

## Application Information

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Application No: 27-007052

Application Type:	Vertical Prosecution	Agency (City or County):	<a href="#">San Bernardino County</a>	Department (Police Dept, DA Office, etc):	<a href="#">San Bernardino County District Attorney's Office</a>
Authorized Representative:	<a href="#">Jason Anderson</a>	Additional Contact Email:		DUNS/SAM Number:	E81BMEGBU6R3
DUNS/SAM Expiration Date:	2/21/2026	DUNS/SAM Registered Address:	303 W. 3rd St	DUNS/SAM City:	San Bernardino
DUNS/SAM ZIP+4: 92415-0502					

## Application Summary

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Grants Made Easy Application Titles and Descriptions are pre-populated. For General Grants, provide the Application Title and Application Description.

Application Title:

Alcohol and Drug Impaired Driver Vertical Prosecution Program

Application Description:

The County District Attorney's Office (or City Attorney's Office) will assign a specialized team to prosecute alcohol and drug impaired driving cases. The DUI prosecution team will handle cases throughout each step of the criminal process. Prosecution team members will work to increase the capabilities of the team and the office by obtaining and delivering specialized training. Team members will share information with peers and law enforcement personnel throughout the county and across the state. The office will accomplish these objectives as a means to prevent impaired driving and reduce alcohol and drug-involved traffic fatalities and injuries.

### Problem Statement

Describe the problem(s) to be addressed utilizing current data-driven evidence. Be specific and focus on the issue that is relevant and significant within your community.

1. Describe the city, county, or jurisdiction this grant will impact.

Problem Statement:

San Bernardino County, located in Southern California, stretches from the eastern borders of Los Angeles and Kern Counties to the state lines of Nevada and Arizona, with Riverside County to its south. Spanning an astonishing 20,105 square miles, it holds the distinction of being the largest county in the contiguous United States. Within this vast expanse lies a network of four Interstate Highways, two U.S. Highways, and nineteen State Highways.[1] In addition, the county maintains 22,014 lane miles of pavement.[2]

Despite its enormous size, the county's population of 2,181,433 is primarily concentrated in the southwestern region. Home to 24 incorporated cities and 51 unincorporated communities, only 22% of San Bernardino County's land is developed for housing, industry, utilities, agriculture, transportation, and parks.

San Bernardino County is also a critical transportation hub. Major interstate highways such as the I-10, which stretches all the way to Florida; the I-15, connecting the Mexican border to Canada; and the I-40, traversing the Mojave Desert to North Carolina, cut across the county. These highways carry not only local commuters but also travelers, tourists, and heavy commercial traffic. This includes part of a freight system where 447 million tons of freight, or 60% of the freight shipped in the southern California region, involves shipments between the region and the rest of the country.[3]

While the volume of traffic is immense, it is the county's residents who are most impacted by collisions and road hazards.

As the nation's largest county, San Bernardino combines vast deserts, heavily traveled highways, and some of the state's hardest working families. Those families account for the 1,046,100 people in the labor force. In essence, roads here are lifelines, for daily commutes, for commerce, for cross-country travel, but they also come with risk. Ensuring traffic safety is not just important; it is essential to protecting the people who call this extraordinary county home. This especially true as 39% of households have children under 18 years of age and 26% of families with children under the age of 18 are led by a single parent.[4]

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[1] See [San Bernardino County, California - Wikipedia](#)

[2] See [Mobility – San Bernardino County Community Indicators](#)

[3] See [FHWA Freight Management and Operations](#)

[4] See [Mobility – San Bernardino County Community Indicators](#)

2. Describe the problem(s) to be addressed, supported by current crash and/or other relevant data. (most recent calendar year data/stats)

Problem Statement:

San Bernardino County faces a public safety crisis on our roadways that demands urgent action. As the largest county in the nation by land area with a vast highway network, San Bernardino County bears a disproportionate share of traffic fatalities. In 2025 alone, California had 1,631 roadway fatalities. Of those total fatalities, 451 of those were DUI related. San Bernardino accounted for 137 of those fatalities and 34 DUI fatalities.<sup>[5]</sup> Although the numbers are staggering, this has been a steady downward trend from 2021, where San Bernardino had 427 fatalities, of which 147 were DUI related. <sup>[6]</sup> Furthermore, DUI collisions in the county account for 12.3% of all collisions within the county. <sup>[7]</sup> Looking at the numbers, it appears that our current interdiction efforts have been effective and we are looking to expand our positive impact. Of the top 15 deadliest roadways in California, three of those roadways traverse through our county: State Route 91, Interstate 15, Interstate 10. <sup>[8]</sup> In 2023 alone, the I-10 recorded 48 deaths, the I-15 recorded 61 fatalities, and the SR-91 recorded 23 fatalities.<sup>[9]</sup>

According to statewide highway safety data, the 4.5 mile stretch of Interstate 15 (I-15) through the Cajon Pass, between Exits 138 and 129, is consistently ranked as the deadliest segment of highway in California. For many residents, this segment of I-15 is not just a scenic shortcut to Las Vegas, it is a daily commute, a lifeline connecting the High Desert to jobs, schools, medical care, and family throughout the Inland Empire and greater Southern California. Yet this corridor remains one of the most dangerous in the state, contributing to California's broader traffic violence epidemic.<sup>[10]</sup>

The problem extends beyond highways into our communities. In a national driving safety ranking published in 2024, Victorville was named the second worst city for drivers in the United States, and San Bernardino ranked fourth; a stark indictment of traffic safety conditions in our region. These rankings reflect elevated rates of serious crashes, including alcohol and speed related fatalities per capita. In Victorville, alcohol involved fatalities reached the second highest rate in the nation in 2022, and San Bernardino had the nation's highest rate of DUI related fatalities that same year. <sup>[11]</sup>

Driving under the influence remains a significant contributor to fatal collisions across the county. While statewide and national statistics show some reductions in DUI incidents, San Bernardino County continues to experience high rates of alcohol related traffic deaths and serious injuries. The California Office of Traffic Safety's rankings show that alcohol involved fatal and injury collisions remain a persistent danger locally, even as law enforcement efforts continue. In 2023, San Bernardino experienced 1475 injury and Fatal collisions. Of those, 167 involved alcohol.<sup>[12]</sup>

We must also acknowledge that dangerous driving behaviors, like speeding, impaired driving, and distracted driving, disproportionately endanger young adults, who are overrepresented in crash statistics and comprise a significant share of the county's population. These collisions devastate families, drain local resources, and undercut community wellbeing. The largest age group of DUI drivers involved in collisions involves drivers between the ages of 20-29.<sup>[13]</sup>

Our community is shouldering an unacceptable burden: the longest commuter distances in the state, the most lethal highway segment in California, and cities that rank among the nation's most dangerous for drivers. These are not isolated statistics, they are lives lost, families impacted, and a clear call to action.

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[5] See [TIMS - Transportation Injury Mapping System](#)

[6] *Id.*

[7] *Id.*

[8] See [15 Of The Most Dangerous Roads In California, According To Statistics](#)

[9] *Id.*

[10] See [Deadliest Roads in California | ConsumerAffairs®](#)

[11] See [Victorville and San Bernardino Drivers Rank Among Worst in U.S. - Victor Valley News](#)

[12] See [San Bernardino 2023 | Office of Traffic Safety](#)

[13] See [TIMS - Transportation Injury Mapping System](#)

3. Define the target population the grant intends to serve and how they are affected by the problem(s). If the target population includes any at-risk populations, please include how this traffic safety grant will serve them.

Problem Statement:

San Bernardino County's demographic and economic realities demand policy decisions grounded in lived experience, not misleading averages. While the countywide population density is reported at 109 persons per square mile, this statistic obscures where people actually live and travel. In the southwestern region of the county, home to the majority of residents, population density reaches approximately 3,251 persons per square mile.[14] This concentration places immense pressure on transportation infrastructure and amplifies the risks associated with impaired driving.

The county's population is overwhelmingly composed of working age adults and families. As of 2024, 28.1% of residents are between 25 and 44 years old, 22.7% are between 45 and 64, and 10.7% are between 18 and 24. Households average 3.2 individuals, with 39% raising children under the age of 18. Nearly one quarter of those families are single parent households, many of which rely on a single wage earner and a single vehicle to remain economically viable.[15] These realities leave little margin for disruption.[16]

Educational and economic data further underscore structural vulnerability. Although 86% of residents completed high school in 2023–2024, only 24% of adults over 25 have attained a bachelor's degree or higher.[17] This reflects a labor force compelled to prioritize immediate employment over long term educational advancement. In November 2022, more than 1,046,100 residents were employed, yet 52,000 remained unemployed, and a 5% unemployment rate continues to strain already fragile household finances.[18] With a median household income of \$85,069 only 48% of residents can afford an entry level home priced at 85% of the median, demonstrating that housing stability is increasingly unattainable for working families.[19]

Transportation is not optional in San Bernardino County. It is essential infrastructure for economic survival. According to the 2023 U.S. Census, residents experience an average commute time of 32.8 minutes, exceeding the statewide average of 29.2 minutes and the US average of 26.8 minutes.[20] Only 10.3% of workers are able to work from home. Each day, more than 502,000 residents commute outside the county to earn a living, placing sustained demand on highways and arterial roadways that are among the most dangerous in California.[21]

Within this context, DUI related collisions are not isolated criminal acts; they are predictable public safety failures with profound economic consequences. When impaired driving results in a crash, families lose more than property. They lose transportation, income, housing stability, and in too many cases, a caregiver or primary wage earner. Insurance mechanisms frequently fail to provide timely or sufficient relief, particularly when civil recovery is delayed by criminal proceedings. The burden is shifted to families least able to absorb it, and ultimately to public systems tasked with addressing the fallout.

Effective policy must recognize that DUI enforcement, prevention, and accountability are not solely matters of individual responsibility. They are matters of community protection and economic resilience. In a county where residents depend on safe highways to access employment, education, and healthcare, impaired driving undermines workforce stability, increases public assistance reliance, and perpetuates cycles of hardship.

San Bernardino County requires policy solutions that reflect its unique transportation dependence, economic vulnerability, and population density patterns. Strengthening DUI prevention, enforcement, victim compensation mechanisms, and transportation safety infrastructure is necessary. The attached materials provide additional data and documentation illustrating why decisive law enforcement action is essential to protect not only the economic future, but most importantly, the future safety of those people who are anywhere near a roadway in our community.

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[14] See [County Profile – San Bernardino County Community Indicators](#)

[15] *Id.*

[16] *Id.*

[17] *Id.*

[18] *Id.*

[19] *Id.*

[20] *Id.*

[21] *Id.*

## Traffic Data Summary:

Complete the table below using TIMS data and update the 20XX years in the table.

	2022				2023				2024			
Crashes	Fatal	Injury	Killed	Injured**	Fatal	Injury	Killed	Injured**	Fatal	Injury	Killed	Injured**
Alcohol-Involved	95	1202	110	1524	98	1177	108	1468	74	1122	88	1545

\*2025 was not available at the time of this report, the only information available was the number of fatalities, which was 34. Further information can be provided as it becomes available.

\*\* Numbers for these statistics were taken from the statistics involving both serious and non-serious injury rates and adding them together for the totals listed above.

Using the DMV DUI Management Information System (MIS) report, complete the table below.

	2019			2020			2021		
	Felony	Misdemeanor	Felony	Misdemeanor	Felony	Misdemeanor	Felony	Misdemeanor	
Countywide DUI Arrests	345	6810	303	5320	367	5941			

Using local data, complete the table below. If your data system cannot differentiate DUI cases by alcohol, drug, and combo, report all cases on the alcohol row and include an explanation below the table.

Cases	FFY-2023				FFY-2024***				FFY-2025			
	Reviewed	Filed	Guilty**	Reviewed	Filed	Guilty	Reviewed	Filed	Guilty	Reviewed	Filed	Guilty
DUI	Fel	Mis	Fel	Mis	Fel	Mis	Fel	Mis	Fel	Mis	Fel	Mis
Alcohol	320	5912	3015	7852922707	281504326849922522556	2836342737124462962491						
Drug	20	429	20406	11150	12270	8262	2121	12411	35528483	1515	107	
Combo	13	245	13232	540	7151	7150	730	8215	27311	99	35	

\*\* Denotes the number of charges, not defendants. The number of cases is slightly over actual due to some defendants being counted twice due to method of tabulation. The source data is available upon request.

\*\*\* These numbers do not include reviewed/field guilty of PC 191.5 or Watson Murder cases as our data collecting system is not able to differentiate whether the impairment in those cases is based on alcohol, drug, or combination. Source data is available upon request.

## Proposed Solution

### Strategies:

The San Bernardino County District Attorney's Office is committed to eliminating traffic fatalities and serious injuries on California roadways through specialized and vertically integrated prosecution of driving under the influence (DUI) cases. This mission is

advanced through close collaboration with law enforcement agencies, targeted education and enforcement efforts, and sustained community outreach. In partnership with the Bureau of Victim Services, the Office ensures that victims and their families have meaningful access to the justice system and the support necessary to rebuild following intoxication related tragedies.

With prior funding from the California Office of Traffic Safety (OTS), the District Attorney's Office established a specialized team consisting of two vertically assigned prosecutors and a dedicated investigator. These prosecutors handle the county's most serious DUI cases, including *Watson* murders and gross vehicular manslaughter cases with intoxication. In addition to prosecuting complex cases, they provide training to fellow prosecutors and law enforcement agencies throughout the county. During the 2024-2025 fiscal year, this team secured felony intoxication related convictions resulting in aggregate sentences of 81 years and 4 months plus 30 years to life in state prison, approximately 40 years and 55 days in county jail, and 15 years of probation. Despite these successes, the volume and complexity of fatal DUI cases far exceed the capacity of two specialized prosecutors, requiring many cases to be handled by nonspecialized attorneys. Since 2005, the number of DUI fatalities within the county has steadily declined.<sup>[1]</sup> In 2005, San Bernardino County had 178 DUI fatalities. The steepest drop in fatalities occurred in the period between 2021 and 2025. The county recorded 147 fatalities in 2021, followed by 110 in 2022, 108 in 2023, and 88 in 2024. More importantly, the percentage of DUI fatalities in relation to all fatal crashes within the county dropped from 50% in 2009 to 25% in 2024.<sup>[2]</sup> These numbers evidence the deterrent effect that our efforts have had in curbing these needless and preventable crimes.

To meet the needs of San Bernardino County's diverse and geographically expansive communities, the specialized prosecutors will continue to strengthen partnerships with traffic enforcement teams and respond to major intoxication related collisions to ensure early case involvement and stronger prosecutions. The team actively collaborates with law enforcement on DUI checkpoints, saturation patrols, school based education, and community events, including Mothers Against Drunk Driving programs. These efforts increase public awareness, enhance deterrence, and support prevention through education and enforcement.

The Office also maintains a Vehicular Homicide Unit within its Bureau of Investigation, staffed by investigators with advanced expertise in retrieving and analyzing data from Event Data Recorders (EDRs) and vehicle infotainment systems. The District Attorney's Office serves as a countywide resource for digital vehicle data extraction, supporting both investigation and prosecution. While the Office can currently access data from most vehicles manufactured between 2003 and 2025, rapidly evolving technology necessitates ongoing equipment upgrades to maintain effectiveness and expand capacity.

To further reduce DUI related fatalities, the District Attorney's Office proposes expanding the unit to include a third full time specialized prosecutor and a dedicated Victim Witness Advocate. The addition of a third prosecutor would significantly enhance the unit's ability to manage caseloads, increase training capacity, and expand outreach efforts while maintaining high prosecutorial standards. Given the size and breadth of San Bernardino County, this expansion is essential to achieving measurable and sustainable impact.

Victim Witness Advocates are integral to the success of vehicular homicide prosecutions. Vehicular crimes present unique challenges due to sentencing frameworks that depart significantly from those applicable to murder. Manslaughter, unlike murder, is largely served with half time custody credits. Unless there is an enhancement or recidivist statute that increases the exposure of the case or the manner in which it is served, the conversations with victim's family can be long and difficult. In a largely

working class county with long commute patterns, these crimes often result in the loss of a family's primary or sole source of income and exacerbates the grief and loss experienced by the most vulnerable class of people within our county, victims of crime. Advocates provide critical support by assisting families with restitution, California Victim Compensation Board applications, courtroom preparation, victim impact statements, and ongoing emotional support. A dedicated Advocate assigned to this unit would ensure specialized assistance tailored to the unique complexities of intoxication related fatalities.

As part of a forward looking strategy, the District Attorney's Office is implementing focused training for new attorneys on alcohol based DUI prosecutions, with supplemental instruction addressing emerging trends in drug impaired driving. Structured training modules are being developed to build expertise early and consistently. This will create a robust foundation for both: law enforcement and the attorneys tasked with ensuring that the justice system holds offenders accountable.

In addition, the Office is strengthening its high technology investigative capabilities and expanding joint training opportunities with law enforcement partners. Enhanced outreach to local schools and colleges is a critical prevention component, particularly given that the largest demographic of DUI offenders falls between the ages of 20 and 29.[3]

Through the proposed expansion of prosecutorial and victim services staffing, combined with advanced training, technology, and community engagement, the San Bernardino County District Attorney's Office will continue to lead efforts to reduce intoxication

related fatalities. These investments will enhance public safety, strengthen justice outcomes, and reaffirm the Office's commitment to victims, families, and the communities it serves.

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[1] See [TIMS - Transportation Injury Mapping System](#)

[2] *Id.*

[3] *Id.*

Agency Qualifications:

The Office of Traffic Safety (OTS) Grant Unit is currently staffed by two qualified and seasoned prosecutors whose combined expertise has yielded extraordinary results, including a consistently high rate of convictions in complex and serious traffic related cases. These outcomes underscore the effectiveness of the unit; however, they also highlight a critical reality—the volume, complexity, and gravity of the caseload have far outpaced existing staffing resources. Looking at the Transportation Injury Mapping System developed by UC Berkeley, it is clear that although DUI fatality numbers have dropped steadily since 2005, the number of cases involving injuries were still high. In 2021, the number of DUI crashes, within San Bernardino, that involved fatalities and serious injury amounted to 464 crashes. That number continued to drop in 2024 down to 359.<sup>[4]</sup> Although our efforts have curbed these incidents, the county continues to have an overwhelming number of incidents compared to the resources available to handle all of the cases generated by these tragic events.

The senior prosecutor assigned to the unit has served in the OTS Grant Unit for more than three years and has over a decade of experience as an attorney. Her trial experience includes the successful prosecution of some of the most serious felony offenses, including gross vehicular manslaughter, hit and run causing death, driving under the influence causing injury with great bodily injury, robbery, rape, burglary, narcotics trafficking, arson, and assault with a deadly weapon, as well as extensive DUI litigation. In addition to her courtroom expertise, she is a P.O.S.T. certified instructor who teaches both at the Basic Police Academy and in Advanced Officer Training courses, directly contributing to improved law enforcement practices and stronger case development.

The second member of the unit is a Deputy District Attorney with nearly eleven years of **legal experience. His background includes significant civil litigation experience** defending personal injury claims arising from vehicle collisions, providing a valuable and sophisticated understanding of collision dynamics, causation, and injury analysis. His criminal law experience includes prosecutions involving murder, attempted murder, manslaughter, narcotics offenses, theft, domestic violence, vandalism, resisting arrest, assault with a deadly weapon, and driving under the influence cases.

The prosecutorial team is further supported by an experienced supervisor with over 20 years of prosecutorial experience including prior service as an OTS prosecutor responsible for grant oversight and compliance. The team also has a dedicated grant investigator with 25 years of law enforcement experience. The investigator spent six years as a traffic/motor officer, including MAIT responsibilities, and has completed basic, intermediate, and advanced collision investigation training, ARIDE, and SFST courses. He is also a P.O.S.T. certified instructor with experience teaching Sheriff's Emergency Vehicle Operations Center (EVOC) courses. The unit additionally has the benefit of a dedicated paralegal shared with a General Homicide Deputy District Attorney, ensuring critical legal and case management support.

The Office of Traffic Safety Grant Unit remains committed to continuous improvement

and excellence. Assigned prosecutors and investigators regularly attend advanced and specialized trainings to remain current on emerging legal issues, evidentiary standards, and best practices in DUI and traffic safety prosecutions. It is anticipated that the office continue to send members of the unit as well as management to trainings regarding DUI and vehicular homicide trainings, allowing them to also provide training and resources for both prosecutors within the office as a whole and allied agencies, in doing so, expanding our ability to impact the community.

Despite this exceptional level of expertise, preparation, and demonstrated success, the current staffing structure is no longer sufficient to sustain the unit's effectiveness. The overwhelming and ever increasing caseload demands more prosecutorial resources to ensure timely filings, thorough case preparation, and continued accountability for dangerous driving behavior. The addition of a third specialized prosecutor is essential to maintain the unit's high standards, prevent case delays, and expand the capacity to prosecute serious traffic related offenses. Without additional staffing, the unit's ability to sustain its outstanding performance and protect public safety will be significantly compromised.

The requested position will directly enhance the unit's capacity to manage its workload, preserve its exceptional conviction rates, and continue delivering measurable, lifesaving outcomes for the community.

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[4] *Id.*

### Community Collaboration and Engagement

Provide a description of the community collaboration and engagement activities that will be conducted and/or participated in by your department to address traffic safety. Community collaboration and engagement allows for the appropriate department personnel to engage in conversations to both share information and receive input from the community members regarding traffic safety.

Community Collaboration and Engagement:

The Office of Traffic Safety Grant Unit is committed to a comprehensive, collaborative approach to reducing impaired driving through sustained community engagement, education, and enforcement partnerships. Members of the unit will actively participate in public events throughout the county, ensuring a visible presence and making themselves available to answer questions, provide resources, and engage directly with community members. Prosecutors will continue their involvement in *Every 15 Minutes* programs hosted by local law enforcement agencies, reinforcing critical messages about the consequences of impaired driving through direct interaction with youth.

To further enhance these efforts, the unit intends to expand outreach to a broader range of educational institutions, including elementary schools, middle schools, high schools, and local colleges and universities. This expanded focus is particularly important given that individuals between the ages of 20 and 29 consistently represent the largest group of DUI offenders. Early, age appropriate education coupled with continued engagement into young adulthood is a key component of long term prevention and aligns with OTS priorities emphasizing education as a deterrence strategy.

In addition to educational outreach, the unit seeks to increase collaboration with local government partners to expand awareness efforts countywide. Addressing impaired driving requires a multifaceted approach. Deterrence through accountability, achieved via effective prosecution and enforcement, is essential. However, deterrence through education and public awareness is also critical. By integrating both strategies, the unit aims to influence behavior change while reinforcing the serious legal and public safety consequences associated with impaired driving. According to a study by the CDC in 2018, about 53% of adults are considered regular drinkers.<sup>[5]</sup> According to NHTSA, the most effective countermeasures to impaired driving appear to involve the use of administrative license revocation mechanisms, sobriety checkpoints, high visibility saturation patrols, alcohol ignition interlocks, alcohol screening and brief interventions, and alcohol problem assessment and treatment.<sup>[6]</sup> The CDC study further found evidence that checkpoints reduced alcohol related fatal crashes by 9%.<sup>[7]</sup> In addition, saturation patrols were shown to reduce alcohol related fatalities by as much as 18% in a study done in 2008.<sup>[8]</sup>

In our effort to curb further DUI fatalities, the unit will also prioritize strengthened partnerships with local law enforcement agencies by working collaboratively to develop cohesive and consistent practices for DUI investigations. This includes expanding training opportunities for law enforcement partners and providing prosecutorial support within those training programs. For prosecutors, this involves the module training referenced above, as well as a coordinated effort to expose attorneys to infield investigations through DUI checkpoint attendance, DUI saturation attendance, and presentations involving the criminalists that testify on our behalf in trial. Many individuals prosecuted for DUI offenses leading to fatal collisions are repeat offenders with documented histories of substance or alcohol abuse. Early identification of these risk factors, during investigations, increases opportunities for intervention and helps prevent the severe and often tragic outcomes associated with impaired driving.

Finally, increased staffing supported through OTS funding will significantly enhance the unit's capacity to collaborate and engage with the community. Additional personnel will allow for more effective distribution of caseloads while increasing the unit's visibility and presence at MADD events, law enforcement led community engagement initiatives, and training programs throughout the county and state. This increased capacity directly supports OTS goals by strengthening enforcement partnerships, expanding prevention efforts, and promoting a coordinated, countywide response to impaired driving. These multifaceted approaches require the resources necessary to staff a robust unit capable of handling the volume of cases that our county currently undertakes.

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- [5] See [Understanding the Problem | NHTSA](#)
- [6] See [Countermeasures | NHTSA](#)
- [7] See [Publicized Sobriety Checkpoints | NHTSA](#)
- [8] See [High-Visibility Saturation Patrols | NHTSA](#)

## Goals

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### Description

Reduce the number of persons killed in traffic crashes.

Reduce the number of persons injured in traffic crashes.

Improve the prosecution knowledge and expertise of DUI Alcohol, DUI Drug and DUI Alcohol/Drug Combination cases.

Increase the number of DUI Alcohol, DUI Drug and DUI Alcohol/Drug Combination cases filed and prosecuted.

### Custom Description

## Objectives

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Target Number	Description	
1	Issue a news release announcing the kick-off of the grant by December 31st. The kick-off news releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at <a href="mailto:pio@ots.ca.gov">pio@ots.ca.gov</a> , and copied to your OTS Coordinator, for approval 7 days prior to the issuance date of the release.	
1	Attend the TSRP informational webinar to identify how TSRP can assist with training needs.	
1	Create or expand a Vertical Prosecution Program with the City Attorney or District Attorney's Office by November 30. The program will facilitate the prosecution of all DUI drug cases, all DUI alcohol and drug combination cases, and if applicable, all felony DUI alcohol cases with death or injury.	
4	Designate prosecutor position(s) and investigator position(s) to the DUI caseload to prosecute DUI Alcohol, DUI Drug and DUI Alcohol/Drug Combo cases. The individual(s) will be dedicated solely to this assignment allowing them to gain expertise in the investigation and prosecution of DUI Alcohol, DUI Drug, and DUI Alcohol/Drug Combo cases. While employed by the City Attorney's or District Attorney's Office, the individual(s) in the grant-funded DUI Vertical Prosecutor position(s) should remain the same throughout the term of the grant.	
1	Develop and implement a system for gathering, tracking, and reporting all DUI case reviews, filings, and outcomes in the county/city by December 31, differentiating between: 1) DUI Alcohol-only; 2) DUI Drug-only; and 3) DUI Combination	
1	Report on all DUI case reviews, filings and outcomes in the county or city throughout the grant, differentiating between: 1) DUI Alcohol-only; 2) DUI Drug-only; and 3) DUI Combination Alcohol and Drug cases.	
4	Partner with the California Traffic Safety Resource Prosecutor Training Network to provide comprehensive training in the prosecution of DUI Alcohol and DUI Drug cases with an effort to reach prosecutors and investigators.	
3	Send the funded prosecutor(s) to trainings/meetings sponsored by OTS and/or the California Traffic Safety Resource Prosecutor Training Network.	
4	Coordinate and host four in person regional roundtable law enforcement meetings (one each quarter, with telephone or internet conference capabilities for the CA OTS Staff) to provide information on the DUI Vertical Prosecution Program, interact with law enforcement to identify means to improve DUI investigation and prosecution, and assess technical assistance needs for training on DUI investigation and court testimony. OTS staff, local law enforcement, CHP and probation staff should be included in the roundtable. Agenda and minutes should be produced and distributed. All four meetings for the year should be scheduled in the first quarter of the grant.	
1	Coordinate with local law enforcement agencies on the development of an on-call response protocol for the investigation of fatal and major injury DUI vehicle crashes, and to report on response activities	
4	Participate in at least one DUI saturation ride-along. Note: The funded vertical prosecutor(s) and investigator should participate within the first quarter of the grant.	
4	Attend and observe at least one DUI checkpoint. Note: The funded vertical prosecutor(s) and investigator should participate within the first quarter of the grant.	
Included	Target Number	Description
Yes	4	Respond to at least one fatal DUI crash investigation scene. Note: The funded vertical prosecutor(s) and investigator(s) should achieve this objective within the first quarter of the grant.
Yes	1	Identify grant funded, straight time personnel. Include any vacancies or staff changes that have occurred. For any vacancies, include the status of filling the vacancy.
Yes	1	District Attorney's Office / City Attorney's Office to partner with local school and/or youth organizations to provide educational programming about the dangers and consequences of driving under the influence of alcohol and/or drugs.
Yes	4	Send prosecutors/DA Investigators to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.
Yes	4	Send prosecutors/DA Investigators to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.
Yes	4	Send prosecutors/DA Investigators to the Drug Recognition Expert (DRE) training.
Yes	1	Send prosecutors/DA Investigators to the DRE Recertification training.

## Method of Procedure

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### Phase 1 - Program Preparation:

- Recruit and hire all staff for the grant.
- Procure all materials necessary to implement the grant.
- Items with a unit cost of \$5,000 or more (including tax and shipping) must comply with the Buy America Act.
- Identify dates and schedule the four in person Roundtable Meetings (one each quarter with telephone or video conference capabilities). Notify the OTS coordinator of the dates. Meetings are meant to provide information on the DUI Vertical Prosecution Program, interact with law enforcement to identify means to improve DUI investigation and prosecution, and assess technical assistance needs for training on DUI investigation and court testimony. OTS staff, TSRP staff, local law enforcement, CHP, and probation staff should be included in the roundtable. Agenda and minutes should be produced and distributed. All four meetings for the year should be scheduled in the first quarter of the grant.
- Develop protocols to be used to measure the success of the DUI Prosecution Program.
- Conduct training for all program staff outlining the goals and objectives of the grant.
- Refer cases for prosecution to the grant-funded Deputy District/City Attorney(s).
- Transfer all pending DUI cases which qualify under this program so that vertical prosecution may begin.
- Develop a training protocol for law enforcement agencies within the county, and start a process of coordinating all reporting, investigation, and referral of cases that qualify under the grant.

### Media Requirements

- Issue a news release approved by the OTS PIO announcing the kick-off of the grant by December 31 and after the grant is signed and executed, but no sooner than October 1, the start of the grant year. The kick-off release must be approved by the OTS PIO. If you are unable to meet the December 31 deadline to issue a kick-off press release, communicate the reasons to your OTS grant coordinator and OTS PIO.

### Phase 1 - Program Preparation Addendum:

#### Phase 2 - Program Operations:

- Prosecution will be on-going. The Deputy District/City Attorney(s) will review DUI cases from all law enforcement agencies in the county/city.
- Training for law enforcement personnel, District Attorney Investigators, and other Deputy District/City Attorneys will begin and continue throughout the program.
- Prosecutor(s) will:
  - a) Work to secure convictions (as justice requires) and appropriate sentences that reflect the public safety risk posed by the offender.
  - b) Mentor trial attorneys on how to successfully try high-risk DUI offenders.
  - c) Host Quarterly Roundtable meetings with local law enforcement personnel, CHP, TSRP, and OTS staff.

- d) Work with the TSRP to obtain and deliver high quality DUI prosecution training programs to non-grant-funded prosecutors.
- e) Work with the TSRP to obtain and deliver high quality DUI investigation, report writing, and courtroom testimony training programs to law enforcement personnel (police officers, deputies, District Attorney Investigators, and crime lab scientists).
- f) Attend training programs that cover evaluation and preparation of DUI drug cases, marijuana, prescription drugs, drug trends, people's experts, defense challenges, cross-examination of experts, SFST evidence, jury considerations and toxicology evidence, and incorporate this information into DUI trainings for attorneys and law enforcement personnel.

### **Media Requirements**

The following requirements are for all grant-related activities:

- Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy your OTS grant coordinator. Optimum lead time would be 7 days before the scheduled release but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Send all PowerPoint presentations, online presentations and trainings for grant-related activities to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy your OTS grant coordinator. Certified training courses are EXEMPT from the approval process.
- The OTS PIO is responsible for the approval of the design and content of materials. The agency understands OTS PIO approval is not authorizing approval of budget expenditure or cost. Any cost approvals must come from the OTS grant coordinator.
- Pre-approval is not required when using any OTS-supplied template for media advisories, news releases, social media graphics, videos or posts, or any other OTS-supplied educational material. However, copy the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and your OTS grant coordinator when any material is distributed to the media and public, such as a news release, educational material, or link to social media post.
- If an OTS-supplied template, educational material, social media graphic, post or video is substantially changed, the changes shall be sent to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy your OTS grant coordinator.
- News releases, social media posts and alerts on platforms such as NextDoor and Nixle reporting immediate and time-sensitive grant activities (e.g. enforcement operations, day of event highlights or announcements, event invites) are EXEMPT from the OTS PIO approval process. The OTS PIO and your OTS grant coordinator should still be notified when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Enforcement activities such as warrant and probation sweeps, court stings, etc. that are embargoed or could impact operations by publicizing in advance are EXEMPT from the PIO approval process. However, announcements and results of activities should still be copied to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and your OTS grant coordinator with the embargoed date and time or with "INTERNAL ONLY: DO NOT RELEASE" message in subject line of email.
- Any earned or paid media campaigns for TV, radio, digital or social media that are part of a specific grant objective, using OTS grant funds, or designed and developed using contractual services by a subgrantee, requires prior approval.
- Social media posts highlighting state or national traffic safety campaigns (Distracted Driving Month, Motorcycle Safety Awareness Month, etc.), enforcement operations (DUI checkpoints, etc.), or any other grant-related activity such as Bicycle rodeos, presentations, or events, are highly encouraged but do not require prior approval.
- Submit a draft or rough-cut of all digital, printed, recorded or video material (brochures, posters, scripts, artwork, trailer graphics, digital graphics, social posts connected to an earned or paid media campaign grant objective) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy your OTS grant coordinator for approval prior to the production or duplication.
- Use the following standard language in all press, media, and printed materials, space permitting: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

- Space permitting, include the OTS logo on all grant-funded print materials, graphics and paid or earned social media campaign grant objective; consult the OTS PIO and copy your OTS grant coordinator for specifics, format-appropriate logos, or if space does not permit the use of the OTS logo.
- Email the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy your OTS grant coordinator at least 21 days in advance, or when first confirmed, a short description of any significant grant-related traffic safety event or program, particularly events that are highly publicized beforehand with anticipated media coverage so the OTS has sufficient notice to arrange for attendance and/or participation in the event. If unable to attend, email the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator brief highlights and/or results, including any media coverage (broadcast, digital, print) of the event within 7 days following significant grant-related event or program. The OTS PIO and your OTS grant coordinator should still be notified in advance when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Any news releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received OTS PIO approval in a prior grant year must be resubmitted for approval in the current grant year.
- For additional guidance, refer to the [OTS Grants Materials Approval Process Guidelines and FAQs](#).
- Email the OTS PIO at pio@ots.ca.gov or your OTS grant coordinator for consultation when changes from any of the above requirements might be warranted.

Phase 2 - Program Operations Addendum:

Phase 3 - Data Collection:

1. Prepare and submit grant claim invoices (due January 30, April 30, July 30, and October 30)
2. Prepare and submit Quarterly Performance Reports (QPR) (due January 30, April 30, July 30, and October 30)
  - Collect and report quarterly, appropriate data that supports the progress of goals and objectives.
  - Provide a brief list of activity conducted, procurement of grant-funded items, and significant media activities. Include status of grant-funded personnel, status of contracts, challenges, or special accomplishments.
  - Provide a brief summary of quarterly accomplishments and explanations for objectives not completed or plans for upcoming activities.
  - Collect, analyze and report statistical data relating to the grant goals and objectives.

Phase 3 - Data Collection Addendum:

## Budget

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### Personnel Costs

**Hourly Rates** - When requesting hours for personnel, enter them as straight time or overtime (for Enforcement Overtime, please use section below) and include the amount of hours that they will spend on grant operations. Example: Personnel getting paid 100% by the grant working a full year at \$41.00 per hour would be entered as Straight time, 2080 Units, \$41.00 Unit cost or Rate, and 100% Percent Paid by Grant. This gives a total of \$85,280.00 for the year.

**Benefits** – If requesting benefits for personnel, enter all benefits as a separate line item for each. Start the Item Name with the word 'Benefits', enter the corresponding straight time or overtime total amount in the Unit Cost or Rate, and enter the Benefits Rate to have the system calculate Benefit Costs. (Unit Cost) X (Benefits Rate) = Benefit Costs. To properly relate benefits to the correct personnel line item use the Display Order field, for example use 100.0 for Display Order for the personnel line item and 100.1 for Display Order for the associated Benefits.

Display Order	Cost Category	Item Name	Position Type	Benefit Rate	Unit Cost or Rate	Units	Percent Paid by Grant	Calculated Cost to Grant
100.0	A. Personnel Costs	Prosecutor	Straight time		\$101.30	6,240	100.00%	\$632,112.00
100.1	A. Personnel Costs	Benefits - Prosecutor	Straight time	44.56%	\$632,112.00	1	100.00%	\$281,669.11
100.2	A. Personnel Costs	Investigator	Straight time		\$66.33	2,080	100.00%	\$137,966.40
100.3	A. Personnel Costs	Benefits - Investigator	Straight time	58.40%	\$137,966.40	1	100.00%	\$80,572.38
100.4	A. Personnel Costs	Victim Advocate	Straight time		\$36.15	2,080	100.00%	\$75,192.00
100.5	A. Personnel Costs	Benefits - Victim Advocate	Straight time	50.58%	\$75,192.00	1	100.00%	\$38,032.11
Display Order	Cost Category	Enforcement Activity	Item Name	Unit Cost or Rate		Units	Calculated Cost to Grant	
Personnel Costs: \$1,245,544.00								

## Travel Expenses

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
200.0	B. Travel Expenses	In State Travel	\$1,335.00	12	\$16,020.00
Travel Expenses: \$16,020.00					

## Contractual Services

**Do not include brand names or names of specific organizations.**

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
300.0	C. Contractual Services	DUI Drug Testing and Confirmation by Mass Spectrometry	\$200.00	2,200	\$440,000.00
Contractual Services: \$440,000.00					

Equipment (must have Unit Cost of at least \$10,000 including tax and shipping)

**Do not include brand names or names of specific organizations.**

Please include an equipment quote in the Upload Documents Tab.

**NOTE :** When creating a new "Equipment" budget item, the *Standard Language Item* drop down list may not be available. When this is the case, complete only the required fields and save the budget item. Once saved, select the *Edit* button (pencil icon); the *Standard Language Item* drop down list will be available for selection. Alternatively, if not requesting a *Standard Language Item*, please utilize the *Custom Narrative* field to enter an appropriate narrative.

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
		Equipment:	\$0.00		

Other Direct Costs (must have Unit Cost of less than \$10,000, including tax and shipping)

**Do not include brand names or names of specific organizations.**

**NOTE :** When creating a new "Other Direct Cost" budget item, the *Standard Language Item* drop down list may not be available. When this is the case, complete only the required fields and save the budget item. Once saved, select the *Edit* button (pencil icon); the *Standard Language Item* drop down list will be available for selection. Alternatively, if not requesting a *Standard Language Item*, please utilize the *Custom Narrative* field to enter an appropriate narrative.

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
		Other Direct Costs:	\$0.00		

## Indirect Costs

NOTE - Entry for Indirect Cost is different than prior years. Please read instructions carefully.

Item Name should indicate the % and the types of costs subject to the Indirect Cost Rate e.g. 15% of Salaries and Benefits. Enter one Unit Cost equal to the estimated Indirect Costs.

**Indirect Cost Rate must be supported by a federally approved indirect cost rate letter and uploaded to the application.**

Display Order	Cost Category	Item Name	Units	Unit Cost or Rate	Calculated Cost to Grant
		Indirect Costs:		\$0.00	

Total Requested Funding: \$1,701,564.00

## Narrative Review

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## Review and update Narrative for Budget Items

Cost Category	Item	Narrative	Custom Narrative
A. Personnel Costs	Prosecutor	Hours for prosecutor dedicated to vertically prosecute all felony cases involving driving under the influence of alcohol and/or drugs. Hours may include wages or authorized absences, such as annual leave and sick leave, provided they are accrued during the grant term. The prosecutors will attend training provided by the Traffic Safety Resource Prosecutor Program and deliver training to law enforcement, investigators and other attorneys within the District Attorney's Office	Hours for the prosecutor dedicated to vertically prosecute all felony cases involving driving under the influence of alcohol and/or drugs. Hours may include wages or authorized absences, such as annual leave and sick leave, provided they are accrued during the grant term. The prosecutors will attend training provided by the Traffic Safety Resource Prosecutor Program and deliver training to law enforcement, investigators and other attorneys within the District Attorney's Office
A. Personnel Costs	Benefits - Prosecutor		Benefits - Prosecutor - TOTAL BENEFIT RATE - 44.56% Health Insurance - 3.35% Life Insurance - 1.02% Medicare - 1.42% Retirement - 33.84% State Disability/SDI - 0.87% Vision Insurance - 0.04% Workers Compensation Insurance - 3.63% 457b Match - 0.39%
A. Personnel Costs	Investigator		Investigator - Hours used to consult and offer assistance on all DUID related issues, including, but not limited to, reviewing police reports; responding to the scene of a traffic fatality; offering strategies in prosecutions and case presentations; and being available to testify as an expert in court.
A. Personnel Costs	Benefits - Investigator		Benefits - Investigator - TOTAL BENEFIT RATE - 58.35% Members Retirement - 47.6% Long Term Disability - 0.35% Vision Care - 0.08% Short Term Disability - 0.03% FICA Medicare Tax - 1.45% Workers Compensation Insurance - 8.3% Life Insurance - 0.21% Indemnification/Cafeteria Plan - 0.33%
A. Personnel Costs	Victim Advocate		Victim Advocate - Hours used to provide direct victim services, including, but not limited to, assisting the victim or family to pursue restitution, preparing the family for what to expect in the courtroom, assisting with victim impact statements, provide support during sentencing.

A.	Personnel Costs	Benefits - Victim Advocate	Benefits - Victim Advocate - TOTAL BENEFIT RATE - 50.58% Members Retirement - 28.75% Survivors Benefits - 0.14% Employee Group Insurance - 17.04% Vision Insurance - 0.11% Short Term Disability - 1.23% Medicare Tax - 1.39% Workers Compensation Insurance - 0.60% Employee Life Insurance - 0.72% Indemnification allowance - 0.20% 401(k) match - 0.40%
B.	Travel Expenses	In State Travel	Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.
C.	Contractual Services	DUI Drug Testing and Confirmation by Mass Spectrometry	In State Travel expenses to attend OTS meetings and trainings. Expenses including, but not limited to, mileage; hotel; and meals.

## Upload Documents (Optional)

Document Name

Reference Sheet for OTS Grant Application documents.docx

Update Date/Time

12/22/2025 4:32 PM

## Evaluation, Support, and Submittal

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### Evaluation, Support, and Submittal

#### Method of Evaluation:

Using the data compiled during the grant, the Grant Director will complete the "Final Evaluation" section in the fourth/final Quarterly Performance Report (QPR). The Final Evaluation should provide a brief summary of the grant's accomplishments, challenges and significant activities. This narrative should also include whether goals and objectives were met, exceeded, or an explanation of why objectives were not completed.

#### Administrative Support:

This program has full administrative support, and every effort will be made to continue the grant activities after grant conclusion.

#### Total Requested Funding:

\$1,701,564.00