OTS

CALIFORNIA OFFICE OF TRAFFIC SAFETY

CALIFORNIA HIGHWAY SAFETY PLAN

2015

California Office of Traffic Safety

HIGHWAY SAFETY PLAN

Federal Fiscal Year 2015

(October 1, 2014 through September 30, 2015)

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PREPARED BY

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Fellow Californians:

The Office of Traffic Safety (OTS) and its partners at the federal, state, and local levels have made substantial progress toward the mission of saving lives and preventing injuries in the past year. Following two years of small increases in traffic fatalities, preliminary figures for 2013 show a renewed downward trend.

For 2015, the OTS has $94 million in federal funding assigned to support 285 traffic safety grants to state and local agencies, the second largest amount in its history. Through the work done by way of these grants, lives will be saved and injuries will be prevented across California.

2015 will include initiatives that have been tested and proven effective over time. It will be the stage in which the innovations and added emphases of recent years will have the opportunity to develop thoroughly, to be evaluated, and to take their place alongside the other programs that have been successful in reducing traffic fatalities in California.

In order to promote greater mobility choices, the plan helps coordinate efforts by multiple agencies to provide awareness, education and enforcement programs aimed at reducing traffic fatalities and improving roadway safety for all users. The year will also see programs and projects aimed at the area that still ranks at the top of roadway transportation's biggest problem – impaired driving and the dangerous and growing trend involving prescription and illegal drug use, especially among college students.

The plan targets areas of greatest need, such as reversing the increases in pedestrian and bicycle fatalities and injuries, not only saving lives but helping increase transportation options. It will continue the fight that California pioneered four years ago against distracted driving. Even with a seat belt usage rate of 97.4 percent, the highest ever achieved, there are 800,000 vehicle occupants in the state who still need to be convinced that seat belts save lives. Programs aimed at older drivers, speeding, red light running, emergency medical responders, and at firming up traffic data resources will continue. Younger drivers will have a wide variety of awareness and educational programs designed to both counteract the high teen crash rates and influence safe driving habits throughout their lives.

The California State Transportation Agency, of which OTS is now a direct part, is committed to the efforts outlined in this plan and supports the "Toward zero deaths, every 1 counts" vision it encompasses.

Sincerely,

BRIAN P. KELLY
Secretary

Table of Contents

Highway Safety Planning Process 2

Performance Plan 12

Highway Safety Projects 30

Program Cost Summary and List of Projects 36

Equipment List 50

Program Area Grants and Highway Safety Strategies 54

Performance Report 124

Certification and Assurances for Highway Safety Grants 132

HIGHWAY SAFETY

PLANNING PROCESS

HIGHWAY SAFETY PLANNING PROCESS

The California Office of Traffic Safety's (OTS) mission is to effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses. The Highway Safety Plan (HSP) serves as California's application for federal funds available to states. It describes California's highway safety problems, identifies countermeasures, provides qualitative and quantitative measurements to determine goal and objective attainments, and gives descriptions of all proposed new grants. The HSP presentation, contents, and format are designed to meet requirements of California Vehicle Code 2900 and the Code of Federal Regulations (CFR) 1200.11 (a-h) as a result of the 2012 reauthorization program, "Moving Ahead for Progress in the 21st Century Act" (MAP-21).

OTS Annual Grant Cycle (Federal Fiscal Year)

November/December	Prepare Annual Performance Report Review Final Quarterly Reports and Claims Post Request for Proposals
January	Proposals Due to OTS
February/March/April	Evaluate and Prioritize Proposed Applications Finalize Funding Decisions
May	Notify Grant Awards to Grantee Agencies Develop HSP
June/July/August	Submit HSP to National Highway Traffic Safety Administration Conduct Pre-Funding Assessments Review Draft Grant Agreements
September	Federal Fiscal Year Ends Finalize and Execute Grant Agreements
October	New Federal Fiscal Year Begins Implement New Grants

Data Sources

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

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be classified into subgroups according to age, sex, etc. Vehicles can be divided into subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Collisions can be further analyzed in terms of the time, day, and month; age and sex of drivers; primary collision factor (PCF); and safety equipment usage.

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

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

OTS uses data sources to identify emerging problem areas as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration. These data are used in the development of our Evidenced-Based Enforcement Plan. Traffic safety data and information are available from the following sources:

OTS Collision Rankings - The OTS rankings were developed so that individual cities can compare their city's traffic safety statistics to those of other cities with similar-sized populations. In recent years, media, researchers, and the public have taken an interest in the OTS Rankings via the OTS website. A variety of items are compared, including collisions and/or victims involving alcohol and several other PCFs, pedestrians, bicycles, motorcycles, as well as DUI arrests, age variables, and population and vehicle miles traveled factors. Cities can use these comparisons to see what areas they may have problems with and where they are doing well. The results help cities and OTS identify emerging or ongoing traffic safety problem areas which can be targeted for more in-depth analysis. OTS staff solicits proposals from agencies that have significant problems, but who have not submitted proposals to address them. City rankings are for incorporated cities only. County rankings include all roads – state, county, and local – and all jurisdictions – California Highway Patrol (CHP), Sheriff, Police, and special districts. Additional data elements can be added to the database as needed. OTS staff is trained to use the database as an additional tool for problem identification. Staff knowledge, experience, and judgment continue to be important considerations in identifying problems and selecting jurisdictions for funding.

Fatality Analysis Reporting System (FARS) - Contains census data of fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a highway or roadway customarily open to the public and result in the death of a person (occupant of a vehicle or a non-occupant) within 30 days of the crash. FARS, operational since 1975, collects information on over 100 different coded data elements that characterize the crash, the vehicle, and the people involved.

State Traffic Safety Information (STSI) - This website provides traffic safety performance (core outcome) measures for all 50 states by using FARS data. These performance measures were developed by NHTSA and the Governors Highway Safety Association (GHSA). The website includes charts, graphs, and color coded maps that show trends, county information, and a comparison to national statistics.

The Statewide Integrated Traffic Records System (SWITRS) - This system provides statewide collision-related data on all types of roadways, except private roads. The CHP receives collision reports (Form 555) from local police agencies, in addition to collision reports from all their own area offices and maintains the statewide database.

The Department of Motor Vehicles Driving Under the Influence Management Information System Report (DUI MIS Report) - This report establishes and maintains a data monitoring system to evaluate the efficacy of intervention programs for persons convicted of driving under the influence (DUI) in order to provide accurate and up-to-date comprehensive statistics to enhance the ability to make informed and timely policy decisions. The report combines and cross references DUI data from CHP, Department of Justice (DOJ), and Department of Motor Vehicles (DMV), and presents them in a single reference. It also evaluates the effectiveness of court and administrative sanctions on convicted DUI offenders.

The Transportation System Network (**TSN**) combined with the **Traffic Accident Surveillance and Analysis System. (TASAS) -** These systems provide data pertaining to state and interstate highways and include detailed data on the location of collisions and roadway descriptions. The California Department of Transportation (Caltrans) maintains this database.

The Automated Management Information System (AMIS) - This DMV system contains records on all registered motor vehicles and all licensed drivers within the state.

The DUI Arrest and Conviction File - The DOJ maintains a record of all DUI arrests made within the state, including the final disposition of each case.

Driver's License Conviction Report - The DMV produces a report that reflects the volume of vehicle code section violations that include a conviction.

Census Data - The State Department of Finance (DOF) provides population estimates.

Participants in the Process

OTS involves many participants in the process of developing grants and addressing traffic safety problems to help California achieve its traffic safety goals. For example, the OTS Director is an active member of the Strategic Highway Safety Plan (SHSP) Executive Steering Committee, which approves action items from 17 identified challenge area committees. The OTS Director also participates in the annual Transportation Directors' Committee that meets to discuss high priority traffic safety issues. The outcomes of these high level meetings often results in future funding for significant problem areas.

Several OTS staff members act in a co-lead capacity on eight of the following 17 behavioral challenge area committees:

- Challenge Area 1 – Reduce Impaired Driving Related Fatalities
- Challenge Area 3 – Ensure Drivers are Licensed and Competent
- Challenge Area 4 – Increase Use of Safety Belts and Child Safety Seats
- Challenge Area 6 – Reduce Young Driver Fatalities
- Challenge Area 10 – Reduce Speeding and Aggressive Driving
- Challenge Area 12 – Improve Motorcycle Safety
- Challenge Area 16 – Improve Data Collection, Access, and Analysis
- Challenge Area 17 – Reduce Distracted Driving

The challenge area committee co-leads facilitate and lead team discussions as well as the development of recommended action items that are brought to the SHSP Executive Steering Committee for approval. Other participants include: licensing, transportation and local law enforcement agencies; emergency medical services; engineers; health educators; advocacy groups; and other interested stakeholders from governmental and private agencies. As a result of many approved action items, OTS provides funding for projects related to these action items. Additional outcomes include great collaboration of stakeholders with institutional highway safety knowledge, and executive leadership driving priority issues. Challenge Area teams have completed 173 action items and continue to synchronize goals and identify new action items. Meetings are held bi-monthly and the new SHSP will be developed and approved in mid-2015.

In 2013, OTS initiated the development of quarterly law enforcement roundtable meetings in more than 20 counties. Included in these meetings is representation from local District Attorneys' offices, crime lab staff, local law enforcement, CHP, DMV, and OTS. These meetings were developed for the purpose of identifying challenges and strategies related to DUI and DUID enforcement, prosecution, and training. The valuable input received from these critical stakeholders assists OTS in funding future countermeasures and strategies.

Selection Process

OTS screens grantee applicants against both quantitative and qualitative criteria. The proposals are rated against several criteria including potential traffic safety impact; collision statistics and rankings; seriousness of identified problems; and performance on previous grants.

Proposals from state and local agencies are carefully evaluated and selected for maximum statewide impact. OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS proposal review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 31, 2014, OTS had received 389 proposal requests for Federal Fiscal Year 2015 (FFY 2015) funding.

In March 2014, OTS Regional Coordinators completed their analyses of these proposals and presented funding recommendations to OTS management. The Director finalized these recommendations and, on May 5, 2014, submitted an Issue Memorandum to the California State Transportation Agency (CalSTA) Secretary, Brian Kelly, presenting OTS' funding recommendations. OTS submitted a draft HSP to the CalSTA Secretary for approval on May 30, 2014. Once approved by CalSTA, OTS submits the HSP to the NHTSA Region 9 Office on July 1, 2014.

OTS Regional Coordinators monitor grantee performance throughout the year through onsite assessments, on-site pre-operational reviews, quarterly performance reports, grantee performance reviews, e-mail correspondence regarding grant revisions and general operational questions, and telephone conversations and meetings to discuss programmatic and fiscal issues.

OTS is organized by regions within the state. There are ten regions with 12 Regional Coordinators assigned to 285 grants. The regional grant assignments provide OTS Regional Coordinators the ability to network with cities and encourage proposal submittals from agencies with disproportionate traffic safety problems, and from those who may not have received a recent or a prior OTS grant. Another advantage of regional grant assignments is that local governmental agencies only have to contact a single OTS Regional Coordinator for information on various program areas. The regional concepts helps build synergy within the region and is resulting in more comprehensive local grant programs. Additionally, the OTS regional grant assignments allow the Regional Coordinators to develop expertise in all program areas.

Because the coordinators are familiar with their region, they have helped to develop regional grants whereby one agency is the host and becomes the conduit for funding for several other agencies. This streamlines the process for all the local agencies as well as for OTS program and fiscal staff. To complement the regional assignments, OTS assigns individual coordinators to serve as Program Area Specialists for the various program areas. Refer to page 9 for appropriate OTS Regional Coordinator and Program Area Specialist contact information. By the end of July, each OTS Regional Coordinator conducted a pre-funding assessment of each grantee new to the OTS process. At this meeting, the final negotiations of the agreement terms are conducted, deciding on the level of grantee effort required to meet the goals and objectives, and level of funding.

Program/Grant Development

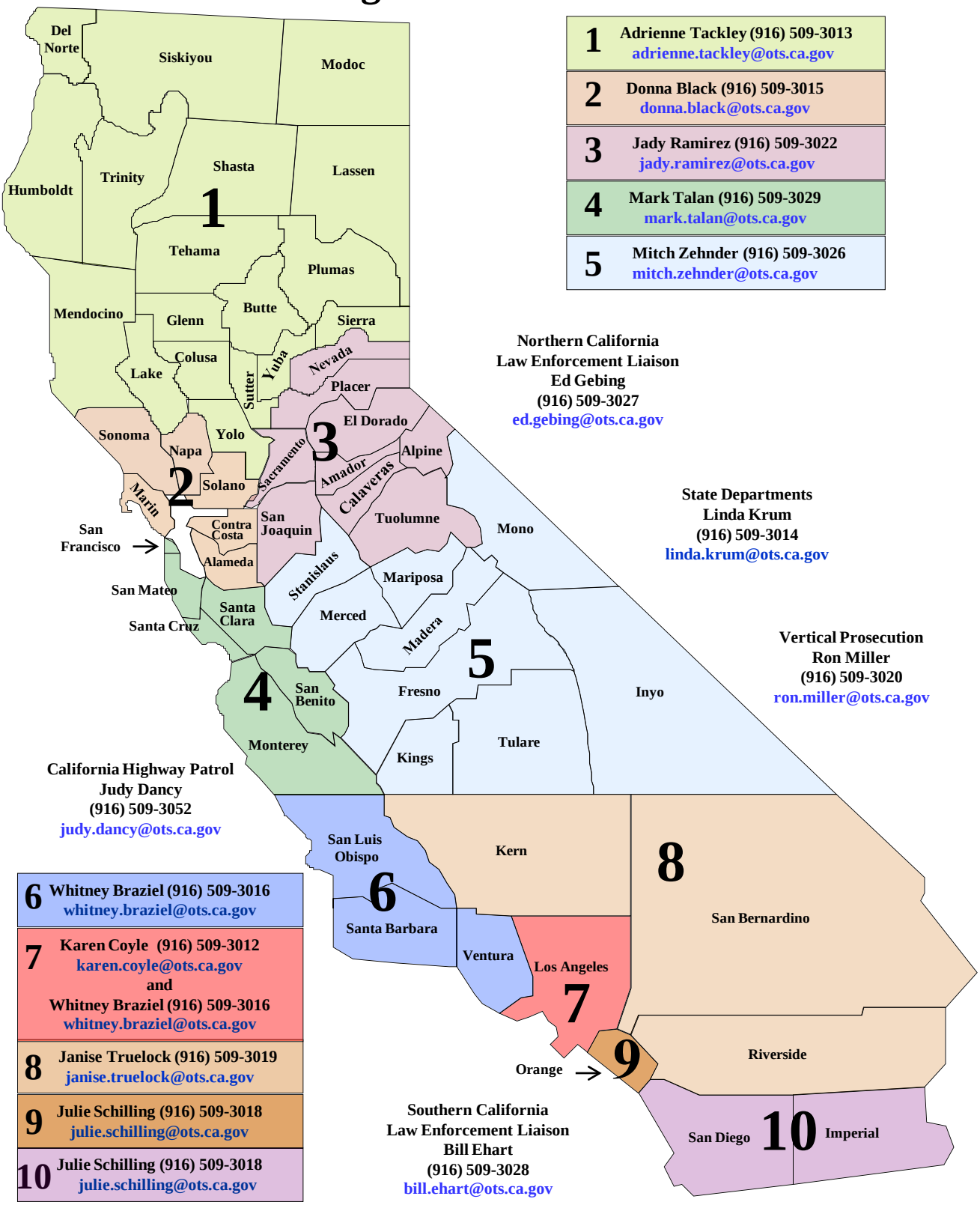
The process for FFY 2015 new grants selection included the following major steps:

- Conduct problem identification.
- Develop Evidenced-Based Enforcement Plan.
- Establish goals and objectives.
- Review proposals.
- Develop funding recommendations.
- Present funding recommendations to the CalSTA Secretary for approval.
- Prepare HSP.
- Prepare draft grant agreements.
- Conduct pre-funding grant assessments.
- Review draft grant agreements.
- Approve final grant agreements.
- Conduct pre-operational reviews.

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

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

OTS Regions and Coordinators



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PERFORMANCE PLAN

PERFORMANCE PLAN

Overall Program Goal

In 2009, along with GHSA, California adopted the new goal of "Toward zero deaths, every 1 counts." We believe that saving lives on California roadways calls for more than just a reduction of fatalities. Our vision is to eliminate traffic fatalities altogether.

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

Process for Developing Targets

Performance targets were derived by the straight decline to zero by 2030 from the middle of the current five-year average. Feasibility of these performance targets are assessed by monitoring the long-term (based on data availability, ranging from nine to 11 years) and the short-term (five years) linear trends. In most priority areas, the performance targets are between these two trends, or even above, making the targets feasible. In a few priority areas, the zero target line is aspirational and still achievable; however, it is not appropriate as an achievable performance target-based on the long and short-term trends. In these few instances, performance targets are set based on an annual five percent decline from the most recent final data year. The R square (R^2) values are also shown to indicate the overall fitting performance of the trend lines.

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

- Absolute numbers (e.g., the number of persons killed or injured in alcohol-impaired collisions).
- Percentages (e.g., the number of alcohol-involved collisions as a percent of total number of collisions).
- Rates (e.g., alcohol-impaired driving fatality rate - fatalities per 100 million vehicle miles traveled).

Traffic Safety Performance Measures

Core performance measures were developed by NHTSA in collaboration with GHSA as outlined in "Traffic Safety Performance Measurers for States and Federal Agencies" (DOT HS 811 025). Mandated by MAP-21, California prepared goal statements, graphs, and justifications on the required performance measures, and tracked an additional 76 statewide data points.

Core Outcome and Behavioral Measures								
		2007	**2008**	**2009**	**2010**	**2011**	**2012**	**2015 Target**
C-1	Traffic Fatalities (FARS)	3,995	3,434	3,090	2,720	2,816	2,857	2,238
C-2	Serious Traffic Injuries (SWITRS)	13,133	11,943	10,931	10,369	10,607	Not Available	8,109
C-3	Fatalities/VMT (FARS/FHWA)	1.21	1.05	0.95	0.84	1.10	0.88	0.69
C-4	Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)	859	702	639	483	550	487	426
C-5	Alcohol-Impaired Driving Fatalities (all fatalities involving a driver or a motorcycle operator with a BAC of.08 or greater) (FARS)	1,472	1,025	924	774	824	802	645
C-6	Speeding-Related Fatalities (FARS)	1,472	1,141	1,089	925	971	916	745
C-7	Motorcyclist Fatalities (FARS)	518	560	394	352	387	435	323
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	68	68	46	25	32	32	30
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	609	527	431	336	365	324	292
C-10	Pedestrian Fatalities (FARS)	650	620	567	601	600	612	455
C-11	Bicyclist Fatalities (FARS)	99	109	99	100	104	124	82

		2008	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015 Target**
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (Survey)	95.7%	95.3%	96.2%	96.6%	95.5%	97.4%	Not Available	97.7%

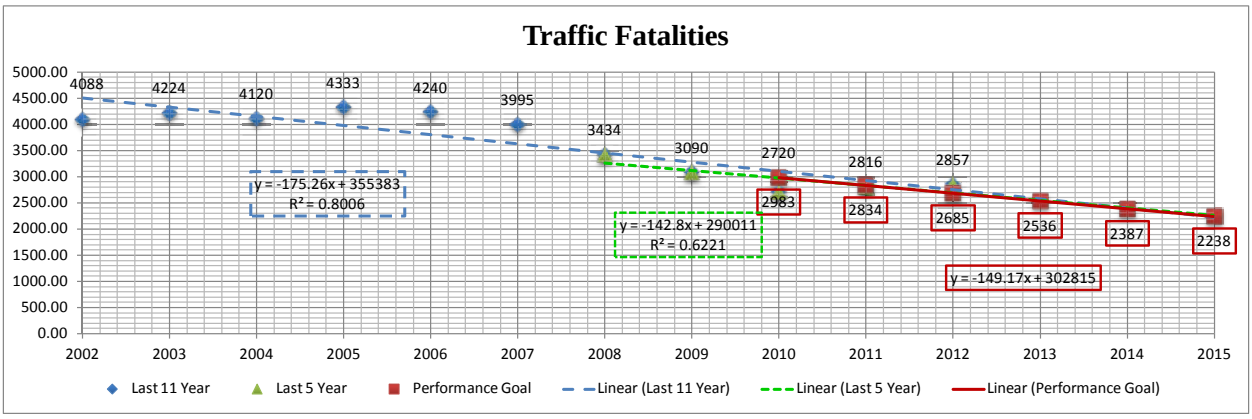
Activity Measures	**Federal Fiscal Year (Oct. 1, 2012 - Sept. 30, 2013)**
A-1: Seat Belt Citations Issued During Grant Funded Enforcement Activities	**Data will be collected and reported in the 2014 Annual Performance Report**
A-2: Impaired Driving Arrests Made During Grant Funded Enforcement Activities	
A-3: Speeding Citations Issued During Grant Funded Enforcement Activities	

PERFORMANCE GOALS

C-1 Traffic Fatalities (FARS)

Goal: To reduce the number of traffic fatalities 25 percent from the 2008-2012 five-year moving average of 2,983 to 2,238 by December 31, 2015.

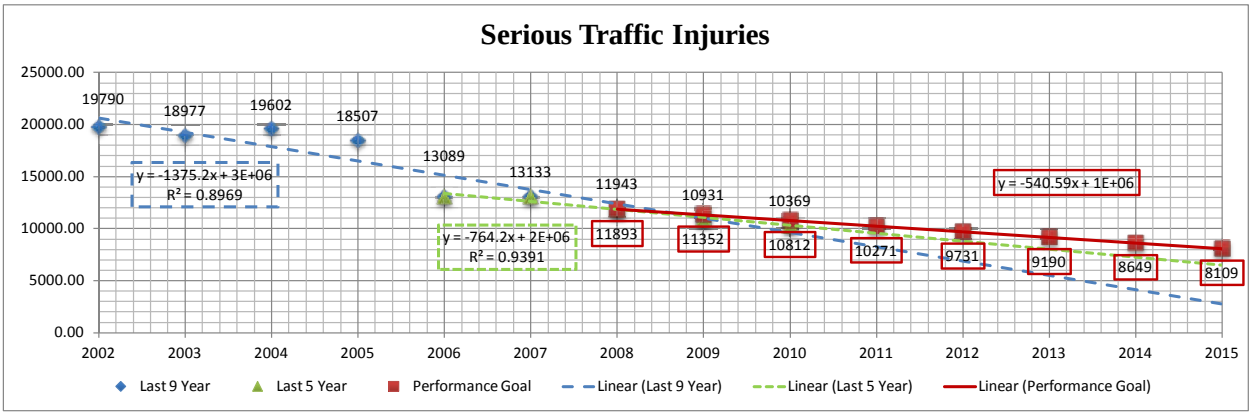
Justification: The performance targets are between the two linear trends, and almost in line with the last five-year trend line. By comparing the actual traffic fatalities of 4,088 in 2002 and 2,857 in 2012, the actual reduction is 3 percent per year which is lower than the goal reduction of 5 percent per year. Hence, the goal is more aggressive than previously achieved.



C-2 Serious Traffic Injuries (SWITRS)

Goal: To reduce the number of serious traffic injuries 32 percent from the 2006-2010 five-year moving average of 11,893 to 8,109 by December 31, 2015.

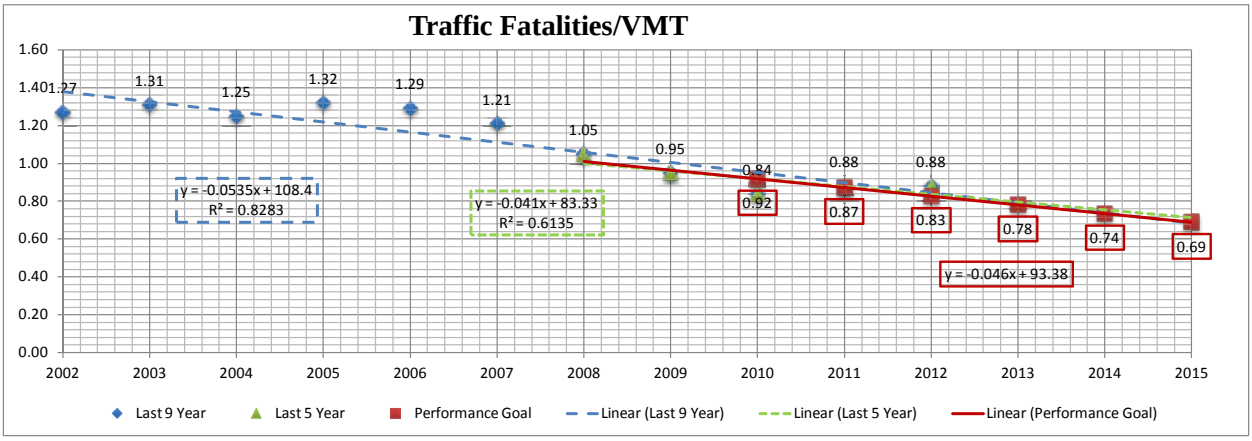
Justification: The performance targets are above the two linear trends. By comparing the actual serious traffic injuries of 19,790 in 2002 and 10,369 in 2012, the actual reduction is 6 percent per year which is higher than the goal reduction of 4.6 percent per year. Hence, the goal is less aggressive than previously achieved.



C-3 Fatalities/VMT (FARS/FHWA)

Goal: To reduce the number of traffic fatalities/VMT 25 percent from the 2006-2010 five-year moving average of 0.92 to 0.69 by December 31, 2015.

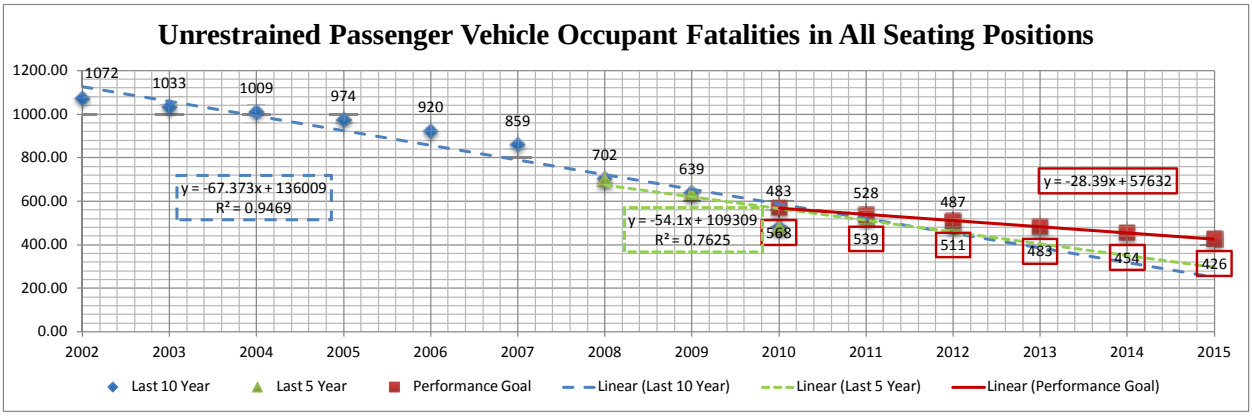
Justification: The performance targets are between the two linear trends. By comparing the actual traffic fatalities/VMT of 1.51 in 2002 and 1.11 in 2010, the actual reduction is 5 percent per year which is lower than the goal reduction of 4.6 percent per year. Hence, the goal is more aggressive than previously achieved.



C-4 Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)

Goal: To reduce the number of unrestrained passenger vehicle occupant fatalities 25 percent from the 2008-2012 five-year moving average of 568 to 426 by December 31, 2015.

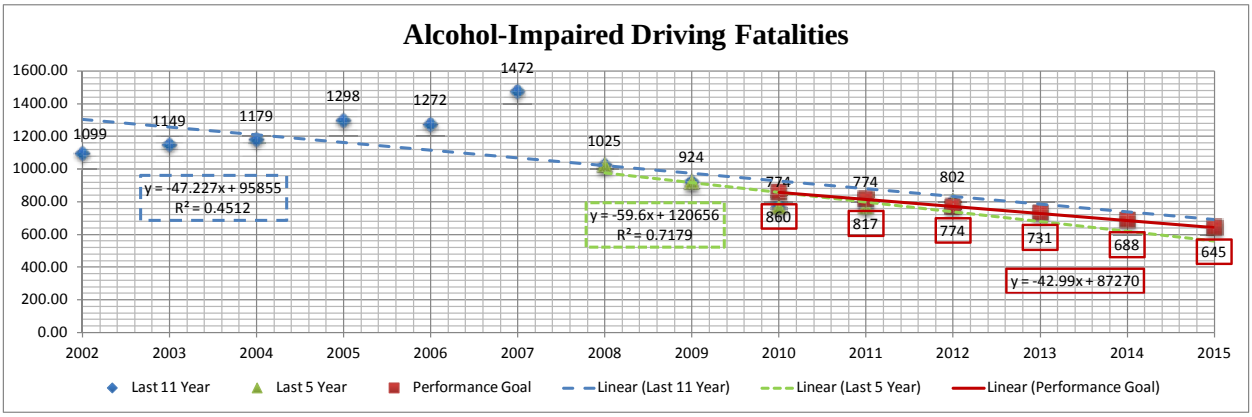
Justification: The performance targets are above the two linear trends. By comparing the actual unrestrained passenger vehicle occupant fatalities in all seating positions of 1,072 in 2002 and 487 in 2012, the actual reduction is 5 percent per year which is equal to the goal reduction of 5 percent per year. Hence, the goal is consistent with previously achieved.



C-5 Alcohol-Impaired Driving Fatalities (FARS)

Goal: To reduce the number of alcohol-impaired driving fatalities 25 percent from the 2008-2012 five-year moving average of 860 to 645 by December 31, 2015.

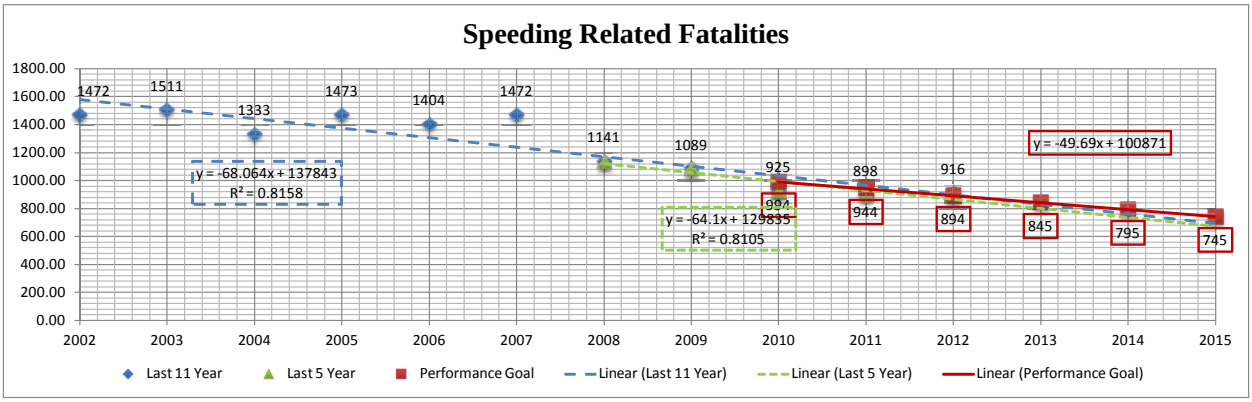
Justification: The performance targets are between the two linear trends. By comparing the actual alcohol-impaired driving fatalities of 1,099 in 2002 and 802 in 2012, the actual reduction is 3 percent per year which is lower than the goal reduction of 5 percent per year. Hence, the goal is more aggressive than previously achieved.



C-6 Speeding-Related Fatalities (FARS)

Goal: To reduce the number of speeding related fatalities 25 percent from the 2008-2012 five-year moving average of 994 to 745 by December 31, 2015.

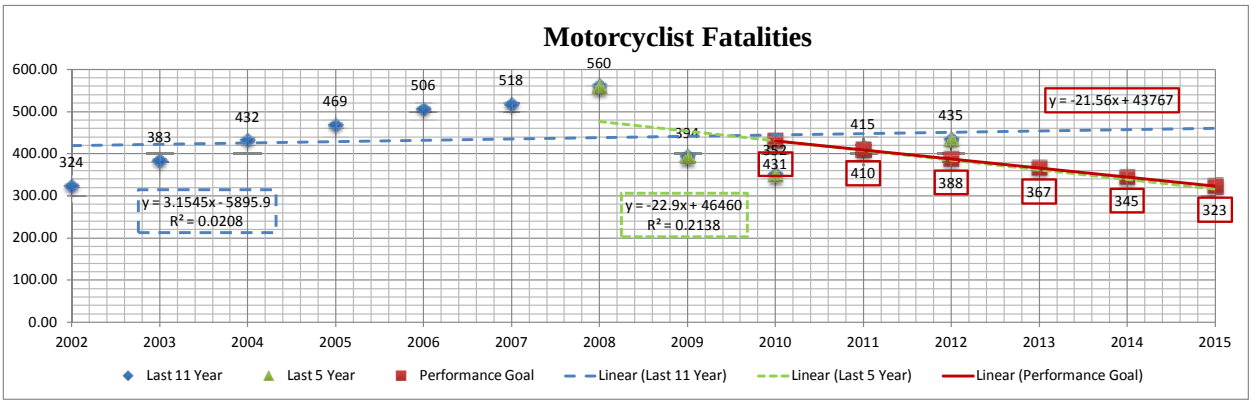
Justification: The performance targets are between the two linear trends. By comparing the actual speeding related fatalities of 1,472 in 2002 and 916 in 2012, the actual reduction is 4 percent per year which is lower than the goal reduction of 5 percent per year. Hence, the goal is more aggressive than previously achieved.



C-7 Motorcyclist Fatalities (FARS)

Goal: To reduce the number of motorcyclist fatalities 25 percent from the 2008-2012 five-year moving average of 431 to 323 by December 31, 2015.

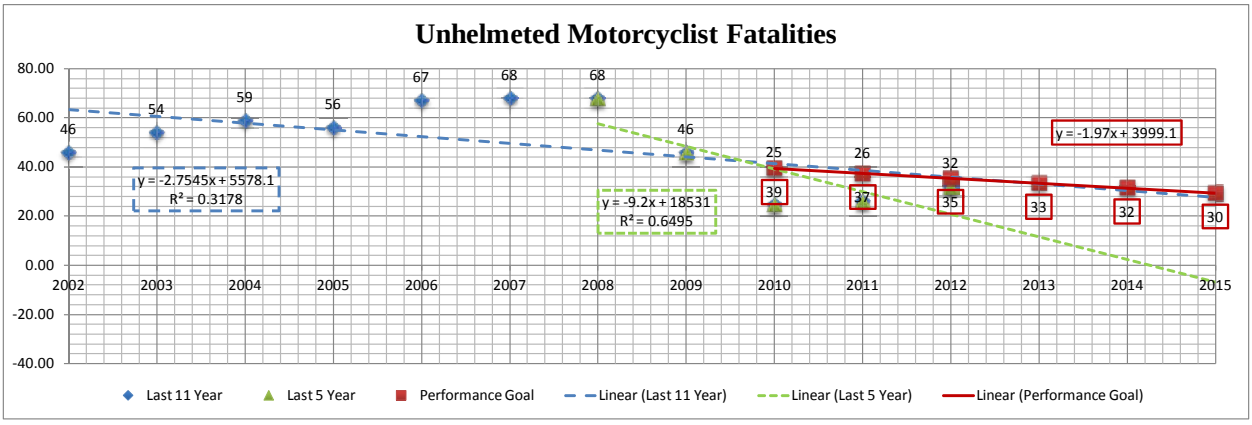
Justification: The performance targets are between the two linear trends, and almost in line with the last five-year trend line. However, by comparing the actual motorcyclist fatalities of 324 in 2002 and 435 in 2012, it is known that motorcyclist fatalities is actually on the rise with an average of 3 percent per year. Hence, the goal is more aggressive than previously achieved.



C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Goal: To reduce the number of unhelmeted motorcyclist fatalities 23 percent from the 2008-2012 five-year moving average of 39 to 30 by December 31, 2015.

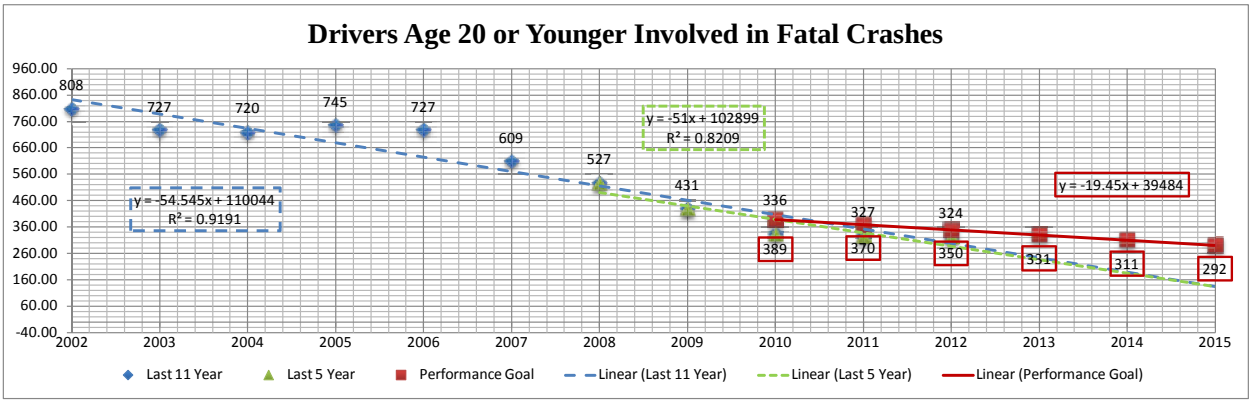
Justification: The performance targets are between the two linear trends. By comparing the actual unhelmeted motorcyclist fatalities of 46 in 2002 and 32 in 2012, the actual reduction is 3 percent per year which is lower than the goal reduction of 5 percent per year. Hence, the goal is more aggressive than previously achieved.



C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Goal: To reduce the number of drivers age 20 or younger involved in fatal crashes 25 percent from the 2008-2012 five-year moving average of 389 to 292 by December 31, 2015.

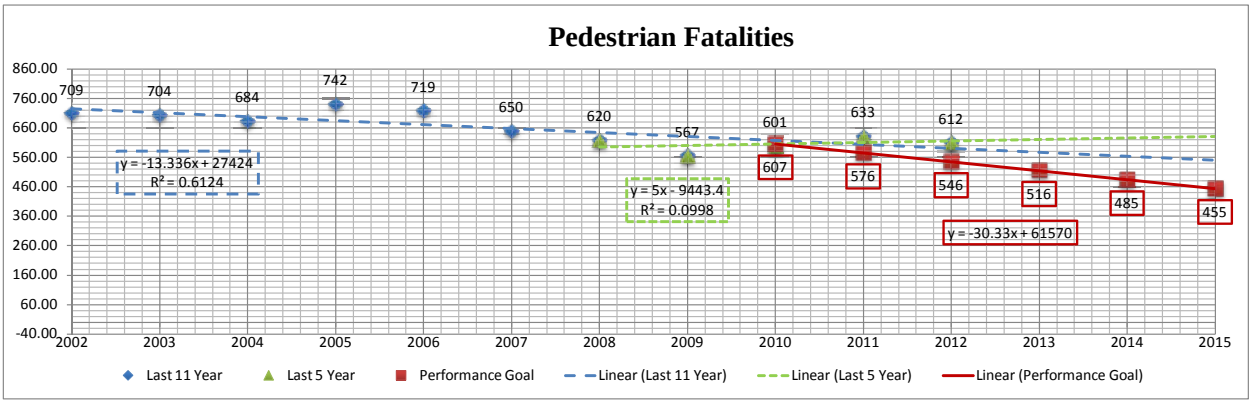
Justification: The performance targets are above the two linear trends. By comparing the actual number of drivers age 20 or younger involved in fatal crashes of 808 in 2002 and 324 in 2012, the actual reduction is 6 percent per year which is higher than the goal reduction of 5 percent per year. Hence, the goal is less aggressive than previously achieved.



C-10 Pedestrian Fatalities (FARS)

Goal: To reduce the number of pedestrian fatalities 25 percent from the 2008-2012 five-year moving average of 607 to 455 by December 31, 2015.

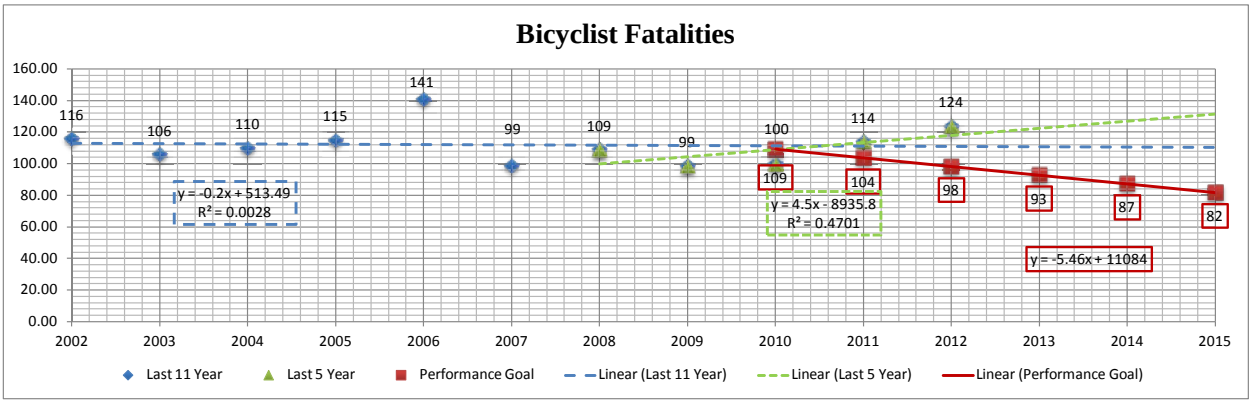
Justification: The performance targets are below the two linear trends. The zero target is not appropriate as an achievable performance target based on the 11 and five-year trends. In this case, performance targets are set based on an annual 5 percent decline from the most recent final data year, or 581 by December 31, 2015, rather than the 455 as shown in the graph below. By comparing the actual number of pedestrian fatalities of 709 in 2002 and 612 in 2012, the actual reduction is 1 percent per year which is much lower than the goal reduction of 5 percent per year. Hence, the goal is more aggressive than previously achieved.



C-11 Bicyclist Fatalities (FARS)

Goal: To reduce the number of bicyclist fatalities 25 percent from the 2008-2012 five-year moving average of 109 to 82 by December 31, 2015.

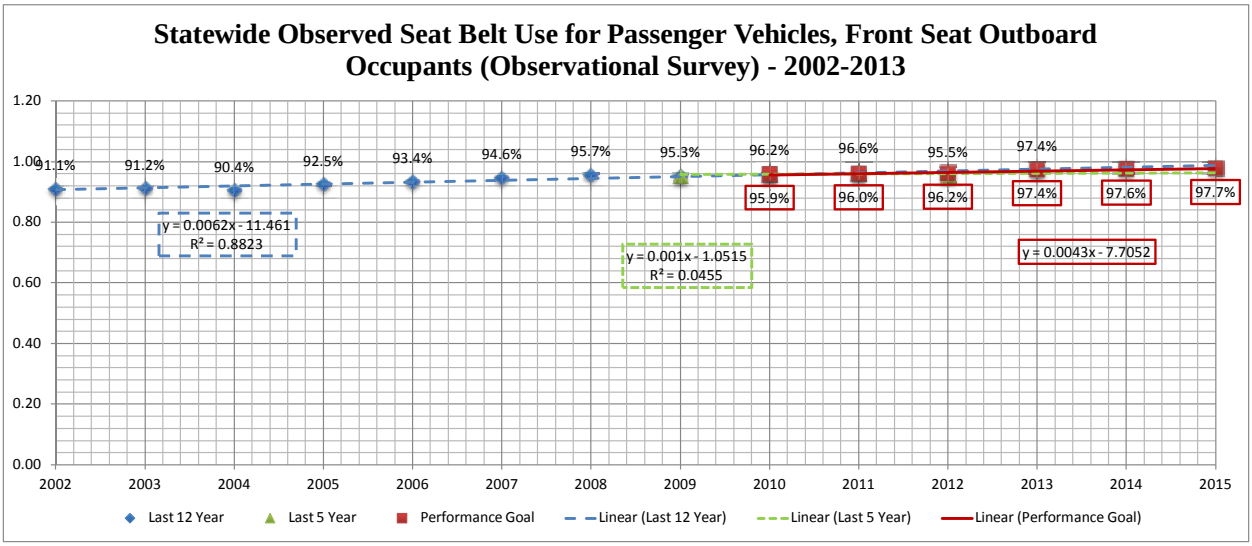
Justification: The performance targets are below the two linear trends. The zero target is not appropriate as an achievable performance target based on the 11 and five-year trends. In this case, performance targets are set based on an annual 5 percent decline from the most recent final data year, or 118 by December 31, 2015, rather than 82 as shown in the graph below. However, by comparing the actual number of bicyclist fatalities of 116 in 2002 and 124 in 2012, it is known that bicyclist fatalities is actually on the rise with an average of 0.7 percent per year. Hence, the goal is more aggressive than previously achieved.



B-1 Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (Survey)

Goal: To increase the percentage of statewide observed seat belt use for passenger vehicles, front seat outboard occupants .3 percentage points from the 2013 calendar base year of 97.4 percent to 97.7 percent by December 31, 2015.

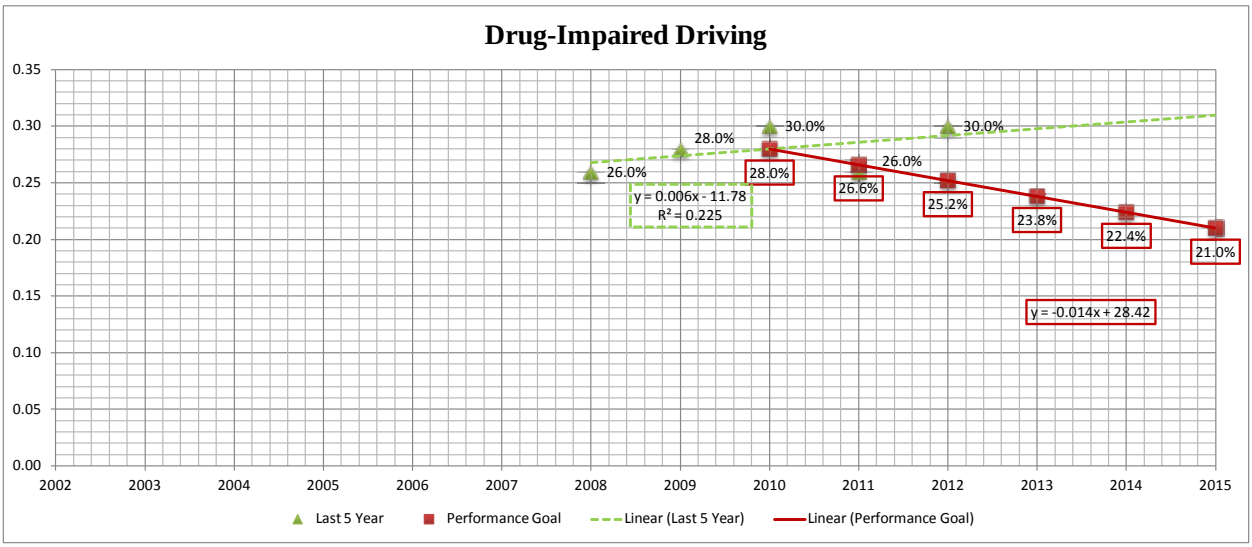
Justification: The performance targets were derived by the straight increase to 100 percent by 2030 from the 2013 calendar base year. By comparing the actual percentage of statewide observed seat belt use for passenger vehicles, front seat outboard occupants, of 91.1 percent in 2002 and 97.4 percent in 2013, the projected increase of 0.15 percent per year is less aggressive than previously achieved.



Drug-Impaired Driving (FARS)

Goal: To decrease the number of California drivers killed in crashes that tested positive for drug involvement seven percentage points from the 2008-2012 five-year moving average of 28 percent to 21 percent by December 31, 2015.

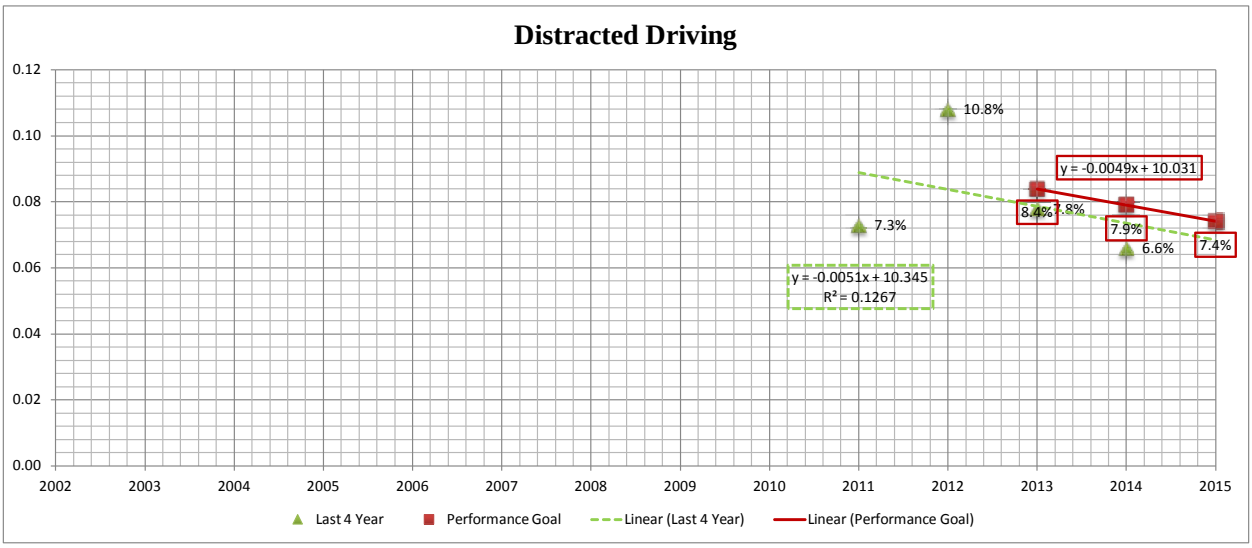
Justification: Due to lack of older data, only the short-term linear trend based on 2008-2012 data is illustrated. The performance targets are below the linear trend. The zero target is not appropriate as an achievable performance target based on the 11 and five-year trends. In this case, performance targets are set based on an annual 5 percent decline from the most recent final data year, or 28.5 percent by December 31, 2015, rather than 21 percent as shown in the graph below. By comparing the actual percentage of drug-impaired driving of 26 percent in 2008 and 30 percent in 2012, it is known that drug-impaired driving is actually on the rise with an average of 0.8 percent per year. Hence, the goal is more aggressive than previously achieved.



Distracted Driving (Survey)

Goal: To reduce the percentage of drivers observed using a handheld call phone or texting one percentage point from the 2012-2014 three-year moving average of 8.4 percent to 7.4 percent by December 31, 2015.

Justification: Due to lack of older data, only the short-term linear trend based on 2011-2014 data is illustrated. In addition, performance targets were derived by the straight decline to zero by 2030 from the middle of the current three-year average, rather than five-year average. The performance targets are above the linear trend. By comparing 7.3 percent in 2011 and 6.6 percent in 2014, the actual reduction is 3.2 percent per year which is lower than the goal reduction of 5.9 percent per year. Hence, the goal is more aggressive than previously achieved.



Additional Traffic Safety Measures

Calendar Years						
Additional Activity Measures	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**
Statewide DUI Arrests*	214,811	208,531	195,879	180,212	172,893	Not Available
Statewide DUI Conviction Rate**	79%	77%	73%	Available January 2015	Available January 2016	Available January 2017
Statewide Seat Belt Violation Convictions***	392,739	336,785	298,938	260,073	220,900	193,633
Statewide Child Restraint Violation Convictions***	45,045	42,921	39,528	35,365	30,607	27,813
Statewide Speeding Convictions***	1,868,360	1,868,202	1,734,258	1,613,877	1,477,208	1,365,955
Handheld Cell Phone Convictions***	N/A	301,833	361,260	460,487	425,041	399,064
Texting Convictions***	N/A	2,845	7,924	14,886	21,059	27,207
Handheld Cell Phone Convictions by Someone Under Age 18***	N/A	1,228	904	732	114	89

Calendar Years					
Additional Outcome Measures	**2008**	**2009**	**2010**	**2011**	**2012**
Rural Fatalities/VMT (FARS/FHWA)	2.26	2.27	2.00	2.11	2.05
Urban Fatalities/VMT (FARS/FHWA)	0.79	0.66	0.59	0.61	0.62
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled (SWITRS)	1.05	0.95	0.84	0.88	Not Available
Motor Vehicle Fatalities, Age 16 -19 (FARS)	290	258	181	189	180
Male	203	167	124	125	129
Female	87	91	57	64	51
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	154	94	75	78	79
Male	119	71	54	55	65
Female	35	23	21	23	14
Fatality Rate Per 100,000 Population (FARS)	9.38	8.36	7.29	7.47	7.51
Total Motor Vehicle Injuries (SWITRS)	241,873	232,777	229,354	225,602	Not Available
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	23,445	22,097	20,531	18,697	Not Available
Hit-and-Run Fatal Collisions (FARS)	271	206	234	238	213
Hit-and-Run Injury Collisions (SWITRS)	16,930	15,439	14,735	14,564	Not Available
Hit-and-Run Fatalities (FARS)	299	218	251	246	216
Hit-and-Run Injuries (SWITRS)	22,091	20,260	19,009	18,801	Not Available
Fatal Collisions between 2100-0300 (FARS)	904	755	682	723	693
Injury Collisions between 2100-0300 (SWITRS)	22,627	21,069	20,474	19,943	Not Available
Motor Vehicle Fatalities between 2100-0300 (FARS)	990	841	748	801	768
Motor Vehicle Injuries between 2100-0300 (SWITRS)	33,169	31,028	29,970	29,239	Not Available

Calendar Years					
Alcohol-Impaired Driving	**2008**	**2009**	**2010**	**2011**	**2012**
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.31	0.28	0.31	0.24	Not Available
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.39	0.36	0.39	0.34	Not Available
Percent of Alcohol-Impaired Driving Fatalities	30%	30%	28%	27%	28%
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	33	29	18	16	18
Male	27	21	15	12	17
Female	6	7	3	4	1
Alcohol-Related Fatalities (at least one driver or non-occupant had a BAC of .01 or greater) (FARS)	1,425	1,301	1,123	1,121	1,156
Alcohol-Related Injuries (SWITRS)	28,463	26,058	24,343	23,853	Not Available
Alcohol Related Injuries Age 16 -19 (SWITRS)	2,961	2,649	2,458	2232	Not Available
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	41	34	23	19	21
Male	34	27	19	15	20
Female	7	7	4	4	1
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	166	159	126	143	131
Male	146	133	104	115	112
Female	20	26	22	27	19

Calendar Years					
Bicycles	**2008**	**2009**	**2010**	**2011**	**2012**
Bicyclist Fatalities (FARS)	109	99	100	116	124
Bicyclist Injuries (SWITRS)	11,760	12,043	12,653	13,606	Not Available
Bicyclist Fatalities Under Age 15 (FARS)	15	10	4	12	4
Bicyclist Injuries Under Age 15 (SWITRS)	1,993	1,915	1,743	1,868	Not Available
Unhelmeted Bicyclist Fatalities (FARS)	102	98	100	116	124

Calendar Years				
Distracted Driving	**2011**	**2012**	**2013**	**2014**
Cell Phone and Texting Survey	7.3%	10.8%	7.8%	6.6%

Calendar Years					
Drug-Impaired Driving	**2008**	**2009**	**2010**	**2011**	**2012**
Drivers Killed, Tested Positive for Drugs	26%	28%	30%	26%	30%

Calendar Years					
Motorcycles	**2008**	**2009**	**2010**	**2011**	**2012**
Total Motorcycle Registrations (DMV)	824,244	809,129	808,634	818,650	832,304
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	68	49	44	51	52
Motorcyclist Injuries (SWITRS)	11,764	10,479	9,969	10,906	Not Available
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	88%	88%	93%	94%	93%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	37%	32%	33%	36%	29%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	143	89	89	85	95
Motorcycle Rider (Operator) Fatalities (FARS)	537	385	341	387	415
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	27%	23%	26%	22%	23%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	70%	69%	70%	66%	Not Available
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	58%	34%	57%	57%	Not Available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was PCF (SWITRS)	28%	27%	24%	24%	Not Available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was PCF (SWITRS)	18%	16%	15%	17%	Not Available

Calendar Years					
Occupant Protection	**2009**	**2010**	**2011**	**2012**	**2013**
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	36%	33%	36%	33%	
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	91.1%	94%	Not Conducted	Not Conducted	96.9%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	47%	41%	34%	42%	
Child Safety Seat Use Rate (Statewide Observational Survey)	90.9%	95.0%	Not Conducted	91.6%	88.5%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	65	30	24	40	
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,344	5,274	5,143	Not Available	

Calendar Years					
Pedestrians	**2008**	**2009**	**2010**	**2011**	**2012**
Pedestrian Injuries (SWITRS)	13,405	13,083	12,668	12,691	Not Available
Pedestrian Fatalities Under Age 15 (FARS)	43	31	25	28	21
Pedestrian Injuries Under Age 15 (SWITRS)	2,777	2,649	2,264	2153	Not Available
Pedestrian Fatalities Age 65 and Older (FARS)	123	145	150	153	151
Pedestrian Injuries Age 65 and Older (SWITRS)	1,320	1,356	1,229	1305	Not Available

Calendar Years					
Speeding and Aggressive Driving	**2008**	**2009**	**2010**	**2011**	**2012**
Speeding Related Injuries (SWITRS)	70,560	69,817	71,854	70653	Not Available

*Department of Justice
**DMV 2013 Annual Report of the California DUI Management Information System
***DMV DL Conviction Report -- Each year, the DUI conviction totals are updated to include the amended and new abstracts for current and previous years. Thus, for the most recent years, these figures will underestimate the final conviction totals.

2015 California Traffic Safety Survey

All states are required to report its annual statewide survey that tracks driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. In July 2015, through an OTS grant, the Safe Transportation Research and Education Center (SafeTREC) will contract with a survey research firm to develop and administer a statewide survey to establish baseline public opinion measures of DUI and DUID, distracted driving, and seat belt use. The survey will also inquire about knowledge of public awareness campaigns, such as "Report Drunk Drivers – Call 911" and sobriety checkpoint programs.

Intercept interviews (approximately five minutes) will be conducted of approximately 1,600 drivers at 60 gas stations in 15 counties throughout California. The geographical distribution of the counties and the number of surveys conducted at each location will be determined in a manner that will result in a sample population representative of California's driving population distribution throughout the state. The surveys also will be representative of the age and gender distribution of California drivers. The following are anticipated questions:

- In your opinion, what are the biggest safety problems on California roadways?
- In your opinion, what is the most serious distraction for drivers?
- How often in the past 30 days have you texted or e-mailed while driving?
- How often in the past 30 days have you talked on a handheld cell phone while driving?
- How often in the past 30 days have you talked on a hands-free cell phone while driving?
- Do you talk less, more, or the same amount on a cell phone because of the hands-free law?
- Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?
- Do you believe using a hands-free cell phone is safer than a handheld phone while driving?
- Have you ever made a driving mistake while talking on a cell phone?
- What do you think is the likelihood of being ticketed for handheld cell phone use or texting?
- In the past 6 months, have you seen any of the following messages?
    - Phone in One Hand, Ticket in the Other
    - It's Not Worth It!
    - Don't Be a Distracted Driving Zombie
- If you have seen or heard "Report Drunk Drivers - Call 911," in the past six months were you less likely to drive after drinking too much?
- In the past six months, did you drive when you thought you had too much alcohol to drive safely?
- In the past six months, how often have you had a designated sober driver, including yourself? About what percentage of the time would you say?
- In the past six months, how often have you used a taxi or other ride service when drinking with others or alone?
- In the past six months, have you read, seen, or heard anything about alcohol-impaired driving (or drunk driving) enforcement by police, like DUI checkpoints or saturation patrols?
- Do you support the use of sobriety/DUI checkpoints?

- How likely is it for someone to get arrested if they drive drunk?
- How serious of a problem is DUID, both legal and illegal?
- In your opinion, how dangerous is DUI of marijuana?
- Do you recall hearing or seeing "Click It or Ticket" in the past six months?
- What do you think the chances are of getting a ticket if you drive over the speed limit?
- Thinking about driving on freeways: Do you think it’s safe to drive ten miles over the speed limit on freeways?
- Do you think it’s safe to drive 20 miles over the speed limit while driving on freeways?
- Do you think it’s safe to drive five miles over the speed limit on residential streets?
- Are you aware of the law requiring drivers to move over or slow down when approaching stationary vehicles that display flashing lights?
- Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?

HIGHWAY SAFETY PROJECTS

HIGHWAY SAFETY PROJECTS

The table shown below reflects proposed new grants by program area. The next few pages show the number of grants per county, the breakdown of planned funding by program area and funds, the Highway Safety Program Cost Summary (HS Form 217), a list by grant number of all planned grants, and the equipment list. Beginning on page 54, overviews, action plans, grant lists, and a breakdown of tasks and descriptions is described for each program area.

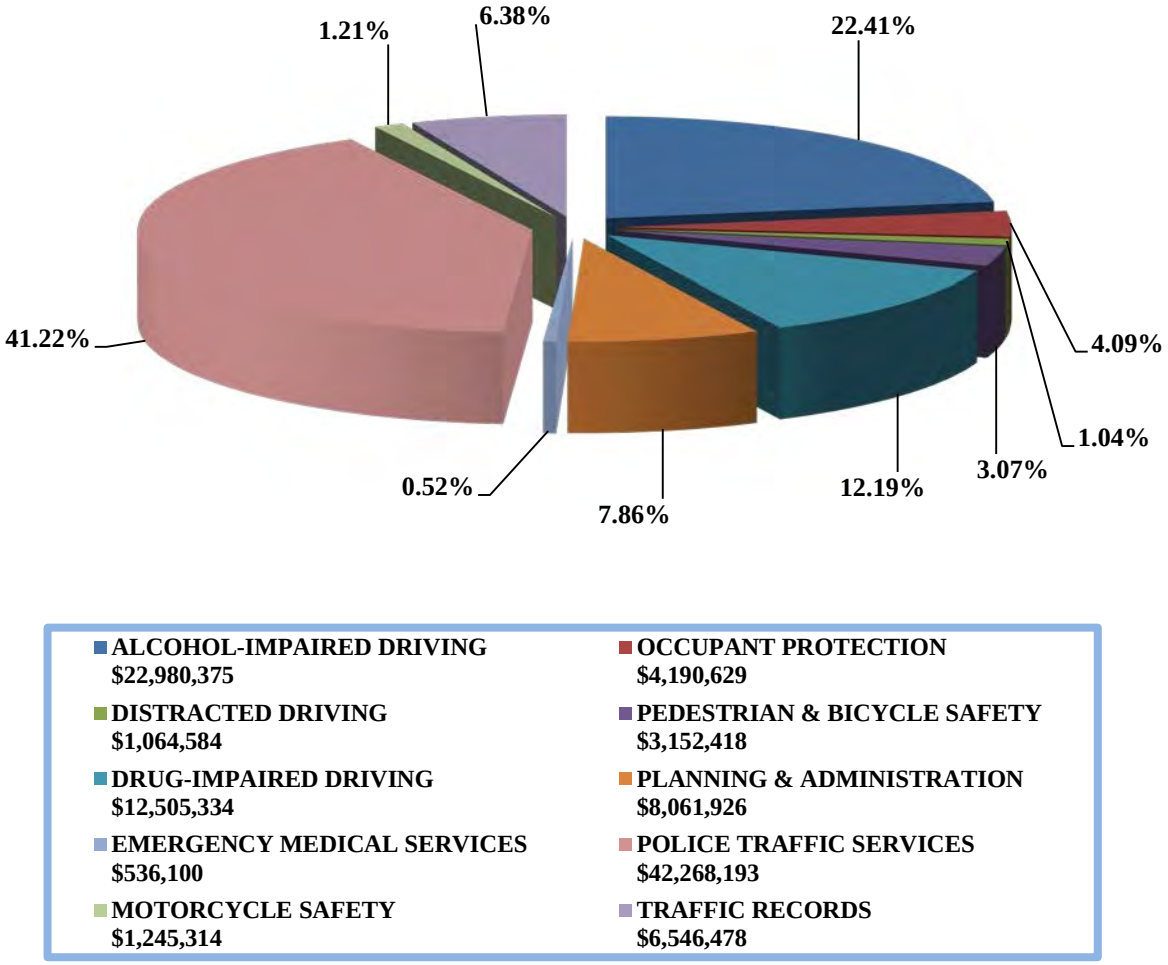
GRANTS (FFY 2015)	
PROGRAM	**TOTAL**
Alcohol-Impaired Driving	56
Distracted Driving	3
Drug-Impaired Driving	28
Emergency Medical Services	2
Motorcycle Safety	2
Occupant Protection	15
Pedestrian & Bicycle Safety	17
Police Traffic Services	151
Traffic Records/Roadway Safety	11
TOTAL	**285**

Proposed Local Grants by County - 242
This map does not include regional or statewide local benefit grants.
Del Norte
Siskiyou (1)
Modoc
Humboldt (3)
Trinity
Shasta (4)
Lassen
Tehama (1)
Plumas
Mendocino
Glenn (2)
Butte (5)
Sierra
Colusa
Sutter (2)
Yuba (2)
Nevada
Placer (4)
Lake (1)
Yolo (3)
El Dorado (4)
Sonoma (7)
Napa (3)
Sacramento (10)
Amador (1)
Alpine
Solano (6)
Calaveras (2)
Marin (4)
San Joaquin (6)
Tuolumne
Mono
Contra Costa (5)
San Francisco (3)
Alameda (8)
Stanislaus (5)
Mariposa
San Mateo (9)
Santa Clara (6)
Merced (4)
Santa Cruz (2)
Madera (1)
San Benito (1)
Fresno (6)
Inyo
Tulare (5)
Monterey (3)
Kings
San Luis Obispo (4)
Kern (6)
San Bernardino (12)
Santa Barbara (5)
Ventura (8)
Los Angeles (34)
Orange (19)
Riverside (14)
Imperial
San Diego (11)

PLANNED FUND DISTRIBUTION

BY PROGRAM AREA

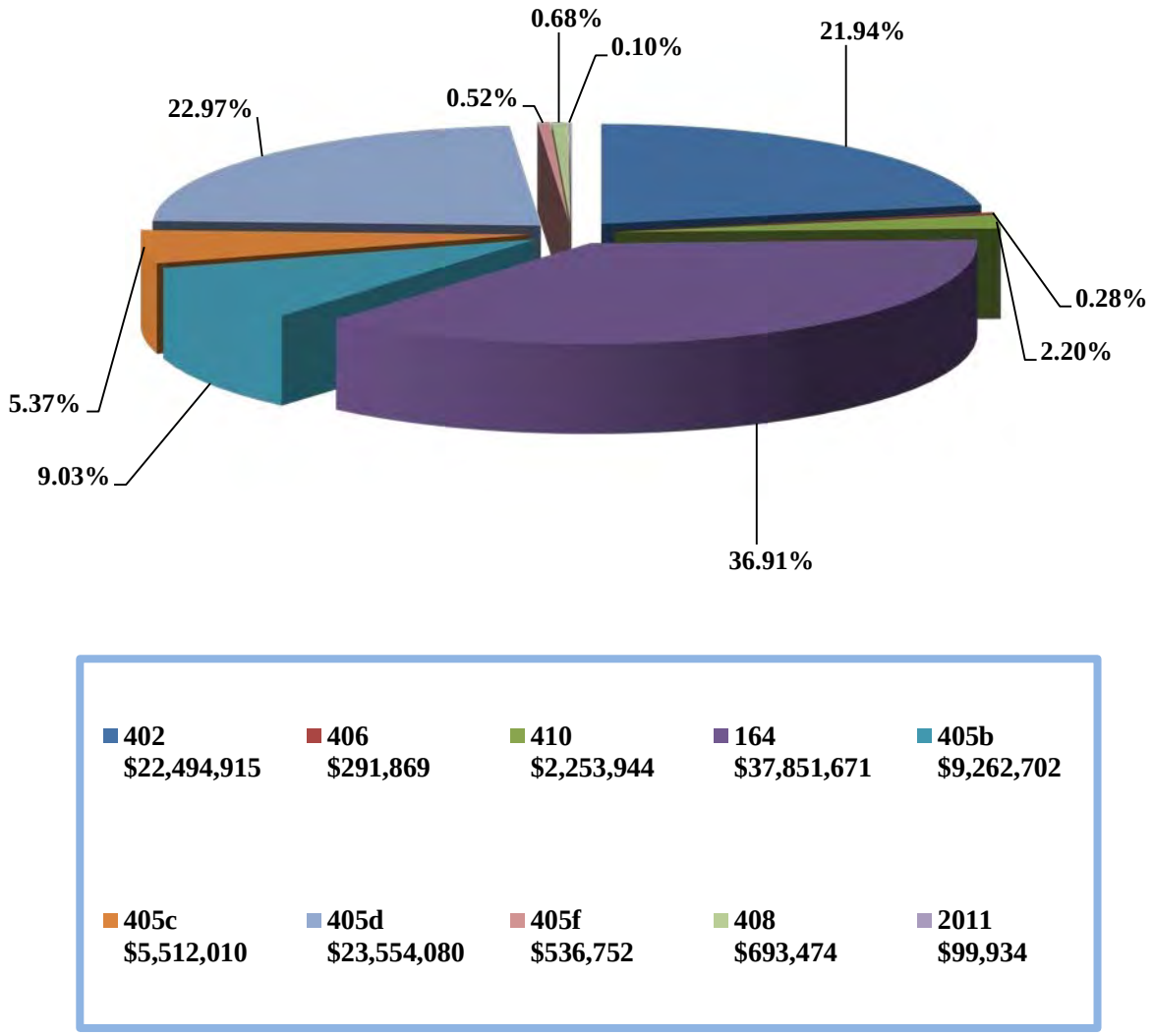
$102,551,351



PLANNED FUND DISTRIBUTION

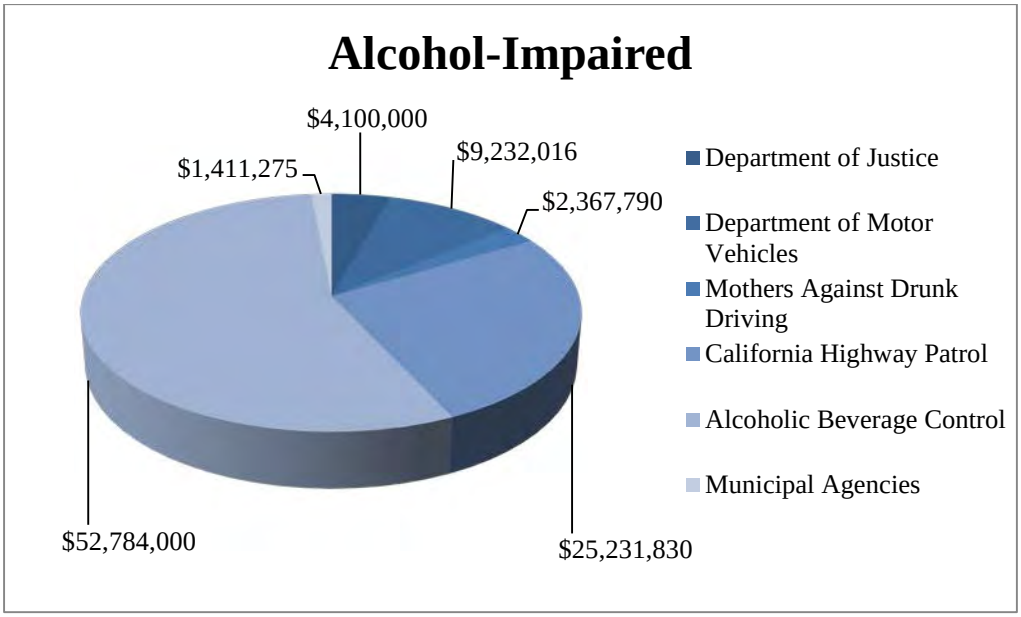
BY FUND TYPE

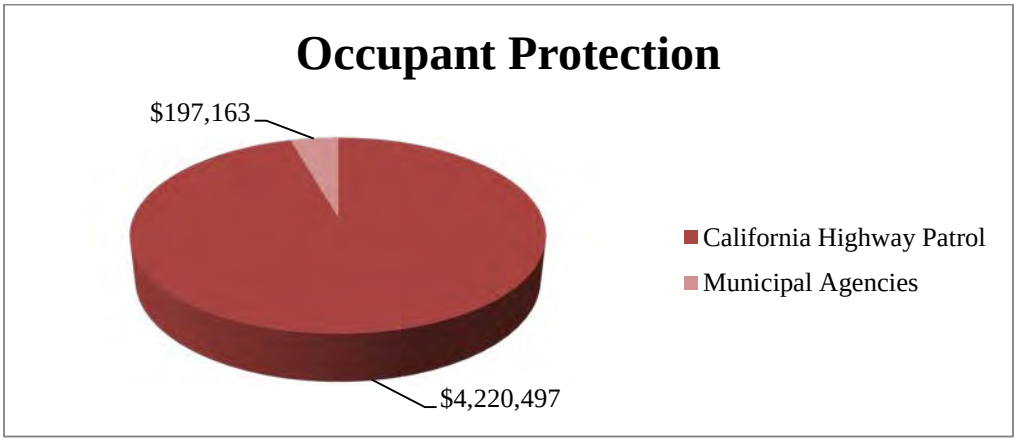
$102,551,351

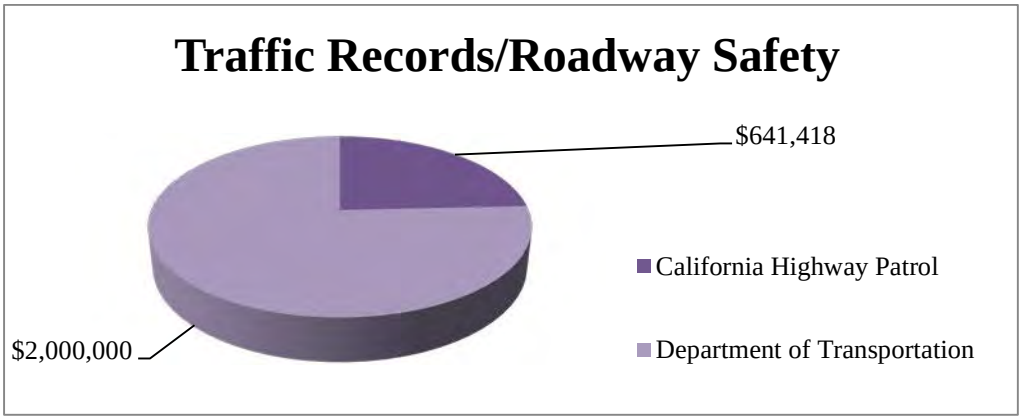


FUNDING FROM OTHER SOURCES

TOTAL - $102,185,989







PROGRAM COST SUMMARY

AND

LIST OF PROJECTS

US DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION

OMB NO 2127-0003

HIGHWAY SAFETY PROGRAM COST SUMMARY

STATE: CALIFORNIA NUMBER: 2015-01 DATE: 10/1/2014

PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS			FEDERAL SHARE TO LOCAL
			PREVIOUS BALANCE	INCREASE/ DECREASE	CURRENT BALANCE	
164-AL-15	37,851,671.00	TBD				26,763,131.00
SUBTOTAL	37,851,671.00	0.00				26,763,131.00
164-HE-14	0.00	TBD				0.00
SUBTOTAL	0.00	0.00				0.00
402-MC-15	500,000.00	TBD				0.00
402-PA-15	2,588,600.00	459,412.00				0.00
402-PS-15	2,417,846.00	TBD				1,480,733.00
402-PT-15	16,988,469.00	TBD				11,396,810.00
SUBTOTAL	22,494,915.00	0.00				12,877,543.00
405b-15	9,262,702.00	TBD				2,613,239.00
SUBTOTAL	9,262,702.00	0.00				2,613,239.00
405c-15	5,512,010.00	TBD				340,000.00
SUBTOTAL	5,512,010.00	0.00				340,000.00
405d-15	23,554,080.00	TBD				17,367,795.00
SUBTOTAL	23,554,080.00	0.00				17,367,795.00
405f-15	536,752.00	TBD				0.00
SUBTOTAL	536,752.00	0.00				0.00
406-15	291,869.00	TBD				0.00
SUBTOTAL	291,869.00	0.00				0.00
408-15	693,474.00	TBD				105,000.00
SUBTOTAL	693,474.00	0.00				105,000.00
410-15	2,253,944.00	TBD				0.00
SUBTOTAL	2,253,944.00	0.00				0.00
2011-15	99,934.00	TBD				0.00
SUBTOTAL	99,934.00	0.00				0.00
Total NHTSA	102,551,351.00	0.00	0.00	0.00	0.00	60,066,708.00
Total FHWA	0.00	0.00	0.00	0.00	0.00	0.00
Total NHTSA & FHWA	**102,551,351.00**	**0.00**	**0.00**	**0.00**	**0.00**	**60,066,708.00**

STATE OFFICIAL AUTHORIZED SIGNATURE:

NAME: Brondel Craft

TITLE: Director

DATE: 6/24/2014

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:

NAME:

TITLE:

DATE:

Effective Date:

HS FORM 217

LIST OF ALL FFY 2015 GRANTS

Grant	Agency	Fund	Amount
AL1501	Capitola	164AL	$ 80,000
AL1502	Paradise	164AL	$ 86,000
AL1503	Visalia	164AL	$ 209,756
AL1504	Fortuna	164AL	$ 60,000
AL1504	Fortuna	402PT	$ 25,000
AL1505	San Rafael	164AL	$ 211,668
AL1506	Napa	164AL	$ 119,225
AL1507	Placer County	164AL	$ 86,325
AL1508	Tulare County	164AL	$ 78,161
AL1509	Merced	164AL	$ 102,983
AL1510	Stockton	164AL	$ 331,270
AL1511	Vacaville	164AL	$ 225,000
AL1512	West Sacramento	164AL	$ 120,000
AL1513	Sacramento County	164AL	$ 460,500
AL1514	California Department of Motor Vehicles	408TR	$ 185,000
AL1515	Sacramento	164AL	$ 183,655
AL1516	Angels Camp	164AL	$ 119,000
AL1517	Santa Barbara	164AL	$ 129,729
AL1518	Redding	164AL	$ 104,000
AL1519	California Department of Alcoholic Beverage Control	405d AL	$ 700,000
AL1520	Ceres	164AL	$ 160,000
AL1521	California Department of Alcoholic Beverage Control	405d AL	$ 1,750,000
AL1522	Tulare County Office of Education	405d AL	$ 400,000
AL1523	Petaluma	164AL	$ 176,518
AL1524	Clovis	164AL	$ 300,000
AL1525	Hayward	164AL	$ 203,855
AL1526	San Joaquin County Superior Court	405d AL	$ 710,000
AL1527	Daly City	164AL	$ 177,136
AL1528	Shasta County Public Health Department	164AL	$ 134,974
AL1529	El Dorado County	164AL	$ 99,000
AL1531	San Francisco City/County	164AL	$ 250,000
AL1532	California Highway Patrol	164AL	$ 370,000
AL1533	Kern County	164AL	$ 156,660
AL1534	California Highway Patrol	164AL	$ 6,200,000
AL1535	California Highway Patrol	405d AL	$ 563,116
AL1536	California Highway Patrol	410	$ 2,100,000
AL1537	California Highway Patrol	164AL	$ 123,360
AL1538	Solano County	164AL	$ 252,000
AL1539	Siskiyou County	164AL	$ 62,000
AL1540	Marysville	164AL	$ 85,000
AL1541	Contra Costa County	164AL	$ 347,233
AL1542	San Joaquin County	164AL	$ 142,630
AL1543	Salinas	164AL	$ 200,000

Grant	Agency	Fund	Amount
AL1544	Fresno County	164AL	$ 379,267
AL1545	San Diego County	164AL	$ 400,000
AL1546	Los Angeles County	164AL	$ 300,000
AL1547	Santa Clara County	164AL	$ 200,000
AL1548	Butte County	164AL	$ 180,000
AL1549	Riverside County	164AL	$ 160,000
AL1550	Bakersfield	164AL	$ 43,855
AL1551	The Regents of the University of California, Berkeley Campus	164AL	$ 982,260
AL1552	The Regents of the University of California, Berkeley Campus	164AL	$ 505,000
AL1553	Santa Clara County	164AL	$ 263,000
AL1554	Santa Cruz County	405b DD	$ 225,376
AL1554	Santa Cruz County	405b OP	$ 15,500
AL1555	San Bernardino County	164AL	$ 491,201
AL1556	Contra Costa County	164AL	$ 132,162
AL1557	Auburn	164AL	$ 122,000
			$ 22,980,375
DD1501	California Highway Patrol	405b DD	$ 450,000
DD1502	California Highway Patrol	405b DD	$ 438,000
DD1503	University of California, San Diego	405b DD	$ 176,584
			$ 1,064,584
DI1501	El Dorado County	405d AL	$ 353,263
DI1502	Shasta County	405d AL	$ 260,582
DI1503	Marin County	405d AL	$ 413,581
DI1504	Monterey County	405d AL	$ 404,925
DI1505	Calaveras County	405d AL	$ 157,820
DI1506	Kern County	405d AL	$ 425,889
DI1507	Sonoma County	405d AL	$ 421,312
DI1508	Stanislaus County	405d AL	$ 346,802
DI1509	Placer County	405d AL	$ 332,462
DI1510	Fresno County District Attorney's Office	405d AL	$ 800,000
DI1511	Yolo County	405d AL	$ 184,073
DI1512	Sacramento County	405d AL	$ 993,000
DI1513	Orange County	405d AL	$ 764,758
DI1514	Glenn County	405d AL	$ 174,137
DI1515	California Highway Patrol	405d AL	$ 1,563,000
DI1516	San Bernardino County	405d AL	$ 196,150
DI1517	Lake County	405d AL	$ 228,737
DI1518	San Diego	405d AL	$ 263,000
DI1519	San Diego County	405d AL	$ 577,965
DI1520	Los Angeles	405d AL	$ 349,981
DI1521	Ventura County	405d AL	$ 360,065
DI1522	Riverside County	405d AL	$ 394,722
DI1523	Riverside County	405d AL	$ 488,280
DI1524	Ventura County	405d AL	$ 162,000

Grant	Agency	Fund	Amount
DI1525	Napa County	405d AL	$ 228,441
DI1526	Solano County	405d AL	$ 279,334
DI1527	San Francisco City/County	405d AL	$ 287,624
DI1528	Sacramento County	405d AL	$ 1,093,431
			$ 12,505,334
EM1501	Oxnard	405b DD	$ 197,100
EM1502	Albany	405b OP	$ 339,000
			$ 536,100
MC1501	The Regents of the University of California, Berkeley Campus	405c TR	$ 245,314
MC1502	California Highway Patrol	402MC	$ 500,000
MC1502	California Highway Patrol	405f MC	$ 500,000
			$ 1,245,314
OP1501	Butte County Public Health Department	405b OP	$ 112,127
OP1502	San Luis Obispo County	402PS	$ 91,000
OP1502	San Luis Obispo County	405b OP	$ 20,824
OP1502	San Luis Obispo County	405d AL	$ 80,176
OP1503	Los Angeles	405b OP	$ 450,000
OP1504	Rancho Cordova	402PT	$ 156,357
OP1504	Rancho Cordova	405b OP	$ 118,643
OP1505	Pomona	405b OP	$ 140,135
OP1506	Oxnard	405b OP	$ 38,400
OP1507	Riverside	405b OP	$ 17,154
OP1508	California Department of Public Health	405b OP	$ 309,074
OP1509	Tehama County Health Services	405b DD	$ 53,000
OP1509	Tehama County Health Services	405b OP	$ 85,000
OP1510	Riverside County	405b OP	$ 232,780
OP1511	San Diego County	405b OP	$ 245,500
OP1512	California State University, Fresno	406	$ 271,759
OP1513	Yuba City	405b OP	$ 143,700
OP1514	University of California, San Diego	405b OP	$ 500,000
OP1515	California Highway Patrol	2011	$ 93,000
OP1515	California Highway Patrol	405b OP	$ 1,032,000
			$ 4,190,629
PA1501	California Office of Traffic Safety	402PA	$ 2,588,600
PA1502	California Office of Traffic Safety	164AL	$ 2,587,920
PA1503	California Office of Traffic Safety	405c TR	$ 376,538
PA1504	California Office of Traffic Safety	405b OP	$ 633,805
PA1505	California Office of Traffic Safety	405d AL	$ 1,610,169
PA1506	California Office of Traffic Safety	405f MC	$ 36,752
PA1507	California Office of Traffic Safety	406	$ 20,110
PA1508	California Office of Traffic Safety	408TR	$ 47,154
PA1509	California Office of Traffic Safety	410	$ 153,944

Grant	Agency	Fund	Amount
PA1510	California Office of Traffic Safety	2011	$ 6,934
			$ 8,061,926
PS1501	Eureka	405b OP	$ 100,000
PS1502	Gilroy	164AL	$ 33,989
PS1502	Gilroy	402PS	$ 73,434
PS1503	Sacramento	402PS	$ 165,000
PS1505	The Regents of the University of California, Berkeley Campus	405b DD	$ 510,000
PS1506	Santa Ana	402PS	$ 150,000
PS1507	Clovis	164AL	$ 1,583
PS1507	Clovis	402PS	$ 48,417
PS1508	Riverside County	402PS	$ 181,360
PS1509	Gridley	405b OP	$ 75,000
PS1510	San Francisco City/County	402PS	$ 210,000
PS1511	Bakersfield	402PS	$ 96,322
PS1512	Los Angeles County Metropolitan Transit Authority	402PS	$ 223,950
PS1513	Pasadena	402PS	$ 67,000
PS1513	Pasadena	408TR	$ 105,000
PS1514	Santa Clara	402PS	$ 50,000
PS1515	Malibu	402PS	$ 124,250
PS1516	The Regents of the University of California, Berkeley Campus	402PS	$ 295,000
PS1517	The Regents of the University of California, Berkeley Campus	402PS	$ 142,113
PS1518	California Highway Patrol	402PS	$ 500,000
			$ 3,152,418
PT1501	Atascadero	164AL	$ 56,500
PT1501	Atascadero	402PT	$ 43,500
PT1502	Riverside	164AL	$ 298,309
PT1502	Riverside	402PT	$ 253,233
PT1503	Santa Barbara County	164AL	$ 106,000
PT1503	Santa Barbara County	402PT	$ 29,000
PT1504	Ontario	164AL	$ 407,200
PT1504	Ontario	402PT	$ 142,800
PT1505	Pismo Beach	164AL	$ 31,000
PT1505	Pismo Beach	402PT	$ 4,000
PT1506	Anaheim	164AL	$ 235,547
PT1506	Anaheim	402PT	$ 146,887
PT1507	Gardena	164AL	$ 215,000
PT1507	Gardena	402PT	$ 65,000
PT1508	Bakersfield	164AL	$ 360,846
PT1508	Bakersfield	402PT	$ 210,534
PT1509	Whittier	164AL	$ 136,000
PT1509	Whittier	402PT	$ 72,000
PT1510	Folsom	402PT	$ 113,500
PT1510	Folsom	405d AL	$ 72,560

Grant	Agency	Fund	Amount
PT1511	Desert Hot Springs	164AL	$ 51,200
PT1511	Desert Hot Springs	402PT	$ 73,200
PT1512	San Pablo	402PT	$ 32,111
PT1512	San Pablo	405d AL	$ 51,594
PT1513	Signal Hill	164AL	$ 59,000
PT1513	Signal Hill	402PT	$ 96,000
PT1514	Fairfield	402PT	$ 74,178
PT1514	Fairfield	405d AL	$ 69,922
PT1515	Orange	402PT	$ 39,493
PT1515	Orange	405d AL	$ 205,404
PT1516	Fresno	402PT	$ 170,057
PT1516	Fresno	405d AL	$ 796,433
PT1517	Santa Monica	164AL	$ 103,000
PT1517	Santa Monica	402PT	$ 227,000
PT1518	Palm Springs	164AL	$ 85,190
PT1518	Palm Springs	402PT	$ 74,752
PT1519	Albany	402PT	$ 51,285
PT1519	Albany	405d AL	$ 18,400
PT1520	Visalia	402PT	$ 64,836
PT1520	Visalia	405d AL	$ 171,612
PT1521	La Habra	164AL	$ 71,692
PT1521	La Habra	402PT	$ 36,733
PT1522	Novato	402PT	$ 118,237
PT1522	Novato	405d AL	$ 102,035
PT1523	Westminster	164AL	$ 91,588
PT1523	Westminster	402PT	$ 73,213
PT1524	Redlands	164AL	$ 85,153
PT1524	Redlands	402PT	$ 70,257
PT1525	Rohnert Park	402PT	$ 56,980
PT1525	Rohnert Park	405d AL	$ 63,020
PT1526	Orland	164AL	$ 10,000
PT1526	Orland	402PT	$ 40,000
PT1527	Yuba City	164AL	$ 16,400
PT1527	Yuba City	402PT	$ 65,600
PT1528	Santa Barbara	164AL	$ 179,000
PT1528	Santa Barbara	402PT	$ 34,000
PT1529	Menlo Park	164AL	$ 44,144
PT1529	Menlo Park	402PT	$ 40,856
PT1530	South San Francisco	164AL	$ 103,556
PT1530	South San Francisco	402PT	$ 44,444
PT1531	San Bernardino	164AL	$ 300,000
PT1531	San Bernardino	402PT	$ 129,504
PT1532	Merced	402PT	$ 25,291
PT1532	Merced	405d AL	$ 52,566
PT1533	Stockton	402PT	$ 177,600
PT1533	Stockton	405d AL	$ 222,765
PT1534	Manteca	402PT	$ 86,500
PT1534	Manteca	405d AL	$ 46,500

Grant	Agency	Fund	Amount
PT1535	Vacaville	402PT	$ 25,930
PT1535	Vacaville	405d AL	$ 32,320
PT1536	Elk Grove	402PT	$ 70,550
PT1536	Elk Grove	405d AL	$ 114,450
PT1537	West Sacramento	164AL	$ 46,000
PT1537	West Sacramento	402PT	$ 45,000
PT1538	Garden Grove	164AL	$ 166,792
PT1538	Garden Grove	402PT	$ 91,837
PT1539	Pasadena	164AL	$ 226,000
PT1539	Pasadena	402PT	$ 160,000
PT1540	Long Beach	164AL	$ 172,000
PT1540	Long Beach	402PT	$ 228,000
PT1541	Pacifica	164AL	$ 65,526
PT1541	Pacifica	402PT	$ 21,474
PT1542	Ventura	164AL	$ 68,000
PT1542	Ventura	402PT	$ 27,000
PT1543	Huntington Beach	164AL	$ 349,714
PT1543	Huntington Beach	402PT	$ 85,512
PT1544	South Lake Tahoe	164AL	$ 27,000
PT1544	South Lake Tahoe	402PT	$ 20,000
PT1545	Los Angeles County	164AL	$ 1,587,705
PT1545	Los Angeles County	402PT	$ 312,295
PT1546	Citrus Heights	402PT	$ 46,365
PT1546	Citrus Heights	405d AL	$ 136,160
PT1547	Healdsburg	402PT	$ 72,435
PT1547	Healdsburg	405d AL	$ 12,180
PT1548	Glendale	164AL	$ 289,000
PT1548	Glendale	402PT	$ 140,000
PT1549	Glendora	164AL	$ 178,000
PT1549	Glendora	402PT	$ 67,000
PT1549	Glendora	405b OP	$ 4,000
PT1550	Colton	164AL	$ 53,132
PT1550	Colton	402PT	$ 46,868
PT1551	Los Angeles	164AL	$ 3,186,480
PT1551	Los Angeles	402PT	$ 563,520
PT1552	Oxnard	164AL	$ 202,000
PT1552	Oxnard	402PT	$ 139,000
PT1552	Oxnard	405d AL	$ 11,000
PT1553	Vallejo	402PT	$ 64,400
PT1553	Vallejo	405d AL	$ 112,600
PT1554	San Jose	164AL	$ 262,536
PT1554	San Jose	402PT	$ 87,464
PT1555	Redondo Beach	164AL	$ 77,000
PT1555	Redondo Beach	402PT	$ 53,000
PT1556	Fountain Valley	164AL	$ 44,600
PT1556	Fountain Valley	402PT	$ 32,300
PT1557	Lodi	402PT	$ 64,600
PT1557	Lodi	405d AL	$ 89,400

Grant	Agency	Fund	Amount
PT1558	Redding	164AL	$ 55,000
PT1558	Redding	402PT	$ 70,000
PT1559	Stanislaus County	402PT	$ 30,000
PT1559	Stanislaus County	405d AL	$ 60,000
PT1560	National City	164AL	$ 107,408
PT1560	National City	402PT	$ 73,500
PT1561	Orange County	164AL	$ 261,180
PT1561	Orange County	402PT	$ 69,440
PT1562	Chino	164AL	$ 118,148
PT1562	Chino	402PT	$ 21,132
PT1563	San Gabriel	164AL	$ 71,000
PT1563	San Gabriel	402PT	$ 40,000
PT1564	Hollister	164AL	$ 19,180
PT1564	Hollister	402PT	$ 31,820
PT1565	Sacramento	402PT	$ 360,000
PT1565	Sacramento	405d AL	$ 640,000
PT1566	Corona	164AL	$ 70,311
PT1566	Corona	402PT	$ 17,299
PT1567	Pomona	164AL	$ 266,000
PT1567	Pomona	402PT	$ 81,000
PT1568	Santa Ana	402PT	$ 42,370
PT1568	Santa Ana	405d AL	$ 321,040
PT1569	Eureka	164AL	$ 17,800
PT1569	Eureka	402PT	$ 71,200
PT1570	Simi Valley	164AL	$ 22,700
PT1570	Simi Valley	402PT	$ 11,300
PT1571	Chico	164AL	$ 51,600
PT1571	Chico	402PT	$ 77,400
PT1572	Ventura County	164AL	$ 98,000
PT1572	Ventura County	402PT	$ 115,000
PT1573	Petaluma	402PT	$ 51,248
PT1573	Petaluma	405d AL	$ 97,674
PT1574	Burbank	164AL	$ 32,000
PT1574	Burbank	402PT	$ 15,000
PT1575	Hayward	402PT	$ 34,600
PT1575	Hayward	405d AL	$ 68,100
PT1576	Concord	402PT	$ 45,234
PT1576	Concord	405d AL	$ 68,614
PT1577	California State University, San Diego	164AL	$ 20,000
PT1578	Porterville	402PT	$ 37,851
PT1578	Porterville	405d AL	$ 31,229
PT1579	Modesto	402PT	$ 84,663
PT1579	Modesto	405d AL	$ 192,598
PT1580	Placerville	402PT	$ 64,000
PT1580	Placerville	405d AL	$ 16,000
PT1581	Laguna Beach	164AL	$ 74,619
PT1581	Laguna Beach	402PT	$ 32,900

Grant	Agency	Fund	Amount
PT1582	Ione	402PT	$ 24,000
PT1582	Ione	405d AL	$ 6,000
PT1583	Costa Mesa	164AL	$ 134,946
PT1583	Costa Mesa	402PT	$ 34,744
PT1584	Rialto	164AL	$ 137,008
PT1584	Rialto	402PT	$ 62,992
PT1585	San Rafael	402PT	$ 91,108
PT1585	San Rafael	405d AL	$ 85,056
PT1586	Pittsburg	402PT	$ 51,660
PT1586	Pittsburg	405d AL	$ 48,440
PT1587	Livermore	402PT	$ 29,875
PT1587	Livermore	405d AL	$ 28,000
PT1588	Lompoc	164AL	$ 83,000
PT1588	Lompoc	402PT	$ 50,000
PT1589	Monterey Park	164AL	$ 39,000
PT1589	Monterey Park	402PT	$ 109,000
PT1590	Placentia	164AL	$ 98,109
PT1590	Placentia	402PT	$ 6,901
PT1591	Tustin	164AL	$ 54,640
PT1591	Tustin	402PT	$ 28,180
PT1592	Napa	402PT	$ 91,734
PT1592	Napa	405d AL	$ 71,836
PT1593	Sebastopol	402PT	$ 42,840
PT1593	Sebastopol	405d AL	$ 19,135
PT1594	Atwater	402PT	$ 14,762
PT1594	Atwater	405d AL	$ 45,352
PT1595	Upland	164AL	$ 36,153
PT1595	Upland	402PT	$ 54,006
PT1596	La Mesa	164AL	$ 8,366
PT1596	La Mesa	402PT	$ 30,436
PT1597	Redwood City	164AL	$ 73,600
PT1597	Redwood City	402PT	$ 33,800
PT1598	Oakland	402PT	$ 69,480
PT1598	Oakland	405d AL	$ 70,740
PT1599	Fontana	164AL	$ 191,980
PT1599	Fontana	402PT	$ 69,498
PT15100	Santa Maria	164AL	$ 262,000
PT15100	Santa Maria	402PT	$ 116,000
PT15101	Ceres	402PT	$ 24,317
PT15101	Ceres	405d AL	$ 60,964
PT15102	Azusa	164AL	$ 40,000
PT15102	Azusa	402PT	$ 32,000
PT15103	West Covina	164AL	$ 101,000
PT15103	West Covina	402PT	$ 44,000
PT15104	Salinas	164AL	$ 21,755
PT15104	Salinas	402PT	$ 55,245
PT15105	San Diego	164AL	$ 809,400
PT15105	San Diego	402PT	$ 428,100

Grant	Agency	Fund	Amount
PT15106	Ridgecrest	164AL	$ 55,675
PT15106	Ridgecrest	402PT	$ 32,365
PT15107	San Bernardino County	164AL	$ 600,000
PT15108	San Bruno	164AL	$ 27,650
PT15108	San Bruno	402PT	$ 15,350
PT15109	Fullerton	164AL	$ 141,408
PT15109	Fullerton	402PT	$ 46,945
PT15109	Fullerton	405d AL	$ 91,885
PT15110	San Diego County	164AL	$ 515,348
PT15110	San Diego County	402PT	$ 305,296
PT15111	Marysville	164AL	$ 17,000
PT15111	Marysville	402PT	$ 68,000
PT15112	San Luis Obispo	164AL	$ 198,000
PT15112	San Luis Obispo	402PT	$ 20,000
PT15113	Roseville	402PT	$ 70,000
PT15114	Newport Beach	164AL	$ 286,240
PT15114	Newport Beach	402PT	$ 63,805
PT15115	Escondido	164AL	$ 262,530
PT15115	Escondido	402PT	$ 42,870
PT15116	Daly City	164AL	$ 32,756
PT15116	Daly City	402PT	$ 27,244
PT15117	Hawthorne	164AL	$ 97,000
PT15117	Hawthorne	402PT	$ 32,000
PT15118	Seal Beach	164AL	$ 87,403
PT15118	Seal Beach	402PT	$ 45,213
PT15119	Murrieta	164AL	$ 55,408
PT15119	Murrieta	402PT	$ 39,221
PT15120	Irvine	164AL	$ 174,506
PT15120	Irvine	402PT	$ 156,240
PT15121	Torrance	164AL	$ 148,000
PT15121	Torrance	402PT	$ 123,000
PT15122	Hemet	164AL	$ 48,497
PT15122	Hemet	402PT	$ 37,495
PT15123	Inglewood	164AL	$ 165,000
PT15123	Inglewood	402PT	$ 80,000
PT15124	El Monte	164AL	$ 112,000
PT15124	El Monte	402PT	$ 67,000
PT15125	Culver City	164AL	$ 64,000
PT15125	Culver City	402PT	$ 69,000
PT15126	La Verne	164AL	$ 31,000
PT15126	La Verne	402PT	$ 19,000
PT15127	Selma	402PT	$ 20,000
PT15127	Selma	405d AL	$ 40,000
PT15128	Alhambra	164AL	$ 77,000
PT15128	Alhambra	402PT	$ 76,000
PT15129	Oceanside	164AL	$ 203,555
PT15129	Oceanside	402PT	$ 59,403

Grant	Agency	Fund	Amount
PT15130	Riverside County	164AL	$ 1,307,911
PT15130	Riverside County	402PT	$ 424,589
PT15131	Santa Rosa	402PT	$ 77,090
PT15131	Santa Rosa	405d AL	$ 184,540
PT15132	Chula Vista	402PT	$ 120,202
PT15132	Chula Vista	405d AL	$ 355,174
PT15133	Montclair	164AL	$ 36,183
PT15133	Montclair	402PT	$ 108,869
PT15134	San Mateo	164AL	$ 59,385
PT15134	San Mateo	402PT	$ 41,615
PT15135	Arcadia	164AL	$ 86,000
PT15135	Arcadia	402PT	$ 44,000
PT15136	Sunnyvale	402PT	$ 60,000
PT15137	Los Banos	402PT	$ 5,994
PT15137	Los Banos	405d AL	$ 38,022
PT15138	Madera	402PT	$ 44,745
PT15138	Madera	405d AL	$ 68,445
PT15139	Montebello	164AL	$ 57,000
PT15139	Montebello	402PT	$ 16,000
PT15140	Downey	164AL	$ 81,000
PT15140	Downey	402PT	$ 64,000
PT15141	Berkeley	402PT	$ 64,980
PT15141	Berkeley	405d AL	$ 85,520
PT15143	California Highway Patrol	402PT	$ 425,000
PT15144	Burlingame	164AL	$ 170,628
PT15144	Burlingame	402PT	$ 109,156
PT15145	California Highway Patrol	402PT	$ 457,472
PT15146	California Highway Patrol	402PT	$ 174,117
PT15147	California Highway Patrol	164AL	$ 300,000
PT15147	California Highway Patrol	402PT	$ 750,000
PT15148	The Regents of the University of California, Berkeley Campus	405b OP	$ 1,300,000
PT15149	California Highway Patrol	402PT	$ 3,500,000
PT15150	California Highway Patrol	402PT	$ 74,870
PT15151	California Highway Patrol	402PT	$ 210,200
PT15152	Fremont	405d AL	$ 60,000
			$ 42,268,193
TR1501	California Department of Public Health	405c TR	$ 600,000
TR1502	California Polytechnic State University, Pomona	408TR	$ 135,000
TR1503	Riverside County	405c TR	$ 340,000
TR1504	California Department of Transportation	405b OP	$ 300,000
TR1505	The Regents of the University of California, Berkeley Campus	405c TR	$ 75,000
TR1506	The Regents of the University of California, Berkeley Campus	408TR	$ 221,320
TR1507	The Regents of the University of California, Berkeley Campus	405c TR	$ 113,096
TR1508	California Department of Transportation	405b DD	$ 1,000,000

Grant	Agency	Fund	Amount
TR1509	California Highway Patrol	405c TR	$ 1,244,304
TR1510	Emergency Medical Services Authority	405c TR	$ 225,000
TR1511	California Department of Motor Vehicles	405c TR	$ 2,292,758
			$ 6,546,478
			$ 102,551,351

EQUIPMENT LIST

EQUIPMENT LIST

Grant	Agency	Equipment	Fund
EM1502	Albany	10 Extrication Systems @ $33,900 each	405b OP
AL1516	Angels Camp	1 DUI Trailer @ $20,000	164AL
DI1515	California Highway Patrol	2 Horizontal Gaze Nystagmus Devices @ $7,500 each	405d AL
AL15101	Ceres	1 Video Server @ $12,000	402PT
PT1571	Chico	1 Traffic Collision Reconstruction System @ $25,000	402PT
PT1511	Desert Hot Springs	1 Traffic Collision Reconstruction System @ $35,000	402PT
PT1516	Fresno	1 Light Tower Trailer @ $8,600 1 DUI Vehicle @ $45,000	405d AL
PT1548	Glendale	1 DUI Trailer @ $38,890	164AL
PT1549	Glendora	1 Traffic Collision Reconstruction System @ $25,000	402PT
PT1547	Healdsburg	1 Motorcycle @ $35,000	402PT
PT1543	Huntington Beach	1 Traffic Collision Reconstruction System @ $11,650	402PT
PT1557	Lodi	1 Light Tower Trailer @ $11,744	405d AL
PS1515	Malibu	3 Changeable Message Sign Trailers @ $15,000 each	402PT
AL1540	Marysville	1 Light Tower Trailer @ $5,375	164AL
PT15111	Marysville	1 Motorcycle Communication Radio @ $8,020	402PT
PT1532	Merced	1 DUI Trailer @ $40,000	405d AL
PT15133	Montclair	1 Motorcycle @ $33,914	402PT
PT1522	Novato	1 DUI Trailer @ $38,000 1 Traffic Collision Reconstruction System @ $29,000	405d AL 402PT
PT1598	Oakland	1 Traffic Collision Reconstruction System @ $20,000	402PT
PT1504	Ontario	1 Traffic Collision Reconstruction System @ $26,000	402PT
PT1552	Oxnard	1 Radar Trailer @ $10,000 2 Pole Mounted Radar Displays @ $5,000 each	402PT
EM1501	Oxnard	3 Extrication Systems @ $40,633 each 1 Extrication System @ $36,000 2 Combi-Tool @ $13,100 each 1 Heavy Duty Stabilization Kit @ $13,000	402EM
PS1513	Pasadena	1 Traffic Collision Database System Custom Upgrade @ $30,000	408TR
PT1580	Placerville	1 Changeable Message Sign Trailer with Radar @ $16,085	402PT
PT1558	Redding	1 Traffic Collision Reconstruction System @ $29,500	402PT
PT1502	Riverside	1 DUI Trailer @ $35,000 1 Radar Trailer @ $15,000	164AL 402PT
PT15130	Riverside County	3 Changeable Message Sign Trailers with Radar @ $18,000 each	402PT
TR1503	Riverside County	1 Countywide Traffic Collision Database System @ $263,000	405TR
PT1525	Rohnert Park	1 DUI Trailer @ $35,000 1 Changeable Message Sign Trailer with Radar @ $12,000	405d AL 402PT
PT15113	Roseville	1 Traffic Collision Reconstruction System @ $25,000	402PT
AL1515	Sacramento	1 Changeable Message Sign Trailer @ $10,000	164AL

Grant	Agency	Equipment	Fund
PT1565	Sacramento	2 Pole Mounted Radar Displays @ $5,000 each	402PT
PT1531	San Bernardino	1 Traffic Collision Reconstruction System @ $29,000	402PT
PT1505	San Diego	2 Traffic Collision Reconstruction Systems @ $30,000 each	402PT
PT1568	Santa Ana	1 Traffic Safety Education Vehicle @ $50,000	410AL
AL1533	Santa Clara County	1 Changeable Message Sign Trailer @ $15,400	164AL
PT15100	Santa Maria	1 Changeable Message Sign Trailer with Radar @ $19,500 1 Radar Trailer @ $10,200	402PT
PT15131	Santa Rosa	4 In-Car Video Cameras @ $6,500 each	405d AL
PT15118	Seal Beach	1 Changeable Message Sign Trailer @ $14,328	402PT
PT1513	Signal Hill	1 Traffic Collision Database System @ $39,800	402PT
PT1591	Tustin	2 Light Systems @ $5,000 each	164AL
PT1595	Upland	1 Traffic Collision Reconstruction System @ $23,100	402PT
PT1520	Visalia	1 Accelerometer @ $9,000 1 Event Data Recorder Software @ $12,000 1 Traffic Collision Reconstruction Software @ $7,000	402PT
AL1512	West Sacramento	1 DUI Trailer @ $28,000 1 Changeable Message Sign Trailer @ $8,000	164AL
PT1537	West Sacramento	1 Traffic Collision Reconstruction System @ $30,000	402PT

PROGRAM AREA GRANTS

AND

HIGHWAY SAFETY STRATEGIES

PROGRAM PLANNING AND ADMINISTRATION

PROGRAM OVERVIEW

The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of OTS. These activities include:

- Identifying the state's most significant traffic safety problems.
- Prioritizing problems and developing methods for the distribution of funds.
- Developing the annual HSP and Annual Performance Report (APR).
- Recommending individual grants to be funded.
- Developing planned grants.
- Monitoring grants.
- Evaluating accomplishments.
- Preparing a variety of program and grant reports.
- Conducting Grantee Performance Reviews.
- Contracting with the DOF to conduct grantee compliance audits.
- Increasing public awareness and community support.
- Participating in SHSP challenge team meetings, various traffic safety committees, and task forces.
- Generally promoting and coordinating traffic safety in California.
- Creating public awareness campaigns and providing staff and spokespersons for all annual national campaigns, e.g., *CPS Week; Drunk Driving, Over the Limit, Under Arrest*; *National Distracted Driving Awareness Month,* etc.
- Providing regional fiscal and operations trainings to all applicable grant personnel annually.
- Conducting workshops on OTS grant funding at several different conferences each year.

Current Status

OTS includes a staff of 32 full-time positions and one retired annuitants responsible for the activities listed previously. The Director is responsible for the entire California program and serves as the Governor's Highway Safety Representative (GR). As the GR, the OTS Director participates in activities impacting the highway safety program nationwide. The Operations Division develops the HSP and is responsible for the implementation of the grants with both state and local entities. In addition, activities within the various program areas are administered through this division. The Administration and Program Support Division encompasses fiscal, business services, and clerical support. The Information Technology Division provides information technology services and support.

Training

Training needs are identified to improve overall staff skills needed in the day-to-day operations of the office. A training matrix was developed to identify available trainings to specific job duties. Managers use this matrix as a staff development tool. In addition, there is a demand for program specific training for various traffic safety professionals throughout the state. Program specific training has enhanced the abilities of traffic safety professionals to conduct exemplary programs furthering the cause of traffic safety in California. Examples of some of the training programs include:

- Highway Safety Program Management -. This training course provided by the Transportation Safety Institute in Oklahoma would provide vital training to new regional coordinators on planning, managing, and evaluation of traffic safety programs. The program covers a vast array of timely issues including enforcement, legislation, partnerships, deterrence, occupant protection, impaired driving, motorcycle, and speed, with emphasis on research and best practices.

- Pedestrian Management Training - This course will enable pedestrian safety program managers to better develop, facilitate, and support comprehensive pedestrian safety programs to reduce pedestrian crashes and create more walkable communities.

- Skills Building Workshops - Various brief workshop sessions designed to build skills may be scheduled. These may include writing, team building, analyst skills, contracting, presentation skills, etc. Attendance at these workshops will result in improved job performance.

- Computer Training Courses - Courses designed to provide OTS staff with the knowledge necessary to operate the software programs installed on our computer system. Attendance at the courses will increase knowledge in operating skills for all users and provide the system administrator and backup administrator with the skills to maintain and support the computer system.

- Program and Grant Specific Workshops/Seminars - A number of program specific training sessions are supported or planned by OTS staff and occasionally included in individual local programs. Various workshops and seminars will be conducted for grantee agencies in the OTS regions on grant specific information.

- Leadership Development – This training will enhance the quality of leadership within an individual or an organization. Through these programs, the OTS management team will acquire strategies, techniques, and knowledge to motivate, inspire, and increase performance within the organization.

Goals and Performance Measures

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

- Developing a coordinated HSP to submit to the CalSTA Secretary by June 1, 2014, and to NHTSA by July 1, 2014.

- Providing documentation on qualifications for special funded incentive programs.

- Developing, coordinating, monitoring, and administratively evaluating traffic safety grants identified in the HSP.

- Submitting the APR to the CalSTA Secretary by December 1, 2014, and to NHTSA by January 1, 2015.

- Utilizing all available means for improving and promoting the California traffic safety program.

TASKS

Task 1 - Operation of the Program

Costs included in this program area include the salaries of the GR, management, fiscal and clerical support personnel, and most operating costs. That portion of all other OTS personnel salaries, as well as certain operating expenses directly related to program development, coordination, monitoring, evaluation, and auditing are charged to the appropriate program area. Other funds in this program area are used to contract with Caltrans for personnel, business duplications, and other miscellaneous administrative services.

In accordance with 23 CFR 1252.5 (c)(3)(d), OTS is requesting NHTSA approval for the Associate Accounting Analyst position to charge salary and related costs to a combination of planning and administrative and program management functions. Main responsibilities include reviewing all grant agreements to verify budgeted amounts are reasonable and allowable. The financial portion of all grant revisions is processed, reviews all grantee audit reports conducted by the DOF, and is responsible for reviewing all monitoring reports to ensure fiscal issues are properly documented and that corrective action is taken within six months.

In addition, OTS is requesting to charge the Database Administrator position (typically at the Associate Information Systems Analyst classification but could be another classification) to a combination of planning and administrative and program management functions. Main responsibilities include: administering grant management database systems; compiling and analyzing grant program/financial data and traffic safety data; developing grant system user interfaces and managing small projects to automate grant management processes. Monthly time records for two positions will reflect actual time spent on each activity, utilizing after-the-fact Personnel Activity Reports, and will be entered into the California State Accounting and Reporting System (CalSTARS).

DETAIL FOR PLANNING AND ADMINISTRATION COSTS

A.	Personnel Costs	$3,059,566	
B.	Travel Expenses	$70,300	
C.	Contractual Services	$3,678,804	
D.	Equipment	$39,883	
E.	Other Direct Costs	$476,297	
F.	Indirect Costs	$1,196,488	
	Total OTS Budget		**$8,521,338**
	Less State Share		$ (459,412)
	Federal Share		$ 8,061,926
LESS:	Amount Chargeable To Program Areas	$4,998,667	
	Public Information Campaigns	$ 1,935,737	
TOTAL:	Federal Share of PSP 15-PA		**$ 1,127,522**

Funding	**Problem Solution Plan (PSP)**	**Cost**	**Percent**
15-164AL	Minimum Penalties For Repeat Offenders for Driving While Intoxicated	$ 1,865,503	37.32%
15-402MC	State/Community Highway Safety Grant Program	$26,493	0.53%
15-402PS	State/Community Highway Safety Grant Program	$127,966	2.56%
15-402PT	State/Community Highway Safety Grant Program	$898,760	17.98%
15-405c	Traffic Safety Information Systems	$271,428	5.43%
15-405b	Occupant Protection	$456,878	9.14%
15-405d	Impaired Driving and Ignition Interlock	$1,160,690	23.22%
15-405f	Motorcyclist Safety	$26,493	0.53%
15-406	Safety Belt Performance Grants	$14,496	0.29%
15-408	State Traffic Safety Information System Improvements Grants	$33,991	0.68%
15-410	Alcohol-Impaired Driving Countermeasure Incentive Grant	$110,970	2.22%
15-2011	Child Safety and Child Booster Seat Incentive Grants	$4,999	0.10%
	TOTAL PSP COST:	**$4,998,667**	**100%**

ANTICIPATED PROGRAM FUNDING SOURCES

FUND	2015 ESTIMATED APPROPRIATIONS
164 - Minimum Penalties for Repeat Offenders for Driving While Intoxicated These funds can be used for alcohol-impaired driving programs and hazard elimination programs.	$ 33,000,000
402 - State/Community Highway Safety Grant Program Section 402 funds are to be used to support the States' Performance Plans, which contain performance goals and performance measures, based on the National Priority Program Areas and other problems identified by the States, and Highway Safety Plans for the implementation of programs that address a wide range of highway safety problems that are related to human factors and the roadway environment and that contribute to the reduction of crashes, deaths, and injuries resulting thereof. Section 402 enhances States' programs by providing resources to start up new, more effective projects; by catalyzing or accelerating State programs to address major safety issues with well-planned strategies; and by leveraging additional State and local investment in highway safety.	$ 21,246,578
405b - Occupant Protection Grants The purpose of this program is to encourage States to adopt and implement occupant protection laws and programs to reduce highway deaths and injuries from individuals riding unrestrained in motor vehicles.	$ 5,679,197
405c - State Traffic Safety Information System Improvements Grants The purpose of this program is to support State efforts to improve the data systems needed to help identify priorities for Federal, State and local highway and traffic safety programs, to link intra-state data systems, and to improve the compatibility and interoperability of these data systems with national data systems and the data systems of other States for highway safety purposes, such as enhancing the ability to analyze national trends in crash occurrences, rates, outcomes and circumstances.	$ 4,983,874
405d - Impaired Driving Countermeasures Grants Funding under this program includes high visibility impaired driving enforcement, prosecution and adjudication outreach, BAC testing, high risk drivers, DUI courts, underage drinking prevention, administrative license suspension and revocation, and self-sustaining impaired driving prevention.	$ 13,386,550
405f - Motorcyclist Safety Grants States may qualify for this funding by meeting two of six grant criteria: Motorcycle Rider Training Courses; Motorcyclists Awareness Program; Reduction of Fatalities and Crashes Involving Motorcycles; Impaired Driving Program; Reduction of Fatalities and Collisions Involving Impaired Motorcyclists; and Use of Fees Collected from Motorcyclists for Motorcycle Programs.	$ 422,302
TOTAL	**$ 78,718,501**

***These amounts are estimated and are subject to change.**

POLITICAL SUBDIVISION PARTICIPATION
IN STATE HIGHWAY SAFETY PROGRAM
FFY 2015 HSP

	LOCAL		STATE*	TOTAL
	Local	**Local Benefit**		
	402 State and Community Highway Safety			
New Grants	$12,877,543.00	$0.00	$9,617,372.00	
	$12,877,543.00		**$9,617,372.00**	**$22,494,915.00**
	57.25%		**42.75%**	
	164AL Minimum Penalties for Repeat Offenders for Driving While Intoxicated			
New Grants	$26,763,131.00	$0.00	$11,088,540.00	
	$26,763,131.00		**$11,088,540.00**	**$37,851,671.00**
	70.71%		**29.29%**	
Combined (164AL, 410 and 402)	**$39,640,674.00**	**$0.00**		
	$39,640,674.00		**$20,705,912.00**	**$60,346,586.00**
	65.69%		**34.31%**	

*Includes the Planning and Administration grants.

NOTE: At least 40 percent of the total federal annual obligation limitations for Section 402 and 164 funds must be used by or for the benefit of political subdivisions of the State.

ALCOHOL-IMPAIRED DRIVING

PROGRAM OVERVIEW

National

According to NHTSA, 33,561 people died in traffic crashes in 2012 in the United States. An estimated 10,322 people who were killed in alcohol-impaired-driving crashes involving a vehicle driver or a motorcycle operator with a Blood Alcohol Concentration (BAC) of .08 grams per deciliter (g/dL) or higher (NHTSA/FARS, 2012).

In 2012, the 21 to 24 age group represented 32 percent of the total number of driver impaired fatal crashes with BAC levels of 0.08 or higher. This age group accounted for 1,539 fatal crashes.

A total of 1,168 children age 14 and younger were killed in motor vehicle collisions. Of those 1,168 fatalities, 239, or 20 percent, occurred in alcohol-impaired driving crashes. Out of those 239 deaths, 124, or 52 percent, were occupants of a vehicle with a driver who had a BAC level of .08 or higher.

California

In California, alcohol-impaired-driving fatalities (fatalities in crashes involving at least one driver or motorcycle operator with a BAC of .08 or greater) increased from 774 in 2011 to 802 in 2012. California, at 28 percent, is better than the national average of 31 percent for alcohol-impaired driving fatalities.

In 2011, the 21 to 24 age group represented 51 percent of the total number of driver impaired fatal crashes with BAC levels of .08 or higher. This age group accounted for 75 fatal crashes.

A total of 90 children age 14 and younger were killed in motor vehicle collisions. Of those 90 fatalities, 14, or 16 percent, occurred in alcohol-impaired driving crashes. Out of those 14 deaths, 9, or 64 percent, were occupants of a vehicle with a driver who had a BAC level of .08 or higher.

Repeat DUI Offenders

The DMV DUI MIS Report states that among convicted DUI offenders in 2011, 73.1 percent were first offenders and 26.9 percent were repeat offenders (one or more prior convictions within the previous ten years). The proportion of repeat offenders has decreased considerably since 1989, when it stood at 37 percent.

Jail time along with alternative sanctions seem to make lasting changes in behavior of repeat DUI offenders. Imposing longer licensing sanctions and the use of ignition interlock devices in coordination with DUI courts has shown successes in reducing recidivism. Effective July 1, 2010, California mandated that first-time DUI offenders in Sacramento, Alameda, Los Angeles, and Tulare counties must install ignition interlock devices on their vehicles for a minimum of 12 months.

SHSP Action Items
Challenge Area 1: Reduce Impaired Driving Related Fatalities

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed 23 action items during 2008 – 2013. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

High Visibility Enforcement

- Conduct increased DUI enforcement (DUI/DL checkpoints, saturations, court stings, warrant details, and stakeouts) and enhanced media awareness during the Winter and Summer NHTSA mobilizations, as well as sustained enforcement during Halloween, Super Bowl Sunday, St. Patrick's Day, and Cinco de Mayo holidays.

- Promote the "Avoid DUI" program by partnering with local law enforcement, Sheriff Departments, CHP, and special police departments during holiday periods with increased incidents of alcohol-involved collisions. This program publicizes the multi-agency DUI task forces using high-visibility sobriety checkpoints and DUI saturations through an intense media campaign.

- Illuminate *"Report Drunk Drivers – Call 911"* on approximately 625 fixed freeway changeable message signs.

- Promote NHTSA's "Drive Sober or Get Pulled Over" message in daily press releases, interviews, and social media.

- Conduct highly publicized motorcycle safety DUI saturation patrols in areas or during events with motorcycle incidents or collisions resulting from DUI drivers/motorcyclists.

Increased Enforcement

- Conduct DUI/DL checkpoints, saturations, court stings, warrant details, and stakeouts.

- Through the Department of Alcoholic Beverage Control (ABC), fund local law enforcement agencies to conduct underage drinking prevention and enforcement activities including Minor Decoy, Shoulder Tap, Trap Door, Target Responsibility for Alcohol Connected Emergencies (TRACE), Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT), and Retail Operating Standards Task Force (ROSTF) operations.

- Fund "corridor DUI programs" that select corridors based on data showing disproportionate numbers of DUI collisions and convening task forces to implement identified solutions.

- Expand the "Hot List" program of suspended and revoked multiple DUI offenders for 50 law enforcement agencies.

Education

- Fund live DUI court proceedings (trials and/or sentencing) in high schools in order to provide students the opportunity to see, up-close, the consequences of DUI to individual drivers and crash victims in their own communities.

- Fund "A Life Interrupted" alcohol awareness program in high schools.

- Expand the number of mini-grants awarded to local agencies to conduct the "Every 15 Minutes" and "Sober Graduation" programs.

- Fund "Teens in the Driver Seat" peer safety programs.

- Collaborate with the Regents of the University of California, Berkeley (UCB) and the Entertainment Industry's Voice for Road Safety (RADD) to promote model designated driver rewards program throughout California.

- Increase DUI education efforts in middle school, high school, and college campus communities.

- Fund community-based DUI prevention and education efforts including booths, crashed-car exhibits and multi-media presentations at schools and community events, and the expansion of victim impact panels and law enforcement recognition programs.

Prosecution

- Fund the Statewide Traffic Safety Resource Prosecutor (TSRP) program to provide specialized DUI prosecution training, mentoring, providing technical support to counties with DUI vertical prosecution programs, and litigation support in complex DUI or vehicular homicide trials.

- Fund one DUI court in San Joaquin County and vertical prosecution programs for the City of Los Angeles and the City of San Francisco, as well as Calaveras, El Dorado, Fresno, Glenn, Kern, Lake, Marin, Monterey, Napa, Orange, Placer, Riverside, Sacramento, San Bernardino, San Diego, San Francisco, Shasta, Solano, Sonoma, Stanislaus, Ventura, and Yolo counties.

Training

- Fund statewide NHTSA-certified Standardized Field Sobriety Testing (SFST) training to traffic and patrol officers.

- Fund statewide NHTSA-certified Advanced Roadside Impaired Driving Enforcement (ARIDE) training to traffic and patrol officers.

- Fund alcohol wet lab and field certification training for POST Drug Recognition Expert (DRE) Academies.

- Partner with Mothers Against Drunk Driving (MADD) to conduct law enforcement recognition and training events.

Funded Grant Goals

- To reduce the number of persons killed in alcohol-involved collisions 5 percent by September 30, 2015.

- To reduce the number of persons injured in alcohol-involved collisions 6 percent by September 30, 2015.

- To reduce hit-and-run fatal collisions 5 percent by September 30, 2015.

- To reduce hit-and-run injury collisions 5 percent by September 30, 2015.

- To reduce nighttime (2100 - 0259 hours) fatal collisions 5 percent by September 30, 2015.

- To reduce nighttime (2100 - 0259 hours) injury collisions 5 percent by September 30, 2015.

- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions 5 percent by September 30, 2015.

- To reduce the number of motorcyclists killed in alcohol-involved collisions 5 percent by September 30, 2015.

- To reduce the number of motorcyclists injured in alcohol-involved collisions 5 percent by September 30, 2015.

TASKS

Task 1 - Program Development and Administrative Coordination
This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2015 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 – Local DUI Enforcement
There are currently no grants funded under this task. However, DUI enforcement operations are included in the Selective Traffic Enforcement Program (STEP) grants in the Police Traffic Services Section.

Task 3 – Statewide Enforcement/Education/and Public Information
This task provides for the continued focus on traffic safety through enforcement, training for law enforcement personnel and alcohol retailers, and public education through outreach.

Task 4 - College and Younger Age Youth Programs
This task provides for alcohol education and awareness programs, which focus on ages from middle school through college. DUI prevention programs for high schools and university campuses will also expand elements from previous successful programs. The expanded programs will include components addressing use of seat belts, and bicycle and pedestrian safety elements.

Task 5 - Judicial Support/Legal Process
This task funds a specialized court to track DUI offenders through vertical prosecution and DUI courts. The DUI court program is designed to stop repeat offenders from driving while impaired and re-offending. The goal of this program is to reduce recidivism among impaired drivers thereby reducing alcohol and/or drug-involved collisions, injuries, and fatalities. The DUI Court provides an intensive program using judicial supervision, periodic alcohol/drug testing, mandated treatment where needed, and the use of incentives and sanctions to make behavior changes. Collaboration with local law enforcement and a multi-cultural awareness component complete the DUI Court program.

Task 6 - Management Information Systems/Evaluations
This task provides for the expansion, redesign, and enhancement of DUI management information systems to have faster response times. It also provides for comprehensive traffic safety evaluations of traffic crashes in California, along with a comprehensive analysis of certain DUI sanctions and their effectiveness.

Task 7 - Testing Equipment
There are currently no grants funded under this task.

Task 8 - Multiple DUI Warrant Service/Supervisory Probation Programs
County Probation Departments will work to reduce DUI related fatalities and injuries and to prevent DUI recidivism. The worst-of-the-worst, high-risk, felony, and repeat DUI offenders will be held accountable through intensive supervision to ensure compliance with court-ordered conditions of probation and to prevent re-arrest on new DUI charges. Supervision activities include: monitoring of treatment and DUI program participation; conducting office visits; field contacts; unannounced fourth waiver searches and random alcohol/drug testing; distribution of HOT Sheets; and participation with local law enforcement on anti-DUI efforts including the “Avoid DUI” campaign.

Task 9 - Multi-Agency “Avoid DUI” Campaigns
Local law enforcement, Sheriff Departments, and CHP will partner with the “Avoid DUI” program during holiday periods to conduct increased DUI enforcement. This program publicizes multi-agency DUI task forces using high-visibility sobriety checkpoints and DUI saturations through an intense media campaign. In Southern California counties (San Luis Obispo, Santa Barbara, Ventura, Kern, Los Angeles, San Bernardino, Orange, Riverside, San Diego and Imperial), “Avoid DUI” operations will be directly funded in individual STEP grants.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
AL1519	3	California Department of Alcoholic Beverage Control	405d AL	$ 700,000
AL1521	3	California Department of Alcoholic Beverage Control	405d AL	$ 1,750,000
AL1532	3	California Highway Patrol	164AL	$ 370,000
AL1534	3	California Highway Patrol	164AL	$ 6,200,000
AL1535	3	California Highway Patrol	405d AL	$ 563,116
AL1522	4	Tulare County Office of Education	405d AL	$ 400,000
AL1528	4	Shasta County Public Health Department	164AL	$ 134,974
AL1536	4	California Highway Patrol	410	$ 2,100,000
AL1537	4	California Highway Patrol	164AL	$ 123,360
AL1547	4	Santa Clara County	164AL	$ 200,000
AL1549	4	Riverside County	164AL	$ 160,000
AL1550	4	Bakersfield	164AL	$ 43,855
AL1551	4	The Regents of the University of California, Berkeley Campus	164AL	$ 982,260
AL1552	4	The Regents of the University of California, Berkeley Campus	164AL	$ 505,000
AL1554	4	Santa Cruz County	405b DD	$ 225,376
			405b OP	$ 15,500
AL1526	5	San Joaquin County Superior Court	405d AL	$ 710,000
AL1514	6	California Department of Motor Vehicles	408TR	$ 185,000
AL1507	8	Placer County	164AL	$ 86,325
AL1508	8	Tulare County	164AL	$ 78,161
AL1513	8	Sacramento County	164AL	$ 460,500
AL1517	8	Santa Barbara	164AL	$ 129,729
AL1533	8	Kern County	164AL	$ 156,660
AL1538	8	Solano County	164AL	$ 252,000
AL1541	8	Contra Costa County	164AL	$ 347,233
AL1542	8	San Joaquin County	164AL	$ 142,630
AL1544	8	Fresno County	164AL	$ 379,267
AL1545	8	San Diego County	164AL	$ 400,000
AL1546	8	Los Angeles County	164AL	$ 300,000
AL1548	8	Butte County	164AL	$ 180,000
AL1555	8	San Bernardino County	164AL	$ 491,201
AL1501	9	Capitola	164AL	$ 80,000
AL1502	9	Paradise Police Department	164AL	$ 86,000
AL1503	9	Visalia	164AL	$ 209,756
AL1504	9	Fortuna	164AL	$ 60,000
			402PT	$ 25,000
AL1505	9	San Rafael	164AL	$ 211,668
AL1506	9	Napa	164AL	$ 119,225
AL1509	9	Merced	164AL	$ 102,983

Grant	Task	Agency	Fund	Amount
AL1510	9	Stockton	164AL	$ 331,270
AL1511	9	Vacaville	164AL	$ 225,000
AL1512	9	West Sacramento	164AL	$ 120,000
AL1515	9	Sacramento	164AL	$ 183,655
AL1516	9	Angels Camp	164AL	$ 119,000
AL1518	9	Redding	164AL	$ 104,000
AL1520	9	Ceres	164AL	$ 160,000
AL1523	9	Petaluma	164AL	$ 176,518
AL1524	9	Clovis	164AL	$ 300,000
AL1525	9	Hayward	164AL	$ 203,855
AL1527	9	Daly City	164AL	$ 177,136
AL1529	9	El Dorado County	164AL	$ 99,000
AL1531	9	San Francisco City/County	164AL	$ 250,000
AL1539	9	Siskiyou County	164AL	$ 62,000
AL1540	9	Marysville	164AL	$ 85,000
AL1543	9	Salinas	164AL	$ 200,000
AL1553	9	Santa Clara County	164AL	$ 263,000
AL1556	9	Contra Costa County	164AL	$ 132,162
AL1557	9	Auburn	164AL	$ 122,000
			Total	**$ 22,980,375**

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Description
AL1554	4	Santa Cruz County Santa Cruz County Comprehensive Traffic Safety Youth and Community Education and Prevention Project Santa Cruz County Health Services Agency will implement a comprehensive grant project addressing the focus areas of Alcohol- and Drug-Impaired Driving, Distracted Driving, Occupant Protection, and Bike/Pedestrian Safety. OTS rankings and other traffic-related collision data have shown a high rate of total injuries/fatalities for Santa Cruz County when compared to other counties in the state. This grant will build upon and strengthen interagency collaboration with local law enforcement and other partners to implement programs including an Impaired/Distracted Driving campaign, trainings for DRE, Friday Night Live, Impact Teen Drivers presentations, bike and pedestrian safety, community outreach, CPS technicians, and distribution of child safety seats and bike helmets.
AL1519	3	California Department of Alcoholic Beverage Control Combined Responsibility to Educate and Eliminate Drunk Driving ABC will partner with MADD to expand upon their efforts to educate and bring awareness to California communities of the human toll alcohol-related crashes takes throughout California. This grant will assist to continue to unite MADD with law enforcement agencies focused on the same campaign of intolerance to DUI and underage drinking.

Grant	Task	Agency/Title/Description
AL1521	3	California Department of Alcoholic Beverage Control Teen Alcohol Enforcement Program ABC expands its efforts to achieve the ongoing goal of reducing youth access to alcohol by combining enforcement operations, training, and education programs. Minor Decoy and Shoulder Tap operations will be conducted at retail and non-retail alcohol outlets throughout the state. Enforcement/training grants will be awarded to local law enforcement agencies to conduct these types of operations within their own jurisdictions. TRACE protocol trainings and investigations will continue as an effective deterrent for underage drinking and drunk driving. Free LEAD training will be available to licensees. IMPACT/ROSTF inspections will conduct at retail outlets and Trapdoor operations will continue under this grant.
AL1532	3	California Highway Patrol DUI Warrant Service Team Effort (WASTE) V CHP will implement a statewide grant focusing on serving outstanding DUI warrants. Many individuals are arrested for DUI and enter the legal process to be held accountable. Some either fail to appear in court or fail to pay associated fines. Arrest warrants are issued for these individuals; however, due to limited resources, many warrants are not served. Subsequently, these offenders may drive with impunity, often while under the influence of alcohol, without fear of reprisal. This grant will provide Warrant Service Program training for additional uniformed staff and warrant service operations. Areas of focus will be determined by statistical data to identify counties with a high number of outstanding DUI warrants.
AL1534	3	California Highway Patrol Reducing Impaired Driving (RID) CHP will implement a 12-month statewide grant to combat fatal/injury collisions attributed to DUI. Grant activities include sobriety/driver license checkpoints, DUI task force operations, proactive DUI patrol operations, and a broad public awareness campaign in an effort to decrease the number of alcohol-involved fatal and injury collisions and associated victims on California's roadways.
AL1535	3	California Highway Patrol Regional Campaign Against Impaired Drivers CHP will conduct a 12-month grant project to reduce the number of victims killed and injured in reportable traffic collisions where the PCF is DUI and DUID in the CHP Bakersfield and Monterey Areas. The areas were selected based on 2009-2011 and available 2012 data from SWITRS. This grant includes enhanced enforcement and a public education campaign to raise awareness on the dangers of DUI, and initiate changes in driver behavior toward abuse of alcohol and/or drugs. Local task forces will be formed to identify issues in each area, suggest solutions, and implement short-and long-term solutions for reducing the number of reportable traffic collisions where the PCF is DUI of alcohol and/or drugs.
AL1522	4	Tulare County Office of Education California Friday Night Live Program - Driving the Revolution: Paving the Way to a Safer California The Friday Night Live Partnership will ignite a revolution for change in traffic safety attitudes throughout the state. This movement will take shape through statewide data collection, extensive media outreach, youth and adult participant and parent trainings, as well as statewide collaboration and networking between traffic safety advocates.

Grant	Task	Agency/Title/Description
AL1528	4	Shasta County Public Health Department Shasta Teen Drive Aware and Unimpaired Shasta Teen Drive Aware and Unimpaired will be a countywide high school education program that will educate teens about the dangers and consequences of impaired and distracted driving. The program will urge teens to drive responsibly. This will be done through educational programming and dissemination of messages to teens and their parents. The program will provide education related to teen driver safety, with a focus on DUI, distracted driving prevention, and drug-impaired driving prevention. Activities will include a Real DUI Sentencing assembly, traffic safety presentations, education through community events, educational campaigns, traffic safety events, educational events on high school campuses, a crashed car tour to local high schools, and extending messages of safe driving habits to students before they reach driving age.
AL1536	4	California Highway Patrol Teen Choices 7 CHP Will publicize the Every 15 Minutes (E15M) program, Sober Graduation events, and other CHP alcohol-reduction education programs by conducting informational presentations to high schools, community-based organizations, local law enforcement, fire departments, and/or health departments in California. The CHP will facilitate E15M programs, as well as Sober Graduation events and other CHP alcohol-reduction education programs to schools unable to participate in the full E15M program, and distribute educational materials emphasizing the consequences of drinking and driving.
AL1537	4	California Highway Patrol Temecula Area Arrive Alive CHP, Temecula Area will implement a 12-month grant to reduce the number of alcohol-involved traffic collisions within the CHP Temecula Area jurisdiction. In addition, the Area proposes to reduce the number of fatal and injury traffic collisions caused by PCF violations. These goals will be accomplished by conducting proactive DUI and PCF enforcement patrols, and providing traffic safety education presentations.
AL1547	4	Santa Clara County Countywide Impaired Driving Education and Prevention Program The Santa Clara County Public Health Department will partner with local stakeholders to address community traffic safety concerns posed by impaired drivers. Grant activities will include education and enforcement strategies. Programming activities will involve traffic safety partners in education, business, media, law enforcement, and community groups.
AL1549	4	Riverside County Youth Alcohol-Impaired Driver Program The County of Riverside Department of Public Health, Injury Prevention Services (IPS) seeks to reduce the number of residents killed or injured due to an alcohol-impaired underage driver. The program focuses on 1) establishing a Students Taking Action (STA) awareness program at six selected high school campuses, 2) training student facilitators to create awareness campaigns around the issues of underage alcohol-impaired collisions, and 3) conduct meaningful awareness campaigns educating youth on the dangers of poor choices and their consequences when driving after drinking and/or riding with an impaired driver.

Grant	Task	Agency/Title/Description
AL1550	4	Bakersfield A Life Interrupted The teen alcohol prevention and careless program "A Life Interrupted" is designed to deliver true stories involving teens throughout our community that have lost their lives due to the senseless and preventable acts of DUI. Funding for this program will allow the Bakersfield Police Department to present the program at schools in an effort to educate teens and bring about public awareness to this danger on our roadways.
AL1551	4	The Regents of the University of California, Berkeley Campus RADD California College DUI Awareness Project This grant will combine university and community outreach through campus-led DUI prevention efforts and business-led community solutions. The program will use environmental and marketing strategies to reduce alcohol-related motor vehicle deaths and injuries among individuals 18-34 years of age throughout California, with special emphasis on young males ages 20-28. The goals of this project are to 1) increase campus and community training opportunities on evidence-based strategies to address impaired driving, 2) increase resources and support to help campuses, participating establishments, and hospitality zones effectively address impaired driving, and 3) increase exposure to messages that promote alternatives to impaired driving to student and others, primarily males ages 20-28 in surrounding communities.
AL1552	4	The Regents of the University of California, Berkeley Campus Teens in the Driver Seat (TDS) The program will maintain and distribute teen education outreach materials at no less than 50 schools reaching 85,000 students and to provide ongoing support and coordination to these schools in order to accomplish a diverse geographic and rural urban mix of deployment throughout California. Follow-up activity support and coordination to participating high schools, will reach at least 85,000 students to ensure continued TDS deployment.
AL1547	4	Santa Clara County Countywide Teen Impaired Driving Education and Prevention Program The Santa Clara County Public Health Department will partner with local stakeholders to address community traffic safety concerns posed by impaired drivers. Grant activities will include teen education and enforcement strategies. Programming activities will involve traffic safety partners in education, business, media, law enforcement, and community groups.
AL1526	5	San Joaquin County Superior Court San Joaquin County DUI Court Program This grant will support an existing DUI Court Program in San Joaquin County designed to prohibit repeat DUI offenders from re-offending. The goal of this program is to reduce recidivism among impaired drivers thereby reducing alcohol and/or drug-involved collisions, injuries and fatalities. The DUI Court provides an intensive program utilizing judicial supervision, drug/alcohol testing, mandated treatment when needed, and the use of incentives and sanctions to make behavior changes. Collaboration with law enforcement and a multi-cultural awareness program complete the DUI Court program.

Grant	Task	Agency/Title/Description
AL1514	6	California Department of Motor Vehicles DUI Hot List Continuation and Monitoring Project DMV will implement a grant that will include the following: (a) design, develop, user-test, and implement a new web application to distribute the Hot Lists that removes the need for DMV Research and Development to "pre-process" the lists for law enforcement, but retains their current user-friendly functionality; (b) expand the Hot List program to include up to 50 participating agencies; (c) continue to provide access to the Hot Lists of suspended and revoked multiple DUI offenders updated at least bimonthly and provide support, encouragement, monitoring, and suggestions for improved use of the Hot List for the existing participating law enforcement agencies working under the old data access process; (d) encourage agencies to collaborate and organize increased enforcement or intervention efforts using the Hot Lists; (e) establish a unique Governmental Requester Code system authorizing the participating agencies to use the new Hot List web application to access data; (f) identify initial barriers to data retrieval or other problems with using the new Hot List web application and request changes as necessary; (g) provide DMV-guidance and assistance regarding establishing access to, and retrieval of the Hot Lists to the larger number of agencies under the new web application; and (h) begin collecting and responding to law enforcement feedback to help ensure continued high rates of enforcement efforts using the Hot Lists.

OTS places a high priority on funding cities with the most significant DUI problems. As shown below, nearly all the Top 50 DUI Cities have received a STEP grant that includes DUI checkpoints.

Top 50 DUI Cities		2011 Fatalities & Injuries	Number of DUI Checkpoints
1	Los Angeles	2,394	160
2	San Diego	656	56
3	San Jose	387	2
4	San Francisco	354	16
5	Sacramento	315	20
6	Bakersfield	204	20
7	Fresno	189	60
8	Anaheim	184	10
9	Long Beach	173	10
10	Huntington Beach	164	8
11	Oakland	134	5
12	Santa Ana	128	22
13	Chula Vista	123	24
14	Oceanside	120	10
15	Ontario	119	24
16	Riverside	112	9
17	Modesto	112	18
18	San Bernardino	110	15
19	Stockton	109	12
20	Oxnard	109	12
21	Santa Rosa	102	8
22	Garden Grove	100	8
23	Santa Barbara	94	24

Top 50 DUI Cities		2011 Fatalities & Injuries	Number of DUI Checkpoints
24	Escondido	92	14
25	Moreno Valley	89	18
26	Costa Mesa	86	7
27	Santa Monica	85	6
28	Orange	80	12
29	Pomona	79	16
30	Downey	74	4
31	Santa Maria	72	22
32	Fullerton	71	5
33	West Covina	69	2
34	Newport Beach	69	6
35	Santa Clarita	68	6
36	Berkeley	67	4
37	Fremont	65	*
38	Perris	65	3
39	Elk Grove	64	4
40	Palmdale	64	6
41	El Cajon	63	*
42	Fontana	60	16
43	Hayward	57	4
44	Roseville	57	2
45	Buena Park	57	*
46	Palm Springs	57	8
47	Ventura	54	7
48	Lancaster	53	6
49	West Hollywood	53	6
50	Gardena	52	10
50	Hawthorne	52	6
50	Redding	52	6
50	Whittier	52	10

*cities did not apply for funding

DISTRACTED DRIVING

PROGRAM OVERVIEW

National Research

In the 21st century driver distraction has emerged as a new and significant traffic safety concern. Distractions are not new; however, the number and complexities of distractions has increased substantially. [1] Distractions can be visual, manual, and/or cognitive. Cell phone use and texting are the most commonly discussed forms of driver distraction, but all of the following activities can also be considered potentially distracting: eating or drinking; adjusting vehicle controls (radio, A/C); interacting with passengers; grooming; using electronic devices (PDA, smart phone, iPod, computer, GPS navigation unit); and using in-vehicle technology. While numerous potential distractions exist for drivers, there is broad recognition that technological distractions, particularly talking and texting on cell phones, represent a primary and growing concern. The problem promises only to grow, as portable electronic devices become more accessible, specialized, or specifically manufactured for use in motor vehicles, and their use becomes ubiquitous.

Public awareness of the dangers of mobile phone use and driving suggests a conflict between public perception of the dangers associated with mobile phone use, and the behavior, or use, of mobile phones. While most drivers have reported it is unacceptable for drivers to talk on handheld phones, to send a text message or e-mail, most also reported engaging in this behavior. [2] There is also a lack of understanding about the difference between handheld and hands-free use of mobile phones. The same American Automobile Association Foundation for Traffic Safety (AAAFTS) study reported that while 71 percent of drivers believed it was unacceptable to talk on handheld phones and drive, only 38 percent believed it was unacceptable to talk on hands-free phones and drive. The National Safety Council (NSC) has released a report, however, that says that research has not identified that hands-free phones offer safety benefits. Problems such as inattention blindness, slowed reaction and response times, and weaving among lanes of traffic are associated with both hands-free and handheld phones. [3]

With the significant market penetration of mobile phones over the last 15 years [4], the percentage of drivers talking and texting on cell phones continues to increase rapidly, although estimates of the magnitude of distracted driving and associated crashes vary due to the difficulty of identifying distracted driving and attributing crashes to it. The estimated proportion of crashes and/or near-crashes attributed at least in part to distracted driving (excluding drowsy driving) varies from 16 percent to 22 percent. [5] Table 1 provides a breakdown of fatal crashes, drivers, and fatalities in crashes involving driver distraction by year in the U.S. between 2004 and 2009.

In a recent survey of 1,219 drivers age 18 and over conducted by the Insurance Institute for Highway Safety, over 40 percent of drivers said they talked on the phone while driving "at least a few times per week" and 19 percent reported they talked on the phone while driving every day. [6] In recent years, government groups and researchers have reported on the involvement of driver distraction in crashes.

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[1]Regan, Lee & Young (2008), *Driver Distraction: Theory, Effects, and Mitigation: CRC Press*
[2]http://www.aaafoundation.org/pdf/distraction.pdf
[3]National Safety Council. *Understanding the Distracted Brain.* March 2010. http://www.nsc.org/safety_road/Distracted_Driving/Documents/Dstrct_Drvng_White_Paper_Fnl%282%29.pdf
[4]National Safety Council. *Understanding the Distracted Brain.* March 2010. http://www.nsc.org/safety_road/Distracted_Driving/Documents/Dstrct_Drvng_White_Paper_Fnl%282%29.pdf
[5]NHTSA, *Traffic Safety Facts. An Examination of Driver Distraction as Recorded in NHTSA Databases.* September 2009, DOT HS 811 216. http://www-nrd.nhtsa.dot.gov/Pubs/811216.pdf
[6] IIHS, Phoning While Driving, Feb. 27, 2010

NHTSA reports, for example, that young drivers under age 20 represent the age group with the greatest proportion of distracted drivers — 16 percent of all under-20 drivers in fatal crashes were reported to have been distracted while driving. [7] A recent study on Australian young drivers aged 17-24 suggests that a multi-strategy approach including norm change is likely to be useful in attempts to reduce the incidence of risky driving behaviors. [8]

Using cell phones has been differentiated from talking with in-vehicle passengers. In traffic, passengers have been observed to suppress and modulate conversation, and to provide warning of impending hazards, whereas the lack of conversation suppression and alerting comments while using cell phones are believed to contribute significantly to reduced driver performance. In addition, the practice of hands-free cell phone use is still highly dangerous due to "inattention blindness," where users are unable to properly mentally process the complicated tasks involved in driving at the same time they are engaged in a cell phone conversation.

California Vehicle Codes applying to distracted driving include §23123, §23123.5, and §23124. Current law prohibits handheld use of cell phones while driving, as well as use of wireless electronic devices while driving, and prohibit drivers under age 18 from using handheld or hand-free cellular phones while driving. It is difficult, though, for police to enforce these laws since distractions are difficult to observe from outside of the vehicle. Further, it is challenging for investigators to identify sources of distraction that were present during a crash. Drivers may purposely not report behavior accurately, or may be incapacitated or deceased.

Fatal Crashes, Drivers, and Fatalities In Crashes Involving Driver Distraction by Year (FARS)						
Year	Overall			Distraction		
	Crashes	Drivers	Fatal	Crashes	Drivers	Fatal
2004	38,444	58,395	42,836	4,409 (11%)	4,672 (8%)	4,978 (12%)
2005	39,252	59,220	43,510	4,117 (10%)	4,309 (7%)	4,572 (11%)
2006	38,684	57,846	42,708	5,323 (14%)	5,536 (10%)	5,917 (14%)
2007	37,435	56,019	41,259	5,398 (14%)	5,623 (10%)	5,988 (15%)
2008	34,017	50,186	37,261	5,501 (16%)	5,501 (11%)	5,870 (16%)
2009	30,797	45,230	33,808	4,898 (16%)	5,084 (11%)	5,474 (16%)
2010	30,196	44,440	32,885	2,843 (9%)	2,912 (7%)	3,092 (9%)
2011	29,757	43,668	32,367	3,020 (10%)	3,085 (7%)	3,331 (10%)
2012	30,800	45,337	33,561	3,050 (10%)	3,119 (7%)	3,328 (10%)

California's Statewide Traffic Safety Survey

As part of the July 2013 intercept interviews, a number of questions were asked relating to distracted driving. The most common response to the question of the biggest safety problem was distracted driving via talking on cell phones. Drivers in Southern California were more likely than drivers in both Northern and Central California to cite texting as the biggest safety issue. Additionally, respondents over age 35 were significantly more likely to state that being distracted by talking on a cell phone was a serious traffic safety issue. The following results are summarized:

- Cell phone conversations (handheld or hands-free) were cited as the most serious distraction for drivers.
- Forty-four percent said that they still talked on a handheld cell phone while driving in the past 30 days.

[7] NHTSA, *Traffic Safety Facts. An Examination of Driver Distraction as Recorded in NHTSA Databases.* September 2009, *DOT* HS 811 216. http://www-nrd.nhtsa.dot.gov/Pubs/811216.pdf

[8] Nemme and White, 2010, Texting while driving: Psychosocial influences on young people's texting intentions and behavior, *Accident Analysis & Prevention*, In Press

- More than 60 percent of survey participants indicated that they talked on a hands-free cell phone while driving during the past 30 days, despite the evidence that it is no safer than handheld.

- Thirty-three percent continue to text or e-mail while driving despite the known dangers and laws

- A total of 33.8 percent of respondents indicated they talk less on cell phones since the hands-free law went into effect.

- Roughly 35 percent of participants indicated that they had made a mistake while talking on a cell phone while driving.

- Sixty-two percent reported having been hit or nearly hit by a driver who was talking or texting on a cell phone.

California's Statewide Observational Survey of Cell Phone and Texting Use Among California Drivers

In March 2014, California conducted the fourth annual observational survey of cell phone and texting use by drivers. The percentage of drivers actively using cell phones at any one time across the state dropped to its lowest point since counting began in 2011. Those observed either manipulating or talking on a cell phone, handheld or hands-free, dropped from 7.4 percent in 2013 to 6.6 percent in 2014. The figures are considered the lowest end probable due to the inherent difficulty in observing the more subtle cell phone behaviors, especially texting and hands-free talking. Researchers conducted observations of over 5600 vehicles at 128 intersections in 17 counties and found the following:

- Phone-to-ear ……. 1.1%

- Manipulating Handheld …….. 2.2%

- Talking on Handheld …….. 0.7%

- Talking w/headset or Bluetooth … 2.6%

SHSP Action Items
Challenge Area 17: Reduce Distracted Driving

In coordination with federal, state, local and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed four action items during 2008 – 2013. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

High Visibility Enforcement

- Fund law enforcement agencies to enforce distracted driving laws.

- Enlist the assistance of over 265 local law enforcement agencies to conduct "zero tolerance" enforcement operations during the entire month of April.

- Conduct an extensive multifaceted, multimedia public awareness campaign during National Distracted Driving Awareness month.

- Partner with Caltrans to illuminate "It's Not Worth It" on all 625 fixed freeway changeable message signs during April's Distracted Driving Awareness Month.

Education

- Fund "Impact Teen Drivers" through a CHP grant that provides education to teens.

- Educate teens, parents, and employees not to call their family or friends when they know the recipient is driving and to include a distracted driving message to their no answer voice mail greeting such as, *I'm either driving or away from the phone right now."* Additionally, encourage parents, caregivers, and others who drive children to be proper role models and not use their cell phones while driving.

- Fund "Just Drive-Take Action against Distraction" through the University of California, San Diego that provides education to businesses and organizations as part of employee safety and wellness.

Other

- Contract with a research firm to conduct the Annual Cell Phone and Texting Observational Survey.

Funded Grant Goals

- To reduce fatal collisions involving drivers using handheld cell phones.

- To reduce injury collisions involving drivers using handheld cell phones.

TASKS

Task 1 - Program Development and Administrative Coordination
This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2015 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, or educational meetings or conferences.

Task 2 - Enforcement, Public Education and Public Information
This task provides funding for statewide public information, education, and media campaign focusing on the dangers of distracted driving, texting, and using a cell phone while driving. In addition, an effort will be geared towards teen drivers.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
DD1501	2	California Highway Patrol	405b DD	$ 450,000
DD1502	2	California Highway Patrol	405b DD	$ 438,000
DD1503	3	University of California, San Diego	405b DD	$ 176,584
			Total	**$ 1,064,584**

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Description
DD1501	2	California Highway Patrol Adult Distracted Drivers V CHP will conduct a statewide enforcement and education campaign designed to bring distracted driving behaviors to the attention of the motoring public. This grant will also include traffic safety presentations to help educate the public on different types of distractions. Distractions that frequently and negatively affect driving ability include: interacting with passengers/pets, using cell phones, eating, smoking, attending to personal hygiene, reading, and manipulating electronic equipment.
DD1502	2	California Highway Patrol Teen Distracted Drivers Education and Enforcement (TDDEE) IV CHP will implement a 12-month statewide grant focusing on distracted driving among teens. The grant will provide enhanced enforcement and a broad public awareness and education campaign. Teen drivers are increasingly distracted by mobile devices such as cell phones (and associated texting), causing collisions, injuries, and fatalities. More than two-thirds of all fatal teen collisions nationwide are directly related to distracted driving. This program will contract with a teen driver safety education group to provide presentations to stakeholders, conduct a broad media campaign to educate teen drivers on the dangers of distracted driving, and partner with stakeholder groups (including teachers, parents, and teen groups) to enhance community involvement.
DD1503	3	University of California, San Diego Worksite Intervention to Reduce Cell Phone Distracted Driving This grant aims to reduce cell phone distracted driving among commercial and non-commercial drivers in San Diego County through educational courses delivered in the workplace. A one-hour curriculum will focus on the dangers of driving distracted as well as provide practical and feasible measures to reduce these behaviors. The course will be delivered to agencies representing county government, private corporations, and education. A secondary activity will provide technical assistance to organizations on the development of cell phone policies in the workplace.

Note: All law enforcement agencies with STEP grants in the Police Traffic Services Section will participate in the "National Distracted Driving Awareness Month" campaign as well as conduct operations throughout the year.

DRUG-IMPAIRED DRIVING

PROGRAM OVERVIEW

According to the NHTSA 2007 National Roadside Survey, more than 16 percent of weekend, nighttime drivers tested positive for illegal, prescription, or over-the-counter drugs. More than 11 percent tested positive for illicit drugs. An additional NHTSA 2009 study tested fatally injured drivers and found that nationally 18 percent tested positive for at least one illicit, prescription, or over-the-counter drug. This is an increase from a 2005 NHTSA study that found that 13 percent of fatally injured drivers tested positive for at least one drug type. The study also found that 23 percent of California's 1,678 fatally injured drivers in 2009 tested positive for drugs. Of the fatally injured drivers tested for drugs in 2012 in California, 30 percent tested positive.

In 2012, California developed and conducted a Statewide Roadside Survey of Alcohol and Drugs Use by Drivers throughout California that collected data on the alcohol and drug use by drivers using the NHTSA 2007 National Roadside Survey of Alcohol and Drugs Use by Drivers methodology. The survey involved randomly stopping nighttime, weekend drivers in nine selected cities in California. Sites within the survey cities were selected through a stratified random sampling procedure. The survey provided first-time, statewide data results for California to assist in the reduction of drivers who operate a motor vehicle while impaired. Survey findings showed that of the 1,313 subjects who voluntarily provided oral fluid, 14 percent tested positive for drugs that could cause impairment, and 7.4 percent tested positive for delta-9-tetrahydrocannabinol (THC), the active ingredient in marijuana. In addition, 7.3 percent tested positive for alcohol, but with only 1.7 percent testing for a BAC of .05 and above. Survey results will assist in evaluating the relative risk of being responsible for a fatal crash while DUI or DUID. The survey will also provide data on the prevalence of such drivers within the driving population, and the corresponding share of fatal crashes. The need for future surveys in California will be evaluated at a later date due to negative perceptions by drivers and privacy interest groups that contend the survey violates privacy rights and is an intrusion of privacy.

As is the case in California, several studies and research projects in specific regions of the U.S. indicate that marijuana is the most prevalent illegal drug detected in impaired drivers, fatally injured drivers, and vehicle crash victims. Other prevalent drugs include benzodiazepines, cocaine, opiates, and amphetamines. How do drugs – illegal, prescription, and over-the-counter – affect the brain that makes driving a hazard? Drugs can alter perception, attention, balance, coordination, reaction time, and other faculties crucial for operating a motor vehicle. Of course, there are a variety of factors to consider: time, quantity, and frequency of consumption by the user, the type of drug(s), etc. Several studies on the affects of marijuana have indicated that the drug negatively affects a driver's attention and their perception of time and speed. When marijuana is combined with alcohol, driving impairment increases significantly. Unfortunately, several studies have found that a high number of drivers who test positive for alcohol also test positive for THC.

Drugged drivers often go undetected due to the lack of officer confidence in recognizing the signs and symptoms of such drivers, and/or knowing when to bring a DRE into the investigation. The Advanced Roadside Impaired Driving Enforcement (ARIDE) program provides a general knowledge related to drug-impaired driving, and serves as the bridge between SFST and the DRE program.

No other initiative in highway safety has the potential for saving lives and reducing costs from crashes that is equal to that of dealing with the drugged driving problem. Furthermore, a major effort to address the drugged driving problem will have a significant effect on the demand for drugs and on drug use in the United States. Dealing with drugged driving provides a major new path into treatment and recovery for millions of people. Addressing drugged driving therefore provides a tremendous opportunity to assist people who have problems with drug abuse and addiction confront and overcome those problems. This is the case with alcohol, and can become the case with drugs.

SHSP Action Items
Challenge Area 1: Reduce Impaired Driving Related Fatalities

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed two action items during 2008-2013. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

- Increase the number of certified DRE's statewide, and recertify DRE's as necessary.
- Fund alcohol wet lab and field certification training for POST DRE Academies.
- Fund a minimum of 60 basic SFST classes, training at least 800 law enforcement personnel, and a minimum of two SFST instructor classes, training at least 30 law enforcement personnel.
- Fund a minimum of ten DRE classes, training at least 400 law enforcement personnel, and a minimum of four DRE instructor classes, training at least 40 law enforcement personnel.
- Fund a minimum of 100 ARIDE classes, training at least 1,500 law enforcement personnel.
- Fund a local area public awareness campaign on the dangers of drug-impaired driving.
- Continue funding the TSRP program.
- Provide funding for vertical prosecution grants to prosecute alcohol and drug-impaired driving cases.

TASKS

Task 1 - Program Development and Administrative Coordination
This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2015 HSP. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, or educational meetings or conferences.

Task 2 - Training
This task provides for basic and instructor SFST, ARIDE, and DRE training and certification to law enforcement officers, and Drug Impairment Training for Educational Professionals (DITEP) training to educational professionals.

Task 3 - Public Awareness
This task provides for a public awareness and education campaign on the dangers of drug-impaired driving, including illicit, prescription, and over-the-counter drugs, and the combination of these drugs with alcohol.

Task 4 - Equipment
There are currently no grants funded in this task.

Task 5 - DUID Vertical Prosecution
OTS will fund a TSRP program that provides for statewide training of prosecutors and law enforcement agencies in California. The TSRP trainings will address investigation and prosecution of DUI Drug and DUI Alcohol cases. Training will cover courtroom presentation of evidence for forensic laboratory and law enforcement witnesses, training on DUI laws and sentencing alternatives as well as improved investigation and report writing. OTS, in collaboration with the California District Attorney Association, will be conducting a Drug-Impaired Driver Training Seminar for Law Enforcement and Prosecutors in the spring. This seminar will provide traffic safety specific training to police officers and prosecutors.

OTS will fund 25 vertical prosecution grants where specialized teams will be assigned to prosecute alcohol and drug-impaired driving cases. The DUI prosecution teams will handle cases throughout each step of the criminal process. Prosecution team members will work with the TSRP to increase the capabilities of the team, the office and local law enforcement 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 prosecutor's offices will accomplish these objectives as a means to prevent impaired driving and reduce alcohol and drug-involved traffic fatalities and injuries.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
DI1515	2	California Highway Patrol	405d AL	$ 1,563,000
DI1524	3	Ventura County	405d AL	$ 162,000
DI1501	5	El Dorado County	405d AL	$ 353,263
DI1502	5	Shasta County	405d AL	$ 260,582
DI1503	5	Marin County	405d AL	$ 413,581
DI1504	5	Monterey County	405d AL	$ 404,925
DI1505	5	Calaveras County	405d AL	$ 157,820
DI1506	5	Kern County	405d AL	$ 425,889
DI1507	5	Sonoma County	405d AL	$ 421,312
DI1508	5	Stanislaus County	405d AL	$ 346,802
DI1509	5	Placer County	405d AL	$ 332,464
DI1510	5	Fresno County District Attorney's Office	405d AL	$ 800,000
DI1511	5	Yolo County	405d AL	$ 184,073
DI1512	5	Sacramento County	405d AL	$ 993,000
DI1513	5	Orange County	405d AL	$ 764,758
DI1514	5	Glenn County	405d AL	$ 174,137
DI1516	5	San Bernardino County	405d AL	$ 196,150
DI1517	5	Lake County	405d AL	$ 228,737
DI1518	5	San Diego	405d AL	$ 263,000
DI1519	5	San Diego County	405d AL	$ 577,965
DI1520	5	Los Angeles	405d AL	$ 349,981
DI1521	5	Ventura County	405d AL	$ 360,065
DI1522	5	Riverside County	405d AL	$ 394,722
DI1523	5	Riverside County	405d AL	$ 488,280
DI1525	5	Napa County	405d AL	$ 228,441
DI1526	5	Solano County	405d AL	$ 279,334
DI1527	5	San Francisco City/County	405d AL	$ 287,624
DI1528	5	Sacramento County	405d AL	$ 1,093,431
			Total	**$ 12,505,334**

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Description
DI1515	2	California Highway Patrol Drug Recognition Evaluator Program CHP will implement a DRE statewide training project. This program will provide instructor training classes, conduct DRE and SFST instruction and certification, DITEP, and ARIDE. Funding will be used to train allied agency officers, education professionals, private companies, and CHP uniformed personnel.
DI1524	3	Ventura County The Ventura County Drugged Driving Risks & Realities Campaign The Drugged Driving Risks & Realities Campaign will use targeted messaging to deter impaired driving due to the misuse of marijuana and prescription drugs. The campaign will use multimedia and community channels to alter perceptions about 1) the local risks of drugged driving; 2) local social norms about the dangers of marijuana; illicit, prescription, and over-the-counter drugs; and the combination of these drugs with alcohol while driving; and 3) challenge local social norms about the dangers of drugged driving to de-normalize drugged driving in the target population.

NOTE: Grant funded strategies/objectives that address drug impairment are also shown in enforcement grants that are funded in the Alcohol-Impaired Driving and Police Traffic Services Program Areas. Because these grants cover more than just Drug-Impaired Driving, they do not appear in the Drug-Impaired Driving Program Area. The grant funded strategies impacting Drug-Impaired Driving include the following:

- Most all enforcement grants include overtime funding for dedicated patrols to conduct enforcement of drivers suspected to be drug- or alcohol-impaired.

- Any drug-impaired driving arrests Vehicle Code 23152(a) and other drug arrests (possession, transportation, for sale) made as the result of a checkpoint or saturation operation should be incorporated into the post-operational media release.

- Beginning January 1, 2014, data collection and reporting began for new drug-impaired driving laws under Vehicle Codes 23152(e), 23153(e) (drug only), 23152(f), and 23153(f) drug/alcohol combination.

- Overtime funding is being provided for law enforcement to conduct approximately 1,770 DUI checkpoints with a special emphasis on detecting drug-impaired drivers. Each agency receiving checkpoint funding has the following objective in their Grant Agreement: “To better identify and apprehend drug-impaired drivers in addition to alcohol-impaired drivers, it is highly recommended that all personnel assigned to staff the greeting lane of the checkpoint be DRE and/or ARIDE trained sworn officers. At the very minimum, all officers contacting drivers in the greeting lane should be SFST trained and certified.”

EMERGENCY MEDICAL SERVICES

PROGRAM OVERVIEW

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

According to 2011 SWITRS data, there were 10,607 persons in California who received severe injuries (severe wound, visible injuries, and/or complaint of pain) as a result of a motor vehicle collision. Many of these individuals required emergency medical services at the crash scene. Many of these crash victims also required specialized rescue equipment and trained personnel to extricate them from their vehicles and/or the crash scene.

Current research and the experience of emergency physicians, trauma specialists, and other EMS providers recognize that trauma patient outcomes are best when patients are identified, transported, and cared for at a medical facility within the critical "golden hour." The "golden hour" is the hour following a traumatic injury where the highest likelihood that prompt medical treatment will prevent death and is the standard used to measure effectiveness of many EMS components. A recent assessment of California's Emergency Medical Services, conducted by the Emergency Medical Services Authority (EMSA) and NHTSA, reports an effective EMS system requires and provides 1) reliable and accessible communications, 2) adequately trained personnel, 3) life saving medical and rescue equipment, 4) safe, reliable, and rapid emergency transportation, 5) public information and education, and 6) problem identification and evaluation.

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

Countermeasures and Strategies

- Provide funds for regional grants for the purchase of hydraulic and pneumatic extrication equipment.
- Promote state-certified extrication training programs.
- Promote partnerships to support and coordinate comprehensive and integrated injury control systems.
- Promote public/private partnerships.
- Promote community involvement in traffic safety.
- Provide funds for advanced training in modern rescue techniques, including new car technology and the requisite difficulties and dangers associated with airbags, hybrid vehicles, fuel cell technology, and similar high-tech automobiles and devices.

Funded Grant Goal

- To decrease the average response time for the arrival of appropriate equipment at collision sites in rural areas.

TASKS

Task 1 - Program Development and Administrative Coordination
This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2015 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - First Responder Services
Two agencies were selected to serve as host agencies for regional grants by purchasing and distributing extrication equipment to city, county, and volunteer fire departments. The goals of these grants are to improve EMS delivery to traffic collision victims and to reduce response times for the arrival of appropriate equipment to the scene and/or the extrication of collision victims.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
EM1501	2	Oxnard	405b DD	$ 197,100
EM1502	2	Albany	405b OP	$ 339,000
			Total	**$ 536,100**

MOTORCYCLE SAFETY

PROGRAM OVERVIEW

In 2009, motorcycle fatalities decreased for the first time since 1998, marking the end to an 11-year, 175 percent increase. Motorcycle fatalities decreased 10.7 percent from 394 in 2009 to 352 in 2010, while motorcycle registrations decreased less than 1 percent from 809,129 in 2009 to 808,634 in 2010. In 2011, 414 motorcycle riders were killed in California, a 15 percent increase from 2010 and ending the two-year trend of reduced fatalities. In 2012, we saw a slight increase of 5 percent, to 435 riders killed, compared to 2011.

Pursuant to California Vehicle Code Section 2930-2935, the CHP Commissioner has been responsible for administering the California Motorcyclist Safety Program (CMSP), the state's official novice motorcycle safety training program, since July 1987. As such, the CHP currently contracts with the Motorcycle Safety Foundation to deliver the CMSP. CMSP currently operates 133 ranges. Since inception, CMSP has trained 912,840 students. In 2013, 62,074 riders were trained, a slight drop from the 63,942 trained in 2012.

Pursuant to state statute, funding for motorcycle safety training is consistently available on an annual basis; $2 from every motorcycle registration is placed into the California Motorcyclist Safety Fund (CMSF). The CHP receives an annual legislative appropriation of $2,350,000 from the CMSF to operate the CMSP. An additional amount of $250,000 from the State Penalty Assessment Fund is deposited into the CMSF for CMSP operation.

OTS is currently a member of CMSP Advisory Committee chaired by CHP. The committee acts in an advisory capacity for the CMSP which is a statewide motorcycle rider training program. OTS liaisons with motorcycle rights organizations and other motorcycle stakeholders to develop strategies and to distribute information about the state's motorcycle safety efforts.

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

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

SHSP Action Items
Challenge Area 12: Improve Motorcycle Safety

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed 16 action items during 2008-2013. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee. The following new action items are awaiting SHSP Executive Committee approval, or have been approved and are at various stages of implementation:

- Conduct motorcycle helmet exchange to reduce the use of non-DOT-compliant helmets and survey previous and current participants to evaluate the effectiveness of the pilot exchange program. (SHSP Action 12.19 pending approval)

- Determine injury and medical outcomes of collision-involved California motorcyclists, related to helmet type, lane-splitting, and other characteristics. (Draft SHSP Action 12.20 pending approval)

- Develop collision maps and data tables to identify and improve safety at locations with high concentrations of motorcycle collisions and to help agencies understand local motorcycle collision characteristics and target countermeasures. (Draft SHSP Action 12.21 pending approval)

Countermeasures and Strategies

- Continue public awareness efforts including outreach at a variety of motorcycle events providing information about training, DOT-compliant helmets and other protective gear, as well as safe and sober riding.

- Conduct highly publicized motorcycle safety enforcement operations targeting impaired driving and riding, as well as PCF violations by riders and other vehicle drivers that contribute to motorcycle collisions. Every motorcycle safety enforcement operation will be accompanied by earned-media efforts that will inform the public of the enforcement operation and increase awareness about motorcycle safety.

- Conduct a statewide survey of the opinions and behaviors of California motorcycle riders and other vehicle drivers regarding motorcycle lane splitting. The 2014 survey results will be examined to measure the impact of the public awareness efforts.

- Develop collision maps and data tables using SWITRS data for dissemination to the public and to state and local governments in California and to motorcycle safety stakeholders. The maps and tables will be produced for each of the 58 California counties and the 75 most populous cities in the state, and will assist state and local agencies to choose approaches to address the motorcycle collision problem in their community.

TASKS

Task 1 - Program Development and Administrative Coordination
This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2015 HSP. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, or educational meetings, or conferences.

Task 2 - Motorcycle Program Analysis and Evaluation
This task provides for comprehensive evaluation of motorcycle programs in order to improve and develop effective countermeasures to reach the increasing population of motorcyclists. Additionally, this task provides for enhanced enforcement; public awareness campaigns to increase driver awareness of motorcyclists; and to increase rider awareness of proper helmets, safety gear, and safe and sober riding. Further, technical support will be funded to collect additional motorcycle data and analysis to assist in the development of educational materials related to alcohol use, helmet use choice, and lane splitting.

Task 3 - Enforcement
This task provides for highly publicized motorcycle safety enforcement operations targeting highway corridors and areas associated with significant motorcycle traffic.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
MC1501	2	The Regents of the University of California, Berkeley Campus	405c TR	$ 245,314
MC1502	3	California Highway Patrol	402MC	$ 500,000
			405f MC	$ 500,000
			Total	**$ 1,245,314**

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Description
MC1501	2	The Regents of the University of California, Berkeley Campus Motorcycle Collision Injury Outcomes Project II This grant serves as the second year of a two year project that will (1) evaluate helmet exchange programs as an approach to improving proper helmet use in the state, (2) provide tools for local California jurisdictions to allow them to tailor enforcement and other safety programs to their community's collision trends, and (3) evaluate the role that helmet type, motorcycle lane splitting, and the use of reflective gear play in collision outcomes, including injury location and severity, brain and facial injury, and hospitalization charges. The focus of Year 2 is the linkage of hospital outcome data to data from the Enhanced Motorcycle Collision Data Project and the analysis and reporting of the resulting data set. The project will inform the efforts in California to mitigate the problem of motorcycle collision-related death and injury.
MC1502	3	California Highway Patrol California Motorcycle Safety Enforcement and Education IV CHP will implement a 12-month statewide grant project to reduce motorcycle-involved collisions, and motorcyclist fatalities and injuries. To maximize enforcement efforts, each CHP Division will identify and concentrate on problematic routes within their respective Areas where motorcycle-involved collisions are the highest. Strategies include greatly enhanced enforcement and a public awareness campaign (media campaign, safety presentations, educational materials, etc.)

Note: The following police departments will be conducting motorcycle safety operations in their STEP grants.

Top 50 Motorcycle Cities		2011 Fatalities & Injuries	Number of Highly Publicized Motorcycle Safety and DUI Enforcement Operations
1	Los Angeles	1,045	16
2	San Francisco	299	2
3	San Diego	202	10
4	Sacramento	106	4
5	Oakland	90	4
6	Long Beach	74	10
7	Oceanside	70	4
8	Bakersfield	68	15
9	Fresno	55	10
10	Huntington Beach	54	4
11	Anaheim	49	2
12	San Bernardino	49	14
13	Santa Rosa	49	6
14	Santa Monica	47	4
15	Riverside	46	5
16	Santa Ana	45	2
17	Stockton	45	10
18	Redding	42	20

Top 50 Motorcycle Cities		2011 Fatalities & Injuries	Number of Highly Publicized Motorcycle Safety and DUI Enforcement Operations
19	Escondido	41	2
20	Costa Mesa	38	1
21	Modesto	38	6
22	Pasadena	37	3
23	Berkeley	36	6
24	Chula Vista	36	3
25	Orange	33	2
26	Fullerton	32	1
27	West Hollywood	31	4
28	Glendale	30	2
29	Novato	30	6
30	El Cajon	29	*
31	Pomona	29	15
32	Santa Clarita	27	4
33	Palm Springs	26	8
34	Irvine	25	6
35	Temecula	25	4
36	Citrus Heights	24	4
37	La Habra	24	1
38	Fremont	23	*
39	Malibu	23	4
40	Garden Grove	22	2
41	Hayward	22	10
42	Moreno Valley	22	2
43	Redondo Beach	22	2
44	San Jose	21	2
45	Inglewood	21	2
46	Palmdale	21	4
47	Westminster	21	4
48	Whittier	21	4
49	Fairfield	20	4
50	Lancaster	20	4
50	Livermore	20	6
50	Merced	20	6

*****cities did not apply for funding

OCCUPANT PROTECTION

PROGRAM OVERVIEW

California's population grew less than 1 percent between January 1, 2012 and January 1, 2013 (California DOF 2013 Demographic Report). This represents 297,667 new residents during the calendar year and continues the pattern of modest growth rates over the past few years. The current growth rate of 0.90 percent is about the same as last year's population growth. OTS continues much-needed funding to keep up with the new population totals, provide an ongoing effective occupant protection program that assures the public is educated and motivated to use seat belts and child safety seats on every ride. A combination of legislative mandates, enforcement, public information campaigns, education, and incentives are necessary to achieve significant, lasting increases in occupant restraint usage.

The fine for not wearing a seat belt or a driver allowing an unrestrained passenger is approximately $162 for a first offense and $285 for a second offense. Child passenger restraint violations are $490 for a first offense and $1,105 for a second offense.

Seat Belts

California's 2013 seat belt use rate is 97.4 percent (August 2013), this represents 37.2 million persons wearing seat belts. NHTSA estimates that 1,194 Californian lives were saved at the current seat belt use rate. However, the fact remains that 1 million Californians are not utilizing restraint systems, and are therefore, at higher risk for death or injury if involved in a collision. In California, the percent of restrained passenger vehicle occupant fatalities (all seat positions) increased from 64 percent in 2011 to 67 percent in 2012. California is much better than the national average of 48 percent and no state is better than California. NHTSA estimates that about half or 241 of the 483 known unrestrained fatalities would be alive today had they simply buckled up.

In 2013, California conducted its ninth teen statewide seat belt observational survey. The 2013 teen seat belt survey use rate is 96.9 percent, up from 96.1 percent in 2012. While the teen seat belt compliance rate has increased 10.3 percentage points since the first survey in 2004 with a rate of 86.6, more efforts need to be focused on that population. In 2012, the percent of unrestrained passenger vehicle occupant "teenaged" fatalities was 38 percent. Since restraints are about 50 percent effective in preventing a fatality, NHTSA estimates that half or 25 of the 50 teens would be alive today had they simply buckled up.

Persons considered "high-risk," (e.g., teens, non-English speakers, and those in the lower socioeconomic classes) remain involved in a disproportionate number of fatal and injury collisions. The rich diversity that typifies many communities in California contributes to the vitality and strength of the state as a whole. At the same time, it presents a number of challenges for health departments, law enforcement, and community-based organizations committed to addressing occupant protection. This high-risk group requires special education and programs targeting cultural and language barriers. In California, we continue to see an increase in ethnic and linguistic groups. According to the new projections by the California's DOF Demographics Unit, the Hispanic populations will constitute the majority of California by 2020. By the middle of the century, the projections indicate that Hispanics will represent 47 percent of the state's population, with Caucasians comprising 31 percent, the Asian population at 13.5 percent; the African American population at 4.6 percent, and Multiracial persons 3.6 percent. Both American Indian and Hawaiian/Pacific Islander groups will each make up less than 1 percent of the state by 2050. Media campaigns will target teens, Spanish, and non-English speaking populations. In addition, health departments will utilize networks and relationships with ethnic communities to address traffic safety issues for the populations they represent.

Child Passenger Safety (CPS)

California's child safety seat use rate is 88.5 percent (August 2013). CPS remains a difficult topic to master because of the constant technical changes in laws and regulations, and development of new products. California's focus is to increase the CPS compliance rate. Programs will train NHTSA CPS technicians and instructors, but most of all, conduct CPS restraint checkups, create fitting stations, and conduct educational presentations. National research on the effectiveness of child safety seats has found them to reduce fatal injury by 71 percent for infants (less than one year old) and by 54 percent for toddlers (one to four years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively (National Center for Statistics and Analysis – Lives Saved Calculations for Infants and Toddlers, March 2005). Passenger vehicle occupant fatalities (age zero to eight) increased 40 percent from 24 in 2011 to 40 in 2012.

Older Drivers

California is the state with the greatest number of licensed older drivers; with over 3,000,000 drivers over age 65 (TRIP: A National Transportation research Group, 2012). The increase in older drivers renders impairments associated with aging to be an increasingly important public health concern. Currently, it is estimated that 79 percent of baby boomers live in car-dependent communities (Transportation of America, 2011). Physical and mental changes, including reduced visual acuity, decreased strength, and cognitive impairment can directly and indirectly result in age-related driving impairments (Congdon et al, 2004; Lindsay et al, 2004). Additionally, medication use increases with age; AAA reports that nearly 70 percent of older adults surveyed were using one or more prescription medications that could impair driving ability, and 67 percent of all adults over 65 take five or more daily medications that affect driving ability (AAA 2012).

SHSP Action Items
Challenge Area 4: Increase Use of Safety Belts and Child Safety Seats
Challenge Area 9: Improve Safety for Older Roadway Users

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed 24 action items during 2008 – 2013. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

High Visibility Enforcement

- Encourage participation in the statewide and national "Click It or Ticket" campaign and CPS Awareness Week.
- Illuminate the "Click It or Ticket" message during the NHTSA mobilization on approximately 625 fixed freeway changeable message signs.

Occupant Protection – General

- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Conduct spring and summer statewide surveys of seat belt usage rate of front seat occupants and infant/toddlers in any vehicle position.
- Urge the media to report occupant restraint usage as a part of every collision.

Child Passenger Safety

- Continue the NHTSA's standardized CPS Technician and Instructor Training Programs, and renewal and update refresher classes.
- Continue building the capacity of the 61 local health departments' SB 1073 (Chapter 1223, Statues of 1991) programs to work effectively with the local courts, law enforcement, referral agencies, home and day care providers, preschools, hospital and clinic providers, schools, private industry, media, and community agencies.
- Provide technical and programmatic webinars for CPS instructors and technicians.
- Provide CPS educational resources to law enforcement agencies.
- Provide a toll-free CPS Helpline in English and Spanish.
- Conduct child safety seat education classes to low-income residents.
- Conduct child safety seat check-ups to educate parents of the correct child safety seat usage.
- Fund and distribute child safety seats to low-income families.

Older Drivers:

- Establish a Senior Driver Traffic Safety Program providing classroom education, alternative transportation resources/referrals, and evaluations to older drivers. (SHSP Action 9.1)
- Provide training to law enforcement, health professionals, and students in San Diego County of older driver sensitivities and impairments.

Funded Grant Goals

- To increase seat belt compliance 5 percentage points by September 30, 2015.
- To increase child safety seat usage 6 percentage points by September 30, 2015.
- To reduce the number of vehicle occupants killed and injured under the age eight by 10 percent by September 30, 2015.

TASKS

Task 1 - Program Development and Administrative Coordination
This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2015 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - Comprehensive Community Occupant Protection Grants
These grants conducted by county health departments, cities, and law enforcement agencies include activities with schools, universities, churches, medical facilities, law enforcement, courts, media, civic groups, large and small businesses, governmental agencies, etc. These grants develop child safety seat programs that educate and train on the correct use of safety belts and child safety seats. Activities include: conducting media events, public information campaigns, child safety seat checkups, child safety seat and seat belt surveys, educational presentations, providing NHTSA-Certified CPS technician training; court diversion classes; disseminating educational literature; distributing no-cost child safety seats to low-income families; and serving as fitting stations.

Task 3 - Statewide Occupant Protection Grants
These grants conducted by the Department of Public Health and CHP will increase safety belt and child safety seat education. Activities include: conducting media events, public information campaigns, child safety seat checkups, child safety seat and seat belt surveys, educational presentations; disseminating educational literature; providing NHTSA-Certified CPS Technician training; distributing no-cost child safety seats to low-income families.

Task 4 - Statewide Usage Surveys
This task includes a grant for statewide observational seat belt, teen seat belt, and child safety seat usage rates.

Task 5 - Older Drivers
These grants will provide training and public awareness to the community and stakeholders related to older drivers, and the intellectually disabled.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount	Funds for Child Safety Seats	Number of Child Safety Seats
OP1501	2	Butte County Public Health Department	405b OP	$ 112,127	$ 19,500	275
OP1502	2	San Luis Obispo County	402PS	$ 91,000		
			405b OP	$ 20,824	$ 9,000	200
			405d AL	$ 80,176		
OP1503	2	Los Angeles	405b OP	$ 450,000	$ 210,000	3,500
OP1504	2	Rancho Cordova	402PT	$ 156,357		
			405b OP	$ 118,643	$ 20,500	350
OP1505	2	Pomona	405b OP	$ 140,135	$ 10,000	250
OP1506	2	Oxnard	405b OP	$ 38,400	$ 12,000	200
OP1509	2	Tehama County Health Services	405b DD	$ 53,000		
			405b OP	$ 85,000	$ 8,000	150
OP1510	2	Riverside County	405b OP	$ 232,780	$ 24,240	276
OP1511	2	San Diego County	405b OP	$ 245,500	$ 78,500	1,570
OP1513	2	Yuba City Police Department	405b OP	$ 143,700	$ 14,800	200
OP1508	3	California Department of Public Health	405b OP	$ 309,074	$ 24,750	750
OP1515	3	California Highway Patrol	2011	$ 93,000		
			405b OP	$ 1,032,000	$ 97,587	2,500
OP1512	4	California State University, Fresno	406	$ 271,759		
OP1507	5	Riverside	405b OP	$ 17,154		
OP1514	5	University of California, San Diego	405b OP	$ 500,000		
			Total	**$ 4,190,629**	**$ 768,877**	**10,221**

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Description
OP1508	3	California Department of Public Health Vehicle Occupant Safety Program (VOSP) CDPH's Vehicle Occupant Safety Program (VOSP) will coordinate CPS efforts across California. VOSP will sustain essential CPS partnerships that link state and local policy, enforcement, and educational efforts to enhance effectiveness of local program implementation and CPS services. VOSP will support local programs by providing technical assistance, data, and educational resources. VOSP will assist with local CPS program development, conduct on-site programmatic reviews, provide national CPS technician certification courses and continuing educational and training opportunities, including CPS technical webinars, and promote national CPS week and the California booster seat law, and assist with CPS Violator Education courses.
OP1515	3	California Highway Patrol Vehicle Occupant Restraint Education and Instruction IV CHP will conduct a 12-month traffic safety grant to conduct community outreach and enforcement measures to increase the use of vehicle occupant restraint systems and child passenger restraint systems. The grant goals are to reduce the number of victims killed and injured in traffic collisions in which victims did not use, or improperly used, their vehicle occupant restraint systems. Objectives are to inspect child passenger restraint systems, distribute child passenger restraint systems, provide comprehensive traffic safety informational sessions and educational classes, and conduct a statewide enforcement and awareness campaign. The grant will provide CPS certification training to CHP and allied agency personnel.
OP1512	4	California State University, Fresno Statewide Observational Restraint Usage Surveys The goal of this project is to collect seat belt usage data throughout California by using probability sampling method and adhering to NHTSA rules in 23 CFR Part 1340 (Docket No. NHTSA-2010-000). Based on NHTSA approved methods, roadway sites in 24 counties accounting for 85 percent of fatalities on California roadways will be sampled. Standard error will not exceed 2.5 percent. The data on usage rates at approximately 280 sites will be collected in Spring and Summer of 2015. In addition, a statewide survey of high school driver and passenger seat belt usage will be performed at 98 high schools along with an infant/child restraint usage survey of 100 sites across the state.
OP1507	5	Riverside Senior Driver Awareness Program The Riverside Police Department will implement a Senior Driver Awareness Program aimed at reducing the number of older adults killed and injured in crashes. Strategies will include training, hosting CarFit clinics, dissemination of educational material, and presentations encouraging vehicle safety.

Grant	Task	Agency/Title/Description
OP1514	5	University of California, San Diego Training Professionals to Promote Older Driver Safety This grant aims to reduce motor vehicle injuries and fatalities by training professionals to better identify impairments in older drivers and take appropriate actions. The training curriculum addresses the epidemiology of driving patterns with aging, the impact of medical conditions and medications on driving, and DMV reporting requirements and methods. This project is in response to California's SHSP, Challenge Area Nine. Program activities include: 1) in-person and online training for health professionals, 2) in-person training for law enforcement, 3) implementation of the train-the-trainer model for the CHP, and 4) dissemination of information through professional societies, conferences, and publications.

PEDESTRIAN AND BICYCLE SAFETY

PROGRAM OVERVIEW

Pedestrian Safety

Pedestrian fatalities increased 2 percent from 600 in 2011 to 612 in 2012. Pedestrian fatalities represent 21 percent of total traffic fatalities in California, significantly exceeding the national average of 13 percent.

Promoting pedestrian safety in California has become increasingly important. Communities across the state have an important tool for conducting public education and outreach. In 2009, the CDPH produced a comprehensive workbook, *Communication for Pedestrian Safety: Risk, Response and Change*, which provides communities with a "how to guide" for applying risk communication, norm change principles and practices to pedestrian safety. In 2010-2011, CDPH conducted workbook trainings – and used that training – to inform the development of "It's Up to All of Us." "It's Up to All of Us" was created as a public education campaign that seeks to reduce pedestrian injury and death. Campaign materials are available free of charge and include a series of 18 media template materials. Materials can be used "as is" or customized to address local needs. The campaign guide explains what the campaign is and how to make it work in communities. Communities and advocates are urged to use these publicly-funded materials and resources to save pedestrian lives. It's up to all of us to make a difference.

Pedestrian Safety Assessments (PSA) improve pedestrian safety within California communities, as it enables cities to systematically identify pedestrian safety issues/problems and effective remedial options. Improved pedestrian safety and infrastructure can lead to enhanced walkability and economic vitality of communities. With funding from OTS, the Institute of Transportation Studies Technology Transfer Program (Tech Transfer) at UCB continues to offer Pedestrian Safety Assessments (PSA) as a free statewide service to California cities/communities.

In addition to PSAs, the Community Pedestrian Safety Training (CPST) program conducted by the SafeTREC and funded by OTS, is a four-hour education and community-based workshop on pedestrian safety best practices, walkability, and community engagement. In order to expand and coordinate the Community Pedestrian Safety Training Program in California, SafeTREC and partners conduct trainings throughout the State targeting high-risk communities, older adults, youth and/or parents. The team provides follow-up services to previous Community Pedestrian Safety Training program sites.

The need to continue the efforts to address pedestrian safety among populations for which English is not their first language is alarming. Education materials funded by OTS can be developed to include other languages to support pedestrian education in multilingual and multicultural communities. In some communities, almost 100 percent of the pedestrian victims are non-English speakers. The last census showed a dramatic change in demographics in the last ten years, resulting in an increase in pedestrian population unfamiliar with the rules of the road, signage, and traffic management systems.

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

Bicycle Safety

Bicyclist fatalities increased 16.2 percent from 104 in 2011 to 124 in 2012. Bicyclist fatalities represent less than 1 percent of total traffic fatalities in California.

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

Bicycle advocates are making substantial efforts to increase bicycling by promoting health, reduced congestion, and increased air quality in hopes that there will be a marked shift to bicycling as a transportation choice. However, with the rise of bicycling there may be a rise in risk to traffic injury unless safety is improved. With funding from OTS, the UCB is developing and piloting the Community Bicycle Safety Program (CBST), a community education program that is aimed at reducing bicycle-related traffic crashes in California.

Enhanced enforcement and education by local law enforcement agencies and the CHP will be conducted throughout the State. Educational programming will include a public education and awareness campaign on bicyclist traffic safety, including motorist behavior when in the presence of bicyclist. Bicycle rodeos, community informational sessions and collaboration, and distribution of bicycle helmets and other safety equipment will be conducted as traffic safety educational events. Appropriate training for law enforcement uniformed personnel regarding the Safe Routes to School program, Complete Streets, Understanding Bicycle Transportation, and cycling skills will be given.

Adults continue to represent a significant portion of the population "at-risk" for injury in a collision. Environmental issues, health concerns, and increased traffic congestion have driven many communities and individuals to emphasize alternative means of commuting. Programs originated by employers, environmental groups, the healthcare community, and others encourage cycling among adults. As a result, it is not uncommon to find more adults riding bicycles.

According to a report from the Alliance for Biking and Walking, five California areas ranked nationally in the top 30 most dangerous cities for bicyclists and pedestrians. Three of the five areas are being funded specifically for pedestrian and/or bicycle education and enforcement activities in FFY 2015 including Sacramento, Los Angeles, and Santa Clara. In addition, OTS will fund law enforcement agencies in the top 50 worst bicycle and pedestrian cities in California receiving an OTS grant to conduct enforcement operations.

SHSP Action Items
Challenge Area 8: Making Walking and Street Crossing Safer
Challenge Area 13: Improve Bicycling Safety

In coordination with federal, state, local and private sector traffic safety stakeholders, Challenge Area Teams 8 and 13 developed, implemented, and completed 22 action items during 2008 – 2013. The teams continue to propose and recommend new actions for consideration by the SHSP Executive Steering Committee. The following new action items have been approved and are at various stages of implementation:

- Encourage the implementation of the statewide pedestrian safety public education "It's Up to All of Us" campaign. (SHSP Action 8.11)

- Continue the development of a law enforcement handbook to serve as a "how-to guide" for bicycle rodeos and educational presentations related to bicycle safety. (SHSP Action 13.12)

Countermeasures and Strategies

<u>Pedestrian and Bicycle Safety</u>

- Fund a pedestrian safety corridor project to reduce vehicle-related fatalities and injuries along up to three, high-collision highway (corridor) segments. This program includes bicycle and pedestrian safety education, a public education and awareness campaign, and enhanced enforcement.

- Increase the awareness of driver and pedestrian traffic safety through specially tailored safe behavior programs.

- Continue intensive age-specific public education campaigns and outreach addressing safer driving and walking behaviors for high-risk populations and locations to create positive and safer attitudes among younger pedestrians and reinforce traffic safety responsibility.

- Provide educational presentations to targeted communities with high pedestrian collisions.
- Provide enforcement operations in identified areas of high bicycle and pedestrian collisions.
- Implement court diversion courses for children under 18 years of age, who are cited for safety helmet compliance violations and pedestrian and bicycle laws.

Funded Grant Goals

- To reduce the total number of pedestrians killed 8 percent by September 30, 2015.
- To reduce the total number of pedestrians injured 10 percent by September 30, 2015.
- To reduce the number of pedestrians killed under the age of 15 by 9 percent by September 30, 2015.
- To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2015.
- To reduce the number of pedestrians killed over the age of 65 by 7 percent by September 30, 2015.
- To reduce the number of pedestrians injured over the age of 65 by 5 percent by September 30, 2015.
- To reduce the total number of bicyclists killed in traffic related collisions 10 percent by September 30, 2015.
- To reduce the total number of bicyclists injured in traffic related collisions 10 percent by September 30, 2015.
- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by 7 percent by September 30, 2015.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by 10 percentage points by September 30, 2015.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2015.

TASKS

Task 1 - Program Development and Administrative Coordination
This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2015 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - Pedestrian and Bicycle Safety Programs
This task provides funds for grants that target bicycle and pedestrian safety through the school system and local communities. Activities to be conducted for these grants include traffic safety rodeos at schools and community events; traffic safety workshops tailored for targeted audience; helmet distribution programs; bicycle and pedestrian diversion alternatives for cited youth; and increased enforcement around schools. The main goals of these grants are to decrease the number of fatal and injured victims resulting from traffic collisions with bicyclists and/or pedestrians, and to increase public awareness of traffic safety practices for pedestrians, bicyclists and motorists.

Task 3 - Statewide Pedestrian and Bicycle Safety Programs

These programs target the enhancement of bicycle and pedestrian safety throughout the State. These grants develop teams of transportation professionals to identify pedestrian problems and solutions to improve pedestrian environments. The development of pedestrian safety action plans and community pedestrian trainings will be provided to address identified pedestrian problems. Caltrans will work with the California Pedestrian Advisory Committee (CalPED) and the Challenge Area 8 Team (Make Walking and Street Crossing Safer) to develop a coordinated approach to safety planning, assessment, and educational efforts across the state. OTS will continue funding of a web-based on-line resource that contains California-centered bicycle and pedestrian data. Additionally, OTS will fund one grant that will provide free PSAs for communities and/or in-depth analysis of a community's enforcement and engineering practices with the goal of reducing the number and severity of crashes by recommending solutions for high crash sites in the community as well as a grant that will provide an in-depth analysis of a community's enforcement and engineering practices with the goal of reducing the number and severity of crashes by recommending solutions for high crash sites in the community.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
PS1501	2	Eureka	405b OP	$ 100,000
PS1502	2	Gilroy	164AL	$ 33,989
			402PS	$ 73,434
PS1503	2	Sacramento	402PS	$ 165,000
PS1506	2	Santa Ana	402PS	$ 150,000
PS1507	2	Clovis	164AL	$ 1,583
			402PS	$ 48,417
PS1508	2	Riverside County	402PS	$ 181,360
PS1509	2	Gridley	405b OP	$ 75,000
PS1510	2	San Francisco City/County	402PS	$ 210,000
PS1511	2	Bakersfield	402PS	$ 96,322
PS1512	2	Los Angeles County Metropolitan Transit Authority	402PS	$ 223,950
PS1513	2	Pasadena	402PS	$ 67,000
			408TR	$ 105,000
PS1514	2	Santa Clara	402PS	$ 50,000
PS1515	2	Malibu	402PS	$ 124,250
PS1518	2	California Highway Patrol	402PS	$ 500,000
PS1505	3	The Regents of the University of California, Berkeley Campus	405b DD	$ 510,000
PS1516	3	The Regents of the University of California, Berkeley Campus	402PS	$ 295,000
PS1517	3	The Regents of the University of California, Berkeley Campus	402PS	$ 142,113
			Total	**$ 3,152,418**

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Description
PS1505	3	The Regents of the University of California, Berkeley Campus Safety Assessments for California Communities UCB will assess the severity of collisions and the number of motorist, bicyclist, and pedestrian injuries and fatalities due to collisions on California's roadways by providing free expert technical assistance to local agency staff in the form of Traffic Safety Assessments (TSA), PSAs, integrated PSAs with Pedestrian Safety Action Plans (PSAP) workshops, Bicycle Safety Assessments (BSA), and Rural Safety Assessments (RSA).
PS1516	3	The Regents of the University of California, Berkeley Campus Community Pedestrian Safety Training Project 2014-2015 SafeTREC will conduct a Community Pedestrian Safety Training (CPST) program, a four-hour education and community-based workshop on pedestrian safety best practices, walkability, and community engagement. To expand and coordinate the Community Pedestrian Safety Training Program in California, SafeTREC and partners will conduct ten trainings. Five trainings will target high-risk communities in general, three will target older adults, and two trainings will target youth and/or parents. The team will also provide follow-up services to previous Community Pedestrian Safety Training program sites.
PS1517	3	The Regents of the University of California, Berkeley Campus Community Bicycle Safety Training 2014-2015 California is experiencing a bicycling boom, with an increase of 21 percent in bicycle commuting alone since 2000. With the substantial effort to increase bicycling as a way to promote health, reduce congestion, and increase air quality, it is hoped that there will be a marked shift to bicycling as a transportation choice. However, while increased bicycling may help promote healthy environments and combat chronic disease, unless safety is improved, traffic injury risk could compromise any gains in public health. The goals of the community CBST are to reduce bicycle-related traffic crashes in California and to develop the CBST by developing and piloting a community education program.

Note: The following police departments will be conducting speed operations in areas of high bicycle and pedestrian collisions in their STEP grants.

Top 50 Pedestrian Cities		2011 Fatalities & Injuries	Number of Speed Operations in Areas of High Bicycle and Pedestrian Collisions
1	Los Angeles	2,653	106
2	San Francisco	866	52
3	San Diego	524	40
4	San Jose	311	10
5	Oakland	284	12
6	Long Beach	217	36
7	Sacramento	193	8
8	Santa Ana	158	14
9	Fresno	151	10
10	Modesto	108	8

Top 50 Pedestrian Cities		2011 Fatalities & Injuries	Number of Speed Operations in Areas of High Bicycle and Pedestrian Collisions
11	Stockton	107	12
12	Santa Monica	105	16
13	Bakersfield	102	26
14	Glendale	95	10
15	Berkeley	94	8
16	Anaheim	79	6
17	Santa Barbara	75	10
18	Pasadena	73	6
19	Chula Vista	71	4
20	San Bernardino	67	10
21	Pomona	67	10
22	Huntington Beach	66	10
23	Santa Rosa	66	10
24	Garden Grove	63	2
25	Riverside	61	5
26	Oxnard	59	10
27	Hayward	58	10
28	Fullerton	57	2
29	Salinas	56	10
30	Daly City	56	4
31	Escondido	55	2
32	Compton	54	6
33	Hawthorne	53	5
34	Fontana	52	12
35	South Gate	51	4
36	Orange	50	2
37	El Cajon	50	*
38	Oceanside	49	4
39	Moreno Valley	47	20
40	Burbank	47	5
41	Lancaster	46	6
42	Inglewood	45	5
43	Santa Maria	44	6
44	Torrance	44	25
45	Vallejo	44	6
46	San Mateo	44	2
47	Redwood City	44	2
48	West Hollywood	43	6
49	Beverly Hills	42	*
50	Westminster	41	10

*cities did not apply for funding

POLICE TRAFFIC SERVICES

PROGRAM OVERVIEW

Over the years, approximately 60 to75 percent of fatal and injury-combined collisions involved various PCFs such as DUI, speed, right-of-way, traffic signals and signs, pedestrian violations, and improper turning. The number of victims is well above the number of collisions themselves. Preventing and reducing collisions, and therefore reducing the numbers of fatality and injury victims, are the major focus of OTS grants. Achieving fatality and injury reduction goals is accomplished through multifaceted approaches to the comprehensive traffic safety problems, e.g., speed, DUI, and nighttime collisions. Seat belt and CPS restraint enforcement and outreach efforts, speed-enforcement operations, deployments of radar trailers, along with school and civic presentations serve to culminate in a reduction in the numbers of fatal and injured victims in specific collisions.

DUI and improper turning have been the number one and two PCFs for fatal collisions for the last three years, while speed remains the number one PCF for injury collisions. In 2011, DUI-related fatal collisions increased 13 percent from 477 in 2010 to 539 in 2011, and improper turning-related fatal collisions increased 3 percent from 509 in 2010 to 526 in 2011. Speed-related injury collisions decreased 2 percent from 49,338 in 2010 to 48,272 in 2011. Traffic-related fatal and injury collisions decreased 1 percent from 163,614 in 2010 to 161,743 in 2011.

Fatal and Injury Collisions by PCF

Primary Collision Factor	2010	
	Fatal	Injury
1. Improper Turning	509	21,887
2. DUI	477	12,567
3. Speed	396	49,338
4. Pedestrian Violation	363	3,889
5. Wrong Side of Road	167	5,499
Total - Top 5 PCF Collisions	**1,912**	**93,170**
Total - Fatal and Injury Collisions	**163,614**	

Primary Collision Factor	2011	
	Fatal	Injury
1. DUI	539	12,347
2. Improper Turning	526	21,617
3. Speed	410	48,272
4. Pedestrian Violations	360	3,885
5. Wrong Side of Road	128	5,573
Total - Top 5 PCF Collisions	**1,963**	**19,694**
Total - Fatal and Injury Collisions	**161,743**	

SHSP Action Items
Challenge Area 10: Reduce Speeding and Aggressive Driving

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed eight action items during 2008 – 2013. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

High Visibility Enforcement

- Conduct DUI/DL checkpoints, saturations, court stings, warrant details, and stakeouts.
- Conduct highly publicized special motorcycle safety enforcement operations in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other PCFs by motorcyclists and other drivers.
- Conduct night-time Click It or Ticket enforcement operations.
- Conduct enforcement during National Distracted Driving Awareness Month in April.

Increased Enforcement

- Conduct special enforcement operations targeting PCF violations.
- Conduct enforcement operations in identified areas of high bicycle and pedestrian traffic.
- Fund full-time officers, overtime, lidar and radar units, DUI trailers, visible display radar trailers, changeable message signs, geographical information systems, motorcycles, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.
- Conduct courthouse and probation sting operations of traffic offenders with licensure sanctions who fail to obey their suspension or revocation of licensure.
- Fund Regional Campaign Programs in select areas based on data identifying them as having a disproportionate number of collisions, convene a task force, identify factors contributing to the traffic safety problem(s), develop an action plan, and implement identified solutions.

Education

- Conduct traffic safety educational presentations to communities, organizations, and schools.
- Continue to deploy visible display message/radar trailers.
- Promote traffic enforcement training for patrol officers.
- Establish a comprehensive continuing public education campaign to reduce bicycle and pedestrian collisions.
- Conduct illegal-street racing enforcement training to California law enforcement agencies.

Other

- Continue programs with the UCB to conduct no-cost enforcement and engineering evaluations as a service to cities and counties seeking to improve traffic safety in their communities.

- Encourage the involvement of community-based organizations in program planning and participation in activities to promote traffic safety.

- Use Geographical Information Systems (GIS) to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.

Funded Grant Goals

- To reduce the total number of persons killed in traffic collisions 2 percent by September 30, 2015.

- To reduce the total number of persons injured in traffic collisions 2 percent by September 30, 2015.

TASKS

Task 1 - Program Development and Administrative Coordination
This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2015 HSP. Funding allocated to this task provides for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences. Also included under this task is funding for CHP grant administration.

Task 2 - Selective Traffic Enforcement Program (STEP)
Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other PCFs. The funded strategies may include: DUI checkpoints, DUI saturation patrols, warrant service operations, stakeout operations, a "Hot Sheet" program, educational presentations, and court stings. The program may also concentrate on speed, distracted driving, seat belt enforcement, operations at intersections with disproportionate numbers of traffic crashes, and special enforcement operations encouraging motorcycle safety. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.

Task 3 - California Highway Patrol
OTS funds grants to the CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. Through these grants, the CHP will conduct speed and seat belt enforcement, implement corridor projects, continue statewide Start Smart presentations, and provide enhanced enforcement directed at reducing motorcycle-involved fatalities and injuries.

Task 4 - Safe Transportation Research Education Center
Activities will focus on conducting public education and outreach, collaboration with stakeholders, and data analysis. Staff will work closely with community-based organizations to promote traffic safety programs at both the neighborhood and community level.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
PT15145	1	California Highway Patrol	402PT	$ 457,472
PT1501	2	Atascadero	164AL	$ 56,500
			402PT	$ 43,500
PT1502	2	Riverside	164AL	$ 298,309
			402PT	$ 253,233
PT1503	2	Santa Barbara County	164AL	$ 106,000
			402PT	$ 29,000
PT1504	2	Ontario	164AL	$ 407,200
			402PT	$ 142,800
PT1505	2	Pismo Beach	164AL	$ 31,000
			402PT	$ 4,000
PT1506	2	Anaheim	164AL	$ 235,547
			402PT	$ 146,887
PT1507	2	Gardena	164AL	$ 215,000
			402PT	$ 65,000
PT1508	2	Bakersfield	164AL	$ 360,846
			402PT	$ 210,534
PT1509	2	Whittier	164AL	$ 136,000
			402PT	$ 72,000
PT1510	2	Folsom	402PT	$ 113,500
			405d AL	$ 72,560
PT1511	2	Desert Hot Springs	164AL	$ 51,200
			402PT	$ 73,200
PT1512	2	San Pablo	402PT	$ 32,111
			405d AL	$ 51,594
PT1513	2	Signal Hill	164AL	$ 59,000
			402PT	$ 96,000
PT1514	2	Fairfield	402PT	$ 74,178
			405d AL	$ 69,922
PT1515	2	Orange	402PT	$ 39,493
			405d AL	$ 205,404
PT1516	2	Fresno	402PT	$ 170,057
			405d AL	$ 796,433
PT1517	2	Santa Monica	164AL	$ 103,000
			402PT	$ 227,000
PT1518	2	Palm Springs	164AL	$ 85,190
			402PT	$ 74,752
PT1519	2	Albany	402PT	$ 51,285
			405d AL	$ 18,400
PT1520	2	Visalia	402PT	$ 64,836
			405d AL	$ 171,612
PT1521	2	La Habra	164AL	$ 71,692
			402PT	$ 36,733

Grant	Task	Agency	Fund	Amount
PT1522	2	Novato	402PT	$ 118,237
			405d AL	$ 102,035
PT1523	2	Westminster	164AL	$ 91,588
			402PT	$ 73,213
PT1524	2	Redlands	164AL	$ 85,153
			402PT	$ 70,257
PT1525	2	Rohnert Park	402PT	$ 56,980
			405d AL	$ 63,020
PT1526	2	Orland	164AL	$ 10,000
			402PT	$ 40,000
PT1527	2	Yuba City	164AL	$ 16,400
			402PT	$ 65,600
PT1528	2	Santa Barbara	164AL	$ 179,000
			402PT	$ 34,000
PT1529	2	Menlo Park	164AL	$ 44,144
			402PT	$ 40,856
PT1530	2	South San Francisco	164AL	$ 103,556
			402PT	$ 44,444
PT1531	2	San Bernardino	164AL	$ 300,000
			402PT	$ 129,504
PT1532	2	Merced	402PT	$ 25,291
			405d AL	$ 52,566
PT1533	2	Stockton	402PT	$ 177,600
			405d AL	$ 222,765
PT1534	2	Manteca	402PT	$ 86,500
			405d AL	$ 46,500
PT1535	2	Vacaville	402PT	$ 25,930
			405d AL	$ 32,320
PT1536	2	Elk Grove	402PT	$ 70,550
			405d AL	$ 114,450
PT1537	2	West Sacramento	164AL	$ 46,000
			402PT	$ 45,000
PT1538	2	Garden Grove	164AL	$ 166,792
			402PT	$ 91,837
PT1539	2	Pasadena	164AL	$ 226,000
			402PT	$ 160,000
PT1540	2	Long Beach	164AL	$ 172,000
			402PT	$ 228,000
PT1541	2	Pacifica	164AL	$ 65,526
			402PT	$ 21,474
PT1542	2	Ventura	164AL	$ 68,000
			402PT	$ 27,000
PT1543	2	Huntington Beach	164AL	$ 349,714
			402PT	$ 85,512

Grant	Task	Agency	Fund	Amount
			164AL	$ 27,000
PT1544	2	South Lake Tahoe	402PT	$ 20,000
			164AL	$ 1,587,705
PT1545	2	Los Angeles County	402PT	$ 312,295
			402PT	$ 46,365
PT1546	2	Citrus Heights	405d AL	$ 136,160
			402PT	$ 72,435
PT1547	2	Healdsburg	405d AL	$ 12,180
			164AL	$ 289,000
PT1548	2	Glendale	402PT	$ 140,000
			164AL	$ 178,000
			402PT	$ 67,000
PT1549	2	Glendora	405b OP	$ 4,000
			164AL	$ 53,132
PT1550	2	Colton	402PT	$ 46,868
			164AL	$ 3,186,480
PT1551	2	Los Angeles	402PT	$ 563,520
			164AL	$ 202,000
			402PT	$ 139,000
PT1552	2	Oxnard	405d AL	$ 11,000
			402PT	$ 64,400
PT1553	2	Vallejo	405d AL	$ 112,600
			164AL	$ 262,536
PT1554	2	San Jose	402PT	$ 87,464
			164AL	$ 77,000
PT1555	2	Redondo Beach	402PT	$ 53,000
			164AL	$ 44,600
PT1556	2	Fountain Valley	402PT	$ 32,300
			402PT	$ 64,600
PT1557	2	Lodi	405d AL	$ 89,400
			164AL	$ 55,000
PT1558	2	Redding	402PT	$ 70,000
			402PT	$ 30,000
PT1559	2	Stanislaus County	405d AL	$ 60,000
			164AL	$ 107,408
PT1560	2	National City	402PT	$ 73,500
			164AL	$ 261,180
PT1561	2	Orange County	402PT	$ 69,440
			164AL	$ 118,148
PT1562	2	Chino	402PT	$ 21,132
			164AL	$ 71,000
PT1563	2	San Gabriel	402PT	$ 40,000
			164AL	$ 19,180
PT1564	2	Hollister	402PT	$ 31,820

Grant	Task	Agency	Fund	Amount
PT1565	2	Sacramento	402PT	$ 360,000
			405d AL	$ 640,000
PT1566	2	Corona	164AL	$ 70,311
			402PT	$ 17,299
PT1567	2	Pomona	164AL	$ 266,000
			402PT	$ 81,000
PT1568	2	Santa Ana	402PT	$ 42,370
			405d AL	$ 321,040
PT1569	2	Eureka	164AL	$ 17,800
			402PT	$ 71,200
PT1570	2	Simi Valley	164AL	$ 22,700
			402PT	$ 11,300
PT1571	2	Chico	164AL	$ 51,600
			402PT	$ 77,400
PT1572	2	Ventura County	164AL	$ 98,000
			402PT	$ 115,000
PT1573	2	Petaluma	402PT	$ 51,248
			405d AL	$ 97,674
PT1574	2	Burbank	164AL	$ 32,000
			402PT	$ 15,000
PT1575	2	Hayward	402PT	$ 34,600
			405d AL	$ 68,100
PT1576	2	Concord	402PT	$ 45,234
			405d AL	$ 68,614
PT1577	2	California State University, San Diego	164AL	$ 20,000
PT1578	2	Porterville	402PT	$ 37,851
			405d AL	$ 31,229
PT1579	2	Modesto	405d AL	$ 192,598
			402PT	$ 84,663
PT1580	2	Placerville	402PT	$ 64,000
			164AL	$ 16,000
PT1581	2	Laguna Beach	402PT	$ 32,900
			164AL	$ 74,619
PT1582	2	Ione	402PT	$ 24,000
			405d AL	$ 6,000
PT1583	2	Costa Mesa	402PT	$ 34,744
			164AL	$ 134,946
PT1584	2	Rialto	164AL	$ 137,008
			402PT	$ 62,992
PT1585	2	San Rafael	405d AL	$ 85,056
			402PT	$ 91,108
PT1586	2	Pittsburg	405d AL	$ 48,440
			402PT	$ 51,660

Grant	Task	Agency	Fund	Amount
PT1587	2	Livermore	402PT	$ 29,875
			405d AL	$ 28,000
PT1588	2	Lompoc	402PT	$ 50,000
			164AL	$ 83,000
PT1589	2	Monterey Park	402PT	$ 109,000
			164AL	$ 39,000
PT1590	2	Placentia	402PT	$ 6,901
			164AL	$ 98,109
PT1591	2	Tustin	402PT	$ 28,180
			164AL	$ 54,640
PT1592	2	Napa	405d AL	$ 71,836
			402PT	$ 91,734
PT1593	2	Sebastopol	405d AL	$ 19,135
			402PT	$ 42,840
PT1594	2	Atwater	402PT	$ 14,762
			405d AL	$ 45,352
PT1595	2	Upland	164AL	$ 36,153
			402PT	$ 54,006
PT1596	2	La Mesa	164AL	$ 8,366
			402PT	$ 30,436
PT1597	2	Redwood City	164AL	$ 73,600
			402PT	$ 33,800
PT1598	2	Oakland	402PT	$ 69,480
			405d AL	$ 70,740
PT1599	2	Fontana	164AL	$ 191,980
			402PT	$ 69,498
PT15100	2	Santa Maria	164AL	$ 262,000
			402PT	$ 116,000
PT15101	2	Ceres	402PT	$ 24,317
			405d AL	$ 60,964
PT15102	2	Azusa	164AL	$ 40,000
			402PT	$ 32,000
PT15103	2	West Covina	164AL	$ 101,000
			402PT	$ 44,000
PT15104	2	Salinas	164AL	$ 21,755
			402PT	$ 55,245
PT15105	2	San Diego	164AL	$ 809,400
			402PT	$ 428,100
PT15106	2	Ridgecrest	164AL	$ 55,675
			402PT	$ 32,365
PT15107	2	San Bernardino County	164AL	$ 600,000
PT15108	2	San Bruno	164AL	$ 27,650
			402PT	$ 15,350

Grant	Task	Agency	Fund	Amount
PT15109	2	Fullerton	164AL	$ 141,408
			402PT	$ 46,945
			405d AL	$ 91,885
PT15110	2	San Diego County	164AL	$ 515,348
			402PT	$ 305,296
PT15111	2	Marysville	164AL	$ 17,000
			402PT	$ 68,000
PT15112	2	San Luis Obispo	164AL	$ 198,000
			402PT	$ 20,000
PT15113	2	Roseville	402PT	$ 70,000
PT15114	2	Newport Beach	164AL	$ 286,240
			402PT	$ 63,805
PT15115	2	Escondido	164AL	$ 262,530
			402PT	$ 42,870
PT15116	2	Daly City	164AL	$ 32,756
			402PT	$ 27,244
PT15117	2	Hawthorne	164AL	$ 97,000
			402PT	$ 32,000
PT15118	2	Seal Beach	164AL	$ 87,403
			402PT	$ 45,213
PT15119	2	Murrieta	164AL	$ 55,408
			402PT	$ 39,221
PT15120	2	Irvine	164AL	$ 174,506
			402PT	$ 156,240
PT15121	2	Torrance	164AL	$ 148,000
			402PT	$ 123,000
PT15122	2	Hemet	164AL	$ 48,497
			402PT	$ 37,495
PT15123	2	Inglewood	164AL	$ 165,000
			402PT	$ 80,000
PT15124	2	El Monte	164AL	$ 112,000
			402PT	$ 67,000
PT15125	2	Culver City	164AL	$ 64,000
			402PT	$ 69,000
PT15126	2	La Verne	164AL	$ 31,000
			402PT	$ 19,000
PT15127	2	Selma	402PT	$ 20,000
			405d AL	$ 40,000
PT15128	2	Alhambra	164AL	$ 77,000
			402PT	$ 76,000
PT15129	2	Oceanside	164AL	$ 203,555
			402PT	$ 59,403
PT15130	2	Riverside County	164AL	$ 1,307,911
			402PT	$ 424,589

Grant	Task	Agency	Fund	Amount
PT15131	2	Santa Rosa	402PT	$ 77,090
			405d AL	$ 184,540
PT15132	2	Chula Vista	402PT	$ 120,202
			405d AL	$ 355,174
PT15133	2	Montclair	164AL	$ 36,183
			402PT	$ 108,869
PT15134	2	San Mateo	164AL	$ 59,385
			402PT	$ 41,615
PT15135	2	Arcadia	164AL	$ 86,000
			402PT	$ 44,000
PT15136	2	Sunnyvale	402PT	$ 60,000
PT15137	2	Los Banos	402PT	$ 5,994
			405d AL	$ 38,022
PT15138	2	Madera	402PT	$ 44,745
			405d AL	$ 68,445
PT15139	2	Montebello	164AL	$ 57,000
			402PT	$ 16,000
PT15140	2	Downey	164AL	$ 81,000
			402PT	$ 64,000
PT15141	2	Berkeley	402PT	$ 64,980
			405d AL	$ 85,520
PT15144	2	Burlingame	164AL	$ 170,628
			402PT	$ 109,156
PT15152	2	Fremont	405d AL	$ 60,000
PT15143	3	California Highway Patrol	402PT	$ 425,000
PT15146	3	California Highway Patrol	402PT	$ 174,117
PT15147	3	California Highway Patrol	164AL	$ 300,000
			402PT	$ 750,000
PT15149	3	California Highway Patrol	402PT	$ 3,500,000
PT15150	3	California Highway Patrol	402PT	$ 74,870
PT15151	3	California Highway Patrol	402PT	$ 210,200
PT15148	4	The Regents of the University of California, Berkeley Campus	405b OP	$ 1,300,000
			Total	**$ 42,268,193**

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Description
PT15143	3	California Highway Patrol Focused High-Collision Reduction II CHP will conduct a 12-month high-collision traffic safety grant project to reduce the top five PCFs in the El Cajon and Crescent City Areas to reduce the number of victims killed and injured in traffic collisions. The Areas were confirmed by CHP Executive Management based on available FFY 2011 SWITRS data. This grant includes both enhanced enforcement and a public education and awareness campaign directed at reducing the Area's traffic collision victims. Local task forces comprised of representatives from local, regional, state, federal, and/or private organizations and agencies will be formed to address the issues in each Area by comprehensively evaluating both causes and possible remedies. The task force will identify and implement short- and/or long-term solutions individually tailored to each Area.
PT15146	3	California Highway Patrol Keeping Everyone Safe (KEYS) VI CHP will implement a 12-month statewide grant project to address the need for established safety and mobility programs for older drivers to prevent injuries and fatalities. The grant project seeks to promote the program statewide by using multidisciplinary community-based collaborative groups. These groups will assess the issues and make recommendations to address the needs for the senior driving community. The collaborative groups will include member from public and private organizations including law enforcement personnel, health and aging professionals, transportation agency representatives, and other stakeholders. The CHP will continue to partner with the DMV and other group members.
PT15147	3	California Highway Patrol Start Smart Teen Driver Safety Education Program VII CHP will implement a 12-month traffic safety grant specifically focused on providing newly licensed teen drivers 15-19 years of age, and their parents, with enhanced driver education classes emphasizing the dangers typically encountered by members of their age group. Class facilitators will provide education on PCFs involving teens, safe and defensive driving practices, and California driving laws. Facilitators encourage interactive participation during class to strengthen knowledge and understanding of the material and support communication between parents and teens as they discuss driving practices. Teen driver safety education classes will be conducted statewide in both Spanish and English to aid newly licensed drivers with the responsibilities that accompany becoming a licensed California driver.
PT15149	3	California Highway Patrol Reduce Aggressive Driving Incidents and Tactically Enforce Speed (RADIATES) III CHP will conduct a 12-month statewide traffic safety grant focusing on speed-caused collisions and those PCFs that have elements of aggressive driving such as: unsafe turns, following too closely, unsafe passing, driving on the wrong side of the road, and unsafe lane changes.

Grant	Task	Agency/Title/Description
PT15150	3	California Highway Patrol Critical Impact PCF Enforcement CHP, Needles Area will implement a 12-month grant to reduce the number of fatal and injured victims of traffic collisions where improper turning movements, unsafe speed, driving on the wrong side of the road, and improper passing are PCFs within the CHP Needles Area jurisdiction. This grant will be accomplished by conducting proactive saturated enforcement patrols and traffic safety educational presentations.
PT15151	3	California Highway Patrol Real Time PCF Enforcement (RTPE) CHP, Rancho Cucamonga Area will implement a 12-month grant to reduce the number of victims killed and injured in reportable fatal and injury traffic collisions caused by unsafe speed and DUI within the Area's jurisdiction. This grant will be accomplished through the use of daily real time data to identify trending patterns, enhanced enforcement, and traffic safety education and awareness. The Area will utilize daily statistical information to identify beats where speed-caused and DUI traffic collisions are increasing. The Area will also focus enforcement on the top five identified PCFs.
PT15148	4	The Regents of the University of California, Berkeley Campus SafeTREC X Traffic crashes, despite national and statewide progress, remain a tremendous burden on personal lives and society. Estimates of the occurrence and cost of motor vehicle crashes cannot begin to describe the massive toll and disruption to American lives. Comprehensive and coordinated efforts have achieved success in working to achieve "Toward Zero Deaths" goals. For almost 14 years, SafeTREC has worked together with statewide stakeholders and task forces to apply evidence-based approaches to pressing traffic safety concerns. SafeTREC aims to reduce the number of persons killed and injured in traffic collisions by implementing program activities such as education and training, technical assistance, data analysis, and outreach.

PUBLIC RELATIONS, ADVERTISING AND MARKETING

PROGRAM OVERVIEW

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

OTS Goals

- Continue and increase efforts to aggressively pursue successful local, regional, and statewide traffic safety media relations, public awareness, and social norming campaigns that have an impact on behavioral change, foster positive relationships, and create effective traffic safety education and outreach programs.

- Include safe driving messages in all campaigns, so that incidents of traffic collisions will result in fewer injuries and more lives saved.

- Support the OTS mission of reducing traffic deaths, injuries, and economic losses in all public relations, advertising, and marketing efforts.

Countermeasures and Strategies

- Local and Regional media: work directly with OTS grantees in the development of media materials including news releases, coordination of events, materials for public consumption, and specialty articles for publication – all designed to garner increased earned media and positive public awareness of traffic safety messages. Work directly with media outlets to be the first and primary resource for accurate, timely, and expert information on traffic safety issues.

- Current Campaigns: Activities surround various campaigns, including: "Click It or Ticket," "Drive Sober or Get Pulled Over," "Report Drunk Drivers – Call 911," Holiday DUI Crackdown, Sports and Venue Marketing, Distracted Driving, and various regional "Avoid DUI" campaigns targeting the impaired driver.

- Advertising/Marketing: OTS Public Affairs enlists the assistance of local, statewide, and national media in anti-DUI and anti-distracted driving campaigns and initiatives; and promotion of seat belt use. Enhance media reach by partnering with NHTSA, CHP, Caltrans, DMV, ABC, CDPH, non-governmental organizations, and law enforcement agencies throughout the state. Through its Sports and Venue Marketing program, target both specific demographics and general audiences with anti-DUI, distracted driving, and occupant protection messages.

- All campaigns and strategies include marketing to underserved segments of California's population.

ACTION PLAN

The OTS marketing, public relations, media relations, and public affairs effort will be enhanced in 2015 by an increase of $800,000 in the yearly budget for these activities. OTS will focus on generating earned media and utilizing paid media for a wide and deep variety of traffic safety initiatives. This will be accomplished similar to previous years, through targeted DUI, distracted driving, and seat belt campaigns and through active grants – all designed toward lowering the Mileage Death Rate and increasing statewide seat belt use. New for 2015 will be initiatives aimed at the issues surrounding pedestrian and bicycle safety. This approach includes providing increased media assistance to local grantees on proven and new, innovative programs and continuing to target under-represented groups, target audiences, and the general population with traffic safety messages.

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

While emphasizing the program areas mentioned above, OTS will persist with efforts to keep additional problem areas such as motorcycle safety, occupant projection, drug-impaired driving, EMS, older drivers, aggressive driving, and teen drivers in the public eye.

TASKS

Task 1 - Public Relations

Statewide Campaigns

OTS Public Affairs will spearhead several key public awareness campaigns during FFY 2015. Key campaigns will include California's December Holiday DUI Crackdown (also see Paid Advertising), as well as Distracted Driving (also see Paid Advertising), "Click It or Ticket," CPS Week, Motorcycle and Bicycle Safety Months, and DUI enforcement campaigns around other major holiday periods: Memorial Day, Independence Day, and Labor Day weekends, as well as St. Patrick's Day, Cinco de Mayo, and Halloween celebration periods.

All campaigns will rely heavily upon earned media to educate Californians about safe driving practices, including distracted driving, seat belt use, CPS, and impaired driving. Moving forward, OTS will also continue to expand partnerships with CHP, DMV, Caltrans, ABC, and other state and federal agencies on various programs and campaigns.

Partnerships

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

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

OTS Website and Social Media

Grantees, law enforcement agencies, and other traffic safety stakeholders are increasingly reliant on the OTS website for topical information on everything from grant application information to new data on a plethora of traffic safety subjects. The news media and researchers are using the OTS site as a valued resource.

The website is geared to the needs of its primary audiences. Potential and current grantees make up the bulk of those visiting the site, with media, researchers, stakeholders, and the general public following along successively. The site was formatted with this usage in mind.

An update to the website, both in look and functionality, has been planned for two years, but has not yet been instituted. OTS has had an unfilled position that would supervise all OTS internet, computer, and IT functions for more than a year. Until that position is filled, the website will be in maintenance mode.

OTS joined in the Social Media revolution by inaugurating the OTS Facebook presence - www.facebook.com/CaliforniaOTS - in December of 2009. The use and growth of the OTS Facebook presence has been overwhelmingly positive, with phenomenal growth to a current level of nearly 34,000 "likes." The monthly rate of impressions varies greatly depending on whether we are in an actively promoted campaign, but has reached as high as 60 million. It serves as an agency information and public engagement presence for OTS. This social media platform allows OTS to communicate with all California motorists with real-time updates, life saving resources, and engaging applications. The site is updated daily with news, engaging posts, videos, photos, contests, polls, Smartphone apps, links, and more. For 2015, OTS will see further expansion and use as Facebook continues its growth as a major communication medium, particularly with our target demographics.

In March 2010, OTS expanded its social media presence with the advent of a dedicated OTS YouTube Channel - http://www.youtube.com/user/californiaots - featuring videos ranging from California state agency produced PSAs to crash victim videos to special OTS produced videos solely for social media, to appropriate videos from other organizations.

In late 2011, OTS initiated a presence on Twitter - http://twitter.com/#!/OTS_CA. Daily "tweets" provide engaging and often informative communications and has garnered over 6,500 followers. An addition to the impaired driving campaign in 2014 was a new Twitter account for DDVIP, the new designated driver promotion. This same DDVIP tactic spawned an Instagram site during the year, for more visual interactivity.

All of the current OTS presences on social media are seen as a necessary and highly strategic door into the under-35 demographic that is most at risk on our roadways. We will continue to utilize them heavily in 2015 and beyond. In addition, OTS will continuously monitor the ever-changing universe of social media, evaluating current strategies while staying mindful of what new technologies may be beneficial in the future.

Media Relations

Bringing together expert resources in media relations, public affairs and community outreach, OTS Public Affairs offers an array of services, including: media relations, marketing, event logistics, creative writing, and campaign management. In 2014, OTS Public Affairs will continue its successful targeted outreach to major media representatives to expand its role as the primary source for traffic safety information in the state.

OTS Public Affairs is a "one-stop shop" resource for all of its grantees, whether organizing a media event or assisting in garnering earned media through press releases, press events and the placement of specialty stories or Opinion/Editorial pieces. OTS works with grantees when needed to foster positive relations with the media covering their traffic safety programs.

Grantee Support

Integrating media into all grant programs on the local level is a key goal and objective in OTS Public Affairs. The office routinely assists grantees in the execution of media events, framing key messages, and arranging media interviews. In addition, OTS Public Affairs directs the message on news releases, specialty articles and publicly distributed material penned by local grantees and community-based organizations. In 2013, OTS saw an expansion in the number of press release templates, fact sheets, and other materials made available to grantees. In 2015, we will continue this tactic, but with slightly fewer templates, reflecting the narrowing the number and types of activities now being funded. The vast majority of grantees have begun using these materials to streamline their public relations efforts and provide an increased professional look to their media communications. Use of these templates has now become nearly universal, garnering increased and regular news media mention for grant activities.

Task 2 - Paid Advertising

During 2015, the campaigns that OTS will be using paid media include the December DUI Crackdown and Distracted Driving. Other, new campaigns may utilize paid media, depending on specific plans determined later.

OTS Public Affairs will receive comprehensive reports from its marketing, advertising and public affairs contractor after each campaign detailing all aspects of the campaigns and listing actual audience impressions. OTS and grantees track press coverage generated by campaigns.

$1,000,000	DUI Crackdown
$700,000	Distracted Driving
$1,700,000	Fund to be determined upon payment

The following table reflects grants active in FFY 2015 with paid media in their budgets:

Grant #	Agency	Campaign	Budget
MC1502	California Highway Patrol	California Motorcycle Safety Enforcement and Education	$500,000

Task 3 - Marketing

Sports and Venue Marketing

Since its inception 20 years ago, the OTS Sports & Venue Marketing program has become an enduring model for sports partnerships and traffic safety. While the 2015 schedule of events won't be announced until after the New Year, campaign venues being explored include partnerships with California-based sports teams as well as concert and other entertainment venues, and will continue moving into broad based impression building. Target audiences for this marketing are primarily young males, and secondarily families with children. The messaging is occupant protection, impaired driving, and distracted driving.

General Marketing

OTS has an extensive, year-round effort in place to produce and place as much "public service" materials as possible in the media. This comes in the form of television and radio public service announcements and billboard placement. Although there is no cost for airing and displaying the media, there are production and installation costs. This marketing had a paid media equivalent of over $6 million in 2013. The messaging is occupant protection, impaired driving, and distracted driving.

$300,000	Sports and Venue
$500,000	Pedestrian and Bicycle Safety
$175,000	Web, Social Media, and Hosted Events
$200,000	Other Program Areas
$50,000	PSA Production, Placement and Installation
$1,225,000	Fund to be determined upon payment

TRAFFIC RECORDS/ROADWAY SAFETY

PROGRAM OVERVIEW

The traffic records system in California encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. At the core of the state's traffic safety records systems are databases comprised of crash, citation, adjudication, driver licensing, emergency medical services, injury surveillance, roadway information, and vehicle records. The relationships among these systems are depicted below as an interlocking set of related information. For traffic safety purposes, crash data are at the center of this "honeycomb" of information.

While the geographic size of California and its large population has made centralization of traffic records difficult, OTS and the state Traffic Records Coordinating Committee (TRCC) continues working towards centralization of all state traffic records with the primary goal of improving the accuracy, completeness, timeliness, uniformity, accessibility, and integration of the core databases. In the meantime however, various aspects of traffic records are still being collected and maintained by a variety of responsible agencies.

Currently, the primary data repository for all crash report records is the SWITRS. Installed and maintained by the CHP in 1974, SWITRS collects and stores collision-related reports from state and local law enforcement agencies and makes the data available to state and local agencies upon request. Over the years, SWITRS has undergone both major and minor programming development in response to advances in computing capabilities and technology. Some of the more recent improvements to the SWITRS program have been the introduction of online crash data query capabilities, the collection and storage of crash location GIS coordinates and the addition of new data fields in the state crash report. Additional improvements for the SWITRS system include continued development of electronic crash reporting to include the ability of the SWITRS system to accept electronic submissions of completed crash reports from allied agencies, which will significantly reduce data entry by CHP SWITRS personnel and the lag time between the time of the incident and input of a crash record.

The TASAS, maintained by Caltrans, is a supplemental repository of collision data extracted from the SWITRS database that contains highway engineering data on over 15,000 miles of state highways, including over 19,000 intersections and 14,000 ramp sections. TASAS does not include local (city or county) streets or roadway data. Quarterly, reports are generated identifying state highway locations that have significantly high concentrations of collisions.

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

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

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

The EMSA has established a statewide database for emergency medical response reporting, including response times to collisions and subsequent treatment of collision victims. In the EMS system, all regional trauma systems store and retrieve medical data, with a certain mandated core data transmitted to the EMSA system. The California EMS Information System (CEMSIS) is now programmed to receive EMS and Trauma Center data from participating local EMS Agencies. CEMSIS-Trauma is currently receiving data on critically injured trauma patients representing 51 trauma centers. EMS linkage is necessary for the sensitivity index computation, and provides traffic engineers and traffic law enforcement personnel invaluable information on morbidity and mortality rates.

All cities and counties maintain traffic-related records, including data on local roadways. Many agencies report optimal effectiveness can be achieved by maintaining a local system that includes in some cases, substantially more data elements than are currently contained in the statewide systems. A local system typically includes collision records, records of arrests and citations, and crash data on local streets and roads. Local agencies in California have identified specific difficulties in using SWITRS, primarily the time lag in receiving reports and the inconsistencies in the identification of local street names. For smaller cities, these problems do not represent major obstacles; but larger communities require an automated collision database system to provide in part, a more timely record, a more accurate identification of crashes, and ability to analyze collision trends and locations. OTS will continue to address the need for local systems by continuing to provide hardware and software to local grantees that are compatible with SWITRS. Many local agencies are implementing, or exploring the feasibility of implementing local GIS based traffic record systems.

In January 2011, OTS and NHTSA facilitated a traffic records assessment for the State of California. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver/vehicle, traffic engineering, enforcement and adjudication, and EMS/Trauma data systems) conducted the assessment.

The scope of this assessment covered all of the components of a traffic records system. The purpose was to determine whether the traffic records system in California is capable of supporting management's needs to identify the State's highway safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness.

During the assessment, the team noted progress achieved by the State resulting from implementing some of the remedies suggested during the 2005 assessment, as well as other noteworthy improvements that have been accomplished since the 2005 assessment. The team also pointed out that it was worthy to note that many of the projects in the State's various safety plans are linked to recommendations from the 2005 assessment with emphasis on crash, citation, and injury surveillance records. The team also reported that the TRCC was a "well functioning committee and embraced by its members as a valuable vehicle for moving many of the traffic records projects forward."

In addition to the NHTSA sponsored traffic records assessment, as part of the TRCC's ongoing effort to develop a long-term statewide traffic records strategic plan, the TRCC's strategic planning group participated in an FHWA sponsored Peer-to-Peer Conference in September 2010, and the FHWA Crash Data Improvement Program (CDIP) in February 2012. The Peer-to-Peer conference provided members of the TRCC Strategic Planning Group with the opportunity to interact with our peers from North Carolina, the State of Washington, and Michigan. During the Peer-to-Peer conference, members of the TRCC strategic planning group focused on identifying common issues with our peer states related to general crash issues, timeliness of crash report submission, accuracy and completeness of reports, consistency of crash data, and integration of data and accessibility of crash data among traffic safety stakeholders. The CDIP provided an evaluation of the Crash Data Production and Location processes currently in use in California. The evaluators made recommendations for improvements of these processes and systems. The results of the conference and evaluation were used by the group in the development of the long-term strategic plan.

Countermeasures and Strategies

- Continue to incorporate recommendations from the January 2011 Traffic Records Assessment into the Strategic Plan, FHWA sponsored Peer-to-Peer conference, and CDIP evaluation.

- Provide funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems in order to provide timely tracking, identification, analysis, and graphing of collision and citation data.

- Foster the relationships between city and county engineering and enforcement agencies involved in system selection, deployment, and data sharing of GIS-based collision and citation analysis systems.

- Continue funding for speed feedback signs in conjunction with increased law enforcement to actively engage motorists and apprise them of their vehicle speed and the allowable speed limit on roadways off the federal aid system.

- Encourage grants that involve multiagency/multimunicipality data systems and to fund cooperative goals including data sharing and resource and data pooling.

- Increase outreach and educational efforts to reduce the number of collisions, injuries, and deaths involving motorists and workers in highway work zones.

- Ensure engineering and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate, and analyze critical traffic safety issues.

- Support automation grants to reduce report preparation time and to reduce the lag time between incident and system input.

- Support the creation of a web-based viewing and analysis system that allows users to query specific SWITRS data, interactively build maps in real time, and incorporate additional data in these maps.

- Continue with enhancements to the CEMSIS.

- Continue with the obtaining and the deployment of hardware and software for a statewide automated citation system, which will interface with all judicial jurisdictions within the state, which is capable of electronic citation data transmissions.

- Enhance the integrity of the DMV Driver's License Database.

Funded Grant Goals

- To establish Citywide and Countywide GIS and/or other Automated Collision Analysis Systems including hardware, software, and network cabling or other linking media to enable data sharing between enforcement agencies, Departments of Public Works, and other related agencies.

- To ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate, and analyze critical traffic safety issues.

- To improve local traffic engineering departments' customer service by reducing the time required to produce and track collision reports, and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations.

TASKS

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2015 HSP. This plan includes grants that will be continued from prior fiscal years. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - Data Records Design and Implementation
Grants funded in this task provide the databases and data record design by which state and local agencies can supplement existing collision record programs with needed roadway data. Three grants have been identified in the California State Traffic Safety Information Systems Strategic Plan developed by the California TRCC and subsequently approved by NHTSA.

Task 3 - Comprehensive Data System Design and Implementation
The Traffic Collision Database and Mapping System will provide data input and management for traffic collision reports. Using GIS mapping systems, staff can query and map information from the database to identify high frequency locations and patterns. Identified locations that exceed collision thresholds can then be further studied and appropriate action taken.

Task 4 - Data Improvement Grants
This task provides funding for the California Active Transportation Safety Information Pages (CATSIP) website, Transportation Injury Mapping System (TIMS) website, Empirical Bayes method for comparing collision numbers, and the Automated Knowledge Test Expansion project.

Task 5 – Strategic Highway Safety Planning
This task provides funding to support the statewide efforts for the California SHSP.

Task 6 – Public Awareness
This task provides funding to expand upon the "Slow for the Cone Zone" campaign, a work zone safety public awareness campaign.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
TR1501	2	California Department of Public Health	405c TR	$ 600,000
TR1509	2	California Highway Patrol	405c TR	$ 1,244,304
TR1510	2	Emergency Medical Services Authority	405c TR	$ 225,000
TR1503	3	Riverside County	405c TR	$ 340,000
TR1502	4	California Polytechnic State University, Pomona	408TR	$ 135,000
TR1505	4	The Regents of the University of California, Berkeley Campus	405c TR	$ 75,000
TR1506	4	The Regents of the University of California, Berkeley Campus	408TR	$ 221,320
TR1507	4	The Regents of the University of California, Berkeley Campus	405c TR	$ 113,096
TR1511	4	California Department of Motor Vehicles	405c TR	$ 2,292,758
TR1504	5	California Department of Transportation	405b OP	$ 300,000
TR1508	6	California Department of Transportation	405b DD	$ 1,000,000
			Total	**$ 6,546,478**

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Description
TR1501	2	California Department of Public Health Crash Medical Outcomes Data Project California traffic safety and injury prevention communities need comprehensive crash to outcome data that are critical to identifying and solving traffic safety problems. The Crash Medical Outcomes Data Project responds to this need and the vision of NHTSA's TRCC. This project expands 2014 successful data linkage between crash data and medical data by integrating additional key data such as trauma response. This project also leverages existing resources to improve data quality and access by sharing data and knowledge across partner agencies.
TR1509	2	California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) Backlog Project III CHP will implement a 12-month program to hire 20 full-time limited term positions (two Supervising Program Technician I's and 18 Program Technicians), including full-time salary and benefits for each classification, to enter injury traffic collision reports into the SWITRS database. The 20 full-time positions will work a swing shift.
TR1510	2	Emergency Medical Services Authority California EMS Information System EMSA will increase the amount of data available to researchers and the public for the study of post-crash survivability. This will be accomplished by completing the transformation of local and state data operations to the nationally recognized formats known as NEMSIS Version 3 and creating new, open data resources for EMSA public website. Data integration will remain a priority across all project activities, and EMSA will continue its partnership with CDPH to achieve data linkage objectives.
TR1503	3	Riverside County GIS-Based Countywide Traffic Records System The County will develop a countywide collision record system that will collect traffic collision data from all cities (excluding collisions on state highways) and allow sharing of data to facilitate decision-making in directing and prioritizing limited resources for safety improvements to reduce fatalities, injuries, and property damages. The countywide database will allow the county and cities the ability to compare regional issues/trends to consider solutions that require coordination among agencies. Additional features will be included in the new countywide system to create an agency model of roadway classifications, speed limits, intersection controls, and traffic volume data. The system will need to produce collision rates along with average collision rates by road class and intersection control. The records from the countywide system will be available to upload to a state level for use by OTS.

Grant	Task	Agency/Title/Description
TR1502	4	California Polytechnic State University, Pomona Empirical Bayes Estimated OTS Ranking III Currently, the OTS rankings are based on rates of fatal and injury collisions per "1,000 DVMT" and per "1,000 average population" figures. Compared with the registered collision numbers, collision rates ensure more proper comparisons by taking into consideration more factors such as populations and DVMT. However, crash rate has been illustrated to have some major disadvantages as well. To aid OTS in evaluating the safety performance of individual cities/counties more efficiently, the proposed study aims to generate Empirical Bayes (EB)-based collision numbers for different cities and counties.
TR1505	4	The Regents of the University of California, Berkeley Campus California Active Transportation Safety Information Pages (CATSIP) 2014-2015 The CATSIP website (www.catsip.berkeley.edu) was created in response to growing interest in increasing the amount of walking and bicycling as a share of travel in California, which highlighted the need for evidence-based information, tools, and resources to enhance active transportation safety. CATSIP has become a robust source of information on California active transportation safety, with increasing usage year to year, with more than 20,000 page views in the most recent year. This extension of CATSIP will build on the current site by keeping content up-to-date and adding new functions and features. The CATSIP site is supported by an active social media component on Twitter, @transafe and a blog http://catsip.berkeley.edu/blogs/catsip). CATSIP is a platform for California pedestrian and bicycle safety for agencies.
TR1506	4	The Regents of the University of California, Berkeley Campus Transportation Injury Mapping System (TIMS) Data and Application Improvements This proposal will provide application improvement to the TIMS website. The increased use of TIMS for large scale data analysis has highlighted the need for improvements to better understand trends in the data, specifically in regards to pedestrian collisions, victim counts, and with SHSP challenge areas. This proposal will also provide resources to maintain and update the geo-coded SWITRS collision data, web databases, web server and application code that are needed for TIMS.
TR1507	4	The Regents of the University of California, Berkeley Campus Tribal Safety Data Collection Project Although data is limited, FARS and SWITRS data suggest that Native Americans are high-risk population for traffic injury. Roadway design, pedestrian and driver behavior, and environmental factors contribute to crash risk. In addition, factors such as age, speeding, seat belt use, time of day, location, and alcohol use increase injury risk. Nationally, the highest at-risk group among American Indians was men aged 35-49. The goal of this project is to improve traffic safety on Tribal Lands in California. The objectives including piloting a survey of select tribes in California of current traffic safety data, developing recommendations for standardized reporting policies and procedures and developing a prototype traffic collision database for the 111 federally recognized tribes in California.

Grant	Task	Agency/Title/Description
TR1504	5	California Department of Transportation Strategic Highway Safety Plan Update This grant will support the statewide efforts for the SHSP. The SHSP is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The SHSP strategically establishes statewide goals, objectives, and key emphasis areas developed in consultation with federal, state, local, and private sector safety stakeholders. The grant will pay for general analyses, preparations of draft documents, outreach, and data collection analysis of action items and recommendations from challenge areas and by all demographics and interested parties.
TR1508	6	California Department of Transportation Highway Safety Campaign This project will expand upon prior "Slow for the Cone Zone" projects for a work zone safety public awareness campaign statewide for the next two years. In addition to the "Slow for the Cone Zone," the new expanded campaign will include education about the "Move Over Law." Caltrans will continue to survey the impact of the campaign on public awareness and will analyze existing work zone collision data to determine whether the campaign continues to be successful in reducing work zone collisions and whether a cost benefit analysis supports permanently continuing this campaign statewide.

Hazard Elimination Projects

The following are hazard elimination grants scheduled for 2015 and funded through the California Department of Transportation.

10-00010

City or County	Amount	Project Type	Fund
Nevada County	$ 2,000,000	Upgrade crash cushions and guardrail	164HE
Mendocino County	$ 5,000,000	Upgrade metal beam guardrail	164HE
San Diego County	$ 600,000	Install rumble strips	164HE
Los Angeles County	$ 2,000,000	Upgrade metal beam guardrail end treatment and transitions	164HE
Los Angeles & Ventura Counties	$ 3,000,000	Gore area cleanup/upgrade	164HE
Los Angeles County	$ 1,200,000	Install concrete barrier	164HE
Santa Cruz County	$ 900,000	Install concrete barrier/widen shoulder	164HE
Kern County	$ 1,150,000	Install windscreen	164HE
Plumas County	$ 6,000,000	Upgrade metal beam guardrails	164HE
Inyo County	$ 3,500,000	Rock fall mitigation	164HE
Los Angeles County	$ 1,200,000	Install metal beam guardrail	164HE
Los Angeles County	$ 3,000,000	Install metal beam guardrail	164HE
Los Angeles County	$ 2,000,000	Install metal beam guardrail & concrete railing	164HE
Alameda County	$ 2,000,000	Upgrade medium barrier	164HE
Solano County	$ 3,000,000	Install metal beam guardrail	164HE
Alameda & Contra Costa Counties	$ 7,000,000	Upgrade metal beam guardrail terminal system	164HE
Los Angeles County	$ 750,000	Upgrade metal beam guardrail terminal system	164HE

12-00005

City or County	Amount	Project Type	Fund
Fresno County	$ 900,000	Construct Concrete Guardrail	164HE
Contra Costa & Alameda Counties	$ 3,000,000	Install Metal Beam Guardrail	164HE
Cancelled			
Riverside County	$ 2,000,000	Install Concrete Barrier	164HE
Solano County	$ 8,000,000	Shoulder Widening	164HE
Santa Cruz County	$ 1,500,000	Upgrade Metal Beam Guardrails	164HE
San Francisco County	$ 5,500,000	Upgrade Bridge Rails	164HE
San Bernardino County	$ 9,220,000	Shoulder Widening	164HE
Siskiyou County	$ 1,000,000	Construct Bridge & Improve Roadway Geometry	164HE
Los Angeles County	$ 4,500,000	Tunnel Lighting Upgrade	164HE
Trinity County	$ 2,500,000	Curve Improvement	164HE

PERFORMANCE

REPORT

FY 2013

PERFORMANCE REPORT

California continued to lead the nation in efforts to save lives, prevent injuries and reduce economic losses from traffic crashes. In FY 2013, OTS awarded $83 million in grants to 252 agencies for all priority program areas. Listed below are the outcomes for the ten core performance measures, one core behavior measure, three activity measures, and other funded program goals. California's 2013 APR can be found on our website at www.ots.ca.gov and includes more detailed information on project distribution, the Statewide Traffic Safety Intercept Survey, California's Fatality Report, and Program Area Highlights.

Core Performances Measures		Base Year	Goal		Actual	
C-1	Traffic Fatalities	3,078	2,848	7.5%	2,857	-7.2%
C-2	Serious Traffic Injuries	11,099	10,545	5.0%	10,607	-5.0%
C-3	Fatalities/VMT	0.94%	0.93%	0.01 point	0.88%	.06 points
C-4	Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions	608	578	5.0%	487	-20%
C-5	Alcohol-Impaired Driving Fatalities	907	862	5.0%	802	-11.6%
C-6	Speeding-Related Fatalities	1,051	999	5.0%	916	-8.4%
C-7	Motorcyclist Fatalities	435	414	5.0%	435	maintained
C-8	Unhelmeted Motorcyclist Fatalities	46	37	20.0%	32	-30.5%
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	431	410	5.0%	324	-24.9%
C-10	Pedestrian Fatalities	596	590	0.9%	612	2.7%
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles	96.0%	96.7%	0.7 points	97.4%	1.4 points

Core Performance Measures

C-1: Traffic Fatalities – (FARS)

- To decrease traffic fatalities 7.5 percent from the 2008-2010 calendar base year average of 3,078 to 2,848 by December 31, 2013.
- Result: Traffic fatalities decreased 7.2 percent from the 2008-2010 calendar base year average of 3,078 to 2,857.

C-2: Serious Traffic Injuries – (SWITRS)

- To decrease serious traffic injuries 5 percent from the 2008-2010 calendar base year average of 11,099 to 10,545 by December 31, 2013.
- Result: Serious traffic injuries decreased 5 percent from the 2008-2010 calendar base year average of 11,099 to 10,607.

C-3: Fatalities/VMT (FARS/FHWA)

- To decrease fatalities/VMT from the 2008–2010 calendar base year average of .94 to .93 by December 31, 2013.
- Result: Fatalities/VMT decreased .34 points from the 2008-2010 calendar base year average of .94 to .88.

C-4: Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)

- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from the 2008–2010 calendar base year average of 608 to 578 by December 31, 2013.
- Result: Unrestrained passenger vehicle occupant fatalities in all seating positions decreased 20 percent from the 2008-2010 calendar base year average of 608 to 487.

C-5: Alcohol-Impaired Driving Fatalities (FARS)

- To decrease alcohol-impaired driving fatalities 5 percent from the 2008–2010 calendar base year average of 907 to 862 by December 31, 2013.
- Result: Alcohol-impaired driving fatalities decreased 11.6 percent from the 2008-2010 calendar base year average of 907 to 802.

C-6: Speeding-Related Fatalities (FARS)

- To reduce speeding-related fatalities 5 percent from the 2008-2010 calendar base year average of 1,051 to 999 by December 31, 2013.
- Result: Speeding-related fatalities decreased 8.4 percent from the 2008-2010 calendar base year average of 999 to 916.

C-7: Motorcyclist Fatalities (FARS)

- To decrease motorcyclist fatalities 5 percent from the 2008–2010 calendar base year average of 435 to 414 by December 31, 2013.
- Result: Motorcyclist fatalities were maintained from the calendar base year average of 435.

C-8: Unhelmeted Motorcyclist Fatalities (FARS)

- To decrease unhelmeted motorcyclist fatalities 20 percent from the 2008–2010 calendar base year average of 46 to 37 by December 31, 2013.
- Result: Unhelmeted motorcyclist fatalities decreased 30.5 percent from the 2008-2010 calendar base year average of 46 to 32.

C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

- To decrease drivers age 20 or younger involved in fatal crashes 5 percent from the 2008-2010 calendar base year average of 431 to 410 by December 31, 2013.
- Result: Drivers age 20 or younger involved in fatal crashes decreased 24.9 percent from the 2008-2010 calendar base year average of 431 to 324.

C-10: Pedestrian Fatalities (FARS)

- To reduce pedestrian fatalities .9 percent from the 2008-2010 calendar base year average of 596 to 590 by December 31, 2013.
- Result: Pedestrian fatalities increased 2.7 percent from the 2008-2010 calendar base year average of 596 to 612.

Core Behavior Measure

B-1: Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (Survey)

- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .7 percentage points from the 2009-2011 calendar base year average usage rate of 96 percent to 96.7 percent by December 31, 2013.
- Result: Observed seat belt use of front seat outboard occupants in passenger vehicles decreased 1.4 percentage points from 96 percent to 97.4 percent.

Activity Measures

A-1: Seat Belt Citations Issued During Grant Funded Enforcement Activities – 2,203
A-2: Impaired Driving Arrests Made During Grant Funded Enforcement Activities – 12,643
A-3: Speeding Citations Issued During Grant Funded Enforcement Activities – 22,036

Funded Goals

Alcohol-Impaired Driving

To reduce the number of persons killed in alcohol-involved collisions 5 percent by September 30, 2013.
- Result: Persons killed in alcohol-involved collisions decreased 2.4 percent from 172 to 168.

To reduce the number of persons injured in alcohol-involved collisions 6 percent by September 30, 2013.
- Result: Persons injured in alcohol-involved collisions increased 2.9 percent from 6,344 to 6,166.

To reduce hit-and-run fatal collisions 5 percent by September 30, 2013.
- Result: Hit-and-run fatal collisions increased 30.3 percent from 83 to 119.

To reduce hit-and-run injury collisions 5 percent by September 30, 2013.
- Result: Hit-and-run fatal collisions decreased 7 percent from 12,720 to 11,842.

To reduce nighttime (2100 - 0300 hours) fatal collisions 5 percent by September 30, 2013.
- Result: Nighttime (2100 - 0300 hours) fatal collisions increased .5 percent from 212 to 211.

To reduce nighttime (2100 - 0300 hours) injury collisions 5 percent by September 30, 2013.
- Result: Nighttime (2100 - 0300 hours) injury collisions decreased 11.3 percent from 7,513 to 8,470.

To reduce the number of motorcyclists killed in alcohol-involved collisions 5 percent by September 30, 2013.
- Result: Motorcyclists killed in alcohol-involved collisions decreased 12.5 percent from 14 to 16.

To reduce the number of motorcyclists injured in alcohol-involved collisions 5 percent by September 30, 2013.
- Result: Motorcyclists injured in alcohol-involved collisions increased 7.2 percent from 153 to 142.

Bicycle Safety

To reduce the total number of bicyclists killed in traffic- related collisions 10 percent by September 30, 2013.
- Result: Bicyclists killed in traffic-related collisions decreased 100 percent from 2 to 0.

To reduce the total number of bicyclists injured in traffic- related collisions 10 percent by September 30, 2013.
- Result: Bicyclists injured in traffic-related collisions decreased 55.6 percent from 99 to 44.

To increase bicycle helmet compliance for children aged five to 18 by 25 percentage points by September 30, 2013.
- Result: Bicycle helmet compliance for children aged five to 18 increased 17 percentage points from 54 percent to 71 percent.

To reduce the number of bicyclists killed in traffic-related collisions under the age of 15 by seven percent by September 30, 2013.
- Result: Bicyclists killed in traffic-related collisions under the age of 15 was maintained at 0.

To reduce the number of bicyclists injured in traffic-related collisions under the age of 15 by ten percent by September 30, 2013.
- Result: Bicyclists injured in traffic-related collisions under the age of 15 decreased 53.4 percent from 15 to 7.

Emergency Medical Services

To decrease the average response time for the arrival of appropriate equipment at collision sites in rural areas.

- Result: Average response time for the arrival of appropriate equipment at collision sites in rural areas decreased 30 percent from 27 minutes to 19 minutes.

Occupant Protection

To increase seat belt compliance 5 percentage points by September 30, 2013.

- Result: Seat belt compliance increased 1 percentage points from 85 percent to 86 percent.

To increase child safety seat usage 6 percentage points by September 30, 2013.

- Result: Child safety seat usage was maintained at 52 percent.

To reduce the number of vehicle occupants killed and injured under the age of six by ten percent by September 30, 2013.

- Result: Vehicle occupants killed and injured under the age of six decreased 35.1 percent from 77 to 50.

Pedestrian Safety

To reduce the total number of pedestrians killed 8 percent by September 30, 2013.

- Result: Pedestrians killed decreased 26.4 percent from 19 to 14.

To reduce the total number of pedestrians injured 10 percent by September 30, 2013.

- Result: Pedestrians injured increased 1.4 percent from 941 to 928.

To reduce the number of pedestrians killed under the age of 15 by 9 percent by September 30, 2013.

- Result: Pedestrians killed under the age of 15 was maintained at 0.

To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2013.

- Result: Pedestrians injured under the age of 15 decreased 11.3 percent from 71 to 63.

To reduce the number of pedestrians killed over the age of 65 by 7 percent by September 30, 2013.

- Result: Pedestrians injured under the age of 15 decreased 50 percent from 10 to 5.

To reduce the number of pedestrians injured over the age of 65 by 5 percent by September 30, 2012.

- Result: Pedestrians injured over the age of 65 increased 14.3 percent from 108 to 126.

Police Traffic Services

To reduce the total number of persons killed in traffic collisions 2 percent by September 30, 2013.

- Result: Persons killed in traffic collisions increased 18.5 percent from 691 to 847.

To reduce the total number of persons injured in traffic collisions 2 percent by September 30, 2013.

- Result: Persons killed in traffic collisions decreased 1.8 percent from 81,122 to 82,580.

Traffic Records/Roadway Safety

To establish citywide and countywide GIS and/or other automated collision analysis systems including hardware, software and network cabling or other linking media to enable data sharing between enforcement agencies, Departments of Public Works and other related agencies.

To ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.

To improve the Traffic Engineering Department's customer service by reducing the time required to produce and track collision reports and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations.

- One rural county and one urban city were funded for new Traffic Collision Data Analysis and Mapping systems. The systems replaced manual input databases or paper files, allowing Traffic Engineers access to extensive collision analysis tools, automated standard reports, and mapping of collision locations.

Public Relations, Marketing and Advertising

In FFY 2013, OTS Public Affairs was instrumental in the successful implementation of multiple statewide and regional campaigns and outreach efforts. More Californians and visitors are being reached with traffic safety messaging, in more ways, than ever before.

Holiday DUI Crackdown Campaign
In conjunction with the state's comprehensive regional and county "Avoid DUI" task forces, OTS partnered with the CHP, Alcoholic Beverage Control (ABC), DMV and Department of Transportation (Caltrans), among others, to conduct the state's annual winter holiday anti-DUI campaign. The OTS portion of the effort generated more than 100 million audience impressions from earned media placements, paid advertising, public service announcements, and in-person contacts. Impressions from the running of several days of freeway changeable message sign messages can't be quantified, but could be expected at over 100 million. Collectively the campaign generated more than $4 million in added value.

Distracted Driving
OTS led the third year of the largest, most comprehensive high visibility public awareness and enforcement campaign in the nation. The campaign generated 80 million impressions and $2 million in added value. 2013 was the second year for the "Don't Be a Distracted Driving Zombie" theme highlighting the reduction in driving brain activity when engaged in talking or texting on cell phones. OTS, along with efforts by the CHP, Caltrans, DMV, and local jurisdictions, held multiple press events, utilized paid media, public service media, earned media, and social media extensively. Impressions from the running of several days of freeway changeable message sign messages can't be quantified, but could be expected at over 100 million. OTS continued the relationship with the Gannett Company's Sacramento television station with an integrated distracted driving media campaign.

Sports and Venue Marketing
OTS continues to lead the nation when it comes to using sports and entertainment venues as a means to reach the public with life-saving traffic safety messages. As FFY 2013 marked the program's nineteenth year in California, OTS continued to partner with professional sports teams and entertainment venues to promote key programs, primarily impaired driving. OTS began changing tactics somewhat in 2013, moving away from traditional radio game broadcasts and specific in-stadium promotion and advertising events to more ubiquitous and passive impression building. An example of this was sponsoring designated driver messaging on every beer cup sold throughout the entire year at stadium, arena, and fairground venues.

Seat Belt Mobilizations
In FFY 2013, the OTS continued the tactic which began in 2012 concerning "Click It or Ticket" public awareness campaigns. With seat belt usage rates continuing over 95 percent, OTS utilized earned media only, both on a statewide and local level, plus the over 650 permanent road signs remain in place. This tactic conveyed to both the media and public that "Click It or Ticket" special enforcement was continuing unabated, when in fact, it had been almost entirely curtailed as a special operation. The tactic is working, illustrated by California reaching its highest usage rate ever, 97.4 percent, in the summer of 2013.

Grantee Media Relations
OTS Public Affairs regularly provides technical assistance to local grantees in their communications and outreach efforts. In FFY 2013, Public Affairs supported grantees in the development of press materials and the planning of media events. OTS assisted local grantees by developing or updating over 25 press release templates for their use. The templates were made available on the OTS website for easy downloading and use. OTS aided grantees by participating in print and broadcast media interviews to underscore the key points regarding impaired driving,

occupant protection, distracted driving, and police traffic services, among others. Nearly 200 grant kickoff press releases and over 700 operation/activity press releases from grantees were reviewed and edited as needed.

Social Media

FFY 2013 saw a continued expansion of OTS presence on social media. Facebook "likes" jumped from around crossed over the 30,000 mark. OTS Facebook is unique among state highway safety sites in that we stress engagement first and message second. A combination of eye-catching graphics, contests, quizzes, photos, videos and choreographed conversational interaction are all designed to immediately and constantly bring in visitors and keep them returning. As they stay, the traffic safety messaging is subtly, and sometimes directly, insinuated into the conversation. FFY 2013 saw the expansion of OTS presence on Twitter, also relying heavily on pulling in followers with choreographed conversational interaction. The primary OTS Twitter site doubled in followers over the year to over 6,000. In addition, OTS started a second Twitter account, this one dedicated to the current impaired driving campaign tactic known as "DDVIP." This same DDVIP tactic spawned an Instagram site during the year, for more visual interactivity. The OTS YouTube Channel has been effectively used as a landing spot for "viralized" videos.

On-Going Outdoor Advertising

OTS invested heavily in outdoor billboard display advertising, bringing the "Report Drunk Drivers. Call 911" message to drivers in all major California urban markets. A nine month campaign that utilized billboards, augmented by mobile display units, radio ads and streaming audio sources, garnered 530 million adult impressions.

Institutional Partnering

OTS continued to build on highly successful cooperative promotional activities with NHTSA, Mothers Against Drunk Driving (MADD), and other national institutions, as well as many industry groups such as 7-11 Markets, CBS and Clear Channel Outdoor, KXTV, Ovation Food Service, and Live Nation Entertainment. OTS partnerships with other state agencies have been particularly effective, including the DMV, CHP, ABC, Department of Public Health, and Caltrans. The use of Caltrans changeable message signs for traffic safety during the holiday "DUI Crackdown" and "Click It or Ticket" periods, the "It's Not Worth It!" distracted driving campaign, and special enforcement periods, have reached tens of millions of freeway drivers repeatedly with the traffic safety message.

CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS

CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended
- 49 CFR Part 18—Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200—Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Sub-award and Executive Compensation Reporting, August 27, 2010, (https://www. fsrs.gov/documents/OMB_Guidance_on_ FFATA_Subaward_and_Executive_ Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);

- The names and total compensation of the five most highly compensated officers of the entity if:

(i) the entity in the preceding fiscal year received;

(I) 80 percent or more of its annual gross revenues in Federal awards;

(II) $25,000,000 or more in annual gross revenues from Federal awards; and

(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or

15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

Other relevant information specified by OMB guidance.

NONDISCRIMINATION (applies to sub-recipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to:

(a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88–352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21);

(b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681–1683 and 1685–1686), which prohibits discrimination on the basis of sex;

(c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101–336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27);

(d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101–6107), which prohibits discrimination on the basis of age;

(e) the Civil Rights Restoration Act of 1987 (Pub. L.100–259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities;

(f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92–255), as amended, relating to nondiscrimination on the basis of drug abuse;

(g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;

(h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd–3 and 290ee–3), relating to confidentiality of alcohol and drug abuse patient records;

(i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing;

(j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and

(k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

- Establishing a drug-free awareness program to inform employees about:

  - The dangers of drug abuse in the workplace.

  - The grantee's policy of maintaining a drug-free workplace.

  - Any available drug counseling, rehabilitation, and employee assistance programs.

  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.

  - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—

  - Abide by the terms of the statement.

  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.

- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted—

  - Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or local health, law enforcement, or other appropriate agency.

- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT (applies to sub-recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT) (applies to sub-recipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501–1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING (applies to sub-recipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, ‘‘Disclosure Form to Report Lobbying,’’ in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING (applies to sub-recipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (applies to sub-recipients as well as States)

Instructions for Primary Certification -- By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

1. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter into this transaction. However, failure of the

prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

2. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

3. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

5. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

6. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled ‘‘Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction,’’ provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

    (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

    (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining,

attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal. Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled ‘‘Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,’’ without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. NHTSA is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's Web site at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, DC metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221–0045 or visit its Web site at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500–1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C.402(b)(1)(D))

The State will provide for an evidenced- based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high- visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

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Governor's Representative for Highway Safety

State of California
For FFY 2015
May 30, 2014

OTS

CALIFORNIA OFFICE OF TRAFFIC SAFETY

CALIFORNIA REPUBLIC

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CALIFORNIA STATE TRANSPORTATION AGENCY