54.1%	53.7%	56.4%	62.4%
Pedestrian Fatalities	689	721	702	713	693
Pedestrian Injuries	14,506	14,545	14,377	13,954	13,889
Pedestrians Under Age 15 Killed	64	72	60	61	57
Pedestrians Under Age 15 Injured	4,310	4,161	3,980	3,569	3,409
Pedestrians Age 65 and Older Killed	186	179	172	191	163
Pedestrians Age 65 and Older Injured	1,337	1,320	1,353	1,373	1,279
Bicyclist Fatalities	116	116	125	124	123
Bicyclist Injuries	12,145	11,412	11,462	10,795	11,085
Bicyclists Under Age 15 Killed	21	11	19	15	11
Bicyclists Under Age 15 Injured	3,224	2,725	3,080	2,725	2,749

	2000	2001	2002	2003	2004
Percent of Bicyclists Killed Helmeted	20.7%	14.7%	18.4%	20.2%	22.0%
Total Motor Vehicle Fatalities	3,730	3,926	4,136	4,227	4,092
Mileage Death Rate (MDR) (Fatality Rate Per 100 Million VMT)	1.21	1.26	1.28	1.30	1.25
Total Motor Vehicle Injuries	303,023	305,907	309,407	306,688	302,176
Fatality and Severe Injury Rate Per 100 Million VMT	5.4	5.4	5.5	5.3	5.4
Fatality Rate Per 100,000 Population	10.8	11.3	11.7	11.8	11.3
Fatality and Severe Injury Rate Per 100,000 Population	48.0	48.7	49.8	48.0	48.9
Fatal Intersection Collisions	642	654	669	740	700
Injury Intersection Collisions	63,896	64,615	65,862	64,537	63,031

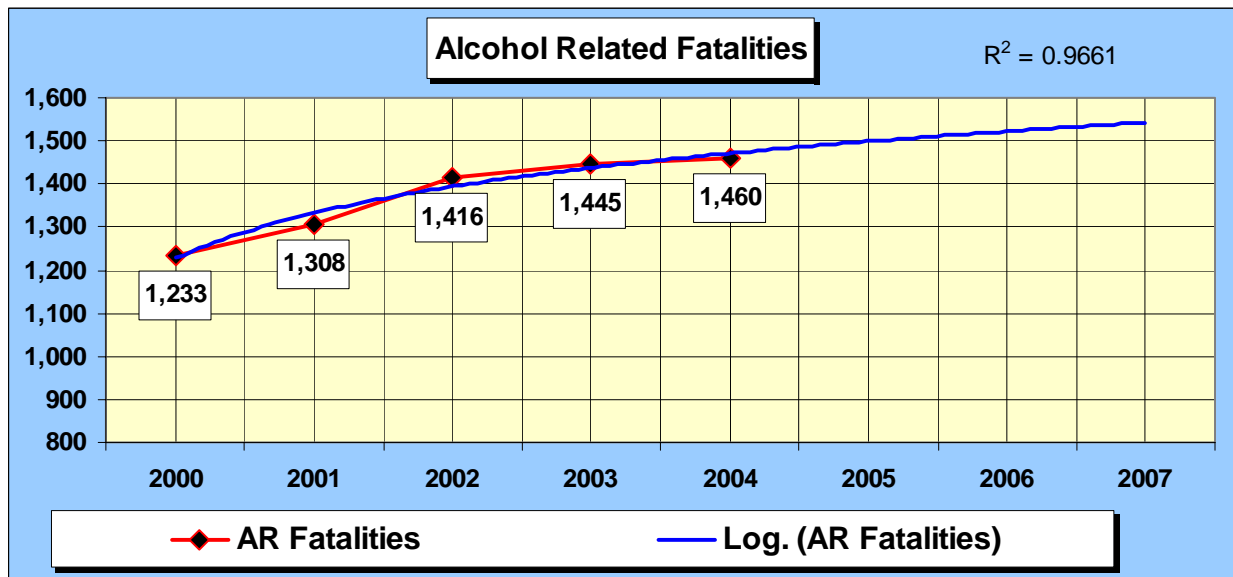
* This is an estimate based on currently available data.

PERFORMANCE GOALS

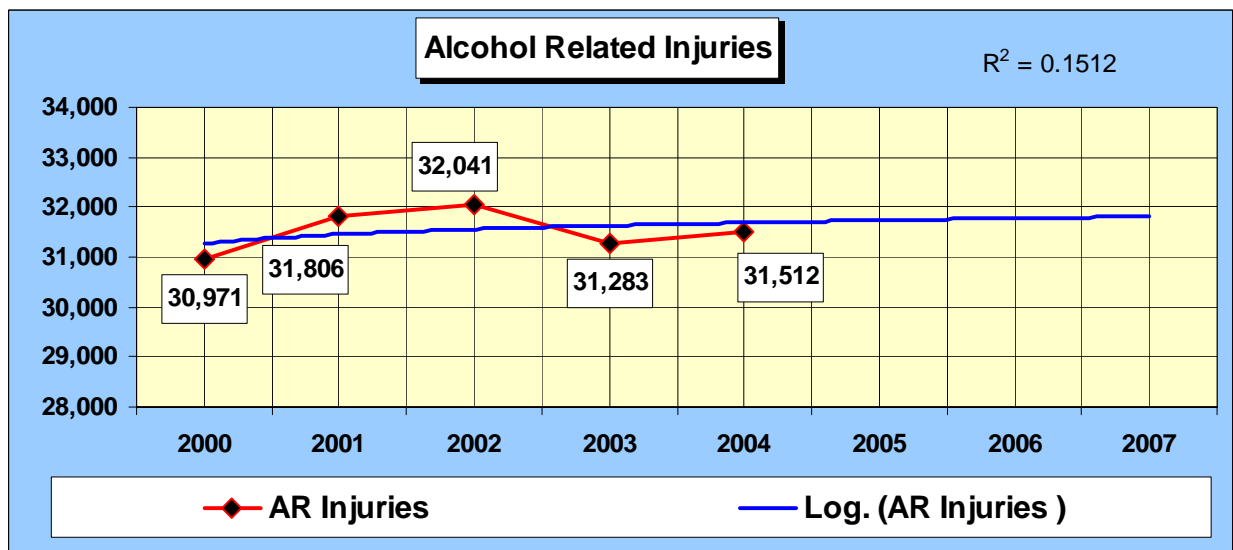
ALCOHOL AND OTHER DRUGS

STATEWIDE GOALS

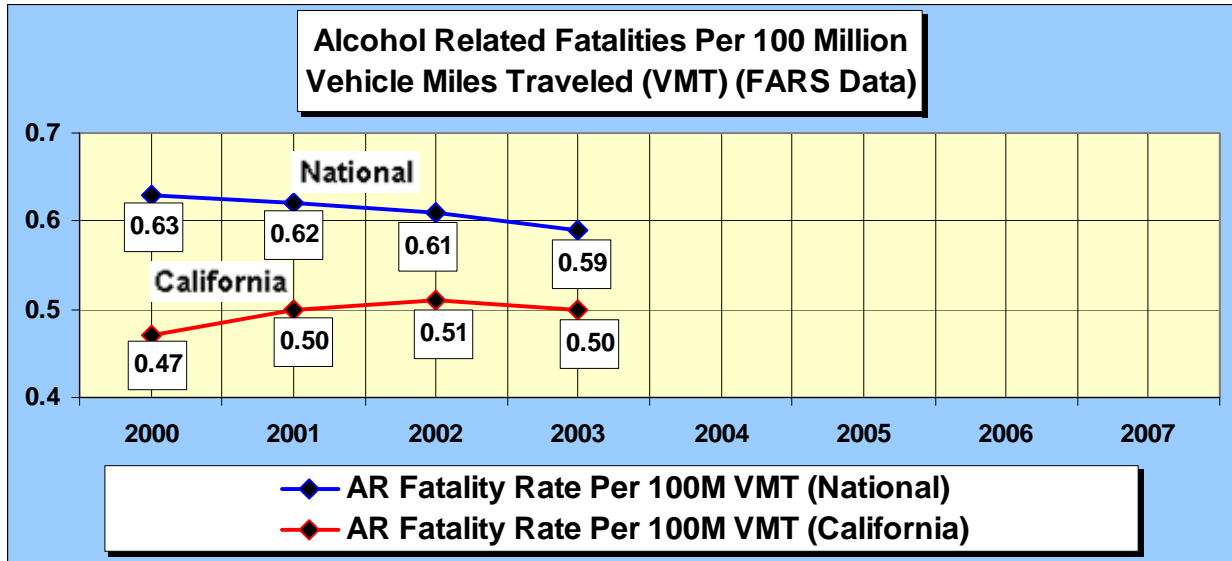
- To decrease the five-year average number of persons killed in alcohol-involved collisions 2.7 percent from the 2000-2004 base period average of 1,372 to 1,335 by December 31, 2008.



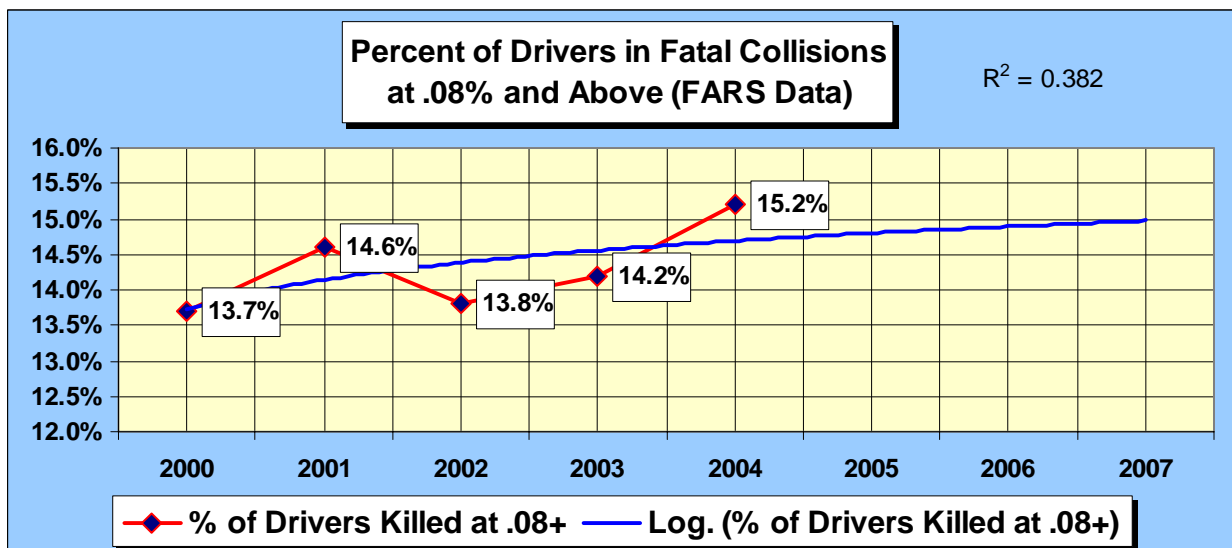
- To decrease the five-year average number of persons injured in alcohol-involved collisions 1.7 percent from the 2000-2004 base period average of 31,523 to 31,000 by December 31, 2008.



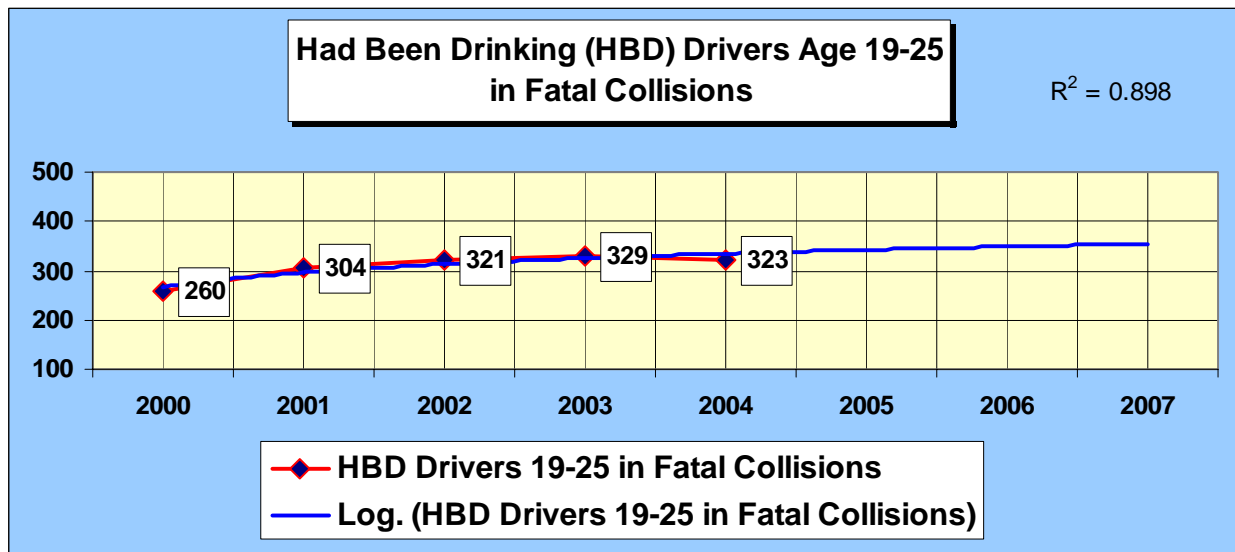
- To reduce alcohol related fatalities per 100 million vehicle miles traveled 6 percent from the base year 2003 rate of 0.50 to 0.47 by December 31, 2006.



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



- To reduce the five-year average number of Had Been Drinking (HBD) drivers age 19-25 in fatal collisions 2.3 percent from the 2000-2004 base period average of 307 to 300 by December 31, 2006.



FUNDED PROJECTS GOALS

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2006.
- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2006.
- To reduce hit-and-run fatal collisions five percent by September 30, 2006.
- To reduce hit-and-run injury collisions five percent by September 30, 2006.
- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2006.
- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2006.
- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions by five percent by September 30, 2006.

IMPACT PROGRAMS/STRATEGIES

- Provide funds for the distribution of Portable Evidentiary Breath Testing (PEBT) and Evidential Portable Alcohol System (EPAS) devices to local law enforcement agencies.
- Provide funds for statewide Drug Recognition Evaluator (DRE) training.
- Provide funds for statewide NHTSA-certified Standardized Field Sobriety Testing (SFST) training.

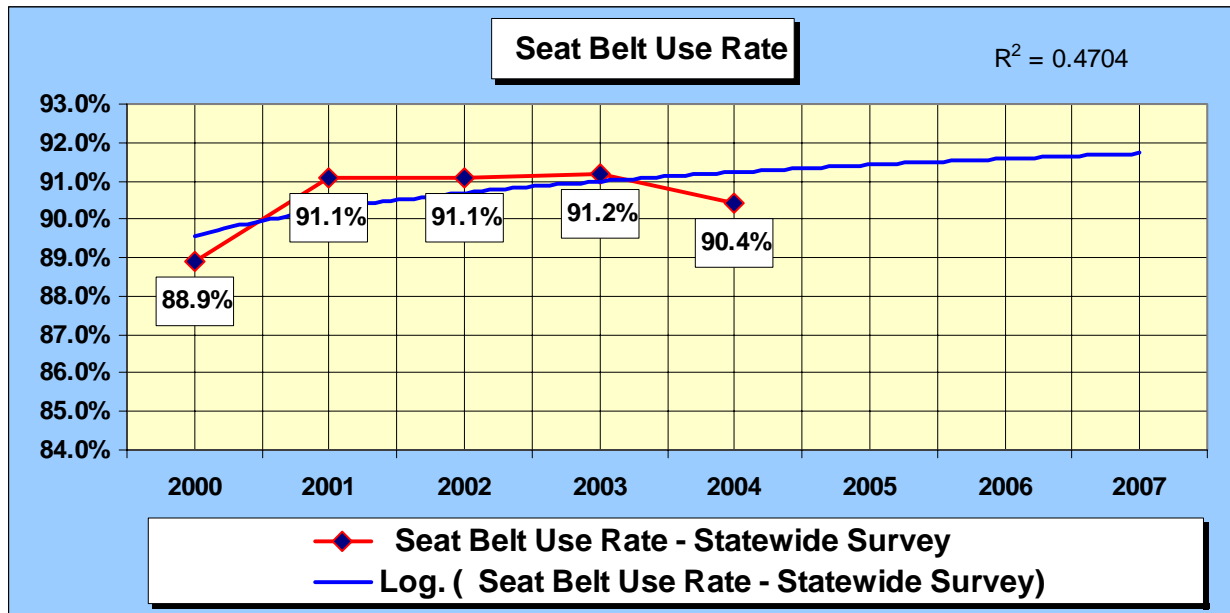
- Provide funds for a theatrical producer to work with high school drama students to produce “You Lose” theatrical productions for those students’ peers and parents to educate them about the potential tragic consequences of illegally consuming alcohol and driving under the influence.
- To conduct DUI enforcement and education efforts in college campus communities.
- Continue a “Statewide DUI Prosecutor Training and Education Project” to provide district attorneys with ready access to the latest training, sample pleadings, motions and briefs for DUI prosecution.
- Provide funds for preliminary alcohol screening (PAS) devices, DUI trailers, and other DUI enforcement equipment.
- Conduct a statewide \$5.0 million sobriety checkpoint mini-grant program for local law enforcement agencies.
- Conduct the “Every 15 Minutes,” “Reality Check,” and “You Lose” youth DUI programs.
- Continue statewide DUI public information and education campaigns through news releases and public service announcements to be aired during “prime time”.
- To conduct frequent, highly visible and publicized sobriety checkpoints, selective DUI enforcement operations and saturation patrols.
- Establish HOT (Habitual Offender Tally) Sheet programs.
- Establish and conduct DUI warrant service programs and patrols targeting habitual DUI offenders who fail to appear in court.
- Conduct “DUI Stakeout” and Probation Office Sting operations of habitual DUI offenders who continue to drive with suspended or revoked licenses.
- To develop local “hotlines” to report DUI offenders who continue to drive with suspended or revoked licenses.
- To increase DUI conviction rates by surveying counties with disproportionately low DUI conviction rates to determine corrective action needed to improve conviction rates.
- Sponsor juvenile alcohol-free/school community events such as Sober Graduation.
- Conduct “Visitation Programs” for youthful DUI offenders, coordinating sessions with courts, trauma centers, and law enforcement agencies.
- Conduct real DUI trials and sentencing hearings at local schools providing a clear lesson in justice and the serious consequences associated with drinking and driving by actually witnessing a criminal court proceeding.
- To promote comprehensive community alcohol programs that includes enforcement, public education, community organization, and judicial liaison and training.

- Provide funds to the Department of Alcoholic Beverage Control to fund local law enforcement agencies to conduct underage drinking prevention and enforcement activities and operations.
- Implement DUI education and enforcement programs that are specifically designed to reach individuals aged 19 through 25. Programs include the Sober Driver Initiative, and enforcing underage drinking laws.
- To implement alcohol screening and brief intervention programs at trauma centers addressing trauma patients with positive blood alcohol levels.
- Expand handheld DUI report writing and records management equipment technology.
- Expand to statewide multi-agency “AVOID” DUI enforcement, PI&E, and officer recognition programs that focus on winter, Memorial, July 4th, Labor Day and other holiday periods.
- To provide training for judicial officials to improve the adjudication process involving DUI convictions, to promote assurance that restitution fines and orders are requested by district attorneys and probation officers and then imposed by judges and commissioners, and to enhance judiciary personnel knowledge of DUI laws and issues.
- To promote high school, junior high and elementary youth DUI prevention programs at various schools statewide.
- To conduct “sales to minors” enforcement operations.
- To provide funds for Global Positioning Systems (GPS) and cellular telephones for probation departments to monitor chronic DUI repeat offenders on probation.

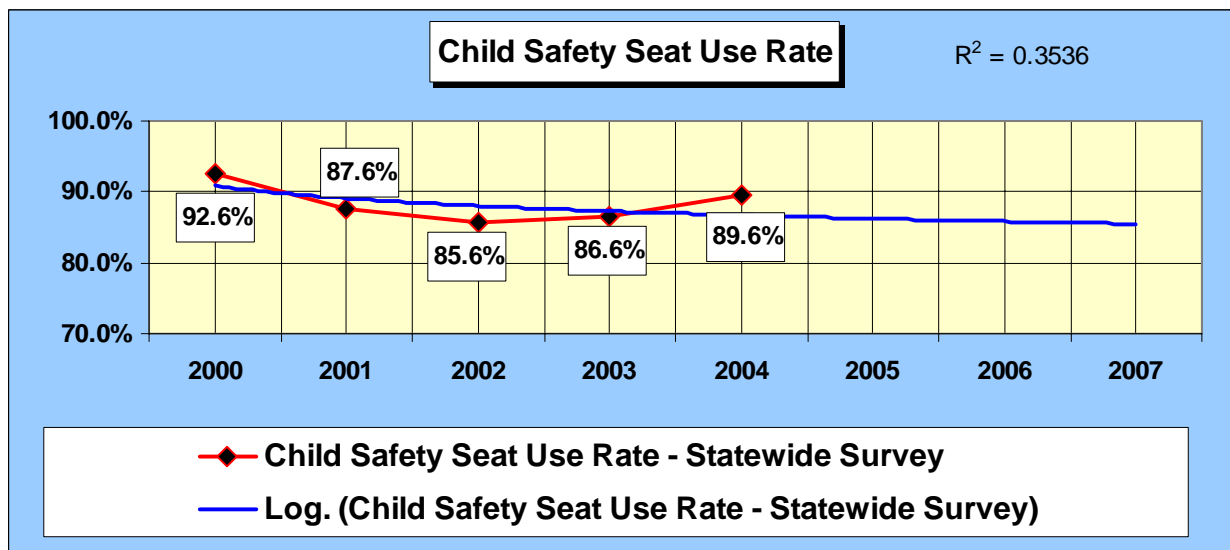
OCCUPANT PROTECTION

STATEWIDE GOALS

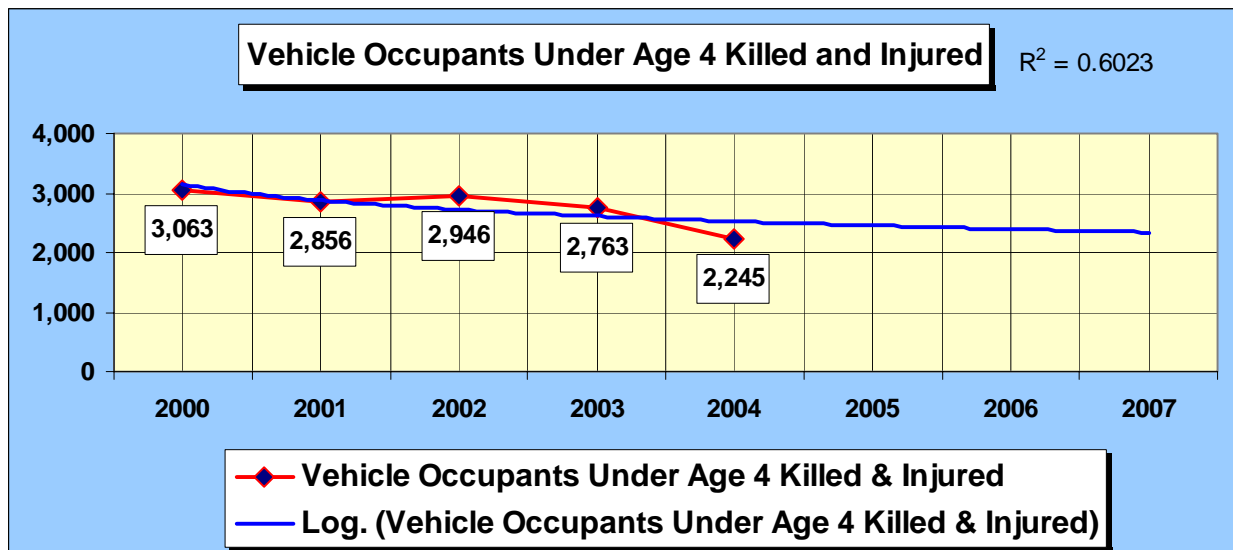
- To increase statewide seat belt compliance 1.0 percentage point from the 2004 compliance rate of 90.4 percent to 91.4 percent by December 31, 2006.



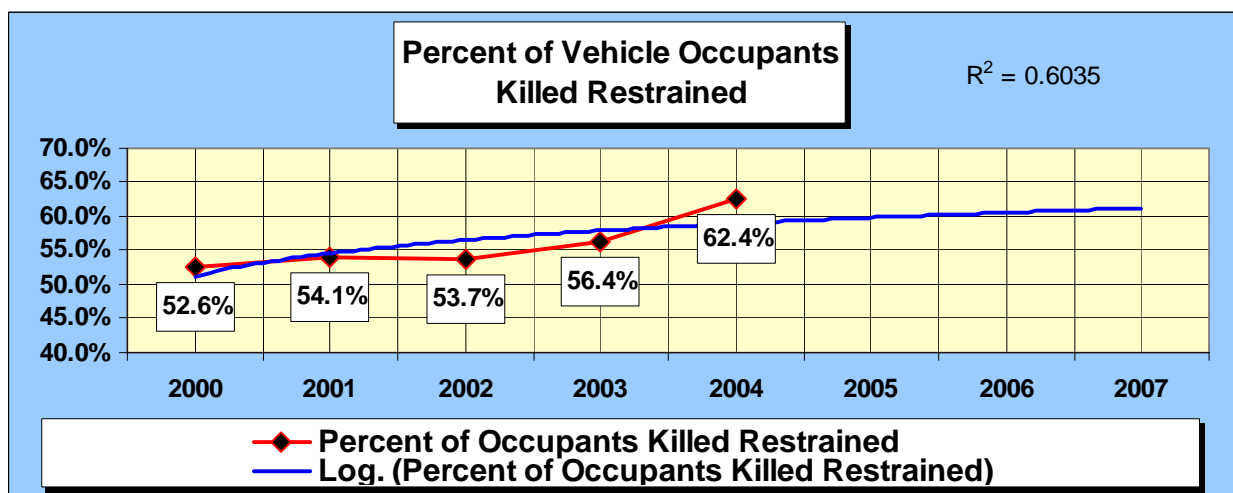
- To increase statewide child safety seat compliance 1.0 percentage point from the 2004 compliance rate of 89.6 percent to 90.6 percent by December 31, 2006.



- To reduce the five-year average number of vehicle occupants killed and injured under the age of four 4.4 percent from the 2000-2004 base period average of 2,775 to 2, 650 by December 31, 2008.



- To increase the five-year average percent of restrained vehicle occupant fatalities 4.2 percentage points from the 2000-2004 base period average of 55.8 percent to 60 percent by December 31, 2008.



FUNDED PROJECTS GOALS

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

IMPACT PROGRAMS/STRATEGIES

OCCUPANT PROTECTION – GENERAL

- Increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Conduct seat belt and child safety seat observational surveys.
- Urge the media to report occupant restraint usage as a part of every collision.
- Meet with local newspaper editorial boards to promote occupant protection articles.
- Encourage participation in statewide and national Public Information and Education (PIE) campaigns and join with NHTSA to conduct the “Click It or Ticket”, Buckle Up America Campaign, National Safe Kids Coalition “Give Kids a Boost” Campaign, National Child Passenger Awareness Week.
- Urge judges to support strict enforcement of occupant protection laws and provide information at judge’s conferences and traffic adjudication workshops.

SEAT BELT SAFETY

- Promote the “Click It or Ticket” campaign by funding 250-300 local projects to conduct enforcement programs addressing the motorists who fail to buckle their safety belts.
- Coordinate “High School Seat Belt Challenge” programs at local area high schools.
- Establish a written and enforced mandatory seat belt policy for law enforcement personnel with sanctions for noncompliance.

CHILD PASSENGER SAFETY

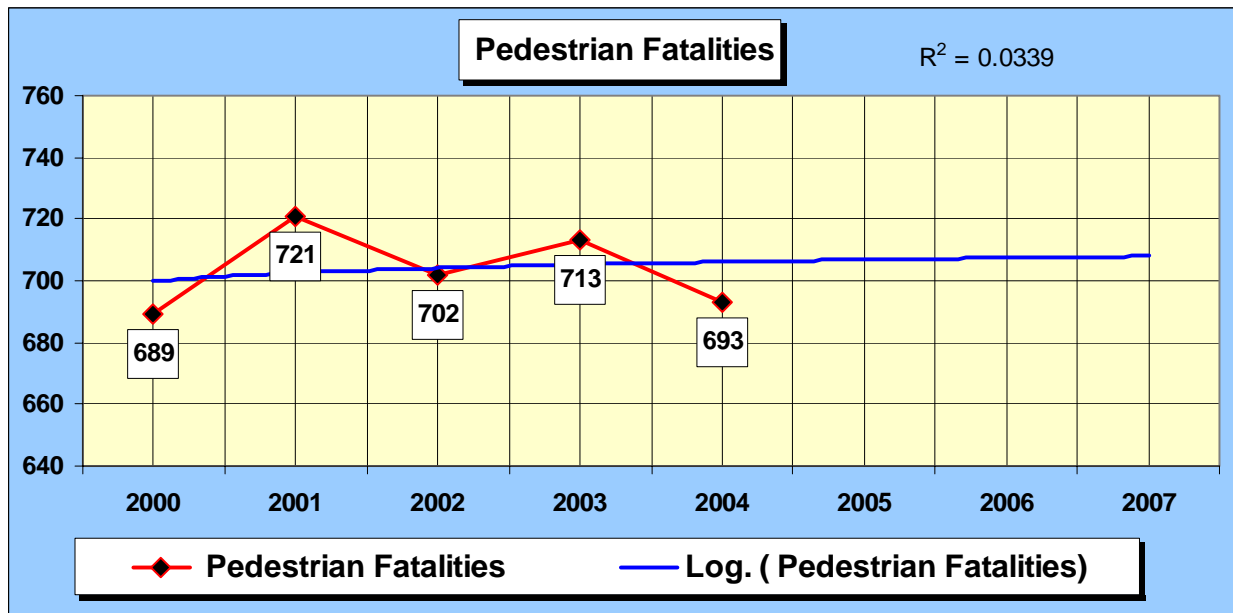
- Educate parents, caretakers, law enforcement, emergency services personnel, health care providers on the child safety seat, booster seat, and back seat law including seating positions for children in air bag equipped vehicles, and raise the awareness of vehicle/child safety seat compatibility.
- Work closely with community based organizations to promote correct child safety use at both the neighborhood and community levels, including low income, culturally diverse, foster families and child protective service workers.
- Include educational outreach relative to the consequences of leaving children unattended in or around vehicles in all child passenger safety brochures, press releases, PSAs, and speaking opportunities.
- Continue the NHTSA’s standardized Child Passenger Safety Technician and Instructor Training Programs, including Operation Kids for Law Enforcement and RN’s, Moving Kids Safely in Child Care, and renewal and update refresher classes.

- Establish new child safety seat “fitting stations” to ensure proper installation and instructions of occupant restraints in vehicles.
- Work with local Safe Kids Coalitions to promote safety for young children and to reduce non-intentional injuries and fatalities relating to those areas of child safety seat compliance.
- Continue low cost programs for “special needs” children, and provide health care professionals with education and access to the “special needs” child safety seats.
- Continue building the capacity of the 61 local health departments' SB 1073 programs to work effectively with the local courts, law enforcement, referral agencies, home and day care providers, preschools, hospital and clinic providers, schools, private industry, media, and community agencies.
- Incorporate Violator’s Education Programs into adult education or related programs.
- Continue to promote child safety seat “checkups” to educate parents and caretakers on correct child safety seat usage.
- Provide ongoing occupant protection program and epidemiological technical assistance.
- Continue specific public health care system task forces to assess current child passenger safety policies and procedures, make program improvements, arrange for staff training, address program barriers, and review educational materials.
- Continue to standardize all educational materials, forms, and written policies through health care facilities to ensure consistency and up-to-date information.

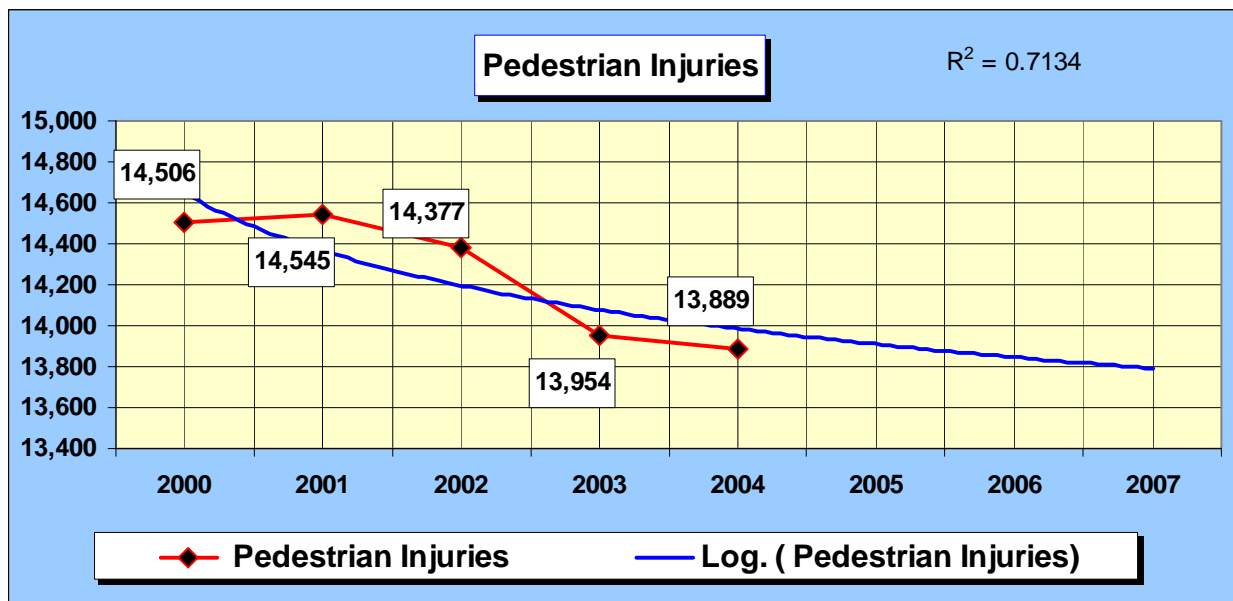
PEDESTRIAN SAFETY

STATEWIDE GOALS

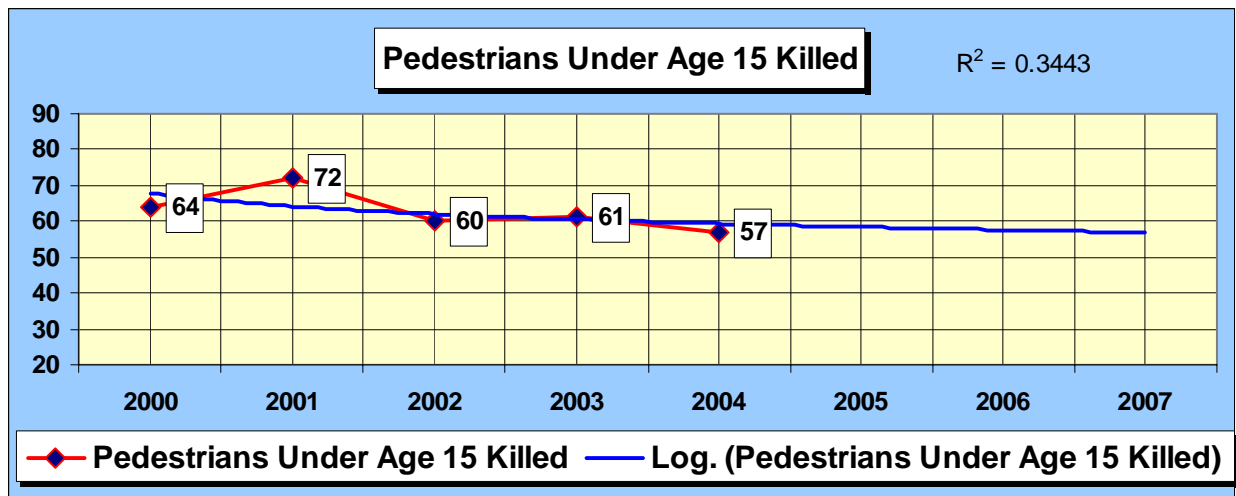
- To reduce the five-year average number of total pedestrians killed 3.4 percent from the 2000-2004 base period average of 704 to 680 by December 31, 2008.



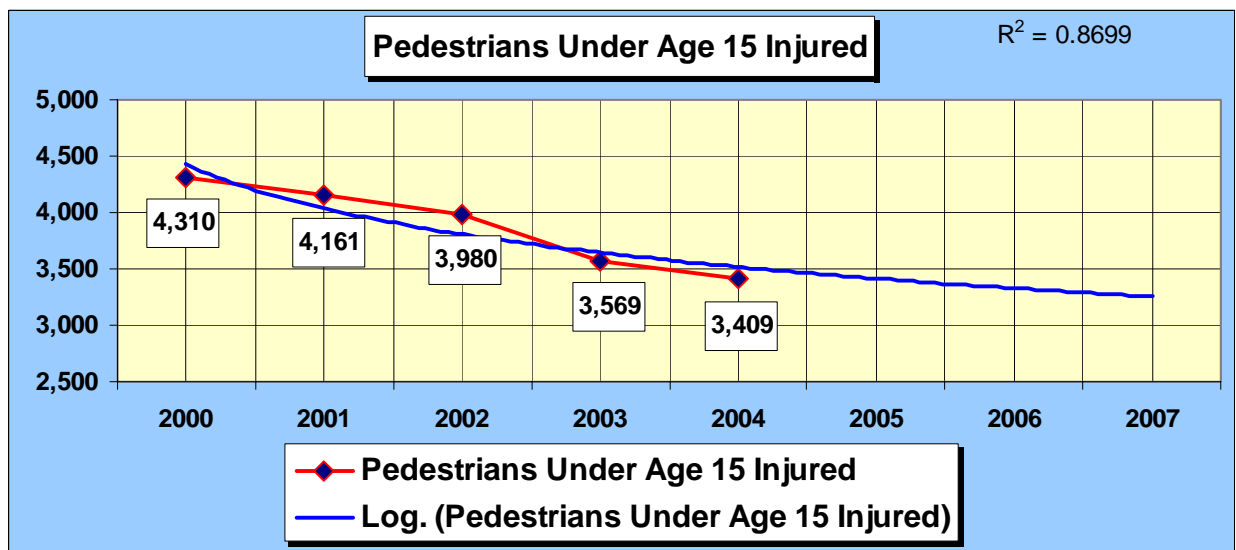
- To reduce the five-year average number of total pedestrians injured 1.8 percent from the 2002-2004 base period average of 14,254 to 14,000 by December 31, 2008.



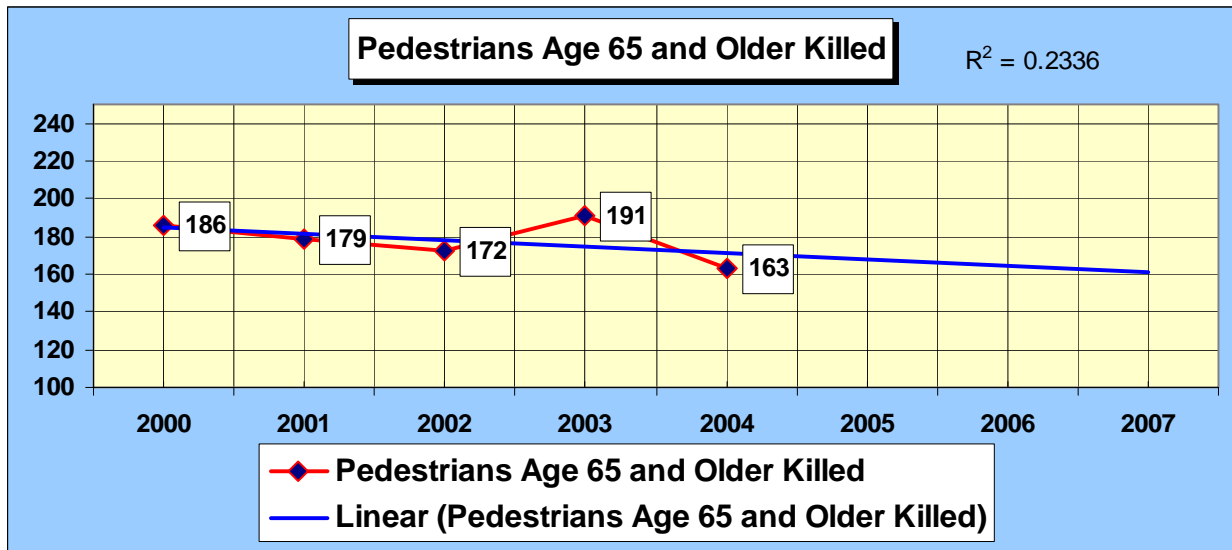
- To reduce the five-year average number of pedestrians killed under age 15 by 4.8 percent from the 2000-2004 base period average of 63 to 60 by December 31, 2008.



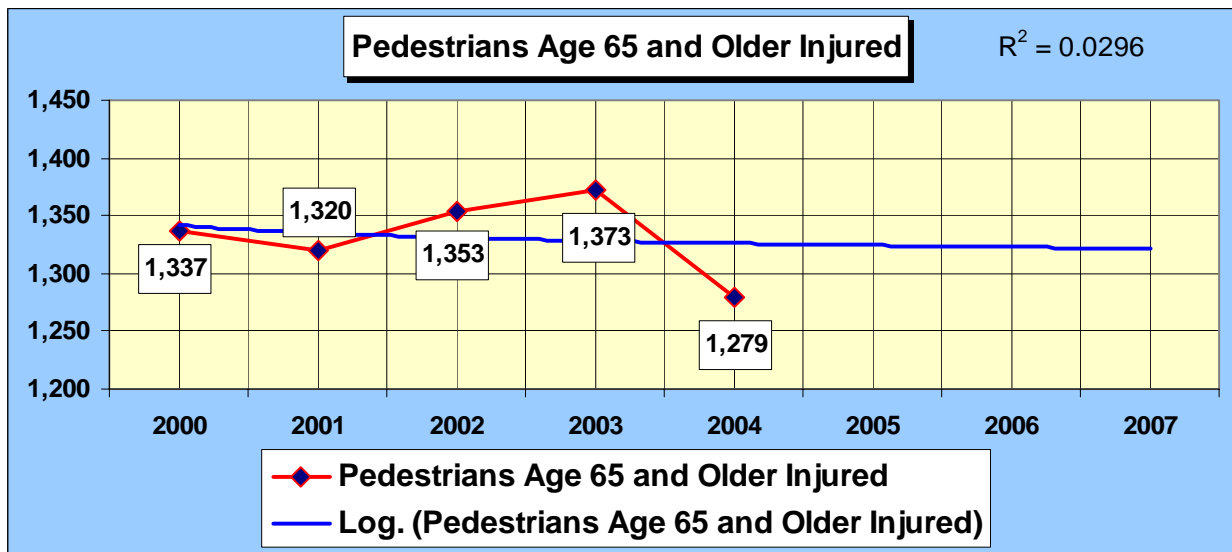
- To reduce the five-year average number of pedestrians injured under age 15 by 4.8 percent from the 2000-2004 base period average of 3,886 to 3,700 by December 31, 2008.



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



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



FUNDED PROJECTS GOALS

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

- To reduce the number of pedestrians killed over the age of 65 by seven percent by September 30, 2006.
- To reduce the number of pedestrians injured over the age of 65 by five percent by September 30, 2006.

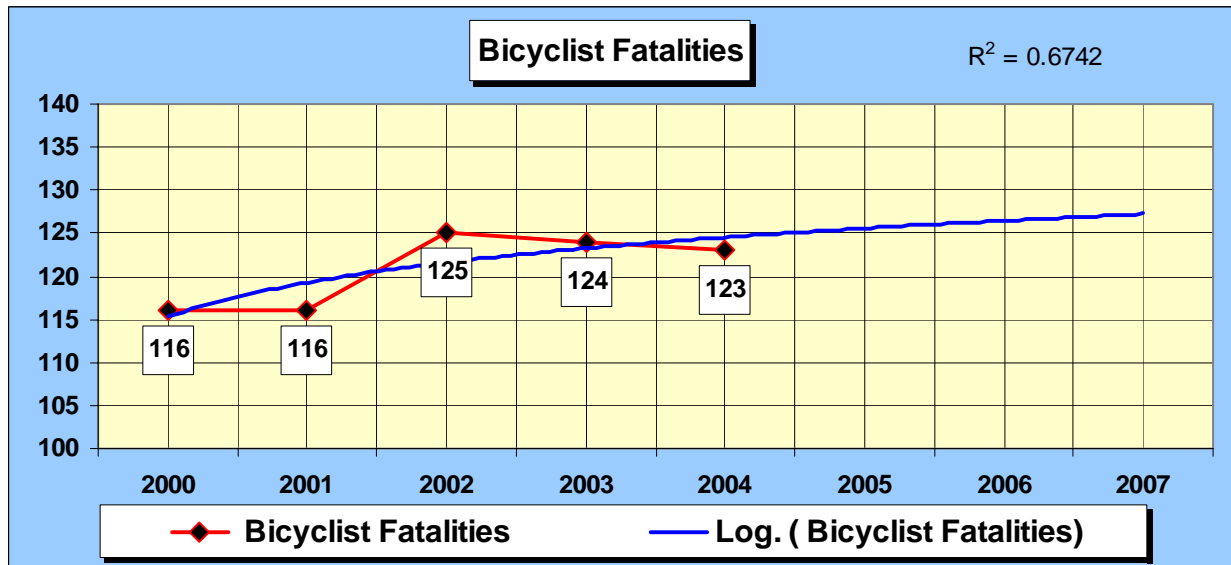
IMPACT PROGRAMS/STRATEGIES

- Encourage the implementation of effective Senior Citizen Traffic Safety Education programs at senior, community centers and through the local Department of Motor Vehicles.
- Increase the awareness of traffic safety through specially tailored programs for the promotion of safe behavior as drivers and pedestrians.
- Perform pedestrian safety programs at elementary, middle and high schools, as well as, after school and summer programs to create positive and safer attitudes as pedestrians and reinforce traffic safety responsibility.
- Continue intensive multicultural and age-specific public education campaigns addressing safer driving and walking behaviors conducive to pedestrian safety for high-risk populations and locations.
- Support the acquisition of lighted crosswalk devices to be installed by the agency at non-signalized intersections and mid block crossings coupled with a public information component to highlight the proper use of these devices as well as their efficiency.
- Assist local jurisdictions with their master plans to improve overall traffic by implementing pedestrian flashing beacons to ensure the presence of pedestrians in intersections and/or crosswalks, and pedestrian countdown devices to alert the pedestrian of his/her safe crossing span of time.

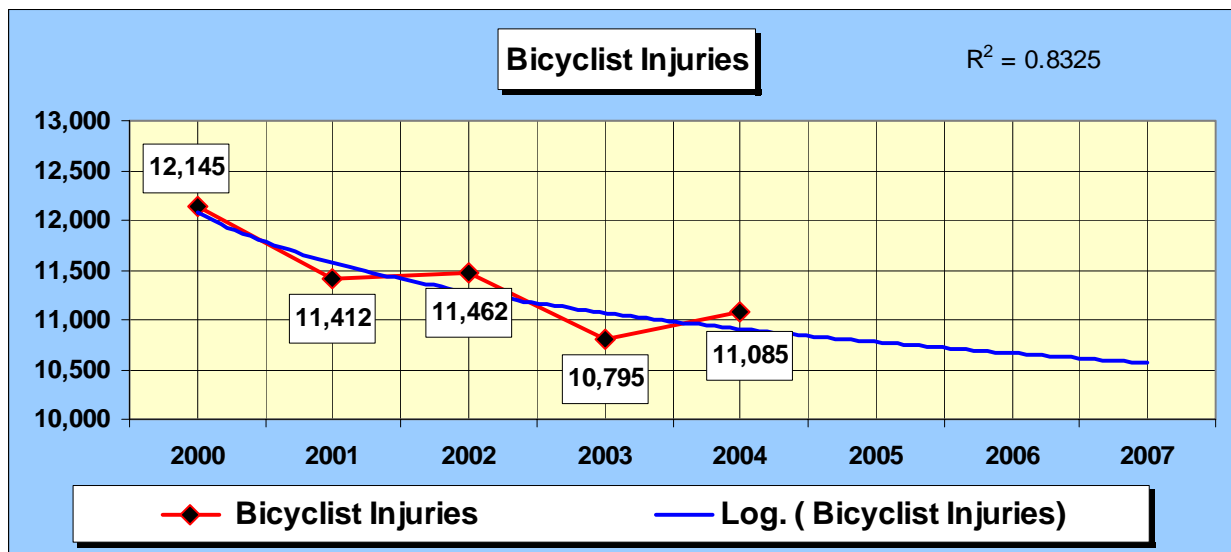
BICYCLE SAFETY

STATEWIDE GOALS

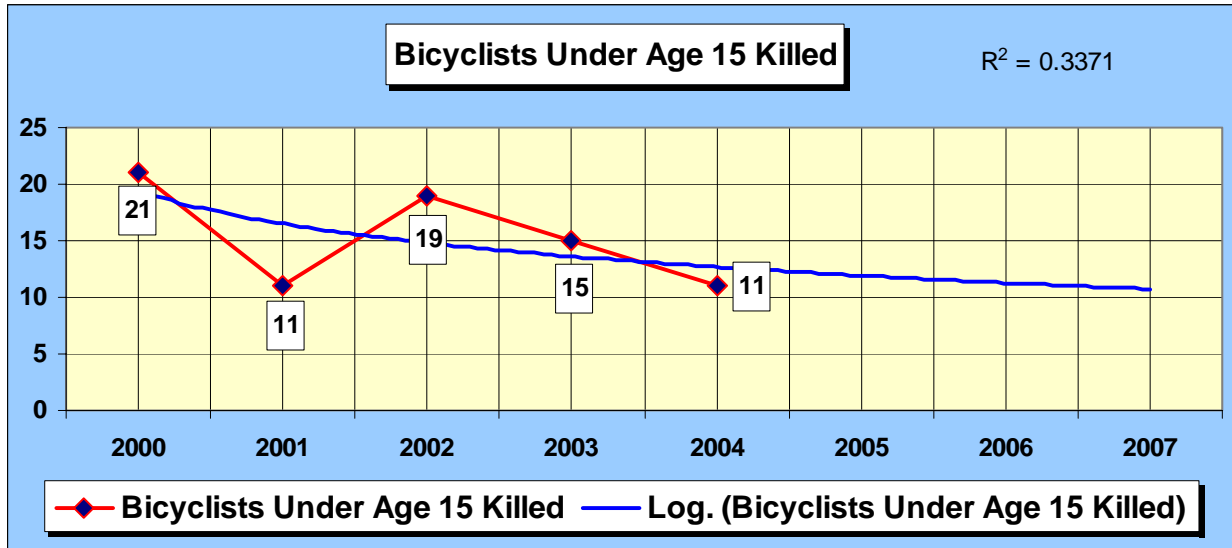
- To reduce the five-year average number of total bicyclists killed 5 percent from the base period 2000-2004 average of 121 to 115 by December 31, 2008.



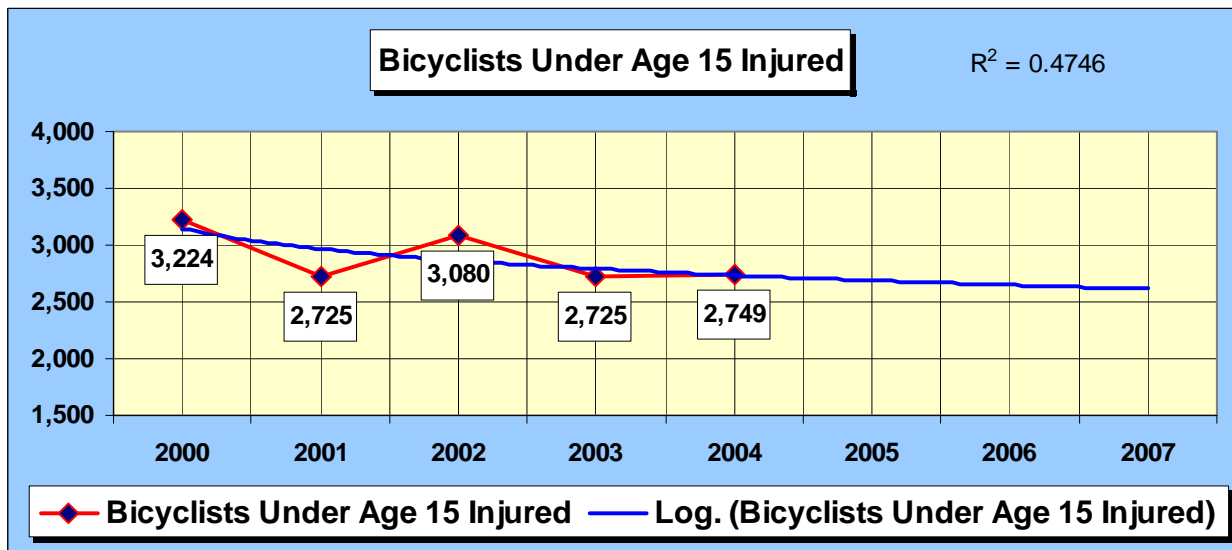
- a. To reduce the five-year average number of total bicyclists injured 2.5 percent from the base period 2000-2004 average of 11,380 to 11,100 by December 31, 2008.



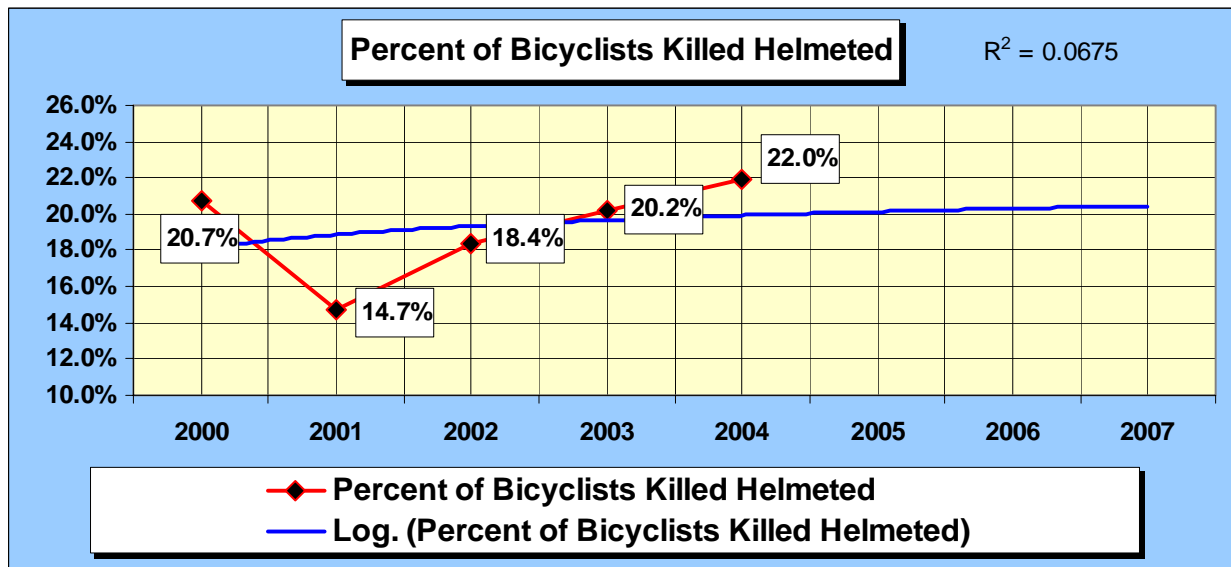
- To reduce the five-year average number of bicyclists killed under age 15 by 6.7 percent from the 2000-2004 base period of 15 to 13 by December 31, 2008.



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



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



FUNDED PROJECTS GOALS

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

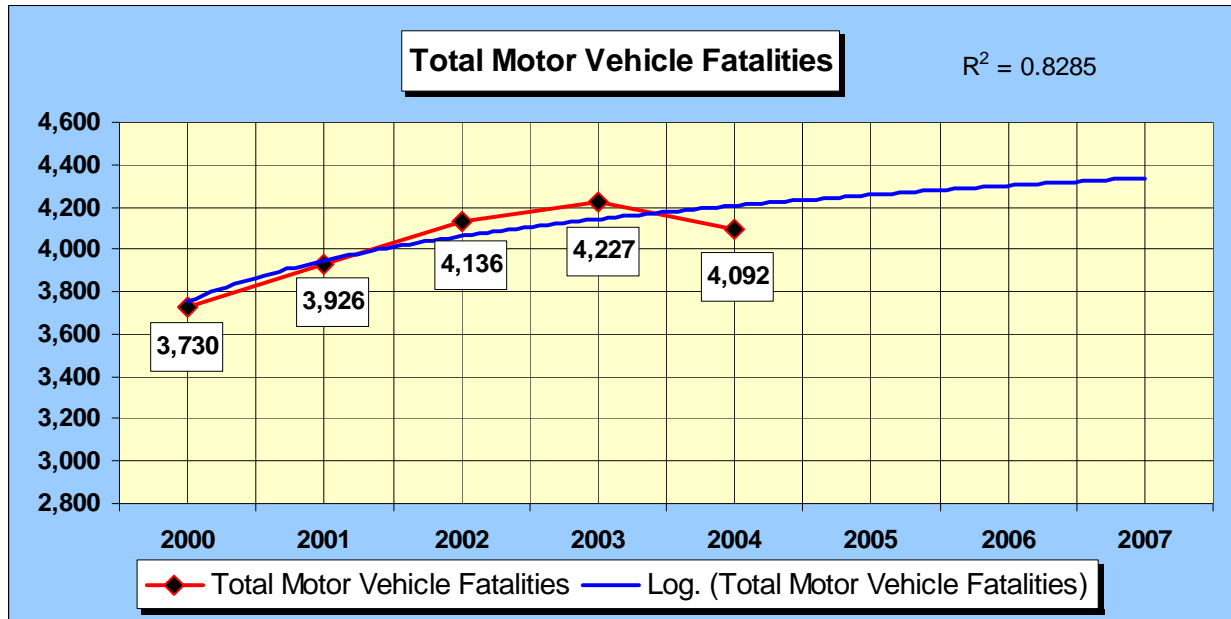
IMPACT PROGRAMS/STRATEGIES

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

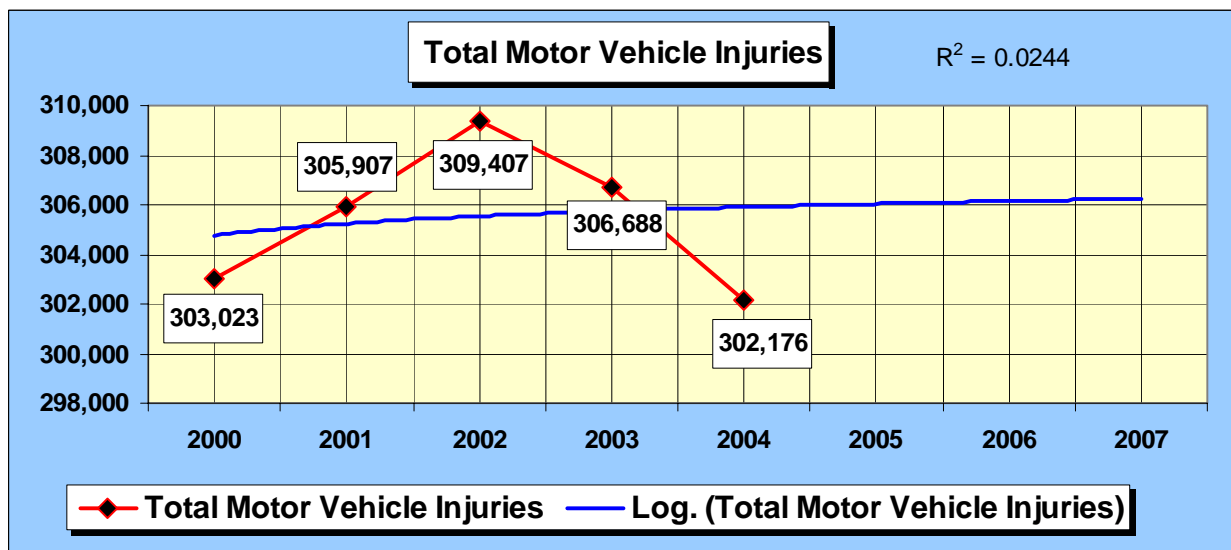
POLICE TRAFFIC SERVICES

STATEWIDE GOALS

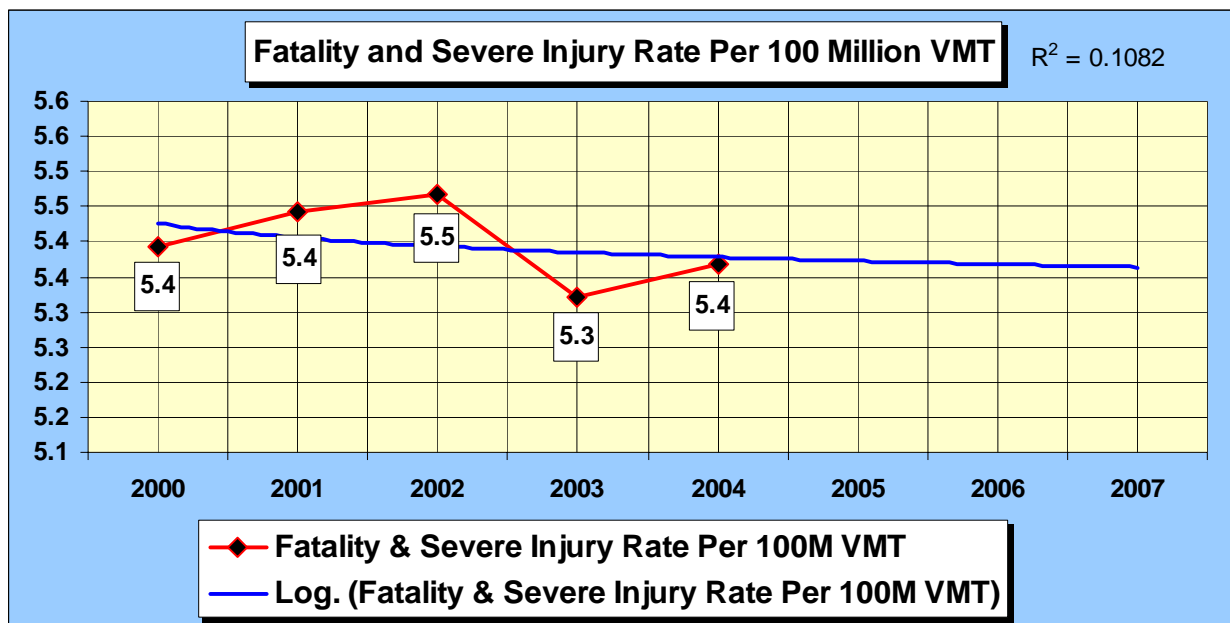
- To decrease the five-year average number of total persons killed in traffic collisions 1.3 percent from the 2000-2004 base period average of 4,022 to 3,970 by December 31, 2008.



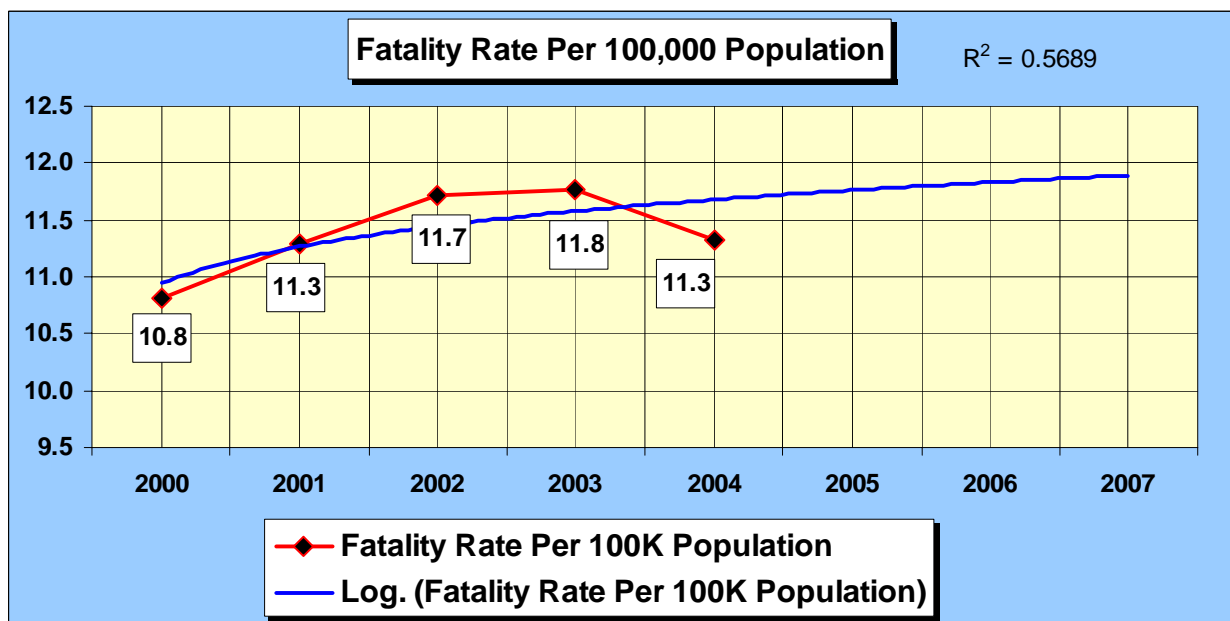
- To decrease the five-year average number of total persons injured in traffic collisions 0.96 percent from the 2000-2004 base period average of 305,440 to 302,500 by December 31, 2008.



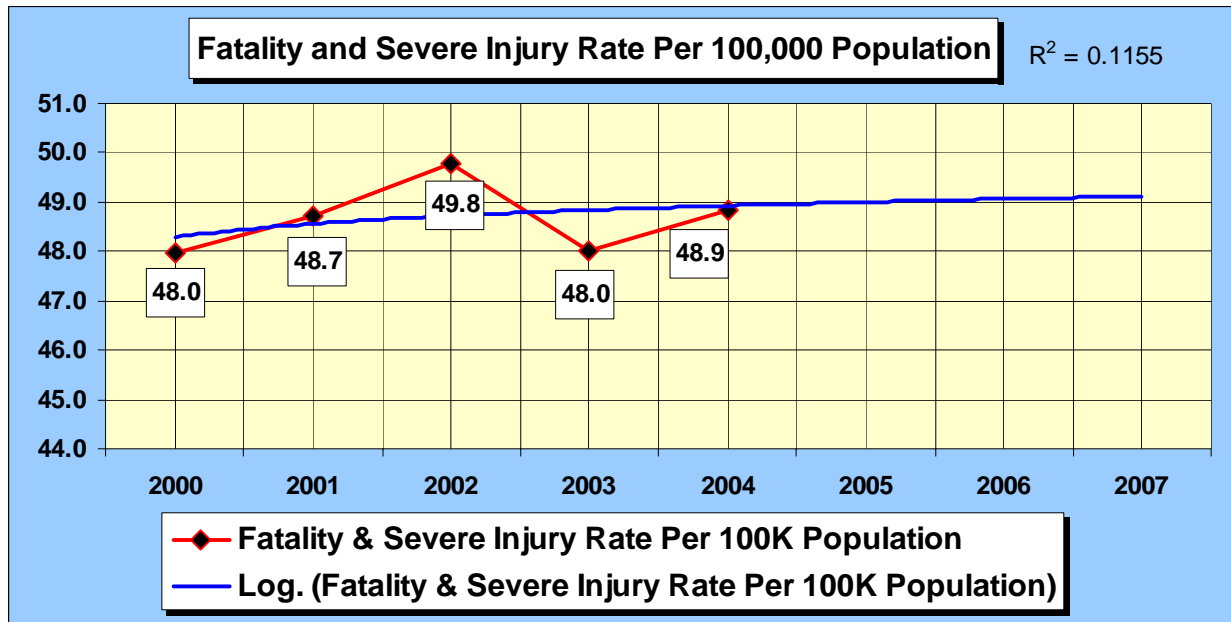
- To decrease the five-year average fatality and severe injury rate per 100 million VMT 3.7 percent from the 2000-2004 base period average rate of 5.4 to 5.2 by December 31, 2008.



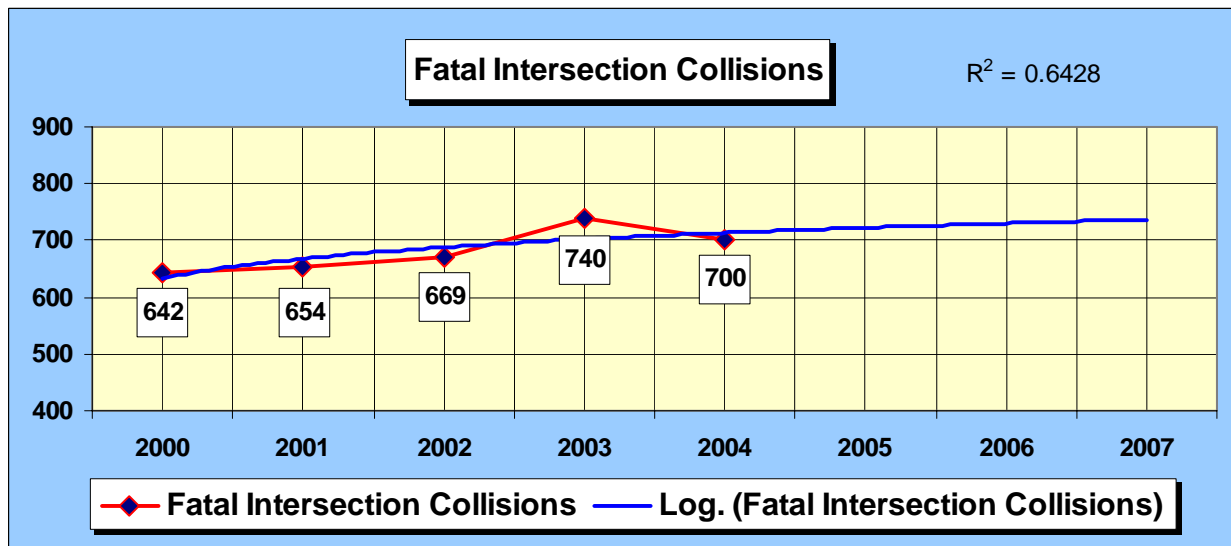
- To decrease the five-year average traffic fatality rate per 100,000 population 3.5 percent from the 2000-2004 base period average rate of 11.4 to 11.0 by December 31, 2008.



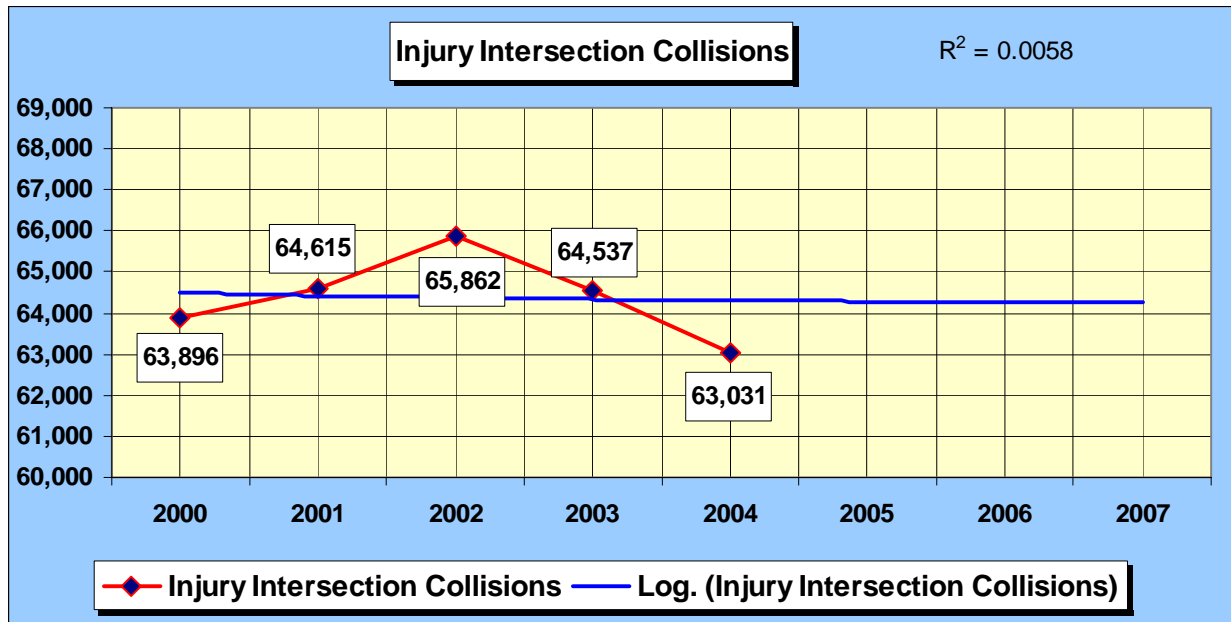
- To decrease the five-year average fatality and severe injury rate per 100,000 population 1.4 percent from the 2000-2004 base year average of 48.7 to 48.0 by December 31, 2008.



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



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



FUNDED PROJECTS GOALS

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

IMPACT PROGRAMS/STRATEGIES

- To provide funds for full-time officers, overtime, laser and radar units, DUI trailers, visible display radar trailers, motorcycles, preliminary alcohol screening devices, automated citation devices, and computer equipment.
- To continue programs with the University of California, Berkeley to conduct free enforcement and engineering evaluations for cities and counties statewide.
- To encourage the involvement of community based organizations in program planning and activities.
- To increase awareness by developing a media campaign focused on changing behavior that contributes to the major categories of crashes.
- To promote "Cellular 911" reporting of impaired drivers.
- To use "Geographical Information Systems" to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.

- To employ the latest technology (e.g., photo radar, red light running cameras, pen-based computers, voice activated software, laser speed measurement devices, sophisticated laptop computers, changeable message signs, geographical information systems (GIS), preliminary alcohol screening (PAS) devices, Evidential Portable Alcohol System (EPAS) devices, Portable Evidential Breath Testing (PEBT) devices, DUI/DL Checkpoint trailers, and visible display radar trailers).
- To conduct Court House 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 fund a “Truck Corridor Safety Program” that identifies and selects two problematic corridors. The project will convene task forces, identify factors contributing to truck-involved collisions, develop safety action plans, and implement potential solutions identified by the task forces.
- To continue the statewide “Truck-at-Fault” enforcement and public information campaign targeting the top ten collision factors.
- To conduct enforcement operations targeting illegal street racing.
- To address aggressive driving through enforcement targeting aggressive driving behavior that leads to crashes.
- To continue neighborhood speed alert programs.
- To fund programs to provide outreach to older California drivers, including presentations, demonstrations, and events focusing on driver, pedestrian and child restraint safety with an emphasis on grandparent participation.
- To promote traffic enforcement training for patrol officers.
- To continue to deploy visible display message/radar trailers.
- To upgrade and continue the level of traffic safety benefits provided by CHP and local agency helicopter programs.
- To implement a statewide program to focus patrol and enforcement efforts on the most frequent primary collision factors.
- To increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- To urge judges to support strict enforcement of occupant protection laws; providing information at judges’ conferences and traffic adjudication workshops.
- To conduct child safety seat “checkups” to educate parents and caretakers on correct child safety seat usage.

ADMINISTRATIVE GOALS

COMMUNITY BASED ORGANIZATIONS (CBO)

STATEWIDE GOALS

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

IMPACT PROGRAMS/STRATEGIES

- Explore and implement new strategies to sustain CBO involvement and contributions to traffic safety (e.g., radio talk shows, novellas, secondary and ethnic newspapers outreach, parent training through churches, vocational schools, youth athletic leagues, adult athletic leagues, community centers, and pre-natal care centers).
- Plan, facilitate, and evaluate round table meetings for grantees’ CBOs to focus current efforts and topics, emerging issues, and showcase local projects.
- To conduct regional media kick-off events for the CBOs and their host agencies.
- To partner with CBOs in developing traffic safety art programs, safe routes to school programs, pedestrian and bicycle safety programs, and other innovative programs addressing neighborhood traffic safety programs.
- To distribute and properly install child safety seats in cars of people in need.
- To distribute and properly fit bicycle helmets to people in need.

EMERGENCY MEDICAL SERVICES (EMS)

STATEWIDE GOALS

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

FUNDED PROJECT 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, 2004.
- To implement “lights and siren” public information and education programs.

IMPACT PROGRAMS/STRATEGIES

- To provide funds for the purchase of hydraulic and pneumatic extrication equipment.
- To provide 25 percent of the cost of ambulances.
- To seek innovative low cost approaches to First Responder, EMT and Paramedic training and certification programs for rural areas.
- To utilize standardized training and certification programs for EMS dispatcher.
- To promote State certified training programs.
- To promote bystander-training programs.
- To assist with the development, and upgrade of outdated and unreliable EMS communication systems.
- To establish Data Linkage programs to enable providers to determine patient outcome and injury prevention strategies.
- 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 conduct a “lights and siren” public/driver awareness program.
- To conduct a two-day conference focused on topics pertinent to traffic collision response.

ROADWAY SAFETY/TRAFFIC RECORDS

FUNDED PROJECTS 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 the “Educational Outreach To High-Risk Elderly Drivers” program to guide high-risk older drivers by providing them with information on assistance with age-related physical and mental declines as they affect driving.
- Continue an “Improved Signals and Signs at Rail Crossings” program to test an improved advance warning sign and improved flashing signal.
- Continue to fund an “Electronic DUI Forms” program to develop and implement an automated system that, via the Internet, will allow DUI treatment program providers to report directly to DMV on the progress of individuals mandated to DUI treatment.
- Continue to provide funding for In-Roadway Warning Lights (IRWL's) to alert motorists to the presence of pedestrians.
- 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.
- Continue to fund traffic engineering projects that involve multi-agency/multi-municipality data systems and to fund cooperative goals including data sharing and resource and data pooling.
- Continue to train roadway maintenance and construction workers in the safe handling of Traffic through Construction and Maintenance Work Zones.
- Continue to fund projects to ensure engineering and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- Continue to build stakeholder consensus in the development of countywide/regionally.
- Continue funding automation projects to reduce report preparation time and to reduce the lag time between incident and system input.

LEGISLATION

GOALS

- To ensure California maintains current levels of federal highway safety grant funds through ensuring the efficacy of existing State statutes.
- To secure additional federal highway safety grant funding for California through actively pursuing new traffic safety statutes and enhancements of those statutes that already exist, as necessary.

IMPACT PROGRAMS/STRATEGIES

- Monitor, track, and analyze all traffic safety related legislation in California and national legislation affecting the State and Community Highway Safety Program such as:
 - Ban on hand-held cellular phones while driving a motor vehicle.
 - Ban on using wireless phones while operating a school or transit bus, unless using the wireless phone to contact law enforcement or emergency personnel.
 - Requirement of children under age six to sit in the back of a motor vehicle.
 - Implementation of passenger restraint system on school buses.
 - Installation of ignition interlock devices for DUI suspended licensed drivers.
 - Helmet usage for scooters and skateboards for persons operating or as passenger under 18 years of age.
 - Require children eight years of age or less or who weigh less than 80 pounds to be restrained in a proper car seat.
 - The Driver Licensing and Education Improvement Act of 2005 providing grant funds for improving driver education and licensing.
 - The “Save Every Child Using Restraints Act of 2005”, requiring installation of 3-point safety belts on school buses.
 - The Traffic Safety Law Enforcement Campaign Act to provide 3 high-visibility traffic safety law enforcement campaigns each year.
 - The “Safe Streets and Highways Act of 2005” to ensure a coordinated State strategic highway safety plan.

PUBLIC RELATIONS, ADVERTISING AND MARKETING

GOALS

- OTS Public Affairs will continue to aggressively pursue successful regional and statewide traffic safety programs and campaigns that have an impact on behavioral change, foster positive relationships, and create effective traffic safety education and outreach programs.
- Safe driving practices is one of the focal points of all campaigns, so that incidents of traffic collisions will result in fewer injuries and more lives saved.
- OTS Public Affairs supports the Office of Traffic Safety’s mission of reducing fatalities, injuries and economic losses that result from motor vehicle crashes.

IMPACT PROGRAMS/STRATEGIES

- Local and Regional media: Public Affairs works directly with all OTS grantees in the development of media materials including news releases, coordination of events, and specialty articles for publication – all designed to garner increased earned media.
- Current Campaigns: These activities also surround various campaigns, including “Click It or Ticket,” the state’s flagship seat belt compliance campaign, You Drink You Drive. You Lose; Drunk and Drugged Driving Prevention Month; and, various regional “Avoid” DUI campaigns targeting the drinking driver.
- Advertising/Marketing: Public Affairs assists statewide and national media in anti-DUI campaigns and initiatives and promotes seat belt use by partnership with the National Highway Traffic Safety Administration, the California Highway Patrol, and law enforcement agencies throughout California.
- 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 a 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 subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients 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 2006 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

September 2005

Date

PART II

PROGRAM AREAS

PROGRAM PLANNING AND ADMINISTRATION

I. PROGRAM OVERVIEW

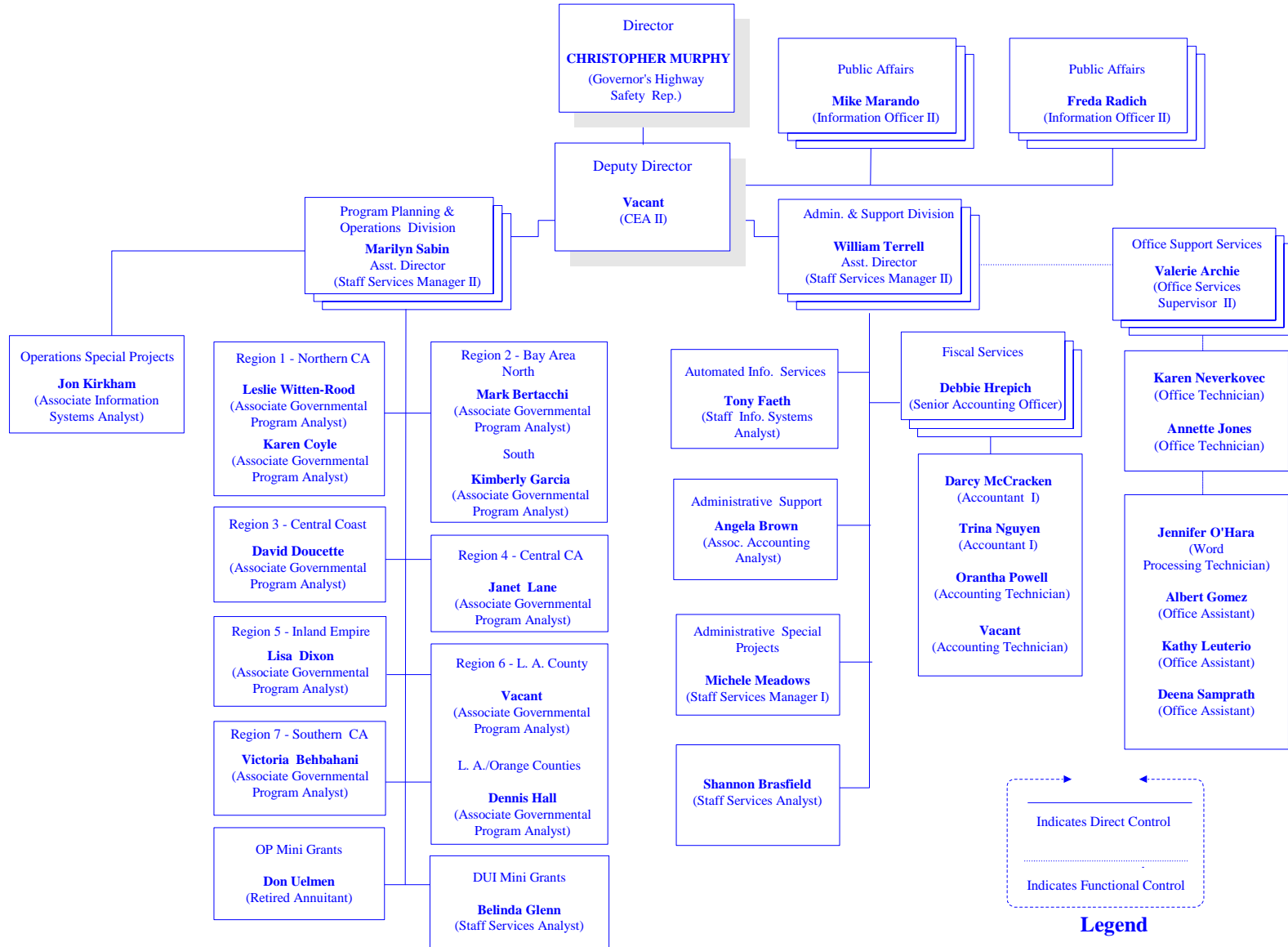
The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of the California Office of Traffic Safety (OTS). These activities include:

- Identifying the state's most significant traffic safety problems.
- Prioritizing problems and developing methods for the distribution of funds.
- Developing the annual Highway Safety Plan (HSP).
- Recommending individual projects to be funded.
- Developing planned projects.
- Monitoring projects.
- Evaluating accomplishments.
- Preparing a variety of program and project reports.
- Conducting project 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 project personnel annually.
- Giving workshops on OTS and grant funding to several different conferences each year.

II. CURRENT STATUS

OTS includes a staff of 32 full-time positions and one retired annuitant responsible for the activities listed above. The organization chart, page PA-3, portrays the structure of OTS. 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 grant projects 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.

Office of Traffic Safety Organization Chart



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.

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, 2005, and to NHTSA by September 1, 2005.
- ◆ To provide documentation on qualifications for special funded incentive programs.
- ◆ To develop, coordinate, monitor and administratively evaluate traffic safety projects identified in the Plan.
- ◆ To conduct an active public awareness and community support program, during fiscal year 2006.
- ◆ To submit the Annual Performance Report to the Business, Transportation & Housing Agency Secretary by December 1, 2005.
- ◆ 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	\$2,504,042	
B. Travel Expenses	81,645	
C. Contractual Services	3,740,050	
D. Other Direct Costs	649,047	
Total OTS Budget		\$6,974,784
State Share		409,000
Federal Share		6,565,784
Less: Amount Chargeable to Program Areas	\$2,184,724	
Public Information Campaigns	1,200,000	
Total: Federal Share of PSP 06-PA		\$3,181,060

Amounts Chargeable to Program PSPs

Funding	PSP	Cost	Percent
06-AL	Alcohol & Other Drugs	\$74,341	3.4
06-AL-410	Alcohol & Other Drugs Incentive Program	\$234,776	10.7
06-EM	Emergency Medical Services	\$134,776	6.2
06-OP	Occupant Protection	\$79,119	3.6
06-CB	Community Traffic Safety	\$15,785	0.8
06-PS	Pedestrian & Bicycle Safety	\$132,980	6.1
06-PT	Police Traffic Services	\$308,314	14.1
06-RS	Roadway Safety	\$76,651	3.5
06-TR	Traffic Records	\$52,990	2.4
06-157*	Incentive Funds	\$602,939	27.6
06-157b	Innovative Funds	\$0	0.0
06-163ID	Impaired Driving Mobilization	\$0	0.0
06-164	164 Transfer Funds	\$411,734	18.8
06-405	405-Occupant Protection	\$60,319	2.8
06-2003B	Child Passenger Protection	<u>\$0</u>	<u>0.0</u>
	TOTAL:	\$2,184,724	100.0%

* Spread to the various program areas based on percentage of planned 157 funds.

ANTICIPATED PROGRAM FUNDING SOURCES

FUND	2006 ESTIMATED APPROPRIATIONS
Seat Belt Use Incentive (157)	\$16,051,052.00
Innovative Seat Belt Grants (157b)	\$2,117,416.00
.08 Alcohol Incentive (163)	\$7,709,242.00
Repeat Intoxicated Driver Law (164)	\$49,933,314.00
NHTSA/FHWA (402) (Basic Highway Safety Funds)	\$14,596,411.00
Grand Total	\$90,407,435.00

*These amounts are estimated and are subject to change.

**POLITICAL SUBDIVISION PARTICIPATION
IN STATE HIGHWAY SAFETY PROGRAM
FFY 2006 HSP**

GRANTS	LOCAL	STATE*		TOTAL
		Local Benefit	Statewide	
NEW GRANTS	170	3	14	187
NEW MINI GRANTS	390	-	-	390
	\$ 35,949,594.33	\$ 678,430.00	\$ 22,710,722.00 \$23,389,152.00	\$ 59,338,746.33
	60.58%	39.42%		
CONTINUATIONS	213	8	25	246
	\$ 22,456,920.19	\$ 741,887.42	\$ 6,927,409.58 \$7,669,297.00	\$30,126,217.19
	74.54%	25.46%		
ALL GRANTS (New and Continuing)	773	11	39	823
	\$ 58,406,514.52	\$ 1,420,317.42	\$ 29,638,131.58 \$31,058,449.00	\$ 89,464,963.52
	65.28%	34.72%		

* Includes the P&A project.

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 2006 HSP**

GRANTS	LOCAL	STATE*		TOTAL
		Local Benefit	Statewide	
NEW GRANTS	190	3	15	208
NEW MINI GRANTS	390	-	-	390
	\$ 38,786,633.33	\$ 678,430.00	\$ 23,544,179.00 \$24,222,609.00	\$ 63,009,242.33
	61.56%	38.44%		
CONTINUATIONS	228	9	30	267
	\$ 24,248,986.12	\$ 785,355.42	\$ 9,267,043.38 \$10,052,398.80	\$ 34,301,384.92
	70.69%	29.31%		
ALL GRANTS (New and Continuing)	808	12	45	865
	\$ 63,035,619.45	\$ 1,463,785.42	\$ 32,811,222.38 \$34,275,007.80	\$ 97,310,627.25
	64.78%	35.22%		

* Includes the P&A project.

FUNDS and GRANTS EXCLUDED

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

**FISCAL YEAR 2006 PROGRAM FUNDING
(PLANNING AND ADMINISTRATION)**

PA Task	Title		Major Cost Items			
1	Planning and Administration Project		Staff Hours, Equipment, Travel Expenses, Contractual Services, Other Direct Costs			
Task # / Agency	Funding Sources/Codes					
	157	163	164AL	402	405	410
1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$602,939.00	\$0.00	\$411,734.00	\$3,181,060.00	\$60,319.00	\$0.00
TOTALS						
Local:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State:	\$602,939.00	\$0.00	\$411,734.00	\$3,181,060.00	\$60,319.00	\$0.00

ALCOHOL AND OTHER DRUGS

I. PROGRAM OVERVIEW

Though significant progress has been made in reducing the frequency of driving under the influence (DUI) and related injuries and fatalities, alcohol remains the number one Primary Collision Factor (PCF) in fatal crashes. In 2004, Statewide Integrated Traffic Records System (SWITRS) provisional data shows 32,972 people were killed or injured in alcohol-involved crashes reflecting a 0.75 percent increase from 2003. California's rate of alcohol-related deaths per 100 million miles driven dropped from 1.65 in 1982 to 0.5 in 2003, leaving California 42nd in the nation instead of 25th.

DUI continues to be one of society's major problems. The National Highway Traffic Safety Administration (NHTSA) estimates that two in five Americans will be affected by alcohol related collisions during their lifetime. OTS addresses this problem by funding DUI enforcement, public education, adjudication, prevention programs, training, equipment, and licensing systems. In addition, OTS develops and implements successful alcohol education and awareness programs aimed at reducing problems associated with underage high school and college drinking.

Alcohol is the drug most commonly used by youth and is one of the most common contributors to youth injuries, deaths, and criminal behaviors. The youth population continues to grow, and the use of alcohol continues to increase among high school students. Drivers aged 15 through 19 who make up 4.1 percent of the driving population constituted 7.3 percent of Had Been Drinking (HBD) drivers in fatal and injury collisions during 2003.

In 2003, the 20-34 year old age group represented 29.3 percent of all licensed drivers. This group is over-represented in HBD driver crashes, making up 44.6 percent of all HBD drivers in fatal and injury crashes. A comparison from 2002 data shows the number of 20-34 year olds involved in HBD fatal and injury collisions decreased 3.2 percentage points during 2003. This is the first decrease in the 20-34 age group for HBD driver crashes in five years.

NHTSA estimates that as many as 2,000 alcohol-impaired driving trips occur for every DUI arrest and that even during special drinking-driving enforcement programs, as many as 300 trips occur for each DUI arrest. 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 increased public attention and news coverage of DUI enforcement efforts can help reduce alcohol-related crashes.

Repeat DUI offenders continue to present a hazard to traffic safety. 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 drunk driving arrest are considered hardcore drunk drivers. These drivers are responsible for 58% of alcohol-related traffic fatalities and are 380 times more likely to be involved in a crash. Drivers with BAC levels in excess of .15 are only one percent of all drivers on weekend nights; however, they are involved in nearly 50% of all fatal crashes during that time.

A 1996 NHTSA study of repeat offenders showed that when police presence was certain, there was a corresponding decrease in DUI behavior among study participants. Additionally, the threat of arrest and/or the consequences of arrest caused 61 percent of the repeat offenders studied to stop their behavior for some period of time.

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 programs that include multiple components are encouraged.

Through OTS funding in fiscal year 2006, 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 during the early 1980s that Every 15 Minutes someone in the United States was killed in an alcohol-related traffic collision.

In an aggressive effort to reach the 21 to 34 year old age group, California has launched multiple projects 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 increasing alcohol related traffic crashes among this group.

With the help of OTS funding, California has been leading the nation in pioneering Portable Evidential Breath Testing (PEBT) device technology that expedites evidence collection and promotes accuracy and efficiency for adjudication. The device California has been using includes a peripheral magnetic strip reader for instant electronic collection of subject and officer information. In addition, this PEBT device electronically stores all test results and subject information for transfer to a central database or directly to the California Department of Justice. One of the major advantages of using this device is that it decreases the time required for officers to transport and process DUI arrestees and increases the amount of time they spend patrolling and making additional DUI arrests.

OTS continues to promote the "Avoid" program concept in fiscal year 2006. These programs provide increased DUI enforcement by bringing together agencies from different jurisdictions to target a region with highly visible DUI enforcement and sobriety checkpoints and an intense media campaign. Targeted enforcement is conducted when DUI incidents are typically at their highest during the winter holiday period (Christmas and New Years), July 4th Memorial, and Labor Day weekends. Daily news releases inform the public of enforcement efforts and arrests made by law enforcement. In fiscal year 2006, 43 of these projects will be active, 34 percent more projects than 2005.

OTS appreciates that state-of-the-art technologies allow for progressive advancements in preventing alcohol-involved collisions. OTS is funding a project through the Riverside County Probation Department that involves using Global Positioning System (GPS) microchips and cellular telephony microchips in bracelets to allow probation officers to monitor the whereabouts of chronic DUI repeat offenders who are on probation.

In FFY 2006, OTS grants addressing Alcohol and Other Drugs will fund more than 34 new full time positions and thousands of hours of overtime.

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 projects within this program area, and the preparation of the 2006 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 projects, 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 the programs under this task for fiscal year 2006.

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0331	157/ 164AL	Palm Springs	N/A	2 High School Presentations 2 Civic Presentations 2 Community Group Presentations Community Outreach Through Fairs and Festivals	Press Releases Media Event	\$0
AL0367	157/ 164AL	Stockton	3 DUI Checkpoints 4 Shoulder Tap Operations	10 DUI Presentations 2 Friday Night Live Assemblies	Promotional Materials Press Releases	\$82,810
AL0433	157/ 164AL	Inglewood	24 DUI Checkpoints 12 Warrant Service Details	N/A	Seat Belt Campaign	\$75,302
AL0439	157/ 164AL	Oceanside	4 DUI Checkpoints 1 Saturation Patrol Warrant Operations	Seat Belt Challenge Program	Promotional Materials Press Releases	\$20,455
AL0502	157/ 164AL	Alameda	4 DUI Checkpoints 20 Seatbelt Enforcement Ops. 2 Shoulder Tap Operations 12 Warrant Service	N/A	Distribute Educational Materials Relative to Impaired Driving and Occupant Safety at Public Fairs	\$0
AL0503	157/ 164AL	Anderson	4 Checkpoints 6 Saturation Patrols	4 High School 2 CBO Presentations	Press Releases	\$74,725

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0506	157/ 164AL	Baldwin Park	6 DUI/DL Checkpoints 4 Saturation Patrols 2 Warrant Service Patrols	5 Juvenile DUI Awareness Intervention Seminars	Multilingual DUI Material	\$49,472
AL0508	157/ 164AL	Buena Park	12 DUI/DL Checkpoints 125 DUI Patrols Seat Belt Enforcement	Every 15 Minutes Program High School Seat Belt Challenge	Press Releases	\$34,737
AL0514	157/ 164AL	Citrus Heights	5 DUI Checkpoints 20 DUI Patrols 4 Warrant Service Operations	Every 15 Minutes Program DUI Presentations	Promotional Materials Press Releases	\$139,226
AL0516	157/ 164AL	South Lake Tahoe	3 Checkpoints 3 Saturation Patrols 2 Warrant Sweeps	4 Presentations	Press Releases Newspaper Ads Media Event	\$50,025
AL0518	157/ 164AL	Vista	1 DUI Checkpoints 2 Roving Patrols 2 Warrant Service Operations	Seat Belt Challenge	Press Releases	\$18,135
AL0519	157/ 164AL	Coachella	Motor Officer's Comprehensive Traffic Enforcement 8 DUI/DL Checkpoints 4 Saturation Patrols	SAFE Program HOT Sheet Program EPAS Demonstrations	Press Releases Media Event	\$71,372
AL0520	157/ 164AL	Cypress	3 DUI/DL Checkpoints 3 DUI Roving Patrol Seat Belt Enforcement Speed Enforcement	High School Seat Belt Challenge Every 15 Minutes Program	Press Releases	\$83,256

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0521	157/ 164AL	Daly City	12 DUI Checkpoints 6 Enforcement Patrols 6 Warrant Service Operations 8 Red Light Running Operations 2 Court Sting Operations	8 Presentations	Press Releases	\$349,576
AL0530	157/ 164AL	Fairfield	10 DUI/DL Checkpoints 4 Saturation Patrols 2 Shoulder Tap Operations 4 Seatbelt Enforcement Ops 4 Special Traffic Enforcement Ops	4 Poster Contests (High, Middle & Elementary Schools) Seat Belt Challenge High School Newspaper Articles	Develop 2 PSA's	\$155,923
AL0531	157/ 164AL	Fontana	Motor Officers' Comprehensive Traffic Enforcement Speed Enforcement Operations Red Light Running Seatbelt Enforcement Operations 8 DUI/DL Checkpoints Saturation Patrols	High School Program	Press Releases Media Event SCREECH Banner	\$154,983
AL0532	157/ 164AL	Fortuna	3 DUI Checkpoints 12 DUI Patrols 4 Warrant Service Operations	Real DUI School Trial Every 15 Minutes Program Seat Belt Challenge	Promotional Materials Press Releases	\$49,357

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0533	157/ 164AL	Fremont	6 DUI Checkpoints 6 Stakeout Operations 6 Warrant Service Patrols 4 Court Sting Operations	24 Presentations	Press Releases Educational Material	\$78,604
AL0539	157/ 164AL	Hayward	4 DUI Checkpoints 2 Red Light Running Operations 1 Court Sting Operations	5 Presentations	Press Releases	\$62,200
AL0544	157/ 164AL	Huntington Park	40 Saturation Patrols 4 DUI Checkpoints	3 Community DUI Events	Bilingual Display Board Messages	\$67,780
AL0546	157/ 164AL	La Habra	Full Time Officer 4 DUI/DL Checkpoints 12 DUI Patrols Seat Belt Enforcement	High School Education Program	Press Releases	\$136,104
AL0551	157/ 164AL	Modesto	6 DUI Checkpoints 200 DUI Patrols 24 Warrant Service Operations 90 Field Operations HOT Sheet Program	4 Reality Checks 4 Every 15 Minutes Programs	N/A	\$89,977

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0552	157/ 164AL	Napa	3 DUI Checkpoints 4 DUI Saturation Patrols 50 Hours of Seatbelt Enforcement	2 High School DUI/Passenger Restraint Presentations 2 Latino Community Group DUI/Passenger Restraint Presentations	N/A	\$33,972
AL0556	157/ 164AL	Orange	Full Time DUI Team Weekly Stake Out Program 4 DUI/DL Checkpoints	High School Seat Belt Challenge Every 15 Minute Program	Press Releases	\$166,670
AL0557	157/ 164AL	Palmdale – Los Angeles County Sheriff's Department	4 DUI Checkpoints 60 Saturation Patrols	1 Reality Check Program 8 Workshops	Mailers to Residents Messages in City Website	\$50,830
AL0560	157/ 164AL	Petaluma	5 DUI Warrant Sweeps	Community Presentations and Billboard Displays	N/A	\$29,862
AL0565	157/ 164AL	Roseville	3 Checkpoints 4 Saturation Patrols 3 Street Racing Sweeps	Every 15 Minutes Presentation	Press Releases Bus, Theatre & Garbage Truck Ads Newspaper TV PSA's	\$140,093

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0567	157/ 164AL	Sacramento	2 DUI Checkpoints 2 DUI Patrols Warrant Service Program Court Sting Operations	2 DUI Trials 6 Educational Presentations	Promotional Materials Press Releases	\$308,597
AL0569	157/ 164AL	Rancho Cucamonga	2 DUI Saturations Patrols 4 Court Stings	Every 15 Minutes 8 Community Group Presentations	Press Releases Media Event	\$107,420
AL0570	157/ 164AL	San Bernardino	6 DUI/DL Checkpoints 6 Saturation Patrols 2 Warrant Service Patrols HOT Sheet program 4 Speed Enforcement Operations	Pedestrian and Bicycle Safety Videos Real DUI Trials Reality Check at High School	Press Releases Media Event Operation Safe Holiday Paid Media campaign	\$88,379
AL0573	157/ 164AL	San Francisco State University Police Department	6 DUI Checkpoints 8 DUI Saturation Patrols Warrant Service	3 Real DUI Trials 3 Reality Checks 3 Every 15 Minutes Presentations Seat Belt Challenge	N/A	\$20,654
AL0574	157/ 164AL	San Jose	11 DUI Checkpoints 2 Court Sting Operations	11 Presentations	Press Releases Educational Material	\$93,736
AL0576	157/ 164AL	San Pablo	4 DUI Saturation Patrols Warrant Service Program 4 Occupant Restraint Operations	Project SAFE	N/A	\$81,903

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0579	157/ 164AL	Santa Clarita – Los Angeles County Sheriff's Department	12 DUI Checkpoints 12 Saturation Patrols 24 Warrant Checks	2 Every 15 Minutes	Community Outreach Through Local Print and Radio	\$146,267
AL0580	157/ 164AL	Santa Maria	5 DUI Checkpoints 4 DUI Patrols 4 Warrant Sweep Operations	DUI Presentations	Press Releases	\$59,599
AL0581	157/ 164AL	Santa Monica	6 DUI/DL Checkpoints 4 Warrant Services	4 DUI Presentations 1 Real DUI Trial	N/A	\$133,737
AL0587	157/ 164AL	Walnut Creek	4 DUI Checkpoints 2 Saturation Patrols	1 Presentations	Press Releases	\$20,302
AL0588	157/ 164AL	Whittier	6 DUI/DL Checkpoints 52 Roving DUI Patrols 4 DUI Warrant Service Patrols 4 Probation Compliance Searches 2 Minor Decoy Operations	High School Seat Belt Challenge Child Safety Seat Program	Press Releases	\$14,764

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0592	157/ 164AL	Auburn	2 Checkpoints 4 Saturation Patrols 2 Warrant Sweeps	1 Seat Belt Challenge	Press Releases	\$77,119
AL0593	157/ 164AL	Oroville	5 Checkpoints 5 Saturation Patrols	4 Presentations	Press Releases Newspaper Ads	\$57,993
AL0594	157/ 164AL	Red Bluff	6 DUI Checkpoints 12 DUI Saturation Patrols 1 Seat Belt Saturation	1 Seat Belt Challenge	Press Releases	\$111,622
AL0595	157/ 164AL	Redding	6 DUI Checkpoints 2 Regional Checkpoints 24 Saturation Patrols 6 Warrant Sweeps		Press Releases Radio Theatre Ads	\$50,990
AL0535	163ID/ 164AL	Fresno	60 DUI Checkpoints 8 Probation Searches	8 Reality Checks 4 Every 15 Minutes Programs 8 DUI Presentations	N/A	\$278,213
AL0402	164AL	Antioch	1 DUI Checkpoint 1 Warrant Service Operation	N/A	Press Releases	\$7,518

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0421	164AL	Costa Mesa	4 DUI Checkpoints 98 Nights of DUI Patrol	Every 15 Minutes Program	Handout Material, Seat Belt Campaign	\$0
AL0480	164AL	California Highway Patrol	DUI Task Force Operations Roving DUI Patrols	N/A	Paid Donated Media	\$303,015
AL0500	164AL	Ventura	3 DUI/DL Checkpoints 12 DUI Patrols	30 Educational Presentations	Press Releases	\$97,000
AL0504	164AL	Apple Valley	7 DUI/DL Checkpoints 4 Saturation Patrols	DUI Impact Panels DUI Prevention Seatbelt Usage Survey	Press Releases Media Event DUI Hotline	\$21,201
AL0505	164AL	Atascadero	8 DUI Checkpoints 4 DUI Patrols 2 DUI Warrant Service Operations	DUI Presentations	Educational Materials Press Releases	\$24,100
AL0507	164AL	Beverly Hills	8 DUI/DL Checkpoints	N/A	N/A	\$1,000
AL0512	164AL	Carson	24 DUI/DL Checkpoints 12 DUI Warrant Service Patrols	N/A	Press Releases	\$32,000

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0513	164AL	Chula Vista	6 DUI Checkpoints 8 DUI Saturation Patrols 2 Warrant Service Operations 2 ABC Enforcement Operations	N/A	Press Releases	\$175,295
AL0515	164AL	Selma	12 DUI Checkpoints 12 DUI Saturation Patrols 3 ABC Enforcement Operations 6 Roll Call Training Sessions Form Avoid the 6 Committee	N/A	N/A	\$39,286
AL0525	164AL	Oxnard	8 DUI/DL Checkpoints 6 DUI Saturation Patrols 4 Warrant Operations	24 Educational Presentations	Press Releases	\$200,000
AL0526	164AL	Downey	5 DUI Checkpoints	2 Every 15 Minutes Programs	N/A	\$52,170
AL0528	164AL	Escondido	4 DUI Checkpoints 4 DUI Sweeps 4 Warrant Service Operations 2 ABC Enforcement Operations 4 Vehicle Inspection Operations	Life Interrupted High School Seat Belt Challenge	Press Releases	\$371,901

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0537	164AL	Galt	6 DUI Checkpoints 24 DUI Enforcement Operations	Every 15 Minutes Program	Promotional Materials Press Releases	\$45,474
AL0538	164AL	Goleta	12 DUI Checkpoints 12 DUI Saturation Patrols 2 Warrant Sweeps	DUI Presentations	Press Releases	\$46,450
AL0540	164AL	Healdsburg	Warrant Service 100 DUI Saturation Patrols	N/A	N/A	\$11,652
AL0543	164AL	Huntington Beach	4 DUI/DL Checkpoints 104 Roving DUI Patrols 4 DUI Warrant Service Patrols	Every 15 Minute Program	Press Releases	\$162,656
AL0547	164AL	La Mesa	4 DUI Checkpoints 4 DUI Saturation Patrols 3 Warrant Service Operations 3 Court Sting Operations	Life Interrupted Real DUI Trials Seat Belt Challenge	Press Releases	\$90,210
AL0548	164AL	Laguna Beach	4 DUI/DL Checkpoints 12 DUI Roving Patrols 4 DUI Warrant Service Patrols	Every 15 Minutes Program Live DUI Theater Program	Press Releases Information Cards	\$8,060
AL0550	164AL	Martinez	24 Saturation Patrol 12 Warrant Service Patrols	N/A	Press Releases Crash Car Exhibits	\$141,242

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0553	164AL	National City	4 DUI Checkpoints, 5 Saturation Patrols	2 High School Educational Presentations	Press Releases	\$10,826
AL0558	164AL	Paso Robles	6 DUI Checkpoints 6 Shoulder Tap/Minor Decoy Operations 2 Warrant Sweep Operations	DUI Presentations	Educational Materials Press Releases	\$63,750
AL0562	164AL	Pomona	12 DUI/DL Checkpoints 200 DUI Patrols 12 DUI Warrant Service Patrols 6 Court Stings	Every 15 Minutes Program	Press Releases	\$189,393
AL0563	164AL	Redondo Beach	4 DUI/DL Checkpoints 10 Roving DUI Patrols 4 DUI Warrant Service Patrols 10 Seat Belt Operations	10 SAFE Programs	Press Releases	\$56,820
AL0568	164AL	Salinas	8 DUI Checkpoints 60 DUI Patrols 20 Warrant Sweeps	DUI Presentations	Educational Materials Press Releases Media Event	\$150,000
AL0571	164AL	San Diego	15 DUI Aerial Patrols	TBA	Press Releases PSA	\$67,748
AL0572	164AL	San Fernando	2 DUI Checkpoints 4 Saturation Patrols 4 Warrant Services 2 Court Stings	N/A	N/A	\$49,905

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0578	164AL	Santa Barbara	25 DUI Checkpoints 5 DUI Patrols 6 Warrant Service Operations	DUI Presentations	Promotional Materials Press Releases	\$115,613
AL0585	164AL	Vernon	4 DUI Checkpoints 8 Saturation Patrols 11 Warrant Services	N/A	Bilingual Public Information Reverse 911 Notifications	\$46,236
AL0586	164AL	Visalia	7 DUI Checkpoints 6 DUI Saturation Patrols 8 Warrant Services	N/A	Informative Media Campaign	\$39,607
AL0589	164AL	Woodland	6 DUI Checkpoints 4 Warrant Patrols 12 DUI Saturation Patrols	N/A	Promotional Materials Press Releases	\$59,076
AL0591	164AL	Eureka	3 DUI Checkpoints 2 Warrant Service Operations Court Sting Operations	DUI Presentations	Promotional Materials Press Releases	\$30,362
AL0602	164AL	Manteca	4 DUI Checkpoints 4 DUI Saturation Patrols 2 Warrant Sweeps	DUI Education Program	Press Releases Educational Material Promotional Materials	\$87,461
AL0605	164AL	Newport Beach	200 DUI Patrols 4 DUI Checkpoints Every 15 Minutes	8 Presentations	Press Releases	\$150,000

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0606	164AL	Sonoma	4 DUI Checkpoints 4 DUI Warrant Service Patrols	DUI Presentation	Press Releases	\$189,294
AL0608	164AL	Lodi	4 DUI Checkpoints 4 DUI Saturation Patrols 2 Warrant Sweeps	Every 15 Minutes Seat Belt Challenge	Press Releases Educational Materials	\$59,500
AL0609	164AL	Upland	2 Warrant Service Patrols 2 Operations w/ABC 6 Roll Call Trainings	2 Presentations Impacting 2,000 Students	Victim Impact Panel High School Newsletter	\$64,661
AL0618	164AL	Riverside	15 DUI Roving Patrols 2 DUI Checkpoints 25 Warrant Operations	1 Every 15 Minutes	Press Releases Press Conference	\$188,488
AL0619	164AL	Garden Grove	8 DUI/DL Checkpoints 4 Warrant Service Operations HOT Sheet Program 4 Stakeout Operations 4 Court/Probation Office Sting Operations	8 Presentations	Press Releases	\$283,346

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0624	164AL	Yucaipa – San Bernardino County Sheriff's Department	4 DUI/DL Checkpoints 4 DUI Saturation Patrols 4 Roll Call Trainings	Reality Check Establish a Traffic Safety Program at Middle School	Press Releases	\$190,083
AL0625	164AL	Porterville	DUI Checkpoints	N/A	Educational Materials	\$100,422
AL0627	164AL	San Jacinto	3 DUI Checkpoints 1 DUI Saturation Patrol 2 Warrant Service Operations HOT Sheet Program 2 "Stakeout" Operations	Reality Check	Press Releases	\$27,819
AL0629	164AL	Montclair	3 DUI Checkpoints 12 DUI Patrols 3 Roll Call Trainings HOT Sheet Program	1 Every 15 Minutes	Press Releases	\$99,800
AL0631	164AL	San Diego Sheriff's Department	28 DUI Checkpoints 12 Saturation Patrols ABC Enforcement Operations	N/A	Press Releases Public Information Campaign	\$280,353
AL0638	164AL	Pasadena	10 Airborne DUI Enforcement Ops	1 Every 15 Minutes	Distribution of 1,600 DVD Copies of Every 15 Minutes Event	\$120,000

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0639	164AL	Petaluma	24 DUI Checkpoints 6 Saturation Patrols 10 Speed Enforcement Operations	12 DUI/Speed Presentations	Press Releases	\$141,000
AL0641	164AL	La Verne	100 Saturation Patrols	Every 15 Minutes	Press Releases	\$60,000
AL0644	164AL	Pleasanton	3 DUI Checkpoints 2 Warrant Service Patrols 1 Court Sting Operation 2 DUI Saturation Patrols 10 Seatbelt Saturation Operations	1 Every 15 Minutes Program	Press Releases	\$120,193
AL0647	164AL	Whittier	6 DUI Checkpoints	N/A	Press Releases	\$93,929
AL0650	164AL	Lancaster – Los Angeles County Sheriff's Department	4 DUI Checkpoints	Youth Presentations	City Website Postings	\$138,000
AL0652	164AL	Folsom	4 DUI Checkpoints 6 DUI Saturation Patrols	1 DUI Theatre Education Every 15 Minutes Seat Belt Challenge	Press Releases Educational Material Promotional Materials	\$381,011

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0653	164AL	Carson	8 DUI Checkpoints	N/A	Press Releases	\$121,000
AL0658	164AL	Vallejo	4 DUI Checkpoints 4 DUI Warrant Service 4 Saturation Patrols	DUI Presentations	Press Releases	\$300,000
AL0674	164AL	Buena Park	12 DUI Checkpoints 4 Stakeouts 4 Courthouse/Probation Office Sting Operations	1 High School Program	Press Releases	\$220,731
AL0675	164AL	Westminster	120 DUI Operations	2 Every 15 Minutes	Press Releases	\$122,051
AL0603	164AL/ 402	Union City	4 DUI Checkpoints 4 DUI Warrant Service Patrols	DUI Presentations	Press Releases	\$63,385
AL0607	164AL/ 402	Pleasant Hill	4 DUI Checkpoints 4 DUI Warrant Sweeps 4 DUI Saturation Patrols	1 Every 15 Minutes Program	Press Releases	\$88,739

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0611	164AL/402	Paradise	6 DUI Checkpoints	N/A	Press Releases	\$171,107
AL0612	164AL/402	Truckee	3 DUI Checkpoints 10 Saturation Patrols 2 Minor Decoys	1 Real DUI Trial 1 SAFE Program 1 Every 15 Minutes	Press Releases	\$77,579
AL0615	164AL/402	Eureka	6 DUI Checkpoints 6 Warrant Patrols 6 Stakeout Operations 25 DUI Saturation Patrols 25 Seat Belt Saturation Patrols	1 Mock DUI Trial 12 Legal Drag Races	Press Releases Billboards	\$156,166
AL0617	164AL/402	Vacaville	4 DUI Checkpoints Minor Decoy and Shoulder Tap Operations	DUI Presentations	Press Releases	\$257,936
AL0620	164AL/402	Placerville	4 DUI Checkpoints 2 Warrant Service Programs	1 DUI Trial	Press Releases Educational Materials	\$87,150

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0634	164AL/402	Anaheim	8 DUI Checkpoints 18 Saturation Patrols 10 DUI Probation Visitation 4 Courthouse/Probation Office Sting Operations	10 DUI High School Presentations 10 ABC Licensee Education Programs	Press Releases	\$265,000
AL0635	164AL/402	El Monte	8 DUI Checkpoints 4 Court Stings 4 Warrant Patrols	4 High School Presentations	N/A	\$195,000
AL0636	164AL/402	Rancho Cordova	4 DUI Checkpoints 6 DUI Saturation Patrols	1 DUI Theatre Education Every 15 Minutes Seat Belt Challenge	Press Releases Educational Materials	\$253,311
AL0642	164AL/402	Marysville	4 DUI Checkpoints 4 DUI Saturation Patrols 12 Warrant Operations 12 Stakeout Operations 2 Seat Belt Saturations	2 Every 15 Minutes	Press Releases Media Events	\$291,269
AL0643	164AL/402	San Bruno	2 DUI Checkpoints 6 Saturation Patrols	N/A	Press Releases	\$71,066

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0645	164AL/402	Beverly Hills	4 DUI Checkpoints 4 Saturation Patrols 4 Warrant Services	2 Youth Driver Safety Presentations 1 Every 15 Minutes	N/A	\$210,000
AL0649	164AL/402	Grass Valley	2 DUI Checkpoints 6 Saturation Patrols	1 Real DUI Trial 1 Every 15 Minutes	Press Releases Promotional Materials	\$139,621
AL0651	164AL/402	Los Angeles County Sheriff's Department	48 DUI Checkpoints	3 Real DUI Trials High School Presentations	N/A	\$1,200,000
AL0656	164AL/402	Livermore	3 DUI Checkpoints 3 Saturation Patrols 2 Warrant Service Operations 5 Negligent Operator Operations 2 Seatbelt Saturation Patrols	4 High School Presentations 4 Community Presentation 1 Every 15 Minute Program	Press Releases	\$163,900
AL0511	402/410	California Highway Patrol	DUI Checkpoints DUI Task Force Operations Roving DUI Patrols	N/A	Press Releases Educational Materials Media Event	\$1,276,541

Task 2			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0405	410	Berkeley	80 Roving DUI Patrols 4 DUI Checkpoints	5 Educational Presentations with Fraternities and Sororities (UC Berkeley) 5 Warrant Service Patrols Seat Belt Challenge	N/A	\$55,008
AL0438	410	Norwalk	4 DUI Checkpoints	Reality Check/ Consequences of DUI	Banners Brochures Publications in Newspaper	\$3,214
AL0450	410	San Diego	2 DUI Checkpoints 15 Saturation Patrols	N/A	Press Releases	\$41,886
AL0470	410	West Sacramento	1 DUI Checkpoint	N/A	N/A	\$16,137

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/awareness programs.

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AL0472 - UNIVERSITY OF CALIFORNIA, BERKELEY TRAFFIC SAFETY CENTER/LATINO OUTREACH PROJECT

The Traffic Safety Center/Latino Outreach Project intends to reduce traffic fatalities and injuries by the means of expanding capacity and knowledge of key traffic safety components: 1) students and researchers in engineering, planning, public health, and other pertinent fields, 2) state and local agencies conducting efforts, and 3) the public, through education, technical assistance, outreach, and applied research. In addition, the Traffic Safety Center will contract with a Latino policy and research organization to conduct focus groups to validate the recommendations from AL0381; conduct a comprehensive outreach effort through a series of open houses and the media to raise awareness; provide educational materials; and explore ways of applying this model to other communities of color. (\$53,852)

164AL

AL0392 - CALIFORNIA HIGHWAY PATROL DRIVING UNDER THE INFLUENCE CORRIDOR PROJECT

The Driving Under the Influence Corridor Project focuses on reducing fatal and injury traffic collisions attributed to driving under the influence. The goal is to reduce DUI-related fatal and injury collisions within CHP jurisdiction on roadways with a high incidence of DUI-related collisions. Project activities, implemented from April 2003 through December 2005, include both a public awareness campaign and enhanced enforcement directed at reducing a percent (to be quantified upon site selection) of DUI-related fatal and injury collisions on four corridors to be selected during the project's preparation. A local task force will convene for each corridor to coordinate and implement an aggressive approach to anti-DUI enforcement activities (e.g., DUI-task force operations, roving DUI patrol, and DUI checkpoints). The task force will also implement an anti-DUI public education and awareness campaign. Positive and/or negative results of the combined law enforcement/public awareness campaign will be published in a Final Report for each phase of the project. An Anti-DUI Action Plan addressing the DUI issues for each corridor will also be included in the Final Report. (\$36,761 for local benefit)

AL0510 - CALIFORNIA HIGHWAY PATROL DRUG RECOGNITION EVALUATOR (DRE) FIELD APPLICATION, II PROGRAM

The Drug Recognition Evaluator (DRE) Field Application, II will conduct a DRE field application and allied agency training project. The DRE program is aimed at keeping California highways free of drug-impaired drivers. This field application project intends to increase statewide participation in the DRE program and to encourage the use of the DRE program in enforcement operations. Project resources will be used to train allied agency and CHP personnel. (\$48,018)

AL0577 - SAN RAFAEL POLICE DEPARTMENT COMPREHENSIVE AVOID PROGRAM OUTREACH COORDINATION PLAN PROJECT

The Comprehensive AVOID Program Outreach Coordination Plan project has developed a webpage and media warehouse that will allow all agencies to utilize existing AVOID materials. Media such as brochures, posters, checkpoint flyers, radio and television PSA's will be available to

new and or existing AVOID programs. These materials will also be made available to other grantees throughout the state. All media will be cataloged and made available through an interactive website. The website will also be created under this project. In addition to the materials catalog, the website will also gather and post AVOID event statistical information; AVOID media releases and media coverage of events. AVOID data will also be gathered and displayed on the created site. The project will also organize and develop AVOID seminars in various locations throughout the state. (\$88,036)

**AL0590 - DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
TRACE (TARGET RESPONSIBILITY FOR ALCOHOL-CONNECTED EMERGENCIES)**

The Trace Project is continued into fiscal year 2006, this project uses protocols for first responders to report alcohol-involved emergencies immediately to the Department of Alcoholic Beverage Control (ABC) when it is apparent that an ABC licensed premise may have sold or furnished alcohol to the underage person(s) involved. This project will create a training kit, including a short video, for local law enforcement and ABC on the TRACE protocol. The project funds overtime for ABC investigators to conduct TRACE investigations, and purchase equipment and information materials. Partnerships with youth organizations such as Youth Leadership Institute and Friday Night Live will be established to further project goals and disseminate information about TRACE to communities, including ABC licensees. (\$362,403)

**AL0646 – CALIFORNIA HIGHWAY PATROL
STATEWIDE ENFORCEMENT AND EDUCATION OPERATIONS TARGETING DUI (STOP DUI) PROGRAM**

The California Highway Patrol will implement a consolidated statewide enforcement and education program that includes sobriety checkpoints, mini DUI task force operations, proactive DUI roving patrol operations and teen anti DUI mini grants along with DRE certification to all law enforcement agencies in a broad ranging effort to decrease the number of alcohol related fatal and injury collisions in California. (\$5,174,100)

**AL0660 – LA MESA
SAFE-RIDE 21-34**

The La Mesa Police Department, in partnership with Designated Drivers Association and local ABC licensed on-site retailers, will develop an anti-DUI program focusing on drinking customers ages 21-34 to accept a free ride in their own vehicle or to their own local home. The main program goals are to reduce alcohol related fatal and injury collisions. Educational posters will be placed in public areas. Law enforcement, retail employees and volunteers will distribute wallet size cards containing program information. Education handouts will be given to all persons who utilize the Safe-Ride program. (\$35,545)

**AL0662 - UNIVERSITY OF CALIFORNIA, BERKELEY
LATINO TRAFFIC SAFETY PROJECT**

In order to reduce traffic injuries and fatalities and to raise awareness of traffic safety in the Latino community in California, the Latino Traffic Safety Project will act upon the data gathered (quantitative and qualitative) from the previous data-mining project. The project will focus on two communities (Huron and East L.A.) that were instrumental in the data findings in the previous grant. Through this project, solutions will be implemented in collaboration with community agencies that were previously engaged to reduce the high concentration of young Latino males involved in DUI arrests and DUI collisions. (\$232,500 for local benefit)

164AL/402

AL0632 – SANTA CLARA COUNTY PUBLIC HEALTH DEPARTMENT

TRAFFIC SAFE COMMUNITIES NETWORK COUNTYWIDE SERVICES AND COORDINATION

The Traffic Safe Communities Network (TSCN) in Santa Clara County will strengthen and expand its efforts in DUI education. This project will coordinate and implement the DUI Courts in Schools Project including the parental involvement component, extend the CHP DUI Corridor Project outreach education, expand the High School Seatbelt Challenge Program, and provide countywide traffic safety coordination and technical assistance. This project will build Traffic Safe Communities Network (TSCN) grant objectives and complement other traffic safety efforts in Santa Clara County. Local Santa Clara County enforcement agency overtime will reduce the incidents of red light running in intersections where "rat boxes" have been previously installed. Pole mounted speed feedback signs will be used near schools and other areas countywide to help reduce speed violations. Additionally, larger speed feedback signs will be placed in 15 target locations in coordination with a variety of law enforcement, engineering and public agencies to assess sign effectiveness to reduce speeding. (\$650,169)

AL0661 - UNIVERSITY OF CALIFORNIA, BERKELEY

TRAFFIC SAFETY CENTER/LATINO OUTREACH PROJECT

The Traffic Safety Center project has been funded for fiscal year 2006. The state of California is facing imminent demographic changes which require intensified attention on traffic safety issues. Traffic safety efforts will need to intensify to address these emerging challenges. This project seeks to improve the capacity of state and local organizations to reduce the number of collisions resulting in injury and death. This will be accomplished by expanding and applying educational, training, data collection, analysis and evaluation of the particular issues faced by constituent groups. Improvements will be accomplished through the use of students and researchers in engineering, planning, public health, and other pertinent fields, state and local agencies conducting efforts and the public, through education, technical assistance, outreach, and applied research. The agency will conduct a comprehensive outreach effort through a series of open houses and the media to raise awareness; provide educational materials; and explore ways of applying this model to other communities of color. (\$375,000)

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AL0410 - CALIFORNIA DEPARTMENT OF TRANSPORTATION

NATIVE AMERICAN RESERVATION PUBLIC INFORMATION AND EDUCATION CAMPAIGN

The Native American Reservation Public Information and Education Campaign project provides funding for personnel, travel expenses, and mini-grants to community-based organizations. The main goal of the project is to educate residents of Native American Reservations on traffic safety. Project activities include awarding mini-grants for traffic safety educational projects and conducting a public information campaign. (\$59,400)

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**AL0411 - CALIFORNIA DEPARTMENT OF TRANSPORTATION
DUI TRAFFIC SAFETY EDUCATION AT REST STOPS**

The DUI Traffic Safety Education at Rest Stops project provides funding for personnel, travel expenses, and contractual services. The main goal of the project is to develop a theme and build a public education campaign educating drivers regarding the dangers of driving under the influence. Activities include implementing the campaign at all rest stops along state highways. (\$0)

**AL0424 - DEPARTMENT OF ALCOHOL AND DRUG PROGRAMS
PREVENTION OF IMPAIRED DRIVING AMONG ASIAN AMERICAN AND PACIFIC ISLANDERS IN CALIFORNIA**

The project provides funds for personnel, travel, contractual services, and printed materials. The project develops and implements a social marketing and community mobilizing campaign targeting Asian American and Pacific Islanders within two California communities. Ten community presentations will be conducted for civic and community groups. (\$43,468 for local benefit)

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.

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**AL0228 - SUPERIOR COURT OF CALIFORNIA, SACRAMENTO COUNTY
SACRAMENTO COUNTY YOUTHFUL VISITATION/STUDENTS OFFERING SOLUTIONS PROGRAM**

The Sacramento County Youthful Visitation/Students Offering Solutions Program provides funds in contractual services for personnel, travel, equipment, and program operational and education materials. Project activities include coordinating visitations with trauma centers and the Coroner's Office Victim Impact Panel for DUI offenders, and publishing an evaluation of the visitation program. Other activities include a public information campaign targeting youth through a create-a-PSA contest, which is a collaborative effort between the grantee, MADD, and a local television station. The project goals are to reduce recidivism, increase awareness among young people of the consequences of drinking alcohol and using drugs and the effect it has on their ability to drive safely. (\$175,410 for local benefit)

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**AL0407 - BUTTE COUNTY DEPARTMENT OF BEHAVIORAL HEALTH
PROJECT DOWNSHIFT PROGRAM**

The Project Downshift program provides funding for personnel, contractual services, promotional items, and computer equipment. This project forms a community team that includes parents, students, teachers, and traffic safety advocates addressing underage drinking and driving. Project activities include traffic safety presentations to high school students, development and distribution of a "16th Birthday" Safe Driving Kit, and a media campaign targeting 16-year-old drivers. (\$87,250)

AL0434 - LOS ANGELES COUNTY**WHEEL SMARTS PROGRAM**

The Wheel Smarts Program provides funds for personnel and contractual services. This project implements "Wheel Smarts" in 30 middle and high schools with high-risk teens in Los Angeles through the development and presentation of a play with teens acting, directing, and producing the show with the assistance of professional actors as mentors and teachers. These productions are aimed to improve DUI awareness among teens in Los Angeles County. (\$97,402)

AL0501 - ALAMEDA COUNTY PUBLIC HEALTH DEPARTMENT**YOUTH ALCOHOL PREVENTION THROUGH ENVIRONMENTAL CHANGE PROGRAM**

The Youth Alcohol Prevention Through Environmental Change program integrates youth development and community prevention strategies to reduce "had been drinking" drivers under 21 through prevention of underage drinking and driving under the influence (DUI) using a population-based prevention strategy. Continued from federal fiscal year 2005, eight youth will report the Oakland youth alcohol survey results to the media, legislators, professionals and community, continue to develop strategies and educational materials to reduce underage drinking and educate youth and adults. The youth will be trained in responsible beverage service and work with Alcoholic Beverage Control to develop materials for distribution to liquor licensees on underage drinking. A review of underage drinking legislation and policies will be completed to determine the need for policy reform and as appropriate educate key individuals to support and/or make needed reforms. (\$72,132)

AL0509 - CALABASAS**TEEN TRAFFIC OFFENDER PROGRAM**

The city of Calabasas will conduct a traffic safety project to further implement the Calabasas Teen Traffic Offender (STTOP) program and add to its success for years to come. This project expands the STTOP program through a hands-on, visual, results oriented campaign. This educational/enforcement approach is designed for high school students in the area coupled with overtime for the Los Angeles County Sheriff for selective enforcement and education. (\$30,000)

AL0545 - IMPERIAL COUNTY**PROJECT STOPS (STUDENTS TAKING OPPORTUNITIES TO PROMOTE SAFETY)**

This comprehensive program Project STOPS (Students Taking Opportunities to Promote Safety) will work to reduce student drinking and driving and increase seatbelt compliance using two strategies: youth development and education. The project will establish and support Friday Night Live, Club Live, and Kids Live Clubs in seven districts; conduct "Every 15 Minutes" Seatbelt Challenge and Reality Check programs; conduct student seminars, a DUI/drug poster contests; and produce student developed public service announcements. (\$148,668)

AL0575 - SAN LUIS OBISPO COUNTY**COMPREHENSIVE DUI PROGRAM**

San Luis Obispo County Public Health Department through an innovative, multi-faceted traffic safety approach, will increase the awareness of impaired driving and the necessity of appropriate restraint use through the Comprehensive DUI Program. Through a collaborative effort of a number of agencies and community-based organizations, an educational campaign with media components will target teenagers, college-aged students, and farm workers. Activities include high school seat belt challenges, DUI education at high schools and farming communities, and proper car seat/restraint use for parenting teens and young families. (\$166,711)

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AL0122 - CALIFORNIA HIGHWAY PATROL TEEN CHOICES PROGRAM

This project continues into FFY 2006. The Teen Choices program provides funds for personnel (uniformed and civilian). Project activities include the promotion and presentation of the "Every 15 Minutes" and "Sober Graduation" programs for private and public schools, and community based organizations throughout the state. The goal of the program is to reduce collisions involving teenagers who had been drinking. (\$23,588.05)

AL0474 – JUDICIAL COUNCIL OF CALIFORNIA, ADMINISTRATIVE OFFICE OF THE COURTS YOUNG ADULT COLLABORATIVE JUSTICE DUI DRUG COURT PROJECT

The Judicial Council of California developed a Young Adult Collaborative Justice DUI Drug Court Project for young adults 18-24 years of age. This court is suitable for implementation and replication by local California courts. The program identifies models for court intervention with at-risk youth for multiple DUI offenders, and methods for identifying at-risk youth through the participation and planning of experts from judiciary, juvenile justice, substance abuse treatment, and law enforcement. The council awards mini-grants to local courts for planning, implementation, and evaluation of juvenile DUI drug courts, and peer/youth DUI and traffic safety programs. The program educates at-risk juveniles about the dangers of drinking, driving, DUI, and traffic safety concerns through participation in juvenile DUI drug court and peer youth court programs. In addition, the council educates bench officers, court personnel, and the public about multiple DUI and juvenile DUI drug court models through one-day DUI drug court training seminars, a DUI drug court bench guide, and a companion training video/broadcast. (\$64,762)

AL0477 - CALIFORNIA HIGHWAY PATROL COLLEGE DUI CORRIDOR PROJECT

California Highway Patrols College DUI Corridor Project will work with university/college staff and allied agencies to develop an impaired driving prevention program at two selected campuses. The campus sites will be chosen based on DUI collision statistics for CHP enforced roadways surrounding the college campuses. This program will include enforcement activities on the roadways near the campuses and extensive public education and awareness campaigns centered around student activities both on- and off-campus. Campus officials, students, and local community members will be invited to participate in local task forces to develop recommendations on how best to curb dangerous behaviors in their communities. (\$87,443 for local benefit)

AL0479 - CALIFORNIA HIGHWAY PATROL SCHOOL-BASED ANTI-DUI MEDIA CAMPAIGN

This project continues into FFY 2006. The School-Based Anti-DUI Media Campaign provides funds for personnel overtime, pre-campaign research, paid media, and education/promotional materials. Project activities throughout California include traffic safety presentations in schools and a non-traditional media campaign that focuses on students in grades six through ten, using school newspapers, teen magazines, and closed-circuit school television channels. The project goal is to increase these students' awareness of the dangers of driving while impaired by alcohol or drugs before they become eligible to be licensed drivers. (\$585,803)

**AL0483 - DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
STATEWIDE ABC DECOY TASK FORCE PROJECT**

The Statewide ABC Decoy Task Force project conducts Minor Decoy operations, targeting those jurisdictions that have a greater than average number of complaints about youth access to alcohol provided by patrons arriving to the parking lot of alcohol retail businesses, e.g., liquor stores. ABC recruits underage, unpaid decoy volunteers from a number of sources, including community groups, churches, family members and friends of officers and their families. ABC trains all decoys with specific scripts, and all are wired with digital microphones and transmitters to facilitate their on-scene safety under supervision by ABC agents close at hand. Minor decoys “tap on the shoulder” of patrons in the parking lot and request them to buy alcohol for them. When patrons follow-through and provide the alcohol, they are either arrested and cited on the spot, or cited and released. Minor Decoy operations allow ABC to quickly respond to public complaints, reduce alcohol availability to minors, and increase perception of risk among adults inclined to buy alcohol for and transfer it to minors for their illegal consumption. (\$352,433)

**AL0534 - CALIFORNIA STATE UNIVERSITY, FRESNO
CSU ALCOHOL AND TRAFFIC SAFETY PROJECT**

California State University (CSU) campuses across the state have been working to meet the objectives outlined in the CSU Alcohol Policy, which was implemented by Chancellor Reed and the CSU Board of Trustees in 2001. Campuses are implementing strategies to reduce alcohol abuse, alcohol-related incidents, crashes, and fatalities; however, more needs to be done. The CSU Alcohol and Traffic Safety Project is intended to focus objectives contained within the policy, increase efforts in the area of traffic safety, enforcement partnerships, increase training efforts for beverage servers, and provide information and training to further environmental management strategies. Using lessons learned from the CSU Sober Driver Initiative, CSU Alcohol and Traffic Safety will expand - via mini-grants - initiatives created by campus Alcohol Advisory Councils that focus on areas of need related to DUI prevention. The project will also provide CSU campuses with on-going training, year-round consultation, and relevant information on alcohol and traffic safety. Utilizing primarily an environmental management approach, the project will unify CSU efforts statewide and provide a model for other universities across the state and the nation. (\$379,808)

**AL0599 - 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 campaign to promote the use of designated drivers to young adults (21-34) focusing on high-incidence times such as 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. (\$180,000)

**AL0623 - CALIFORNIA STATE UNIVERSITY, SAN DIEGO (SDSU)
SAN DIEGO COUNTY YOUTH COUNCIL PROJECT**

The SDSU will recruit and train high school and college age youth as members of the San Diego County Youth Council. The primary goal of the proposed project is to reduce rates of drunkenness and DUI among high school and college age youth in San Diego County. This goal will be accomplished through the creation and implementation of comprehensive counter-advertising campaigns reaching millions of San Diego County residents to increase knowledge of the legal, social and health consequences of underage and binge drinking and driving under the influence. (\$100,000)

AL0663 - JUDICIAL COUNCIL OF CALIFORNIA

CALIFORNIA PEER COURT DUI INTERVENTION AND PREVENTION STRATEGIES PROGRAM

The Judicial Council of California Administrative Office of the Courts (AOC) will award mini-grants to existing peer courts to develop and implement a statewide DUI prevention and intervention curriculum aimed at educating juveniles about the dangers of driving under the influence. The AOC will hire an educational development consultant to facilitate the input from the mini-grant recipients and cull best practices from the mini-grant recipients and develop a statewide juvenile DUI prevention and intervention strategy curriculum. A graphic web designer and programmer will be hired to develop the companion website to the statewide curriculum. A professional evaluation consultant will be hired to evaluate and test the curriculum and website. (\$675,870)

AL0683 – DEPARTMENT OF JUSTICE

RESPONSIBLE ADULTS- SAFE TEENS

This program will combine youth and adult partnerships with media outreach to help reduce youth access to alcohol. The program is also designed to promote public awareness of the target responsibility for alcohol connected emergencies (TRACE) effort to increase awareness among adults that providing alcohol to minors is a crime. The program is a collaborative effort among a number of government and law enforcement agencies. (\$500,000)

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AL0616 – TULARE COUNTY OFFICE OF EDUCATION

TAKING TEENWORK HOME

This grant project will include a number of mini-grants designed to impact California's teen population statewide. These mini grants will assist in providing the tools necessary to address and educate on issues of teen drinking and to deter against drinking and driving. The project will also enhance the kids program to educate students and parents of laws relating to occupant protection and bicycle and pedestrian safety. (\$300,000)

AL0628 – MENDOCINO COUNTY

STEER CLEAR OF ALCOHOL AND DRUGS

The Mendocino County Department of Public Health will coordinate prevention strategies to reduce alcohol-related collisions involving high school age youth in Willits and Ukiah. Among other developed strategies, they will work with the Ukiah Police Department to conduct 16 minor decoy operations targeting local alcohol vendors and work with Willits High School Peer Counseling program to present at least four public performances of a youth-led theatrical production focused on driving safety and coordinating with National Drunk and Drugged Driving (3D) Prevention Month. Other activities include Every 15 Minutes, teen focus groups, and journalism contests. (\$103,661)

AL0633 – HUMBOLDT COUNTY

TEEN DUI AND SEATBELT PROJECT

The Humboldt County Department of Health and Human Services will reduce motor vehicle occupant death and injury to young people through a program that employs educational strategies to address seat belt and drinking and driving among youth and young adults. Collaboration with community agencies will be developed to conduct activities. Youth seat belt and drinking and driving strategies include High School Seat Belt Challenges, DUI campaigns, and the funding for the Every 15 Minutes program. (\$128,282)

AL0657 – BUTTE COUNTY

PROJECT DOWNSHIFT

Butte County Department of Behavioral Health will partner with Friday Night Live Chapters (FNL) to implement a High School Seat Belt Challenge campaign throughout the county that will increase traffic safety knowledge and seat belt use among young drivers and provide informational products/promotional items reinforcing the safety belt message. Project staff will support Every 15 Minutes programs at the local high schools to decrease underage drinking and driving under the influence during a high use time period and will implement the Live DUI Trials in the high schools. (\$177,404)

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AL0427 - EMERGENCY MEDICAL SERVICES AUTHORITY

FIRST THERE, FIRST CARE AND DUI EDUCATION PROGRAM

This project is providing continued funding for fiscal year 2006, for a First Care and DUI Education Program which implements programs in rural California high schools training young drivers (juniors/seniors) to provide life-saving bystander care (basic first aid/airway management) at the scene of motor vehicle crashes. DUI education is included to heighten their awareness of the consequences of driving under the influence of alcohol or drugs and not using seatbelts. (\$77,008)

AL0463 - SAN JOAQUIN COUNTY SUPERIOR COURT

COURTROOM TO SCHOOLROOM PROJECT

This project is providing continued funding for fiscal year 2006. The Courtroom to Schoolroom project will provide funds for personnel, travel, media, educational materials and supplies. This program dramatically presents the consequences of poor choices by conducting real DUI court sentencing at school. The court proceedings are followed up with an interactive discussion between the judge and students. The project plans to conduct six DUI court-sentencing sessions and a countywide public awareness campaign. (\$17,750)

AL0648 - RIVERSIDE COUNTY

COMPREHENSIVE YOUTH TRAFFIC SAFETY PROGRAM

Injury Prevention Services proposes to address the serious issues facing teen drivers by expanding on the existing YOU LOSE theatrical production to counties within Southern California, introducing the WORD theatrical production to middle schools in the mid and desert region of Riverside County, and implement a one day Traffic Safety Youth Summit for teens, focusing on training youth in developing media components to advocate traffic safety. (\$158,645)

AL0655 - SAN BERNARDINO COUNTY

UNDERAGE DRINKING PROJECT

The prevention and education project will reduce alcohol-related traffic collisions, injuries and fatalities among young drivers age 21 and under. Activities include implementing the "Parents Who Host Lose The Most" awareness campaign at local high schools to increase parental awareness and monitoring; mobilizing Friday Night Live Youth to conduct alternative events and live theater performances on traffic safety and underage drinking; developing specific educational media messages targeting college age youth; and developing and implementing the "Don't Be A Pour Provider" campaign to educate adults 21 and over, alcohol retail outlets and alcohol servers, of the societal and legal ramifications of underage drinking and driving. (\$112,000)

AL0666 – LONG BEACH HEALTH AND HUMAN SERVICES

LONG BEACH DRINKING DRIVER YOUTH PREVENTION COALITION

The Long Beach Drinking Driver Youth Prevention Coalition project will include among many other activities the challenge to youth of finding ways to warn their peers and younger students about the dangers of impaired driving. Other activities will include conducting Every 15 Minutes programs at high schools, and provide ten educational presentations to the community to discuss and improve protective factors of families and individuals based on the Parent & Teen Guides. The project provides funds for personnel overtime, travel, Contractual Services, media, educational materials and supplies. An agency employee will provide Spanish-language outreach, and a contractor will provide Khmer-language outreach regarding the legal and health consequences of alcohol consumption and being arrested for DUI. The educational materials will include Parent & Teen Guides published in at least three languages. (\$85,877)

AL0670 – LONG BEACH POLICE DEPARTMENT

DRIVING WHILE IMPAIRED IMPACT PROJECT

The Driving While Impaired Impact Project provides funding for personnel overtime for DUI interdiction, and youth outreach programs including Real DUI Trials, Every 15 Minutes, classroom and civic presentations. (\$139,000)

TASK 5 - JUDICIAL SUPPORT

This task provides for statewide training for prosecutors of DUI cases; statewide training of “courtroom presentation of evidence and blood alcohol driving impairment” for forensic laboratory and law enforcement court witnesses; and local training on DUI laws and sentencing alternatives for judicial officers.

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AL0549 - LOS ANGELES SUPERIOR COURT

LOS ANGELES COUNTY JUDICIAL DUI CONFERENCE PROJECT

The Los Angeles County Judicial DUI Conference project will host a weekend educational DUI conference to approximately 125 Los Angeles Superior Court judicial officers to provide basic information and specialized training on alcoholism as it affects DUI offenses. Sessions will address the latest legal provisions and developments in the DUI laws, as well as, information on local alternatives in DUI sentencing and the effectiveness of various legal sanctions currently available. (\$8,989)

AL0667 – OFFICE OF THE DISTRICT ATTORNEY, ORANGE COUNTY

DUI VERTICAL PROSECUTION PROGRAM FOR REPEAT AND FELONY Hardcore DUI OFFENDERS PROGRAM

The 2006 DUI Vertical Prosecution Program for Repeat and Felony Hardcore DUI Offenders Program provides funds for a full-time Deputy District Attorney to focus on multiple-offender cases entering the courts from law enforcement agencies. This focus allows for expedient calendaring to render verdicts sooner and implementation of incarceration, probation, or treatment. Funding also provides for part-time Spanish-language Coordinator and Vietnamese-language Coordinator for community outreach regarding the legal consequences of being arrested for DUI. Printing funds allow multi-lingual booklets to support the community outreach. (\$304,000)

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AL0583 - TULARE COUNTY DISTRICT ATTORNEY'S OFFICE DRIVING IMPAIRED PROSECUTION PROGRAM (DIPP'S)

The Tulare County District Attorney's Office will establish the Driving Impaired Prosecution Program (DIPP's) that will work with the eight incorporated police departments in the county, the Tulare County Sheriff's Office and the CHP to reduce the number of DUI's resulting in death and/or serious injury by dedicating a specialized District Attorney Investigator and Prosecutor to investigate and vertically prosecute all DUI cases involving a fatality or serious injury. (\$175,547)

AL0673 – FRESNO COUNTY DISTRICT ATTORNEY'S OFFICE OF TRAFFIC SAFETY YOUTHFUL OFFENDER DRIVING IMPAIRED PROSECUTION PROGRAM (YODIPP)

The Fresno County District Attorney's Office will establish the YoDipp program that will work within the City of Fresno and other local incorporated police departments to reduce the number of DUI's committed by youthful offenders within the county. There will be significant effort to educate the youth population of Fresno and reduce all alcohol related incidents involving younger drivers as well as quick prosecution of offenders. (\$361,469)

TASK 6 - MANAGEMENT INFORMATION SYSTEMS/EVALUATIONS

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

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AL0523 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES TRAFFIC VIOLATOR SCHOOL RISK STUDY AND AUTOMATED TRACKING REPORT PROJECT

The Traffic Violator School Risk Study and Automated Tracking Report project will evaluate the current traffic safety impact of the traffic violator school (TVS) citation dismissal policy and will estimate the volume of alcohol related traffic offenses that are inappropriately dismissed via the TVS option. It will also develop and produce an automated tracking report. (\$134,195)

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AL0541 - HEMET POLICE DEPARTMENT OPERATION R.I.D. - REDUCING IMPAIRED DRIVING PROGRAM

The Operation R.I.D. - Reducing Impaired Driving program addresses the traffic impact of the tremendous growth in population and traffic due to construction of housing subdivisions, businesses, and schools. Hemet Police Department will hire one full-time police officer and one full-time community services officer to address DUI through use of a contributed marked DUI vehicle and the funded officer, and the CSO for handling the booking and processing of DUI suspects, and investigating traffic collisions. The CSO will conduct high school outreach, and overtime will fund officers conducting warrant servicing and courthouse sting operations. Hemet Police Department participates in the Avoid the 30 DUI task force. (\$121,734)

AL0542 - HERMOSA BEACH POLICE DEPARTMENT

SOUTH BAY COMPREHENSIVE DUI ARREST, CITATION, AND COLLISION REPORTING, ANALYSIS AND TRACKING PROGRAM

The South Bay Comprehensive DUI Arrest, Citation, and Collision Reporting, Analysis and Tracking Program developed a ten agency comprehensive DUI arrest, citation, collision-reporting, and traffic management system. The project funds software development for the hand-held device systems, traffic management database capabilities, and 100 hand-held devices with accessories. The goals of this project include decreasing the time to issue citations and process DUI arrests. It has the capabilities to compare citation data within the participating agencies to investigate additional crimes. The police officers use the hand-held systems to reduce and in some cases eliminate redundancies and reporting writing errors while significantly decreasing the time and resources needed to write, edit, store and manage citation, collision and DUI records. The end result is increased productivity of Department's traffic enforcement personnel, and an overall improvement in the Department's efficiency. In addition, the encryption enables the secure and confidential exchange of electronic citation data between the police departments and the courts. (\$0)

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AL0464 - TORRANCE POLICE DEPARTMENT

COMPREHENSIVE DUI ARREST, CITATION, AND COLLISION REPORTING, ANALYSIS AND TRACKING PROGRAM

The Torrance Police Department will implement a Comprehensive DUI Arrest, Citation, and Collision Reporting, Analysis and Tracking program to improve the efficiency of completing citations, DUI arrest reports, and traffic collision reports, as well as producing management reports to monitor collisions and citations throughout the city. By automating these processes, we plan to achieve significant time saving and reduce the amount of time officers are away from enforcement activities. The goals of this program are to replace current automated citation devices with PDA-based hand-held computers; purchase and install a traffic management software program within the Police Department for tracking collisions and citations; reduce the time involved in traffic collision data transfers between the Police Department and the Traffic Planners and Engineers within the City's Planning and Engineering Departments. (\$0)

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ALCOHOL ASSESSMENT

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

AL0357 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES

EVALUATION OF THE EFFECTIVENESS OF CALIFORNIA'S IGNITION INTERLOCK PROGRAM

The Evaluation of the Effectiveness of California's Ignition Interlock Program provides funds for personnel, travel, a laptop computer, and required software. Project activities include evaluating procedures, data records, and flow of information between the courts and DMV concerning ignition interlock laws. The project goal is to provide a comprehensive analysis to determine whether or not ignition interlock sanctions are more effective than other DUI sanctions in reducing recidivism and DUI collisions. (\$0)

AL0524 - DEPARTMENT OF MOTOR VEHICLES

AN EXAMINATION VEHICLE ACCESS AND FAILURE TO REINSTATE DRIVER LICENSES AMONG DRIVERS WITH SUSPENDED/REVOKED LICENSES FOR DUI PROJECT

This project addresses a number of countermeasures to better control the driving risk posed by drivers suspended/revoked (S/R) for DUI and other reasons have been developed during the past two decades. One important factor influencing the success of these countermeasures is the degree to which S/R drivers have access to other vehicles (information on this is currently unavailable). The project will develop a sample of S/R drivers using DMVs driver record database, and link these drivers to vehicle registration records maintained by the department. In addition, a mail survey of these drivers will be developed and sent, and the results of the survey will be combined with that of the vehicle registration - driver license databases linkage to produce reliable information on the extent to which DUI and other S/R drivers drive their own vehicles. This project will also evaluate the extent that DUI offenders do not reinstate their driving privilege. This is a problem because non reinstating drivers remain outside the driver control system, and DMV and the courts are hindered in taking corrective action if their driving remains risky. This project will use rigorous methods to determine the extent of the problem, an use survey methodology to identify the barriers that DUI offenders face in reinstating their driving privilege. (\$116,643)

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AL0473 - DEPARTMENT OF MOTOR VEHICLES

APPLICATION OF BEHAVIOR CHANGE THEORY TO THE DEVELOPMENT OF AN ENHANCED NEGLIGENT-OPERATOR TREATMENT AND EVALUATION SYSTEM

The Application of Behavior Change Theory to the Development of an Enhanced Negligent-Operator Treatment and Evaluation System will involve the design of new negligent operator treatment intervention letters based on recent developments in knowledge regarding how people change negative behavior. It will provide a solid theoretical foundation for the effectiveness of departmental treatments, which would be assessed via an effectiveness evaluation. This project will fund personnel, travel, contractual services for subject matter experts in the Transtheoretical model of change and specialized statistical methodologies, and training and software. (\$49,240)

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.

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AL0409 - CALIFORNIA DEPARTMENT OF JUSTICE

EVIDENTIAL PORTABLE ALCOHOL SYSTEM (EPAS) EXPANSION AND DIVERSIFICATION PROJECT

The Evidential Portable Alcohol System (EPAS) Expansion and Diversification project provides funds to purchase portable evidentiary breath testing devices to be distributed to law enforcement agencies that contract with Department of Justice Laboratories. The project goal is to continue to meet the needs of local enforcement agencies conducting DUI operations by providing breath-testing technology that can be used for both screening and evidential testing and by providing web access to evidential test results. (\$0)

AL0566 - SACRAMENTO COUNTY

ALCOHOL TESTING EQUIPMENT UPGRADE PROJECT

This project is provided continued funding for Fiscal year 2006, for the Alcohol Testing Equipment Upgrade Project the Sacramento County Laboratory of Forensic Services will revitalize their breath alcohol-testing program by purchasing and installing new testing instruments at 12 police agency test sites by December 2005. Approximately 1,050 police officers will receive training in the use of the new instruments. The project goal is to increase the use and accuracy of the County's breath testing instruments. (\$13,225)

AL0598 - CALIFORNIA DEPARTMENT OF JUSTICE

ANALYTICAL EQUIPMENT PROJECT

The goal of this project is to purchase two new gas chromatography/mass spectrometry systems (GC/MS) in order to provide toxicology service to law enforcement agencies who submit biological samples involving driving under the influence of alcohol and drug cases. In addition to purchasing the two new instruments, this project will provide operator training to two toxicologists and maintenance training to two instrument support specialists, and implementation of the two new instruments in the regular analysis protocols of the Toxicology Laboratory. (\$0)

AL0601- SAN LUIS OBISPO COUNTY

PORTABLE EVIDENTIAL BREATH TEST PROGRAM

The County of San Luis Obispo Drug and Alcohol Services will purchase, deliver, and install updated, real-time analysis breath alcohol evidential analyzers to local law enforcement agencies for installation into patrol vehicles to increase DUI apprehension and arrests and more successful prosecutions and convictions. (\$193,995)

AL0604- ORANGE COUNTY SHERIFF-CORONER

PORTABLE EVIDENTIAL BREATH TEST (PEBT) DEVICES FOLLOW-ON PROGRAM

The Portable Evidential Breath Test (PEBT) Devices Follow-on Program project provides funds to purchase portable evidentiary breath testing devices the agency will distribute to law enforcement agencies in Orange County including CHP and ABC. The project goal is to advance efficiency on the beats to collect evidence without first having to transport a suspect to an evidential device. Achieving this goal allows the officers to focus more time and effort on interdicting motorists who are DUI. A secondary goal is to advance experience with the devices so that California is a flagship example of implementing innovative technology so that this approach is adopted nationwide. (\$345,000)

AL0669 - CALIFORNIA DEPARTMENT OF JUSTICE (DOJ)

REPLACEMENT OF DUI BLOOD ALCOHOL TESTING EQUIPMENT

The Department will replace aging equipment with new instrumentation to ensure continued Title 17 compliance, laboratory accreditation, and timely service to our client agencies. The DOJ will purchase ten gas chromatograph systems and associated equipment and supplies. The goal of this project is to maintain a high level of technical proficiency that will meet the requirements of the American Society of Crime Laboratory Directors Accreditation Board accreditation and to improve program efficiency by 15 percent. (\$1,343,905)

TASK 8 - MULTIPLE DUI WARRANT SERVICE/SUPERVISORY PROBATION PROGRAMS

The grants in this task target habitual DUI offenders who are on DUI felony probation and/or have outstanding DUI felony warrants. Funds are available to communities to enforce the orders of the court through supervisory enforcement of DUI felony probationers, DUI warrant service teams, enforcing mandated treatment services, and enforcing the mandatory abstention from the use of alcohol. These programs seek to establish hotlines for local citizens to report probation violators. An important key to success is an intensive public information campaign in multiple languages. These grants provide a remedy to an ongoing problem; recidivist drunk drivers who continue to endanger themselves and others even after previous arrests and penalties for DUI.

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AL0536 - FRESNO POLICE DEPARTMENT

HELP ELIMINATE ALCOHOL RE-OFFENDER TEAM (HEART) PROGRAM

Currently there are over 200 DUI offenders in Fresno that have three or more convictions. The Fresno Police Department wants to target these offenders by the Help Eliminate Alcohol Re-offender Team (HEART) program. The project will partner with the District Attorney's office to address these offenders, as well as establishing a DUI reporting tip line and other DUI enforcement and educational programs that will enhance the efforts and establish a safer community. (\$252,666)

AL0554 – ORANGE COUNTY, SUPERIOR COURT OF CALIFORNIA DUI COURT

The DUI Court concept is to increase the level of accountability to high-risk offenders by requiring them to participate in treatment combined with education, judicial scrutiny, testing, and formal supervision. It is expected that these offenders will learn to manage their alcohol addiction, become more productive citizens and present a far smaller risk for repeating DUI. Project funds provide for three full-time Licensed Clinical Social Worker II positions, and one-quarter position for a Program Coordinator, a formal evaluation, sweat patches, SCRAM devices, three intoximeters, in-State and out-of-state travel for presenting on the project's scope and progress. Program goals also include reducing recidivism, reducing alcohol use/abuse, and reducing alcohol related traffic collisions in the target jurisdiction. (\$550,499)

AL0561 - PLUMAS COUNTY

PLUMAS COUNTY DUI INTENSIVE SUPERVISION PROJECT

The Plumas County DUI Intensive Supervision Project will establish a dedicated caseload of DUI offenders, supervised by a Probation Officer and Case Manager and will enhance mandatory DUI education programs. DUI probationers will have regular contact with the judge of the Superior Court, meetings with a review panel, home visits, and submission to alcohol and drug testing twice a week. (\$93,792)

AL0564 - RIVERSIDE COUNTY PROBATION DEPARTMENT

WATCH YOUR STEP... DUI PROBATIONER MONITORING USING GLOBAL POSITIONING SYSTEMS

The Watch Your Step...DUI Probationer Monitoring Using Global Positioning Systems will hire two probation officers to monitor about 60 cases at a time for a total of about 250 over two years, Global Positioning System chips (GPS) in devices worn by probationers interfaced with Geographical Information Systems software (GIS), and Radio Frequency Identification (RFID) technology to monitor the physical whereabouts of chronic alcohol abusers who are on probation. The department will use the information to help determine if each case subject violates terms of

probation, and if such technologies contribute to reducing recidivism. The city of Temecula will be the geographical focus of the study. The Probation Officers will conduct liaison with vendors in developing a locking bracelet containing the GPS and RFID chips, and vendors of transceivers for tentative placement in selected ABC licensees' premises. The Probation Officers will select a specialized offender group with each participant fitted with a bracelet. The officers will work with information technology specialists to incorporate GIS into the monitoring plan. The officers will conduct liaison with ABC in Riverside County to interface the GPS, RFID, and GIS with the ABC licensee database for use in monitoring whereabouts of probationers in relation to their terms of probation. The officers will monitor progress of the bracelets' transmissions of GPS coordinates and interface with the GIS, and further monitor the RFID information obtained through the ABC licensee's transceivers. The officer will conduct liaison with the Avoid the 30 DUI interdiction task force and Temecula Police Department to conduct the HOT Sheet program, and serve warrants on probation violators. (\$273,955)

410

AL0435 - LOS ANGELES POLICE DEPARTMENT

TWO RESOURCES OPERATING AGAINST DRIVING-UNDER-THE-INFLUENCE SUPPLEMENT (ROADS) PROJECT

The Two Resources Operating Against Driving-Under-the-Influence Supplement (ROADS) project provides training, collision investigation equipment, computer equipment and administrative costs. The Los Angeles Police Department (LAPD) conducts a traffic safety program through the establishment of a DUI Warrant Team to apprehend DUI offenders with outstanding warrants prior to them having an opportunity of committing future DUI offenses. The Multi-Offender Apprehension Team will seek out multiple DUI conviction offenders who have suspended driver's licenses to ascertain if they are operating a motor vehicle. (\$0)

TASK 9 - MULTI-AGENCY HOLIDAY ENFORCEMENT CAMPAIGNS

Programs in this task provide increased DUI enforcement and media campaigns during traditional holiday periods; Christmas through New Years, Memorial, July 4th and Labor Day weekends. In addition, problem holidays may differ from city to city. This program provides local agencies the freedom to select high problem holidays and implement increased enforcement and public information. Enforcement efforts are conducted through combined agency efforts to cover all enforcement jurisdictions. These programs provide a highly visible and united message to the community to "Avoid" DUI during these periods. The table below details the programs under this task for fiscal year 2006.

Task 9			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0436	157/ 164AL	San Rafael (Avoid the 13 Marin County)	3 DUI Checkpoints/ Saturation Patrols	Every 15 Minutes Program High School Seat Belt Challenge	Distribution of Literature Regarding the Dangers of Drinking and Driving	\$0
AL0555	157/ 164AL	Orange County Sheriff (Avoid the 10 Orange County)	10 DUI/DL Checkpoints 10 DUI Roving Patrols DUI Warrant Service	10 Education Days Every 15 Minutes HighSchool Seat Belt Challenge	TBD	\$258,671
AL0406	164AL	San Mateo Sheriff (Avoid the 23 San Mateo County)	3 Checkpoints 3 Strike Team Operations	N/A	PR Campaign Poster Campaign	\$37,626
AL0429	164AL	Hayward (Avoid the 21 Alameda County)	6 DUI Checkpoints 1 Strike Team Enforcement Operation	N/A	PR Campaign Poster Campaign	\$13,253
AL0437	164AL	Napa County Sheriff (Avoid the 6 Napa County)	1 DUI Checkpoint 3 DUI Saturation Patrols	N/A	PR Campaign Press Releases	\$0
AL0452	164AL	San Francisco (Avoid the 2 San Francisco County)	3 DUI Checkpoints	N/A	PR Campaign Poster Campaign	\$40,383

Task 9			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0456	164AL	Santa Clara County Sheriff (Avoid the 13 Santa Clara County)	3 DUI Checkpoints 1 Strike Team Enforcement Operation	N/A	PR Campaign Poster Campaign	\$59,800
AL0459	164AL	Santa Rosa (Avoid the 13 Sonoma County)	3 DUI Checkpoints/ Saturation Patrols	N/A	Distribution of literature regarding the dangers of Drinking and Driving	\$25,040
AL0462	164AL	Suisun City (Avoid the 10 Solano County)	3 DUI Checkpoints/ Saturation Patrols (AVOID)	N/A	Distribution of literature regarding the dangers of Drinking and Driving	\$29,040
AL0468	164AL	Victorville (Avoid the 25 San Bernardino County)	21 DUI/DL Checkpoints 12 Saturation Patrols 2 DUI Warrant Service Operations	Public Outreach through Fairs and Festivals School and Civic Presentations	Paid Media for bi- lingual Television, Radio, CDs, Billboards COPS WEST Conference Avoidthe25.org Website	\$29,078
AL0486	164AL	Capitola (Avoid the 9 Santa Cruz County)	5 DUI Checkpoints	N/A	Press Releases Public Information Campaign	\$266,265
AL0487	164AL	Salinas (Avoid the 18 Monterey County)	5 DUI Checkpoints	N/A	Press Releases Public Information Campaign	\$30,000

Task 9			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0517	164AL	Victorville (Avoid the 25 San Bernardino County)	12 Helicopter-assisted DUI Operations 3 Warrant Service Operations	Public Outreach through Fairs and Festivals School Presentations	Press Release Media Events Avoid the 25 org Website	\$248,638
AL0527	164AL	Elk Grove (Avoid the 11 Sacramento County)	4 DUI Checkpoints 2 Strike Team Operations	2 Real DUI School Trial	PR Campaign Promotional Materials Press Releases	\$124,139
AL0559	164AL	Perris (Avoid the 30 Riverside County)	12 Helicopter Assisted DUI Operations	Public Outreach through Fairs and Festivals School/Civic Presentations	Paid Media Television & Billboard Campaign Press Releases Media Events Avoidthe30.org Website	\$183,161
AL0668	164AL	Santa Clara County Sheriff (Avoid the 13 Santa Clara County)	6 DUI Checkpoints 5 Saturation Patrols 2 Warrant Service Operations	2 High School Presentations	Public Information Campaign and Press Releases	\$106,940
AL0676	164AL	Paradise (Avoid the 10 Butte County)	4 DUI Checkpoints 4 Saturation Patrols	N/A	Press Releases Media Event	\$80,000
AL0677	164AL	Auburn (Avoid the 7 Placer County)	6 DUI Checkpoints 6 Patrols	N/A	PR Campaign Promotional Materials Press Releases	\$330,465

Task 9			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0678	164AL	San Mateo County Sheriff (Avoid the 23 San Mateo County)	9 DUI Checkpoints 3 Saturation Patrols	N/A	Press Releases Public Information Campaign	\$67,841
AL0681	164AL	Shafter (Avoid the 11 Kern County)	2 DUI Saturation Patrols 6 DUI Checkpoints	Public Education	Press Release Public Information Campaign	\$60,000
AL0684	164AL	Modesto (Avoid the 12 Stanislaus County)	5 DUI Checkpoints	Public Education	Press Release Public Information Campaign	\$168,000
AL0685	164AL	Marysville (Avoid the 7 Yuba, Sutter and Colusa Counties)	4 DUI Checkpoints 4 Saturation Patrols	N/A	Press Releases Media Event	\$80,000
AL0686	164AL	Siskiyou County Sheriff (Avoid the 10 Siskiyou County)	4 DUI Checkpoints 4 Saturation Patrols	N/A	Press Releases	\$80,000
AL0687	164AL	Grass Valley (Avoid the 4 Nevada County)	4 DUI Checkpoints 4 Saturation Patrols	N/A	Press Releases Media Event	\$80,000
AL0688	164AL	Corning (Avoid the 5 Tehama County)	4 DUI Checkpoints 12 Saturation Patrols	N/A	Press Releases	\$80,000

Task 9			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0690	164AL	Glendora (Avoid the 50 Los Angeles County)	TBD	TBD	TBD	\$500,000
AL0691	164AL	Davis (Avoid the 6 Yolo County)	TBD	TBD	TBD	\$83,000
AL0419	410	Contra Costa County Sheriff (Avoid the 25)	6 Checkpoints Strike Team/Warrant Team Operations	N/A	Public Information Campaign Poster Campaign	\$50,023
AL0610	410	Baldwin Park (Avoid the 7 Los Angeles County)	10 DUI Checkpoints 3 Warrant Services 3 Court Stings (AVOID)	12 DUI Awareness Presentations for Risk Juveniles	N/A	\$200,000
AL0613	410	San Rafael (Avoid the 13 Marin County)	5 DUI Checkpoints	N/A	Press Release Public Information Campaign	\$68,000
AL0614	410	Gardena (Avoid the 12 Los Angeles County)	4 DUI Checkpoints 11 Saturation Patrols 6 Warrant Services	5 Presentations at High Schools 1 Community Event 1 DUI Expo	N/A	\$210,000
AL0621	410	San Diego (Avoid the 14 San Diego County)	12 DUI Checkpoints 12 Saturation Patrols 20 ABC Operations	N/A	Public Information Campaign and Press Releases	\$501,694

Task 9			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0622	410	Clovis (Avoid the 17 Fresno County)	5 DUI Checkpoints	NA	Public Education	\$114,844
AL0626	410	Alameda County Sheriff (Avoid the 21 Alameda County)	10 DUI Checkpoints 5 Saturation Patrols	N/A	Public Information Campaign and Press Releases	\$100,000
AL0630	410	Buena Park (Avoid the 10 North Orange County)	DUI Checkpoints Helicopter Operations	9 Presentations	Public Information Campaign, Press Releases	\$175,663
AL0637	410	Contra Costa County Sheriff (Avoid the 25 Contra Costa County)	10 DUI Checkpoints 2 Strike/Warrant Team Operations	N/A	Public Information Campaign and Press Releases	\$106,067
AL0640	410	Calexico (Avoid the 10 Imperial County)	10 DUI Checkpoints 2 Task Force Operations	N/A	Public Information Campaign and Press Releases	\$156,300
AL0664	410	San Francisco (Avoid the 2 San Francisco County)	3 DUI Checkpoints	N/A	Public Information Campaign and Press Releases	\$70,738
AL0665	410	Napa County Sheriff (Avoid the 6 Napa County)	5 DUI Checkpoints	N/A	Press Release Public Information Campaign	\$72,500

Task 9			FFY 2006 Program Components			
Project #	Fund	Agency	Enforcement Activity	Educational Presentations	Public Information	FFY 2006 Funds
AL0672	410	Santa Rosa (Avoid the 13 Sonoma County)	5 DUI Checkpoints	N/A	Press Release Public Information Campaign	\$72,500
AL0679	410	Oxnard (Ventura County Avoid)	5 DUI Checkpoints	N/A	Press Releases Public Information Campaign	\$75,000
AL0680	410	Santa Barbara Sheriff (Santa Barbara County Avoid)	5 DUI Checkpoints	N/A	Press Releases Public Information Campaign	\$75,000
AL0689	410	Vallejo (Avoid the 10 Solano County)	5 DUI Checkpoints	N/A	Press Release Public Information Campaign	\$85,000

TASK 10 - DUI ENFORCEMENT CAMPAIGN

164AL

The California Sobriety Checkpoint Campaign (CSCC) "*You Drink. You Drive. You Lose*" goal is designed to reduce the number of people killed in alcohol-involved crashes through the combined effort of local law enforcement 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. The CHP will support the CSCC through statewide enforcement and public information.

In FFY 2005, OTS funded 147 local and statewide project mini-grants (listed below) for approximately five million dollars. The mini-grants provide overtime costs to conduct sobriety checkpoints during a 13-month period. That time period encompassed three "*You Drink. You Drive. You Lose*" mobilization periods:

- ◆ The Holiday period in December 2004/January 2005
- ◆ The Labor Day period in August 2005/September 2005
- ◆ The Holiday period in December 2005/ January 2006

In FFY 2006, OTS will provide approximately 5 million dollars to local and statewide projects for overtime costs to conduct sobriety checkpoints during the "*You Drink. You Drive. You Lose*" mobilization periods. (\$5,000,000)

Project #	Agency
AM05001	Hanford
AM05002	Brea
AM05003	Stockton
AM05004	El Centro
AM05005	San Carlos
AM05007	Gardena
AM05008	Monterey Park
AM05009	Delano Police Department
AM05010	Redondo Beach
AM05011	Hayward
AM05012	Lake Elsinore
AM05013	San Dimas
AM05014	Hawaiian Gardens
AM05015	Arcadia
AM05016	Union City
AM05017	El Cajon
AM05018	Carson
AM05020	Ridgecrest
AM05021	Bellflower
AM05022	Upland
AM05023	Lompoc
AM05024	Berkeley
AM05025	West Covina
AM05026	Reedley
AM05027	LA County Sheriff Department Cerritos Station
AM05029	La Mirada
AM05030	San Juan Capistrano
AM05031	Lemon Grove
AM05032	Santa Ana
AM05033	Hesperia
AM05034	Norwalk
AM05035	Clovis
AM05036	Newport Beach Police Department
AM05037	Azusa
AM05038	Lodi
AM05039	Chino
AM05040	Folsom
AM05041	Cypress
AM05043	Lemoore
AM05045	San Bruno

Project #	Agency
AM05046	San Bernardino
AM05047	Calexico
AM05048	San Jose
AM05050	El Paso de Robles
AM05052	Glendale
AM05053	Alameda Police Department
AM05054	Covina
AM05055	Lake Forest Police Services
AM05056	Fremont
AM05057	Laguna Hills
AM05058	Novato
AM05059	Morgan Hill Police Department
AM05060	Glendora Police Department
AM05061	Hawthorne
AM05062	Oxnard
AM05063	Tracy Police Department
AM05064	Daly City Police Department
AM05065	San Diego County Sheriff Department
AM05066	Visalia Police Department
AM05067	La Verne
AM05068	South Gate
AM05069	Belmont Police Department
AM05070	Lancaster
AM05071	Santa Clara County Sheriff Department Cupertino
AM05072	Apple Valley
AM05073	Norco
AM05074	Yucaipa
AM05075	Lincoln Police Department
AM05076	Irvine
AM05077	Claremont
AM05078	Alhambra
AM05080	Lindsay Department of Public Safety
AM05081	Bakersfield

Project #	Agency
AM05082	Lomita
AM05083	Lawndale
AM05084	San Bernardino County Sheriff Department Big Bear Lake
AM05085	Fountain Valley Police Department
AM05086	Moreno Valley
AM05087	Long Beach
AM05088	Fresno Police Department
AM05089	National City
AM05090	Sunnyvale
AM05091	Pleasanton
AM05092	Camarillo
AM05093	Tustin
AM05095	Petaluma
AM05098	Menlo Park
AM05099	Monrovia
AM05100	East Bay Regional Parks Police
AM05101	San Clemente
AM05102	Greenfield
AM05103	Beverly Hills
AM05104	Fort Bragg
AM05105	Palo Alto
AM05106	Pittsburg
AM05107	Orange County Sheriff Department Mission Viejo
AM05108	Vacaville
AM05109	Ceres
AM05110	Temple City
AM05111	Pleasant Hill
AM05112	Redding
AM05113	Rohnert Park
AM05114	La Mesa
AM05115	Chula Vista
AM05116	Fullerton
AM05117	Pico Rivera
AM05118	Vallejo Police Department
AM05119	Oakland
AM05120	Twentynine Palms

Project #	Agency
AM05121	San Francisco
AM05122	Escondido
AM05123	San Diego County Sheriff Department Vista Station
AM05124	Imperial Beach
AM05125	Victorville
AM05126	Pomona
AM05127	Merced
AM05128	Selma
AM05129	Burlingame
AM05130	Santee
AM05131	Concord
AM05132	Ontario
AM05133	Monterey Police Department
AM05134	Orinda
AM05135	El Monte
AM05136	Pasadena Police Department
AM05137	Walnut
AM05138	Burbank
AM05139	Bell Gardens
AM05140	Pacific Grove
AM05141	South Pasadena
AM05142	Montebello
AM05144	Redlands
AM05145	Milpitas
AM05146	Highland
AM05147	Los Angeles
AM05148	San Buenaventura
AM05149	Los Angeles County Sheriff Department City of Diamond Bar
AM05150	Temecula
AM05151	Paramount
AM05153	Chino Hills
AM05154	Orange
AM05155	Saratoga
AM05156	Rancho Palos Verdes
AM05157	Marysville
AM05158	Riverbank
AM05159	Loma Linda

TASK 11 – IMPAIRED DRIVING PROGRAMS

163ID

AL0582 – CALIFORNIA HIGHWAY PATROL DUI ROVING ENFORCEMENT PROGRAM

The Statewide Impaired Driving High Visibility Enforcement project focuses on reducing fatal and injury traffic collisions attributed to driving under the influence (DUI) within CHP jurisdiction. This project provides for specialized DUI enforcement, DUI checkpoints, and to participate in the “You Drink & Drive: You Lose” media campaign targeting 65 percent of the statewide population. (\$794,163)

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

AL0584 - UNIVERSITY OF CALIFORNIA DAVIS MEDICAL CENTER SACRAMENTO COUNTY ALCOHOL SCREENING AND INTERVENTIONS AT TRAUMA CENTERS PROGRAM

As the only Level One Trauma Center in inland Northern California, University of California Davis Medical Center will address and expand screening and interventions with admitted trauma patients with a positive blood alcohol level. This Sacramento County Alcohol Screening and Interventions at Trauma Centers Program will furnish admitted trauma patients an intervention and referral to treatment in the Sacramento County and track patients through the Trauma Program Nurse Practitioners. The project will expand in cooperation and collaboration to the Level Two Trauma Center, Mercy San Juan Hospital, which will complete county-wide demographics of outcome of intervention, tracking rate of arrests and second trauma admissions in the county. This program will collaborate with the UC Irvine Project. (\$186,972)

AL0597 - UNIVERSITY OF CALIFORNIA, IRVINE EMERGENCY DEPARTMENT ALCOHOL SCREENING AND BRIEF INTERVENTION PROGRAM

Patients with alcohol use problems (AUPs) are more likely to drive after drinking. Emergency Department (ED) staffs have a unique opportunity to identify these patients and intervene during the “teachable moment” of an ED visit. NHTSA has identified Screening and Brief Intervention as one of its key initiatives to address impaired driving. In response to this initiative, UCI developed the “Emergency Department Alcohol Screening and Brief Intervention” program. This two-year project provides screening, a brief intervention and referral for English and Spanish speaking adult patients. These patients are in Orange County’s only Level I Trauma Center and Emergency Department. It has 47,000 annual patient visits. UCI first assessed and identified alcohol treatment and counseling resources. And it partnered with other alcohol prevention programs in the County. Using a standardized validated tool, UCI incorporates screening and referral as the standard of care for all patients using a computerized system. UCI provides training for physicians, nurses, paramedics, and social workers. It also provides in-depth training for para-professionals in

Motivational Interviewing Brief Intervention. UCI screened over 15,000 patients and provided brief intervention to at least 600 patients. The evaluation involves follow-up telephone interviews with the brief intervention patients at one-month and six-months intervals after the ED visit and confirmation of patient's attendance at the referral program. In addition, the patient's DUI history is obtained through DMV records. The goal of this project is to develop a model program based on national guidelines and materials that can be replicated in EDs serving multicultural communities. (\$267,490)

**FISCAL YEAR 2006 PROGRAM FUNDING
(ALCOHOL AND OTHER DRUGS)**

AL Task	Title		Major Cost Items				
1	Program Development and Administrative Coordination		Personnel, Travel, Contracts, Printing				
2	DUI Enforcement/Education/Public Information		Personnel, Travel, Contractual Services, DUI Trailers, PAS & EPAS Devices, Police Vehicles				
3	Prevention/Intervention Training and Public Information		Personnel, Contractual Services, Educational Materials, Public Information Materials				
4	College and Younger Age Youth Programs		Personnel, Travel, Contractual Services, Computer Hardware, Printing, Public Information Materials				
5	Judicial Support		Personnel, Travel, Contracts, Computer Hardware Video Equipment				
6	Management Information Systems/Evaluation		Personnel, Computer Hardware				
Task # / Agency	Funding Sources/Codes						
	157	163	163ID	164AL	402	410	
1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$74,341.00	\$234,776.00
2 Local	\$46,240.00	\$0.00	\$0.00	\$12,119,580.77	\$902,344.67	\$413,245.00	\$413,245.00
2 State	\$0.00	\$0.00	\$0.00	\$323,669.58	\$261,308.16	\$1,045,232.65	\$1,045,232.65
3 Local	\$0.00	\$0.00	\$0.00	\$600,003.15	\$235,788.87	\$0.00	\$0.00
3 State	\$0.00	\$53,852.20	\$0.00	\$6,369,467.89	\$59,400.00	\$674,634.45	\$674,634.45
4 Local	\$180,498.00	\$0.00	\$0.00	\$1,819,782.72	\$0.00	\$17,750.76	\$17,750.76
4 State	\$0.00	\$0.00	\$0.00	\$2,849,707.67	\$0.00	\$77,008.47	\$77,008.47
5 Local	\$0.00	\$0.00	\$0.00	\$688,880.29	\$163,149.81	\$0.00	\$0.00
5 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6 Local	\$0.00	\$0.00	\$0.00	\$121,734.00	\$0.00	\$0.00	\$0.00
6 State	\$134,195.00	\$0.00	\$0.00	\$165,883.00	\$0.00	\$0.00	\$0.00

**FISCAL YEAR 2006 PROGRAM FUNDING
(ALCOHOL AND OTHER DRUGS)**

AL Task	Title		Major Cost Items			
7	Testing Equipment		Personnel, Contracts, Computer Equipment, PAS & PEPT Devices			
8	Multiple DUI Warrant Service/Supervisory Probation Programs		Personnel, Computer Equipment			
9	Multi-Agency Holiday Enforcement Campaigns		Personnel, Contractual Services, Educational Materials			
10	DUI Enforcement Campaign		Personnel, Contractual Services, Operating Expenses, Educational Materials			
11	Impaired Driving Programs		Personnel, Operating Expenses, Educational Materials			
12	Screening, Brief Intervention and Training		Personnel, Contractual Services			
Task # / Agency	Funding Sources/Codes					
	157	163	163ID	164	402	410
7 Local	\$0.00	\$0.00	\$0.00	\$552,180.00	\$0.00	\$0.00
7 State	\$0.00	\$0.00	\$0.00	\$1,343,905.00	\$0.00	\$0.00
8 Local	\$0.00	\$0.00	\$0.00	\$1,270,912.50	\$0.00	\$0.00
8 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
9 Local	\$0.00	\$0.00	\$0.00	\$3,056,700.42	\$0.00	\$1,898,329.00
9 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
10 Local	\$0.00	\$0.00	\$0.00	\$5,000,000.00	\$0.00	\$0.00
10 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
11 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
11 State	\$0.00	\$0.00	\$794,162.78	\$0.00	\$0.00	\$0.00
12 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
12 State	\$0.00	\$0.00	\$0.00	\$454,462.00	\$0.00	\$0.00
TOTALS						
Local:	\$226,738.00	\$0.00	\$0.00	\$25,229,773.85	\$1,301,283.35	\$2,329,324.76
State:	\$134,195.00	\$53,852.20	\$794,162.78	\$11,507,095.14	\$395,049.16	\$2,031,651.57

COMMUNITY BASED ORGANIZATIONS

I. PROGRAM OVERVIEW

The OTS Community-Based Organization (CBO) Program funds CBOs via contractual mini-grants through state, county, district, and city governmental agencies. OTS enlisted the participation of a variety of governmental “umbrella” or “host” agencies at the state and local levels. OTS generally defines CBOs as nongovernmental agencies organized to work together on a community-based issue, need, or problem. The effectiveness of public safety projects relies heavily on community access. This program substantiates the belief that CBO/governmental agency alliances will enhance community access and message credibility in promoting traffic safety within individual communities.

Many of these projects provide education and technical support to multicultural communities. Funded projects employ media advocacy, coalition building, problem identification, task force, and/or advisory committees, combined resources and implemented solutions to address traffic fatalities and injuries. New and existing coalitions include citizens’ involvement as a critical part of establishing community priorities for identified problems.

II. ACTION PLANS

OTS and host agencies established standard criteria to be included in CBO requests for proposals. Criteria includes, but is not limited to, nonprofit status; longevity, reputation, and experience within the community; project goals and objectives specific to traffic safety program areas; budgeting/funding issues such as advances and allowable costs; and reporting requirements. Established criteria will be incorporated into CBO contractual agreements.

OTS continues eight projects from prior fiscal years, and initiates three new projects for fiscal year 2006. Fiscal year 2005 activities included composing, producing, advertising, and disseminating Requests for Proposals (RFP) to community based organizations, reviewing RFP applications, selecting and funding CBOs, working with and teaching CBOs about OTS reporting and tracking requirements, implementing CBO programs, assisting CBOs with the final reporting for closure of mini-grant projects, and outreaching to communities as a venue for promoting the CBO mini-grants’ program.

TASK 1 - OUTREACH PROGRAM TO COMMUNITY BASED ORGANIZATIONS

CBO grantees conduct a variety of traffic safety activities and programs designed to impact local community and neighborhood traffic safety problems. These community and neighborhood traffic safety problems could include driving under the influence (DUI) of alcohol or other drugs, not wearing a safety belt, pedestrian safety issues, and not wearing bicycle helmets. The target audience could be multicultural and/or in languages other than English, children, teens, and adults, including those older than age 65. CBOs will implement innovative programs such as traffic safety art programs, safe routes to school programs, pedestrian and bicycle safety, school crossing guards, high school seat belt challenges, and anti-DUI programs. CBO grants will also distribute child safety seats and bicycle helmets to people in need. OTS will ensure that CBOs have proper traffic safety training and that

people receiving child safety seats and bicycle helmets receive proper fitting and use instructions.

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Project #	Agency	FFY 2006 Funds	# of Mini Grants	Program Area(s)
CB0302	Humboldt County	\$13,000	3	OP
	CBOs: Keet TV-Channel 13; Redwood Community Action Agency; St. Joseph Health System			
CB0303	California Highway Patrol	\$79,200	220	AL
	CBOs: 125 Middle School's Statewide CBOs: 95 High School's Statewide			
CB0410	San Francisco Department of Public Health	\$33,762	4	AL
	CBOs: Asian Women Resource Center, Community Youth Center, International Institute of San Francisco, San Francisco State University.			
CB0404	City of Los Angeles Community Development Department	\$112,769	11 to serve 100-125 agencies	OP, PS, AL
	CBOs: Various			
CB0407	Riverside County	\$344,479	16	OP, PS, AL
	CBOs: Asian American Resource Center, 4 R Kids Sake, Perris Elementary School District, YMCA-Riverside, Community Access Center, California Family Life Center, Children Center of the Inland Counties, Boys and Girls club of Coachella Valley, Riverside County Regional Medical Center, Quail Valley Healthy Communities Project Lift, Corona High School PTSA, Calm Parenting, Libreria Del Pueblo Inc, Elsinore Valley Community Action Planning, Corona Norco Family YMCA, Volunteer Center of Riverside County.			
CB0410	San Francisco Department of Public Health	\$212,455	8	AL
	CBOs: Boys & Girls Club of San Francisco, Good Samaritan Family Resource Center, Potrero Hill Neighborhood House, Real Alternatives Program Collaborative. Another cycle of CBOs will be funded in the second grant year.			
CB0502	University of California, Irvine	\$282,419	9	AL, OP, Senior Driver
	CBOs: To be determined			

Project #	Agency	FFY 2006 Funds	# of Mini Grants	Program Area(s)
CB0501	San Francisco Department of Public Health	\$161,983	8	PS
	CBOs: Monroe Elementary PTA, Russian Community Health Programs, San Jose/Guerrero Coalition to Save our Streets and Sunset District Neighborhood Coalition. Second Round of CBO's will be selected in the next grant year.			
CB0601	Los Angeles County	\$600,000	75	AL, OP
	* Activities will specifically focus on children and youth			
CB0602	Shasta County	\$311,375	2-4	AL, OP
	CBOs: TBD			
CB0603	Los Angeles Community Development Department	\$570,000	11 to serve 100-125 agencies	AL, OP
	* Activities will specifically focus on children and youth			
CB0604	University of California, Davis Medical Center	\$152,563	9	AL, OP
	CBOs: TBD			

**FISCAL YEAR 2006 PROGRAM FUNDING
(COMMUNITY-BASED ORGANIZATIONS)**

CB Task	Title		Major Cost Items			
1	Community-Based Organization Grant Programs		Contractual Services, Child Safety Seats, Bicycle Helmets, Promotional Materials, Educational Materials, Training			
Task # / Agency	Funding Sources/Codes					
	157	163	164AL	402	405	410
1 Local	\$146,531.00	\$0.00	\$0.00	\$1,795,921.00	\$0.00	\$0.00
State	\$79,200.00	\$0.00	\$0.00	\$282,419.00	\$0.00	\$0.00
TOTALS						
Local:	\$146,531.00	\$0.00	\$0.00	\$1,795,921.00	\$0.00	\$0.00
State:	\$79,200.00	\$0.00	\$0.00	\$282,419.00	\$0.00	\$0.00

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 2004 California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) provisional data, there were 302,176 persons in California who required EMS as a result of a serious motor vehicle collision. All of these individuals required emergency medical services at the crash scene and while en route to a trauma center, emergency communications, First Responder services, Emergency Medical Technician (EMT) or Paramedic services, medical equipment and supplies, and emergency transportation. Many of these crash victims also required specialized rescue equipment and trained personnel to extricate them from their vehicles and/or the crash scene.

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

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

II. ACTION PLANS

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

Public information and education are also important components of an effective EMS system. The EMS provider is in a unique position to observe, understand, and educate the public about injury prevention. OTS provides funds for programs that enhance the public's knowledge of the EMS system, demonstrate safe and appropriate response to Code 3 responding vehicles (lights and sirens). The "Operation Right Move" program is an excellent example of an EMS public information and education program that will continue into fiscal year 2006.

OTS plans to provide funds to continue work on the Statewide EMS Communications Plan. The EMS communications project 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 projects within this program area, and the preparation of the 2006 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 projects, 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. Eleven new projects are planned under this task and five projects will be continued. The goals of these projects 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 projects with a () following the agency name are regional projects. A regional project 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 project.

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Project #	Agency	Hydraulic Equipment	Airbags	Thermal Imaging	Rescue Vehicles	FFY 2006 Funds
EM0601	Riverside Fire Department (30)	N/A	13	1	N/A	\$186,700
EM0602	Alpine County (4)	2 sets	10	N/A	N/A	\$82,000
EM0603	El Dorado County Fire Districts (3)	3 sets	3 Sets	N/A	N/A	\$38,524
EM0604	San Bernardino Fire Department	1 set	N/A	N/A	N/A	\$78,500
EM0605	Kern County (10)	8 sets	10 sets	N/A	N/A	\$208,912
EM0606	South Lake County (3)	3 sets	N/A	N/A	N/A	\$75,000
EM0607	Eureka Fire Department (3)	2 sets	N/A	N/A	N/A	\$90,000
EM0608	El Cajon (3)	6 sets	N/A	N/A	N/A	\$57,792
EM0609	East Bay Regional Park District (4)	4 sets	4 sets	N/A	N/A	\$80,000
EM0611	Yuba City Fire Department (2)	2 sets	N/A	N/A	N/A	\$53,319
EM0612	Carpinteria-Summerland Fire Protection District (3)	3 sets	1 set	N/A	N/A	\$100,000
EM0614	North County Fire Protection District (10)	10 sets	3 sets	N/A	N/A	\$300,000

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Project #	Agency	Hydraulic Equipment	Airbags	Thermal Imaging	Rescue Vehicles	FFY 2006 Funds
EM0501	Anderson Fire Protection District (15)	N/A	N/A	N/A	N/A	\$5,500
EM0510	Kern County Fire Department (12)	N/A	N/A	N/A	N/A	\$28,000
EM0515	Riverside County Fire Department (11)	7 sets	22 sets	1	1 @ 25%	\$38,650
EM0517	San Bernardino County Fire Marshal (14)	16 sets	9 sets	1	N/A	\$625,688
EM0521	Tulare County Fire Department (4)	6 sets	N/A	N/A	N/A	\$199,419

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. There is currently one project planned under this task.

Projects with a () following the agency name are regional projects. A regional project 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 project.

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Project #	Agency	Ambulances	Rescue vehicles	Hydraulic Equipment	Airbags	FFY 2006 Funds
EM0610	Plumas County (14)	5	1	3 sets	2 sets	\$361,300

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 projects 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.

**EM0008 - EMERGENCY MEDICAL SERVICES AUTHORITY
STATEWIDE EMS COMMUNICATION SYSTEM PLAN PROJECT**

The Statewide EMS Communication System Plan project is continued into fiscal year 2006. This project provides funds for personnel, a communications systems consultant, repeaters and other communications and computer equipment. The goals of this project are to establish and implement an up-to-date and integrated EMS communication system statewide and to improve EMS communication system statewide through the replacement of out-dated and aging technology. (\$0)

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

The Local Emergency Medical Services Communications System Plan project is continued into fiscal year 2006. Imperial Valley Emergency Communications Authority (IVECA) will implement 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 will also work 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. (\$833,697)

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.

**EM0613 – MAYERS MEMORIAL HOSPITAL
REGIONAL EMS TRAINING CONFERENCE PROGRAM**

Mayers Memorial Hospital will serve as the host agency to provide EMS training in the North State. In collaboration with Nor Cal EMS, Inc, a two-day conference will be conducted each year to emphasize topics pertinent to traffic collision response. Additional emphasis will be placed on training attendees how to deliver new topics once they return home, and how to make all of their training more effective. Some blocks may be located offsite for effectiveness or safety. These might include EVOC (Emergency Vehicle Operator Course), helicopter operations and safety demonstrations, airbag, bumper and other vehicle safety demonstrations. The project will be designed to provide affordable recurring conferences in the region after the project's end. (\$39,496)

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.

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EM0506 - LOS ANGELES

OPERATION RIGHT MOVE

This public education campaign is aimed to encourage the driving public to yield safely to responding emergency vehicles. The campaign will target a significant reduction in the number of collisions, injuries, and associated costs involving Los Angeles City Fire Department (LAFD) emergency vehicles by launching and sustaining a citywide public safety campaign. Operation Right Move will increase safety among emergency vehicles through the media to promote the broadcasting of several Public Service Announcements and strategically placement of billboards. Strong messages through a paid advertisement campaign are included. The Los Angeles Police Department will provide training to LAFD on how to create and maintain a centralized fleet safety program. (\$78,225)

**FISCAL YEAR 2006 PROGRAM FUNDING
(EMERGENCY MEDICAL SERVICES)**

EM Task	Title		Major Cost Items			
1	Program Development and Administrative Coordination		Personnel, Travel, Contracts, Printing			
2	First Responder Services		Rescue Vehicles and Equipment (JAWS and Air Bag Lifting Systems)			
3	Life Support Delivery		Ambulances and Equipment			
4	Data Collection		Personnel Costs, Operating Expenses, Computer Hardware and Software			
5	Communications		Personnel, Communications Equipment, Computer Hardware and Software			
6	Training		Personnel Costs, Operating Expenses, Educational Materials, Training Equipment, Travel Expenses			
Task # / Agency	Funding Sources/Codes					
	157	163	164AL	402	405	410
1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$134,776.00	\$0.00	\$0.00
2 Local	\$1,164,047.00	\$0.00	\$0.00	\$91,400.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3 Local	\$562,134.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
4 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5 Local	\$0.00	\$0.00	\$0.00	\$833,697.36	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$141,751.05	\$0.00	\$0.00
6 Local	\$39,946.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

**FISCAL YEAR 2006 PROGRAM FUNDING
(EMERGENCY MEDICAL SERVICES)**

EM Task	Title						Major Cost Items					
7	Public Awareness and Education Programs						Personnel, Contracts, Educational Material, Printing and Duplication, Travel Expenses, Advertising Air Time					
Task # / Agency	Funding Sources/Codes											
	157	163	164AL	402	405	410	157	163	164AL	402	405	410
7 Local	\$0.00	\$0.00	\$0.00	\$78,225.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTALS												
Local:	\$1,766,127.00	\$0.00	\$0.00	\$1,003,322.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State:	\$0.00	\$0.00	\$0.00	\$276,527.05	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

OCCUPANT PROTECTION

I. PROGRAM OVERVIEW

Seat Belts

California competes with five states in the nation to hold at or above 90 percent seat belt compliance. While the combined estimated 2003 populations of Arizona, Hawaii, Michigan, Oregon and Washington (the competing states) is 26.6 million, they do not compare to California's population of 35.5 million. Although California is ranked sixth at 90.4 percent (August 2004), that represents 32.1 million persons wearing seat belts. However, the fact remains that 3,400,000 Californians are not utilizing restraint systems, and are therefore, at higher risk for death or injury, if involved in a collision. Last year, California conducted its first teen statewide seat belt observational survey. While the teen seat belt compliance rate is 82.6 percent, more efforts need to be focused on that population.

The California Highway Patrol (CHP) 2004 Statewide Integrated Traffic Records System (SWITRS) provisional data reports 62.4 percent of vehicle occupants killed in automobile collisions were using seat belts. In the last five years (1999 to 2004), the percentage of occupants killed in automobile collisions and using safety belts increased by 12 percentage points from 50.4 percent to 62.4 percent.

Persons considered "high-risk," (e.g., teens, non-English speakers, and those in the lower socioeconomic classes) remain involved in a disproportionate number of fatal and injury collisions. The rich diversity that typifies many communities in California contributes to the vitality and strength of the state as a whole. At the same time, it presents a number of challenges for health departments, law enforcement, and community based organizations committed to addressing occupant protection. This high-risk group requires special education and programs targeting cultural and language barriers. In California, we continue to see an increase in ethnic and linguistic groups. According to the new projections by the California's Department of Finance Demographics Unit, the Hispanic populations will constitute the majority of California by 2040. By the middle of the century, the projections indicate that Hispanics will represent 53.6 percent of the state's population, with Caucasians comprising 23.3 percent, the Asian population at 12.1 percent; the African American population at 6.4 percent, the Pacific Island population at less than one-half of one percent, and Native American and people of more than one race 2.1 percent each. (2000 U.S. Census) Media campaigns will target teens, Spanish, and non-English speaking populations. In addition, health departments will utilize networks and relationships with ethnic communities to address traffic safety issues for the populations they represent.

In order to focus on the teen population, high schools are conducting High School Seat Belt Challenges to raise awareness and promote safety belt use through a good-natured, student run competitions. OTS expects to fund 20 agencies to conduct high school seat belt challenges, 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 adopted the national theme "Click It or Ticket" for the Buckle Up America May 2006 mobilization. The 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. The award money granted for the Innovative Seat Belt Grant will again be retained by NHTSA to be used for paid media on radio and television based on a media buy plan submitted by OTS. OTS will develop and Caltrans will post signs displaying the California "Click It or Ticket" logo.

An OTS Seat Belt Mini-grant program will fund local projects 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 93 percent by June of 2006. This will be accomplished through the combined efforts of CHP, OTS, and local law enforcement. OTS mini-grants will be awarded to local law enforcement agencies and state university and college police departments. The maximum mini-grant amount will be based upon the population of cities and a maximum \$10,000 for state college and university police departments. Over 4.6 million dollars will be distributed to law enforcement agencies to offset overtime and reporting costs for the May 15 – June 4, 2006.

Traffic fines for failing to use seat belts and child safety seats have increased in 2004 to a maximum of \$89 for a first offense and \$191 for a second offense for adult violations (16 years and older) and \$340 for a first offense and \$871 for a second offense for child violations.

Child Passenger Safety (CPS)

California's child safety seat use rate is 89.6 percent (August 2004). 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 educational presentations.

From 1975 through 2003, an estimated 7,010 lives were saved by the use of child restraints (child safety seats or adult belts). In 2003, an estimated 443 children under age five were saved as a result of child restraint use, representing an increase of 67 lives saved from the previous year. 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)

When comparing 2003 and 2004, vehicle occupants under age four killed while not using safety seats decreased 5.1 percentage points (refer to Figure 1 below).

Figure 1

CHILDREN UNDER AGE FOUR (VEHICLES OCCUPANTS) BY YEAR				
<i>(Source: SWITRS Tables 4G and 4H)</i>				
YEAR	% KILLED USING SAFETY SEATS	CHILD SAFETY SEAT USAGE RATES	AGE 0-3 KILLED	AGE 0-3 INJURED
1996	33.0%	85.6%	36	3,582
1997	17.6%	89.6%	34	2,992
1998	43.5%	85.8%	45	3,073
1999	28.2%	85.9%	39	2,855
2000	44.2%	87.4%	43	3,020
2001	41.4%	87.6%	29	2,827
2002	41.9%	85.6%	31	2,915
2003	40.0%	86.6%	45	2,718
*2004	38.2%	89.6%	34	2,211

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

Children under age four killed and injured as a percent of total killed and injured decreased since 1996. The figure below indicates an increase in children age 0-3 killed and a slight decrease in children age 0-3 injured as a percent of the total occupants killed and injured from 2003 to 2004 (refer to Figure 2 below).

Figure 2

PERCENT OF CHILDREN UNDER AGE FOUR (VEHICLE OCCUPANTS) KILLED AND INJURED BY YEAR		
<i>(Source: SWITRS Tables 4G and 4H)</i>		
YEAR	CHILDREN AGE 0-3 KILLED AS A PERCENT OF TOTAL	CHILDREN AGE 0-3 INJURED AS A PERCENT OF TOTAL
1996	1.32	1.40
1997	1.40	1.24
1998	1.90	1.23
1999	1.57	1.14
2000	1.64	1.14
2001	1.05	1.06
2002	1.08	1.10
2003	1.55	1.06
*2004	1.33	1.03

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

ACTION PLANS

With California's continued increase in population with a growth of 1.67 percent, which represent over 599,000 new residents to Californian and 551,000 new births during the fiscal year 2004. (California Department of Finances 2004 Demographic Report) California's 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.

An educational campaign is being planned to encourage "best practice" recommendations from the National Highway Traffic Safety Administration which will take advantage of new educational materials in print and broadcast formats by NHTSA.

The purpose of the 405 incentive grant program is to reinforce key elements of a strategy to encourage states to enact and strengthen occupant protection laws and provide for the enforcement efforts related to the laws. The program will provide for NHTSA's Standardized Child Passenger Safety Training, the certification and re-certification program for the technician and instructor level candidates, and provide for child passenger safety seat check ups and fitting stations. The Department of Health Services 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, staff assists local agencies by providing technician training and resources to counties and regions in need. In addition, staff also facilitates the Child Passenger Safety Quality Task Force, made up of state and local public health, law enforcement, nurses and hospitals, fire fighters, EMS, California Safe Kids, independent and community-based organizations, and veteran advocates throughout the state, which serves as an advisory body and reviews CPS materials to be distributed in California. The Task Force continues to work on strategies for advancing the statewide child passenger safety infrastructure, to include data collection and analysis, multi-level communication, and professional development to sustain interest and involvement in this field.

As child safety seat usage increases, misuse continues among special needs and foster children. To ensure that every infant and child is discharged from medical institutions are riding safely, California coordinates special needs child safety seat training for nurses and hospital staff who treat pediatric and special needs patients.

II. 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 projects within this program area, and the preparation of the 2006 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 projects,

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 PROJECTS

These projects conducted by county health departments and school districts include activities with schools, churches, medical facilities, law enforcement, courts, media, civic groups, large and small businesses, governmental agencies, etc. These projects develop child safety seat programs that educate and train on the correct use of safety belts and child safety seats. Activities include: conducting media events, public information campaigns, child safety seat check ups, child safety seat and seat belt surveys, high school seat belt challenges, educational presentations, court diversion classes; disseminating educational literature; and distributing low cost or no cost child safety seats to low income families.

Fund	Project #	Agency	FFY 2006 Funds
157	OP0509	Merced County Health Department	\$116,124
402	OP0603	Solano County Health and Social Services	\$149,669
	OP0605	San Mateo County	\$32,300
	OP0607	San Francisco County Department of Health	\$279,717
	OP0609	Lake County	\$49,432
405	OP0505	Inyo County Superintendent of Schools	\$17,750
	OP0507	Los Angeles County	\$159,000
	OP0508	Los Angeles County	\$495,000
	OP0511	San Bernardino County	\$277,000
	OP0512	San Diego State University	\$183,913

TASK 3 - ENFORCEMENT AND EDUCATION OCCUPANT PROTECTION PROJECTS

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

Fund	Project #	Agency	FFY 2006 Funds
157	OP0501	California Highway Patrol	\$71,000
	OP0502	Citrus Heights Police Department	\$135,000
	OP0504	Fresno Police Department	\$104,772
	OP0510	Roseville Fire Department	\$110,490
402	OP0601	Long Beach	\$165,077
	OP0604	California Highway Patrol	\$366,594
	OP0606	Tulare Police Department	\$69,001
	OP0608	Clovis Police Department	\$87,770
	OP0611	San Carlos Police Department	\$60,839
405	OP0411	San Carlos Police Department	\$14,906

TASK 4 - STATEWIDE USAGE SURVEYS

402

OP0402 - CALIFORNIA STATE UNIVERSITY, FRESNO RESTRAINT USAGE SURVEYS PROJECT

The Restraint Usage Surveys Project will continue into fiscal year 2006. Two annual statewide surveys will be conducted in the summers of 2006 and 2007 to determine seat restraint usage rates of front seat occupants (and infant/toddlers in any seat) for autos, vans, and non-commercial pickup trucks on non-highway and highway roads. A probability sample, using NHTSA approved methodology, of 80 non-highway and 80 highway intersections will be made. A CHP sample using similar methodology and sampling of 113 highway sites will be incorporated in sampling procedures. A partial sample of 80 sites (40 non-highway and 40 highway) will be drawn from the statewide sites described above, before and after the Memorial Day holiday weekend(s). Pre and posttests comparisons will be made. A statewide survey of 100 high school sites will collect and analyze seat belt usage rates for high school drivers and passengers at campus sites. The results from the statewide and high school survey will be analyzed using the CARP program, a special U.C. Berkeley survey program and in-house SPSS statistical routines using criteria and statistical procedures approved by NHTSA. (\$208,871)

TASK 5 - STATEWIDE CHILD PASSENGER SAFETY TRAINING

2003b

OP0503 - DEPARTMENT OF HEALTH SERVICES VEHICLE OCCUPANT SAFETY PROJECT (VOSP)

This project continues into federal fiscal year 2006. VOSP will coordinate with its numerous state and local partners on strategies to extend the reach of child passenger safety. In each activity, VOSP will help its constituency to see the connections across age groups so that uniformly we reach youngsters from 0 to 16. Objectives include stabilizing the fledgling technician training system; offering a new series of short "awareness" trainings to help integrate CPS into a variety of healthcare, education, EMS, law enforcement and community settings; and assisting local health departments and others in the CPS Network to work together on joint problem-solving as well as sharing resources and materials targeted to hard-to-reach populations. Lastly, VOSP will work with leaders in the field to establish CPS

quality assurance standards to improve access, retention, consistency and competency for both service providers and advocates. With so many new laws and the ever-growing number of new parents in our state, the coordinated work California interdisciplinary CPS Network remains critical to maximizing resources and helping families learn what they need to do to keep their children safe. (\$515,988)

TASK 6 – INNOVATIVE PROJECTS TO INCREASE SEAT BELT USE

405

This task will include a public information and education campaign, mini grants for local law enforcement agencies, and personnel to coordinate the California Seat Belt Compliance Campaign. The projects provide funds for an extensive media campaign using the NHTSA contractor and coordinated with the California Highway Patrol and local enforcement agencies. A total of \$1,300,000 will be held back by NHTSA to conduct the media campaign. This campaign will utilize California’s “Click It or Ticket” slogan and “Baggy Pants” PSA.

**OP0514 - CALIFORNIA HIGHWAY PATROL
CALIFORNIA SEAT BELT COMPLIANCE CAMPAIGN (CSBCC)**

The CSBCC will attempt to attain a 92 percent seat belt use rate by September 2005. Through the combined efforts of state and local law enforcement, a seat belt enforcement campaign will be conducted for a 21-day period in May and June 2005 in support of the NHTSA “Click It or Ticket” National Mobilizations. Funds provided by the CHP grant will be utilized to provide a salary and travel for a retired annuitant project coordinator and increase the level of seat belt enforcement hours on an overtime basis for CHP first line supervisors, officers, and administrative time to meet grant reporting requirements. (\$147,247)

TASK 7 – MINI-GRANTS TO INCREASE SEAT BELT USE

157

The Office of Traffic Safety will solicit local projects to conduct enforcement programs addressing motorists who fail to buckle their safety belts. The goal of the project is to increase California’s usage rate to 93 percent in 2006. This task provides funds for overtime costs for local law enforcement agencies and state college and university police departments in addition to the California Highway Patrol and local law enforcement’s existing commitment to enforcing seat belt and child safety laws. The mini grants being developed for local law enforcement include a three-week-long wave of concentrated enforcement activity that will be accompanied by a highly visible media campaign in May 2006. The maximum amount for each mini-grant will be based upon a city’s population:

❖ UNDER 5000	\$ 7,000
❖ 5,000 – 50,000	\$15,000
❖ 50,001 – 100,000	\$25,000
❖ 100,001 – 150,000	\$40,000
❖ 150,001 – 250,000	\$65,000
❖ OVER 250,001	\$90,000

State University/College Police Department Maximum \$10,000

An announcement regarding requests for mini-grants is scheduled for October 2005 with a deadline of December 2, 2005. The mini-grants will only cover the May 2006 mobilization period using Section 405 funds (\$5,000,000)

**FISCAL YEAR 2006 PROGRAM FUNDING
(OCCUPANT PROTECTION)**

OP Task	Title		Major Cost Items			
1	Program Development and Administrative Coordination		Personnel, Travel, Contracts, Printing			
2	Comprehensive Community Occupant Protection Projects		Personnel Costs, Travel, Contractual Services, Safety Seats, Bicycle Helmets, TV/VCR, Training Costs			
3	Enforcement and Education Occupant Protection Projects		Personnel Costs, Contractual Services, Car Seats, Equipment, Training Costs			
4	Statewide Usage Surveys		Personnel, Operating Expenses			
5	Statewide Child Passenger Safety Training		Personnel Costs, Operating Expenses, Child Safety Seats, Contractual Services, Travel, Printing, Facilities, Equipment, Training Costs			
6	Innovative Projects to Increase the Seat Belt Use Rate		Personnel Costs, Contractual Services			
Task # / Agency	Funding Sources/Codes					
	157	163	164AL	402	405	2003B
1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1 State	\$0.00	\$0.00	\$0.00	\$79,119.00	\$0.00	\$0.00
2 Local	\$116,124.00	\$0.00	\$0.00	\$99,482.01	\$1,209,883.70	\$149,669.00
2 State	\$0.00	\$0.00	\$0.00	\$0.00	\$183,913.00	\$0.00
3 Local	\$350,357.00	\$0.00	\$0.00	\$235,818.00	\$165,077.00	\$0.00
3 State	\$82,144.36	\$0.00	\$0.00	\$0.00	\$833,457.00	\$0.00
4 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
4 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$515,988.00
6 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
6 State	\$0.00	\$0.00	\$0.00	\$0.00	\$147,246.70	\$0.00

**FISCAL YEAR 2006 PROGRAM FUNDING
(OCCUPANT PROTECTION)**

OP Task	Title		Major Cost Items			
7	Innovative Mini Grants to Increase the Seat Belt Use Rate		Personnel Costs, Contractual Services, and Educational Materials			
Task # / Agency	Funding Sources/Codes					
	157	163	164AL	402	405	410
7 Local	\$5,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTALS						
Local:	\$5,466,481.00	\$0.00	\$0.00	\$335,300.01	\$1,374,960.70	\$149,669.00
State:	\$82,144.36	\$0.00	\$0.00	\$79,119.00	\$1,164,616.70	\$515,988.00

PUBLIC RELATIONS, ADVERTISING AND MARKETING

I. PROGRAM OVERVIEW

The Office of Traffic Safety employs one fulltime staff person – a Manager of Marketing and Public Affairs – who oversees three programs: 1) Media and Press relations for traffic safety issues and initiatives for the entire state of California; 2) oversight of a marketing contract that assists the OTS in directing media buys, ad placements, and video and audio PSA production; and 3) oversight of a \$1.9 million contract with RCE Inc. for planning of all OTS conferences, seminars and workshops.

II. ACTION PLAN

In 2005, OTS Public Affairs will focus on generating earned media for a myriad of traffic safety initiatives through targeted DUI and seat belt campaigns, and, for more than 850 active grantees through their programs – all designed toward lowering the Mileage Death Rate and increasing statewide seat belt use. This approach includes increased media assistance to local grantees on new and innovative programs and continued traffic safety messaging that targets under-represented groups and the general population.

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

III. TASKS

TASK 1 - PUBLIC RELATIONS

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STATEWIDE CAMPAIGNS

OTS Public Affairs will spearhead several key public awareness campaigns during 2005-2006. Key campaigns will include California's "Click It or Ticket" campaign (also see Paid Advertising), as well as December's Drunk and Drugged Driving Prevention Month, Child Passenger Safety Week (February), and holiday DUI enforcement campaigns around the state's four major holiday periods: Christmas/New Year's, Memorial Day, Independence Day, and Labor Day weekend. 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. And, OTS will continue to expand partnerships with CHP, the Department of Motor Vehicles, Caltrans, and the Department of Alcoholic Beverage Control on various programs and campaigns such as "Click It or Ticket" moving forward.

PARTNERSHIPS

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

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, Drunk and Drugged Driving Prevention (3D) 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 its own conferences, meetings and community events.

OTS TRACKS NEWSLETTER

The Office's flagship and award-winning quarterly publication, *OTS Tracks*, is now in its 13th 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 thought-provoking guest commentaries from local grantees, as well as quarterly 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) features an enhanced, retooled look. Law enforcement agencies 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, and the latest on media events; and, consistent with new technological innovations in the way we get the news, the news media is using the OTS site as a valued resource. Additions and enhancements to the site include streamlined grant applications processes, a new and improved pressroom, and the launch of the AVOID Program Web site (www.Californiaavoid.org), the central clearinghouse for the state's growing AVOID programs.

MEDIA RELATIONS

Bringing together expert resources in Media Relations, Public Affairs and community outreach, OTS Public Affairs offers an array of services, including: Media Relations, Marketing, Event Logistics, Creative Writing, and Campaign Management.

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

GRANTEE SUPPORT

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

TASK 2 - PAID ADVERTISING

157

CAMPAIGNS

During 2006, some of the campaigns that OTS may be using paid media include: Drunk and Drugged Driving (3D) Prevention Month (December); You Drink You Drive You Lose DUI campaign; Child Passenger Safety Week (February), regional AVOID DUI campaigns (held during peak holiday periods) and other campaigns as they arise.

The following table reflects projects with paid media in their budgets:

Project #	Agency
AL0406	San Mateo County
AL0437	Napa County
AL0459	Santa Rosa
AL0462	Suisun City
AL0468	Victorville
AL0479	California Highway Patrol
AL0503	Anderson
AL0514	Citrus Heights
AL0528	Escondido
AL0531	Fontana
AL0532	Fortuna
AL0541	Hemet
AL0560	Petaluma
AL0565	Roseville
AL0567	Sacramento
AL0571	San Diego
AL0592	Auburn
AL0593	Oroville
AL0595	Redding
AL0599	Department of Alcoholic Beverage Control
EM0506	Los Angeles
OP0502	Citrus Heights
OP0505	Inyo County Superintendent of Schools
OP0511	San Bernardino County
OP0512	San Diego State University
PS0505	La Habra
PT0401	Brentwood

Project #	Agency
PT0427	California Highway Patrol
PT0506	Blythe
PT0533	Morro Bay
PT0553	Sonoma County
PT0560	California Highway Patrol
CB0411	Shasta County
CB0503	Shasta County
RS0519	Santa Clara County
PT0530	Los Angeles Department of Transportation

TASK 3 - MARKETING

157

SPORTS AND ENTERTAINMENT MARKETING

OTS Sports & Entertainment Marketing program has become a national model for sports partnerships and traffic safety. While the 2006 schedule of events won't be announced until March, campaign venues being explored include partnerships with California-based professional baseball, soccer, concerts, auto racing, hockey and high school football teams.

**FISCAL YEAR 2006 PROGRAM FUNDING
(PUBLIC RELATIONS, ADVERTISING AND MARKETING)**

PR Task	Title		Major Cost Items			
1	Public Relations		Contractual Services			
2	Paid Advertising		Contractual Services			
3	Marketing		Contractual Services			
Task # / Agency	Funding Sources/Codes					
	157	163	402	405	410	411
1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$538,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$390,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTALS						
Local:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State:	\$1,078,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

PEDESTRIAN AND BICYCLE SAFETY

I. PROGRAM OVERVIEW

Pedestrian Safety

In California in 2004, pedestrian fatalities accounted for almost 17 percent of the State's collision fatalities. Too often, the victims are children and senior citizens. Targeting those "at-risk" populations has been a challenge and many communities have introduced an array of innovative programs to combat the continuing disparity in the number of pedestrian victims that are children, senior citizens and/or culturally challenged.

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

According to the Statewide Integrated Traffic Records System (SWITRS) 2004 provisional data, a total of 13,889 pedestrians were injured and 693 were killed statewide in California in 2004.

- Pedestrians represent 16.9 percent of all fatalities and 4.6 percent of all injuries.
- 19.2 percent of all 14,582 pedestrian victims were between the ages of 5-14.
- 9.9 percent of all pedestrian victims were 65 years of age or older.
- The age group most affected by injuries as pedestrians was the 5-14 years of age bracket with a total of 2,759 victims statewide. Among children age 14 and younger who are struck by vehicles, almost eight of ten incidents occur during daylight hours, dawn to dusk. Most child-pedestrian mishaps occur on residential streets within a short distance of the victim's home and/or school.
- The age group most affected by fatalities as pedestrians was the 45-54 years of age bracket with a total of 120 victims statewide (17.3 percent of all fatal pedestrian victims).
- The need to continue the efforts to address pedestrian safety among populations for which English is not their first language is alarming. In some communities, almost 100 percent of the pedestrian victims are non-English speakers. The last census showed a dramatic change in demographics in the last ten years, resulting in an increase in pedestrian population unfamiliar with the rules of the road, signage, and traffic management systems.
- School zones have been identified as danger zones for aggressive driving habits and behaviors. Communities have taken ownership of these areas by partnering with law enforcement, school officials, community based organizations, advocacy groups, parent-teacher associations, engineers and others to increase safety around local schools and decrease the alarming number of children who are killed or injured on their way to and from school.

- The new technology geared toward increased pedestrian safety warrants testing, 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.

	1999	2000	2001	2002	2003	2004*
TOTAL VICTIMS						
Killed	3,559	3,730	3,926	4,089	4,225	4,092
Injured	288,727	303,023	305,907	310,689	307,166	302,176
TOTAL PEDESTRIANS						
Killed	688	689	721	702	712	693
<i>Percent of Total Persons Killed</i>	19.33%	18.47%	18.36%	17.17%	16.85%	16.94%
Injured	14,346	14,506	14,545	14,377	13,991	13,889
<i>Percent of Total Persons Injured</i>	4.97%	4.79%	4.75%	4.63%	4.55%	4.60%
PEDESTRIANS UNDER 15 YEARS OF AGE						
Killed	86	64	72	60	61	57
<i>Percent of Total Persons Killed</i>	2.42%	1.72%	1.83%	1.47%	1.44%	1.39%
Injured	4,231	4,310	4,161	3,980	3,575	3,409
<i>Percent of Total Persons Injured</i>	1.47%	1.42%	1.36%	1.28%	1.16%	1.13%
PEDESTRIANS 65+						
Killed	151	186	179	172	190	163
<i>Percent of Total Persons Killed</i>	4.24%	4.99%	4.56%	4.21%	4.50%	3.98%
Injured	1,320	1,337	1,320	1,353	1,377	1,279
<i>Percent of Total Persons Injured</i>	0.46%	0.44%	0.43%	0.44%	0.45%	0.42%

* This is provisional data that is subject to change

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 2004:

- Bicyclists represented almost three percent of all fatalities and 3.5 percent of all injuries.
- 25.1 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.

	1999	2000	2001	2002	2003	2004*
TOTAL VICTIMS						
Killed	3,559	3,730	3,926	4,089	4,225	4,092
Injured	288,727	303,023	305,907	310,689	307,166	302,176
TOTAL BICYCLISTS						
Killed	118	116	116	125	125	123
<i>Percent of Total Persons Killed</i>	3.32%	3.11%	2.95%	3.06%	2.96%	3.01%
Injured	12,254	12,145	11,412	11,462	10,812	11,085
<i>Percent of Total Persons Injured</i>	4.24%	4.01%	3.73%	3.69%	3.52%	3.67%
BICYCLISTS UNDER 15 YEARS OF AGE						
Killed	11	21	11	19	15	11
<i>Percent of Total Persons Killed</i>	0.31%	0.56%	0.28%	0.46%	0.36%	0.27%
Injured	3,555	3,224	2,725	3,080	2,728	2,749
<i>Percent of Total Persons Injured</i>	1.23%	1.06%	0.89%	0.99%	0.89%	0.91%

* This is provisional data that is subject to change

II. ACTION PLANS

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

- Pedestrians and bicyclists to be aware and cautious of the traffic environment
- Traffic laws to be complied with by all users

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

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2006 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 projects that target bicycle and pedestrian safety through the school system and local communities. Activities to be conducted for these projects include traffic safety rodeos at schools and community events; traffic safety workshops tailored for targeted audience; public awareness campaigns (public service announcements, billboards, pamphlets, etc.); helmet distribution programs; bicycle and pedestrian diversion alternatives for cited youth; and increased enforcement around schools. The main goals of these projects 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.

157

Project #	Agency	TARGET AUDIENCE			ACTIVITIES			FFY 2006 Funds
		Youth	Seniors	General	Rodeos Workshops	Helmets	Public Information/Multicultural	
PS0601	San Francisco	Yes	Yes	Yes	No	No	Yes/Yes	\$167,733
PS0605	County of San Diego	Yes	Yes	No	Yes	Yes	Yes	\$404,883
PS0607	Los Angeles	Yes	No	No	Yes	No	Yes/Yes	\$115,000
PS0610	Contra Costa	Yes	No	Yes	No	No	Yes/No	\$138,231
PS0619	Bellflower	Yes	No	Yes	Yes	No	No	\$90,000
PS0621	San Diego City College	No	No	Yes	No	No	Yes	\$212,838
PS0622	Santa Cruz County	Yes	No	Yes	Yes	Yes	Yes/Yes	\$120,816
PS0624	Brentwood	Yes	No	Yes	Yes	Yes	Yes/No	\$83,500
PS0627	Berkeley	Yes	No	No	Yes	Yes	Yes	\$239,516
PS0628	Redwood City	Yes	No	Yes	Yes	Yes	Yes/No	\$141,142
PS0634	Ripon	Yes	No	Yes	Yes	Yes	Yes	\$32,200
PS0635	Rancho Cordova	Yes	No	Yes	No	No	No	\$49,775

402

Project #	Agency	TARGET AUDIENCE			ACTIVITIES			FFY 2006 Funds
		Youth	Seniors	General	Rodeos Workshops	Helmets	Public Information/Multicultural	
PS0503	Burbank	Yes	No	No	Yes	Yes	No/Yes	\$35,151
PS0516	Glendora	Yes	No	Yes	No	No	No/No	\$9,000
PS0518	Imperial Beach	No	No	Yes	Yes	No	Yes/No	\$500
PS0520	Los Angeles County	Yes	No	No	Yes	No	No/Yes	\$248,477
PS0524	Oakland	Yes	No	No	Yes	Yes	No/Yes	\$59,717
PS0529	San Jose	Yes	No	No	Yes	Yes	No/Yes	\$79,834

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. Activities for these projects include traffic safety rodeos, assemblies, workshops, multilingual public information and awareness efforts, incentives/promotional items, distribution of safety helmets, and selective enforcement.

157

Project #	Agency	Target Populations At Risk	Rodeos/ Workshops	Multicultural Public Information	FFY 2006 Funds
PS0413	Monterey Park	Seniors/Asian	Yes/Yes	Yes	\$0
PS0616	CHP	Seniors	Yes	Yes	\$362,412
PS0629	Glendale	Seniors	Yes	Yes	\$60,000
Note: This program also includes flashing pedestrian beacons					

402

Project #	Agency	Target Populations At Risk	Rodeos/ Workshops	Multicultural Public Information	FFY 2006 Funds
PS0528	San Diego State University	Older Drivers	No/Yes	Yes	\$203,008
PS0534	San Mateo	Latino (pedestrians)	Yes/Yes	Yes	\$7,164

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, presentations, and enforcement geared to focus on more than one traffic safety area.

157

Project #	Agency	Activities	FFY 2006 Funds
PS0617	Norwalk	Speed and pedestrian law enforcement in school zones, and work with young children at schools through rodeos	\$177,000
PS0620	Santa Ana	Speed, pedestrian, and bicycle safety law enforcement in school zones, and outreach to the 70,000 students from the local school district. The Thunderbirds and Blue Angels partnership involves posters and other items featuring the pilots with students showing correct use of safety helmets, seatbelts, and complying with speed and other traffic laws.	\$200,000

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Project #	Agency	Activities	FFY 2006 Funds
PS0530	Santa Ana	Through the "Moving Violator" program, pedestrian education is provided to school aged children and senior citizens in the area. Radar Trailers placed throughout the city in high speed and high pedestrian traffic locations. Pedestrian Countdown Heads to be installed at the top 50 intersections. Officers are deployed to enforce school zones and other pedestrian safety violations.	\$109,040

402

Project #	Agency	Activities	FFY 2006 Funds
PS0506	Long Beach	Vehicle speed feedback signs placed at key locations with high number of occurrences involving pedestrian and bicycle victims. Enforcement in school zones and other areas of the city. Educational banners placed on existing poles throughout the city.	\$66,600

TASK 5 - STATEWIDE BICYCLE AND PEDESTRIAN SAFETY PROGRAMS

These programs target the enhancement of bicycle and pedestrian safety throughout the State.

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Project #	Agency	Activities	FFY 2006 Funds
PS0615	CHP	Education and enforcement activities on two selected corridors. A task force will be formed to identify pedestrian problems and solutions	\$258,342

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Project #	Agency	Activities	FFY 2006 Funds
PS0501	Caltrans	Create a team of transportation professionals, advocates, and policy makers to monitor, guide and promote implementation of the California Blueprint for Bicycling and Walking.	\$180,000

TASK 6 - EQUIPMENT PROGRAMS

Programs under this task will provide equipment with the overall goal of reducing the number of fatal and injury collisions involving pedestrians in their jurisdictions.

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Project #	Agency	Equipment	FFY 2006 Funds
PS0419	San Francisco	N/A	\$50,000
PS0604	Brawley	2 Lighted Crosswalks	\$50,000
PS0608	Rancho Cucamonga	12 Pedestrian countdown signals	\$44,520
PS0609	Oceanside	2 Lighted Crosswalks 1 Flashing Beacon	\$60,000
PS0611	Whittier	12 Radar Display Signs 2 Lighted Crosswalks	\$187,000
PS0612	San Diego County	24 Pedestrian Countdown Heads	\$22,900
PS0625	Alameda County	6 Lighted Crosswalks	\$171,000
PS0626	Alameda County	Pedestrian Countdown Heads for 24 intersections	\$66,850
PS0630	San Rafael	360 Pedestrian Countdown Heads	\$200,000
PS0631	Modesto	10 countdown indications	\$110,000
PS0632	Oroville	1 Lighted Crosswalk	\$18,500
PS0633	Woodland	2 Lighted Crosswalks 4 Flashing Beacons	\$48,000

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Project #	Agency	Equipment	FFY 2006 Funds
PS0507	Long Beach	200 Pedestrian Countdown Heads	\$0
PS0508	Oakland	N/A	\$0
PS0526	San Carlos and Belmont PD (joint)	N/A	\$15,581

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Project #	Agency	Equipment	FFY 2006 Funds
PS0504	Irvine	2 Lighted Crosswalks	\$57,000
PS0505	La Habra	10 Changeable Radar Signs	\$0
PS0509	Pasadena	3 Lighted Crosswalks	\$49,500
PS0510	San Fernando	2 Lighted Crosswalks	\$62,000
PS0513	Fowler	N/A	\$7,500
PS0522	Montclair	1 In-roadway lighted crosswalk	\$23,000
PS0527	San Diego County	N/A	\$0
PS0531	South San Francisco	N/A	\$5,000

**FISCAL YEAR 2006 PROGRAM FUNDING
(PEDESTRIAN AND BICYCLE SAFETY)**

PS Task	Title		Major Cost Items			
1	Program Development and Administrative Coordination		Personnel, Travel, Contracts, Printing			
2	Pedestrian and Bicycle Safety Programs		Personnel, Educational Materials, Travel, Office Expenses, Bicycle Rodeos, Curriculum Development, Survey and Evaluation, Bicycle Helmets			
3	Pedestrian and Bicycle Safety Programs for Populations at Risk		Personnel, Bicycle Rodeos, Educational Materials, Promotionals, Travel, Bicycle Helmets, Software, PI&E Campaigns			
4	Comprehensive Traffic Safety Programs		Personnel, Educational Materials, Bicycle Events & Rodeos, Training, Helmets, Promotionals, PI&E Campaigns, Translation, Computer Equipment, Speed Trailer and Radar			
5	Statewide Bicycle and Pedestrian Safety Programs		Personnel, Travel, Brochures, Indirect Costs			
Task # / Agency	Funding Sources/Codes					
	157	163	402	405	410	411
1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1 State	\$0.00	\$0.00	\$132,980.00	\$0.00	\$0.00	\$0.00
2 Local	\$1,621,742.00	\$0.00	\$507,200.26	\$0.00	\$0.00	\$0.00
2 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3 Local	\$60,000.00	\$0.00	\$7,164.34	\$0.00	\$0.00	\$0.00
3 State	\$362,412.00	\$0.00	\$203,008.00	\$0.00	\$0.00	\$0.00
4 Local	\$426,659.00	\$109,040.00	\$66,600.00	\$0.00	\$0.00	\$0.00
4 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5 State	\$258,342.00	\$85,000.00	\$0.00	\$0.00	\$0.00	\$0.00

**FISCAL YEAR 2006 PROGRAM FUNDING
(PEDESTRIAN AND BICYCLE SAFETY)**

PS Task	Title		Major Cost Items			
6	Equipment Programs		In-Pavement Lighted Crosswalk Systems, Active School Zone Signs			
7	Enhanced Traffic Safety Analysis		Personnel, Training, Computer Hardware & Software			
Task # / Agency	Funding Sources/Codes					
	157	163	402	405	410	411
6 Local	\$1,101,075.00	\$10,919.00	\$60,600.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
7 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTALS						
Local:	\$3,209,476.00	\$119,959.00	\$641,564.60	\$0.00	\$0.00	\$0.00
State:	\$620,754.00	\$85,000.00	\$335,988.00	\$0.00	\$0.00	\$0.00

POLICE TRAFFIC SERVICES

I. PROGRAM OVERVIEW

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

Alcohol is the number one PCF in fatal crashes. According to California's Statewide Integrated Traffic Records System (SWITRS) provisional data for 2004, 32,972 people were killed or injured in alcohol-involved crashes. In addition, the number of alcohol-involved fatal victims increased one percent in 2004 from 1,445 to 1,460, and alcohol-involved traffic injuries' victims remained increased 0.7 percent from at 31,283 to 31,512. The National Highway Traffic Safety Administration (NHTSA) estimates two out of every five drivers will be involved in an alcohol-related collision during their lifetime.

Speed is consistently the top PCF annually collectively for both fatal and injury collisions. SWITRS 2004 provisional data shows that unsafe speed was the PCF in 29 percent of all fatal and injury collisions. As the speed of the vehicle increases, so does the probability of injuries and deaths if the vehicle is involved in a collision. The number of total fatal and injury collisions for unsafe speed decreased slightly from 2003 to 2004. Unsafe speed is a major contributor to roadway fatality and injury victims.

PRIMARY COLLISION FACTORS (PCF)

Primary Collision Factor	2003		2004*	
	Fatal	Injury	Fatal	Injury
1. Speed	569	58,173	538	57,933
2. Driving Under the Influence	748	14,310	832	14,603
3. Auto Right-of-Way	278	37,297	295	35,583
4. Improper Turning	731	24,525	667	25,178
5. Traffic Signals & Signs	201	17,623	192	17,059
Total	2,527	151,928	2,524	150,356
Total Fatal and Injury Collisions	154,455		152,880	

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

TOTAL VICTIMS KILLED AND INJURED IN COLLISIONS

2004*	Fatalities	Injuries
Injuries and Fatalities	4,092	302,176
Total Fatalities and Injuries	306,268	

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

Traffic-related fatalities and injuries decreased two percent in 2004. California's 2004 mileage death rate (MDR, fatalities per 100 million vehicle miles traveled) decreased from 1.30 in 2003 to 1.25 (provisional data) in 2004. Since 1990, California's MDR has decreased from 2.0 to 1.25.

Compliance with California's seat belt law decreased slightly to 90.4 percent in 2004. However, in 2004, 62.5 percent of all vehicle occupants killed were wearing safety restraints. Had all occupants involved in fatal collisions been wearing seat belts, almost half the fatalities and serious injuries could have been prevented (NHTSA Sudden Impact, *An Occupant Protection Fact Book*).

SWITRS provisional data shows that vehicle occupants under age four accounted for 34 fatalities and 2,211 injuries in 2004. When used correctly, child safety seats are 71 percent effective in preventing fatalities, 67 percent in reducing the need for hospitalization and 50 percent effective in preventing injuries (NHTSA, *Occupant Protection Idea Sampler 1994*).

Illegal street racing is not just a great annoyance to the public; it exposes the public, spectators, and racers themselves to extreme hazards. Serious problems of deaths and injuries due to illegal street racing affect all major California cities. It is estimated that during 2002, illegal street racing attributed to nearly 100 traffic fatalities. As high as that number appears, the problem is actually significantly underreported due to the need for reporting reforms.

The topic of aggressive driving has received an enormous amount of attention from the media and law enforcement agencies nationwide. According to results of a statewide survey conducted by the California Highway Patrol (CHP) in 1999, there is a direct correlation between the incidence of aggressive driving and congestion. OTS and CHP recognize two definitions of aggressive driving. Simple aggressive driving (committed by a majority of motorists) which involves such vehicle code violations as speed, weaving in and out of traffic, unsafe lane changes, driving the shoulder, unsafe passing, cutting the gore point, following too closely, or reckless driving. The second category is known as violent aggressive driving (road rage), which involves physical altercations between drivers, running another motorist off the road, brandishing a weapon, ramming or clipping another vehicle, throwing objects from a vehicle (at another person or vehicle), or a physical confrontation between motorists.

NHTSA reports that 25 percent of all police reported crashes involve some sort of driver inattention and driver distraction accounts for 50 percent of these collisions. Major driver distractions include eating or drinking, putting on make-up, reading, adjusting the radio, cassette, or CD, and dialing or talking on a cellular phone.

II. ACTION PLANS

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

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

Many local police departments lack the information, technical assistance, equipment, and personnel to give their communities an effective speed control program, frequent sobriety checkpoints, and traffic safety education and enforcement programs. OTS provides grants to local police departments that range from \$15,000 up to \$600,000 and include the funding of traffic officers, personnel, overtime, equipment, and public information and education materials.

III TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2006 Highway Safety Plan. Funding allocated to this task provides for the printing of brochures and pamphlets, distributing literature and media materials developed through successful projects, 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)

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Funds in this task provide for personnel, equipment, and operating costs. The primary goals of this task include the reduction of the number of persons killed in alcohol-involved, speed-related, nighttime, and hit-and-run 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 29 local projects initiated in prior years into fiscal year 2006 and commence funding 22 new projects. In FFY 2006, OTS funds in Task 2 will pay for 17.5 full time positions.

Project #	Fund	Agency	FFY 2006 Funds
PT0413	157	Corona	\$19,420
PT0428	402	Los Angeles	\$10,000
PT0501	402	Atwater	\$0
PT0504	157	Beaumont	\$121,600
PT0506	402	Blythe	\$20,000
PT0513	157	Arroyo Grande	\$8,954
PT0514	402	Berkeley	\$120,000
PT0516	402	Clovis	\$231,400
PT0517	157	Costa Mesa	\$83,256
PT0523	157	Indio	\$225,000
PT0524	402	Irvine	\$21,799
PT0525	157	Irwindale	\$214,993
PT0528	157	Livermore	\$30,000
PT0531	157	Los Angeles	\$2,400,000
PT0534	157	Murrieta	\$54,336
PT0535	402	Newark	\$66,427
PT0538	157	Pismo Beach	\$0
PT0539	157	Rancho Cordova	\$183,478
PT0542	157	Redwood City	\$22,061
PT0543	157	Riverbank	\$147,686
PT0544	402	Sacramento	\$0
PT0547	402	San Francisco	\$100,000
PT0548	157	Santa Paula	\$43,981
PT0549	402	Santa Rosa	\$201,901
PT0550	157	Seaside	\$29,190
PT0551	157	Sebastopol	\$68,590
PT0553*	402	Sonoma County	\$87,636
PT0554	402	Suisun	\$41,138
PT0559	402	Monterey Park	\$28,424
PT0601	402	Capitola	\$75,000
PT0602	402	Placentia	\$155,100
PT0606	402	Scotts Valley	\$38,118
PT0607	402	Redlands	\$138,750
PT0608	402	Cathedral City	\$225,000
PT0609	402	Norco	\$85,018
PT0610	402	Rialto	\$261,366
PT0611	402	Oceanside	\$322,133

Project #	Fund	Agency	FFY 2006 Funds
PT0612	402	Los Angeles	\$125,000
PT0614	402	Oxnard	\$83,300
PT0615	402	Ventura	\$99,000
PT0618	402	Fullerton	TBD
PT0623	402	Colton	\$83,903
PT0624	402	Siskiyou County	\$45,000
PT0625	402	Rio Vista	\$158,000
PT0626	402	Imperial	\$94,952
PT0629	402	San Leandro	\$38,000
PT0630	402	Desert Hot Springs	\$139,250
PT0631	402	Oakdale	\$156,463
PT0633	402	Shafter	\$93,478
PT0634	402	Ontario	\$366,576
PT0637	402	Merced	\$156,925

***PT0553 - SONOMA COUNTY**

TEEN MOTOR VEHICLE SAFETY PROJECT

This project is accomplishing a reduction in motor vehicle related fatalities and injuries in the teen population in Sonoma County. To achieve the reduction in fatal and injury collisions the Sonoma County Department of Health Services is undertaking a social marketing campaign to increase broad community awareness regarding seat belt usage and DUI. Further, the project educates parents and teens about general motor vehicle safety issues and the provisional licensing law specifically.

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 nine local projects initiated in prior years into fiscal year 2006 and commence funding three new projects in fiscal year 2006. These projects will combat speed and alcohol-related collisions, reduce truck-at-fault collisions, provide enforcement of occupant restraint laws, and provide the means to actively and efficiently enforce traffic laws, while providing a traffic safety public awareness campaign.

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PT0427 - CALIFORNIA HIGHWAY PATROL

INLAND DIVISION CORRIDOR SAFETY PROJECT (IDCSP)

The project provides funding for the following: peace officer and staff overtime for enforcement and public information campaigns; overtime for helicopter and fixed-wing pilots and observers; graphic designer; senior photographer; television specialist; communications support; and, clerical support. Further, the project provides funding for travel, contractual services for allied agencies, contractual services to the California Department of Transportation, paid media, and equipment. The equipment includes desktop computers, LCD projectors, three solar-powered radar detection displays, and a radar trailer. Other direct costs funded include fees for using task force meeting facilities, promotional materials, educational materials, aircraft operations, corridor signs, traffic radar units, radar trailers, and aircraft operating costs to focus on reducing fatal and injury collisions. The overall

goals of the project are to decrease reportable fatal and injury collisions on two segments of Interstate 15 that are under construction by three percent. Activities include public awareness campaign and enhanced enforcement. A local task force will convene for the corridor to identify at least two factors negatively impacting traffic safety on the corridor, and to identify potential short-term, and long-term solutions. Once the potential solutions are identified, the task force will work to implement at least two of the solutions on the corridor. (\$98,354 for local benefit)

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**PT0402 - CALIFORNIA HIGHWAY PATROL
REDDING ACCIDENT REDUCTION ENFORCEMENT (RARE) PROGRAM: STATE ROUTES 44 AND
299 WEST PROJECT**

The project provides funding for a public awareness campaign and enhanced enforcement directed at reducing by ten percent reportable fatal and injury collisions on both SRs. Local task forces will convene for each SR to identify at least four factors negatively impacting traffic safety on each SR, and to identify potential short-and/or long-term solutions. Once the potential solutions are identified, the task forces will work to implement at least two of the solutions on each SR. Results of the combined law enforcement/public awareness campaign will be published in a Final Report. A Safety Action Plan addressing the traffic safety issues specific to each SR will also be included in the report. (\$0)

**PT0407 - CALIFORNIA HIGHWAY PATROL
SIDESHOWS AND STREET RACING (SSR) PROGRAM**

The program provides funds for personnel, travel and contractual services. Project goals include convening a CHP/OTS Task Force comprised of CHP personnel and local law enforcement personnel from select agencies to develop strategies aimed at addressing illegal street racing statewide. (\$0)

**PT0507 - CALIFORNIA HIGHWAY PATROL
SAFE HIGHWAY COALITIONS PROJECT**

The project aims to reduce vehicle-related fatalities and injuries along four high-collision highway (corridor) segment. This project, with implementation phases begun March 1, 2005, and ending December 21, 2007, includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local coalitions/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 coalitions/task forces will establish specific goals for fatality and injury reduction on each of the four corridors and develop safety action plans for implementing short and or long term solutions individually tailored to each. Educational and promotional materials will be distributed. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations. (\$748,525)

**PT0508 - CALIFORNIA HIGHWAY PATROL
CALIFORNIA BORDER 2 BORDER COLLISION REDUCTION (B2B) PROJECT**

The project focuses on reducing the number of reportable collisions and victims killed and injured in reportable collisions on selected project sites on state highways. Additionally, this project will strive to decrease the number of persons killed and injured in reportable collisions in which the victims was not wearing a seatbelt. Project activities, running from January through December 2005, include both a public information and education effort and

enhanced enforcement aimed at reducing reportable collisions by two percent (victims killed by one percent and victims injured by one percent) and the number of victims killed and injured in reportable collisions who were not wearing seatbelts by two percent. The focus of the enforcement efforts will be on those violations which most commonly cause collisions. (\$741,581)

**PT0509 - CALIFORNIA HIGHWAY PATROL
COUNTY ROAD COLLISION REDUCTION (CR2) PROJECT**

The project will conduct a one-year, statewide traffic safety effort to reduce the number of injury and fatal victims and reportable collisions occurring on county roads. This will be accomplished by utilizing overtime to increase enforcement, and will target the top five identified collision factors on county roads. Project goals are: 1) to reduce the number of injured victims on county roadways within CHP jurisdictions by one percent from the previous three-year (2000-2002) average of 37,722 to 37,041; and 2) to reduce the number of fatalities on county roadways within CHP jurisdictions by one percent from the previous three-year (2000-2002) average of 931 to 912 by December 31, 2005. Press releases advising county residents of increased enforcement, distribution or promotional materials at local events, and participation in national and local traffic safety promotions will be included in the public awareness/educational campaign. (\$554,227)

**PT0510 - CALIFORNIA HIGHWAY PATROL
OLDER CALIFORNIAN, HISPANIC, AND ASIAN-AMERICAN TRAFFIC SAFETY (OCHAT) PROJECT**

The project will focus and target three specific groups of Californians that currently lack traffic safety awareness programs and that are unique to their needs as communities and individuals. This project will extend traffic safety outreach efforts to older Californian drivers, Hispanic drivers, and Asian American drivers. CHP will conduct presentations, demonstrations, and events focusing on driver, pedestrian, and child restraint safety. Educational efforts targeting the Hispanic and Asian American communities will be conducted in their respective languages for better effectiveness and understanding. (\$884,585)

**PT0511 - CALIFORNIA HIGHWAY PATROL
CAST (COMMERCIAL AWARENESS THROUGH SAFETY AND TRAINING) PROJECT**

Continued funding will be provided for this program in fiscal year 2006, this statewide project is to reduce truck-involved reportable fatal and injury collisions. Activities will include a public awareness campaign, commercial refresher training for officers, and enhanced enforcement. Enforcement efforts will focus upon rules-of-the-road violations, which most commonly cause truck-involved collisions. A "corridor" approach to two selected problematic roadway segments (PRS) will also be integrated to comprehensively address issues specific to each PRS. In coordination with the California Department of Transportation, a safety action plan will be developed, and implemented as individual agency resources permit. (\$1,351,299)

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**PT0619 - CALIFORNIA HIGHWAY PATROL
PATROL AIR CONSOLIDATED ENFORCEMENT (PACE) SPEEDERS**

California Highway Patrol will implement a consolidated statewide enforcement effort on roadways within CHP jurisdiction to reduce the numbers of speed-caused collisions and associated victims by 4 percent. In addition, one CHP Division and three CHP Areas will also receive special emphasis. One of those three Areas will focus on local street racing problems by deploying special enforcement teams. The program will incorporate

deployments of uniformed staff and radar trailers, issuance of news releases, completion of safety presentations and a media campaign, and distribution of educational materials. (\$4,890,163)

PT0620 - CALIFORNIA HIGHWAY PATROL

START SMART TEEN DRIVER SAFETY EDUCATION PROGRAM II

This project focuses on providing newly licensed teen drivers age 15-19 with enhanced driver education classes emphasizing the dangers typically encountered by members of their age group. The CHP will conduct traffic safety education classes, provide additional education on the top five fatal and injury primary collision factors involving teens, and develop and produce an effective media campaign targeting teen drivers age 15-19. (\$301,625)

PT0621 – CALIFORNIA HIGHWAY PATROL

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM, THREE-DIMENSIONAL ANALYSIS EQUIPMENT (MAIT-3D)

This project focuses on increasing the effectiveness and efficiency of the CHP's MAIT teams. It does so by updating and deploying fully integrated, turn-key data capture and visualization equipment and providing training in the use of that equipment. The acquisition, training, support, and deployment of three-dimensional (3D) laser technology to the CHP MAIT program will expedite the department's complex collision investigations and reopen roadways sooner, as collision investigators will require less time while gathering more information. (\$1,386,487)

PT0635 – CALIFORNIA HIGHWAY PATROL

CALIFORNIA AFRICAN AMERICAN TRAFFIC SAFETY EDUCATION EFFORTS (CAATSEE)

California Highway Patrol will implement a 19-month educational outreach project tailored to the needs of the African-American community. CHP will launch a statewide educational campaign with emphasis upon driving under the influence (DUI) and specifically targeting the 12-20 year old age group. Augmenting the campaign will be statewide enforcement activities and distribution of educational materials. (\$232,028)

MC0601 – CALIFORNIA HIGHWAY PATROL

BE ON THE LOOKOUT (BOL) FOR MOTORCYCLISTS PROJECT

This project focuses on preventing, and reducing reportable motorcycle and vehicle collisions through enhanced enforcement operations. The project includes a public awareness campaign appropriately targeting both motorcycle and automobile drivers statewide. In light of the increased motorcycle to vehicle fatal and injury collisions, this project also supports a more aggressive approach to educating the motoring public in California on road sharing rules of the road. Additionally, this project will provide individual CHP commands the latitude to concentrate patrol and enforcement on roadways with an unusually high incidence of motorcycle to vehicle fatal and injury collisions, which often involve DUI alcohol and/or drugs, speeding, and improper turning. (\$1,151,058)

TASK 4 - ENFORCEMENT/ENGINEERING/ANALYSIS TEAM

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**PT0605 - UNIVERSITY OF CALIFORNIA BERKELEY
ENFORCEMENT AND ENGINEERING ANALYSIS TEAM PROJECT**

This project will prevent, and reduce the number and severity of crashes on local streets and highways in California by providing free expert technical assistance for their local enforcement and engineering staff, aimed at improving the efficiency and effectiveness of local traffic safety programs and high crash site solutions. Expert teams will evaluate current programs, analyze needs and provide a written report for 30 communities throughout California. University staff will oversee and evaluate performance of teams, market evaluations, and disseminate best practices broadly through newsletters and website. (\$244,832)

TASK 5 - AGGRESSIVE DRIVER PROGRAMS

OTS will continue funding 10 projects addressing the problems of illegal street racing in communities with a disproportionate illegal street racing problem. OTS will identify and fund during this fiscal year additional agencies plagued with this illegal street-racing problem. Illegal street racing is not just a great annoyance to the public; it also exposes the public, spectators, and racers themselves to extreme hazards due to the high speeds. OTS established a Regional Task Force conducting highly publicized "large-scale" enforcement operations targeting violations for "speed contests" and illegally modified engines and emissions systems modified to enhance competitiveness during illegal street racing. Personnel conduct surveillance before, during, and after the illegal street-racing enforcement actions to support the following: anticipate gatherings, identify veteran and new-comer participants, establish patterns of activity, assess criminal activity, identify individual groups within crowds, locate probation violators, and identify major violators. OTS established a comprehensive "train the trainer" program. This program provides each police department an officer who will help integrate and institutionalize the expertise necessary. This expertise includes identifying illegally modified vehicles as part of routine patrol duties. In FFY 2006, OTS funds in Task 5 will pay for six full time positions.

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Project #	Fund	Agency	FFY 2006 Funds
PT0562	402	Sacramento	\$215,827
PT0563	402	Stockton	\$182,795
PT0564	402	Fresno	\$197,354
PT0565	402	San Jose	\$205,149
PT0566	402	San Francisco	\$200,000
PT0567	402	Riverside	\$200,000
PT0568	402	Ontario	\$210,844

PT0421 - SAN DIEGO POLICE DEPARTMENT

DRAG NET PROJECT

The project provides funds for personnel, travel, contractual services, and presentation equipment. Project activities include street racing enforcement training in San Diego County and throughout California, innovative law enforcement, vigorous prosecution, consistent adjudication, and public information/education. The project goals are to reduce injuries and deaths resulting from illegal street racing in San Diego County and to provide other California law enforcement agencies with the ability to address illegal street racing in their communities as well. (\$274,905)

PT0529 - LOS ANGELES COUNTY

CARS 'N' KIDS PROGRAM

This project provides a safety awareness program in Los Angeles County for teens and pre-teens between the ages of 11 and 16 years. This program is driven by traffic safety workshops and car safety rodeos. It creates positive attitudes towards car safety while reinforcing the acceptance of the personal traffic safety responsibility of teens. In addition, the attitudes developed in this project influence students' inclinations to take responsibility for personal safety. Through a partnership with Disney/Pixar Studios, a cross traffic safety public information and promotion will be launched in conjunction with the release of the animated film **CARS**, with cast appearances at rodeos and events and pre-film trailers featuring a pre-teen driver safety public service announcements with the cast. (\$848,325)

PT0530 - LOS ANGELES DEPARTMENT OF TRANSPORTATION

WATCH THE ROAD TRAFFIC SAFETY CAMPAIGN

The campaign is designed to increase the awareness and practice of proper driving, bicycling, and walking behavior in the county of Los Angeles by developing a countywide media campaign focused on changing behavior that contributes to the major categories of crashes. Through targeted messages with millions of exposures, the heightened awareness leads to positive changes in road users behaviors. (\$460,000)

TASK 6 - LOCAL LAW ENFORCEMENT ENHANCEMENT PROGRAMS

157/402

OTS will continue funding 12 projects initiated in prior fiscal years and nine new projects during fiscal year 2006. 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, and overtime. The primary goals of this task are to increase occupant restraint compliance, traffic safety education, and awareness, and decrease speed and alcohol-involved collisions. In FFY 2006, OTS funds in Task 6 will pay for six full time positions.

Project #	Fund	Agency	FFY 2006 Funds
PT0401	157	Brentwood	\$0
PT0419	157	Oakley	\$0
PT0512	157	CSU Hayward	\$0
PT0522	157	Hollister	\$50,000
PT0533	157	Morro Bay	\$6,794
PT0518	402	Davis	\$131,156
PT0519	402	El Camino Community College	\$0

Project #	Fund	Agency	FFY 2006 Funds
PT0520	402	Elk Grove	\$144,370
PT0527	402	Lemon Grove	\$23,655
PT0545	402	San Bruno	\$0
PT0546	402	San Diego	\$22,171
PT0561	402	Daly City	\$9,604
PT0603	402	East Palo Alto	\$126,898
PT0604	402	Daly City	\$175,204
PT0613	402	Santa Clara	\$121,858
PT0616	402	Gardena	\$115,000
PT0622	402	Lake Forest	\$40,000
PT0627	402	El Segundo	\$50,000
PT0628	402	San Francisco	\$591,301
PT0632	402	Menlo Park	\$325,333
PT0636	402	Brentwood	\$104,149
PT0638	402	Cotati	\$142,147

**FISCAL YEAR 2006 PROGRAM FUNDING
(POLICE TRAFFIC SERVICES)**

PT Task	Title		Major Cost Items			
1	Program Development and Administrative Coordination		Personnel, Travel, Contracts, Printing			
2	Selective Traffic Enforcement and Education Programs (STEEP)		Personnel, DUI and Speed Trailers, Computers, Radar Units, Overtime, Operating Costs			
3	Statewide Activities (CHP Programs)		Overtime, Radar, Aircraft, Promotional Items			
4	Enforcement/Engineering Analysis Team		Personnel and Contractual Services			
5	Aggressive Driver Programs		Personnel and Operating Expenses			
6	Local Law Enforcement Enhancement Programs		Computers, P.A.S. Devices, Radar, DUI and Speed Trailers, Motorcycles			
Task # / Agency	Funding Sources/Codes					
	157	163	164AL	402	410	411
1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1 State	\$0.00	\$0.00	\$0.00	\$308,314.00	\$0.00	\$0.00
2 Local	\$1,943,704.51	\$0.00	\$0.00	\$4,178,332.34	\$0.00	\$0.00
2 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3 State	\$98,353.55	\$4,280,216.74	\$0.00	\$7,997,212.00	\$0.00	\$0.00
4 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
4 State	\$0.00	\$0.00	\$0.00	\$244,382.00	\$0.00	\$0.00
5 Local	\$0.00	\$0.00	\$0.00	\$2,555,606.38	\$0.00	\$0.00
5 State	\$0.00	\$0.00	\$0.00	\$5,551.81	\$0.00	\$0.00
6 Local	\$56,794.00	\$0.00	\$0.00	\$2,253,450.22	\$0.00	\$0.00
6 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTALS						
Local:	\$2,000,498.51	\$0.00	\$0.00	\$8,987,388.94	\$0.00	\$0.00
State:	\$98,353.55	\$4,280,216.74	\$0.00	\$8,555,459.81	\$0.00	\$0.00

ROADWAY SAFETY

I. PROGRAM OVERVIEW

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

OTS has continued the “Safety Through Construction and Maintenance Zones” training program. Utilizing this program, trainers are sent to locations throughout the state to provide two-day training sessions that instruct roadway maintenance and construction personnel on the latest methodology for enhancing the safety of workers and motorists in those areas receiving maintenance or which are under construction. The program is utilized extensively by many local agencies, public utility companies, and private firms. The Federal Highway Administration (FHWA) has specifically encouraged continuation of the program. Generally, this program is renewed every three years. The continuous turnover of highway construction and maintenance personnel assures a continuing need for this education program. Continuation of the program ensures that suitable training is available to enhance roadway safety through construction and maintenance zones.

A sound traffic-engineering program utilizes collision location data, an inventory of traffic control devices, data on the numbers and types of driving lanes, average and peak hour traffic volumes, and data on the direction of travel. In addition, a cogent traffic-engineering program should also include traffic circulation pattern information and data on adjacent land use. There should also be an ability to identify and analyze critical collision locations to establish reasonable speed limits (85th percentile), to coordinate and optimize signal timing, and to correlate all of the referenced data with the types and severity of collisions experienced. The engineer must perform analyses and recommend mitigation in the way of traffic controls, roadway design changes, alternative routes, and non-engineering (enforcement) improvements.

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

II. ACTION PLANS

Traffic Control Device Inventory (TCDI)

This activity involves establishing a relational database for the storage and retrieval of various control device data elements. Agencies must perform a complete field inventory of existing signs, signals, pavement and curb markings and stripping as well as the condition of each. Depending upon the size and complexity of the street layout table, some inventories may exclude certain items, such as pavement and curb stripping, and may keep separate inventories for some items, such as signals.

Traffic Counts

This activity typically involves the purchase of traffic counting devices including radar trailers and the development of a schedule for their periodic and regular deployment. Depending on the sophistication of the count devices and the agency, traffic counts may also include the incorporation and the development of traffic flow pattern charts to illustrate relative traffic volumes. Traffic counts should also include average daily traffic (ADT) and peak hour volume counts.

Identification and Surveillance

This process allows for the systematic identification and ranking of critical or high collision locations within the jurisdiction and for performing analyses to discover conditions that may be contributing to the high collision rates. Software applications frequently include the generation of collision diagrams with Primary Collision Factors (PCF) identified. Applications may also include such functions as traffic flow analyses, traffic circulation patterns, and the statistical correlation of conditions present at the time of the collisions e.g., weather, time of day etc. In more sophisticated systems, collision locations can be identified as mid-block or intersection.

Bicycle and Pedestrian Safety

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

Many engineering and enforcement agencies are still employing the use of manual collision and citation tracking systems or are forced to use unwieldy legacy data systems. Extracting meaningful data through either practice is an arduous and inefficient undertaking and the resulting data may be unreliable. For instance, jurisdictions that share a common boundary may find that crashes on the boundary roadways are undercounted (counted by the wrong agency) or double-counted (by multiple agencies). Either way, the data integrity is compromised. In addition, neither a manual system nor legacy system provides a viable and efficient means for communicating captured data on either an intra-agency or inter-agency level. This inability to share data results in the perpetuation of separate engineering and enforcement data systems in these jurisdictions. By developing modern open data systems that are usable by both traffic engineering and enforcement within a city and/or across jurisdictional lines i.e., county-to- county, OTS is providing an opportunity to enhance not only data sharing but overall communication and agency efficiency.

Geographical Information System (GIS)

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

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

Training and Review

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

With the advancements being made in data automation and the increased number of software packages related to traffic engineering and mapping, the scope of engineering in the OTS grant program has changed markedly from just a few years ago. As the concept of GIS continues to mature, the delineation between traffic records and traffic engineering is rapidly blurring and will likely disappear completely very soon. 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 projects may appear to be traffic record projects when they are in fact, engineering projects. Since both disciplines may be using the same computerized database, the degree to which the project requires applied engineering fieldwork is used to distinguish between traffic records and traffic engineering.

III. TASKS

TASK 1 - PROGRAM DEVELOPMENT AND ADMINISTRATIVE COORDINATION

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of projects within this program area, and the preparation of the 2006 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 projects, 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

Projects 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. Four grants will be continued into 2005, and five new grants will be initiated.

Project #	Fund	Agency	Equipment	FFY 2006 Funds
RS0414	157	Torrance	N/A	\$60,000
RS0601	157	Santa Clara	N/A	\$39,370
RS0602	157	Anderson	Automated GIS Collision Analysis & Tracking System	\$25,500
RS0605	157	Shasta County	Automated GIS Collision Analysis & Tracking System	\$25,925
RS0614	157	San Diego County	Automated GIS Collision Analysis & Tracking System	\$30,000
RS0617	157	Plumas County	GIS Traffic Control Device Inventory Program	\$40,000
RS0619	157	Camarillo	GPS Locator	\$75,000
RS0623	157	Butte County	Automated GIS Collision Analysis & Tracking System	\$206,000
RS0407	163	Los Angeles	Automated GIS Collision Analysis & Tracking System	\$546,508
RS0515	402	Elk Grove	N/A	\$0
RS0516	402	Fresno County	N/A	\$42,427
RS0524	402	Ukiah	N/A	\$0

TASK 3 - ROADWAY IMPROVEMENT PROGRAM

Projects 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 projects have been funded in this task for fiscal year 2006.

TASK 4 - TRAFFIC ENGINEERING EXPERTISE

Projects 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 35 annual administrative evaluations of local traffic engineering and enforcement programs. Funding for these projects is reflected in program area PT, Task 4.

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PT0605 - UNIVERSITY OF CALIFORNIA, BERKELEY TRAFFIC SAFETY EVALUATIONS FOR CALIFORNIA COMMUNITIES

Initiated in fiscal year 2004, the project is continued into fiscal year 2004. This project will provide technical expertise to execute local traffic engineering and enforcement analysis. The program will be active throughout the State of California. Evaluation visits will be made by teams of experts for the ITS Tech Transfer Program. Written analyses documenting the findings and recommendations are provided to host governments. The project also supports the organization of an annual statewide workshop on safety topics of interest to both enforcement and engineering professionals to highlight best practices and encourage information sharing across communities and among disciplines. Funding for this grant is shown in Police Traffic Services. (\$244,382)

TASK 5 - EDUCATION AND TRAINING

Projects 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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RS0606 - UNIVERSITY OF CALIFORNIA, BERKELEY WORK ZONE SAFETY TRAINING

This new project is planned for fiscal year 2006. The project seeks to reduce the number and severity of crashes at or near public highway work zones by training construction and maintenance crews on how to safely, effectively and efficiently plan, install, and operate work zone controls that minimize potential for vehicle conflicts with pedestrians, bicycles, hazards, and to protect workers. The project will organize and deliver the existing revised MUTCD compliant class called "Safety and Traffic Control Plans for Work Zones" to host agencies and organizations for a reduced fee. The project will also evaluate course content and will update as needed. (\$201,548)

**RS0008 - CALIFORNIA DEPARTMENT OF TRANSPORTATION
TRAFFIC SAFETY AUDIT PROJECT**

Initiated in fiscal year 2000, the current project is continued into fiscal year 2006. Road Safety Audits is a program initiated by the Federal Highway Administration. The FHWA currently has fourteen states participating in its Road Safety Audits program. The program undertakes a formalized examination of an existing or future road or traffic project that interacts with road users. In this process independent, qualified examiners study a roadway and report on the collision potential and safety performance of the roadway. (\$0)

**RS0504 – CALIFORNIA DEPARTMENT OF TRANSPORTATION
HIGHWAY WORK ZONE SAFETY PUBLIC AWARENESS CAMPAIGN**

This project continues in FFY 2006. This project expands on a pilot project for work zone safety public awareness campaign statewide. The campaign builds on the prior campaign by expanding into areas of California that were not covered in the pilot campaign. The Department continues to survey the impact of the campaign on public awareness and analyze existing work zone collision data to determine whether the campaign continues to be successful in reducing work zone collisions and whether a cost benefit analysis supports permanently continuing this campaign statewide. (\$1,816,712)

**RS0514 – DEPARTMENT OF MOTOR VEHICLES
TRAFFIC SAFETY EDUCATION PROJECT**

This project is provided continued funding for fiscal year 2006, to assist will compliance with for Americans with Disabilities Act of 1992 by updating and combining DMV's first two videos entitled "Rules of the Road" and "Safe Driving Practices." The new combined video will enhance driver competency by providing a current video resource to reach people who are illiterate or have reading or other learning disabilities. In addition, this tape will also be suitable for DMV applicants for whom English is their second language. (\$75,090)

TASK 6 - EQUIPMENT

Projects 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.

Project #	Fund	Agency	Equipment	FFY 2006 Funds
RS0603	157	Milpitas Engineering Department	Vehicle Speed Feedback Signs and GIS System	\$76,800
RS0604	157	Fairfield	Vehicle Speed Feedback Signs and Flashing Beacons	\$67,710
RS0609	157	Los Angeles County	10 Radar Speed Trailers	\$160,000
RS0610	157	Napa	Vehicle Speed Feedback Signs	\$51,000

Project #	Fund	Agency	Equipment	FFY 2006 Funds
RS0611	157	Cupertino	Advance School Flashing Beacons and In-Roadway Warning Lighting System	\$44,100
RS0615	157	Kern County	Hand held Citation Devices	\$100,000
RS0616	157	La Mesa	Vehicle Speed Feedback Signs	\$35,000
RS0618	157	San Marcos	Vehicle Speed Detectors and Flashing Beacons	\$108,900
RS0621	157	Rialto	Vehicle Speed Feedback Signs (2)	\$17,500
RS0624	157	Merced County	In Pavement Lighting	\$75,000
RS0626	157	Camarillo	Vehicle Speed Feedback Signs (6)	\$50,000
RS0627	157	Pico Rivera	Vehicle Speed Feedback Signs (10)	\$100,000
RS0628	157	Yorba Linda	Vehicle Speed Calming Display Units (4)	\$45,000
RS0502	402	County of Alameda-Public Works	N/A	\$0
RS0505	402	Campbell-Public Works	N/A	\$0
RS0507	402	Fontana-Public Works	Speed Feedback Signs	\$70,000
RS0513	402	Ventura County-Public Works	Speed Feedback Signs In-road Warning Lights	\$127,000
RS0518	402	Rancho Palos Verdes-Public Works	Speed Feedback Signs and Radar Trailer	\$30,000
RS0519	402	County of Santa Clara-Public Works	N/A	\$26,660
RS0522	402	Stockton-Public Works	Speed Feedback Signs	\$61,040
RS0526	402	Yolo County	Flashing Beacon Signs and Speed Feedback Signs	\$0

TASK 7 - EVALUATION

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

TASK 8 - INFRASTRUCTURE IMPROVEMENT

The Caltrans Highway Safety Improvement Program (HSIP) includes all projects in which the primary purpose is to reduce the number and severity of collisions on California highways. Projects 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 projects scheduled for 2006 and funded through the California Department of Transportation (Caltrans).

- Upgrade and install metal beam guardrails and end treatments in Los Angeles County. (\$2,293,000)
- Install icy curve warning system in Plumas County. (\$1,223,500)
- Install guardrail/remove trees and shrubs within 30 feet of the edge of traveled way. (\$2,500,000)
- Upgrade/relocation lighting standards in Long Beach. (\$200,000)
- Install concrete barrier in the City of Los Angeles. (\$750,000)
- Install chain link railing in the City of Los Angeles. (\$725,000)
- Install chain link railing in the City of Commerce. (\$282,500)

**FISCAL YEAR 2006 PROGRAM FUNDING
(ROADWAY SAFETY)**

RS Task	Title		Major Cost Items			
1	Program Development and Administrative Coordination		Personnel, Travel, Contracts, Printing			
2	Electronic Engineering Data Systems		Computer Hardware and Software, Contractual Services			
3	Roadway Improvement Program		Computer and Traffic Count Equipment			
4	Traffic Engineering Expertise		Personnel, Travel, Contractual Services, Operating Expenses			
5	Education and Training		Personnel, Travel, Operating Expenses, Contractual Services			
6	Equipment		Air Velocity Deer Whistles, In-Pavement Lighting Systems			
Task # / Agency	Funding Sources/Codes					
	157	163	164AL	402	410	411
1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$76,651.00	\$0.00	\$0.00
2 Local	\$451,666.00	\$0.00	\$0.00	\$19,300.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3 Local	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
4 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$201,548.00	\$1,891,802.00	\$0.00	\$0.00	\$0.00	\$0.00
6 Local	\$805,160.00	\$546,508.40	\$0.00	\$87,700.00	\$0.00	\$0.00
State	\$0.00	\$101,103.71	\$0.00	\$0.00	\$0.00	\$0.00

**FISCAL YEAR 2006 PROGRAM FUNDING
(ROADWAY SAFETY)**

RS Task	Title			Major Cost Items		
7	Infrastructure Improvement			Contractual Services		
Task # / Agency	Funding Sources/Codes					
	157	163	164AL	402	410	411
7 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTALS						
Local:	\$1,356,826.00	\$546,508.40	\$0.00	\$107,000.00	\$0.00	\$0.00
State:	\$201,548.00	\$1,992,905.71	\$0.00	\$76,651.00	\$0.00	\$0.00

TRAFFIC RECORDS

I. PROGRAM OVERVIEW

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

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

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

Department of Motor Vehicles (DMV) maintains a large statewide computer network to record all registered motor vehicles and licensed drivers (and some unlicensed). The system generates a transcript for 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.

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

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

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

II. ACTION PLANS

OTS continues to implement the recommendations of the 1993 Traffic Records Assessment and is scheduled for a new Traffic Records Assessment in September 2005. A variety of state and local agencies continue to work toward improving traffic record collection within the State of California. The "Traffic Records Council" was formed as recommended by a traffic record assessment team. The initial work plan was designed around the recommendations of that team. All major state departments producing traffic-related data are represented on the "council," including OTS. The Traffic Records Assessment team and the Traffic Records Council have not met formally for a number of years. Consequently, OTS plans to reconvene these organizations for the purpose of measuring progress and developing new goals.

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 projects within this program area, and the preparation of the 2005 Highway Safety Plan. This plan includes projects 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 projects, 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

Projects funded in this task provide the databases and data record design by which local agencies can supplement existing collision record programs with needed roadway data.

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TR0508 - WATSONVILLE

SANTA CRUZ METRO POLICE DEPARTMENT'S HAND-HELD CITATION, COLLISION, DUI REPORT WRITING PROJECT

A multi-jurisdictional traffic safety effort will be utilized by the four local police agencies in Santa Cruz County to efficiently report collisions, DUI, and citation information; analyze high collision locations and correlate these statistics to increase enforcement activity, establish traffic controls at key critical intersections, and improve safety. The objective is to reduce officer time in traffic reporting through the implementation of in-field electronic hand-held devices, integrated with software that supports data importation, report generation, and analysis. Secondly, the project seeks to reduce staff time processing traffic citations, meeting the California Superior Court electronic file standards, and creating a graphics interface for data importation. (\$96,000)

TASK 3 - COMPREHENSIVE DATA SYSTEM DESIGN AND IMPLEMENTATION

Projects 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.

TR0603 - MORENO VALLEY POLICE DEPARTMENT (MVPD)**MVPD AUTOMATED CITATION PROGRAM**

The City of Moreno Valley is faced with significant growth. As a result, fatal and injury collisions have increased over the past several years. Meanwhile, law enforcement resources, specifically those dedicated to traffic enforcement, have not and will not be able to keep pace with the current and anticipated future growth. In order to address these issues, the Moreno Valley Police Department must become more efficient and learn to do more with current resources. The Automated Citation Device Program will allow us to become more efficient and reduce fatal and injury collisions through directed enforcement. (\$36,000)

TR0604 - GOLETA**AUTOMATED COLLISION ANALYSIS AND TRACKING**

The City of Goleta will implement an automated collision and tracking program with GIS capabilities for the Traffic Engineering/Community Services Department and the Police Department. This system will allow for a cooperative traffic safety effort by the Goleta Community Services Department and the Goleta Police Department. The program will provide both departments with the ability to efficiently pinpoint high collision locations and correlate these statistics to enforcement activity, traffic controls, or needed safety improvements. The program will be used to identify and evaluate the top ten high collision rate locations in the city. (\$74,770)

TR0605 - CALIFORNIA HIGHWAY PATROL**INTERNET STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (I-SWITRS)**

This project will make 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. (\$510,197)

TR0606 - AMADOR COUNTY**GIS - ROADWAY SAFETY PROJECT**

This grant will provide for Amador County to refine its GIS collision database program to more accurately identify, analyze, investigate and determine options to mitigate critical collision locations. The addition of a TCDI module will allow a sign tracking inventory, maintenance and replacement logging and assist in compliance with newly mandated Federal and State standards. (\$59,663)

TR0607 - SAN LUIS OBISPO**AUTOMATED COLLISION ANALYSIS AND TRACKING SYSTEM**

The City of San Luis Obispo proposes to improve the efficiency and accuracy of collecting, identifying and analyzing collision reports, citations and high collision locations in the city. This will be accomplished by purchasing and installing computerized field data collection devices, integrating information system processing and upgrading the current collision database software. (\$108,900)

TR0608 - CALIFORNIA HIGHWAY PATROL**GEOGRAPHICAL INFORMATION SYSTEM FOR SWITRS GIS-SWITRS**

This project will introduce GIS mapping capabilities to the CHP's Statewide Integrated Traffic Record System (SWITRS) at the same time another project facilitates introduction of SWITRS to the Internet. The ability to map and geographically visualize the statistical data currently available through the ad-hoc reporting capability will enable CHP's eight field

divisions to further and more effectively assess enforcement deployment decisions that are unique or specific to the physical components of the communities within their areas of jurisdiction. (\$147,900)

TASK 4 - HIGH RISK DRIVER IDENTIFICATION DATA CAPTURE IMPROVEMENT PROJECTS

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

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TR0302 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES DEVELOPMENT OF A LONG RANGE STRATEGY AND PROCUREMENT OF A BIOMETRICS VERIFICATION SYSTEM

Initiated in fiscal year 2004, the project will continue into fiscal year 2006. The project provides funds for consultant services to advise DMV how to implement a Biometrics Verification System (BVS). The design will ensure that one person has only one driver's license or identification (DL/ID) number and one DL/ID number belongs to only one person. The consultant will include developing the requirements necessary to secure a contractor to develop the BVS, and to develop a plan on cleansing the 80+ million images contained in the image database. (\$238,089)

TR0601 - SOUTH LAKE TAHOE POLICE DEPARTMENT HANDHELD CITATION/DUI REPORTING SYSTEM

This project provides the city of South Lake Tahoe with funds to purchase eight handheld traffic reporting software and equipment systems, which will automate the traffic citation process. This system will help the officers incorporate DUI investigations by giving the officers the ability to record standardized field sobriety tests in the field and complies with NHTSA standards. The use of this system will expedite the traffic stop process allowing for less time report writing and more time actively patrolling our neighborhoods looking for violations. (\$63,952)

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TR0201 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES INTERNET REPORTING OR DRIVING UNDER THE INFLUENCE TREATMENT PROGRAM FORMS

The project will continue into fiscal year 2006. The project provides funds for travel, contractual services, two database servers, two application servers, two rack setups, digital directory server two QL servers and software. Project activities include the development and implementation of an automated system that, via the Internet will allow DUI treatment program providers to report directly to DMV on the progress of individuals mandated to DUI treatment. The project goals are to expedite the update of participant driving records and notification to the offender of license suspension, revocation, restriction, or reinstatement. This project was previously known as TR0008. (\$308,428)

TR0506 - CALIFORNIA DEPARTMENT OF MOTOR VEHICLES AN EVALUATION OF THE TRAFFIC SAFETY IMPACT OF WAIVING THE DRIVER LICENSE WRITTEN KNOWLEDGE TEST

This project will evaluate the traffic safety impact of giving eligible license renewal applicants an at-home test or test waiver in lieu of taking an in-office test. (\$99,142)

**FISCAL YEAR 2006 PROGRAM FUNDING
(TRAFFIC RECORDS)**

TR Task	Title		Major Cost Items			
1	Program Development and Administrative Coordination		Personnel, Travel, Contracts, Printing			
2	Data Records Design and Implementation		Consultant Services and Computer Equipment			
3	Comprehensive Data System Design and Implementation		Staff Salaries, Consultant Services and Computer Equipment			
4	High Risk Driver Identification Data Capture Improvement Projects		Staff Salaries, Consultant Services and Computer Equipment			
Task # / Agency	Funding Sources/Codes					
	157	163	164AL	402	405	410
1 Local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1 State	\$0.00	\$0.00	\$0.00	\$52,990.00	\$0.00	\$0.00
2 Local	\$0.00	\$0.00	\$0.00	\$96,000.00	\$0.00	\$0.00
2 State	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3 Local	\$285,333.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3 State	\$658,097.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
4 Local	\$63,952.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
4 State	\$52,300.00	\$92,568.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTALS						
Local:	\$349,285.00	\$0.00	\$0.00	\$96,000.00	\$0.00	\$0.00
State:	\$710,397.00	\$92,568.00	\$0.00	\$52,990.00	\$0.00	\$0.00

FFY 2006 PROJECT EQUIPMENT LIST

This table lists items to be purchased in FFY 2006 with a cost equal to or greater than \$5,000 each. All in-roadway lighting 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.*

Project #	Agency	Equipment and Cost	Page
AL0594	Red Bluff	1 DUI checkpoint trailer @ \$25,000	06-AL-11
AL0603	Union City	1 DUI checkpoint trailer @ \$21,000	06-AL-20
AL0604	Orange County	1 pick-up truck @ \$30,000	06-AL-38
AL0606	Sonoma	1 motorcycle @ \$23,286 1 vehicle speed feedback sign @ \$5,400	06-AL-16
AL0607	Pleasant Hill	2 motorcycles @ \$30,000 each	06-AL-20
AL0610	Baldwin Park	1 portable communication system @ \$50,000 1 total station @ \$15,000	06-AL-44
AL0611	Paradise	1 DUI checkpoint trailer @ \$22,876 1 in-car video recording system @ \$5,637	06-AL-20
AL0612	Truckee	1 in-car video recording system @ \$6,500	06-AL-20
AL0615	Eureka	3 motorcycles @ \$17,000 each	06-AL-20
AL0617	Vacaville	1 motorcycle @ \$25,000	06-AL-21
AL0618	Riverside	2 motorcycles @ \$20,700 each	06-AL-17
AL0620	Placerville	1 motorcycle @ \$30,500 1 DUI checkpoint trailer @ \$20,000	06-AL-21
AL0621	San Diego	1 mobile sign board @ \$20,000 1 DUI mobile command vehicle @ \$150,000 2 portable alcohol screening devices @ \$6,000 each	06-AL-44
AL0624	Yucaipa	1 DUI checkpoint trailer @ \$16,538	06-AL-17
AL0626	Alameda County	1 DUI checkpoint trailer @ \$25,000	06-AL-44
AL0627	San Jacinto	1 DUI checkpoint trailer @ \$27,000	06-AL-17
AL0629	Montclair	1 radar/message trailer @ \$24,000	06-AL-18
AL0631	San Diego County	1 DUI checkpoint trailer @ \$22,000 1 DUI mobile command vehicle @ \$120,000	06-AL-18
AL0632	Santa Clara County Public Health Department	30 solar-powered vehicle speed feedback signs @ \$9,000 each	06-AL-26
AL0636	Rancho Cordova	2 motorcycles @ \$28,500 each 10 handheld computers @ \$7,500 each	06-AL-21
AL0638	Pasadena	1 educational trailer @ \$20,000 1 portable intoxilizer machine @ \$5,000 2 sets of night vision goggles @ \$5,000 each	06-AL-18
AL0639	Petaluma	1 motorcycle @ \$24,000	06-AL-18

* 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.

Project #	Agency	Equipment and Cost	Page
AL0640	Calexico	2 motorcycles @ \$20,000 each	06-AL-45
AL0641	La Verne	1 motorcycle @ \$25,000	06-AL-18
AL0642	Marysville	1 motorcycle @ \$19,000	06-AL-21
AL0643	San Bruno	1 DUI checkpoint trailer @ \$25,000	06-AL-22
AL0645	Beverly Hills	2 motorcycles @ \$27,000 each 1 total station @ \$15,000 1 citation writer software package @ \$15,000	06-AL-22
AL0647	Whittier	1 DUI checkpoint trailer @ \$22,000 1 radar trailer @ \$9,900	06-AL-19
AL0649	Grass Valley	1 motorcycle @ \$27,000	06-AL-22
AL0650	Lancaster	1 DUI checkpoint trailer @ \$20,000	06-AL-19
AL0652	Folsom	1 DUI checkpoint trailer @ \$22,000 2 motorcycles @ \$28,200 each 1 total station @ \$13,500	06-AL-19
AL0656	Livermore	4 pole mounted radars @ \$5,000 each 1 crosswalk traffic device @ \$20,000	06-AL-22
AL0658	Vallejo	2 motorcycles @ \$20,000 each	06-AL-19
AL0664	San Francisco	1 fully equipped sobriety checkpoint vehicle @ \$35,000	06-AL-45
AL0669	California Department of Justice	10 gas chromatographs systems @ \$123,629 each 10 dilutors with appropriate syringes @ \$5,069 each	06-AL-37
AL0677	Auburn	1 DUI mobile command vehicle @ \$158,500 1 solar signboard @ \$15,000	06-AL-42
AL0686	Siskiyou County Sheriff's Department	1 DUI checkpoint trailer @ \$25,000	06-AL-43
AL0687	Grass Valley	1 DUI checkpoint trailer @ \$20,000	06-AL-43
AL0688	Corning	1 DUI checkpoint trailer @ \$25,000	06-AL-43
AL0689	Vallejo	1 DUI checkpoint trailer @ \$21,000	06-AL-46
CB0602	Shasta County	1 teen memorial trailer @ \$10,000	06-CB-3
EM0601	Riverside County	1 thermal imaging camera @ \$14,000 1 extrication system @ \$40,296	06-EM-3
EM0602	Alpine County	4 self-contained rescue tools @ \$6,613 each	06-EM-3
EM0603	Cameron Park Community Services District	3 self-contained rescue tools @ \$7,800 each	06-EM-3
EM0604	San Bernardino	1 thermal imaging camera @ \$14,000	06-EM-3
EM0605	Kern County Fire	8 spreader and cutter systems @ \$15,225 each	06-EM-3
EM0606	South Lake County Fire Protection District	3 extrication systems @ \$25,000 each	06-EM-3
EM0607	Eureka Fire Department	1 extrication system @ \$33,525 1 extrication system @ \$42,124	06-EM-3

Project #	Agency	Equipment and Cost	Page
EM0608	El Cajon	6 self-contained hydraulic rescue tools @ \$9,632 each	06-EM-3
EM0609	East Bay Regional Park District Fire Department	4 sets of extrication equipment @ \$18,750 each	06-EM-3
EM0610	Plumas County	5 ambulances (25%) @ \$30,000 each 1 first responder vehicle (25%) @ \$66,000 5 extrication systems @ \$15,000 each	06-EM-4
EM0611	Yuba City	2 extrication systems @ \$21,410 each	06-EM-3
EM0612	Carpinteria-Summerland Fire Protection District	2 extrication systems @ \$40,000 each 1 extrication system @ \$20,000	06-EM-3
EM0614	North County Fire Protection District	10 extrication systems @ \$26,700 each	06-EM-3
OP0604	California Highway Patrol	1 rollover simulator @ \$8,808	06-OP-6
OP0611	San Carlos	1 equipment trailer @ \$15,250	06-OP-6
PS0607	Los Angeles	1 virtual reality city @ \$7,500	06-PS-4
PS0609	Oceanside	2 in-roadway warning light systems @ \$10,000 each 2 flashing beacons @ \$5,500 each	06-PS-7
PS0611	Whittier	10 vehicle speed feedback signs @ \$12,000 each 2 in-roadway warning light systems @ \$30,000 each	06-PS-7
PS0620	Santa Ana	1 motorcycle @ \$18,000	06-PS-6
PS0624	Brentwood	2 in-roadway warning light systems @ \$20,000 each	06-PS-4
PS0625	Alameda County	5 in-roadway warning light systems @ \$33,000 each	06-PS-7
PS0628	Redwood City	16 pole-mounted radar signs @ \$5,000 each	06-PS-4
PS0629	Glendale	3 pairs of solar powered LED flashing beacons @ \$8,500 each	06-PS-5
PS0632	Oroville	1 pair of LED flashing beacons @ \$5,000 1 in-pavement LED road marker with two controllers @ \$12,000	06-PS-7
PS0633	Woodland	2 in-roadway warning light systems @ \$13,500 each 4 flashing beacons @ \$6,500 each 1 passive pedestrian detection system @ \$8,000	06-PS-7
PS0634	Ripon	1 in-roadway warning light system @ \$24,000	06-PS-4
PS0635	Rancho Cordova	1 in-roadway warning light system @ \$23,200	06-PS-4
PT0518	Davis	1 total station @ \$15,000	06-PT-10
PT0601	Capitola	1 radar trailer @ \$20,000	06-PT-4
PT0602	Placentia	1 motorcycle @ \$31,000 1 radar trailer @ \$11,000	06-PT-4

Project #	Agency	Equipment and Cost	Page
PT0603	East Palo Alto	1 motorcycle @ \$25,000	06-PT-11
PT0604	Daly City	1 motorcycle @ \$28,000	06-PT-11
PT0606	Scotts Valley	1 radar/message trailer @ \$24,000	06-PT-4
PT0607	Redlands	1 motorcycle @ \$30,000	06-PT-4
PT0608	Cathedral City	1 motorcycle @ \$22,000	06-PT-4
PT0609	Norco	1 dual-sided radar trailer @ \$18,000	06-PT-4
PT0610	Rialto	2 motorcycles @ \$20,000 each	06-PT-4
PT0611	Oceanside	2 motorcycles @ \$25,500 each	06-PT-4
PT0614	Oxnard	4 vehicle speed feedback signs @ \$6,000 each 1 total station @ \$12,000	06-PT-5
PT0615	Ventura	2 radar trailers @ \$15,000 each	06-PT-5
PT0618	Fullerton	2 motorcycles @ \$25,000 each 1 DUI checkpoint trailer @ \$20,000	06-PT-5
PT0619	California Highway Patrol	32 radar trailers @ \$12,500 each	06-PT-7
PT0620	California Highway Patrol	1 audio/visual system @ \$28,000	06-PT-8
PT0621	California Highway Patrol	5 3D laser systems @ \$236,685 each 5 desktop computers @ \$5,496 each	06-PT-8
PT0622	Lake Forest	1 radar trailer @ \$15,000	06-PT-11
PT0623	Colton	1 radar/message trailer @ \$27,500 1 in-roadway warning light system @ \$25,000	06-PT-5
PT0625	Rio Vista	1 motorcycle @ \$24,000 2 radar/message trailer @ \$20,000	06-PT-5
PT0626	Imperial	1 motorcycle @ \$21,500 1 radar trailer @ \$10,500	06-PT-5
PT0627	El Segundo	1 radar/message trailer @ \$20,000 4 vehicle speed feedback signs @ \$5,000 each	06-PT-11
PT0628	San Francisco	20 motorcycles @ \$26,352 each	06-PT-11
PT0629	San Leandro	2 radar trailers @ \$10,000 each	06-PT-5
PT0630	Desert Hot Springs	1 motorcycle @ \$30,000 2 in-roadway warning light systems @ \$25,000 each 1 radar/message trailer @ \$15,000	06-PT-5
PT0631	Oakdale	1 motorcycle @ \$31,453	06-PT-5
PT0632	Menlo Park	2 motorcycles @ \$20,000 each 1 radar trailer @ \$20,000	06-PT-11
PT0634	Ontario	1 motorcycle @ \$28,990 2 portable light trailer towers @ \$10,000 each 1 radar/message trailer @ \$15,000	06-PT-5
PT0636	Brentwood	1 laser speed unit @ \$6,500	06-PT-11
PT0637	Merced	4 motorcycles @ \$20,000 each 5 electronic citation writers @ \$7,000 each	06-PT-5

Project #	Agency	Equipment and Cost	Page
PT0638	Cotati	2 in-car digital video recording systems @ \$8,396 each 1 handheld laser radar unit @ \$5,819 1 motorcycle @ \$25,000	06-PT-11
RS0526	Yolo County	2 vehicle speed feedback signs @ \$5,200 each	06-RS-7
RS0603	Milpitas	4 vehicle speed feedback signs @ \$9,200 each 1 plotter @ \$7,000	06-RS-6
RS0604	Fairfield	2 vehicle speed feedback signs @ \$7,400 each	06-RS-6
RS0609	Los Angeles County	10 radar trailers @ \$15,000 each	06-RS-6
RS0610	Napa	6 vehicle speed feedback signs @ \$5,000 each 1 large-scale printer @ \$10,000	06-RS-6
RS0611	Cupertino	2 flashing beacons @ \$7,000 each 1 in-roadway warning light systems @ \$25,000	06-RS-7
RS0615	Kern County	10 laptops and handheld screens @ \$5,000 each	06-RS-7
RS0616	La Mesa	1 radar trailer @ \$15,000 2 vehicle speed feedback signs @ \$5,000 each	06-RS-7
RS0618	San Marcos	6 flashing beacons @ \$11,000 each	06-RS-7
RS0621	Rialto	2 vehicle speed feedback signs @ \$7,000 each	06-RS-7
RS0623	Butte County	1 GIS server @ \$11,017	06-RS-4
RS0624	Merced County	4 in-roadway warning light systems @ \$18,000 each	06-RS-7
RS0626	Camarillo	6 vehicle speed feedback signs @ \$7,500 each	06-RS-7
RS0627	Pico Rivera	10 vehicle speed feedback signs @ \$9,688 each	06-RS-7
RS0628	Yorba Linda	4 vehicle speed calming display units @ \$8,000 each	06-RS-7
TR0605	California Highway Patrol	4 computer hardware servers @ \$12,492 each	06-TR-4
TR0606	Amador County	1 TCDI module @ \$20,200 1 large scale color plotter @ \$20,000	06-TR-4

(Last updated September 22, 2005)