

Santa Clara Valley Health & Hospital System
Traffic Safe Communities Network (TSCN)
In Santa Clara County

DUI Court in the Schools

Project Number AL0109

Executive Summary and Final Report

Submitted January 30, 2004

by

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EXECUTIVE SUMMARY

Santa Clara County Public Health Department
Traffic Safe Communities Network (TSCN)
In Santa Clara County – “DUI Court in the Schools”

CALIFORNIA

PROGRAM AREA(S)

Outstanding Collaborative Effort
Youth & Alcohol

PROJECT CHARACTERISTICS

Innovative or non-traditional approach

TYPE OF JURISDICTION

County

TARGETED POPULATION(S)

Youth Population
(15 to 19 years old)

JURISDICTON SIZE

37,000

PROBLEM IDENTIFICATION

Located south of the San Francisco Bay, Santa Clara County has the fifth-largest population in California with over 1.7 million people residing across 15 cities and encompassing 1,400 square miles. Drinking and driving continues to be the leading cause of collisions resulting in injury or death in the county. According to the California Highway Patrol (CHP), from 1997 to 2001, 141 people were killed and 6,019 were injured in Driving Under the Influence (DUI) crashes in Santa Clara County. Furthermore, motor vehicle crashes are the leading cause of death for 15-19 year olds - with alcohol being the primary collision factor. In 2001, the county had 146 crashes involving drivers under 21 who had been drinking alcohol – a 12% increase since 1998. Also in 2001, 7,119 DUI arrests were made countywide – and 551 of these drivers were under age 21.

The county's DUI problem is large and complex and resources are limited – and there is a growing awareness that criminal justice system alone can not, and has not solved the problem, especially among young people. The full diversity of stakeholders and perspectives must work together to position and address DUI within the context of a comprehensive violence, injury, and alcohol problem prevention framework. In order to address this growing problem, Santa Clara County developed the “DUI Court in the Schools” project to focus on reducing underage drinking and impaired driving. Taking the courthouse to a high school auditorium/theater is a proactive approach that provides fundamental exposure to the justice system while educating students about the consequences of drinking and driving. The experience and knowledge students gain through this interactive program broadens their formal education in civics, health, and critical thinking.

GOALS AND OBJECTIVES

The goal of Traffic Safe Communities Network (TSCN) in Santa Clara County's “DUI Court in the Schools” project is to reduce alcohol-related crashes and increase overall traffic safety in Santa Clara County. The overall project goal and objectives of Traffic Safe Communities Network (TSCN) are the following:

Project Goal:

By September 30, 2003 institutionalize a court-school community program for conducting actual DUI trials at local high school campuses countywide.

Objectives

- To plan, coordinate, and conduct a minimum of 25 DUI trials in local high schools.
- To conduct a kick-off media event to publicize the project.

- To provide coordination, technical assistance and training for building productive relationships with diverse stakeholders, agencies, systems, and community groups by supporting court participation in outreach activities designed with youth in mind such as facilitating an ongoing dialogue with groups traditionally estranged from the justice system. Conduct four school-court community meetings with stakeholders to enlist support.
- To develop a school-community linked education plan which may include news making events, speakers bureau, information materials, and outreach designed to increase understanding and promote confidence, particularly among Latinos, in the justice system's role in reducing underage drinking and DUI.
- To regularly solicit issues of interest and evaluate feedback from student and adults.
- To provide leadership opportunities and ongoing technical assistance for students to develop youth-driven projects for preventing DUI, underage drinking, violence, and illegal alcohol sales. At least three "best practice" strategies will be incorporated such as media literacy/advocacy, cross-age mentoring, and community organizing/service learning opportunities.
- To regularly invite CHP and other law enforcement personnel, criminal justice officials, community leaders, school administrators, the news media, and prevention and traffic safety advocates to attend the court sessions and organize one countywide conference.
- To produce and distribute a public service announcement to promote community involvement in the project.
- To develop and implement a marketing/media plan to foster ongoing news coverage and engender support for policies, norms, and countermeasures aimed at reducing underage drinking and DUI.
- To develop a strategic plan for securing funding to sustain the program.
- To develop a "DUI Court in the Schools" project manual for use by OTS and other interested agencies.
- To deliver a presentation about the "DUI Court in the Schools" project manual.

STRATEGIES AND ACTIVITIES

Traffic Safe Communities Network (TSCN) in Santa Clara County hired a full-time Health Education Specialist and one half-time Office Specialist to coordinate and implement the "DUI Court in the Schools" pilot project in Santa Clara County. With the support and assistance of the Superior Court of California, Santa Clara County, District Attorneys Office, and Public Defenders Office, TSCN staff conducted 13 actual DUI trials throughout the county's high schools reaching over 2,500 teenagers. TSCN staff developed and disseminated educational materials and promotional items to participating schools with drinking and driving messages. Materials included buttons, pencils, program brochures, and bookmarks. Members of the Alcohol & Impaired Driving work group participated as well as shared resources and information at the DUI trials. Activities coordinated in conjunction with the DUI trials included Fatal Vision Goggles demonstrations, parent meetings, and guest speaker presentations.

RESULTS

TSCN's DUI Court in the Schools project has achieved the following results:

- Conducted 13 DUI trials in local high schools to help reduce underage drinking and impaired driving.
- Developed a 60-second Public Service Announcement to solicit interest in the trials from area high schools.
- Developed a 13-minute promotional video to use as a tool at presentations, meetings, and training in order to gain interest and support for the program.
- Coordinated and supported 20 Alcohol and Impaired Driving Work Group meetings comprised of diverse public and private sector members.
- Co-sponsored a countywide conference titled, "Changing Community Environments: Reducing Alcohol-Problems Through Policy Initiatives" with the following agencies: SCC Department of Alcohol & Drug Services, Learning Institute, NCADD in Silicon Valley, SCC Prevention Collaborative, and Alcohol Policy Group.
- Developed a brochure titled, "*Teacher/Student/Parent Community Resource Brochure Guide for Santa Clara County*" and it was distributed to all area high schools, community events, and fairs.
- Developed an informational brochure designed to assist the Office of the Public Defenders in their outreach efforts to identify defendants for the project.
- Secured funding through the California Office of Traffic Safety to create a "Comprehensive DUI Crash Prevention" program from 2003 through 2005.
- Developed Pre/Post evaluations and program interest surveys to solicit feedback and interest from students and adults.
- Received a recognition award from Mothers Against Drunk Driving (MADD), Bay Area Chapter for raising awareness about impaired driving among teenagers through the "*DUI Court in the Schools*" program.
- Provided funding to start-up a "Safe Rides" program at Los Gatos/Saratoga Union High School District.

FUNDING

Section 402: \$267,871.00

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PROJECT FINAL REPORT
No. AL0109
Traffic Safe Communities Network (TSCN) in Santa Clara County
DUI Court in the Schools Pilot Project
January 30, 2004

CREDITS AND DISCLAIMER

The Traffic Safe Communities Network (TSCN) in Santa Clara County is a coalition coordinated through the Santa Clara Valley Health & Hospital System/Public Health Department. This project is part of the California Traffic Safety Program and was made possible through the support of the State of California Office of Traffic Safety and the National Highway Traffic Safety Administration. The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California or the National Highway and Safety Administration.

PROJECT PERSONNEL

The Health Education Specialist (1.0 FTE) was hired for the DUI Court in the Schools pilot project to coordinate the daily operations of the project. The Health Education Specialist responsibilities included planning, problem-solving, developing and maintaining partnerships with stakeholders, designing and acquiring educational materials, preparing reports, representing the agency at meetings and events, and managing the project budget.

The Advanced Clerk Typist (0.5 FTE) provided support for various assignments required for the efficient management of the project, including scheduling meetings and school-community activities, typing, ordering supplies and materials, record keeping, maintaining databases, assisting with the design of multi-media/communication materials, and sending out mailings and correspondence.

Traffic Safe Communities Network (TSCN) Program Manager provided additional administrative support. The Program Manager maintains direct supervision of the DUI Court in the Schools project staff.

GOALS AND OBJECTIVES

Overall Project Goal:

By September 30, 2003, institutionalize a court-school community program for conducting actual DUI trials at local high schools campuses countywide.

Objectives:

- 1. To plan, coordinate, and conduct a minimum of 25 DUI trials in local high schools by September 30, 2003.**
- 2. To conduct a kick-off media event to publicize the project by May 30, 2003.**

- 3. To provide coordination, technical assistance and training for building productive relationships with diverse stakeholders, agencies, systems, and community groups by supporting court participation in outreach activities designed with youth in mind such as facilitating an ongoing dialogue with groups traditionally estranged from the justice system. Conduct four school-court community meetings with stakeholders to enlist support by June 15, 2003.**
- 4. To develop a school-community linked education plan which may include news making events, speakers bureau, information materials, and outreach designed to increase understanding and promote confidence, particularly among Latinos, in the justice system's role in reducing underage drinking and DUI by April 15, 2003.**
- 5. To regularly solicit issues of interest and evaluate feedback from student and adults through September 30, 2003.**
- 6. To provide leadership opportunities and ongoing technical assistance for students to develop youth-driven projects for preventing DUI, underage drinking, violence, and illegal alcohol sales. At least three "best practice" strategies will be incorporated such as media literacy/advocacy, cross-age mentoring, and community organizing/service learning opportunities by August 15, 2003.**
- 7. To regularly invite CHP and other law enforcement personnel, criminal justice officials, community leaders, school administrators, the news media, and prevention and traffic safety advocates to attend the court sessions and organize one countywide conference by September 30, 2003.**
- 8. To produce and distribute a public service announcement to promote community involvement in the project by February 15, 2003.**
- 9. To develop and implement a marketing/media plan to foster ongoing news coverage and engender support for policies, norms, and countermeasures aimed at reducing underage drinking and DUI by April 15, 2003.**
- 10. To develop a strategic plan for securing funding to sustain the program by July 1, 2003.**
- 11. To develop a "DUI Court in the Schools" project manual for use by OTS and other interested agencies by April 15, 2003.**
- 12. To deliver a presentation about the "DUI Court in the Schools" project manual by May 15, 2003.**

13. To e-mail or fax all press releases or media advisories/alerts to the Regional Coordinator for approval in advance of their release.
14. To use the following standard language in all press materials: *"Funding for this program was provided by a grant from the California Office of Traffic Safety through the Business, Transportation & Housing Agency."*
15. To submit print clips by 9 a.m. to the Regional Coordinator and Mike Marando via e-mail or fax at (916) 262-2960 (e-mail preferred). All clips should include publication name and date the article was published.
16. To fax OTS (916) 262-2960, at least one month in advance, a short description of any new traffic safety event or program. Address the fax to the OTS Public Information Officer (PIO) and Regional Coordinator.

METHODOLOGY AND IMPLEMENTATION

Program Preparation

- In July 2001, Traffic Safe Communities Network (TSCN) in Santa Clara County received a two-year grant from the California Office of Traffic Safety to institutionalize a DUI Court in the Schools program. Program implementation was originally planned to begin on July 1, 2001; however, the County Board of Supervisors did not approve the OTS grant until late August 2001, delaying the start of the program by three months. In the interim, a full-time Health Education Specialist and one half-time Office Specialist were hired to oversee the daily operations and implementation of the project activities for the grant. In addition, the TSCN program manager provided additional administrative support, and maintained direct supervision of the DUI Court in the Schools staff.
- During the initial six months of program implementation, the TSCN project coordinator arranged several meetings with stakeholders to solicit interest and support for the program. Below is a brief synopsis of these meetings:
 1. In September 2001, Superior Court Judge Leslie C. Nichols, who presided over the first DUI trial in Santa Clara County at Oak Grove High School, and TSCN program manager presented at the Santa Clara County's Bar Association Criminal Law Committee monthly meeting consisting of judges and public/private sector attorneys. The purpose of this meeting was to solicit support and provide guidance in identifying suitable defendants for the project. At this meeting, several concerns were raised about conducting actual DUI trials at local high schools. These concerns included attorneys "grand standing" at the expense of the client, scheduling, assignment of teams, liability and security issues, and jury trials. Keeping these considerations in mind, the judges and attorneys recommended that the project be piloted first through the Public Defenders Office since this department would be the one to identify defendants for the project.

2. In January 2002, TSCN learned that James Gleason replaced Joe Guzman as the Supervising Public Defender for the misdemeanor team. Mr. Guzman was instrumental in arranging the first DUI trial in Santa Clara County at Oak Grove High School, located in the East Side Union High School District. TSCN project coordinator met with Mr. Gleason to discuss some of the challenges his predecessor was facing in identifying defendants willing to waive their rights to a jury trial for a bench trial. Mr. Gleason recommended the following suggestions to increase the defendant pool for the project:
 - Recruit defendants with prior offenses
 - Recruit defendants through the Alternate Defenders Office
 - Develop an informational brochure about the project for attorneys to present to prospective defendants
 3. In March 2002, the program began to gain momentum as Mr. Gleason identified four defendants for the project. Two of the cases were scheduled in late April and May, while the other two were deferred until school resumed in the Fall. During the same period, TSCN staff met with Ron Norman and William Campbell, from the Alternate Defender Office in Palo Alto, to introduce the project and discuss the feasibility of expanding the search for defendants to North County. Mr. Norman and Mr. Campbell were very supportive and agreed to actively recruit defendants for schools located in Palo Alto, Mountain View, Los Altos, and Cupertino. By the end of February 2003, the Public Defenders Office and the Alternate Defenders Office had identified ten defendants for the project. Eight defendants originated from the San Jose Office, and the other four were from the Palo Alto Office.
 4. In April of 2002, Judge Leslie Nichols, Judge Randolph Rice, and the TSCN program manager held a planning session to discuss ways to increase support and interest from judges in the pilot project. Because of Judge Rice's interest, he agreed to discuss the project further with other judges to gain support and participation. In addition, he volunteered to preside over three more trials.
- To recruit schools for the project, the TSCN project coordinator mailed surveys to all 55 public high schools in the county to assess the level of interest in hosting a trial. These surveys were mailed in the Fall 2001, Spring 2002, Fall 2002, and Spring 2003. TSCN received 10 to 12 school responses from each mailing. These schools were placed on a waiting list based on their availability to host a trial.
 - Educational materials for the project were developed and obtained to increase awareness and reinforce the drinking and driving prevention messages. Sample items included bilingual informational pamphlets, DUI Court in the Schools educational materials, buttons, pencils, and bookmarkers. Furthermore, the standard language required by the Office of Traffic Safety was included on all materials such as brochures, press releases, and letterheads.

- As a result of the overwhelming news media coverage and support for the project, TSCN decided that there was no need to plan a kick-off media event to further publicize the project. Through the media coverage, TSCN received tremendous interest from police departments, prevention advocates, attorneys, judges, and schools in other California counties about implementing a DUI Court in the Schools program in their area. Among these counties were Sacramento, Marin, Los Angeles, Orange, San Joaquin Valley, and Contra Costa. With the technical assistance of the TSCN project coordinator, Marin County conducted their first school DUI trial in the Spring of 2003.

Implementation

- During the school calendar year, the TSCN project coordinator met with schools that were placed on a waiting list and conducted presentations to orient each school to the program. The presentation included an explanation of the logistics and planning of the trial, as well as the roles and responsibilities of everyone involved in the coordination of the trial. Schools who hosted a trial were selected based on the following criteria:
 1. Demonstrate an ongoing interest and commitment to the project
 2. Facility accommodations (theater, lecture hall, or multi-purpose room) such as one that would accommodate up to 300 high school seniors enrolled in social studies classes
 3. Available dates that match those with the judge, attorneys, defendant, and arresting officer, and
 4. Set-up flexibility
- For the schools selected to host a trial, the TSCN project coordinator provided them with planning and educational materials to assist in their coordination efforts. These materials included a set-up checklist, court set-up diagram, day of trial schedule, student handouts, and pre/post evaluations. The school staff responsible for the coordination of the trial would then forward the educational handouts to social studies faculty to distribute and review in the classrooms with students several weeks prior to the day of the trial. The staff was also responsible for ensuring that the school courtroom is set-up at least one day prior to the actual trial so that TSCN staff can ensure that the statutory requirements of a courtroom were met (i.e., tables, chairs, speaker sound system, flags, and signs). In addition, the TSCN project coordinator provided technical assistance to school staff as needed, via email, phone, or personal visits.
- Once a date had been established with a school, the TSCN project coordinator forwarded the information to the Public Defender's Office and the District Attorney's Office to discuss suitable defendants as well as scheduling, planning, and logistics of the school DUI trial. Other information provided to the court participants in preparation for the actual trial at the high school included a campus map, trial schedule, press release and educational handouts regarding adult and minor DUI laws.

- Since the inception of the program in 2001, TSCN has successfully coordinated a total of 13 DUI trials in area high schools. Traffic Safe Communities Network continues to receive tremendous interest from local high schools where the trials have been previously conducted. Currently, ten schools are on a waiting list to host a DUI trial for the 2003/2004 school calendar year.

Community Involvement and Support

- In September of 2002, TSCN hosted a DUI Court in the Schools lunch meeting at the County Board of Supervisors Conference Room in San Jose to assess and discuss the status of the project, as well as identify next steps. Among the stakeholders in attendance were Supervisor James T. Beall, TSCN Co-chair, and County Health Officer Martin Fernstersheib, TSCN Co-chair, five Superior Court Judges, and representatives from the District Attorney and Public Defender Office. The following steps were recommended for the continuation of the project:
 - Conduct school trials in the same manner as within the County courthouse. Maintain standard courtroom decorum such as prohibiting materials, literature, and information tables inside the school courtroom until adjournment.
 - Identify suitable defendants with multiple offenses in order to increase the defendant pool for the project. Typically, the Public Defender will be responsible for determining the suitability of the defendant for the project.
- The DUI Court in the School program has been well received and supported by the Superior Court, Office of the District Attorney and Public Defender, Alternate Defenders Office, Crime Lab of County of Santa Clara, and Santa Clara County Schools. The Public Defender Office informed TSCN project coordinator that there is an increasing interest of new judges in the project.
- To further promote the DUI Court in the Schools, TSCN established a sub-contract with Robert Peck to produce a 10-13 minute promotional video, and a 60-second Public Service Announcement (PSA). The 60-second PSA was completed in July 2003 and forwarded to five-community access stations throughout the county the next month. Follow-up to these stations in October 2003 revealed that only one aired the PSA and the others did not receive a copy. Mr. Peck also completed the 10-13 minute promotional video in December 2003, to be used as a tool for future presentations, workshops, and recruitment of new schools for the program. The promotional video will be distributed to community access stations throughout the county in February 2004.
- All press releases announcing the school DUI trials were submitted via email and fax to OTS Regional Manager, OTS Public Information Officer, Public Health Information Officer, and Courts Special Projects Director for advance approval. These press releases were faxed to over twenty-five media outlets located throughout the Bay Area. The school DUI trials have generated tremendous media coverage from international, national, state, and local agencies. Among the media agencies that covered the school DUI trials included San Jose Mercury News, KNTV11-ABC, San Francisco Chronicle, KRON 4, District Attorneys Association

Newsletter, KLIV CNN 1590-San Jose News, KPIX 5-CBS, KGO7-ABC, The Reporter (Law Journal) and Zona Interdite (French TV News Magazine).

- The TSCN project coordinator was also assigned to staff the Alcohol & Impaired Driving Work Group, which consists of diverse stakeholders representing law enforcement, public health, prevention advocates, and community organizers. The TSCN project coordinator role has been to organize monthly work group meetings, send out notices, track the progress of tasks, and provide resource information to members of the work group. The work group continues to meet on a monthly basis to discuss ways to support and implement program objectives, as well as participate at school DUI trials as guest speakers, facilitators, and organizers.
- The TSCN project coordinator attended national, state, and local conferences on youth development, traffic safety, and alcohol prevention topics. Most notably, these conferences included the 2002 LifeSavers Conference in Florida and the 2002 Office of Traffic Safety Conference in Southern California. TSCN project coordinator also participated in monthly audio-teleconferences sponsored by OJJDP: National Seminars on Enforcing Underage Drinking.
- In February of 2002 – Traffic Safe Communities Network co-sponsored a countywide conference with SCVHHS Department of Alcohol & Drug Services, Learning Institute, NCADD in Silicon Valley, SCC Prevention Collaborative, and Alcohol Policy Group. Over 60 participants attended the conference titled, “Changing Community Environments: Reducing Alcohol-Problems Through Policy Initiatives” in San Jose. The following is a list of other media events and programs participated and/or attended by the coordinator throughout the grant period:
 - November 2001 – Co-sponsored training with NCADD titled, “Youth Development Theory and Practice Training”
 - December 2001 – Co-sponsored training with NCADD titled, “Youth Development in Santa Clara County”
 - April 2002 – DUI Trial at Los Gatos H. S.
 - May 2002 – DUI Trial at Yerba Buena H. S.
 - October 2002 – DUI Trials Branham H. S. and Gilroy H. S.
 - December 2002 – DUI Trials at Santa Clara H. S. & Independence H. S.
 - March 2003 – DUI Trial at Pioneer H. S.
 - April 2003 – DUI Trials at Milpitas H. S. (2) and Los Altos H. S.
 - May 2003 – DUI Trials at Silver Creek H. S., Mountain View H. S., and Cupertino H. S.
 - June 2003 – Child and Youth Report Press Conference
- In May 2003, TSCN provided funding to Community Against Substance Abuse (CASA), a non-profit organization, to start up a “Safe Rides” program for Los Gatos/Saratoga Union High School District. “Safe Rides” is an alternative transportation resource for high school students who might otherwise drive under the influence or ride as a passenger with a drunk driver. This program is primarily run by teens for teens. Funding for this program was used

to purchase six Safe Rides signs and 200 T-shirts for student volunteers. CASA plans to kick-off the program in late October 2003.

- In order to expand the DUI Court in the Schools program, Traffic Safe Communities Network secured additional funding from the Office of Traffic Safety to create a "Comprehensive DUI Crash Prevention" program. The funding period for this two-year grant runs from October 2003 through September 2005, and funds will be used to staff a full-time Health Educator and a quarter Office Specialist to implement the activities outlined in the grant proposal. The amount required to fund these two positions over the grant period is approximately \$172,350. The funds will also be applied to link the school DUI trials with other youth driven projects designed to prevent DUI, underage drinking, and illegal alcohol sales to youth. The total amount that will be allocated to implement these activities is \$10,586 (i.e., purchasing printing/video, educational/promotional items and contest incentives).

Data Gathering and Analysis

- The TSCN project coordinator submitted written reports on the DUI Court in the Schools project to OTS on a quarterly basis.
- Schools who agree to participate in the "DUI Court in the Schools" pilot project are required to complete a pre/post evaluation of the program. The results are compared to the baseline information gathered prior to the DUI trial. The evaluation collects qualitative and quantitative information to assess changes in attitude and knowledge among students after participation in the DUI trials. The information collected was used to determine the extent to which teachers discuss and incorporate the classroom civic/DUI educational handout in their curriculum as well as findings of how the DUI trial affects the student's attitude about drinking and driving. Over 3,000 surveys were collected from schools participating in the DUI trials. The data results were tabulated and forwarded to school staff for their review (*refer to program quarterly reports for data results*). With the assistance of Joyce Chung, Ph.D, Epidemiologist with the County Public Health Department, the collection instrument has been modified three times based on the analysis of the data received from the schools. The TSCN project coordinator and Mrs. Chung plan to use the results from the evaluations to a draft concept paper that will be submitted to the American Public Health Association in January 2004. The TSCN project coordinator also created two additional program evaluations forms that were administered to the student mock jurors and teachers at the Willow Glen High School DUI trial held in December 2003.

Final Report and Executive Summary

- Effective October 1, 2003, as a result of county budget reductions and departmental reorganization, Traffic Safe Communities Network in Santa Clara County was moved to Emergency Medical Services (EMS), a division within Public Health Department, under the direction of a new program manager. As a result of this transition, TSCN was granted an extension from the Office of Traffic Safety to submit the final report and executive summary on January 30, 2004.

PROBLEMS/CHALLENGES ENCOUNTERED

- Approval of grant by the Board of Supervisor delayed start of program:

As previously stated, the OTS grant was originally funded to begin on July 1, 2001. However, the County Board of Supervisors did not approve the agreement until late August 2001, which delayed program implementation by three months. In order to fulfill the program objectives within a two-year grant period, the TSCN program manager submitted a request to OTS to extend the program implementation and funding to September 30, 2003. OTS granted approval of the extension in January 2003.

- Events of September 11:

Although an interest survey was mailed to all public high schools in the area, the events of September 11 influenced TSCN's decision to postpone recruitment of schools until December of 2001 in order to give schools an opportunity to reorganize curriculums to address the issues in the classroom.

- Identifying suitable defendants for the project:

In the initial six-months of program implementation, the Public Defender Office encountered several issues in identifying defendants for the project. First, there was no incentive for the defendant to have his/her case conducted at a high school. Even though the trials are open to the public at the county courthouse, there were concerns that the extensive media coverage and large student audience would influence the defendant to reconsider his/her participation in the program. Second, the defendant would have to agree to waive his/her right to a jury trial, and accept a bench trial. Although there were discussions to transport an actual jury to the high school, TSCN decided that the planning would create logistical barriers too difficult to overcome (i.e., length of trial, jury coordination, etc.). The Public Defender Office was able to identify defendants much easier after the second trial was conducted because the office was able share the recent experiences with new defendants and ease their anxieties. In addition, the Public Defender Office informed new defendants that the monetary fine might be lowered, based on prior cases in which the judge thought a public service was being provided to the students and community.

- Security and liability issues at school DUI trials:

At several planning sessions held with participating judges, concerns were raised about security and liability issues. When an actual trial is conducted at a school, the entire courtroom staff is transported to the high school on the day of the trial, including the bailiff. The TSCN project coordinator makes arrangements with the school to ensure the campus police is available throughout the entire court proceedings. Also, students are notified several days before the actual school trial to leave all of their belongings in the classroom or lockers, except student court assignment, pencil, and a hard surface.

- **Staff turnover:**

Sustainability of a program is determined by the extent of staff support. Staff turnover in the courts, public defenders office and district attorneys office presents a constant challenge to the success of the program because relationships with those involved in the project need to be re-established. This is an issue that the Public Health Department must continually address when implementing long-term prevention programs.

- **School Schedules:**

A major challenge in scheduling trials at local high schools is their ability to be flexible in providing a date to host a trial. Holidays, vacation breaks, testing, and other school events limit the dates that a DUI trial can be conducted at a school. In many cases, schools were not able to host a trial because of an impacted schedule. To overcome this obstacle, the TSCN project coordinator has been meeting with schools at the beginning of the calendar school year to improve communications with school representatives to increase the probability of having multiple options for hosting a trial. This strategy has been successful in maintaining strong relationships with the schools as well as accommodating their scheduling needs.

- **DUI Court in the Schools - How to Manual:**

As a result of TSCN staff reduction, transition to EMS, and increasing program responsibilities, the "DUI Court in the Schools: How to Guide" completion date has been deferred to Summer 2004. The TSCN project coordinator is currently working on a preliminary draft that will be available in March 2004.

RESULTS

To date, TSCN has achieved the following results:

- Provided funding to start-up a "Safe Rides" program at Los Gatos/Saratoga Union High School District.
- Conducted 13 DUI trials in local high schools to help reduce underage drinking and impaired driving.
- Developed a 60-second Public Service Announcement to solicit interest in the trials from area high schools.
- Developed a 13-minute promotional video to use as a tool at presentations, meetings, and training in order to gain interest and support for the program.
- Coordinated and supported 20 Alcohol and Impaired Driving Work Group meetings comprised of diverse public and private sector members.

- Co-sponsored a countywide conference titled, "Changing Community Environments: Reducing Alcohol-Problems Through Policy Initiatives" with the following agencies: SCC Department of Alcohol & Drug Services, Learning Institute, NCADD in Silicon Valley, SCC Prevention Collaborative, and Alcohol Policy Group.
- Developed a brochure titled, "*Teacher/Student/Parent Community Resource Brochure Guide for Santa Clara County*" and it was distributed to all area high schools, community events, and fairs.
- Developed an informational brochure designed to assist the Office of the Public Defenders in their outreach efforts to identify defendants for the project.
- Secured funding through the California Office of Traffic Safety to create a "Comprehensive DUI Crash Prevention" program from 2003 through 2005.
- Developed Pre/Post evaluations and program interest surveys to solicit feedback and interest from students and adults.
- Received a recognition award from Mothers Against Drunk Driving (MADD), Bay Area Chapter for raising awareness about impaired driving among teenagers through the "*DUI Court in the Schools*" program.

IMPLEMENTATION SCHEDULE

Phase I – Program Preparation (July 1, 2001 – September 15, 2001)

- Recruit and hire two staff funded by the OTS grant to coordinate and support activities required to meet the goals and objectives of the project as a component of the *Traffic Safe Communities Network* (TSCN).
- Meet with officials from the schools, court, and district attorney and public defender offices to plan and schedule year-round trials at selected high schools.
- Conduct a kick-off media event and community awareness activities to publicize the project.
- Procure all materials and equipment.
- Develop responsibilities for each department staff and partnering agency member.
- Review project goals and objectives and put in place an implementation of procedures by department staff.

Phase II – Implementation (September 15, 2001)

- Schedule, coordinate, and conduct a minimum of 25 DUI trials in local high schools.

Phase III – Community Involvement and Support (Throughout Project Period)

- Provide coordination, technical assistance and training for building productive relationships with diverse stakeholders, agencies, systems, and community groups by supporting court participation in outreach activities designed with youth in mind such as facilitating an ongoing dialogue with groups traditionally estranged from the justice system. Conduct school-court community meetings with stakeholders to enlist support.
- Develop a school-community linked education plan which may include news making events, speakers bureau, information materials, and outreach designed to increase understanding and promote confidence, particularly among the Latino population, in the justice system's role in reducing underage drinking and DUI.
- In combination with the court sessions, provide leadership opportunities and ongoing technical assistance for students to develop youth-driven projects for preventing DUI, underage drinking, violence, and illegal alcohol sales. At least three "best practice" strategies will be incorporated such as media literacy/advocacy, cross-age mentoring, and community organizing/service learning opportunities.
- Regularly invite criminal justice officials, community leaders, school administrators, the news media, and prevention and traffic safety advocates to attend the court sessions and organize one countywide conference.
- Develop and implement a marketing/media advocacy plan to foster ongoing news coverage and engender support for policies, norms, and countermeasures aimed at reducing underage drinking and DUI. Produce and distribute a public service announcement and specially prepared materials to promote community involvement in the project. Provide monthly press release updates to coincide with the school trials as well as statewide traffic safety campaigns.
- Develop a strategic plan for securing funding to sustain the program.

Phase IV – Data Gathering and Analysis (Throughout Project Period)

- Complete and submit the Quarterly Progress Report each quarter.
- Regularly solicit issues of interest and evaluate feedback from student and adults. This information is used for monitoring and making improvements.

Phase V – Final Report and Executive Summary (September 30, 2003)

- Begin the Final Project and Executive Summary for submission to OTS within 60 days.

DOCUMENTATION

- See attachments.

Cc: Dolores, Richard

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0021
(916) 319-2021
FAX (916) 319-2121

DISTRICT OFFICE
5050 EL CAMINO REAL, STE. 117
LOS ALTOS, CA 94022
(650) 691-2121
FAX (650) 691-2120

Assembly
California Legislature

2005 SEP 22 AM 9:18



IRA RUSKIN
ASSEMBLYMEMBER, TWENTY-FIRST DISTRICT

COMMITTEES:
CHAIR, ENVIRONMENTAL SAFETY
AND TOXIC MATERIALS
BANKING AND FINANCE
HIGHER EDUCATION
CHAIR, SELECT COMMITTEE
ON NANOTECHNOLOGY AND
EMERGING TECHNOLOGIES

September 19, 2005

Dr. Guadalupe S. Olivas, Director
Santa Clara County Public Health Department
3003 Moorpark Avenue
San Jose, CA 95128

Dear Dr. Olivas,

I would like to congratulate you and the County of Santa Clara for being awarded a \$1,036,211 grant from the State's Office of Traffic Safety for the Traffic Safe Communities Network County-wide Services and Coordination and Speed Management Intersection Enforcement Campaign.

Programs such as these are vital to the well-being of all the citizens in our community. I am pleased that Santa Clara County's Public Health Department was singled out for its excellence.

I look forward to working with you on this and other matters of mutual concern.

Sincerely,

IRA RUSKIN
Assemblymember, 21st District

E-mail: assemblymember.ruskin@assembly.ca.gov • Website: democrats.assembly.ca.gov/members/a21

County of Santa Clara

Office of the Board of Supervisors

County Government Center, East Wing

70 West Hedding Street, 10th Floor

San Jose, California 95110

(408) 299-5040

Fax: (408) 299-2038 TDD 993-8272

www.jimbeall.org



James T. Beall, Jr.
Supervisor Fourth District

May 16, 2005

Mr. Richard Nichols
Program Manager
Traffic Safe Communities Network
Public Health Department, Santa Clara County
770 S. Bascom Avenue
San José, CA 95128

Dear Mr. Nichols:

Thank you for informing me that the both Traffic Safe Communities Network (TSCN) grant applications have been approved for full funding. This is a clear indication of the Office of Traffic Safety acknowledging TSCN's past accomplishments as well as supporting its upcoming workplan. TSCN will continue to expand and strengthen the integrated and intersection safety programs.

I further commend you and your staff for your diligence and commitment. As a result of valuable contributions of county staff, yourself and your team, the County successfully established an effective countywide collaboration among many jurisdictions, agencies, community-based organizations, and residents to improve traffic safety.

With the new OTS grant, I look forward to our next steps in further enhancing best-practices to foster policy and resource linkages for enhancing traffic safety.

Sincerely,

James T. Beall, Jr.
Supervisor, District Four
Co-Chairperson, TSCN

CC: Board of Supervisors
Pete Kutras, County Executive
Robert Sillen, Executive Director, SCVHHS
Dr. Guadalupe Olivas, Director, Department of Public Health
Dr. Martin Fenstersheib, Co-Chairperson, TSCN and Health Officer, Public Health Dept.
Dolores Alvarado, Director, Health Promotion Division, Public Health Dept.





State of California

OFFICE OF TRAFFIC SAFETY
GRANT AGREEMENTPROJECT NUMBER
ALO632

PAGE 1 (To be completed by applicant Agency)

1. PROJECT TITLE

TRAFFIC SAFE COMMUNITIES NETWORK COUNTYWIDE SERVICES AND COORDINATION

2. NAME OF APPLICANT AGENCY

COUNTY OF SANTA CLARA

3. AGENCY UNIT TO HANDLE PROJECT

PUBLIC HEALTH DEPARTMENT

4. PROJECT PERIOD

Month - Day - Year

From: 10-01-05

To: 09-30-07

5. PROJECT DESCRIPTION (Provide an overview of the project activities that will address the problem statement, in approximately 100 words. Space is limited to six lines.)

Building on the demonstrated success as a facilitator, Traffic Safe Communities Network (TSCN) in Santa Clara County will strengthen and expand its efforts. This project will consist of: Coordination and implementation of the DUI Court in the Schools Project including a parent involvement component; an extension of the education and outreach of the CHP DUI Corridor Project; the "High School Seat Belt Challenge;" further development of intersection safety through increased enforcement at "rat box" intersections, installation of speed feedback signs and a safety campaign, along with continued countywide coordination and technical assistance.

6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED: \$ 1,146,211

7. APPROVAL SIGNATURES

A. PROJECT DIRECTOR

NAME: Dolores Alvarado PHONE: 408-423-0706
TITLE: Division Director FAX: 408-423-0702
ADDRESS: 3003 Moorpark Ave.
San Jose, CA 95128

E-MAIL: Dolores.Alvarado@hhs.co.scl.ca.us

Dolores Y. Alvarado 12/13/05
(Signature) (Date)

B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY

NAME: Guadalupe S. Olivas Ph.D PHONE 408-423-0701
TITLE: Director, Public Health Dept. FAX: 408-423-0702
ADDRESS: 3003 Moorpark Ave.
San Jose, CA 95128

E-MAIL: Guadalupe.Olivas@hhs.co.scl.ca.us

Guadalupe S. Olivas 12/15/05
(Signature) (Date)

C. FISCAL OR ACCOUNTING OFFICIAL

NAME: Kim Roberts PHONE: 408-885-6868
TITLE: Chief Financial Officer FAX: 408-885-6886
ADDRESS: 2325 Enborg Ln. #360
San Jose, CA 95128

E-MAIL: Kim.roberts@hhs.co.scl.ca.us

Kim Roberts 12-21-05
(Signature) (Date)

D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS

NAME: Santa Clara County Public Health Dept.

ADDRESS: SCVH&HS FINANCE
2325 ENBORG LN. #380
SAN JOSE, CA 95128-2659
ATTN: JODIE LAM

Dedicated to the Health
of the Whole Community



Finance Administration
Grants Unit
2325 Enborg Lane, Ste. 380
San Jose, Ca 95128
Phone: (408) 885-6800
Fax: (408) 885-6845

December 9, 2005

State Office of Traffic Safety
7000 Franklin Boulevard Suite 440
Sacramento, CA 95823-1899

ATTN : Lisa Dixon

RE : All Santa Clara County Traffic Safety Projects

We are requesting that the following staff members be authorized to sign for Kim Roberts, Chief Financial Officer for these grants.




Controller/ Director of General Accounting

David Claude



Senior Accountant, Supervisor / Grants Unit

Jodie Lam

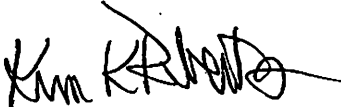


Director of General Fund Financial Services

Martha Paine

This request replaces our August 23, 2001 request. Thank you.

Sincerely,



Kim Roberts
Chief Financial Officer, Santa Clara Valley Health and Hospital System

STATE OF CALIFORNIA • OFFICE OF TRAFFIC SAFETY
ACCEPTANCE OF CONDITIONS AND CERTIFICATIONS
OTS-33 (Rev. 5/05)

APPLICANT AGENCY	OTS PROJECT NUMBER
County of Santa Clara	AL0632

The following are included herein and constitute a part of this Agreement:

1. OTS-38 – Page 1	5. Schedule C – Quarterly Evaluation Data (when required)
2. Schedule A – Project Description	6. OTS-33 – Acceptance of Conditions and Certifications
3. Schedule B – Detailed Budget Estimate	7. General Terms, Conditions, and Certifications (OTS Grant Program Manual, Volume II, Chapter 6. Volume II, available on-line at www.ots.ca.gov)
4. Schedule B-1 – Budget Narrative	

TERMS AND CONDITIONS

It is understood and agreed by the Project Director and Authorizing Official that any grant received as a result of this Agreement is subject to all federal and state regulations governing grants and to those controls expressed in the California Traffic Grant Program Manuals which include, but are not limited to:

REPORTS

1. Quarterly Performance Reports and Reimbursement Claims must be submitted by the Project Director to the Office of Traffic Safety by January 31, April 30, July 31, and October 31, during each year of project operation.
2. OTS will withhold or disallow grant payments, reduce or terminate grant funds, and/or deny future grant funding anytime a grantee fails to comply with any term or condition of the grant contract or program guidelines (Volume II, Chapter 3.13). This may include, but is not limited to, the following:
 - Failure to submit acceptable and timely reimbursement claims.
 - Failure to submit acceptable and timely quarterly performance reports; and
 - Failure to submit an acceptable and timely Schedule C, Quarterly Evaluation Data (OTS-38g, applies only when a Schedule C has been required.)
3. By October 31, “continuing” projects must submit a September 30 claim and a written justification to support carrying forward prior year unexpended funds. September 30 claims and written justifications, supporting the carrying forward of prior year unexpended funds, submitted after November 30, will not be processed. The prior claim (i.e., June 30) will be considered the year-end claim in order to close out the federal fiscal year ending September 30. In addition, prior year unexpended funds will be deobligated and allocated to new projects.

SUBCONTRACTS

4. Consultants and/or subcontractors shall be selected in accordance with the grantee agency procurement policies and procedures in order to comply with the terms of this agreement and in accordance with the OTS Grant Program Manual, Volume II Chapter 6 Procurement & Contract Administration, and Exhibit 6-A General Terms, Conditions, and Certifications.

A fully executed copy of the consultant contract or subcontract and completed Contractual Services Checklist & Questionnaire, OTS 85 shall be submitted to OTS for inclusion in the official project file prior to request for reimbursement.

The grantee, consultant, contractor and/or subcontractor are subject to all conditions and certifications of the Project Agreement and 49 CFR Part 18, and/or CFR Part 19 whichever is applicable.

Services shall be provided subsequent to final execution and signature by both parties to the contract and the work shall be consistent with the start and end dates identified in the Project Agreement. The State is not obligated to make any payment under any agreement prior to final execution or outside the terms of the contract period. Contractor/Applicant Agency expenditures incurred prior to final execution are taken at the risk of that Contractor/Applicant Agency and will be considered unallowable if that agreement/contract is not executed.

AVAILABILITY OF FUNDS

5. If, during the term of the grant award, federal funds become reduced or eliminated, OTS may immediately terminate or reduce the grant award upon written notice to the project director.

REVISIONS

6. Project revisions are allowed in accordance with the guidelines detailed in the OTS Volume II, Chapter 3.8 and the revision examples provided in Chapter 3.9. All appropriate documentation required to request a project revision requiring OTS approval (i.e., budget category increases, etc.) must be submitted to OTS.
7. No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
8. Additional terms and conditions identified in the OTS Grant Program Manual, Volume II, Chapter 6, General Terms, Conditions, and Certifications (Exhibit 6-A), are incorporated herein by reference and made a part of this document.

ENFORCEMENT AGENCIES ONLY:

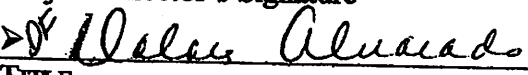
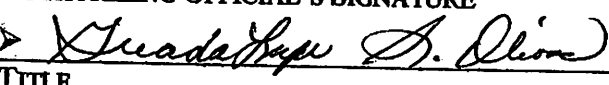
9. Full time personnel funded under this project shall be dedicated in total to traffic law enforcement.

EXCEPT:

- In the case of a criminal offense committed in the officer's presence.
- In the case of response to an officer in distress.
- In the case of a riot where all available personnel must be committed.

10. Equipment funded under this project is subject to the same requirements as No. 9 above.

We, the officials named below, hereby swear that we are duly authorized legally, to bind the contractor or grant recipient to the above described terms and conditions. Executed on the date and in the county below, and is made under penalty of perjury under the laws of the State of California.

<hr/>	
PROJECT DIRECTOR'S NAME	EXECUTED IN THE COUNTY OF
Dolores Alvarado	Santa Clara
Project Director's Signature	DATE EXECUTED
	8/31/05
TITLE	
Division Director, Community Health Promotion	
<hr/>	
AUTHORIZING OFFICIAL'S NAME	EXECUTED IN THE COUNTY OF
Guadalupe S. Olivas, Ph.D	Santa Clara
AUTHORIZING OFFICIAL'S SIGNATURE	DATE EXECUTED
	8/31/05
TITLE	
Director of Public Health <i>Sept.</i>	
<hr/>	

SCHEDULE A

PROJECT NO: ALO632

PROJECT DESCRIPTION

PAGE 1

PROBLEM STATEMENT

Santa Clara County collision experience over the past three years has been:

Collision Type	2001		2001		2002		2002		2003		2003	
	Collisions		Victims		Collisions		Victims		Collisions		Victims	
Fatal	104		113		103		112		85		93	
Injury	9,247		13,038		8,602		12,124		8,046		11,202	
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol Involved	25	832	27	1,205	36	775	40	1,173	31	744	34	1,032
Red Light Running Related	0	725	0	1,168	8	677	8	1,123	2	666	3	1,092
Speed Related	15	3,288	16	4,721	1,414	3,035	15	4,329	12	2,788	12	3,980

Office of Traffic Safety countywide rankings for 2003 indicate:

Ranking Category	Totals	Per 1000 Vehicle Miles Traveled (VMT)		Per 1000 Population	
Collisions		Statewide	Population Group	Statewide	Population Group
Fatal and Injury Collision Type					
Total Fatal and Injury Collisions	11,295	39	NA	55	NA
Alcohol-Involved Collisions	1,066	48	NA	56	NA
Nighttime (9:00 pm-2:59 am)	970	39	NA	53	NA
Hit and Run	723	22	NA	26	NA
HBD Driver <21	95	50	NA	52	NA
HBD Driver 21-34	337	50	NA	57	NA
Speed Related	2,800	19	NA	32	NA
Killed and Injured Victim Type					
Pedestrians	503	18	NA	25	NA
Pedestrians 65+	63	12	NA	15	NA
Pedestrians < 15	127	22	NA	26	NA
Bicyclists	586	14	NA	16	NA
Bicyclists < 15	110	28	NA	37	NA
DUI Arrests	7,024	NA	0.6 DUI Arrests Per 100 Licensed Drivers (2002)		

SCHEDULE A

PROJECT NO: ALO632

PROJECT DESCRIPTION

PAGE 2

Santa Clara County residents are more likely to die as a result of a motor vehicle crash than from drugs, poisoning, gunshots, drowning, and falls combined. Traffic-related crashes are one of five leading causes of trauma deaths in Santa Clara County. In 2003, 93 persons were killed and 11,202 injured in motor vehicle collisions on county roadways. A major contributing factor to this high rate of collisions is the increasing number of people living in and commuting to and from the county. Since 1998, the Santa Clara County Public Health Department's Traffic Safe Communities Network (TSCN) has spearheaded efforts to address traffic safety issues in the county within an injury prevention framework. The following statistics provide insight into the magnitude of the problems related to intersection safety:

Drinking and Driving Incidents: Drinking and driving continues to be the leading cause of collisions resulting in injury or death. According to the California Highway Patrol, from 2001 to 2003, 101 people were killed in alcohol-related crashes in Santa Clara County, which accounted for over 32% of the traffic fatalities that occurred during the three-year period. In 2003, there were almost 8,046 injury collisions. Of those, 9% had alcohol involved. Furthermore, motor vehicle crashes is one of the leading causes of death for 15-19 year olds - with the primary collision factor being alcohol. In 2003, Santa Clara County reported 156 crashes involving drivers under 21 who had been drinking alcohol - a 12% increase since 2000. In 2002, 6,822 DUI arrests were made countywide - 530 of these drivers were under age 21 (Criminal Justice Statistics Center).

Red Light Violations: Red light running can have the same serious consequences as drinking and driving - causing serious injury or death. According to the Federal Highway Administration (FHWA), almost 220,000 red light running crashes occurred nationwide, resulting in as many as 180,000 injuries and almost 9000 fatalities in 2001. From 1998 to 2003, the California Highway Patrol reported 19 deaths and 6,674 injuries in Santa Clara County caused by motorists who ran a red light. And over the past 5-years, the number of fatal intersection crashes has jumped 19%. More than half of the deaths caused by red light runners are pedestrians, bicyclists, and occupants in other vehicles:

An educational safety awareness campaign is required to encourage motorists to comply with traffic regulations and to deter them from running red lights. Current budget constraints do not allow police departments to participate in safety campaigns and to provide sufficient enforcement of red light violations. External funds are needed to pay for law enforcement overtime to participate in a red light enforcement campaign.

Speed Related Violations: According to the traffic collision data obtained from the Statewide Integrated Traffic Records System (SWITRS) as outlined in the first chart above, the County was ranked number 13th statewide for collisions caused by speed related reasons. Statewide, collisions involving pedestrians and bicyclists under the age of 15 ranked 36th and 28th respectively.

Motorists often disregard current school zone signs and exceed the 25 mph speed limit. Speed survey data indicate speeding problems at school zones in excess of 5 mph over the 25 mph speed limit. Existing conditions of school-related activities, parents drop-off/pick-up traffic, speeding, uncontrolled mid-block crosswalks, absence of sidewalks, and street-side parking all contribute to the potential conflicts among pedestrians, bicyclists, and automobiles at school zones, and pedestrians, especially school children are at higher risk. Speeding is a top concern brought up by neighbors, parents, and school officials during every community meeting, as well as written requests received by the County Department of Roads and Airports.

SCHEDULE A

PROJECT NO: ALO632

PROJECT DESCRIPTION

PAGE 3

According the National Traffic Safety Administration, in 2002, speeding was a contributing factor in 31% of all fatal crashes, and that 87% of speeding related fatalities occur on roads that are not interstate highways. On non-interstate roads in California, of 994 fatalities, 39.1% of the occurred at speed limits of 55mph, 28.1% occurred on roads with speeds limits of 40-50 mph, and 32.6% occurred on roads posted for 35mph or less.

In summary, traffic safety issues in the county are growing and resources are limited. However, there is increasing awareness that law enforcement, engineers, and prevention advocates alone cannot solve these problems. The full diversity of stakeholders and perspectives must work collaboratively to implement best practices within a comprehensive public health and traffic safety framework.

PERFORMANCE MEASURES

PROJECT GOALS

1. To reduce the total number of persons killed in traffic collisions 10 % from the calendar 2003 base year total of 93 to 84 by December 31, 2007.
2. To reduce the total number of persons injured in traffic collisions 5 % from the calendar 2003 base year total of 11,202 to 10,642 by December 31, 2007.
3. To decrease the number of persons killed in alcohol-involved collisions by 17 percent from the calendar year 2003 total of 34 to 29 by December 31, 2007.
4. To decrease the number of persons injured in alcohol-involved collisions 11 percent from the calendar year 2003 total of 1,032 to 929 by December 31, 2007.
5. To reduce Had Been Drinking (HBD) drivers under age 35 in fatal and injury collisions by 11 percent from the year 2003 total of 336 to 302 by December 31, 2007.
6. To increase seat belt compliance among teens at local high schools 3 percentage points from the March calendar year 2004 base year rate of 87% to 92% by December 31, 2007.
7. To reduce the number of injuries in red light running collision by 11 percent from the 2003 base year of 666 to 599 by December 31, 2007.
8. To reduce the number of injuries in speed related collisions by 11 percent from the 2003 base year 2,788 to 2509 by December 31, 2007.

PROJECT OBJECTIVES

1. To provide ongoing county-wide coordination, technical assistance, facilitation, and community advocacy of traffic safety related issues by building productive relationships with diverse stakeholders, agencies, systems, policymakers, jurisdictions, community groups and local OTS grantees by September 30, 2007. This will be accomplished through Full Network, Steering Committee, and Work Group meetings as well as participation in and support of selected community based traffic safety projects (i.e. Operation Safe Passage, Every 15 Minutes, etc.)
2. To expand and strengthen the TSCN's "DUI Court in the Schools" program by conducting at least 8 school DUI trials by June 15, 2006, and an additional 8 school DUI trials by September 30, 2007.

SCHEDULE A

PROJECT NO: ALO632

PROJECT DESCRIPTION

PAGE 4

3. To coordinate "DUI panel presentations" involving the participation of law enforcement agencies, health practitioners, crash survivors, attorneys, and community-based organizations as educational presenters and resource specialist at 4 local area high schools by September 30, 2007.
4. To pilot a parent-involvement component to complement the "DUI Court in the Schools" program at 4 local area high schools by September 30, 2007. The pilot project will offer a one-time presentation to parents about the consequences of drinking and driving.
5. To develop a parent and a teen handbook addressing the consequences of drinking and driving that will be distributed to 80% of parents of students at 6 local area high schools by September 30, 2007.
6. To coordinate a "High School Seat Belt Challenge" campaign countywide involving at least 16 local area high schools by September 30, 2007.
7. To distribute drinking and driving prevention materials developed for the California Highway Patrol's DUI Corridor Pilot project in the Spring 2005 to at least 80% of parents of incoming college freshmen and campus groups with high rates of alcohol abuse by December 31, 2005.
8. To conduct at least 3 drinking and driving awareness presentations involving the participation of law enforcement, prevention advocates, and trauma services personnel by September 30, 2006, to various San Jose State University campus groups including but limited to incoming freshmen, residential dormitory assistants, the student-run newspaper, and the campus radio station.
9. To expand the support the DUI Corridor project by printing and distributing 500 DUI posters to colleges and universities in Santa Clara County by September 30, 2006, and to print and distribute an additional DUI poster design by September 30, 2007.
10. To arrange two events and evaluate the use of two different professional speakers on drinking and driving at local high schools by September 30, 2007.
11. To develop, duplicate and evaluate the use of DVD and discussion guides based on DUI Court in the Schools for use in 2 college classrooms by September 30, 2007.
12. To work with 2-4 middle schools, feeding into high schools involved with the "High School Seat Belt Challenge," on passenger safety/seat belt usage as well as pre-driving skills through a "Driving Your Bike" and helmet program by September 30, 2006, and to coordinate activities at an additional 2-4 middle schools by September 30, 2007.
13. To pay law enforcement overtime for enforcement at approximately 100 intersections where red light enforcement indicator lights or rat boxes have been previously installed by September 30, 2007.
14. To purchase thirty (30) solar powered vehicle speed feedback signs for use in school zones and other roadways throughout the 15 cities and unincorporated areas of the county by March 30, 2006.
15. In coordination with city law enforcement and engineering, the County of Santa Clara Roads and Airports, the County Sheriff's Department, the California Highway Patrol and Caltrans, develop and implement a pilot project to assess the effectiveness of speed feedback signs on traffic calming of roadways of 15 target locations throughout the county by March 30, 2007.

SCHEDULE A

PROJECT NO: ALO632

PROJECT DESCRIPTION

PAGE 5

16. In coordination with city law enforcement and engineering, the County of Santa Clara Roads and Airports, the County Sheriff's Department, the California Highway Patrol, Caltrans, and community based organizations, to develop plans and initiate a public information campaign with a press release and/or press conference regarding intersection safety including speeding and red light running by September 30, 2007. Plans for public information campaign will cover increased enforcement as well as community education and outreach, with the support of TSCN's engineering partners.
17. To conduct a needs assessment throughout the county to identify solar speed feedback sign needs by December 31, 2005.
18. To develop criteria to for placement of speed feedback signs by December 31, 2005 (ensuring installation of signs is "off" the federal aid system).

Media Objectives

- a. To issue a press release announcing the kick-off of the project by December 31, 2005. The press releases and media advisories, alerts, and materials must be forwarded to your OTS Regional Coordinator and the OTS Public Information Officer at pio@ots.ca.gov for approval 5 days prior to the issuance date of the release.
- b. To submit resulting electronic media articles by 9 a.m. to the OTS Public Information Officer by e-mail at pio@ots.ca.gov and OTS Regional Coordinator, or fax printed clips to (916) 262-2960. Include publication name and date the article was published on all clips.
- c. To use the following standard language in all press, media, and printed materials: *"Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration"*.
- d. To e-mail the OTS Public Information Officer at pio@ots.ca.gov and OTS Regional Coordinator at least one month in advance, a short description of any new traffic safety event or program.

METHOD OF PROCEDURE

Phase 1 – Program Preparation (October 1, 2005 – December 31, 2005)

Hire staff and develop responsibilities for each staff person funded by the OTS grant to coordinate and support activities required to meet the project goals and objectives.

The Comprehensive DUI Crash Prevention Program will already have a work group in place and will be reorganized to expand program operations. Key activities in this period will be the recruitment of schools, defendants and speakers for the DUI Court in the schools program and the High School Seat Belt Challenge. Staff will develop a MOU (Memorandum of Understanding) for use with schools.

The existing Red Light Running Work Group membership will be reorganized as the new Speed Management Work group to address the solar speed feedback sign project as well as the red light running enforcement. Staff will initiate purchase of equipment and supplies.

Conduct needs assessment and develop distribution criteria.

SCHEDULE A

PROJECT NO: ALO632

PROJECT DESCRIPTION

PAGE 6

Phase 2 – Program Operations – Year 1 (January 1, 2006 – September 30, 2006)

Comprehensive DUI Crash Prevention Project will be accomplished by agency staff, volunteers, and community stakeholders. Results will be achieved through the DUI Court in the Schools Project (actual trial at high schools, DUI panel presentations at high schools, parent involvement presentations and parent and teen handbooks), support of the DUI Corridor Project (distribution of materials to at risk individuals on the college campus, DUI poster distribution of colleges and universities in the county, DUI presentations at colleges, DUI in Schools DVD and workbook), and DUI Speaker presentations. One poster design will be tested, printed and distributed to colleges and universities and at least one speaker presentation will be planned and evaluated in the first year. Speaker contracts will be developed, if needed. The DUI in Schools DVD and work book will be designed with the assistance of the college students and professionals.

The High School Seat Belt Challenge will be accomplished at local high schools and feeder middle schools by agency staff, law enforcement, schools and other community stakeholders. Key program operations in addition to recruitment of schools will include planning and implementation of the educational component for feeder middle schools.

The Speed Management Work Group will develop criteria for selection of intersections and evaluation criteria, develop MOUs (Memorandums of Understanding) with selected cities for solar feedback signs and law enforcement overtime, purchase equipment (solar feedback signs, poles, static signs and installation supplies, etc.), monitor installation of equipment and collect baseline data and plan the speed management media campaign addressing solar feedback signs and red light running.

Recruitment of schools, defendants and speakers for the DUI Court in the schools program and the High School Seat Belt Challenge will be initiated for the second year of the program.

Phase 3 – Program Operations – Year 2 (October 1, 2006 – September 30, 2007)

The second year of the Comprehensive DUI Crash Prevention Project will continue to be accomplished by agency staff, volunteers, and community stakeholders. Results will be achieved through the DUI Court in the Schools Project (actual trial at high schools, DUI panel presentations at high schools, parent involvement presentations and parent handbook), support of the DUI Corridor Project (distribution of materials to at risk individuals on the college campus, DUI poster distribution of colleges and universities in the county, DUI presentations at colleges, DUI in Schools DVD and workbook), and DUI Speaker presentations. A second poster design will be tested, printed and distributed to colleges and universities and a second speaker presentation will be planned and evaluated in the second year. The DVD and workbook will be tested and evaluated during the second year.

The second year of the High School Seat Belt Challenge will focus on expansion of planned activities to additional middle and high schools.

The Speed Management Work Group will implement speed management media campaign addressing solar speed feedback signs and red-light running at least 2 times during the year (including develop any media campaign materials), collect implementation data, and evaluate the results of the program.

SCHEDULE A

PROJECT NO: ALO632

PROJECT DESCRIPTION

PAGE 7

Phase 4 – Data Gathering & Reporting – (Throughout Project, October 1, 2005 – September 30, 2007)

Agencies are required to collect and report quarterly, appropriate data that support each of the goals and objectives progress.

Statistical data relating to the project goals and objectives will be collected, analyzed, and incorporated in Quarterly Performance Reports (QPRs). QPRs for the quarter ending September 30 will include year to date comparisons of goals and objectives. If required the Quarterly Evaluation Data Form, Schedule C, will be completed each quarter and submitted as part of the QPR.

These reports will compare actual project accomplishments with the planned accomplishments. They will include information concerning changes made by the project Director in planning and guiding the project efforts.

Reports shall be completed in accordance with OTS requirements specified in the Grant Program Manual, Chapter 7, and submitted in compliance with the signed Acceptance of Conditions and Certifications (OTS-33) included within this agreement.

METHOD OF EVALUATION

Using the data compiled in Phase 2 and 3, the project manager will evaluate: (1) how well the stated project goals and objectives were accomplished, (2) if all the activities outlined in the "Method of Procedure" were performed in accordance with the project agreement; and (3) was the project cost effective?

ADMINISTRATIVE SUPPORT

This program has full support of the Santa Clara County Public Health Department, a division of the Santa Clara Health and Hospital System in the County of Santa Clara. Every effort will be made to continue the activities after the project conclusion.

SCHEDULE B
PAGE 1
DETAILED BUDGET ESTIMATE

PROJECT NO. AL0632

COST CATEGORY	FISCAL YEAR ESTIMATES			TOTAL COST TO PROJECT
	FY-1 10/01/05 thru 09/30/06	FY-2 10/01/06 thru 09/30/07	FY-3 10/01/07 thru 12/31/07	
A. PERSONNEL COSTS				
<u>Positions and Salaries</u>				
Office Clerk III - 1.0 FTE	43,536.00	44,407.00		\$87,943.00
Health Education Specialist - 1.0 FTE	76,260.00	77,785.00		154,045.00
Health Education Specialist - 1.0 FTE	76,260.00	77,785.00		154,045.00
Health Education Specialist - 0.5 FTE	38,124.00	38,886.00		77,010.00
				0.00
				0.00
				0.00
				0.00
				0.00
Employee Benefits @ 47%	110,065.00	112,266.00		222,331.00
Category Sub-Total	\$344,245.00	\$351,129.00	\$0.00	\$695,374.00
B. TRAVEL EXPENSE				
Instate travel	4,000.00	4,000.00		\$8,000.00
				0.00
				0.00
Category Sub-Total	\$4,000.00	\$4,000.00	\$0.00	\$8,000.00
C. CONTRACTUAL SERVICES				
Law Enforcement	36,000.00	0.00		\$36,000.00
Consultant	7,280.00	0.00		7,280.00
				0.00
Category Sub-Total	\$43,280.00	\$0.00	\$0.00	\$43,280.00

SCHEDULE B
PAGE 2
DETAILED BUDGET ESTIMATE

PROJECT NO. AL0632

COST CATEGORY	FISCAL YEAR ESTIMATES			TOTAL COST TO PROJECT
	FY-1 10/01/05 thru 09/30/06	FY-2 10/01/06 thru 09/30/07	FY-3 10/01/07 thru 12/31/07	
D. EQUIPMENT				
Solar signs	270,000.00	0.00		\$270,000.00
				0.00
				0.00
				0.00
Category Sub-Total	\$270,000.00	\$0.00	\$0.00	\$270,000.00
E. OTHER DIRECT COSTS				
Office Supplies	5,000.00	5,000.00		\$10,000.00
Educational/Promotional	6,440.00	6,440.00		12,880.00
Contest Incentives	1,000.00	1,000.00		2,000.00
Media Printing/Duplication	10,500.00	8,400.00		18,900.00
Educational Equipment	6,925.00	0.00		6,925.00
Stipend for DUI Speakers	250.00	250.00		500.00
Speaker Expenses for DUI	2,800.00	2,800.00		5,600.00
Signs, Poles, Mounting Supplies	58,844.00	0.00		58,844.00
				0.00
				0.00
Category Sub-Total	\$91,759.00	\$23,890.00	\$0.00	\$115,649.00
F. INDIRECT COSTS				
2% Personnel Costs	6,885.00	7,023.00		\$13,908.00
Category Sub-Total	\$6,885.00	\$7,023.00	\$0.00	\$13,908.00
PROJECT TOTAL	\$760,169.00	\$386,042.00	\$0.00	\$1,146,211.00

SCHEDULE B-1

PROJECT NO. ALO632

BUDGET NARRATIVE

Page 1

PERSONNEL COSTS

Health Education Specialists (2.5 FTE) will coordinate the day-to-day operations of the grant, including: planning, problem-solving, marketing/media advocacy, implementing partnership activities, designing and acquiring education materials, preparing reports, and representing the agency at meetings and events. They will also assist with budget management, monitoring performance, and resource development.

Office Clerk III (1.0 FTE) will support assignments required for the efficient management of the project and will be responsible for typing, ordering supplies and materials, record keeping, maintaining data-bases, assist with the design of materials, and preparing and sending out mailings and correspondence.

Employee Benefits consist of the following components per year, averaged for all staff:

Retirement -	16%
Health Insurance -	17%
Retiree Health -	4%
Statutory Expenses -	10%

Note: Reimbursements of individual salaries that result in a salary savings to the applicant agency are not allowable.

TRAVEL EXPENSE

In-State-Travel expenses for TSCN members and staff to attend OTS approved annual conferences and training workshops on traffic safety related issues (i.e., OTS Summit, PTS Conference, California Child Injury Control, and any other workshops as approved by OTS).

CONTRACTUAL SERVICES

Contract service agreements will be established with cities and other agencies for overtime pay to provide law enforcement at the approximately 100 intersections where RLEI (Red Light Enforcement Indicators Lights) or rat boxes have been installed throughout the county. Funds will provide at least 2 hours of overtime pay for 2 officers at each intersection.

Contracts services agreements will be established with qualified consultant to provide services related to the technical support and design of the DVD and discussion guides based on the DUI Court in the Schools Project.

EQUIPMENT

Funds will be used to purchase solar vehicle speed feedback signs for a speed management pilot project throughout the county.

OTHER DIRECT COSTS

Office Supplies - General office supplies and equipment needed to support administrative operations.

Educational/Promotional - Funds will be used to purchase promotional items that include traffic safety messages directly related to this project and will display appropriate logos (OTS, BT&H). The items purchased may include pens, mini-radios, key chains, stickers, CD cases, etc.

Contest Incentives - Award prizes will be given to schools and students participating in the High School Seat Belt Challenge. The prizes will meet OTS criteria and will be pre-approved by the Regional Coordinator.

SCHEDULE B-1

PROJECT NO. ALO632

BUDGET NARRATIVE

Page 2

Media Printing/Duplication - Printing/duplication services and informational literature such as parent handbook, flyers, reports, photos, pamphlets, posters, materials for DUI trials, and DVD's.

Educational Equipment - Funds will also be used to purchase audio-visual equipment used in grant activities including LCD projector, speakers, VCR/DVD player, and laptop. Other supplies needed for outdoor educational events include a canopy.

Stipend for DUI Speakers - Stipends will be paid to non-professional speakers at the DUI events sponsored as part of the educational component at high schools.

Speakers Expenses for DUI - Speaker fees and related travel expenses will be paid to professional speakers at the DUI events sponsored as part of the educational component at high schools.

Signs, Poles, and Mounting Supplies - Thirty (30) static traffic signs and thirty (30) poles to support the speed management signs will be purchased. These traffic signs will be mounted directly above the display signs. TSCN will pay for some of the mounting supplies needed to install the signs in the various city and county locations.

INDIRECT COSTS

Reimbursement at 2% of total direct personnel costs to partially cover administrative overhead and infrastructure expenses associated with the project.

PROGRAM INCOME

NONE