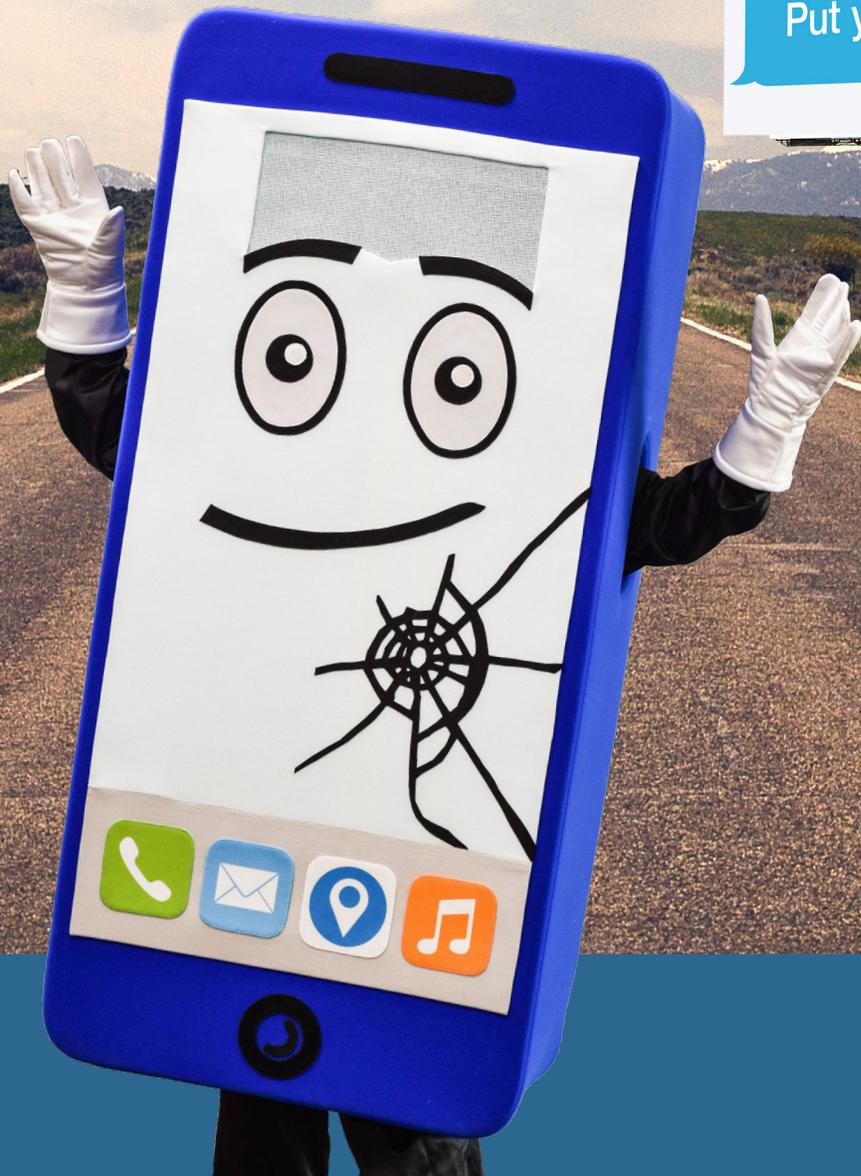
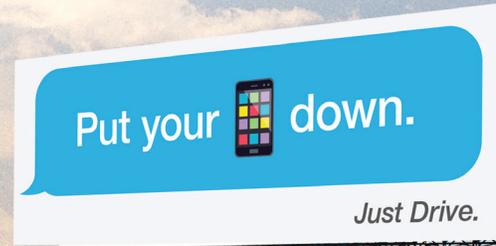


# CALIFORNIA HIGHWAY SAFETY PLAN 2019

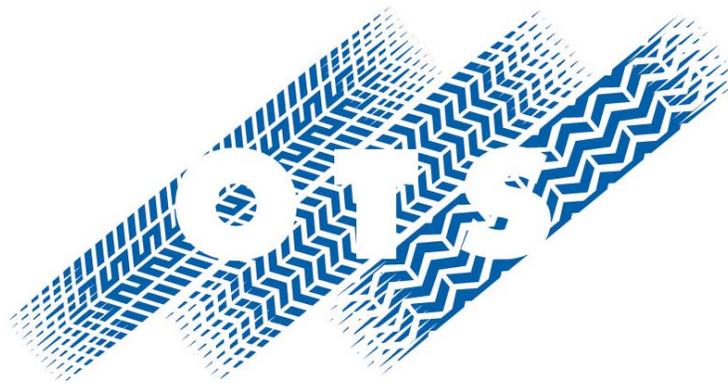




# HIGHWAY SAFETY PLAN

Federal Fiscal Year 2019

(October 1, 2018 through September 30, 2019)



PREPARED FOR

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

PREPARED BY

CALIFORNIA OFFICE OF TRAFFIC SAFETY

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**Edmund G. Brown Jr.**  
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**Brian C. Annis**  
Secretary

Dear Fellow Californians:

This Highway Safety Plan has been developed by the Office of Traffic Safety (OTS) to highlight the traffic safety challenges California faces daily on our streets and highways. But more than just outlining problems, this plan offers direction and solutions to bring about the behavior changes needed to move our state closer to its goal of *Zero Deaths*.

As OTS looks to 2019, it recognizes that California is not immune from the disturbing national trend of recent increases in fatal and serious injury crashes. This plan acknowledges the need for both data driven counter measures and breaking new ground to search out the policies and approaches that will resist and reverse that trend. Toward this end, the OTS has allocated \$82 million in federal funding to support 288 traffic safety grants to state and local agencies. To maximize this limited funding to the fullest, the OTS actively partners with federal, state and local agencies, along with private industry, non-profits, advocates, and stakeholders who share the same goal and make roadway safety a priority.

Two emerging problems – distracted driving and impaired driving – will receive special emphasis. The distracted driving effort began in April 2011 and will expand during this next grant year. The incidence of drugs alone and in combination with alcohol in fatal crashes has been rising steadily for the last five years. New grants will fund increases in drug recognition training, vertical prosecution dedicated to impaired driving cases, and additional resources to laboratories.

Despite the problems we face, I am encouraged by the dedication and resolve of those working to end the tragedies on our streets and highways. This plan aligns with the Strategic Highway Safety Plan and Active Transportation objectives. It also shares three common goals with the State's Highway Safety Improvement Plan, which all work together to create a safe environment for all modes of transportation.

This plan embodies our emphasis on employing the most pioneering and effective traffic safety strategies that move us closer to the goal of zero deaths. The California State Transportation Agency is committed to this plan, its objectives, and the efforts of OTS and its many partners in their work toward saving lives, preventing injuries, and preserving the futures of all who use our roadways.

Sincerely,

**BRIAN C. ANNIS**  
Secretary



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# **PERFORMANCE PLAN**

# PERFORMANCE PLAN

## Mission

The OTS mission is to effectively and efficiently administer traffic safety grants while fostering partnerships to deliver innovative programs that reduce traffic deaths, injuries, and economic losses.

## Vision

“Saving Lives Through Traffic Safety Efforts.” We believe that saving lives on California roadways calls for more than just a reduction in fatalities. Our vision is to eliminate traffic fatalities altogether. Every one fatality counts, even one is one too many.

## State Demographic Analysis

Geographically, California is located along the western coast, boarded by Oregon to the North, Nevada to the East, Arizona to the Southeast, and Mexico to the South. In the 2010 Census, California had a population of more than 37 million distributed over 58 counties and 482 municipalities. Approximately 40 percent of the population is white, 38 percent Hispanic, 13 percent Asian, and 6 percent African American. According to the Census, 25 percent of the population is under 18 years of age, 64 percent is between the ages of 18 and 64, and 11 percent is age of 65 or older.

California is proud to be the home for more Native American residents than any other state. The state recognizes and reaffirms the inherent right of these tribes to exercise sovereign authority over their members and territory and is committed to strengthening and sustaining relationships between tribes and the state. The OTS is an active member of the Tribal Liaison Advisory Committee for the California State Transportation Agency (CalSTA) and is supporting efforts to obtain accurate traffic collision data to identify educational and enforcement needs on tribal land.

There are 174,991 miles of maintained roads in California. Of that total, 65,334 miles are county roads and an additional 15,103 comprise the state highway system. The state is made up of 132,256 square miles of rural lands and 23,150 square miles of urban lands. As of December 2017, there were 26,957,875 licensed drivers and 35,391,347 registered vehicles.

Print and electronic media outlets include 55 news television stations (312 television stations all together), 1,116 commercial radio stations, 277 daily/weekly newspapers, 75 online publications, and 39 specialty magazines/periodicals.

## Priority Funding Strategies

The OTS is committed to allocating priority funding to agencies that increase safe educational efforts, providing integrated traffic enforcement with a priority on Driving Under the Influence (DUI) and Driving Under the Influence of Drugs (DUID), and encouraging partnerships with all stakeholders including community-based-organizations to carry out our traffic safety messages.

The OTS is collaborating with the Orange County District Attorney’s office to establish the California Traffic Safety Resource Prosecutor Training Network to address impaired driving issues. This partnership provides a statewide training network model that will utilize attorneys with recent courtroom experience to offer significant and timely live trainings, roundtable discussions, training videos, and distribution of pertinent legal updates. The program will also offer two tuition free, three-day, Traffic Safety Colleges for prosecutors and law enforcement personnel. In addition, continued funding is committed to vertical prosecution grants for District Attorneys’ offices. The goal is to connect prosecutors, toxicologists, and law enforcement partners and provide them education and resources to successfully prosecute impaired drivers.

To address pedestrian and bicycle safety issues, city and county grants were selected based on strong problem identification, measurable outreach and education, as well as collaboration with existing partnerships. Thirteen county agencies and seventeen cities within these counties where the highest number of pedestrian and bicycle related

collisions occurred are being funded to increase educational efforts including presentations at schools, engagement at the community level, and a focus on areas associated with the aging adult population. On a statewide basis, the California Highway Patrol (CHP) will play a major role in reaching all populations, including underserved areas, to promote and enforce safe pedestrian, bicyclist, and motorist behavior. Finally, the UC Berkeley Safe Transportation Research and Education Center (SafeTREC) will continue to assist the seven pedestrian focus cities (Los Angeles, San Diego, San Francisco, Santa Ana, Fresno, Bakersfield, and San Jose) as well as all subrecipients by conducting workshops, providing technical assistance, and encouraging best practices.

To enhance traffic safety for all roadway users, the OTS is actively leveraging partnerships to combine resources and coordinate efforts. More specifically, the OTS is partnering with Vision Zero efforts in Sacramento to provide a broad spectrum of projects to benefit people who choose alternative means of transportation. In addition, the OTS is a member of the Health in All Policies Task Force with the goal of improving the health of all people by incorporating health, equity, and sustainability considerations into decision-making across sectors and policy areas. This also includes increasing the number of bicycle and walking trips. The OTS will support both efforts by providing educational opportunities and enforcement efforts to support the safety all roadway users.

Selective Traffic Enforcement Program (STEP) grants include an increased focus on educational presentations on impaired driving, teen driving, distracted driving, and bicycle and pedestrian safety. These educational interactions with law enforcement should not only increase safety but provide an opportunity for additional positive interactions between law enforcement and the public.

Through the problem identification process, the OTS recognizes a need for increased funding in several areas. The OTS looked at both expanding current successful programs and conducting targeted outreach to new partners. As a result, some current programs received additional funding and new partnerships were established. The new agencies receiving the OTS funding include: seven fire agencies, two public works agencies, three public health agencies, three transportation authorities, one education department, one county agency, and thirteen new cities.

With the recognition that motor vehicle crashes are still the leading cause of deaths for teen, the OTS continues to focus on teen drivers. The OTS convened a second Teen Driver Safety Roundtable in October 2017 to discuss strategies to reduce teen collisions. The OTS wants to ensure that limited grant funding is allocated to under-served and high collision areas in the state. To accomplish this, the OTS has included objectives in selected educational grants to utilize a teen traffic safety heat-map that will strategically aid in the planning of grant activities related to teen education.

The OTS is also partnering with the California Department of Transportation (Caltrans) to align the focus areas of the Highway Safety Plan (HSP) with the Highway Safety Improvement Program (HSIP). In addition, the OTS has continued to partner with Caltrans providing workshops statewide to discuss HSP and HSIP funding opportunities. The Caltrans and the OTS examine areas where efforts are being placed and how projects can complement each other to provide increased safety and transportation options. The OTS and the Caltrans also utilize this joint effort to increase local participation in the Strategic Highway Safety Plan (SHSP).

### **Process for Developing Targets**

As outlined in National Highway Traffic Safety Administration's (NHTSA's) "*Traffic Safety Performance Measures for States and Federal Agencies*," the OTS uses the templates, tools, and standardized language developed by NHTSA and the Governors Highway Safety Association (GHSA) for all core performance measures.

The OTS had several meetings with Caltrans staff to select the targets for the three common core performance measures. Regulations require the state to use the five-year rolling average as the basis for setting targets. In addition to using the five-year rolling average, in the charts on the following pages, we have provided additional charts that display the actual number of Traffic Fatalities (C1), Serious Injuries (C2), and Traffic Fatalities/Vehicle Miles Traveled (VMT) (C3) to accurately show that each of these targets for 2019 represent a reduction from the estimated numbers for 2018. Each of the additional targets were selected with the intent of improving upon the established baselines (decreasing fatalities, injuries, etc.), even though some of the trend lines projected future increases. One of the trend lines that projects a future decrease is for the statewide seat belt use rate. In this case a target was selected to show an increase (rather than a decrease as in other performance measures).

## CORE PERFORMANCE MEASURES

The HSP and the HSIP are required to align on Performance Targets for the three Core Performance Measures. Regulations require the use of the five-year rolling average to determine targets. Polynomial trend lines were utilized as predictors of future performance, as they are statistically more accurate predictors of future values than linear trend lines.

CORE PERFORMANCE MEASURES			2012	2013	2014	2015	2016
C-1	Traffic Fatalities (FARS)	Annual	2,966	3,107	3,102	3,387	3,623
	Based on the 2012-2016 five-year rolling average, the five-year average of traffic fatalities will increase 6.4 percent from an average of 3,237 to 3,445.4 (2015-2019) by December 31, 2019. This increase is slightly above the polynomial trend line. The predicted number of actual traffic fatalities will decrease from 3,405 in 2018 to 3,297 in 2019.	5-Year Rolling Average	3,005	2,940	2,942	3,076	3,237
C-2	Serious Injuries (SWITRS)	Annual	10,864	10,664	10,995	11,942	13,171
	Based on the 2012-2016 five-year rolling average, the five-year average of serious traffic injuries will increase 10.1 percent from an average of 11,527 to 12,688 (2015-2019) by December 31, 2019. This increase is slightly above the polynomial trend line. The predicted number of actual serious traffic injuries will decrease from 12,776 in 2018 to 12,578 in 2019.	5-Year Rolling Average	10,942	10,585	10,711	11,014	11,527
C-3	Fatalities/VMT (FARS/FHWA)	Annual	0.91	0.94	0.93	1.00	1.06
	Based on the 2012-2016 five-year rolling average, the five-year average of traffic fatalities/VMT will increase 2.5 percent from an average of 0.97 to 0.995 (2015-2019) by December 31, 2019. This increase matches the polynomial trend line. The predicted number of actual traffic fatalities/VMT will decrease from 0.97 in 2018 to 0.93 in 2019.	5-Year Rolling Average	0.92	0.90	0.90	0.93	0.97

CORE PERFORMANCE MEASURES			2012	2013	2014	2015	2016
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	496	516	479	568	586
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 5 percent from 529 (2012-2016 average) to 503 by December 31, 2019	5-Year Rolling Average	570	532	500	517	529
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	829	880	876	911	1,059
	Reduce alcohol-impaired driving fatalities 5 percent from 911 (2012-2016 average) to 865 by December 31, 2019	5-Year Rolling Average	865	836	827	854	911
C-6	Speeding-Related Fatalities (FARS)	Annual	954	992	995	1,032	1,056
	Reduce speeding-related fatalities 2 percent from 1,006 (2012-2016 average) to 986 by December 31, 2019	5-Year Rolling Average	1,001	972	953	974	1,006

CORE PERFORMANCE MEASURES			2012	2013	2014	2015	2016
C-7	Motorcyclist Fatalities (FARS)	Annual	447	463	522	494	548
	Reduce motorcyclist fatalities 2 percent from 495 (2012-2016 average) to 485 by December 31, 2019	5-Year Rolling Average	434	414	440	468	495
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	32	35	24	23	25
	Reduce unhelmeted motorcyclist fatalities 10 percent from 28 (2012-2016 average) to 25 by December 31, 2019	5-Year Rolling Average	39	33	28	28	28
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	330	358	383	404	433
	Reduce drivers age 20 or younger involved in fatal crashes by 5 percent from 382 (2012-2016 average) to 363 by December 31, 2019	5-Year Rolling Average	390	356	347	360	382
C-10	Pedestrian Fatalities (FARS)	Annual	653	734	709	819	867
	Reduce pedestrian fatalities 4 percent from 756 (2012-2016 five-year rolling average) to 726 by December 31, 2019	5-Year Rolling Average	615	638	666	710	756
C-11	Bicyclist Fatalities (FARS)	Annual	129	147	129	136	147
	Reduce bicyclist fatalities 5 percent from 138 (2012-2016 five-year rolling average) to 131 by December 31, 2019	5-Year Rolling Average	111	118	124	131	138

CORE BEHAVIOR MEASURE			2013	2014	2015	2016	2017
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (CSU Fresno Observational Survey)	Annual	97.4%	97.1%	97.3%	96.5%	96.2%
	Increase statewide observed seat belt use of Front Seat Outboard Occupants in Passenger Vehicles 1.3 percentage points from 96.2 (2017 observation) to 97.5 percent by December 31, 2019						

ACTIVITY MEASURES		2014	2015	2016	2017
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities	2,508	2,746	3,880	2,186
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	14,247	14,033	11,831	9,796
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities	21,630	20,317	12,330	18,357

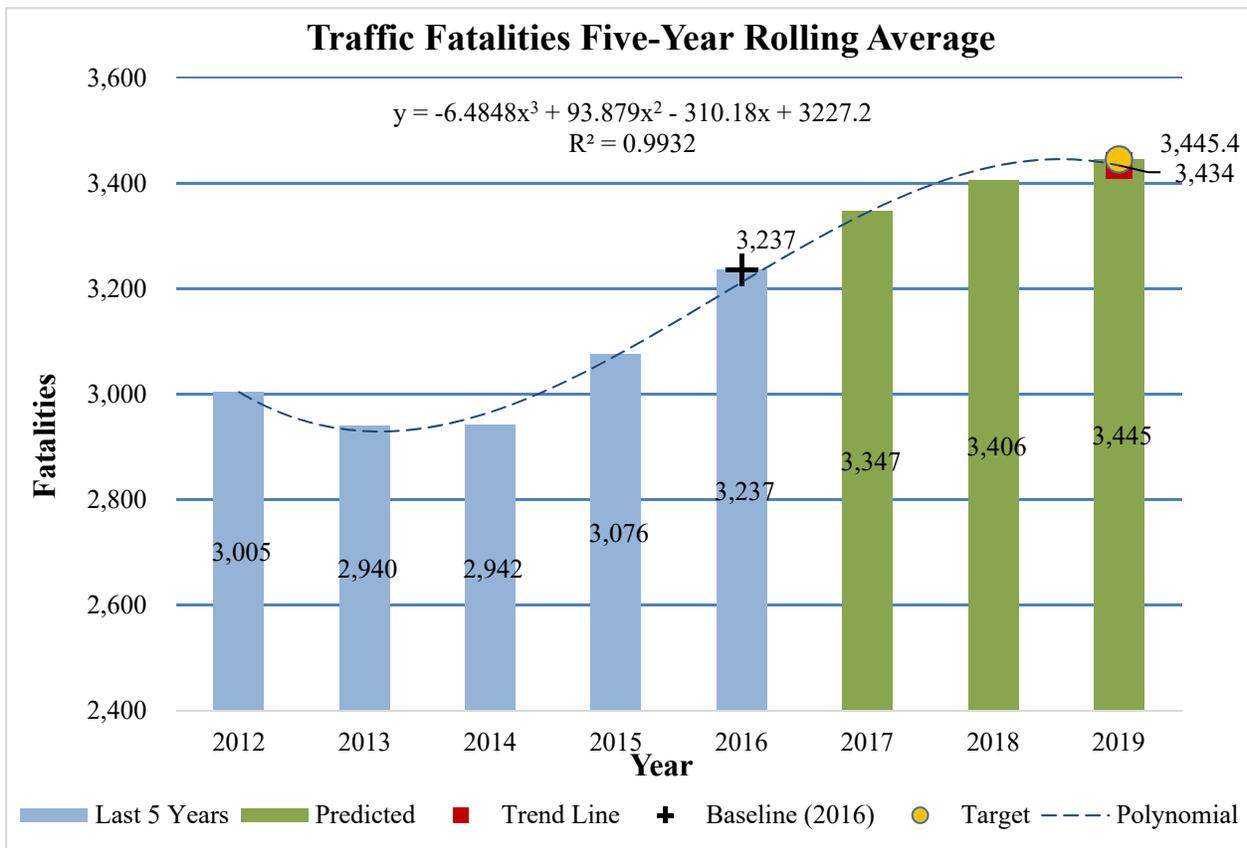
# PERFORMANCE MEASURES

## C-1 Traffic Fatalities (FARS)

**Target:** Based on the 2012-2016 five-year rolling average, the five-year average of traffic fatalities will increase 6.4 percent from an average of 3,237 to 3,445.4 (2015-2019) by December 31, 2019. This increase is slightly above the polynomial trend line. The predicted number of actual traffic fatalities will decrease from 3,405 in 2018 to 3,297 in 2019.

**Justification:** Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in traffic fatalities.

This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.

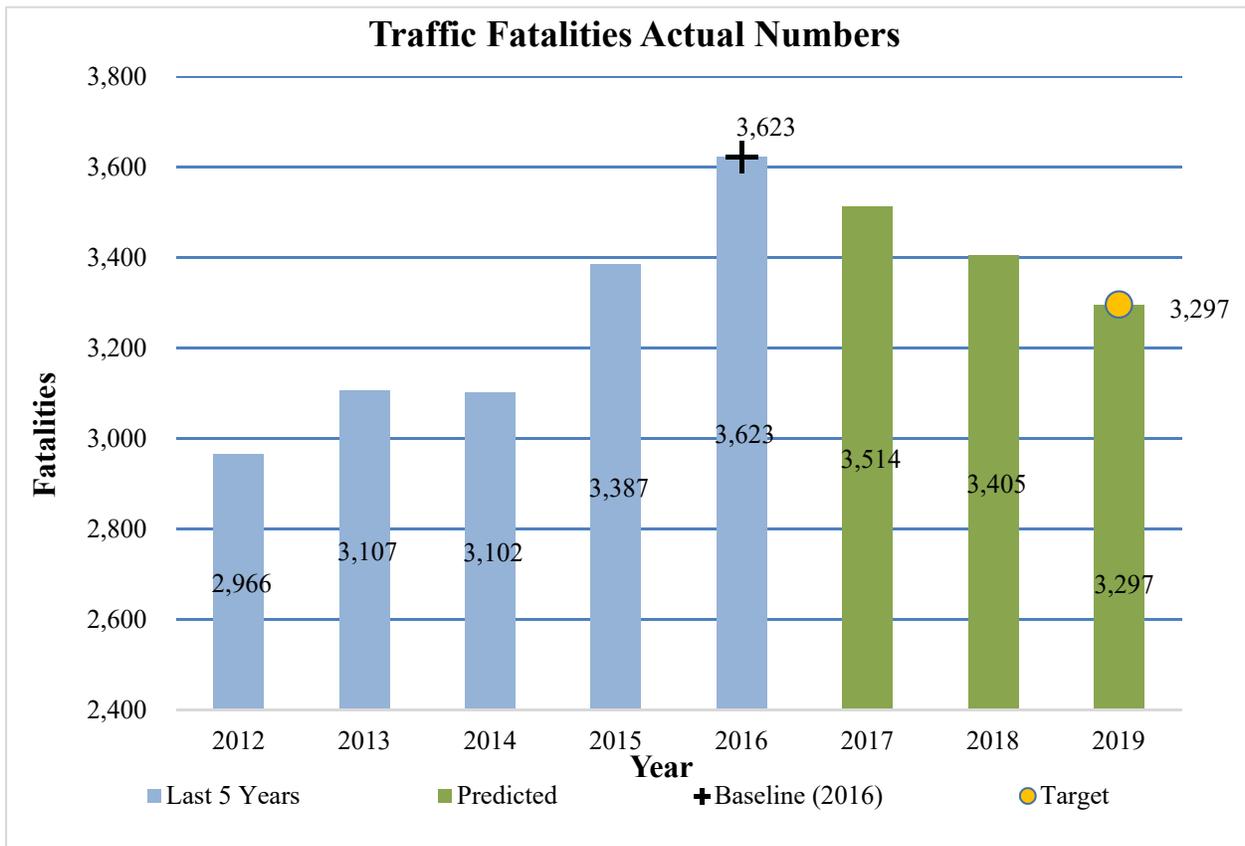


## STATE COMPARISON

### C-1 Traffic Fatalities

**Target:** Based on 2012-2016 actual number of fatalities, the target for traffic fatalities will decrease 9 percent from the December 31, 2016 total of 3,623 to 3,297 by December 31, 2019.

**Justification:** As new laws take effect, as well as innovative programs and technologies become available, the actual number of traffic fatalities shows the immediate impact of these changes. The five-year rolling average, as applied on the previous chart, considers a five-year period as the baseline to demonstrate the cumulative effect of traffic safety programs and policies. The OTS believes the strategies outlined in the program areas of this HSP will reverse the upward trend in traffic fatalities in 2019 and the chart below demonstrates the decrease.

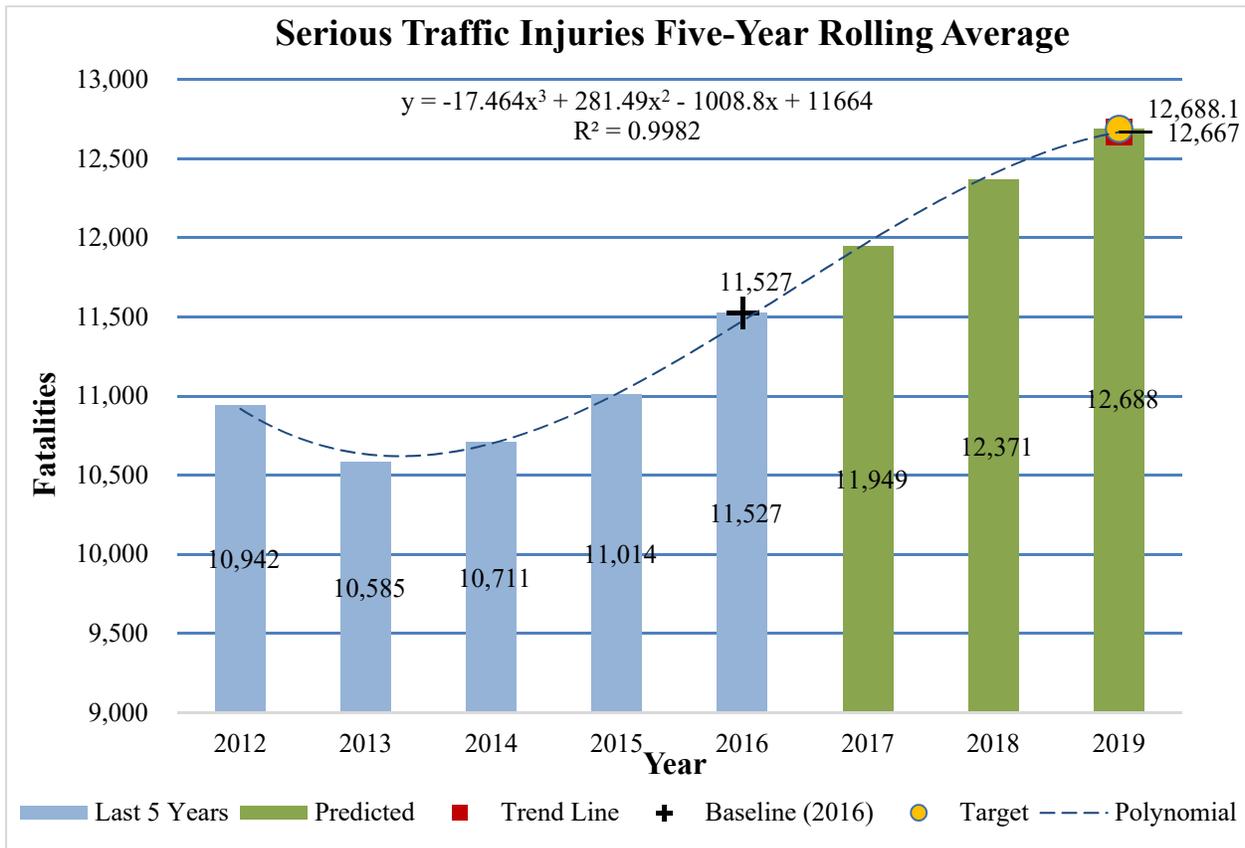


## C-2 Serious Traffic Injuries (SWITRS)

**Target:** Based on the 2012-2016 five-year rolling average, the five-year average of serious traffic injuries will increase 10.1 percent from an average of 11,527 to 12,688.1 (2015-2019) by December 31, 2019. This increase is slightly above the polynomial trend line. The predicted number of actual serious traffic injuries will decrease from 12,776 in 2018 to 12,578 in 2019.

**Justification:** Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in serious traffic injuries.

This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be include in the HSP and the HSIP.

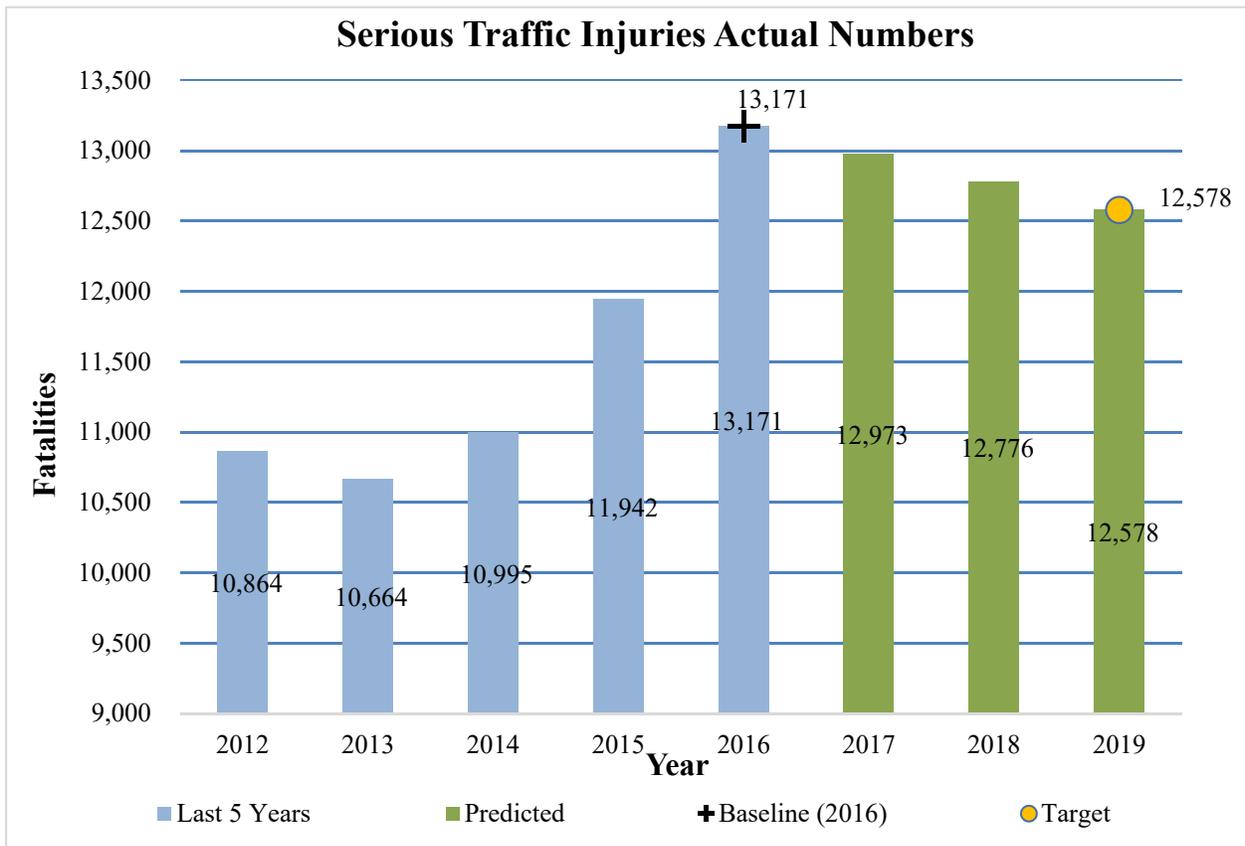


## STATE COMPARISON

### C-2 Serious Traffic Injuries

**Target:** Based on 2012-2016 actual number of serious traffic injuries, the target will decrease 4.5 percent from 13,171 in December 2016 to 12,578 by December 31, 2019.

**Justification:** As new laws take effect, as well as innovative programs and technologies become available, the actual number of serious traffic injuries shows the immediate impact of these changes. The five-year rolling average, as applied on the previous chart, considers a five-year period as the baseline to demonstrate the cumulative effect of traffic safety programs and policies. The OTS believes the strategies outlined in the program areas of this HSP will reverse the upward trend in serious traffic injuries in 2019 and the chart below demonstrates the decrease.

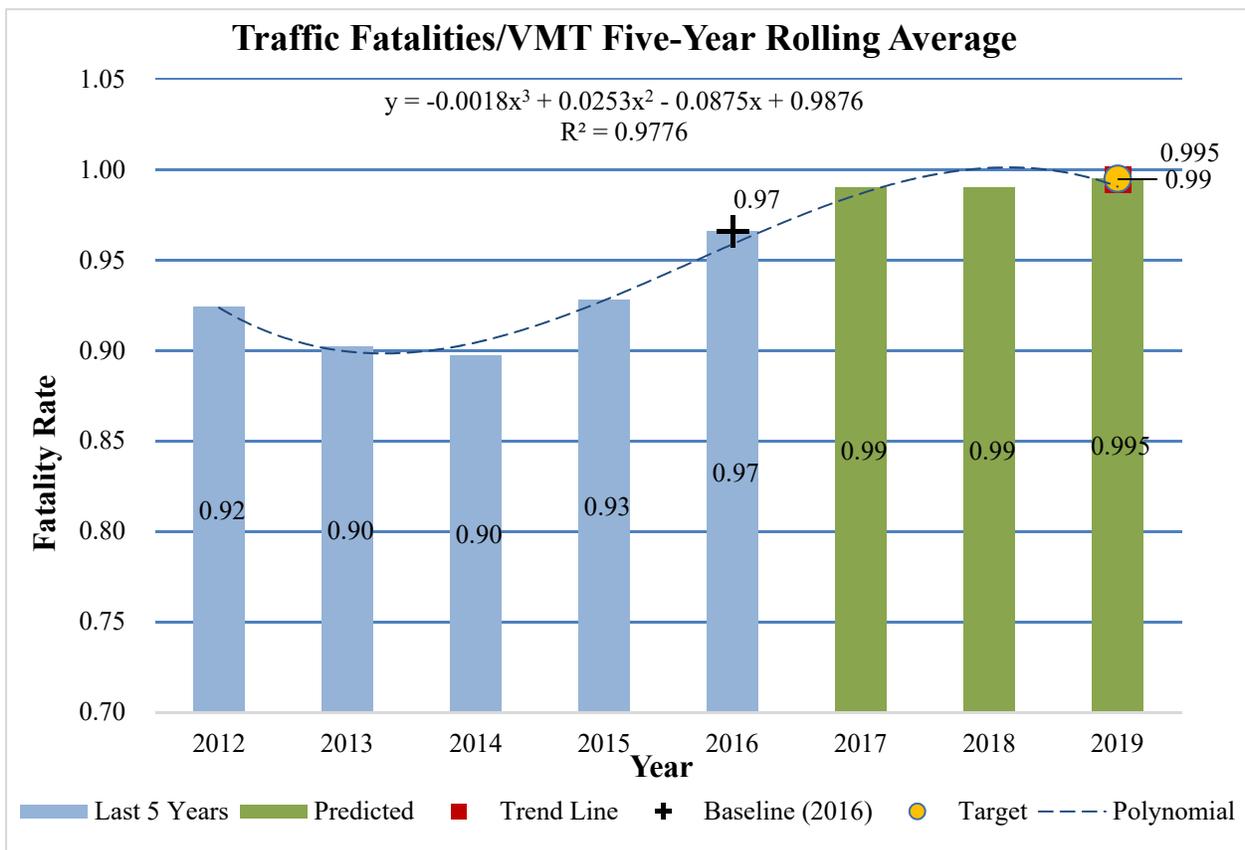


**C-3 Fatalities/VMT (FARS/FHWA)**

**Target:** Based on the 2012-2016 five-year rolling average, the five-year average of traffic fatalities/VMT will increase 2.5 percent from an average of 0.97 to 0.995 (2015-2019) by December 31, 2019. This increase matches the polynomial trend line. The predicted number of actual traffic fatalities/VMT will decrease from 0.97 in 2018 to 0.93 in 2019.

**Justification:** Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in fatalities/VMT.

This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.

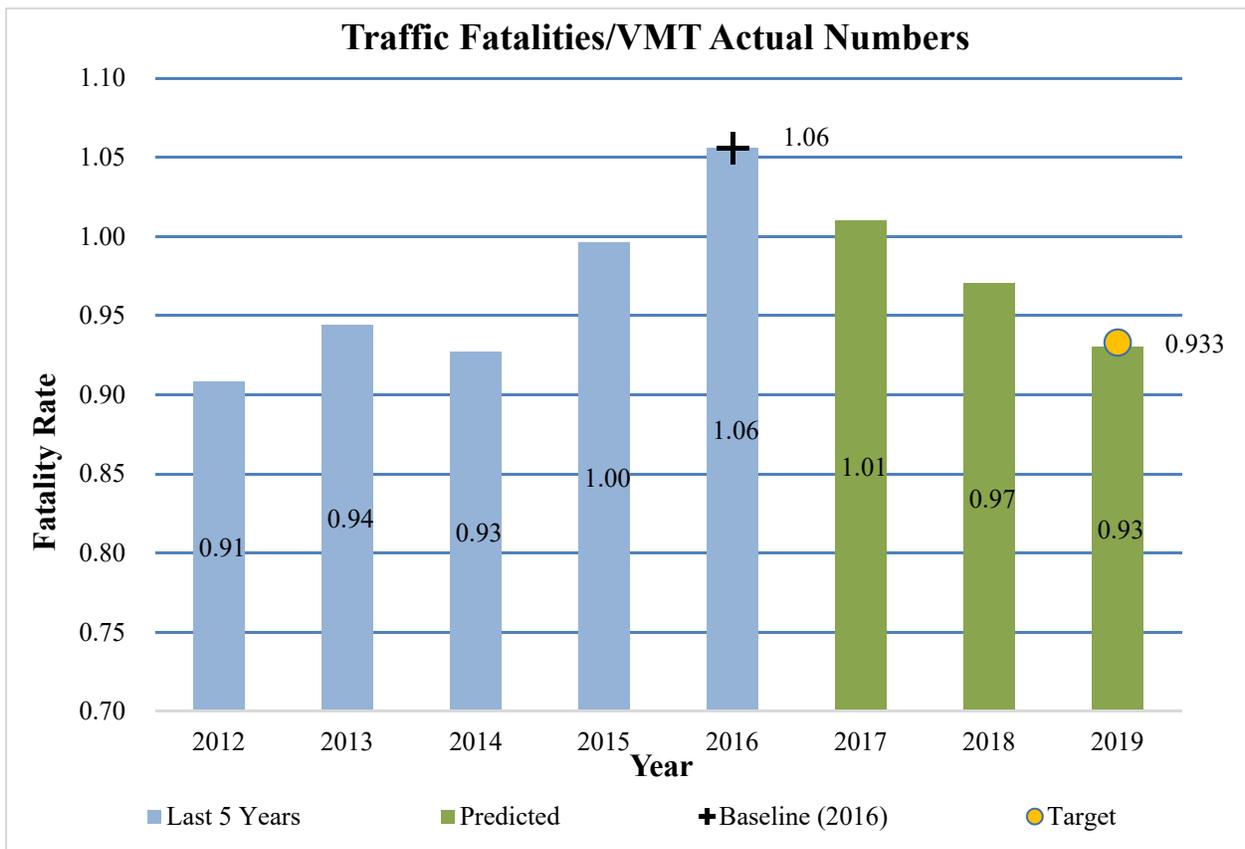


## STATE COMPARISON

### C-3 Fatalities/VMT

**Target:** Based on 2012-2016 actual number of fatalities per 100 million vehicle miles traveled, the target will decrease 0.13 percentage points from 1.06 from December 31, 2016 to 0.93 by December 31, 2019.

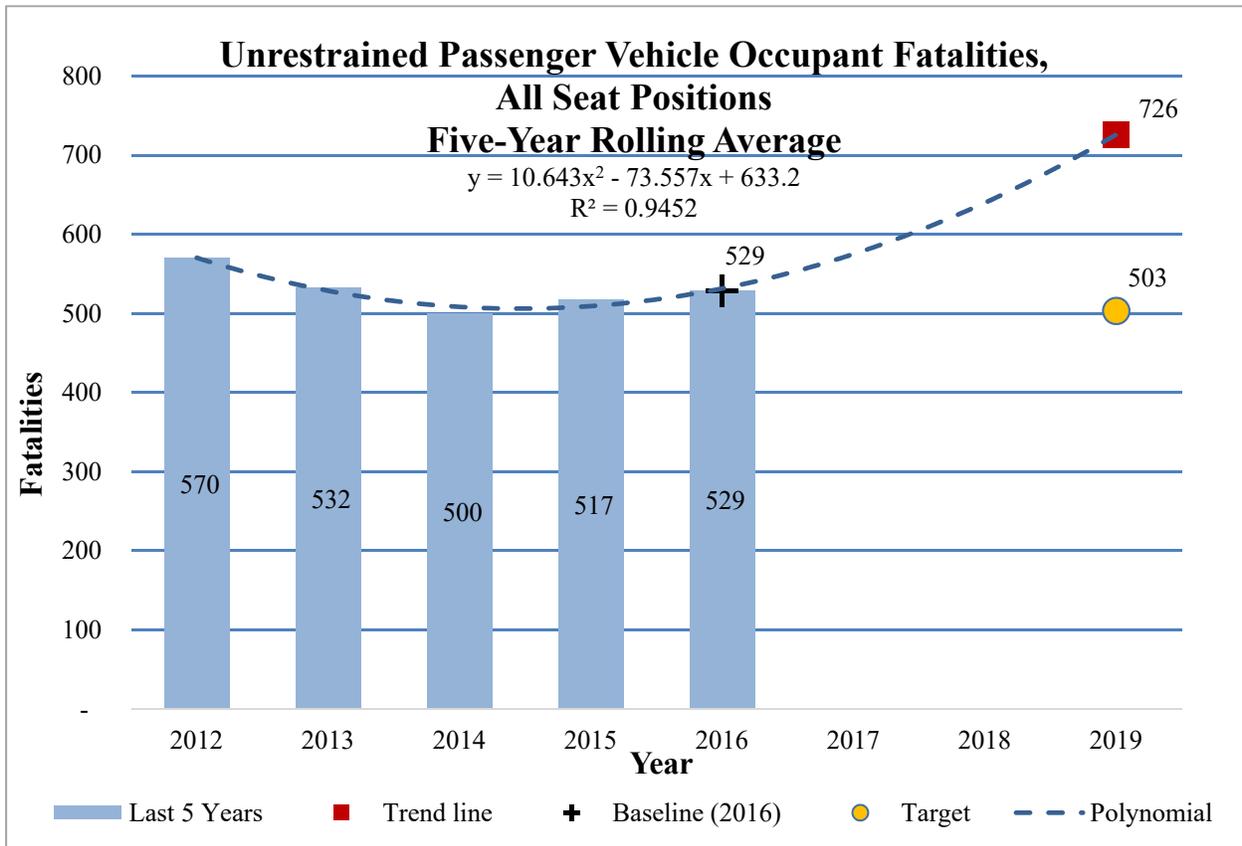
**Justification:** As new laws take effect, as well as innovative programs and technologies become available, the actual number of traffic fatalities/VMT shows the immediate impact of these changes. The five-year rolling average, as applied on the previous chart, considers a five-year period as the baseline to demonstrate the cumulative effect of traffic safety programs and policies. The OTS believes the strategies outlined in the program areas of this HSP will reverse the upward trend in traffic fatalities/VMT in 2019 and the chart below demonstrates the decrease.



#### C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

**Goal:** Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 5 percent from 529 (2012-2016 five-year rolling average) to 503 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in unrestrained passenger vehicle occupant fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

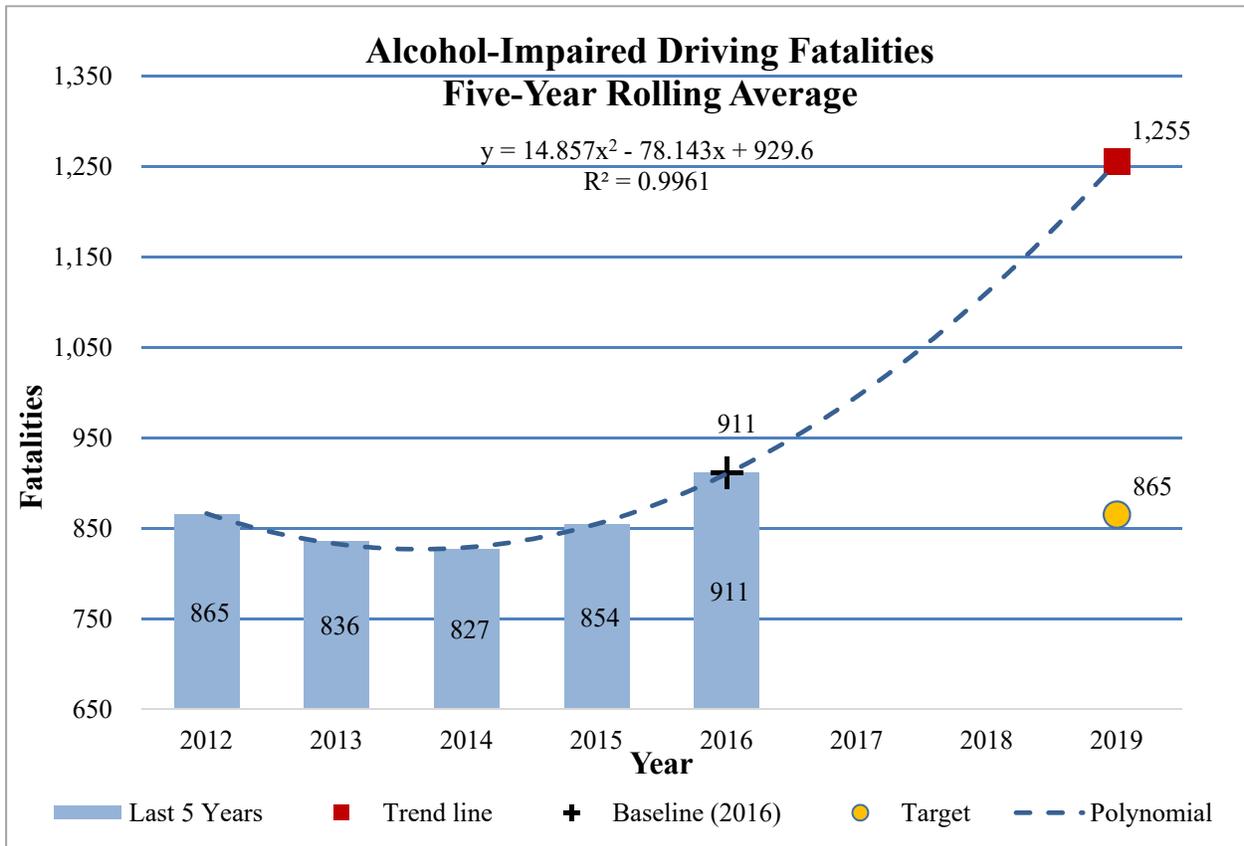


**Countermeasures:** Funded countermeasures to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic populations, supporting NHTSA standardized Child Passenger Safety (CPS) Technician and Instructor Training Programs, providing CPS educational resources to law enforcement and other agencies, funding and distributing child safety seats to low-income families, providing a toll-free CPS Helpline in English and Spanish, illuminating the “Click It or Ticket” message during NHTSA mobilizations on fixed freeway changeable message signs, and high visibility enforcement during “Click It or Ticket” and “CPS Awareness Week” campaigns. For a complete list of unrestrained passenger vehicle occupant fatalities, all seat positions, countermeasures see page 112.

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

**Goal:** Reduce alcohol-impaired driving fatalities 5 percent from 911 (2012-2016 five-year rolling average) to 865 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in alcohol-impaired driving fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

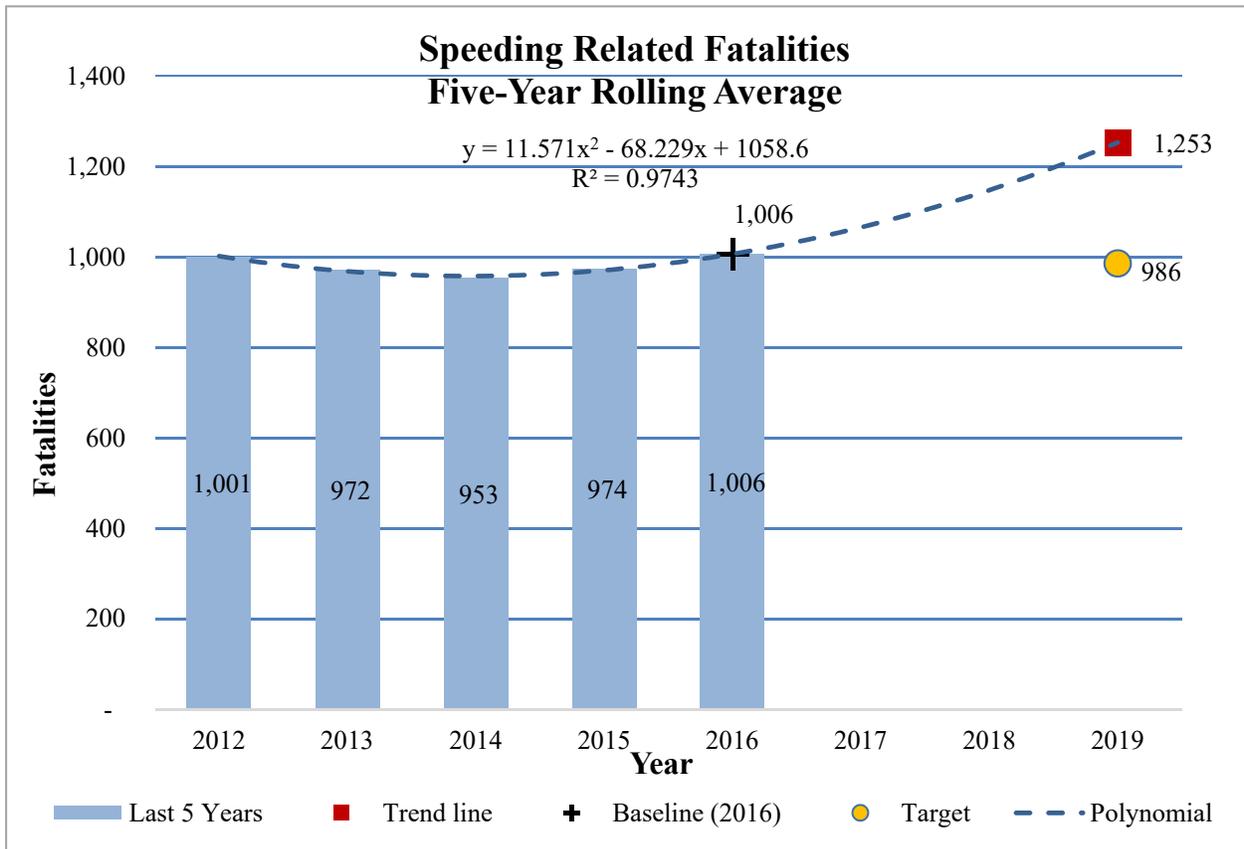


**Countermeasures:** Funded countermeasures to reduce alcohol-impaired driving fatalities will include alcohol awareness and education programs in middle schools, high school, and colleges, funding “Know Your Limit” alcohol awareness programs in local jurisdictions, funding Alcoholic Beverage Control (ABC) alcohol education and enforcement programs, funding Standard Field Sobriety Testing (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement, promoting and supporting NHTSA’s alcohol awareness and DUI prevention campaigns, and conducting high visibility enforcement during NHTSA mobilizations and campaigns. For a complete list of alcohol-impaired driving fatalities countermeasures, see page 67.

### C-6 Speeding-Related Fatalities (FARS)

**Goal:** Reduce speeding-related fatalities 2 percent from 1,006 (2012-2016 five-year rolling average) to 986 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in speeding-related fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

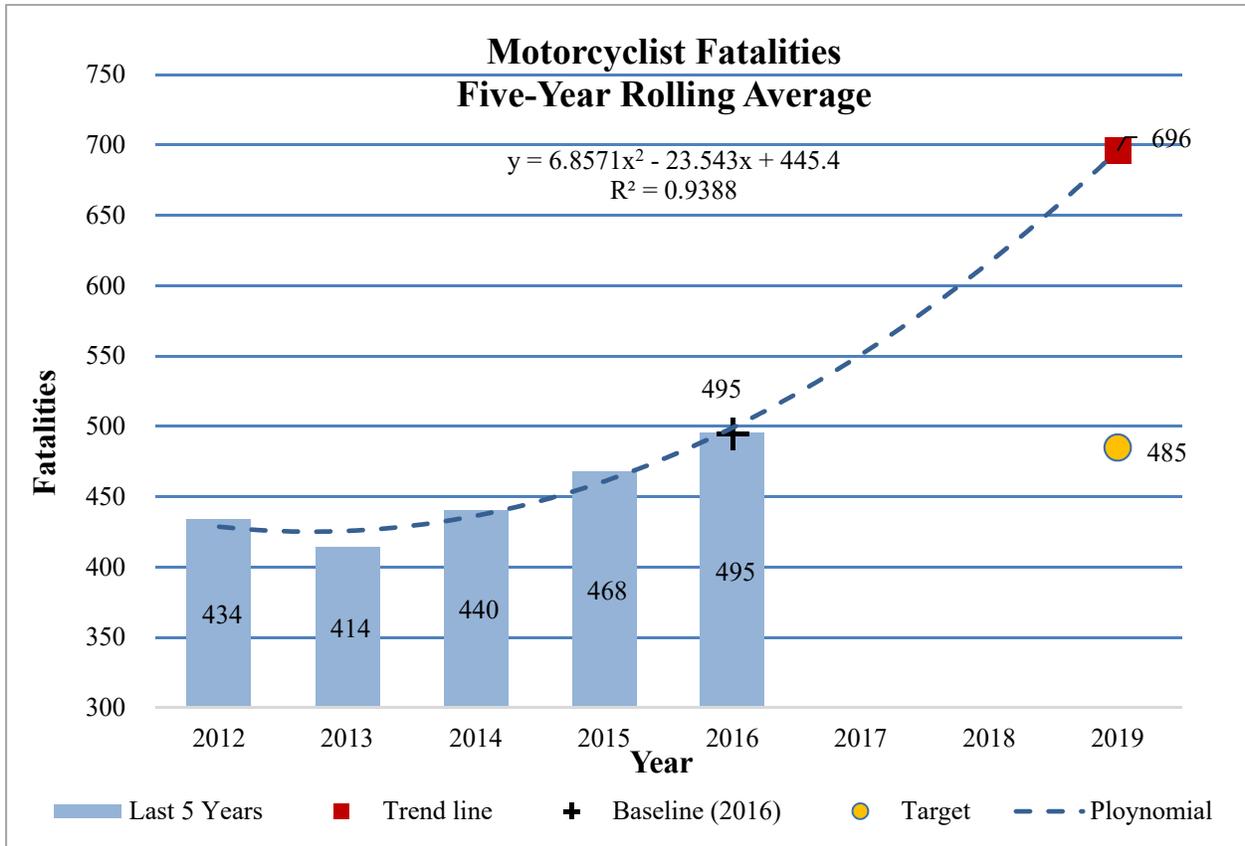


**Countermeasures:** Funded countermeasures to reduce speeding-related fatalities will include conducting traffic safety presentations for communities, organizations, and schools, deploying changeable message signs and visible display radar trailers to curb unsafe speed and aggressive driving, conducting traffic enforcement training and illegal-street racing enforcement training for law enforcement personnel, and conducting special enforcement operations targeting unsafe speed or aggressive driving. For a complete list of speeding-related fatalities countermeasures, see page 131.

### C-7 Motorcyclist Fatalities (FARS)

**Goal:** Reduce motorcyclist fatalities 2 percent from 495 (2012-2016 five-year rolling average) to 485 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in motorcyclist fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

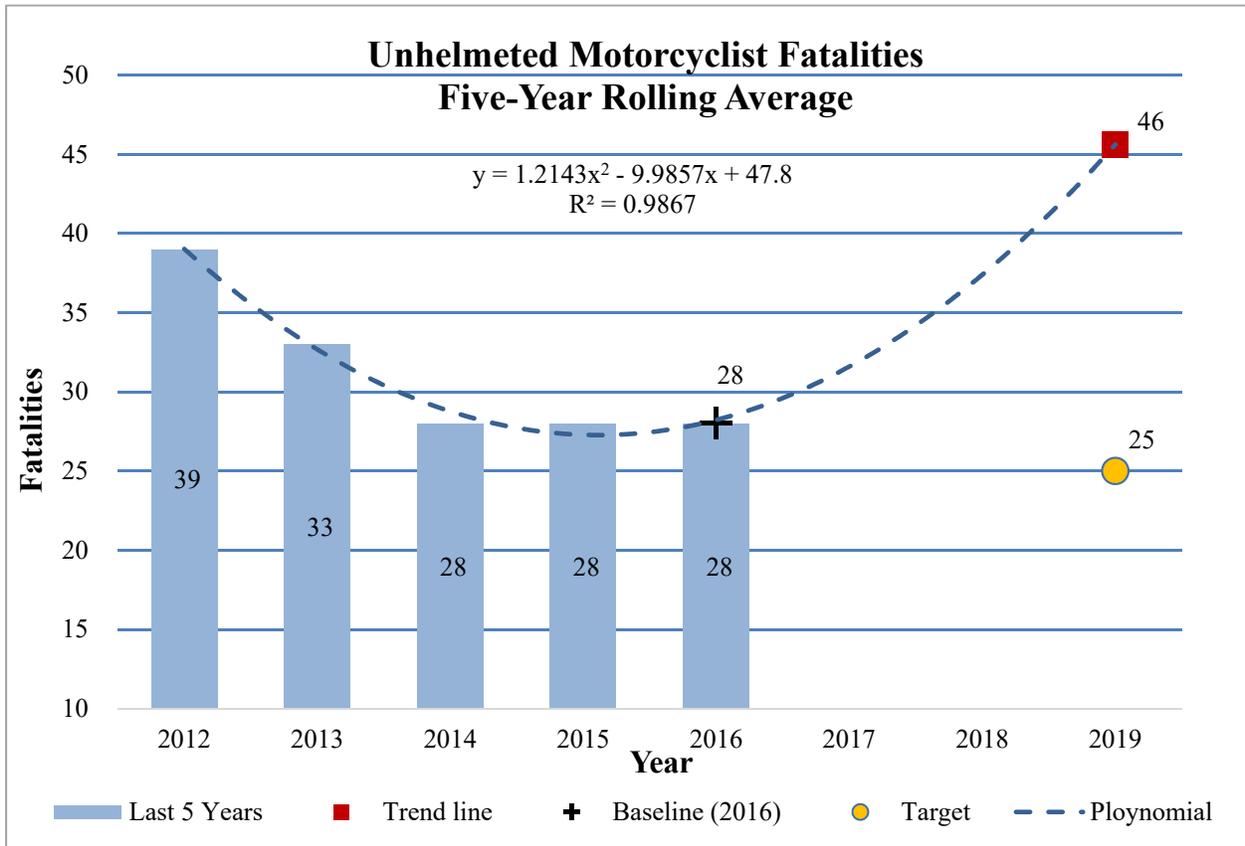


**Countermeasures:** Funded countermeasures to reduce motorcycle fatalities will include motorcycle safety public awareness events, conducting highly publicized motorcycle safety enforcement operations, and continuing the collaborative program for training and education to reduce motorcycle involved collisions in the City of San Francisco. For a complete list of motorcycle fatalities countermeasures, see page 99.

### C-8 Unhelmeted Motorcyclist Fatalities (FARS)

**Goal:** Reduce unhelmeted motorcyclist fatalities 10 percent from 28 (2012-2016 five-year rolling average) to 25 by December 31, 2019.

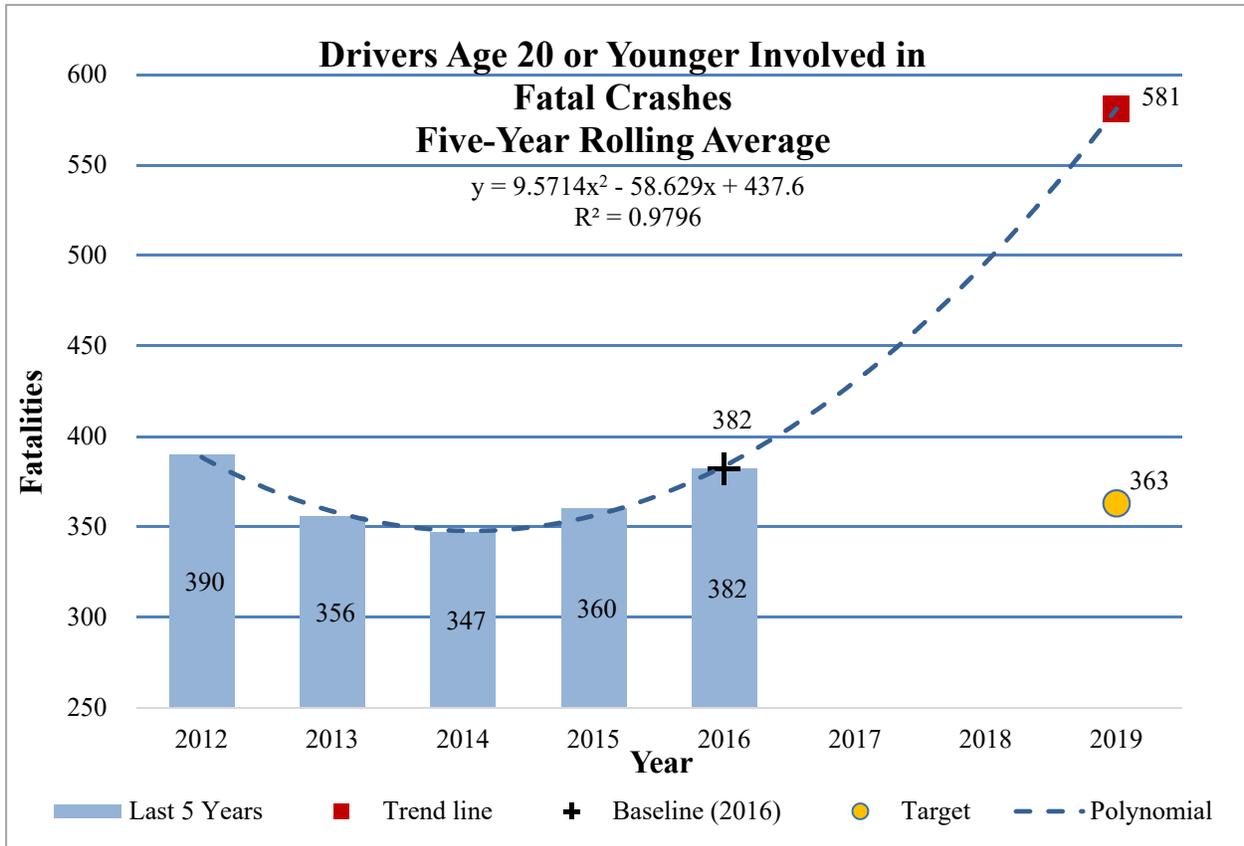
**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in unhelmeted motorcyclist fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.



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

**Goal:** Reduce drivers age 20 or younger involved in fatal crashes 5 percent from 382 (2012-2016 five-year rolling average) to 363 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in drivers age 20 or younger involved in fatal crashes. California foresees that the grants chosen for funding will result in a decrease in this category.

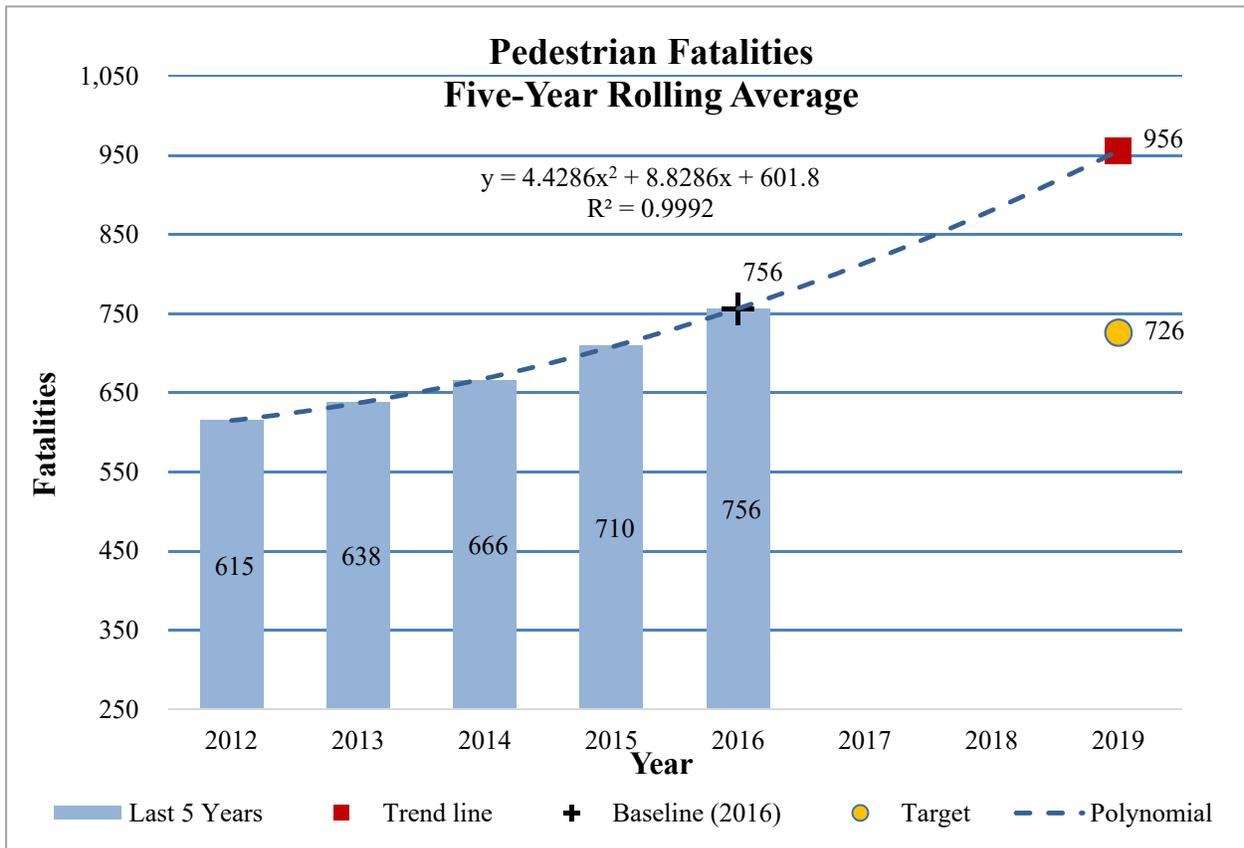


**Countermeasures:** Funded countermeasures to reduce the number of drivers age 20 or younger involved in fatal crashes will include middle school, high school, and college traffic safety campaigns; the CHP supported teen traffic safety programs such as Start Smart, Every 15 Minutes, Impact Teen Drivers, and the ABC enforcement for Shoulder Tap and Minor Decoy operations. For a complete list of countermeasures to reduce the number of drivers age 20 or younger involved in fatal crashes, see pages 67, 77, 86, and 131.

**C-10 Pedestrian Fatalities (FARS)**

**Goal:** Reduce pedestrian fatalities 4 percent from 756 (2012-2016 five-year rolling average) to 726 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in pedestrian fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

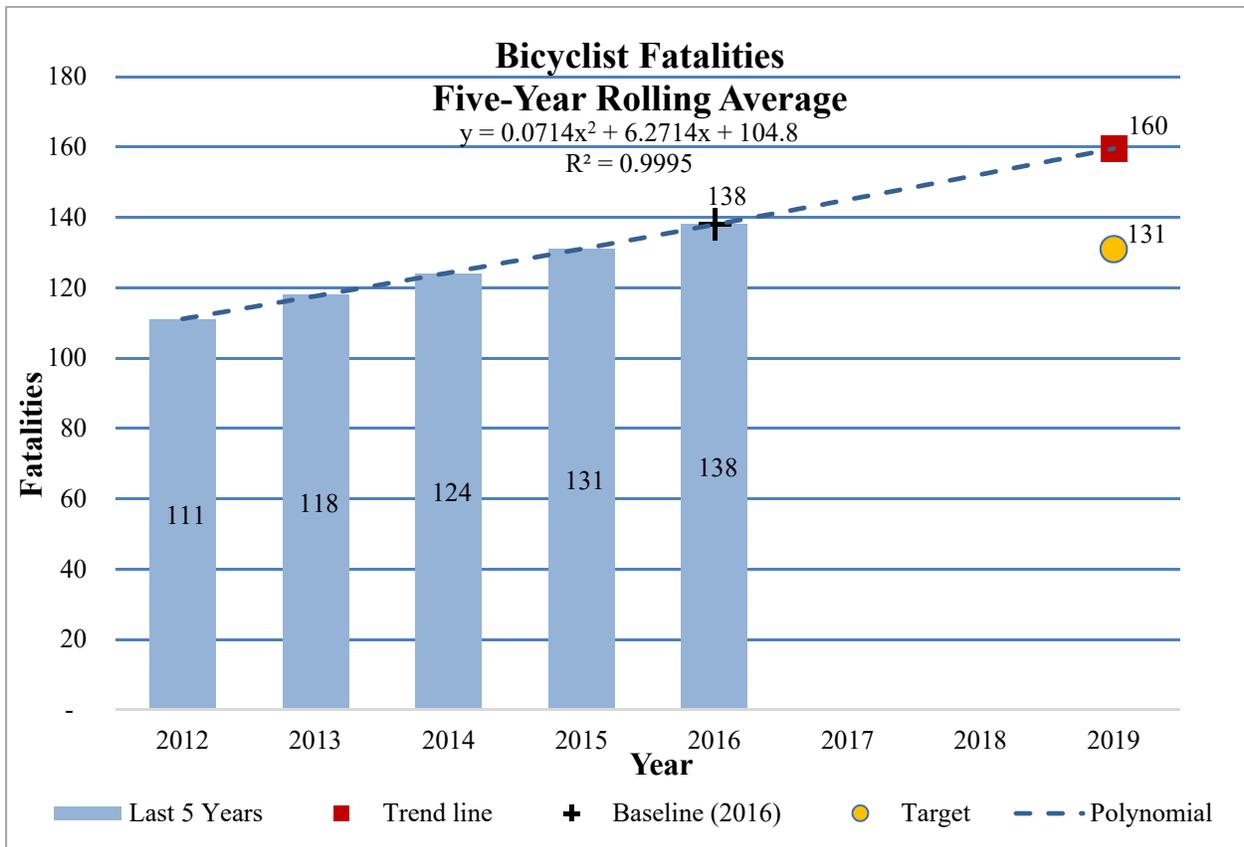


**Countermeasures:** Funded countermeasures to reduce pedestrian fatalities will include implementing driver and pedestrian safety education and awareness campaigns with an emphasis on Pedestrian Safety Month in September, provide law enforcement training on pedestrian enforcement through train-the-trainer courses, and conducting extensive engineering analysis for improved pedestrian safety at locations where there are high collision incidences. For a complete list of pedestrian fatalities countermeasures, see page 124.

### C-11 Bicyclist Fatalities (FARS)

**Goal:** Reduce bicyclist fatalities 5 percent from 138 (2012-2016 five-year rolling average) to 131 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in severe injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in bicyclist fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

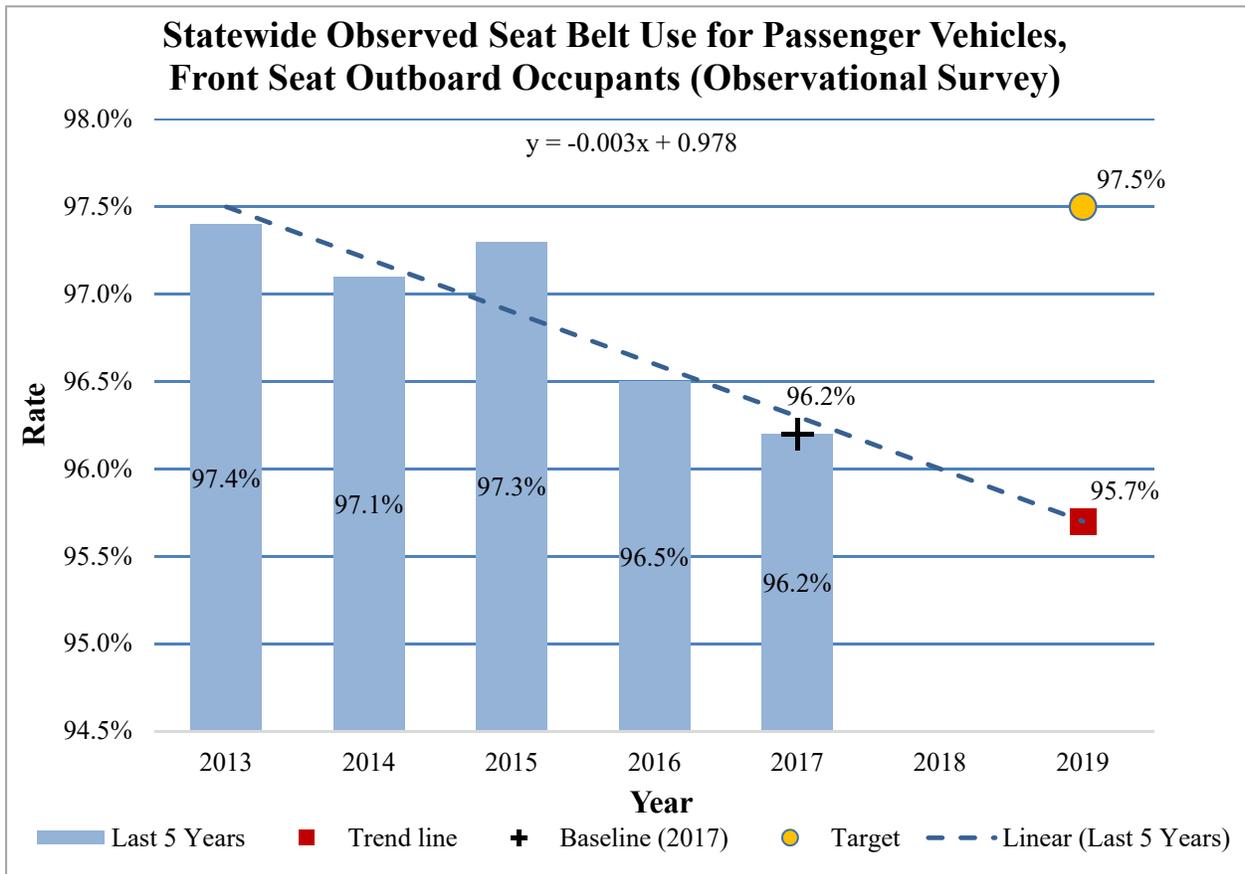


**Countermeasures:** Funded countermeasures to reduce bicyclist fatalities will include implementing driver and bicyclist safety education and awareness campaigns with an emphasis on Bicycle Safety Month in May, provide law enforcement training on bicycle enforcement through train-the-trainer courses, and funding for adult bicycle safety programs to educate and promote safer bicycling behaviors. For a complete list of bicyclist fatalities countermeasures, see page 124.

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

**Goal:** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.3 percentage points from 96.2 percent (2017 observation) to 97.5 percent by December 31, 2019.

**Justification:** The performance target was selected by using the 2017 calendar year data as the baseline. The trend below indicates California will have a decrease of 0.5 percentage points in 2019 and the number of statewide observed seat belt use of front seat outboard occupants in passenger vehicles will decrease.

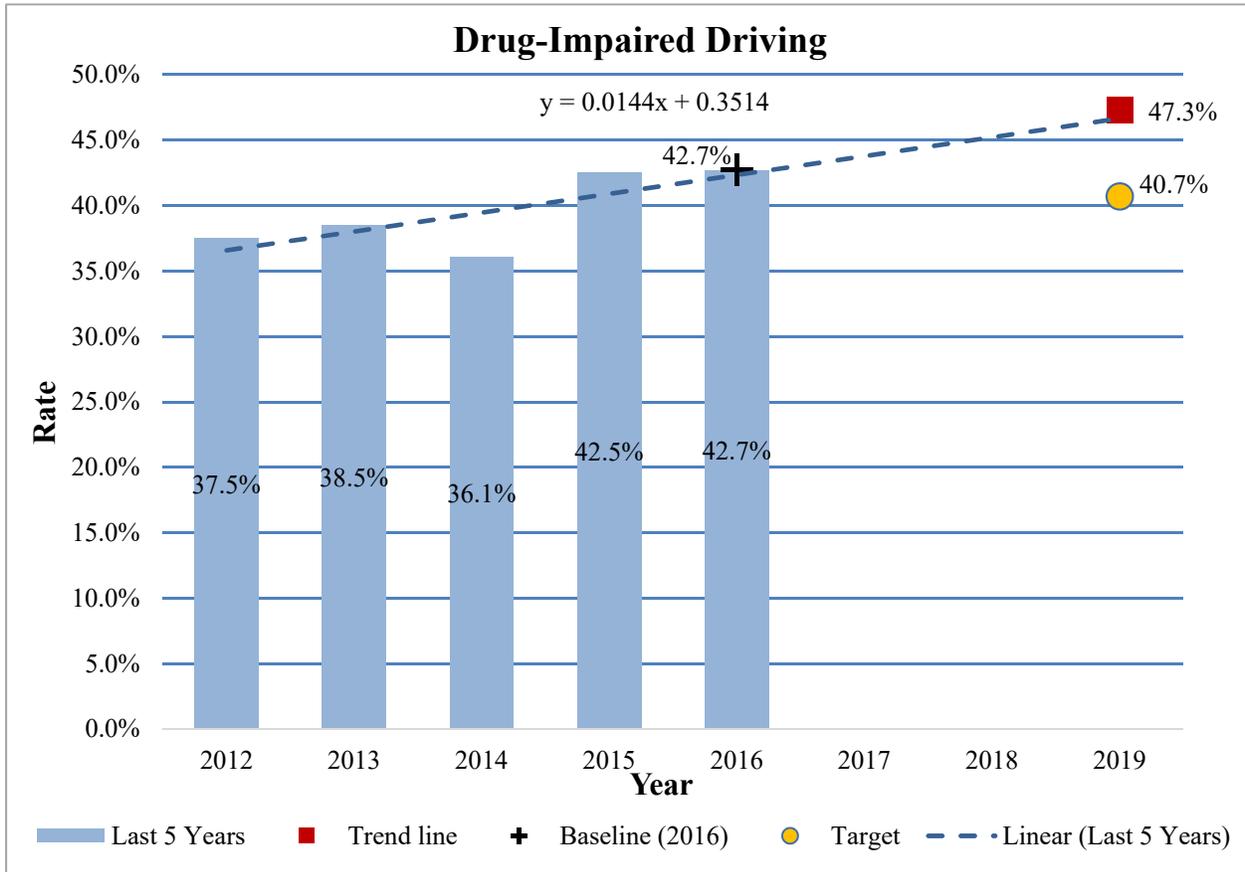


**Countermeasures:** Funded countermeasures to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic populations, illuminating the “Click It or Ticket” message during NHTSA mobilizations on fixed freeway changeable message signs, and high visibility enforcement during “Click It or Ticket” and “CPS Awareness Week” campaigns. For a complete list of countermeasures to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles, see page 112.

## Drug-Impaired Driving (FARS)

**Goal:** Reduce the number of California drivers killed in crashes that tested positive for drug involvement 2.0 percentage points from the 2016 calendar base year of 42.7 percent to 40.7 percent by December 31, 2019.

**Justification:** The performance target was selected by using the 2016 calendar year as the baseline. The trend line anticipates a slight annual increase. With the legalization of recreational marijuana in California, and the increase in marijuana-related fatalities in Colorado after legalization, we are anticipating the same effect. With the OTS efforts and selected grants for funding, we hope to move towards a downward trend.

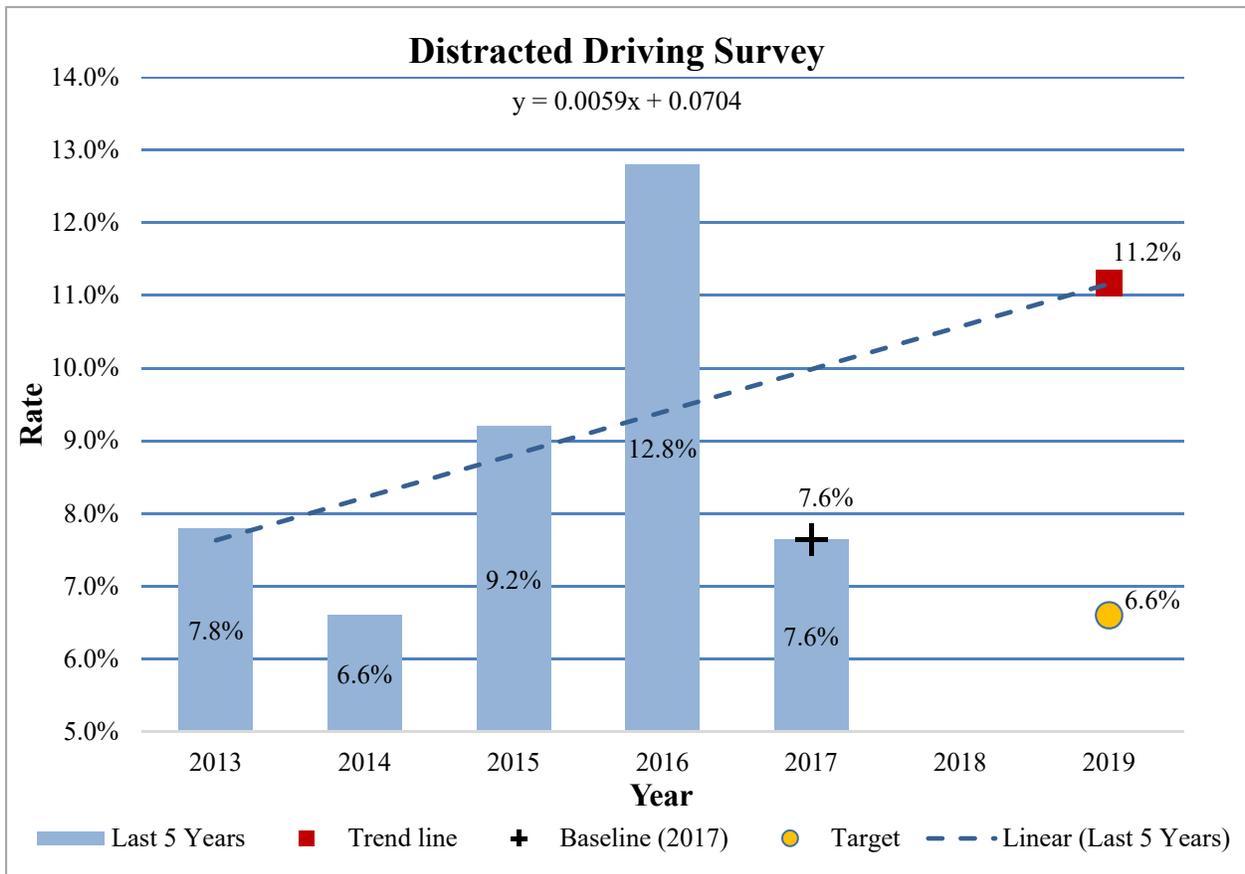


**Countermeasures:** Funded countermeasures to reduce drug-impaired driving will include convening periodic DUID Roundtable meetings with expert stakeholders, preparing a statewide DUID blueprint, funding educational programming and training for health care and educational professionals, funding ARIDE and Drug Recognition Expert (DRE) training for law enforcement, and training for large county laboratories. For a complete list of drug-impaired driving fatalities countermeasures, see page 86.

## Distracted Driving (Survey)

**Goal:** Reduce the number of California drivers observed using a handheld cell phone or texting 1 percentage point from the 2017 calendar base year of 7.6 percent to 6.6 percent by December 31, 2019.

**Justification:** The performance target was selected by using the 2017 calendar year as the baseline. The trendline below indicates an increase in the observed use of handheld cell phones or texting. California foresees that the grants chosen for funding will assist in the downward trend to reach the selected target.



**Countermeasures:** Funded countermeasures to reduce the percentage of drivers observed using a handheld cell phone or texting will include conducting traffic safety educational and distracted driving awareness programs in middle schools, high schools, and colleges, funding programs to educate businesses and organizations about the dangers of distracted driving, funding and supporting state and national distracted driving awareness campaigns, and conducting high visibility enforcement during NHTSA mobilizations. For a complete list of countermeasures to reduce the percentage of drivers observed using a handheld cell phone or texting, see page 77.

## **Traffic Records**

**Goal:** Increase the number of crash reports electronically submitted to the Statewide Integrated Traffic Records System (SWITRS) 3 percent from the 2016 calendar base year total of 243,906 reports to 251,223 reports by December 31, 2019.

**Justification:** It is anticipated that improvements to SWITRS will allow for electronic submission by all law enforcement agencies.

## **Emergency Medical Services (EMS)**

**Goal:** Decrease the average extrication time, from the time of arrival at the crash site to transport, by 4 minutes and 32 seconds from the 2016 calendar base year average of 24 minutes and 32 seconds to 20 minutes by December 31, 2019.

**Justification:** It is anticipated that replacing antiquated equipment with new equipment capable of cutting through vehicles made from Boron Steel will reduce the average extrication time.

## ADDITIONAL TRAFFIC SAFETY MEASURES

Calendar Years						
Additional Activity Measures	2012	2013	2014	2015	2016	2017
Statewide DUI Arrests*	172,893	160,388	Not Yet Available	Not Yet Available	Not Yet Available	Not Yet Available
Statewide DUI Conviction Rate*	74%	Not Yet Available				
Statewide Seat Belt Violation Convictions**	259,888	193,633	164,970	135,364	103,511	Not Yet Available
Statewide Child Restraint Violation Convictions**	9,555	27,813	24,400	21,781	17,789	Not Yet Available
Statewide Speeding Convictions**	1,477,208	1,365,955	1,282,881	1,217,790	1,053,925	Not Yet Available
Hand-held Cell Phone Convictions**	425,041	399,064	329,572	237,642	178,539	Not Yet Available
Texting Convictions**	21,059	27,207	29,633	31,492	31,109	Not Yet Available
Hand-held Device by Someone Under Age 18 Convictions**	114	89	84	96	421	Not Yet Available

Calendar Years						
Additional Outcome Measures	2012	2013	2014	2015	2016	2017
Rural Fatalities/VMT (FARS/FHWA)	2.09	2.32	2.23	2.62	Not Yet Available	Not Yet Available
Urban Fatalities/VMT (FARS/FHWA)	0.66	0.69	0.69	0.70	Not Yet Available	Not Yet Available
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS/FHWA)	0.91	0.94	0.93	1.01	Not Yet Available	Not Yet Available
Motor Vehicle Fatalities, Age 16 -19 (FARS)	180	216	222	211	Not Yet Available	Not Yet Available
Male	130	141	160	141	Not Yet Available	Not Yet Available
Female	50	75	62	70	Not Yet Available	Not Yet Available
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	79	72	92	94	Not Yet Available	Not Yet Available
Male	65	57	71	74	Not Yet Available	Not Yet Available
Female	14	15	21	20	Not Yet Available	Not Yet Available
Fatality Rate Per 100,000 Population (FARS)	7.80	8.10	8.02	8.69	9.23	Not Yet Available
Total Motor Vehicle Injuries (SWITRS)	224,538	220,941	228,765	252,299	277,331	273,069
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	20,001	18,614	19,132	20,435	22,361	20,496
Hit-and-Run Fatal Collisions (FARS)	189	282	277	288	365	313

Calendar Years						
Additional Outcome Measures	2012	2013	2014	2015	2016	2017
Hit-and-Run Injury Collisions (SWITRS)	14,629	14,119	15,422	17,223	20,163	20,612
Hit-and-Run Fatalities (FARS)	194	297	293	294	385	329
Hit-and-Run Injuries (SWITRS)	18,824	18,351	20,042	22,200	26,215	26,649
Fatal Collisions between 2100-0300 (FARS)	717	750	806	799	Not Yet Available	Not Yet Available
Injury Collisions between 2100-0300 (SWITRS)	20,149	19,427	21,106	22,943	26,094	25,918
Motor Vehicle Fatalities between 2100-0300 (FARS)	795	846	871	899	Not Yet Available	Not Yet Available
Motor Vehicle Injuries between 2100-0300 (SWITRS)	30,859	30,075	32,632	35,838	42,008	41,597

Calendar Years						
Alcohol-Impaired Driving	2012	2013	2014	2015	2016	2017
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.25	0.27	0.26	0.27	Not Yet Available	Not Yet Available
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.35	0.34	0.33	0.33	Not Yet Available	Not Yet Available
Percent of Alcohol-Impaired Driving Fatalities -- California	28%	28%	28%	27%	29%	Not Yet Available
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	19	18	16	25	Not Yet Available	Not Yet Available
Male	17	14	11	19	Not Yet Available	Not Yet Available
Female	1	3	5	6	Not Yet Available	Not Yet Available
Alcohol-Related Fatalities (at least one driver or non-occupant had a BAC of .01 or greater) (FARS)	1,198	1,277	1,268	1,325	Not Yet Available	Not Yet Available
Alcohol-Related Injuries (SWITRS)	23,208	22,410	23,264	24,488	26,535	26,029
Alcohol Related Injuries Age 16 -19 (SWITRS)	2,111	1,756	1,688	1,720	1,872	1,609
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	21	23	25	31	Not Yet Available	Not Yet Available
Male	19	19	19	22	Not Yet Available	Not Yet Available
Female	1	3	6	10	Not Yet Available	Not Yet Available
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	134	160	150	142	Not Yet Available	Not Yet Available
Male	115	133	120	119	Not Yet Available	Not Yet Available
Female	20	27	30	23	Not Yet Available	Not Yet Available

Calendar Years						
Bicycles	2012	2013	2014	2015	2016	2017
Bicyclist Fatalities (FARS)	129	147	129	136	147	Not Yet Available
Bicyclist Injuries (SWITRS)	14,278	13,632	13,411	13,006	12,011	11,379
Bicyclist Fatalities Under Age 15 (FARS)	4	4	5	5	Not Yet Available	Not Yet Available
Bicyclist Injuries Under Age 15 (SWITRS)	1,886	1,474	1,383	1,279	1,137	1,107
Unhelmeted Bicyclist Fatalities (FARS)	129	147	129	129	Not Yet Available	Not Yet Available

Calendar Years						
Distracted Driving	2012	2013	2014	2015	2016	2017
Cell Phone and Texting Survey	10.8%	7.8%	6.6%	9.2%	12.8%	7.6%

Calendar Years						
Drug-Impaired Driving	2012	2013	2014	2015	2016	2017
Drivers Killed, Tested Positive for Drugs	31%	32%	31%	19%	Not Yet Available	Not Yet Available

Calendar Years						
Motorcycles	2012	2013	2014	2015	2016	2017
Total Motorcycle Registrations (DMV)	832,304	857,624	862,705	884,665	Not Yet Available	Not Yet Available
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	54	54	61	56	Not Yet Available	Not Yet Available
Motorcyclist Injuries (SWITRS)	12,481	12,983	13,553	14,936	15,834	15,328
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	93%	92%	95%	95%	Not Yet Available	Not Yet Available
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	29%	33%	32%	32%	Not Yet Available	Not Yet Available
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	98	104	138	109	Not Yet Available	Not Yet Available
Motorcycle Rider (Operator) Fatalities (FARS)	451	463	517	494	560	504
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	23%	23%	27%	24%	Not Yet Available	Not Yet Available
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	73%	69%	68%	71%	66%	72%
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	57%	56%	56%	54%	54%	54%

Calendar Years						
Motorcycles	2012	2013	2014	2015	2016	2017
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	30%	28%	27%	30%	28%	28%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	13%	14%	12%	12%	14%	15%

Calendar Years						
Occupant Protection	2012	2013	2014	2015	2016	2017
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	33%	34%	32%	34%	Not Yet Available	Not Yet Available
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	Not Conducted	96.9%	95.2%	96.0%	96.4%	94.2%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	42%	43%	38%	33%	Not Yet Available	Not Yet Available
Child Safety Seat Use Rate (Statewide Observational Survey)	91.6%	88.5%	90.7%	94.0%	94.6%	93.6%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	42	31	36	23	Not Yet Available	Not Yet Available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,059	5,088	5,104	5,999	6,642	6,433

Calendar Years						
Pedestrians	2012	2013	2014	2015	2016	2017
Pedestrian Injuries (SWITRS)	13,942	12,900	13,705	14,121	14,978	15,200
Pedestrian Fatalities Under Age 15 (FARS)	22	28	24	24	Not Yet Available	Not Yet Available
Pedestrian Injuries Under Age 15 (SWITRS)	2,152	2,007	1,912	1,823	1,751	1,737
Pedestrian Fatalities Age 65 and Older (FARS)	159	179	185	173	Not Yet Available	Not Yet Available
Pedestrian Injuries Age 65 and Older (SWITRS)	1,488	1,440	1,613	1,744	1,888	1,892

Calendar Years						
Speeding and Aggressive Driving	2012	2013	2014	2015	2016	2017
Speeding Related Injuries (SWITRS)	69,974	70,029	71,924	80,742	91,690	89,706

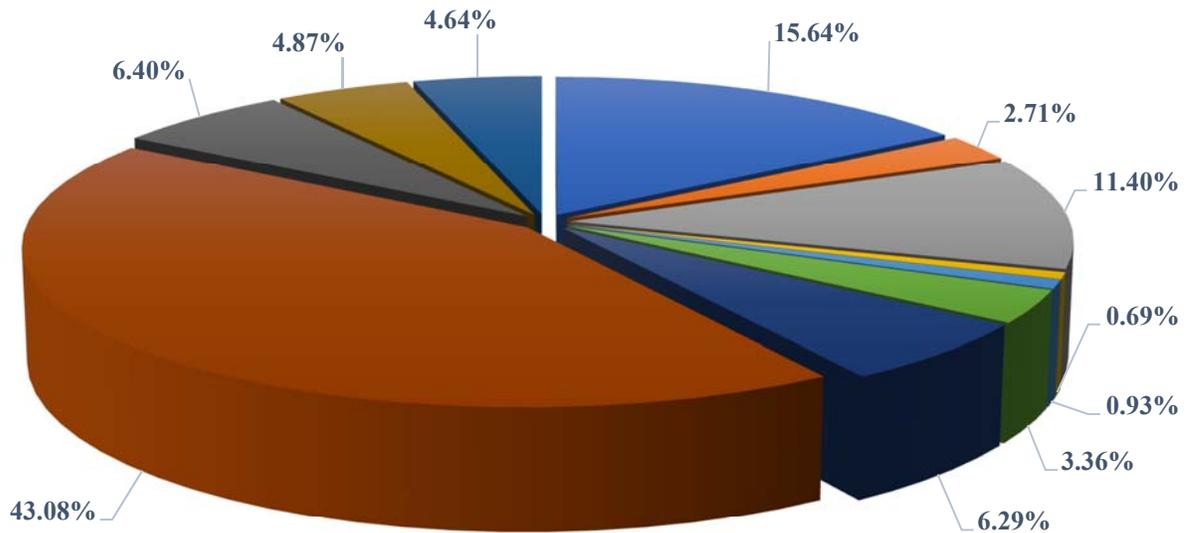
\*DMV DUI Management Information System Report

\*\*DMV



# **HIGHWAY SAFETY PROJECTS**

**PLANNED FUND DISTRIBUTION  
BY PROGRAM AREA  
\$92,463,243**



■ Alcohol-Impaired Driving  
15.64% (\$14,464,410)

■ Distracted Driving  
2.71% (\$2,505,000)

■ Drug-Impaired Driving  
11.40% (\$10,538,938)

■ Emergency Medical Services  
0.69% (\$635,500)

■ Motorcycle Safety  
0.93% (\$857,500)

■ Occupant Protection  
3.36% (\$3,108,000)

■ Pedestrian Safety/Bicycle Safety  
6.29% (\$5,820,000)

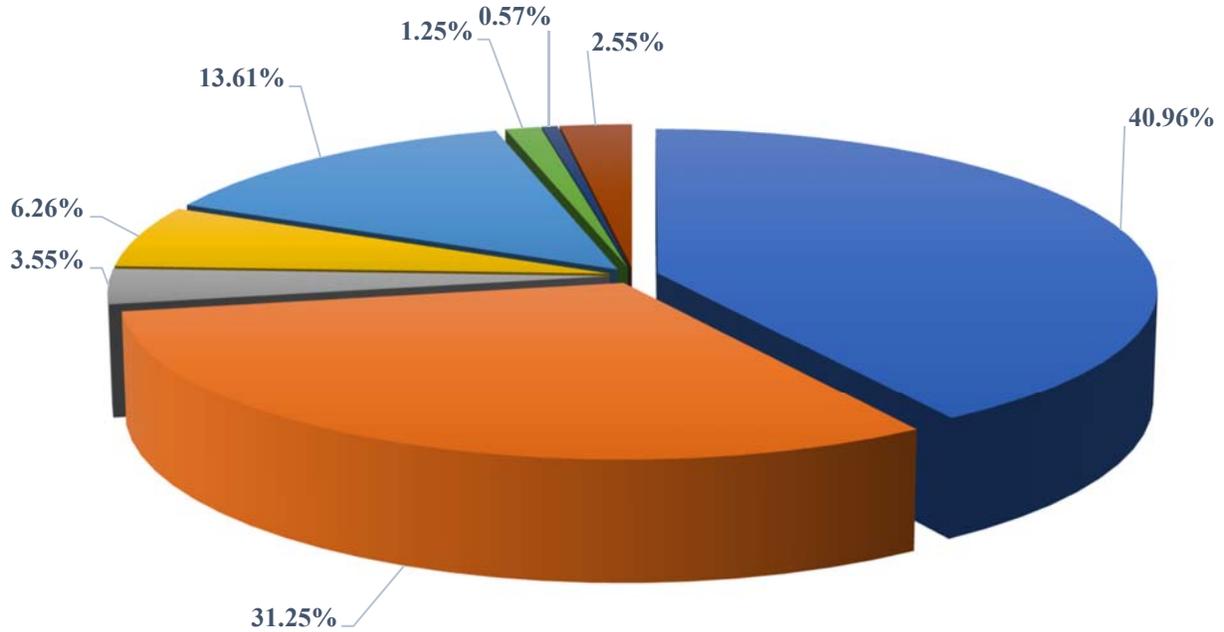
■ Police Traffic Services  
43.08% (\$39,828,825)

■ Planning and Administration  
6.40% (\$5,914,000)

■ Public Relations  
4.87% (\$4,500,000)

■ Traffic Records/Roadway Safety  
4.64% (\$4,291,070)

**PLANNED FUND DISTRIBUTION  
BY FUND TYPE  
\$92,463,243**



■ 164 AL 40.96% (\$37,868,636)	■ 402 31.25% (\$28,891,217)	■ 405b OP 3.55% (\$3,284,284)	■ 405c TR 6.26% (\$5,789,446)
■ 405d AL 13.61% (\$12,583,366)	■ 405e DD 1.25% (\$1,159,979)	■ 405f MC 0.57% (\$527,263)	■ 405h PS 2.55% (\$2,359,052)

## PROGRAM FUNDING SOURCES

FUND
<p><b>164 - Minimum Penalties for Repeat Offenders for Driving While Intoxicated</b></p> <p>These funds can be used for alcohol-impaired driving programs and hazard elimination programs.</p>
<p><b>402 - State/Community Highway Safety Grant Program</b></p> <p>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.</p>
<p><b>405b - Occupant Protection Grants</b></p> <p>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.</p>
<p><b>405c - State Traffic Safety Information System Improvements Grants</b></p> <p>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.</p>
<p><b>405d - Impaired Driving Countermeasures Grants</b></p> <p>Funding under this program includes high visibility impaired driving enforcement, prosecution and adjudication outreach, blood alcohol concentration (BAC) testing, high risk drivers, DUI courts, underage drinking prevention, administrative license suspension and revocation, and self-sustaining impaired driving prevention.</p>
<p><b>405e - Distracted Driving Grants</b></p> <p>States may use funds only to educate the public through advertising that contains information about the dangers of texting or using a cell phone while driving, for traffic signs that notify drivers about the distracted driving law of the State, or for law enforcement costs related to the enforcement of the distracted driving law.</p>
<p><b>405f - Motorcyclist Safety Grants</b></p> <p>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.</p>
<p><b>405h - Non Motorized Safety Grants</b></p> <p>States may use funds only for: training of law enforcement officials on State laws applicable to pedestrian and bicycle safety; enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety; or public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of State traffic laws applicable to pedestrian and bicycle safety.</p>



**POLITICAL SUBDIVISION PARTICIPATION  
IN STATE HIGHWAY SAFETY PROGRAM  
FEDERAL FISCAL YEAR 2019  
HIGHWAY SAFETY PLAN**

**402 State and Community Highway Safety**

	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
New Grants	\$19,344,300	\$300,000	\$9,246,917	\$28,891,217
Continuations	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$19,644,300</b>		<b>\$9,246,917</b>	<b>\$28,891,217</b>
	<b>67.99%</b>		<b>32.01%</b>	<b>100.00%</b>

**164AL Minimum Penalties for Repeat Offenders for Driving While Intoxicated**

	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
New Grants	\$23,701,819	\$200,000	\$13,966,817	\$37,868,636
Continuations	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$23,901,819</b>		<b>\$13,966,817</b>	<b>\$37,868,636</b>
	<b>63.12%</b>		<b>36.88%</b>	<b>100.00%</b>

**164AL / 402**

	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
Combined	\$43,046,119	\$500,000	\$23,213,734	\$66,759,853
<b>Total</b>	<b>\$43,546,119</b>		<b>\$23,213,734</b>	<b>\$66,759,853</b>
	<b>65.23%</b>		<b>34.77%</b>	<b>100.00%</b>

\*Includes the Planning and Administration grants.

NOTES:

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

**PROGRAM COST SUMMARY  
AND  
LIST OF PROJECTS**

HIGHWAY SAFETY PROGRAM COST SUMMARY

STATE: CALIFORNIA

NUMBER: 2019-00

DATE: 10/1/2018

PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS			FEDERAL SHARE TO LOCAL
			PREVIOUS BALANCE	INCREASE/DECREASE	CURRENT BALANCE	
164-AL-19	37,868,636.00	TBD				23,901,819.00
SUBTOTAL	37,868,636.00	0.00				23,901,819.00
402-AL-19	424,536.00	0.00				0.00
402-DD-19	2,004,330.00	0.00				55,000.00
402-EM-19	676,966.00	0.00				635,500.00
402-MC-19	383,808.00	0.00				357,500.00
402-OP-19	0.00	0.00				0.00
402-PA-19	1,278,190.00	514,000.00				0.00
402-PM-19	200,000.00	0.00				0.00
402-PS-19	4,366,830.00	0.00				3,345,000.00
402-PT-19	19,556,557.00	0.00				15,251,300.00
SUBTOTAL	28,891,217.00	514,000.00				19,644,300.00
405b-19	3,284,284.00	TBD				2,708,000.00
SUBTOTAL	3,284,284.00	0.00				2,708,000.00
405c-19	5,789,446.00	TBD				4,427,745.00
SUBTOTAL	5,789,446.00					4,427,745.00
405d-19	12,583,366.00	TBD				8,914,529.00
SUBTOTAL	12,583,366.00	0.00				8,914,529.00
405e-19	1,159,979.00	TBD				300,000.00
SUBTOTAL	1,159,979.00	0.00				300,000.00
405f-19	527,263.00	TBD				500,000.00
SUBTOTAL	527,263.00	0.00				500,000.00
405h-19	2,359,052.00	TBD				1,000,000.00
SUBTOTAL	2,359,052.00	0.00				1,000,000.00
Total NHTSA	92,463,243.00	514,000.00	0.00	0.00	0.00	61,396,393.00
Total FHWA	0.00	0.00	0.00	0.00	0.00	0.00
Total NHTSA & FHWA	92,463,243.00	514,000.00	0.00	0.00	0.00	61,396,393.00

STATE OFFICIAL AUTHORIZED SIGNATURE:

*[Handwritten Signature]*  
 NAME: \_\_\_\_\_  
 TITLE: Director  
 DATE: June 25, 2018

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:

NAME: \_\_\_\_\_  
 TITLE: \_\_\_\_\_  
 DATE: \_\_\_\_\_

Effective Date: \_\_\_\_\_

## LIST OF ALL FEDERAL FISCAL YEAR (FFY) 2019 GRANTS

Grant	Agency	Fund	Amount
AL19001	Butte County Probation Department	164 AL	\$ 108,995
AL19002	Contra Costa County Probation Department	164 AL	\$ 328,181
AL19003	Fresno County Probation Department	164 AL	\$ 280,153
AL19004	Kern County Probation Department	164 AL	\$ 154,734
AL19005	Los Angeles County Probation Department	164 AL	\$ 299,377
AL19006	Placer County Probation Department	164 AL	\$ 97,821
AL19007	Sacramento County Probation Department	164 AL	\$ 374,919
AL19008	San Bernardino County Probation Department	164 AL	\$ 356,154
AL19009	Santa Barbara County Probation Department	164 AL	\$ 132,510
AL19010	Santa Cruz County Health Services Agency	164 AL	\$ 100,000
AL19011	Solano County Probation Department	164 AL	\$ 234,871
AL19012	California Department of Alcoholic Beverage Control	164 AL	\$ 1,400,000
AL19013	California Department of Alcoholic Beverage Control	164 AL	\$ 1,137,100
		402 DD	\$ 400,000
AL19014	Tulare County Probation Department	164 AL	\$ 87,004
AL19015	San Diego County Probation Department	164 AL	\$ 382,385
AL19016	San Joaquin County Superior Court	164 AL	\$ 204,509
		405d AL	\$ 195,491
AL19017	San Joaquin County Probation Department	164 AL	\$ 140,206
AL19018	San Mateo County Superior Court	164 AL	\$ 300,000
AL19019	Tulare County Office of Education	402 AL	\$ 400,000
AL19020	California Highway Patrol	164 AL	\$ 5,500,000
AL19021	California Highway Patrol	164 AL	\$ 250,000
AL19022	California Highway Patrol	164 AL	\$ 200,000
AL19023	California Highway Patrol	164 AL	\$ 1,400,000
		<b>Subtotal</b>	<b>\$ 14,464,410</b>

Grant	Agency	Fund	Amount
DD19001	California Department of Motor Vehicles	402 DD	\$ 100,000
DD19002	University of California, San Diego	402 PT	\$ 500,000
DD19003	San Luis Obispo County Public Health Department	402 DD	\$ 55,000
DD19004	California Department of Transportation	402 PM	\$ 200,000
DD19005	California Highway Patrol	402 DD	\$ 550,000
DD19006	California Highway Patrol	402 DD	\$ 300,000
DD19007	California Highway Patrol	405e DD	\$ 800,000
		<b>Subtotal</b>	<b>\$ 2,505,000</b>

Grant	Agency	Fund	Amount
DI19001	El Dorado County District Attorney's Office	405d AL	\$ 200,978
DI19002	Fresno County District Attorney's Office	405d AL	\$ 251,821
DI19003	Kern County District Attorney's Office	405d AL	\$ 208,685
DI19004	Long Beach Department of Health and Human Services	405d AL	\$ 239,000
DI19005	Los Angeles City Attorney's Office	405d AL	\$ 715,963
DI19006	Los Angeles County District Attorney's Office	405d AL	\$ 981,124
DI19007	Marin County District Attorney's Office	405d AL	\$ 195,169
DI19008	Mendocino County Public Health	402 PS	\$ 150,000
		405d AL	\$ 150,000
DI19009	Monterey County District Attorney's Office	405d AL	\$ 246,154
DI19010	Monterey County Superior Court	164 AL	\$ 125,000
		405d AL	\$ 125,000
DI19011	Orange County District Attorney's Office	405d AL	\$ 722,513
DI19012	Orange County District Attorney's Office	405d AL	\$ 754,563
DI19013	Orange County Sheriff's Department	405d AL	\$ 316,000
DI19014	California Department of Motor Vehicles	405d AL	\$ 146,000
DI19015	Riverside County Department of Public Health	405d AL	\$ 150,000
DI19016	Riverside County District Attorney's Office	405d AL	\$ 432,708
DI19017	San Bernardino County District Attorney's Office	405d AL	\$ 278,700
DI19018	San Diego City Attorney's Office	405d AL	\$ 255,850
DI19019	Shasta County Health and Human Services Agency	405e DD	\$ 300,000
DI19020	Solano County District Attorney's Office	405d AL	\$ 232,568
DI19021	Sonoma County District Attorney's Office	405d AL	\$ 234,032
DI19022	Tulare County District Attorney's Office	405d AL	\$ 162,072
DI19023	Ventura County Behavioral Health Department	405d AL	\$ 250,000
DI19024	San Diego County District Attorney's Office	405d AL	\$ 258,946
DI19025	California Highway Patrol	405d AL	\$ 1,900,000
DI19026	Ventura County District Attorney's Office	405d AL	\$ 361,117
DI19027	Yolo County District Attorney's Office	405d AL	\$ 194,975
		<b>Subtotal</b>	<b>\$ 10,538,938</b>

Grant	Agency	Fund	Amount
EM19001	Contra Costa County Fire Protection District	402 EM	\$ 93,000
EM19002	Ebbetts Pass Fire District	402 EM	\$ 100,000
EM19003	Merced County Fire Department	402 EM	\$ 90,000
EM19004	Mokelumne Rural Fire District	402 EM	\$ 38,500
EM19005	Pismo Beach Fire Department	402 EM	\$ 50,000
EM19006	Placer Hills Fire District	402 EM	\$ 25,000
EM19007	Schell-Vista Fire Protection District	402 EM	\$ 70,000
EM19008	South Santa Clara County Fire District	402 EM	\$ 80,000
EM19009	Stanislaus Consolidated Fire Protection District	402 EM	\$ 35,000
EM19010	Tehama County Fire Department	402 EM	\$ 54,000
		<b>Subtotal</b>	<b>\$ 635,500</b>

Grant	Agency	Fund	Amount
MC19001	Hawthorne Police Department	405f MC	\$ 100,000
MC19002	Rialto Police Department	405f MC	\$ 32,500
MC19003	San Francisco Municipal Transportation Agency	405f MC	\$ 100,000
MC19004	California Highway Patrol	402 MC	\$ 357,500
		405f MC	\$ 267,500
		<b>Subtotal</b>	<b>\$ 857,500</b>

Grant	Agency	Fund	Amount
OP19001	Anaheim Police Department	405b OP	\$ 50,000
OP19002	Butte County Public Health Department	405b OP	\$ 91,000
OP19003	California Department of Public Health	405b OP	\$ 450,000
OP19004	San Diego County Health and Human Services Agency	405b OP	\$ 150,000
OP19005	Contra Costa County Health Services	405b OP	\$ 75,000
OP19006	Los Angeles County Department of Public Health	405b OP	\$ 92,000
OP19007	Los Angeles Housing and Community Investment Department	405b OP	\$ 152,000
OP19008	Pomona Police Department	405b OP	\$ 153,000
OP19009	Rancho Cordova Police Department	405b OP	\$ 75,000
OP19010	Riverside County Department of Public Health	405b OP	\$ 150,000
OP19011	Santa Cruz County Health Services Agency	405b OP	\$ 45,000
OP19012	Stanislaus County Health Services Agency	405b OP	\$ 75,000
OP19013	Tehama County Health Services Agency	405b OP	\$ 50,000
OP19014	San Joaquin County Public Health Services	405b OP	\$ 85,000
OP19015	San Luis Obispo County Public Health Department	405b OP	\$ 55,000
OP19016	California Highway Patrol	405b OP	\$ 700,000
OP19017	California Highway Patrol	405b OP	\$ 150,000
OP19018	California State University, Fresno	405b OP	\$ 250,000
OP19019	Ventura County Fire Department	405b OP	\$ 60,000
OP19020	Yolo County Health and Human Services Agency	405b OP	\$ 150,000
OP19021	Yuba County Health and Human Services Department	405b OP	\$ 50,000
		<b>Subtotal</b>	<b>\$ 3,108,000</b>

Grant	Agency	Fund	Amount
PA19001	Office of Traffic Safety	164 AL	\$ 1,779,717
		402 AL	\$ 24,536
		402 DD	\$ 94,330
		402 EM	\$ 41,466
		402 MC	\$ 26,308
		402 PA	\$ 1,278,190
		402 PS	\$ 226,830
		402 PT	\$ 1,105,257
		405b OP	\$ 176,284
		405c TR	\$ 341,951
		405d AL	\$ 622,837
		405e DD	\$ 59,979
		405f MC	\$ 27,263
		405h PS	\$ 109,052

Grant	Agency	Fund	Amount
PR19001	Office of Traffic Safety	164 AL	\$ 2,500,000
		402 DD	\$ 505,000
		402 PS	\$ 495,000
		405d AL	\$ 1,000,000
		<b>Subtotal</b>	<b>\$ 4,500,000</b>

Grant	Agency	Fund	Amount
PS19001	Alameda County Transportation Commission	402 PS	\$ 200,000
PS19002	Anaheim Police Department	402 PS	\$ 60,000
PS19003	Bakersfield Police Department	402 PS	\$ 30,000
PS19004	Butte County Public Health Department	402 PS	\$ 40,000
PS19005	San Diego County Health and Human Services Agency	402 PS	\$ 75,000
PS19006	Escondido Police Department	402 PS	\$ 25,000
PS19007	Kern County Hospital Authority	402 PS	\$ 60,000
PS19008	City of Lancaster Development Services	402 PS	\$ 55,000
PS19009	Long Beach Department of Health and Human Services	402 PS	\$ 150,000
PS19010	Los Angeles County Department of Public Works	402 PS	\$ 125,000
PS19011	Los Angeles Housing and Community Investment Department	402 PS	\$ 250,000
PS19012	Modesto Police Department	402 PS	\$ 40,000
PS19013	Oakland department of transportation	402 PS	\$ 100,000
PS19014	Orange County Transportation Authority	402 PS	\$ 75,000
PS19015	Pasadena Transportation Department	402 PS	\$ 100,000
		405c TR	\$ 75,000
PS19016	Rancho Cordova Police Department	402 PS	\$ 40,000
PS19017	Redondo Beach Police Department	402 PS	\$ 20,000
PS19018	Riverside County Department of Public Health	402 PS	\$ 125,000
PS19019	Sacramento County Office of Education	402 PS	\$ 175,000
PS19020	Santa Cruz County Health Services Agency	402 PS	\$ 150,000
PS19021	Solano Transportation Authority	402 PS	\$ 85,000
PS19022	Southern California Association of Governments	402 PS	\$ 550,000
PS19023	Sunnyvale Department of Public Safety	402 PS	\$ 30,000
PS19024	University of California, Berkeley - SafeTREC	405h PS	\$ 1,250,000
PS19025	University of California, Berkeley - SafeTREC	402 PS	\$ 300,000
PS19026	San Diego Police Department	402 PS	\$ 125,000
PS19027	San Francisco Department of Public Health	402 PS	\$ 75,000
PS19028	San Jose Department of Transportation	402 PS	\$ 100,000
PS19029	San Luis Obispo County Public Health Department	402 PS	\$ 150,000
PS19030	San Mateo County Office of Education	402 PS	\$ 100,000
PS19031	Santa Ana Public Works Agency	402 PS	\$ 50,000
PS19032	California Highway Patrol	405h PS	\$ 1,000,000
PS19033	Watsonville Police Department	402 PS	\$ 35,000
		<b>Subtotal</b>	<b>\$ 5,820,000</b>

Grant	Agency	Fund	Amount
PT19001	Alameda County Sheriff's Office	164 AL	\$ 120,000
		402 PT	\$ 130,000
PT19002	Alhambra Police Department	164 AL	\$ 60,000
		402 PT	\$ 75,800
		405c TR	\$ 136,200
PT19003	Anaheim Police Department	164 AL	\$ 210,000
		402 PT	\$ 200,000
		405c TR	\$ 162,500
PT19004	Arcadia Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19005	Azusa Police Department	164 AL	\$ 38,000
		402 PT	\$ 57,000
PT19006	Bakersfield Police Department	164 AL	\$ 290,000
		402 PT	\$ 115,000
PT19007	Baldwin Park Police Department	164 AL	\$ 40,000
		402 PT	\$ 40,000
PT19008	Bell Gardens Police Department	164 AL	\$ 45,000
		402 PT	\$ 35,000
PT19009	Bell Police Department	164 AL	\$ 50,000
		402 PT	\$ 40,000
PT19010	Benicia Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19011	Berkeley Police Department	164 AL	\$ 125,000
		402 PT	\$ 125,000
PT19012	Beverly Hills Police Department	164 AL	\$ 100,000
		402 PT	\$ 75,000
PT19013	Brea Police Department	164 AL	\$ 40,000
		402 PT	\$ 45,000
PT19014	Brentwood Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19015	Buena Park Police Department	164 AL	\$ 90,000
		402 PT	\$ 30,000
		405d AL	\$ 5,000
PT19016	Burlingame Police Department	164 AL	\$ 18,300
		402 PT	\$ 30,000
PT19017	Chula Vista Police Department	164 AL	\$ 225,000
		402 PT	\$ 200,000
PT19018	Citrus Heights Police Department	164 AL	\$ 75,000
		402 PT	\$ 25,000
PT19019	Claremont Police Department	164 AL	\$ 55,000
		402 PT	\$ 45,000
PT19020	Clovis Police Department	164 AL	\$ 50,000
		402 PT	\$ 20,000
PT19021	Colton Police Department	164 AL	\$ 55,000
		402 PT	\$ 70,000
PT19022	Concord Police Department	164 AL	\$ 100,000
		402 PT	\$ 75,000

Grant	Agency	Fund	Amount
PT19023	Corona Police Department	164 AL	\$ 66,000
		402 PT	\$ 29,000
PT19024	Costa Mesa Police Department	164 AL	\$ 149,000
		402 PT	\$ 76,000
PT19025	Culver City Police Department	164 AL	\$ 70,000
		402 PT	\$ 50,000
PT19026	Downey Police Department	164 AL	\$ 150,000
		402 PT	\$ 150,000
PT19027	Dublin Police Department	164 AL	\$ 15,000
		402 PT	\$ 55,000
PT19028	El Cajon Police Department	164 AL	\$ 75,000
		402 PT	\$ 100,000
PT19029	El Centro Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19030	El Monte Police Department	164 AL	\$ 110,000
		402 PT	\$ 90,000
		405c TR	\$ 20,000
PT19031	Elk Grove Police Department	164 AL	\$ 88,000
		402 PT	\$ 100,000
PT19032	Emeryville Police Department	164 AL	\$ 28,000
		402 PT	\$ 62,000
PT19033	Escondido Police Department	164 AL	\$ 300,000
		402 PT	\$ 100,000
		405c TR	\$ 10,000
PT19034	Eureka Police Department	164 AL	\$ 20,000
		402 PT	\$ 40,000
PT19035	Folsom Police Department	164 AL	\$ 40,000
		402 PT	\$ 30,000
		405c TR	\$ 36,000
PT19036	Fontana Police Department	164 AL	\$ 200,000
		402 PT	\$ 125,000
PT19037	Fountain Valley Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19038	Fremont Police Department	164 AL	\$ 100,000
		402 PT	\$ 75,000
PT19039	Fresno Police Department	164 AL	\$ 310,000
		402 PT	\$ 150,000
		405c TR	\$ 197,015
PT19040	Fullerton Police Department	164 AL	\$ 180,200
		402 PT	\$ 70,000
		405d AL	\$ 212,800
PT19041	Garden Grove Police Department	164 AL	\$ 150,000
		402 PT	\$ 150,000
PT19042	Gardena Police Department	164 AL	\$ 70,000
		402 PT	\$ 30,000
PT19043	Gilroy Police Department	164 AL	\$ 39,000
		402 PT	\$ 37,000

Grant	Agency	Fund	Amount
PT19044	Glendale Police Department	164 AL	\$ 164,000
		402 PT	\$ 200,000
		405c TR	\$ 45,000
		405d AL	\$ 16,000
PT19045	Glendora Police Department	164 AL	\$ 50,000
		402 PT	\$ 40,000
PT19046	Hawthorne Police Department	164 AL	\$ 75,000
		402 PT	\$ 45,000
PT19047	Hayward Police Department	164 AL	\$ 75,000
		402 PT	\$ 125,000
PT19048	Hemet Police Department	164 AL	\$ 60,000
		402 PT	\$ 70,000
PT19049	Hollister Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19050	Huntington Beach Police Department	164 AL	\$ 390,000
		402 PT	\$ 160,000
PT19051	Huntington Park Police Department	164 AL	\$ 40,000
		402 PT	\$ 30,000
PT19052	Indio Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19053	Inglewood Police Department	164 AL	\$ 100,000
		402 PT	\$ 100,000
		405c TR	\$ 12,000
PT19054	Irvine Police Department	164 AL	\$ 250,000
		402 PT	\$ 200,000
		405d AL	\$ 10,000
PT19055	La Habra Police Department	164 AL	\$ 55,000
		402 PT	\$ 45,000
PT19056	Laguna Beach Police Department	164 AL	\$ 59,000
		402 PT	\$ 56,000
PT19057	Lathrop Police Department	164 AL	\$ 30,000
		402 PT	\$ 24,000
PT19058	Livermore Police Department	164 AL	\$ 57,000
		402 PT	\$ 43,000
PT19059	Lodi Police Department	164 AL	\$ 75,000
		402 PT	\$ 40,000
PT19060	Long Beach Police Department	164 AL	\$ 170,000
		402 PT	\$ 200,000
PT19061	Los Angeles County Sheriff's Department	164 AL	\$ 1,069,000
		402 PT	\$ 850,000
PT19062	Los Angeles Police Department	164 AL	\$ 3,000,000
		402 PT	\$ 1,650,000
		405d AL	\$ 350,000
PT19063	Manhattan Beach Police Department	164 AL	\$ 50,000
		402 PT	\$ 20,000
PT19064	Menlo Park Police Department	164 AL	\$ 40,000
		402 PT	\$ 30,000

Grant	Agency	Fund	Amount
PT19065	Merced Police Department	164 AL	\$ 65,000
		402 PT	\$ 35,000
PT19066	Milpitas Police Department	164 AL	\$ 40,000
		402 PT	\$ 50,000
PT19067	Modesto Police Department	164 AL	\$ 230,000
		402 PT	\$ 200,000
PT19068	Monrovia Police Department	164 AL	\$ 31,000
		402 PT	\$ 49,000
PT19069	Montebello Police Department	164 AL	\$ 70,000
		402 PT	\$ 39,500
		405c TR	\$ 130,500
PT19070	Monterey Park Police Department	164 AL	\$ 65,000
		402 PT	\$ 40,000
PT19071	Morgan Hill Police Department	164 AL	\$ 30,000
		402 PT	\$ 13,000
PT19072	Murrieta Police Department	164 AL	\$ 50,000
		402 PT	\$ 20,000
PT19073	Napa Police Department	164 AL	\$ 70,000
		402 PT	\$ 30,000
PT19074	National City Police Department	164 AL	\$ 70,000
		402 PT	\$ 30,000
PT19075	Newark Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19076	Newport Beach Police Department	164 AL	\$ 150,000
		402 PT	\$ 75,000
PT19077	Novato Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19078	Oakdale Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
		405c TR	\$ 3,000
PT19079	Oakland Police Department	164 AL	\$ 221,000
		402 PT	\$ 275,500
		405c TR	\$ 3,500
PT19080	Oceanside Police Department	164 AL	\$ 200,000
		402 PT	\$ 150,000
PT19081	Ontario Police Department	164 AL	\$ 250,000
		402 PT	\$ 200,000
		405c TR	\$ 45,000
PT19082	Orange County Sheriff's Department	164 AL	\$ 215,000
		402 PT	\$ 135,000
PT19083	Orange Police Department	164 AL	\$ 175,000
		402 PT	\$ 75,000
		405d AL	\$ 10,000
PT19084	Oxnard Police Department	164 AL	\$ 260,000
		402 PT	\$ 147,000
		405d AL	\$ 3,800

Grant	Agency	Fund	Amount
PT19085	Pacifica Police Department	164 AL	\$ 50,000
		402 PT	\$ 30,000
PT19086	Palm Springs Police Department	164 AL	\$ 65,000
		402 PT	\$ 35,000
PT19087	Pasadena Police Department	164 AL	\$ 180,000
		402 PT	\$ 200,000
PT19088	Paso Robles Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
		405c TR	\$ 60,100
PT19089	Petaluma Police Department	164 AL	\$ 55,000
		402 PT	\$ 50,000
PT19090	Pittsburg Police Department	164 AL	\$ 45,000
		402 PT	\$ 45,000
PT19091	Placentia Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19092	Placerville Police Department	164 AL	\$ 35,000
		402 PT	\$ 15,000
PT19093	Pomona Police Department	164 AL	\$ 260,000
		402 PT	\$ 150,000
PT19094	Porterville Police Department	164 AL	\$ 45,000
		402 PT	\$ 40,000
PT19095	Redding Police Department	164 AL	\$ 265,000
		402 PT	\$ 50,000
PT19096	Redlands Police Department	164 AL	\$ 75,000
		402 PT	\$ 75,000
PT19097	Redondo Beach Police Department	164 AL	\$ 70,000
		402 PT	\$ 30,000
PT19098	Redwood City Police Department	164 AL	\$ 55,000
		402 PT	\$ 45,000
PT19099	Rialto Police Department	164 AL	\$ 125,000
		402 PT	\$ 100,000
		405c TR	\$ 15,000
PT19100	Riverside County Sheriff's Department	164 AL	\$ 660,000
		402 PT	\$ 400,000
		405c TR	\$ 34,610
PT19101	Riverside Police Department	164 AL	\$ 210,000
		402 PT	\$ 200,000
		405d AL	\$ 95,000
PT19102	Rohnert Park Department of Public Safety	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19103	Sacramento Police Department	164 AL	\$ 250,000
		402 PT	\$ 200,000
PT19104	Salinas Police Department	164 AL	\$ 125,000
		402 PT	\$ 50,000
PT19105	San Bernardino County Sheriff's Department	164 AL	\$ 300,000
		402 PT	\$ 175,000

Grant	Agency	Fund	Amount
PT19106	San Bernardino Police Department	164 AL	\$ 250,000
		402 PT	\$ 200,000
		405c TR	\$ 8,000
PT19107	San Bruno Police Department	164 AL	\$ 45,000
		402 PT	\$ 30,000
PT19108	Santa Barbara County Sheriff's Department	164 AL	\$ 53,000
		402 PT	\$ 32,000
PT19109	Santa Barbara Police Department	164 AL	\$ 200,000
		402 PT	\$ 130,000
PT19110	Santa Cruz Police Department	164 AL	\$ 50,000
		402 PT	\$ 60,000
PT19111	Santa Maria Police Department	164 AL	\$ 285,000
		402 PT	\$ 100,000
PT19112	Santa Monica Police Department	164 AL	\$ 100,000
		402 PT	\$ 150,000
PT19113	Santa Rosa Police Department	164 AL	\$ 140,000
		402 PT	\$ 150,000
PT19114	Signal Hill Police Department	164 AL	\$ 45,000
		402 PT	\$ 40,000
PT19115	Simi Valley Police Department	164 AL	\$ 70,000
		402 PT	\$ 40,000
PT19116	South Gate Police Department	164 AL	\$ 80,000
		402 PT	\$ 50,000
PT19117	South San Francisco Police Department	164 AL	\$ 40,000
		402 PT	\$ 40,000
PT19118	Stockton Police Department	164 AL	\$ 250,000
		402 PT	\$ 200,000
PT19119	Sunnyvale Department of Public Safety	164 AL	\$ 50,000
		402 PT	\$ 30,000
PT19120	Torrance Police Department	164 AL	\$ 100,000
		402 PT	\$ 125,000
PT19121	Tustin Police Department	164 AL	\$ 64,000
		402 PT	\$ 33,000
		405c TR	\$ 35,000
PT19122	Upland Police Department	164 AL	\$ 80,000
		402 PT	\$ 90,000
PT19123	Vacaville Police Department	164 AL	\$ 55,000
		402 PT	\$ 45,000
PT19124	Vallejo Police Department	164 AL	\$ 125,000
		402 PT	\$ 50,000
PT19125	San Diego County Sheriff's Department	164 AL	\$ 254,500
		402 PT	\$ 123,500
PT19126	San Diego Police Department	164 AL	\$ 700,000
		402 PT	\$ 500,000
PT19127	San Francisco Police Department	164 AL	\$ 98,000
		402 PT	\$ 136,700

Grant	Agency	Fund	Amount
PT19128	San Gabriel Police Department	164 AL	\$ 50,000
		402 PT	\$ 50,000
PT19129	San Jose Police Department	164 AL	\$ 150,000
		402 PT	\$ 100,000
PT19130	San Luis Obispo Police Department	164 AL	\$ 54,000
		402 PT	\$ 40,000
PT19131	San Mateo Police Department	164 AL	\$ 40,000
		402 PT	\$ 60,000
PT19132	San Rafael Police Department	164 AL	\$ 69,000
		402 PT	\$ 70,000
		405c TR	\$ 36,000
PT19133	Santa Ana Police Department	164 AL	\$ 294,000
		402 PT	\$ 157,000
		405d AL	\$ 6,000
PT19134	California Highway Patrol	402 PT	\$ 75,000
PT19135	California Highway Patrol	402 PT	\$ 405,000
PT19136	California Highway Patrol	402 PT	\$ 1,500,000
PT19137	California Highway Patrol	402 PT	\$ 200,000
PT19138	California Highway Patrol	402 PT	\$ 225,000
PT19139	Chino Police Department	164 AL	\$ 90,000
		402 PT	\$ 40,000
PT19140	Ventura County Sheriff's Department	164 AL	\$ 186,000
		402 PT	\$ 200,000
		405c TR	\$ 42,000
		405d AL	\$ 92,500
PT19141	Ventura Police Department	164 AL	\$ 90,000
		402 PT	\$ 110,000
PT19142	Vernon Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19143	Visalia Police Department	164 AL	\$ 125,000
		402 PT	\$ 75,000
PT19144	Watsonville Police Department	164 AL	\$ 30,000
		402 PT	\$ 40,000
		405c TR	\$ 50,000
PT19145	West Sacramento Police Department	164 AL	\$ 35,000
		402 PT	\$ 40,000
PT19146	Westminster Police Department	164 AL	\$ 35,000
		402 PT	\$ 50,300
PT19147	Whittier Police Department	164 AL	\$ 100,000
		402 PT	\$ 95,000
PT19148	Yuba City Police Department	164 AL	\$ 40,000
		402 PT	\$ 45,000
PT19149	La Mesa Police Department	164 AL	\$ 50,000
		402 PT	\$ 40,000
PT19150	Rancho Cordova Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
TR19009	University of California, Berkeley - SafeTREC	402 PT	\$ 1,200,000
		<b>Subtotal</b>	<b>\$ 39,828,825</b>

Grant	Agency	Fund	Amount
TR19001	California Department of Public Health	405c TR	\$ 697,440
TR19002	County of Ventura Public Works	405c TR	\$ 223,575
TR19005	University of California, Berkeley - SafeTREC	405c TR	\$ 199,500
TR19006	University of California, Berkeley - SafeTREC	405c TR	\$ 106,750
TR19007	University of California, Berkeley - SafeTREC	405c TR	\$ 174,000
TR19008	University of California, Berkeley - SafeTREC	405c TR	\$ 67,250
TR19010	University of California, Berkeley - SafeTREC	405c TR	\$ 148,000
TR19011	University of California, Berkeley - SafeTREC	405c TR	\$ 103,500
TR19012	University of California, Berkeley - SafeTREC	405c TR	\$ 220,750
TR19013	San Francisco Police Department	405c TR	\$ 2,000,000
TR19016	California Highway Patrol	405c TR	\$ 72,919
TR19017	California State Polytechnic University, Pomona	405c TR	\$ 277,386
<b>Subtotal</b>			<b>\$ 4,291,070</b>
<b>TOTAL</b>			<b>\$ 92,463,243</b>

# **EQUIPMENT LIST**

## EQUIPMENT LIST

Grant	Agency	Item Name	Units	Unit Cost	Fund
EM19001	Contra Costa County Fire Protection District	Fully Equipped Extrication System	3	\$ 31,000	402EM
EM19002	Ebbetts Pass Fire District	Fully Equipped Extrication System	2	\$ 42,800	402EM
		Air Bag Lift System	2	\$ 7,200	402EM
EM19003	Merced County Fire Department	Fully Equipped Extrication System	3	\$ 30,000	402EM
EM19004	Mokelumne Rural Fire District	Air Bag Lift System	5	\$ 5,300	402EM
EM19005	Pismo Beach Fire Department	Air Bag Lift System	3	\$ 13,167	402EM
EM19006	Placer Hills Fire District	Fully Equipped Extrication System	1	\$ 19,200	402EM
EM19007	Schell-Vista Fire Protection District	Fully Equipped Extrication System	2	\$ 35,000	402EM
EM19008	South Santa Clara County Fire District	Fully Equipped Extrication System	2	\$ 32,000	402EM
		Air Bag Lift System	2	\$ 8,000	402EM
EM19009	Stanislaus Consolidated Fire Protection District	Fully Equipped Extrication System	2	\$ 17,500	402EM
EM19010	Tehama County Fire Department	Fully Equipped Extrication System	2	\$ 25,000	402EM
PT19002	Alhambra Police Department	Electronic Citation Data Collection System	1	\$ 136,200	405c TR
PT19003	Anaheim Police Department	Handheld Citation Data Collection Devices	25	\$ 6,500	405c TR
PT19005	Azusa Police Department	Radar Trailer	1	\$ 12,000	402PT
PT19017	Chula Vista Police Department	Changeable Message Sign Trailer with Radar	1	\$ 16,000	402PT
PT19019	Claremont Police Department	Vehicle Speed Feedback Sign	1	\$ 12,000	402PT
PT19021	Colton Police Department	Changeable Message Sign Trailer with Radar	1	\$ 15,000	402PT
PT19027	Dublin Police Department	Radar Trailer	1	\$ 19,500	402PT
PT19028	El Cajon Police Department	Changeable Message Sign Trailer with Radar	1	\$ 16,000	402PT
PT19032	Emeryville Police Department	Changeable Message Sign Trailer with Radar	1	\$ 20,000	402PT
PT19033	Escondido Police Department	Electronic Citation Data Collection System	1	\$ 10,000	405c TR
PT19040	Fullerton Police Department	Radar Trailer	1	\$ 8,000	402PT
PT19050	Huntington Beach Police Department	Radar Trailer	1	\$ 6,300	402PT
PT19052	Indio Police Department	Radar Trailer	1	\$ 9,000	402PT

Grant	Agency	Item Name	Units	Unit Cost	Fund
PT19054	Irvine Police Department	Changeable Message Sign Trailer with Radar	1	\$ 20,000	402PT
		DUI Trailer	1	\$ 35,000	164AL
PT19060	Long Beach Police Department	Changeable Message Sign Trailer with Radar	1	\$ 19,685	402PT
PT19061	Los Angeles County Sheriff's Department	DUI Trailer	1	\$ 40,000	164AL
PT19069	Montebello Police Department	Electronic Citation Data Collection System	1	\$ 130,500	405c TR
PT19080	Oceanside Police Department	Vehicle Speed Feedback Sign	2	\$ 11,500	402PT
PT19081	Ontario Police Department	Radar Trailer	1	\$ 9,500	402PT
PT19082	Orange County Sheriff's Department	DUI Trailer	1	\$ 35,000	164AL
PT19088	Paso Robles Police Department	Traffic Collision Database System	1	\$ 60,100	405c TR
PT19099	Rialto Police Department	Changeable Message Sign Trailer with Radar	1	\$ 22,000	402PT
		RMS Software Updates	1	\$ 15,000	405c TR
PT19100	Riverside County Sheriff's Department	DUI Trailer	1	\$ 30,000	164AL
PT19110	Santa Cruz Police Department	Vehicle Speed Feedback Sign	1	\$ 10,000	402PT
PT19112	Santa Monica Police Department	Radar Trailer	1	\$ 9,000	402PT
PT19121	Tustin Police Department	Electronic Citation Data Collection System	1	\$ 35,000	405c TR
PT19131	San Mateo Police Department	Changeable Message Sign Trailer with Radar	1	\$ 20,000	402PT
PT19132	San Rafael Police Department	Electronic Citation Data Collection System	1	\$ 36,000	405c TR
		Changeable Message Sign Trailer with Radar	1	\$ 15,500	402PT
PT19140	Ventura County Sheriff's Department	Changeable Message Sign Trailer	1	\$ 20,000	402PT
		Electronic Citation Data Collection System	1	\$ 42,000	405c TR
PT19147	Whittier Police Department	Changeable Message Sign Trailer with Radar	1	\$ 21,000	402PT
TR19002	County of Ventura Public Works	Countywide Traffic Collision Database System	1	\$ 160,000	405c TR



**HIGHWAY SAFETY STRATEGIES  
AND  
PROGRAM AREA GRANTS**

# 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 the 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 HSP and Annual Report (AR)
- Recommending individual grants to be funded
- Developing planned grants
- Conducting risk assessments
- Monitoring grants
- Evaluating accomplishments
- Preparing a variety of program and grant reports
- Conducting grant performance reviews
- Contracting with the Department of Finance (DOF) to conduct subrecipient compliance audits
- Increasing public awareness and community support
- Participating in the SHSP challenge area meetings, various traffic safety committees, and task forces
- Generally promoting and coordinating traffic safety in California
- Hosting the Governors Highway Safety Association's Annual Meeting
- Creating public awareness campaigns and providing staff and spokespersons for all annual national campaigns, e.g., *Drive Sober or Get Pulled Over*, *National Distracted Driving Awareness Month*, *Pedestrian Safety*, *DUI Crackdown*, *Click It or Ticket*, *DUI Doesn't Just Mean Booze*, *Child Passenger Safety Week*, *Motorcycle Safety Month*, etc.
- Providing fiscal and operations trainings to all applicable grant personnel annually
- Maintaining and providing continuous improvements to Grant Electronic Management System (GEMS)
- Conducting workshops on the OTS grant funding and the use of GEMS

## **Current Staff**

The OTS staff is comprised of 33 full-time positions and one retired annuitant responsible for the previously listed activities. The Director is responsible for the entire California program and serves as the Governor's Representative for Highway Safety (GR). As the GR, the Director participates in activities impacting the highway safety program nationwide. The Operations Division, headed by the Chief Deputy of Operations (CDO), oversees the development of the HSP, the AR, and implementation of the grants with both state and local entities. The CDO advises the Director on all program matters pertaining to policy concerns, federal and state legislative mandates and overall strategic objectives. The Administration and Program Support Division encompasses fiscal, budgets, business services, clerical support, and information technology services and support. The Public Information Division is responsible for the development, oversight and execution of media campaigns related to outreach, public relations, social media, and marketing strategies.

## **Training and Development**

Training consists of staff skills development and program specific training. Staff skills development supports day-to-day operations of the office through training designed to enhance specific job duties. Program specific trainings are designed to enhance California's traffic safety program through trainings that increase knowledge and enhance the abilities of traffic safety professionals and the OTS employees. Examples of some of the training programs include:

- Managing NHTSA Grant Funds – This training course provided by the Transportation Safety Institute (TSI) provides the OTS staff with in-depth knowledge of the regulations and guidance that apply to the funding of highway safety programs and projects.
- Grants Management Solutions Suite (GMSS) – This course provided by the TSI provides GMSS training to the OTS staff on NHTSA's new on-line solution for all grant activities. This hands-on training takes participants through the entire grant process starting with the HSP and ending with close out procedures.
- Skills Building Workshops – Various brief workshop sessions designed to build skills may be scheduled. These may include writing, team building, analytical skills, contracting, presentation skills, etc. Attendance at these workshops will result in improved job performance.
- Personal Development/Computer Courses – The OTS staff will be offered computer and personal development courses via classroom and through online resources. The courses will increase knowledge in areas such as: information technology (software and hardware), project management, quality assurance, and core business skillsets. The OTS's annual training plan for all divisions strives to sustain and improve overall job performance.
- Program and Grant Specific Workshops/Seminars – Several program specific training sessions are supported or planned by the OTS staff and occasionally included in individual local programs. Various workshops and seminars will be conducted for subrecipient agencies throughout the State on grant specific information and the usage of GEMS.
- 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, 2018 and to NHTSA by July 1, 2018.
- Providing documentation on qualifications for special funded incentive programs.
- Developing, coordinating, monitoring, and administratively evaluating traffic safety grants identified in the HSP.
- Submitting the AR to the CalSTA Secretary by December 1, 2018, and to NHTSA by January 1, 2019.
- Utilizing all available means for improving and promoting the California traffic safety program.

## **Costs**

### **Operation of the Program**

Costs included in this program area include the salaries of the GR, management, fiscal, information technology unit, clerical support personnel, and most operating costs. The portion of all other OTS personnel salaries, as well as certain operating expenses directly related to program development, coordination, public relations, monitoring, evaluation, and auditing are charged to the appropriate program area. Additionally, funding is used to contract with Caltrans for personnel and miscellaneous administrative services.

In accordance with Appendix D to Part 1300, the OTS is requesting NHTSA approval to continue charging the salary of the Associate Accounting Analyst (AAA), to a combination of planning, administrative, and program management functions based on the following tasks:

- The AAA's main responsibilities include: reviewing all grant agreements to verify budgeted amounts are reasonable and allowable; subrecipient audit reports conducted by the DOF; and monitoring reports to ensure fiscal issues are properly documented and that corrective action is taken within six months.

The monthly time record for the AAA 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)/Financial Information System for California (FI\$Cal).

### **Program Development and Administrative Coordination**

Funding is provided for the necessary staff time and expenses incurred by the OTS that are directly related to the planning, development, coordination, monitoring, evaluation, and auditing of grants within each program area. Assistance is also provided for individuals to attend and participate in committees, training sessions, educational meetings or conferences, and for the preparation of the HSP. Funding may also be provided for the printing of brochures and pamphlets, distribution of literature and media materials developed through successful grants or obtained from other sources, and funding for the CHP grant administration.

**DETAIL FOR PLANNING AND ADMINISTRATION COSTS**

<b>A.</b>	PERSONNEL COSTS	\$	3,590,506	
<b>B.</b>	TRAVEL EXPENSES	\$	71,500	
<b>C.</b>	CONTRACTUAL SERVICES	\$	1,684,691	
<b>D.</b>	EQUIPMENT	\$	31,000	
<b>E.</b>	OTHER DIRECT COSTS	\$	486,071	
<b>F.</b>	INDIRECT COSTS	\$	564,232	
	TOTAL OTS BUDGET	\$	6,428,000	
	LESS: STATE SHARE	\$	(514,000)	
	FEDERAL SHARE	\$	5,914,000	

**LESS:** AMOUNT CHARGEABLE TO PROGRAM AREAS \$ 4,635,810

TOTAL: FEDERAL SHARE OF PSP 19-PA \$ 1,278,190

<u>FUNDING</u>	<u>PROBLEM SOLUTION PLAN (PSP)</u>	<u>COST</u>	<u>PERCENT</u>
19-164AL	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$ 1,779,717	38.39%
19-402AL	State/Community Highway Safety Grant Program	\$ 24,536	0.53%
19-402DD	State/Community Highway Safety Grant Program	\$ 94,330	2.03%
19-402EM	State/Community Highway Safety Grant Program	\$ 41,466	0.89%
19-402MC	State/Community Highway Safety Grant Program	\$ 26,308	0.57%
19-402OP	State/Community Highway Safety Grant Program	\$ -	0.00%
19-402PM	State/Community Highway Safety Grant Program	\$ -	0.00%
19-402PS	State/Community Highway Safety Grant Program	\$ 226,830	4.89%
19-402PT	State/Community Highway Safety Grant Program	\$ 1,105,257	23.84%
19-405b OP	National Priority Safety Programs	\$ 176,284	3.80%
19-405c TR	National Priority Safety Programs	\$ 341,951	7.38%
19-405d AL	National Priority Safety Programs	\$ 622,837	13.44%
19-405e DD	National Priority Safety Programs	\$ 59,979	1.29%
19-405f MC	National Priority Safety Programs	\$ 27,263	0.59%
19-405h PS	National Priority Safety Programs	\$ 109,052	2.35%
		<u>\$ 4,635,810</u>	<u>100.00%</u>

# **PUBLIC RELATIONS, ADVERTISING AND MARKETING**

## **PROGRAM OVERVIEW**

The OTS has two full-time positions. An Assistant Director of Marketing and Public Affairs who oversees media and public relations for traffic safety issues and initiatives for the OTS. The Assistant Director also oversees 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, social media, media event planning, print, and graphic materials.

A Public Information Officer I, under the supervision of the Assistant Director of Marketing and Public Affairs—who assists in writing, editing, preparing and distributing news releases, traffic advisories, magazine articles, public service announcements, correspondence, newsletters, brochures, reports, speeches, scripts for radio, video, and other informational material. In the absence of the Assistant Director of Marketing and Public Affairs, represents the office as the media spokesperson.

## **Countermeasures and Strategies**

Local and Regional Media: Work directly with the OTS subrecipients in the development of media related materials, 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 surrounding three primary, specific, intensive and dated campaigns, which include DUI/DUID, Distracted Driving Awareness Month, and Pedestrian Safety. Providing on-going, year-round activities which support the three primary campaigns. Providing activities to limited campaigns, including: “*Click It or Ticket*,” Child Passenger Safety Week, Kids in Hot Cars, and several smaller but significant campaigns such as DUI around certain traditional celebration dates, seasonal and weather-related driving, and other national safety days and weeks.

Advertising/Marketing: The OTS Public Affairs enlists the assistance of local, statewide and national media in anti-DUI/DUID, pedestrian safety, and anti-distracted driving campaigns and initiatives. Enhance media reach by partnering with NHTSA, the CHP, Caltrans, Department of Motor Vehicles (DMV), the ABC, California Department of Public Health (CDPH), non-governmental organizations, and law enforcement agencies throughout the state. Leverage paid media expenditures to gain additional bonus/free marketing opportunities.

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

## **Goals**

- Increase efforts to aggressively pursue successful local, regional, and statewide traffic safety media relations, educational, earned media, public awareness, and social norming campaigns that have an impact on behavior 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.

## **ACTION PLAN**

The OTS marketing, public relations, media relations, and public affairs effort 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 expanded pedestrian safety campaigns and

through active grants – all designed toward lowering the mileage death rate. The OTS will increase emphasis and efforts to engage audiences, particularly 16-35 year olds, through expanded and demographically relevant social media. The campaigns will also expand efforts to build outreach to communities by soliciting and enlisting active partnerships with groups and organizations down to the neighborhood level. The effort includes providing materials and means to local groups so that they can spread various traffic safety messages to their communities, as well as increased media assistance to local subrecipients on proven and new, innovative programs and continuing to target under-represented groups, target audiences, and the general population with traffic safety messages.

The OTS Public Affairs will be utilizing a public relations and advertising contractor in support of many of these initiatives. The contractor assists the OTS in campaign development, media buys, advertising services, graphic design, publication production, and various other marketing activities that are designed to assist the OTS 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, the OTS will persist with efforts to keep additional problem areas such as motorcycle safety, child passenger safety, seat belts, emergency medical services, aging road users, aggressive driving, and teen drivers in the public eye.

## **TASKS**

### **Public Relations**

#### **Statewide Campaigns**

The OTS Public Affairs will spearhead several key public awareness campaigns during FFY 2019. Key campaigns will include California's December Holiday DUI Crackdown (Winter Mobilization), Pedestrian Safety, and Distracted Driving (also see Paid Advertising), "*Click It or Ticket*," Child Passenger Safety Week, Motorcycle Safety Month, and DUI enforcement campaigns around other major holiday periods: Memorial Day, Independence Day, and the Summer Mobilization ending Labor Day weekend, 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, child passenger safety, pedestrian safety and impaired driving. Moving forward, the OTS will also continue to expand partnerships with the CHP, the DMV, Caltrans, the ABC and other state and federal agencies on various programs and campaigns.

#### **Partnerships**

The OTS has an established track record of developing successful partnerships to raise awareness of important traffic safety issues. The 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 the OTS's 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, December DUI Crackdown, year-round DUI efforts, child passenger safety, safety belt use, distracted driving, and bicycle and pedestrian issues, to name a few. The 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.

#### **NBA- Sacramento Kings**

Public and private partnerships are an important resource for OTS to extend traffic safety messages to new, diverse audiences. The OTS is partnering with the Sacramento Kings to educate fans and concertgoers on how to be safe and attentive when they head to and from the Golden 1 Center. Since April 2017, more than one million people have attended over 125 NBA games, concerts, and shows at the Golden 1 Center. This partnership is designed to provide best safety practices for people leaving a Golden 1 Center event through a variety of platforms, including no texting or distractions while driving, not driving while impaired by utilizing a designated driver or alternative transportation like ride-sharing, bus, train or light rail, and being aware of pedestrians around the downtown Sacramento area. The event experience starts in the car, and support from the Sacramento Kings helps open the door to engaging marketing opportunities about traffic safety issues that resonate with eventgoers, impacting behavior changes that saves lives.

### OTS Website and Social Media

Subrecipients, 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 subrecipients 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. However, the OTS sees the gains that could be made by expansion of the offerings of the website and will be undertaking significant changes in 2019.

The OTS has had a social media presence since launching the OTS Facebook in 2009. The use and growth of the OTS Facebook presence has been overwhelmingly positive, with phenomenal growth to a current level of over 74,000 followers, supplying millions of audience impressions. It serves primarily as a public engagement presence for the OTS, supplying traffic safety related posts and supporting specific public awareness campaigns. This social media platform allows the OTS to communicate with all California motorists with real-time updates, life-saving resources and engaging applications. The site is updated multiple times per week with news, engaging posts, videos, photos, polls, Smartphone apps, links and more. In 2019, Facebook will continue to grow as a major communication medium, particularly with our target demographics. In 2010, the OTS expanded its social media presence with the advent of a dedicated OTS YouTube channel 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 2011, the OTS initiated a presence on Twitter, which expanded in 2014 with a separate, dedicated DUI “DDVIP” campaign account. Near daily “tweets” provide engaging and often informative communications have grown the sites to over 8,600 followers. Both the OTS and DDVIP opened Instagram in 2015 for more visual interactivity.

All 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 2019 and beyond. In addition, the 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, the OTS Public Affairs offers an array of services, including: media relations, marketing, event logistics, creative writing, and campaign management. In 2019, the OTS Public Affairs will be continuing its successful targeted outreach to major media representatives to expand its role as the primary source for traffic safety information in the state. The OTS Public Affairs is a “one-stop shop” resource for all of its subrecipients, whether organizing a media event or assisting in garnering earned media through press releases, press events and the placement of specialty stories. The OTS works with subrecipients when needed to foster positive relations with the media covering their traffic safety programs.

### Subrecipient Support

Integrating media into all grant programs on the local level is a key goal and objective in the OTS. The office routinely assists subrecipients in the execution of media events, framing key messages, and arranging media interviews. In addition, the OTS Public Affairs directs the message on news releases, specialty articles, and publicly distributed material penned by local subrecipients and community-based organizations. The OTS provides press release templates, fact sheets, and other materials to subrecipients, so that now most of the press releases received by all media throughout the state stem from the OTS supplied materials. The vast majority of subrecipients are using these materials to streamline their public relations efforts and provide an increased professional look to their media communications.

### Paid Advertising

During 2019, the OTS will be using paid media for the December DUI Crackdown, Distracted Driving, and Pedestrian Safety campaigns.

The 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. The OTS and subrecipients track press coverage generated by campaigns.

**FFY 2019 Grants with Paid Media**

Grant	Agency	Traditional Paid Media	Fund	Amount
DD19004	California Department of Transportation	Highway Work Zone Safety Public Awareness Campaigns	402 PM	\$200,000
			<b>TOTAL</b>	<b>\$200,000</b>

**Marketing**

The OTS has an extensive, year-round effort in place to produce as much “public service” materials as possible in the media. For FFY 2019 this will come in the form of television, radio, and digital public service announcements. In addition to any paid advertising, both the three primary campaigns and efforts in support of the other problem areas will receive support by way of experiential marketing, public relations and direct outreach efforts.

**FFY 2019 Marketing**

PR19001		Amount
<u>FFY 2019 Funding</u>	<u>PR Contract</u>	<u>Totals</u>
164 AL	\$2,400,000	
402DD	\$450,000	
402 PS	\$440,000	
402d AL	\$1,000,000	<b>\$4,290,000</b>
	<b><u>Sacramento Kings Sponsorship 2019-2020</u></b>	
164AL	\$100,000	
402DD	\$55,000	
402PS	\$55,000	<b>\$210,000</b>
		<b>\$4,500,000</b>

# ALCOHOL-IMPAIRED DRIVING

## PROBLEM IDENTIFICATION AND DATA ANALYSIS

While alcohol-impaired driving fatalities have fallen significantly in the last three decades, NHTSA reports that alcohol-impaired driving still comprises a large percentage of traffic injuries and fatalities. On average in 2016, one person died from an alcohol-impaired driving collision every 50 minutes. Additionally, there was an increase in the numbers of alcohol-driving fatalities in the United States between 2015 and 2016.

To identify crashes involving alcohol-impaired drivers in FARS, SafeTREC applied the multiple imputation method outlined in the United States Department of Transportation (DOT) HS 809 403. Analyses from FARS presented for this program area are derived from collisions with a driver, pedestrian, or bicyclist with a BAC of .08 or greater. Analyses from SWITRS presented in this program area refer to alcohol involvement and include fatalities and severe injuries where law enforcement reported the driver to have been drinking. Collisions in the program area are defined as one where one or more drivers is alcohol-impaired or driving under the influence of alcohol depending on which data set is used.

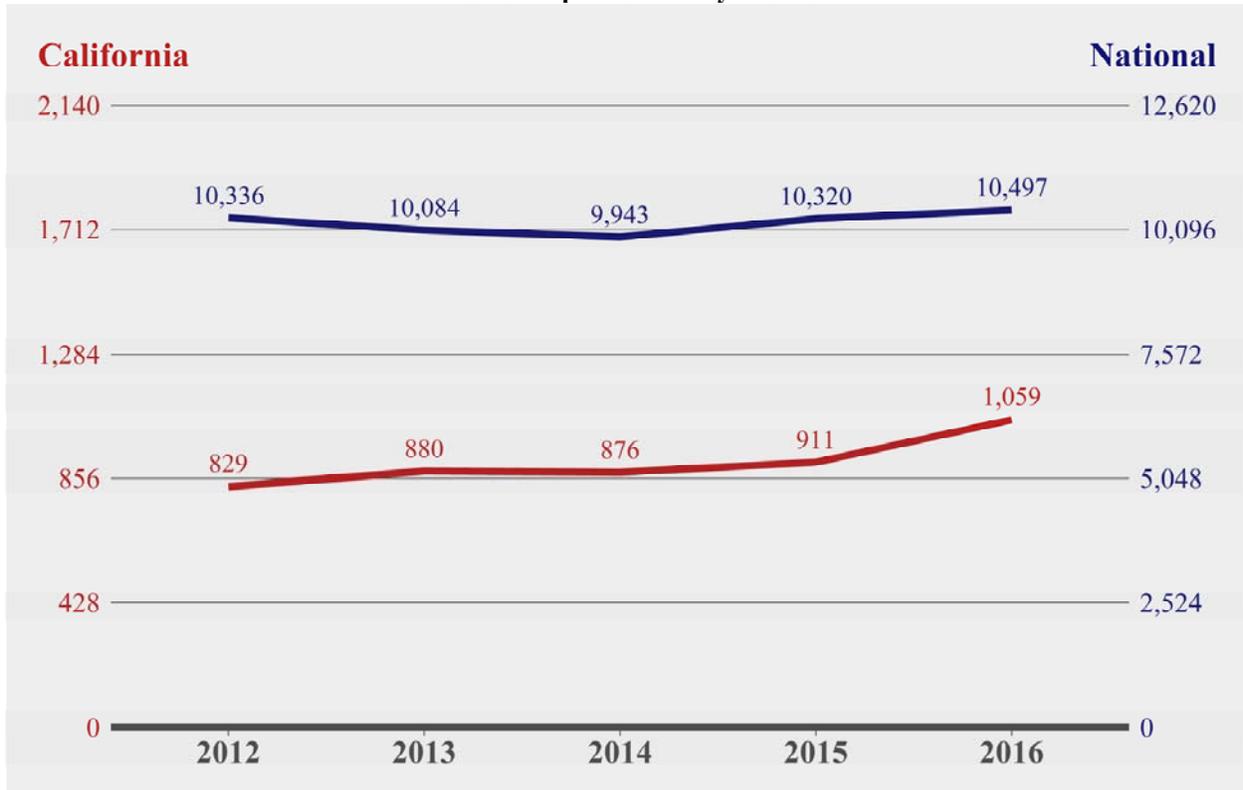
### National

- In the United States, there were 10,497 people killed in alcohol-impaired collisions in 2016, a 1.7 percent increase from 10,320 in 2015, and a 1.6 percent increase from 10,336 in 2012.
- All 50 states have laws that make it illegal to drive with a BAC of .08 grams per deciliter (g/dL) or higher. However, testing standards vary considerably which affect the accuracy and reliability of BAC estimates.
- Of the 51,914 drivers involved in fatal crashes nationally in 2016, only 40.5 percent, or 21,043, of drivers had known BAC test results. Across all states, the percentage of drivers with known BAC test results ranged from 3.9 to 87.0 percent.
- In the United States in 2016, of the 37,461 motor vehicle fatalities, 28.0 percent involved a driver with a BAC of .08 or higher.

### California

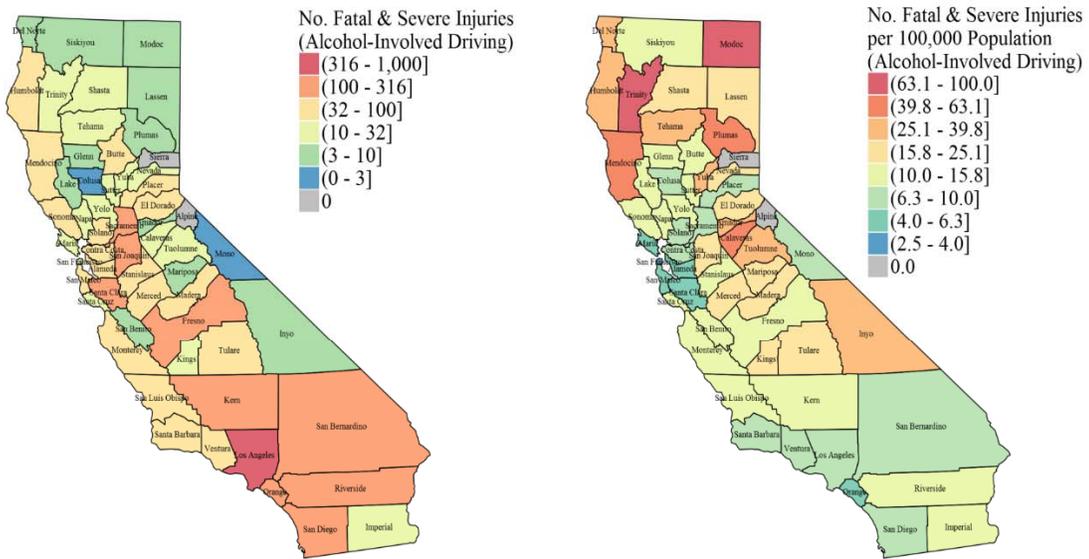
- In California, there were 1,059 people killed in alcohol-impaired collisions in 2016, a 16.2 percent increase from 911 in 2015, and a 27.7 percent increase from 829 in 2012.
- In California, of the 3,623 motor vehicle fatalities in 2016, 29.2 percent involved a driver with a BAC of 0.08 or higher. This is slightly higher than the national average of 28 percent.
- California only reported BAC results for 23.7 percent of drivers involved in a fatal crash in 2016, which is lower than the national average of 40.5 percent. Testing rates were higher for drivers who died than drivers who survived but testing rates in California for both groups were lower than the national average. Of drivers who died, 35.7 percent had known BAC test results compared to only 15.9 percent of drivers that survived.
- In 2017, Californians were asked about their top traffic safety concerns in the Traffic Safety Study sponsored by the OTS. The second-most frequently cited safety problem was “Drunk Driving,” which spiked from 5.6 percent of concerns expressed in 2016 to 22.9 percent of concerns expressed.

### Alcohol-Impaired Fatality Trends



Source: FARS 2012 - 2015 Final File, 2016 ARF

### Alcohol-Impaired Fatal and Alcohol-Involved Severe Injury and Fatal and Severe Injury Number per 100K Population by County

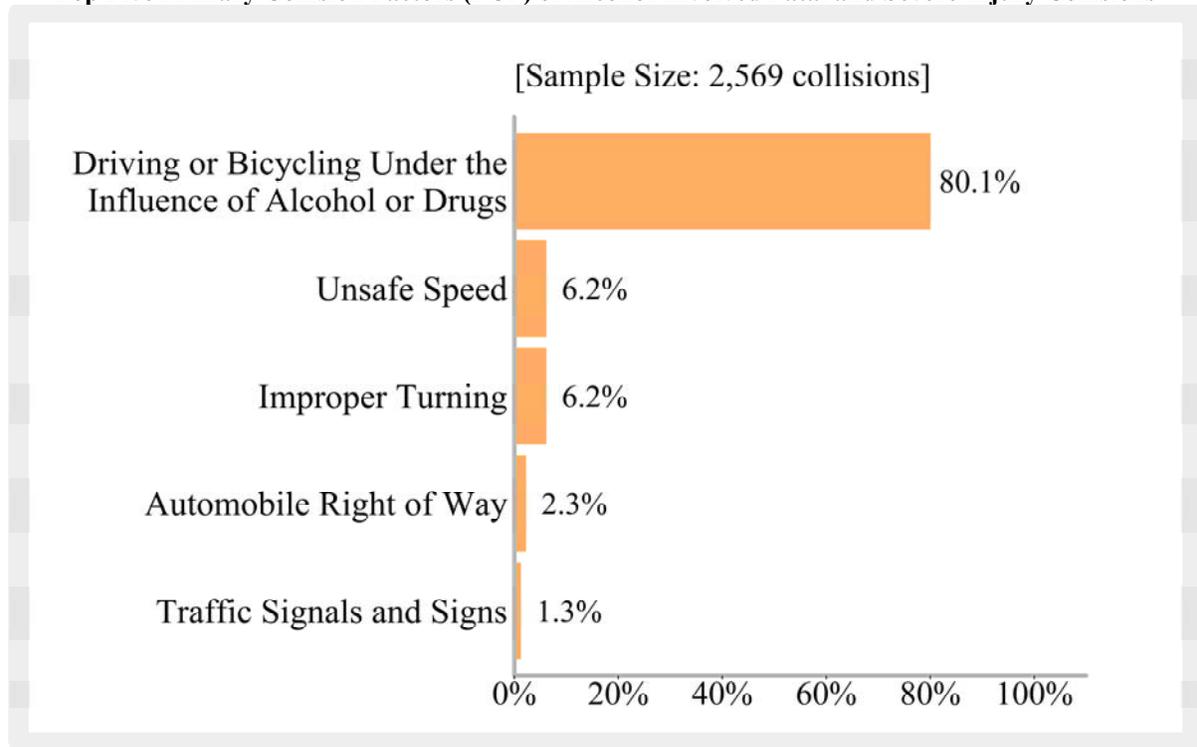


(a) Number of Fatal and Severe Injuries

(b) Number of Fatal and Severe Injuries per 100,000 Population

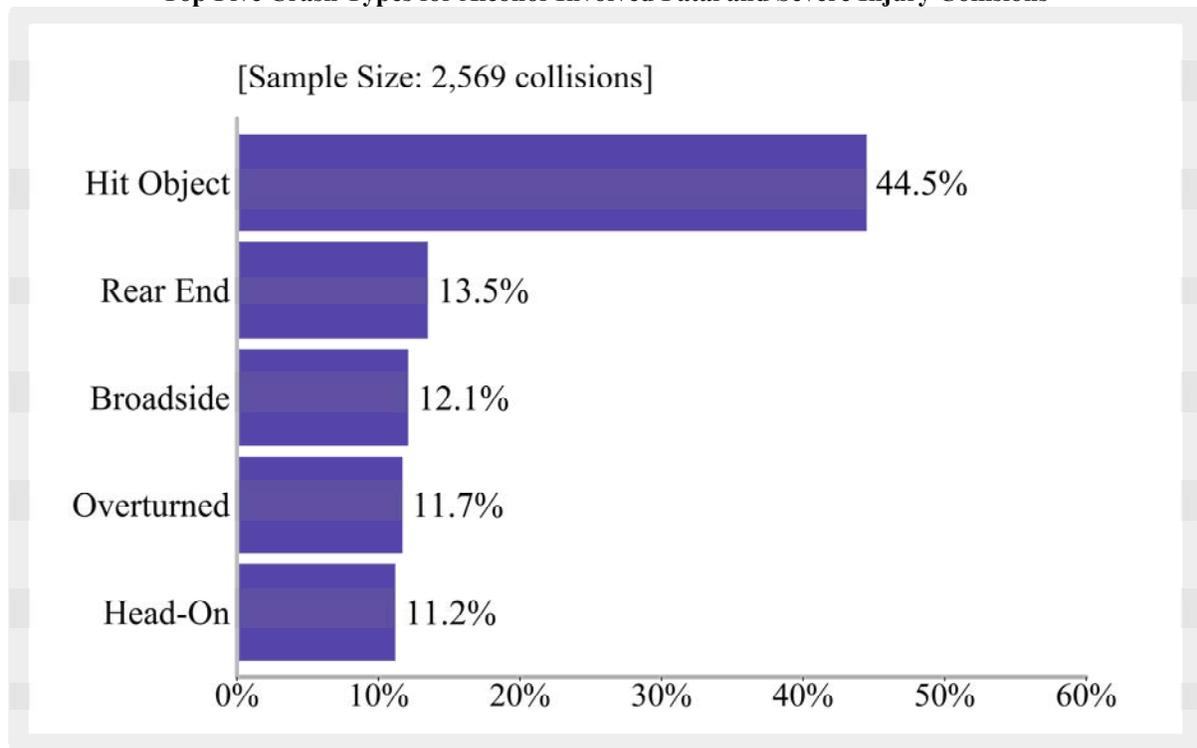
Source: FARS ARF 2016; Provisional SWITRS 2016; California Department of Finance 2016

### Top Five Primary Collision Factors (PCF) of Alcohol-Involved Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

### Top Five Crash Types for Alcohol-Involved Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

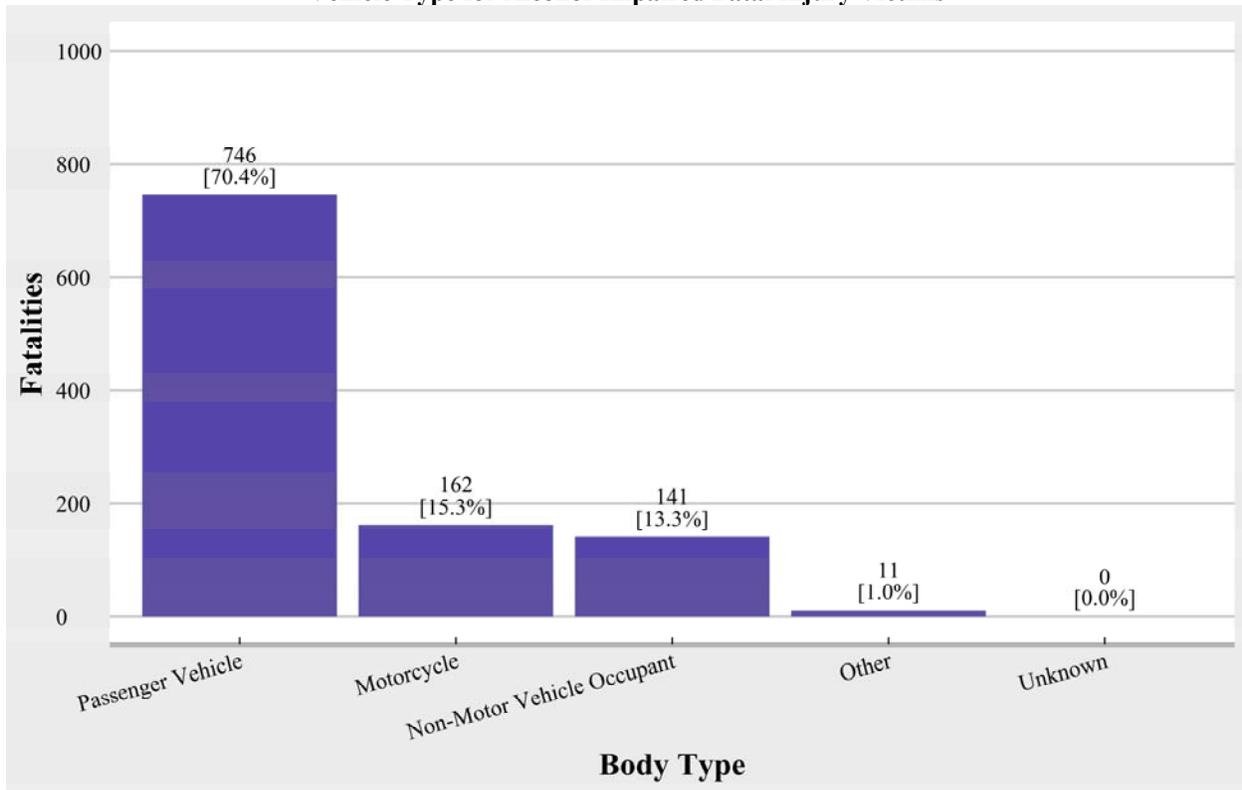
### Time of Day and Day of Week of Alcohol-Impaired Fatal and Alcohol-Involved Severe Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	114	70	109	136	106	198	214	947 [26.7%]
3-6AM	36	30	49	48	63	74	106	406 [11.5%]
6-9AM	19	9	12	15	9	27	18	109 [3.1%]
9AM-Noon	16	14	9	12	18	11	12	92 [2.6%]
Noon-3PM	16	19	29	16	25	40	25	170 [4.8%]
3-6PM	45	50	48	50	59	77	65	394 [11.1%]
6-9PM	68	64	87	100	106	95	120	640 [18.1%]
9PM-Midnight	89	73	109	91	124	166	109	761 [21.5%]
Unknown	2	2	3	8	3	4	4	26 [0.7%]
TOTAL	405 [11.4%]	331 [9.3%]	455 [12.8%]	476 [13.4%]	513 [14.5%]	692 [19.5%]	673 [19.0%]	3,545 [100.0%]

FSI ■ Num+% ■ 2 - 12 ■ 13 - 27 ■ 28 - 63 ■ 64 - 104 ■ 105 - 214

Source: FARS ARF 2016; Provisional SWITRS 2016

### Vehicle Type for Alcohol-Impaired Fatal Injury Victims



Source: FARS ARF 2016

## Countermeasures and Strategies

### Education/Public Awareness

- Conduct Teen Traffic Safety Roundtable meetings and use the Teen Traffic Safety Blueprint strategies as guiding principles for collaborating with stakeholders and making funding decisions.
- Fund statewide priority youth education programs such as “Every 15 Minutes,” “Sober Graduation,” “Friday Night Live” programs.
- Increase the delivery of statewide education programs to underserved high schools by using the Teen Traffic Safety Heat Map.
- Continue a statewide collaboration with the entertainment industry’s voice for road safety (RADD) (California Department of Alcoholic Beverage Control and the Entertainment Industry’s Voice for Road Safety) to promote a model designated driver rewards programs with alcohol establishments as well as provide large scale, peer driven education programs on college campuses.
- Fund Students Against Destructive Decisions (SADD) to implement a three-phase project to; create a clearing house of approved OTS teen traffic safety programs, select 75 communities to implement the “UR the Key” program, and create a California Student Advisory Board to serve as regional spokespersons responsible for promoting the activities and programs of the OTS.
- Fund and expand the “Know Your Limit” campaigns with local law enforcement agencies at restaurants and alcohol establishments that promote the knowledge of BAC levels and the use of sober designated drivers and ride share opportunities.
- Fund live DUI court proceedings (trials and/or sentencing) in high schools to provide students the opportunity to see, up-close, the consequences of DUI to individual drivers and crash victims in their own communities.
- Fund Mothers Against Drunk Driving’s (MADD) community-based DUI prevention and education efforts (Power of Parents, Power of You(th), Teen Influencer, and Zero Tolerance programs) including booths, and multi-media presentations at schools and community events, and victim impact panels.

### Enforcement

- Conduct increased DUI enforcement, such as DUI/Driver’s License (DL) checkpoints, saturations, court stings, warrant details, and stakeouts, as well as enhanced media awareness during the Winter and Summer NHTSA mobilizations, and sustained enforcement during Halloween, Super Bowl Sunday, St. Patrick’s Day, Cinco de Mayo, Memorial Day, and Independence Day holidays.
- Illuminate “*Report Drunk Drivers – Call 911*”, “*Buzzed Driving is Drunk Driving*”, “*Driving Sober Saves Lives, including Yours*”, and “*Prevent a Tragedy, Drive Sober*” on approximately 625 fixed freeway changeable message signs.
- Promote NHTSA’s “*Drive Sober or Get Pulled Over*” message as appropriate in press releases, interviews, and social media.
- Through 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 convene task forces to implement identified solutions.

### Judicial

- Continue support of intensive supervision of DUI offenders through vertical prosecution and DUI courts.
- Continue support of collaboration between local law enforcement and DUI Court program.

### Probation

- Fund probation departments to provide intensive supervision of DUI offenders.

### **Funded Grant Goals**

- Reduce the number of persons killed in alcohol-involved collisions by September 30, 2019.
- Reduce the number of persons injured in alcohol-involved collisions by September 30, 2019.
- Reduce hit-and-run fatal collisions by September 30, 2019.
- Reduce hit-and-run injury collisions by September 30, 2019.
- Reduce nighttime (2100 - 0259 hours) fatal collisions by September 30, 2019.
- Reduce nighttime (2100 - 0259 hours) injury collisions by September 30, 2019.
- Reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury crashes by September 30, 2019.
- Reduce the number of motorcyclists killed in alcohol-involved collisions by September 30, 2019.
- Reduce the number of motorcyclists injured in alcohol-involved collisions by September 30, 2019.

### **TASKS**

#### Education/Public Awareness

This task provides funding for statewide alcohol education and awareness programs with valued partners such as the CHP, the ABC, RADD, MADD, SADD, and California Friday Night Live Partnership. Their successful teen education programs focus on youth, middle school, high school, and college students. In addition, funding is provided to Santa Cruz County to expand education and public awareness campaigns and conduct Real DUI Court Sentencings.

#### Enforcement

This task provides funding to the CHP and the ABC, the lead statewide agencies for conducting impaired driving enforcement. The CHP will conduct enhanced DUI enforcement and DUI warrant operations with an emphasis in areas of over represented fatal alcohol related collisions. The ABC will conduct underage drinking prevention and enforcement activities which include: Minor Decoy, Shoulder Tap, Trap Door, TRACE, IMPACT, School Officers Bringing Educational Resources, and ROSTF operations.

#### Judicial

This task provides funding for specialized courts 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 reduce recidivism. This model, funded in San Joaquin and San Mateo counties, 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.

Probation

This task provides funding to county probation departments to reduce DUI related fatalities and injuries, as well as prevent DUI recidivism. High-risk, felony, and repeat DUI offenders will be held accountable through intensive supervision to ensure compliance with court-ordered conditions of probation and 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, random alcohol testing, and distribution of Habitual Offender Tracking (HOT) Sheets.

**GRANT SUMMARY**

<b>Education/Public Awareness</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
AL19010	Santa Cruz County Health Services Agency	164 AL	\$ 100,000
AL19013	California Department of Alcoholic Beverage Control	164 AL	\$ 1,137,100
		402 DD	\$ 400,000
AL19019	Tulare County Office of Education	402 AL	\$ 400,000
AL19023	California Highway Patrol	164 AL	\$ 1,400,000

<b>Enforcement</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
AL19012	California Department of Alcoholic Beverage Control	164 AL	\$ 1,400,000
AL19020	California Highway Patrol	164 AL	\$ 5,500,000
AL19021	California Highway Patrol	164 AL	\$ 250,000
AL19022	California Highway Patrol	164 AL	\$ 200,000

<b>Judicial</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
AL19016	San Joaquin County Superior Court	164 AL	\$ 204,509
		405d AL	\$ 195,491
AL19018	San Mateo County Superior Court	164 AL	\$ 300,000

<b>Probation</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
AL19001	Butte County Probation Department	164 AL	\$ 108,995
AL19002	Contra Costa County Probation Department	164 AL	\$ 328,181
AL19003	Fresno County Probation Department	164 AL	\$ 280,153
AL19004	Kern County Probation Department	164 AL	\$ 154,734
AL19005	Los Angeles County Probation Department	164 AL	\$ 299,377
AL19006	Placer County Probation Department	164 AL	\$ 97,821
AL19007	Sacramento County Probation Department	164 AL	\$ 374,919
AL19008	San Bernardino County Probation Department	164 AL	\$ 356,154
AL19009	Santa Barbara County Probation Department	164 AL	\$ 132,510
AL19011	Solano County Probation Department	164 AL	\$ 234,871
AL19014	Tulare County Probation Department	164 AL	\$ 87,004
AL19015	San Diego County Probation Department	164 AL	\$ 382,385
AL19017	San Joaquin County Probation Department	164 AL	\$ 140,206
<b>Total</b>			<b>\$ 14,464,410</b>

**Note: Police departments with a high number of alcohol-related collisions will be conducting DUI/DL checkpoints through their STEP grants.**

**GRANT DESCRIPTIONS**

<b>Education/Public Awareness</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
AL19010	Santa Cruz County Health Services Agency
	Santa Cruz County Impacting Alcohol-Impaired Driving
	The Santa Cruz County Health Services Agency will utilize best practice strategies to conduct a comprehensive alcohol-impaired driver prevention program, to reduce the number of persons killed and injured in alcohol involved crashes. Strategies are focused on prevention education to youth, community, and retailers. These countermeasures will be conducted countywide with a focus on high school-aged youth, underage adults, adults 21-34, home owners, and licensed alcohol vendors. Efforts will be coordinated with all Santa Cruz County Traffic Safety campaigns, to enhance collaboration, along with, the depth and breadth of impact to eliminate alcohol-impaired driving fatalities and injuries.
AL19013	California Department of Alcoholic Beverage Control
	Partnership to Educate and Eliminate Impaired Driving
	The Department of Alcoholic Beverage Control (ABC) will partner with Mothers Against Drunk Driving (MADD), Students Against Destructive Decisions (SADD), and RADD (the entertainment industry's voice for road safety) to expand efforts to educate and bring awareness to California communities of the human toll alcohol related crashes take throughout California. ABC, MADD, and RADD will collaborate with law enforcement agencies, communities, and universities on a focused campaign of intolerance to driving under the influence and underage drinking. ABC and SADD will expand efforts of teen traffic safety programs. ABC will collaborate with a partner to conduct traffic safety presentations and distribute the ABC children's safety book to middle school students throughout the State.
AL19019	Tulare County Office of Education
	Shifting Traffic Safety Culture: A campaign for youth, by youth
	This project will engage young people as change agents in their local communities to take charge of underage drinking and traffic safety issues that affect them, by providing a very structured project, with room for customization based on local data and research that will provide even more efficacy to the projects. Change agents will have a plethora of pre-existing and new tools and resources to utilize and to support their efforts.
AL19023	California Highway Patrol
	Teen Outreach on Drinking and Driving III
	The California Highway Patrol (CHP) will publicize the Every 15 Minutes (E15M) program, Sober Graduation events, and other alcohol and/or drug 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, Sober Graduation events, and other alcohol and/or drug reduction education programs to schools unable to participate in the full E15M program, and distribute educational materials emphasizing the consequences of impaired driving.

<b>Enforcement</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
AL19012	California Department of Alcoholic Beverage Control
	Education and Teen Alcohol Enforcement Program
	The Department of Alcoholic Beverage Control (ABC) will expand its efforts to achieve the ongoing goal of reducing youth access to alcohol by combining enforcement with training and educational programs. Enforcement and training grants will be awarded to local law enforcement agencies. ABC Agents will conduct TRACE investigations and trainings, IMPACT inspections and enforcement programs. The Department will also continue to conduct on-site and on-line LEAD training classes.
AL19020	California Highway Patrol
	Reducing Alcohol Impaired Driving (RAID)
	The California Highway Patrol (CHP) will implement a 12-month statewide grant to combat fatal/injury collisions attributed to driving under the influence (DUI). Grant activities include sobriety/driver license checkpoints, DUI task force operations, proactive DUI patrol operations, and public awareness education in an effort to decrease the number of alcohol-involved fatal and injury collisions and associated victims on California's roadways. In addition, the CHP will contract with a vendor to facilitate the delivery of the "Real DUI Court in Schools Program" in California high schools. Activities will include coordination with area offices, schools, judges and attorneys, and conducting classroom surveys and evaluations.
AL19021	California Highway Patrol
	Driving Under the Influence (DUI) Warrant Service Team Effort (WaSTE) IX
	The California Highway Patrol will implement a statewide driving under the influence (DUI) warrant service program. The Department will provide training and warrant service operations will be determined by statistical data to identify counties with a high number of outstanding DUI warrants.
AL19022	California Highway Patrol
	Regional Campaign Against Impaired Drivers (RCAID) V
	The California Highway Patrol (CHP) will conduct a 12-month grant project to reduce the number of victims killed and injured in reportable traffic collisions where the primary collision factor is driving under the influence (DUI) in the CHP Redding, Buellton and Santa Barbara Areas. This grant project includes enhanced enforcement and public education to raise awareness of the dangers of DUI. Enhanced enforcement will include repeat DUI offender task force operations and DUI saturation patrols.

<b>Judicial</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
AL19016	San Joaquin Collaborative Courts
	San Joaquin DUI Court Program
	The San Joaquin County Superior Court DUI Program will continue an existing program to stop DUI offenders from re-offending. The goal of the program is to continue reducing recidivism, and as a result, decrease alcohol-related and drug-related collisions, injuries and fatalities. The DUI Court in San Joaquin County is an intensive program that combines judicial supervision with monitoring, drug and alcohol testing, mandated treatment when needed, and the use of incentives and sanctions to influence behavior changes. The two-track model consists of: Track 1, which focuses on offenders with high risk factors and low treatment needs; Track 2 targets individuals who have been assessed as having high risk factors and high treatment needs.
AL19018	San Mateo County Superior Court
	San Mateo County Multiple DUI Intensive Supervision Court
	The San Mateo Superior Court is proposing to continue implementation of a Multiple DUI Intensive Supervision Court, designed to stop repeat DUI offenders from re-offending. The goal of this program is to reduce DUI related recidivism and decrease alcohol related collisions, injuries, and fatalities by requiring multiple offenders to be actively supervised by the Court and County Probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by State law.

# DISTRACTED DRIVING

## PROBLEM IDENTIFICATION AND DATA ANALYSIS

Safe driving requires attention. Many activities, such as eating, listening to music, grooming, etc., distract from the main task of operating a motor vehicle. Serious distractions include activities associated with mobile devices such as talking, texting, using social media, etc. According to the National Safety Council, mobile devices are among the top distractions for drivers nationwide. A study found that interacting with a handheld device increases crash risk by 3.6 times relative to baseline driving. Issues related to this include the practice of “inattention blindness,” as well as “task switching” rather than “multi-tasking,” a popular rationale for engaging in distractions.

California Assembly Bill 1785, which prohibits use of mobile devices while on public roads unless the device is used hands-free or with voice-operated commands, went into effect January 1, 2017. California defines a hands-free system as a phone mounted on a windshield or dashboard in a way that does not hinder the driver’s view of the road, and the driver’s hand must be able to activate or deactivate it with a single swipe or tap.

Analyses presented in the distracted driving program area are defined by driver’s inattention to driving due to some other activity. These analyses will focus exclusively on fatalities using the FARS data set as SWITRS distracted driving data is limited to cell phone use.

### Challenges with Distracted Driving Data

- The National Safety Council summarizes the understanding that, as of now, there are many challenges to knowing if cell phone use was a contributing factor in a collision. A few reasons for this are:
  - Police often need drivers to admit to using a cell phone in order to document that a phone was in use at the time of a collision. If drivers do not admit this, or are too severely injured, this is not possible.
  - Accounts from witnesses may be inaccurate.
  - Police might choose to investigate “clearer” violations; e.g., speeding or alcohol/drug-impairment.

### National

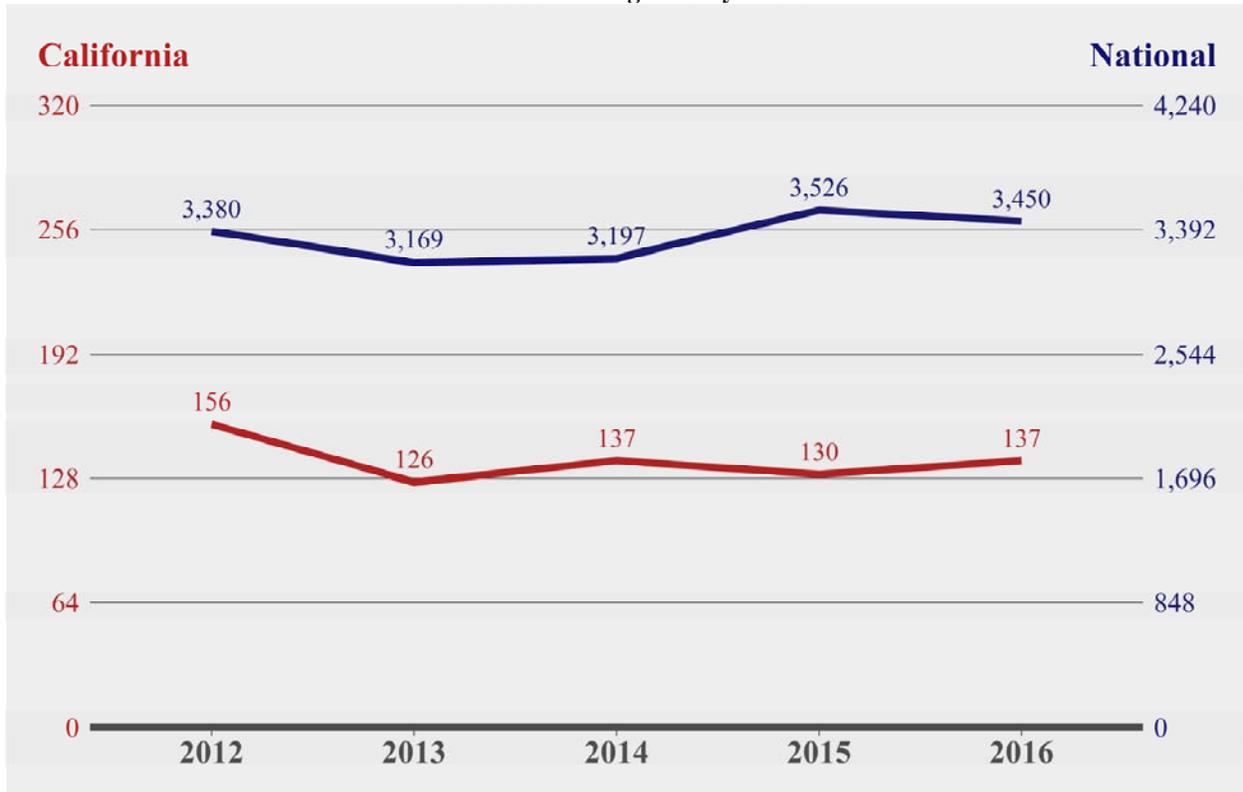
- There was a 2.2 percent decrease from 3,526 fatalities in distraction-affected collisions in 2015 to 3,450 fatalities in 2016, which represents 9.2 percent of total fatalities in 2016, down from 9.9 percent in 2015.
- According to the 2016 National Occupant Protection Use Survey (NOPUS), the percentage of passenger vehicle driver handheld cell phone use was 3.3 percent in 2016, down significantly from 3.8 percent in 2015. The percentage of visible manipulation of handheld devices was 2.1 percent, down slightly from 2.2 percent in 2015. The percentage of visible headset cell phone use was 0.5 percent, down from 0.6 percent in 2015.
- The 2016 Traffic Safety Culture Index by the American Automobile Association (AAA) Foundation for Traffic Safety found:
  - A majority of drivers, 81.1 percent, report that texting or emailing while driving severely threatens their personal safety.
  - More than half of drivers, 59.4 percent, believe talking on the phone poses a “very serious threat” to their safety.
  - More than two-thirds of drivers surveyed, 68.2 percent, say that they have talked on any type of phone while driving in the past 30 days.

- About three-quarters of drivers interviewed, 75.2 percent, believe that talking on the phone using a hands-free device while driving is safer than using a hand-held cell phone.
- The National Highway Traffic Safety Administration’s 2015 National Telephone Survey on Distracted Driving Attitudes and Behaviors found that 52.6 percent of respondents who reported talking on the phone while driving perceived that there was no difference in their driving when talking on the phone while 20.1 percent reported that they were distracted while talking on the phone. Using apps was perceived as having a similar effect on driving, with 52.5 percent of respondents perceiving no difference in their driving while using apps and 20.9 percent reporting that they were distracted. Texting was perceived to be more distracting: 33.8 percent reported that they were distracted while driving and texting while 31.3 percent believed that there was no difference.

## California

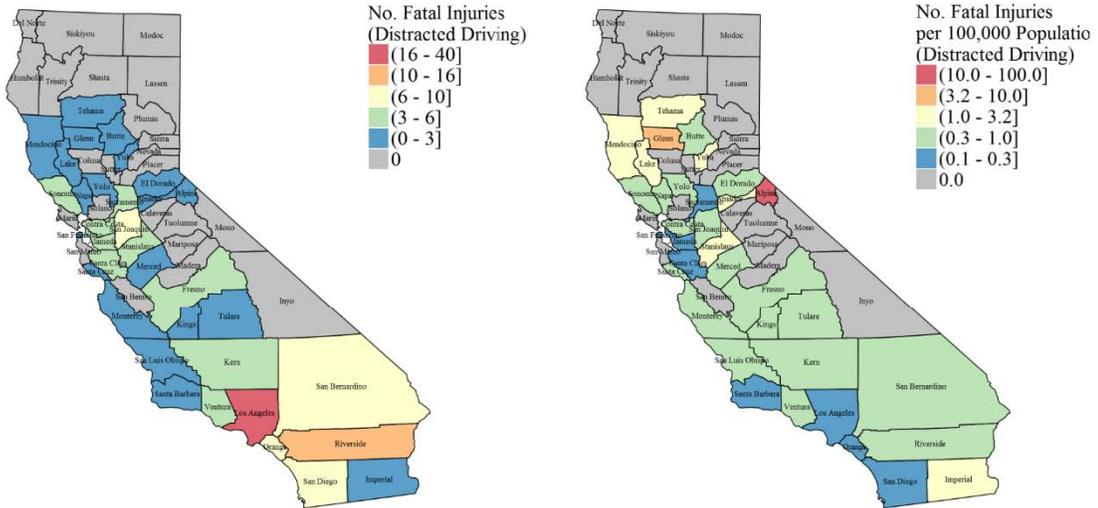
- There was a 5.3 percent increase in distracted driving fatalities in California from 130 in 2015 to 137 in 2016.
- In 2017, the OTS conducted its Seventh Annual Statewide Observational Survey of Cell Phone Use and Texting among California drivers at 204 sites. There were 19,387 observations. Drivers were observed at intersections for the following behaviors: holding phone to ear, talking on handheld devices, and manipulating handheld devices.
  - Observed hand-held usage was 3.58 percent, down from 7.6 percent in 2016, 5.4 percent in 2015, and 3.8 percent in 2014.
  - Use was higher on local roads (3.89 percent) than highways (2.98 percent) or secondary roads (2.63 percent.)
  - Drivers without passengers were observed to use mobile devices more than drivers with passengers present (5.4 percent when no passenger was present compared to 0.47 percent when there were passengers present).
- In the 2017 Traffic Safety Survey, a study of public opinion on traffic safety issues sponsored by the OTS, Californians were asked about their top traffic safety concerns in the Traffic Safety Study. The third-most frequently cited safety problem was: “Distracted Driving because of Texting”.
  - Over one-quarter of drivers, 25.8 percent, reported that distracted driving because of texting is a top concern.
  - Over one-fifth of drivers, 20.9 percent, reported that distracted driving because of talking is a top concern.
  - An overwhelming number of drivers (84.9 percent), responded that the most serious distraction was phone use-related (including texting, talking, and other phone use).

### Distracted Driving Fatality Trends



Source: FARS 2012 - 2015 Final File, 2016 ARF

### Distracted Driving Fatal Injury and Fatal Injury Number per 100K Population by County



(a) Number of Fatal Injuries

(b) Number of Fatal Injuries per 100,000 Population

Source: FARS ARF 2016; California Department of Finance 2016

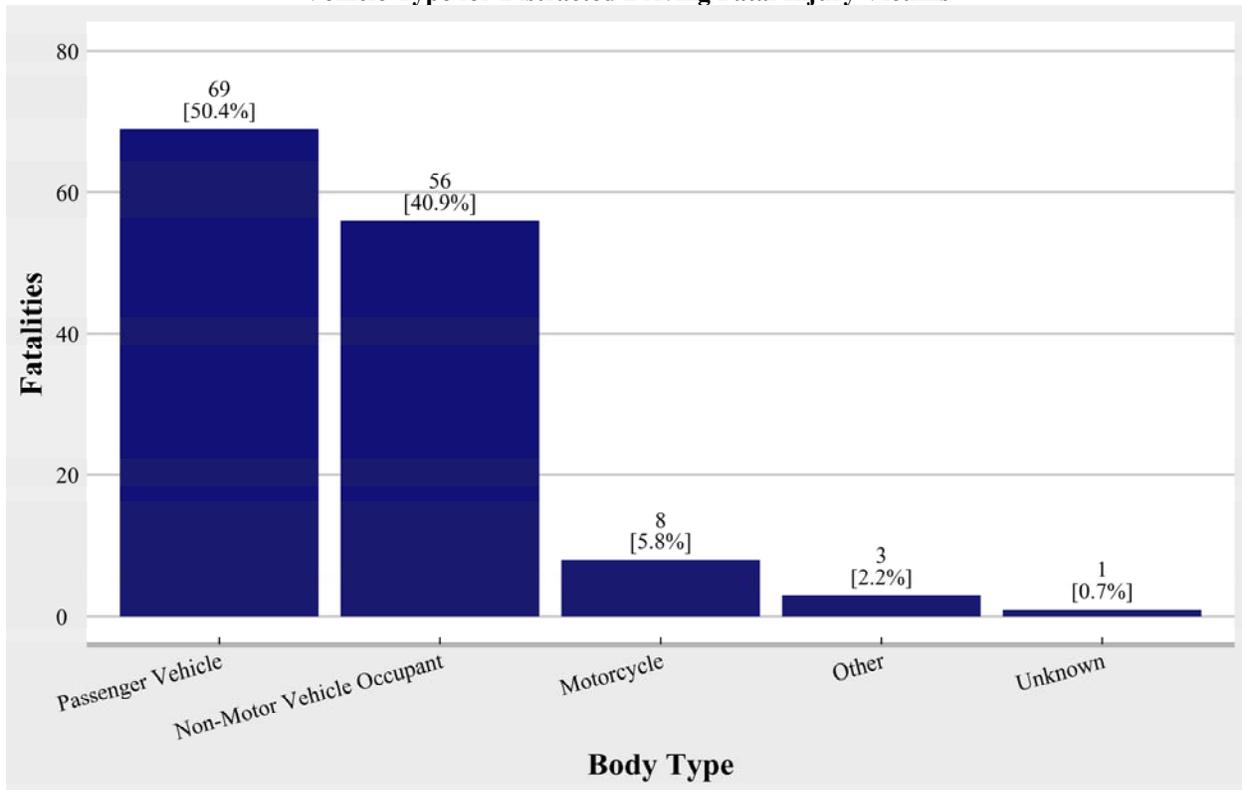
### Distracted Driving Fatalities by Time of Day and Day of Week

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	3	3	0	0	1	4	11 [8.0%]
3-6AM	1	2	2	1	1	1	2	10 [7.3%]
6-9AM	2	4	2	3	4	1	1	17 [12.4%]
9AM-Noon	2	2	2	0	5	5	0	16 [11.7%]
Noon-3PM	2	1	3	0	2	5	2	15 [10.9%]
3-6PM	2	3	5	4	6	2	0	22 [16.1%]
6-9PM	6	0	2	4	6	9	2	29 [21.2%]
9PM-Midnight	1	4	1	2	5	3	1	17 [12.4%]
Unknown	0	0	0	0	0	0	0	0 [0.0%]
<b>TOTAL</b>	<b>16</b> [11.7%]	<b>19</b> [13.9%]	<b>20</b> [14.6%]	<b>14</b> [10.2%]	<b>29</b> [21.2%]	<b>27</b> [19.7%]	<b>12</b> [8.8%]	<b>137</b> [100.0%]

Fatalities Num+% 0 1 - 1 2 - 2 3 - 4 5 - 9

Source: FARS ARF 2016

### Vehicle Type for Distracted Driving Fatal Injury Victims



Source: FARS ARF 2016

## Countermeasures and Strategies

### Education/Public Awareness

- Fund “Impact Teen Drivers” through a CHP grant that provides education to teens.
- Fund traffic safety presentations to educate the public on the dangers of different types of distractions including: interacting with passengers/pets, using cellular phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.
- Fund “Statewide Traffic Safety Curriculum Development, Education and Training” through the University of California, San Diego that provides education to businesses and organizations as part of employee safety and wellness.
- Fund Caltrans expansion of the “*Be Work Zone Alert*” and “*Move Over*” campaigns statewide.
- Partner with Caltrans to illuminate “*Be Work Zone Alert*” and “*Move Over*” on approximately 625 fixed freeway changeable message signs during April’s National Distracted Driving Awareness Month.

### Enforcement

- Fund law enforcement agencies to enforce distracted driving laws.
- Enlist the assistance of local law enforcement agencies to conduct “zero tolerance” enforcement operations during April’s National Distracted Driving Awareness Month.

### Evaluation

- Fund DMV’s “Drowsy Driving” research project on prevalence of crash rates.

### **Funded Grant Goals**

- Reduce fatal collisions involving drivers using handheld cell phones by September 30, 2019.
- Reduce injury collisions involving drivers using handheld cell phones by September 30, 2019.

## **TASKS**

### Education/Public Awareness

This task provides funding for safe driving education with a focus on work zone safety and young drivers. Projects include; the “*Be Work Zone Alert*” and “*Move Over*” campaigns, to emphasize work zone public safety. Other initiatives include teen and youth distracted driving awareness education programs. In addition, this task will provide funds to education on traffic safety to businesses and organizations.

### Enforcement

This task provides funding to the California Highway Patrol for statewide enforcement, public information and education focusing on the dangers of distracted driving. These efforts will focus on education and awareness for adult drivers.

Evaluation

This task provides funding for the DMV to estimate drowsy driving prevalence reported in crashes. It will also estimate the prevalence of one or more impairing substances (i.e., drugs or alcohol) among crash-involved drowsy drivers, as well as identify other ancillary factors that may be relevant to drowsy driving prevalence.

**GRANT SUMMARY**

<b>Education/Public Awareness</b>				
Grant	Agency	Fund	Amount	
DD19002	University of California, San Diego	402 PT	\$	500,000
DD19003	San Luis Obispo County Public Health Department	402 DD	\$	55,000
DD19004	California Department of Transportation	402 PM	\$	200,000
DD19005	California Highway Patrol	402 DD	\$	550,000
DD19007	California Highway Patrol	405e DD	\$	800,000

<b>Enforcement</b>				
Grant	Agency	Fund	Amount	
DD19006	California Highway Patrol	402 DD	\$	300,000

<b>Evaluation</b>				
Grant	Agency	Fund	Amount	
DD19001	California Department of Motor Vehicles	402 DD	\$	100,000
			<b>Total</b>	<b>\$ 2,505,000</b>

**Note: Law enforcement agencies with STEP grants in the Police Traffic Services Section will participate in the April's National Distracted Driving Awareness Month and many will be conducting distracted driving operations throughout the year.**

**GRANT DESCRIPTIONS**

<b>Education/Public Awareness</b>	
Grant	Agency/Title/Description
DD19002	University of California, San Diego
	Statewide Traffic Safety Curriculum Development, Education and Training
	The University of California San Diego's Training, Research and Education for Driving Safety (TREDS) program will develop, update, and disseminate statewide traffic safety curricula and supporting materials related to distracted driving, alcohol/drug-impaired driving, aging road users, occupant protection, and pedestrian safety. Through partnerships, TREDS will provide train-the-trainer classes for law enforcement, health professionals, and other first responder personnel to address traffic safety issues in their communities.
DD19003	San Luis Obispo County Public Health Department
	San Luis Obispo County Youth Traffic Safety Initiative
	The San Luis Obispo County Youth Traffic Safety Initiative is aimed at engaging youth to make the communities of the Central Coast safer. The County of San Luis Obispo's Behavioral Health Department (SLOBHD) will continue its work reaching youth and community members by providing education and outreach focused on impaired, distracted and unsafe driving. Education, awareness, prevention, and media campaigns targeting impaired, distracted and unsafe driving will be integrated with Friday Night Live and other traffic safety programs on local high school and college campuses.

<b>Education/Public Awareness</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
DD19004	California Department of Transportation
	Highway Work Zone Safety Public Awareness Campaigns
	This program will expand upon the "Be Work Zone Alert" and "Move Over" statewide highway work zone safety public awareness campaigns. Caltrans will continue to examine its work zone safety and mobility practices and focus on the general public, teens, and Hispanics; continue to evaluate the impact of the "Be Work Zone Alert" campaign; and will analyze existing work zone collision data to determine whether the campaign continues to be successful in reducing work zone collisions.
DD19005	California Highway Patrol
	Start Smart Teen Driver Safety Education Program XI
	The California Highway Patrol will implement a 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 their age group. Class facilitators will provide education on primary collision factors involving teens, safe and defensive driving practices, and California driving laws.
DD19007	California Highway Patrol
	Teen Distracted Drivers Education and Enforcement (TDDEE) VIII
	The California Highway Patrol will implement a 12-month statewide grant focusing on distracted driving among teens. The grant will provide enhanced enforcement and a broad public awareness, educational, and media campaign. Teen drivers are increasingly distracted by mobile devices such as cellular telephones (and associated texting), causing collisions, injuries, and fatalities. This program will contract with a teen traffic 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.

<b>Enforcement</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
DD19006	California Highway Patrol
	Adult Distracted Drivers IX
	The California Highway Patrol will conduct a statewide enforcement and education campaign designed to bring distracted driving behaviors to the attention of the motoring public. Grant activities will include traffic safety presentations to help educate the public on different types of distractions including: interacting with passengers/pets, using cellular telephones, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.

<b>Evaluation</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
DD19001	California Department of Motor Vehicles
	Drowsy Driving in California Crashes: Prevalence Rates and Spatial Correlates
	This grant will estimate drowsy driving prevalence reported in California's crashes. It will also estimate the prevalence of one or more impairing substances (i.e., drugs or alcohol) among crash-involved drowsy drivers, as well as identify other ancillary factors that may be relevant to drowsy driving prevalence. This matter has been identified by the National Highway Traffic Safety Administration (NHTSA) as an area of high priority. This study will be an initial evaluation of the scope of the problem to develop preventive strategies. The results from this study will be in support of the development and implementation of action items within the Strategic Highway Safety Plans (SHSP) Alcohol and Drug Impairment Challenge Area.

# DRUG-IMPAIRED DRIVING

## PROBLEM IDENTIFICATION AND DATA ANALYSIS

The use of cannabis, prescription drugs, and other drugs are increasingly prominent on our roadways, where 16.2 percent of the nation's 37,461 fatalities in 2016 were related to drug-involved driving. Driving can be impaired by a variety of legal and illegal drugs, substances, and medications. In the United States, several states have legalized the use of medical and/or recreational cannabis, increasing concerns about traffic safety. Aside from alcohol, cannabis is the most frequently detected drug in drivers who are in collisions. The impact of drugs on the brain and behavior varies considerably depending on the type of drug and how it is metabolized. There are also large variations across jurisdictions in the frequency of testing suspected impaired drivers for drugs, the consistency of laboratory drug testing practices, and the capacity of law enforcement.

Analyses from FARS presented in the drug-impaired program area include fatalities in collisions that involved a fatally injured driver who tested positive for a drug that could cause impairment. Analyses from SWITRS presented in this program area refer to drug-involvement and include fatal and severe injuries where law enforcement reported the driver to be under the influence of drugs. Collisions in the program area are defined as where one or more drivers tested positive for a drug that could cause impairment or driving under the influence of drugs, depending on which data set is used.

### National

- In the United States, 6,058 people were killed in drug-involved collisions in 2016, a 9.5 percent decrease from 6,696 in 2015, and a 7.6 percent increase from 5,630 in 2012.
- In 2016, of fatally injured drivers with known drug tests, 42.7 percent were positive for drugs – legal and illegal.
- The Substance Abuse and Mental Health Services Administration's (SAMHSA) *2016 National Survey of Drug Use and Health* estimated that 11.8 million people drove under the influence of selected illicit drugs in 2016, including marijuana, cocaine, heroin, hallucinogen, inhalant, and methamphetamine. While data on self-reported drug use has usefulness, it may be under-reported.
- NHTSA's *2015 Drug and Alcohol Crash Risk: A Case-Control Study* found that delta-9-tetrahydrocannabinol (THC) was the illicit drug found to be most commonly used by drivers but was not associated with an increase in crash risk.
- NHTSA's *2013-14 National Roadside Survey of Alcohol and Drug Use by Drivers* found nearly one in four drivers (22.4 percent of weekday daytime drivers and 22.5 percent of weekend nighttime drivers) in the United States tested positive for at least one potentially impairing drug, either illegal or medication.
- Alcohol use in combination with drug use increases impairment. In 2014, over half of those reporting that they drove under the influence of drugs also reported that they drove under the simultaneous influence of alcohol and drugs. While generally understood as unsafe, research is shedding more light on the specific dangers of driving under the influence of drugs and in combination with alcohol.

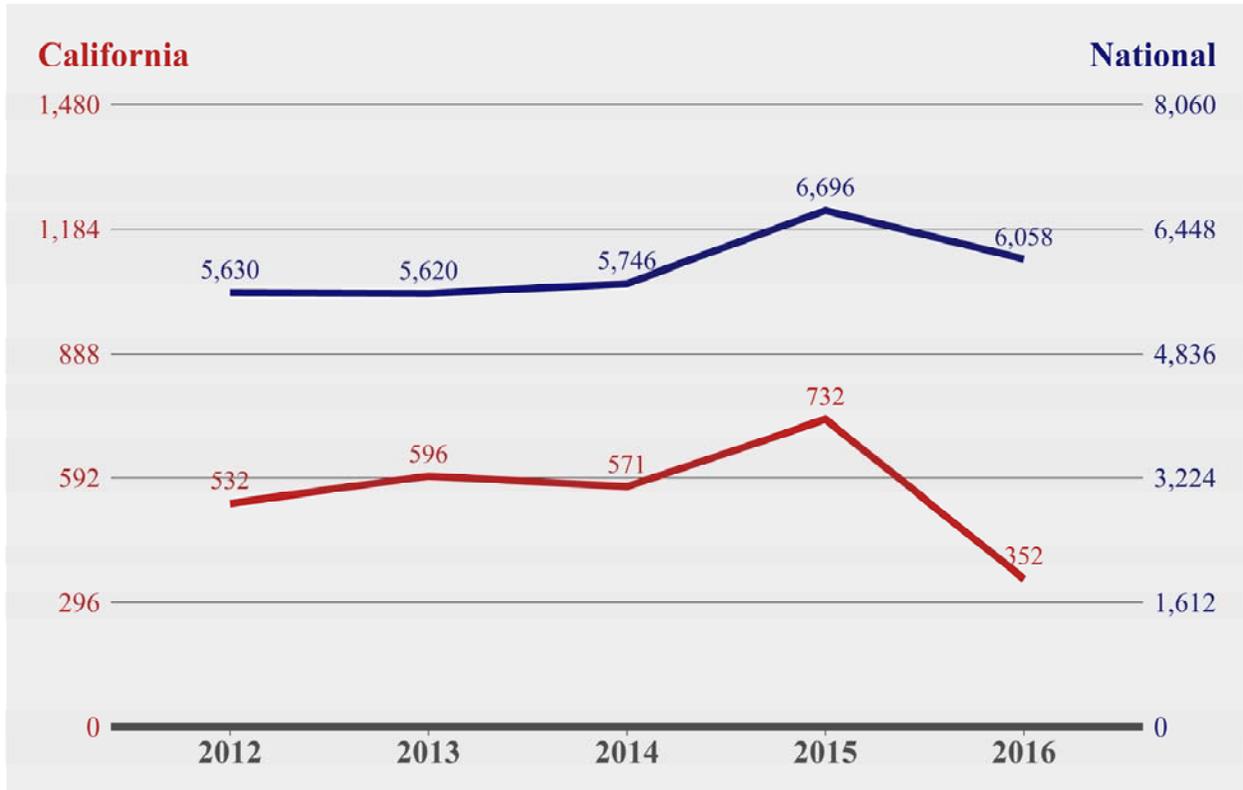
### California

- In California, there were 352 fatalities in drug-involved collisions in 2016, a 51.9 percent decrease from 732 in 2014 and a 33.8 percent decrease from 532 in 2012. The 2015 FARS figure nearly doubled between the preliminary Annual Report File and the Final Report released, so the 2016 FARS figure may change substantially.
- California's *2012 Roadside Survey of Alcohol and Drug Use by Drivers* found drug prevalence to be 14.0 percent, twice that of alcohol at 7.3 percent. This study did not examine if drivers were impaired by the

substance, but only for the presence of a possible impairing substance. NHTSA's *2013-2014 National Roadside Survey of Alcohol and Drug Use by Drivers* supports this finding: of weekend nighttime drivers tested, 8.3 percent were alcohol positive while 15.2 percent tested positive for cannabis or any illegal drug and 7.3 percent tested positive for only medications.

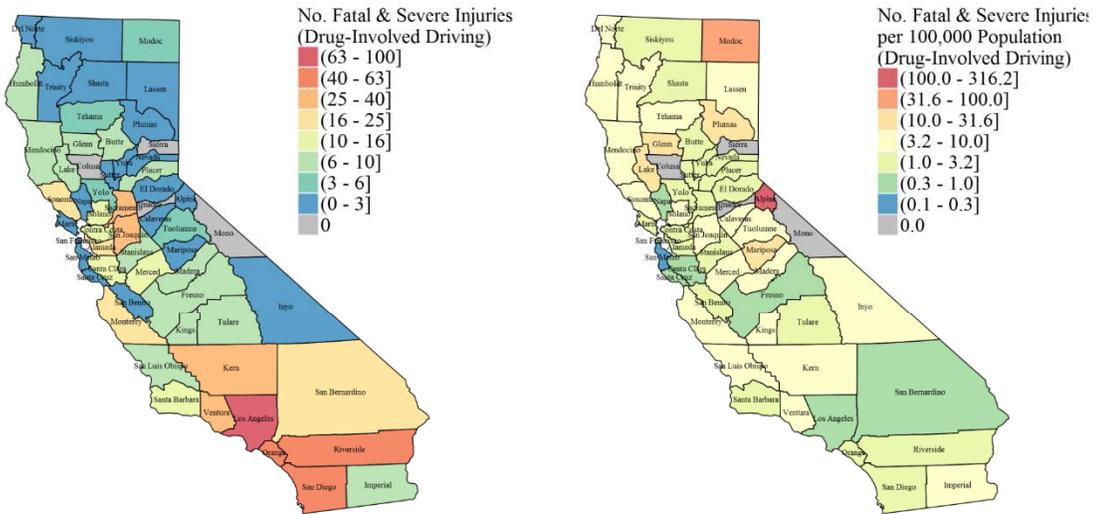
- In 2016, California voters passed a ballot initiative that legalized the sale and use of recreational cannabis. In 2018, the legal sale of cannabis began in some jurisdictions. Based on patterns following similar laws in Colorado and Washington, the number of drug-impaired drivers is expected to increase.

### Drug-Involved Driving Fatality Trends



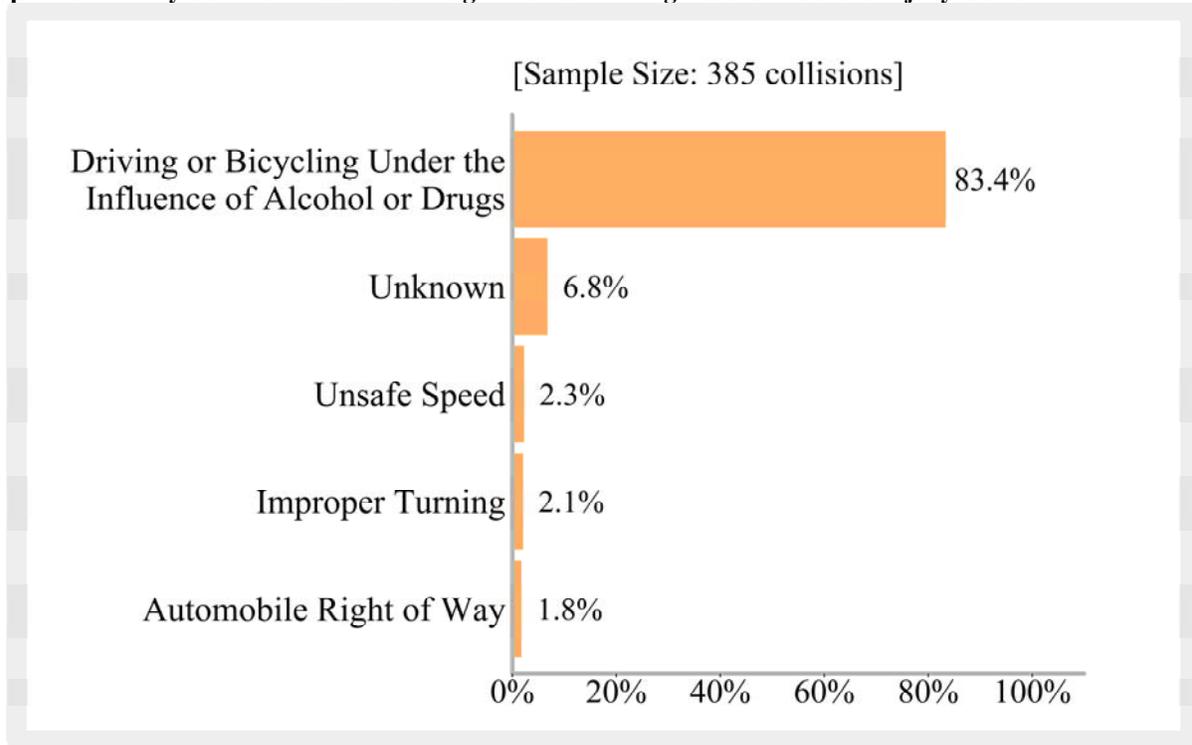
Source: FARS 2012 - 2015 Final File, 2016 ARF

### Drug-Involved Driving Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County



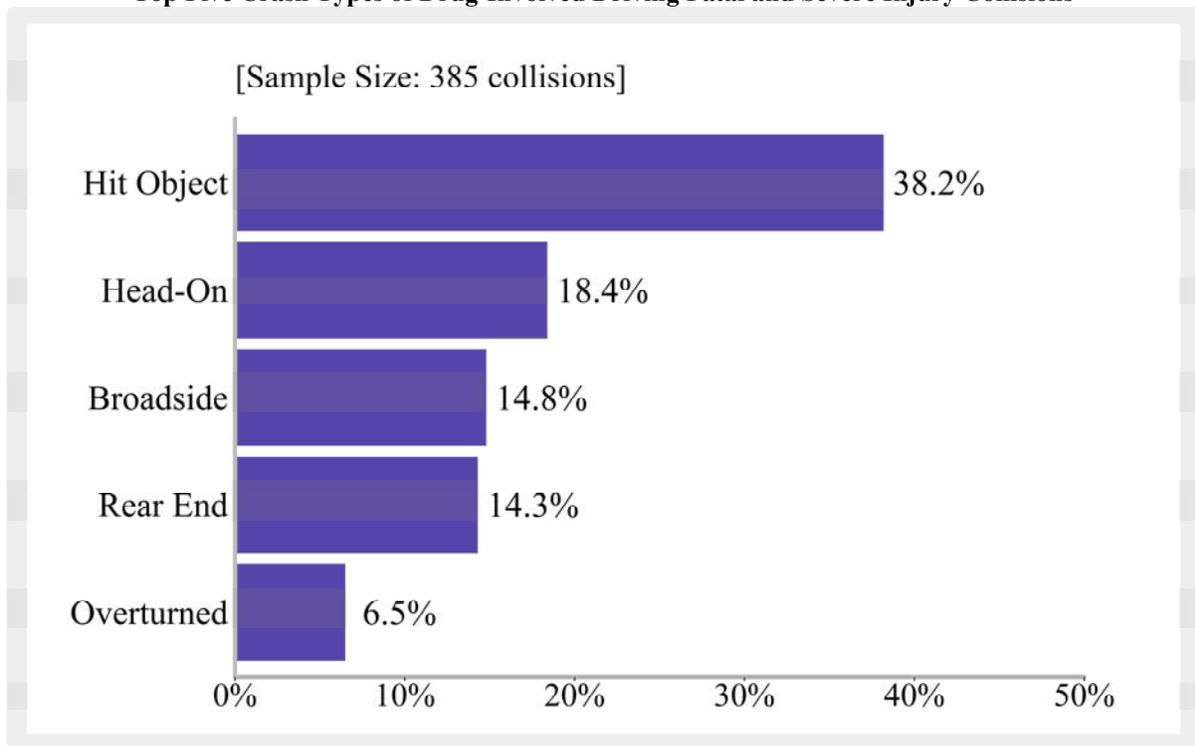
Source: FARS ARF 2016; Provisional SWITRS 2016; California Department of Finance 2016

### Top Five Primary Collision Factors of Drug-Involved Driving Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

### Top Five Crash Types of Drug-Involved Driving Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

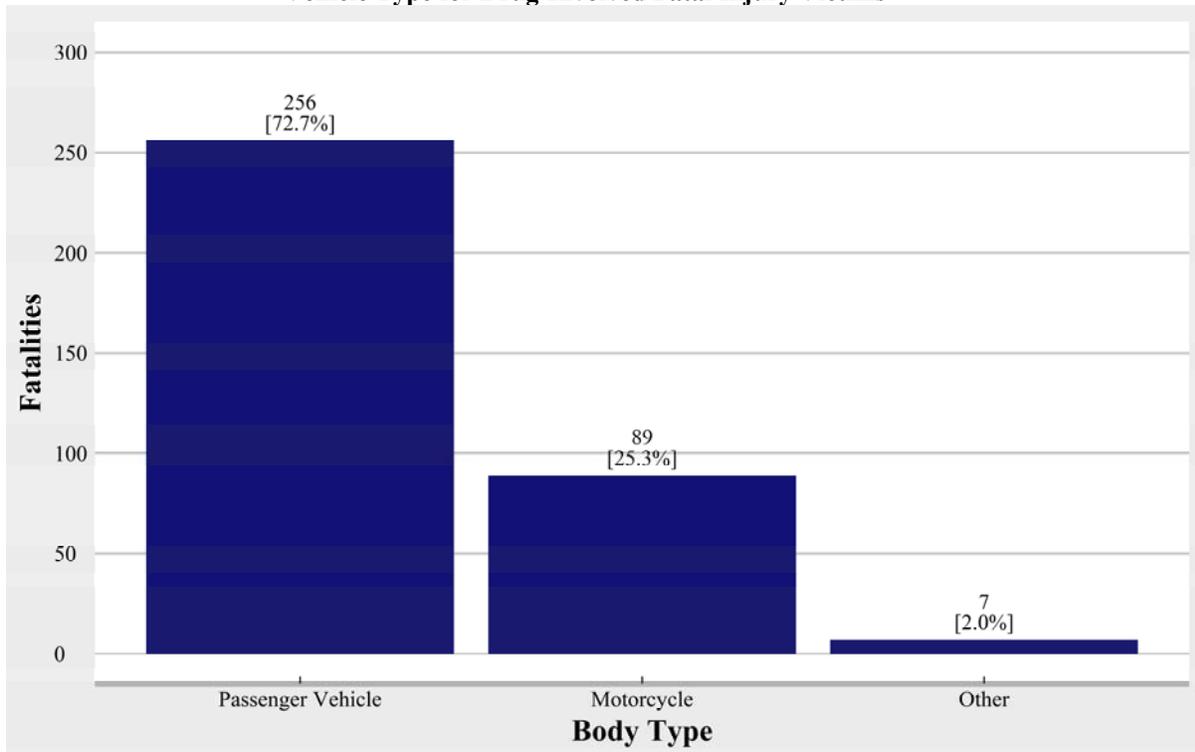
### Time of Day and Day of Week for Drug-Involved Driving Fatal and Severe Injuries

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	11	10	9	9	20	24	28	111 [16.4%]
3-6AM	10	4	8	5	13	9	18	67 [9.9%]
6-9AM	5	6	8	8	6	9	8	50 [7.4%]
9AM-Noon	5	6	4	6	3	5	18	47 [6.9%]
Noon-3PM	10	8	15	13	7	13	12	78 [11.5%]
3-6PM	8	11	10	16	21	30	11	107 [15.8%]
6-9PM	8	19	8	12	20	22	18	107 [15.8%]
9PM-Midnight	13	10	15	18	11	21	14	102 [15.0%]
Unknown	2	0	0	2	0	2	3	9 [1.3%]
TOTAL	72 [10.6%]	74 [10.9%]	77 [11.4%]	89 [13.1%]	101 [14.9%]	135 [19.9%]	130 [19.2%]	678 [100.0%]

FSI Num+% 0 1 - 5 6 - 8 9 - 11 12 - 17 18 - 30

Source: FARS ARF 2016; Provisional SWITRS 2016

### Vehicle Type for Drug-Involved Fatal Injury Victims



Source: FARS ARF 2016

## **Countermeasures and Strategies**

### Education/Public Awareness

- Fund public awareness campaigns on the dangers of drug-impaired driving.
- Increase public awareness through earned and social media stressing the dangers of driving while under the influence of cannabis, prescription, and illicit drugs, especially in combination with alcohol.
- Continue a statewide collaboration with RADD to promote a model designated driver rewards programs with alcohol establishments as well as provide large scale, peer driven education programs on college campuses.

### Evaluation

- Convene periodic DUID Roundtable meetings and use the statewide DUID blueprint strategies as guiding principles for collaborating with stakeholders and making funding decisions.
- Continue to improve drug detection methods in alcohol and drug-impaired driving.

### Judicial

- Continue evidence-based therapeutic treatment court model focused on multiple DUI offenders.

### Training

- Fund basic SFST classes, training at least 1,000 law enforcement personnel, and SFST instructor classes, training at least 20 law enforcement personnel.
- Fund ARIDE classes, training at least 1,100 law enforcement personnel.
- Fund DRE school and certification instruction, training at least 400 law enforcement personnel, and DRE instructor classes, training at least 10 law enforcement personnel.
- Fund DRE recertification classes, training at least 250 law enforcement personnel.
- Fund alcohol wet lab and field certification training for Peace Officers Standards and Training DRE Academies.
- Increase the number of certified DRE's and recertify DRE's statewide as necessary.
- Fund Drug Impairment Training for Educational Professionals (DITEP) and other drug education training for health care and educational professionals.
- Fund training events for criminologists in the attempt to standardize drug testing among the various crime labs statewide.
- Fund two Driver Safety Hearing Officer Training Summits.
- Advance the Traffic Safety Resource Prosecutor (TSRP) program by continuing the collaborative efforts with the Orange County District Attorney's office, who provides a training network for prosecutors and law enforcement.

### Vertical Prosecution

- Provide funding for vertical prosecution grants to prosecute alcohol and drug-impaired driving cases.

### **Funded Grant Goals**

- Provide increased training to law enforcement to identify drug-impaired drivers by September 30, 2019.

### **TASKS**

#### Education/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.

#### Evaluation

This task provides for the continuation and enhancement of an intervention application for at-risk DUID drivers. Funding allows to the Orange County Crime Laboratory to continue the improvement of drug detection and evaluation of the expertise of forensic scientists.

#### Judicial

This task will expand participation in the existing evidence-based therapeutic treatment court model focused on multiple DUI offenders. The program addresses the increase in fatalities and injuries resulting from collisions resulting from drivers with drugs and/or alcohol in their systems through a therapeutic treatment court model, which includes strict judicial and probation supervision, treatment, peer group counseling, drug/alcohol testing and other measures.

#### Training

This task provides for basic and instructor SFST, ARIDE, and DRE training and certification of law enforcement personnel, and DITEP training to educational professionals. In addition, funding is provided to the Orange County District Attorney's Office to continue the California TSRP Training Network who provides training to both prosecutors and law enforcement personnel. Funding is also provided to the DMV to provide uniform refresher training for Driver Safety Hearing Officers (DSHO) to reinforce administrative concepts for the basis of making quality decisions regarding the licensing of an individual. Training will include the introduction and/or interpretation of new laws and explanation of legal trends.

#### Vertical Prosecution

This task will fund vertical prosecution grants where specialized teams will be assigned to prosecute alcohol and drug-impaired driving cases. The prosecution teams will handle cases throughout each step of the criminal process. Prosecution team members will work 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**

<b>Education/Public Awareness</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
DI19004	Long Beach Department of Health and Human Services	405d AL	\$ 239,000
DI19008	Mendocino County Public Health	402 PS	\$ 150,000
		405d AL	\$ 150,000
DI19015	Riverside County Department of Public Health	405d AL	\$ 150,000
DI19019	Shasta County Health and Human Services Agency	405e DD	\$ 300,000
DI19023	Ventura County Behavioral Health Department	405d AL	\$ 250,000

<b>Evaluation</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
DI19013	Orange County Sheriff's Department	405d AL	\$ 316,000

<b>Judicial</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
DI19010	Monterey County Superior Court	164 AL	\$ 125,000
		405d AL	\$ 125,000

<b>Training</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
DI19011	Orange County District Attorney's Office	405d AL	\$ 722,513
DI19014	California Department of Motor Vehicles	405d AL	\$ 146,000
DI19025	California Highway Patrol	405d AL	\$ 1,900,000

<b>Vertical Prosecution</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
DI19001	El Dorado County District Attorney's Office	405d AL	\$ 200,978
DI19002	Fresno County District Attorney's Office	405d AL	\$ 251,821
DI19003	Kern County District Attorney's Office	405d AL	\$ 208,685
DI19005	Los Angeles City Attorney's Office	405d AL	\$ 715,963
DI19006	Los Angeles County District Attorney's Office	405d AL	\$ 981,124
DI19007	Marin County District Attorney's Office	405d AL	\$ 195,169
DI19009	Monterey County District Attorney's Office	405d AL	\$ 246,154
DI19012	Orange County District Attorney's Office	405d AL	\$ 754,563
DI19016	Riverside County District Attorney's Office	405d AL	\$ 432,708
DI19017	San Bernardino County District Attorney's Office	405d AL	\$ 278,700
DI19018	San Diego City Attorney's Office	405d AL	\$ 255,850
DI19020	Solano County District Attorney's Office	405d AL	\$ 232,568
DI19021	Sonoma County District Attorney's Office	405d AL	\$ 234,032
DI19022	Tulare County District Attorney's Office	405d AL	\$ 162,072
DI19024	San Diego County District Attorney's Office	405d AL	\$ 258,946
DI19026	Ventura County District Attorney's Office	405d AL	\$ 361,117
DI19027	Yolo County District Attorneys Office	405d AL	\$ 194,975
<b>Total</b>			<b>\$ 10,538,938</b>

**NOTE: Grant funded strategies/objectives that address drug impairment is 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(f) 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.
- Data collection and reporting initiated for new drug-impaired driving laws under Vehicle Codes 23152(f), 23153(f) (drug only), 23152(g), and 23153(g) (drug/alcohol combination).
- Each agency receiving checkpoint funding is encouraged to 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 ARIDE trained sworn personnel, and at the very minimum, all law enforcement personnel should be SFST trained and certified.

**GRANT DESCRIPTIONS**

<b>Education/Public Awareness</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
DI19004	Long Beach Department of Health and Human Services
	The City of Long Beach Substance-Impaired Driving Campaign
	The City of Long Beach will continue to expand the City's Substance-Impaired Driving campaign. With the prospect of having over 30 medicinal cannabis dispensaries being opened and licensed within the year, it is necessary that the City of Long Beach continue the operation of a local, innovative and collaborative campaign aimed at educating residents and visitors in Long Beach about the risks of Driving While Impaired (DWI). Numerous strategies and activities will be launched to reduce the incidence of death and injury caused by DWI and continue the assessment of Long Beach resident attitudes towards DWI. The City's findings and best practices will be shared and distributed to OTS partners throughout the state.
DI19008	Mendocino County Public Health
	Mendocino County Drug Impaired Driving and Pedestrian/Bicyclist Safety Program
	The Mendocino County Public Health Department's Prevention and Planning Unit (HHSA/PAPU) will work in collaboration with our frequent non-profit partner Walk & Bike Mendocino (WBM). HHSA/PAPU will focus on decreasing rates of impaired driving while WBM will work to improve the safety of vulnerable users to include children and senior pedestrians and bicyclists. The two organizations will coordinate their efforts and reinforce one another's messaging to address both driver and vulnerable user safety.
DI19015	Riverside County Department of Public Health
	Be Wiser Teen Impaired and Distracted Driving Program
	The Riverside University Health System - Public Health (RUHS - PH) seeks to reduce the number of residents killed or injured due to teen impaired and distracted driving. This will be achieved by 1) expanding the Be Wiser peer to peer traffic safety education and awareness program to twelve (12) select middle and high school campuses, 2) train student leaders to create awareness campaigns around the issues of drug, alcohol and distracted driving 3) provide bilingual presentations to staff and parents of middle and high school youth addressing the dangers of drug, alcohol and distracted driving, and 4) conduct meaningful bilingual awareness campaigns educating youth on the dangers of poor choices and their consequences surrounding impaired and distracted driving.

<b>Education/Public Awareness</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
DI19019	Shasta County Health and Human Services Agency
	Drive Safe Shasta
	This countywide program will educate teens, teen influencers, and adults about the dangers and consequences of alcohol-impaired, drug-impaired and distracted driving. Activities will encourage teens to drive responsibly, be responsible passengers and responsible pedestrians. This will be done through educational programming and dissemination of messages to teens and their parents. Activities will provide education related to teen driver, pedestrian safety, DUI, and distracted driving prevention; and will include educational campaigns, presentations, traffic safety events, community events, and educational activities on school campuses. Grant activities will be conducted through collaboration among community and agency partners and will include peer-driven education and awareness campaigns.
DI19023	Ventura County Behavioral Health Department
	Driving while Uncertain: Alcohol, Drugs, and the Law
	Ventura County Behavioral Health (VCBH) will focus its collaborative strengths and media efforts on educating drivers and the community on the impairment dangers of combining alcohol with other drugs. The goals are to raise awareness and understanding of impaired driving, reduce consequential injuries and fatalities, and to improve social norms around driving after mixing alcohol with licit and illicit drugs. The grant will elevate community-based prevention work during a time that the lines between legal and illegal substance use have blurred.

<b>Evaluation</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
DI19013	Orange County Sheriff's Department
	Drug prevalence in DUI Drivers
	The Orange County Crime Laboratory will continue to work collaboratively to provide exceptional forensic toxicology services by improving drug detection methods and elevating the expertise of forensic scientists. Historically, only 25 percent of all blood samples collected from individuals arrested for driving under the influence are tested for drugs other than alcohol. In Orange County, the laboratory began testing all DUI blood samples for the presence of drugs in 2017. This grant aims to continue that policy with the continued funding of limited term grant funded positions.

<b>Judicial</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
DI19010	Monterey County Superior Court
	Drug / Alcohol DUI Treatment Court
	The Monterey County Superior Court will continue to operate a designated DUI / DUID Treatment Court utilizing an evidence-based therapeutic treatment court model. The program will continue to include both alcohol and drug DUI offenders with two or more offenses or those with a first offense with high blood alcohol content. Earlier intervention and risk-need-responsivity assessment will facilitate designating appropriate supervision, intervention, and treatment. This program addresses the increase in fatalities and injuries resulting from collisions involving drivers with drugs and / or alcohol in their systems through a therapeutic treatment court model.

<b>Training</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
DI19011	Orange County District Attorney's Office
	California Traffic Safety Resource Prosecutor Training Network
	The Orange County District Attorney's Office will assign a specialized team to implement the California Traffic Safety Resource Program statewide. The team will provide specialized training and technical assistance to law enforcement personnel, prosecutors, and other traffic safety professionals. This training will cover all aspects of alcohol and drug-impaired driving, including but not limited to, trial advocacy, expert testimony, standardized field sobriety tests, collision reconstruction, DRE, toxicology and legal updates. The office will accomplish these objectives as a means to prevent impaired driving and reduce alcohol and drug-involved traffic fatalities and injuries.
DI19014	California Department of Motor Vehicles
	Driver Safety Hearing Officer Training Workshops
	Driver Safety Hearing Officer (DSHO) Training Workshops will be conducted on a biennial basis to provide formal, uniform refresher training for DSHOs to reinforce the administrative concepts that form the basis for making quality decisions regarding the licensing of an individual. These workshops will also include the introduction and/or interpretation of new laws and explanation of trends that attorneys may be leveraging to circumvent the legal process.
DI19025	California Highway Patrol
	Drug Recognition Evaluator (DRE) Program 2019
	The California Highway Patrol (CHP) will implement a Drug Recognition Evaluator (DRE) statewide training program that will provide instructor training classes, conduct DRE and Standardized Field Sobriety Test instruction and certification, Advanced Roadside Impaired Driving Enforcement training, and Drug Impairment Training for Educational Professionals. Funding will be used to train allied agency officers, education professionals, and CHP uniformed personnel. Increasing the number of DRE-certified law enforcement officers statewide is specific to the Alcohol and Drug Impairment Challenge Area of the California Strategic Highway Safety Plan.

# EMERGENCY MEDICAL SERVICES

## PROBLEM IDENTIFICATION AND DATA ANALYSIS

The Haddon Matrix is a model which applies basic principles of public health to motor vehicle-related injuries. It's based on three phases of a crash and the factors that impact the prevention, severity, and survivability of crashes. Applying the Haddon Matrix, Emergency Medical Services (EMS) play a critical role in all facets of the model, especially in the post-crash phase, as seen in the table below, to minimize the consequences of a crash. Response time, proximity to an appropriate trauma center, and access to first responders with the appropriate equipment and training are all key factors for reducing the chance of fatalities. In traffic safety, EMS is recognized as a critical component.

	<b>Pre-Crash</b>	<b>Crash</b>	<b>Post-Crash</b>
<b>Human Factors</b>	<ul style="list-style-type: none"> <li>• Education and licensing</li> <li>• Driver impairment</li> <li>• Crash avoidance maneuvers (braking, turning, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Health at time of crash</li> <li>• Sitting properly in restraint</li> <li>• Impairment</li> </ul>	<ul style="list-style-type: none"> <li>• Response to EMS</li> <li>• Severity of injury</li> <li>• Type of injury</li> </ul>
<b>Vehicle/ Equipment Factors</b>	<ul style="list-style-type: none"> <li>• Crash avoidance equipment and technology (lights, tires, collision avoidance, etc.)</li> <li>• Vehicle design</li> <li>• Vehicle load</li> </ul>	<ul style="list-style-type: none"> <li>• Speed of travel</li> <li>• Functioning of safety equipment (seat belts, air bags, child restraints)</li> <li>• Energy absorption of vehicle</li> </ul>	<ul style="list-style-type: none"> <li>• Ease of extraction from vehicle</li> <li>• Integrity of fuel systems and battery systems</li> </ul>
<b>Physical Environment</b>	<ul style="list-style-type: none"> <li>• Road hazards</li> <li>• Distractions</li> <li>• Weather conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Roadside features</li> <li>• Guardrails</li> <li>• Type and size of object struck</li> </ul>	<ul style="list-style-type: none"> <li>• Distance of EMS personnel</li> <li>• Notification of EMS personnel</li> <li>• Accessibility to crash victims</li> </ul>
<b>Social/ Economic</b>	<ul style="list-style-type: none"> <li>• Enforcement activities</li> <li>• Insurance incentives</li> <li>• Social norming</li> <li>• Ability to use safety equipment appropriately</li> </ul>	<ul style="list-style-type: none"> <li>• Laws concerning use of safety equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Trauma system equipment, personnel, training</li> <li>• Information sharing</li> </ul>

### National

In 2016, there were 34,439 fatal crashes and countless more injury crashes in the United States. As seen in the Haddon Matrix, increased coordination between first responders, hospitals, and other traffic safety stakeholders, along with better-quality EMS data collection, would enhance planning efforts to improve first responder time to collisions. In emergency medicine, practitioners have a “golden hour”, sometimes less, following the traumatic injury sustained wherein prompting medical attention offers the highest chance to prevent death. Thus, improved timeliness and technologies, proximity to care, and roadway access increase a victim’s chance of survivability.

Traffic incidents put travelers' and responders' lives at risk; the corresponding congestion can lead to secondary crashes that further increase safety risk and economic costs. The National Traffic Incident Management (TIM) Responder Training was developed to help first responders quickly detect, respond to, and remove traffic incidents to restore traffic capacity as quickly and safely as possible. The Federal Highway Administration (FHWA) has prioritized TIM under its "Every Day Counts" initiatives since 2012. They are currently working to improve its data collection and encouraging the adoption of three national TIM performance measures: reducing roadway clearance time, incident clearance time, and the number of secondary crashes.

## California

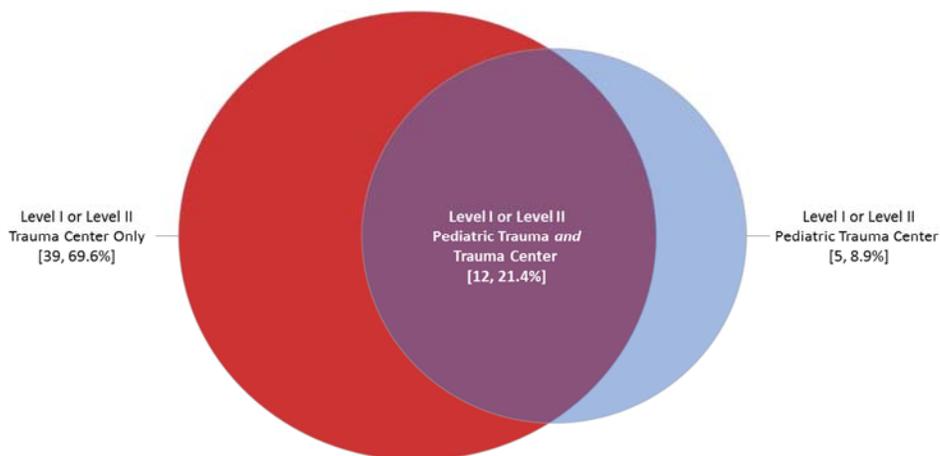
### State Emergency Medical Services System

California's EMS system management has 33 local EMS systems that serve all 58 counties through seven regional EMS systems and 26 single-county agencies. Regional systems are usually comprised of smaller, more rural counties, whereas single-county systems are generally in larger and more urban counties. Of the seven regional EMS systems, six are multicounty agencies, which serve 30 counties in rural areas that have substantial tourism.

As of November 2017, the state's trauma center network is comprised of 81 hospitals and admit over 70,000 trauma patients per year, though not all related to motor vehicle collisions. Over two-thirds (69.1 percent) offer Level I or Level II trauma services alongside other comprehensive resources needed for providing definitive care and over one-fifth (21.0 percent) are designated pediatric trauma centers. Six counties do not have a designated trauma center within their boundaries but have approved trauma plans. Rural California faces more barriers to trauma care due to limited access to higher level trauma centers and more remote distances to care.

- Of the 56 licensed hospitals designated as a trauma center, over one-fifth (21.4 percent) are designated as *both* a Level I or Level II trauma center *and* a Level I or Level II pediatric trauma center.

### Trauma Centers in California by Designation



### State Traffic Incident Management

In California in 2016, there were 3,623 fatalities from motor vehicle collisions and 13,171 severe injuries.

Since a typical crash response in California puts fifteen people (including numerous law enforcement, fire department, EMS, towing, and Caltrans responders) potentially in harm's way and an injury collision occurs every three minutes, a responder is in harm's way 2.7 million times each year in California. On California's highways between 2010 and June 2017, there have been 30 responders killed in the line of duty. As of January 2018, California has 19,895 first responders trained in Strategic Highway Research Project-2 TIM, which represents 27.9

percent of the workforce and approaches the national goal of 30 percent. By improving TIM training, California could reduce congestion related to traffic crashes and the risk of secondary collisions.

**Countermeasures and Strategies**

First Responder Equipment

- 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**

- Decrease the average response time for the arrival of appropriate equipment at collision sites in rural areas by September 30, 2019.
- Decrease the average extrication time, from the time of arrival at the crash site to transport, by September 30, 2019.

**TASK**

First Responder Equipment

Agencies were selected to purchase and distribute 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**

<b>First Responder Equipment</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
EM19001	Contra Costa County Fire Protection District	402 EM	\$ 93,000
EM19002	Ebbetts Pass Fire District	402 EM	\$ 100,000
EM19003	Merced County Fire Department	402 EM	\$ 90,000
EM19004	Mokelumne Rural Fire District	402 EM	\$ 38,500
EM19005	Pismo Beach Fire Department	402 EM	\$ 50,000
EM19006	Placer Hills Fire District	402 EM	\$ 25,000
EM19007	Schell-Vista Fire Protection District	402 EM	\$ 70,000
EM19008	South Santa Clara County Fire District	402 EM	\$ 80,000
EM19009	Stanislaus Consolidated Fire Protection District	402 EM	\$ 35,000
EM19010	Tehama County Fire Department	402 EM	\$ 54,000
		<b>Total</b>	<b>\$ 635,500</b>

# MOTORCYCLE SAFETY

## PROBLEM IDENTIFICATION AND DATA ANALYSIS

Collisions involving motorcycles are a major traffic safety concern in the United States. Since motorcycle riders are susceptible to injury during collisions, they comprise a disproportionate share of all injured and killed vehicle occupants. In 2016, motorcycle riders were 28 times more likely than passenger car occupants to be fatally injured in a traffic collision, per vehicle miles traveled. The primary countermeasures used to address this problem have included motorcycle helmet laws and other helmet-oriented programs, rider training and licensing programs, vehicle enhancements including anti-lock braking technology, rider conspicuity programs, campaigns to increase other road users' awareness of motorcycles, and campaigns to reduce impaired riding.

In 2016, the NOPUS reported that only 65.3 percent of motorcycle riders in the United States wore a helmet. In states with a universal helmet law, which requires all riders to use a helmet, the "known" helmet use rate among fatally injured motorcycle riders ranged from 66 percent to 100 percent in 2016. In states without a universal helmet law, the rate was lower and ranged widely from 0 percent to 69 percent in 2016. In California, which has a universal helmet law, the known helmet use rate among fatally injured California motorcycle riders in 2016 was high (95.3 percent). NHTSA estimates that helmets saved 308 lives in California in 2016, and 10 additional lives could have been saved if all motorcyclists wore helmets.

Analyses presented in the motorcycle program area include fatal and severe injuries to drivers and passengers riding motorcycles, three-wheel motorcycles, mopeds, motorized bicycles, off-road motorcycles, and other motored cycle type vehicles. Motorcycle collisions are defined as a collision where one or more victims is a motorcycle driver or passenger.

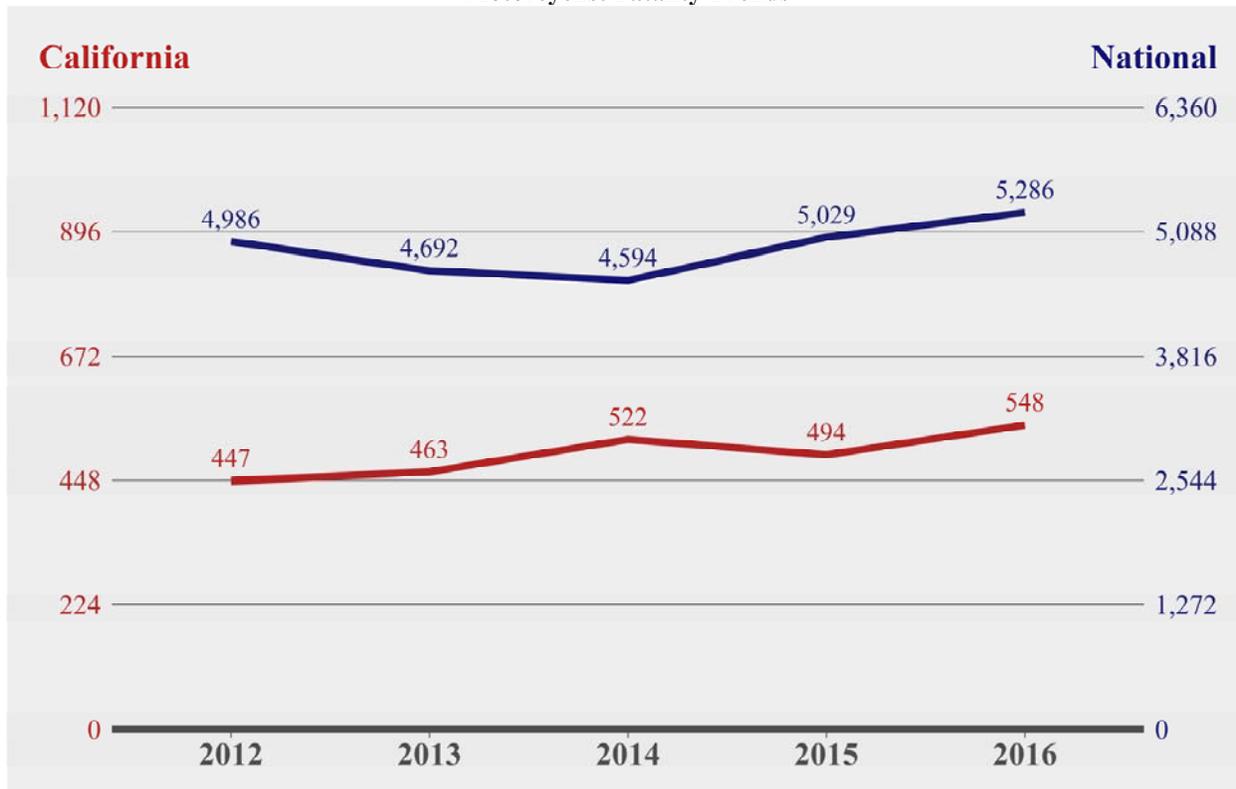
### National

- In 2016, there were 5,286 motorcyclists killed on public roadways in the United States. This number reflects a 5.1 percent increase from 2015, when 5,029 motorcyclists were killed.
- Alcohol use was common among motorcycle riders involved in fatal collisions – 25 percent of riders who died were alcohol-impaired, compared with 21 percent of drivers of passenger cars.
- Improper licensure is common among collision-involved motorcyclists in all regions of the nation. Over one-quarter, 27 percent, of motorcyclists involved in fatal collisions in 2016 were not properly licensed.

### California

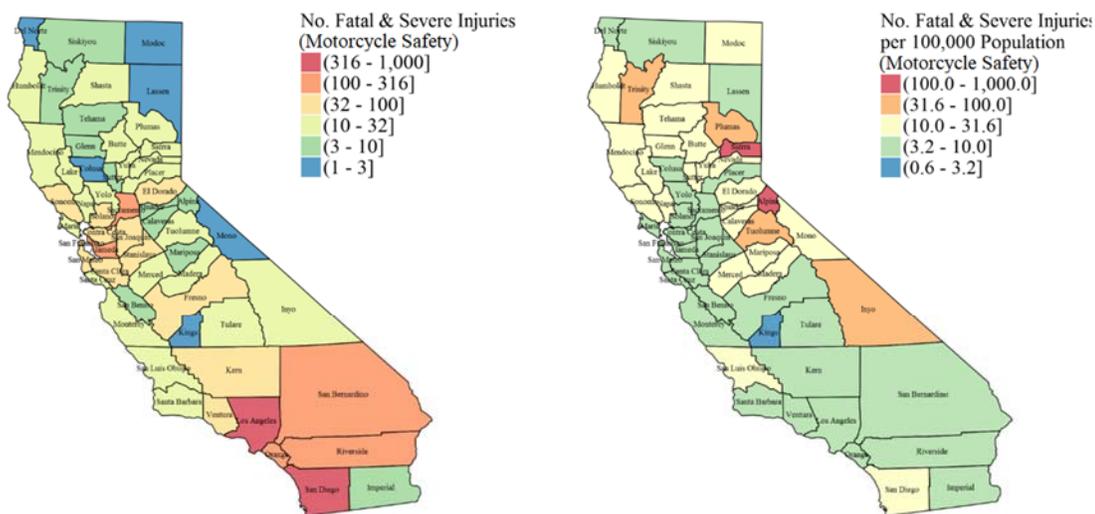
- Motorcycling is popular in California, with more motorcyclists than any other state. Since 2012, the state has seen a 22.6 percent increase in motorcycle fatalities from 447 in 2012 to 548 in 2016.
- Of the fatalities in 2016, 25 motorcycle riders were not wearing helmets. This is down 21.9 percent from 32 fatally injured unhelmeted motorcycle riders in 2012.

### Motorcyclist Fatality Trends



Source: FARS 2012 - 2015 Final File, 2016 ARF

### Motorcyclist Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County

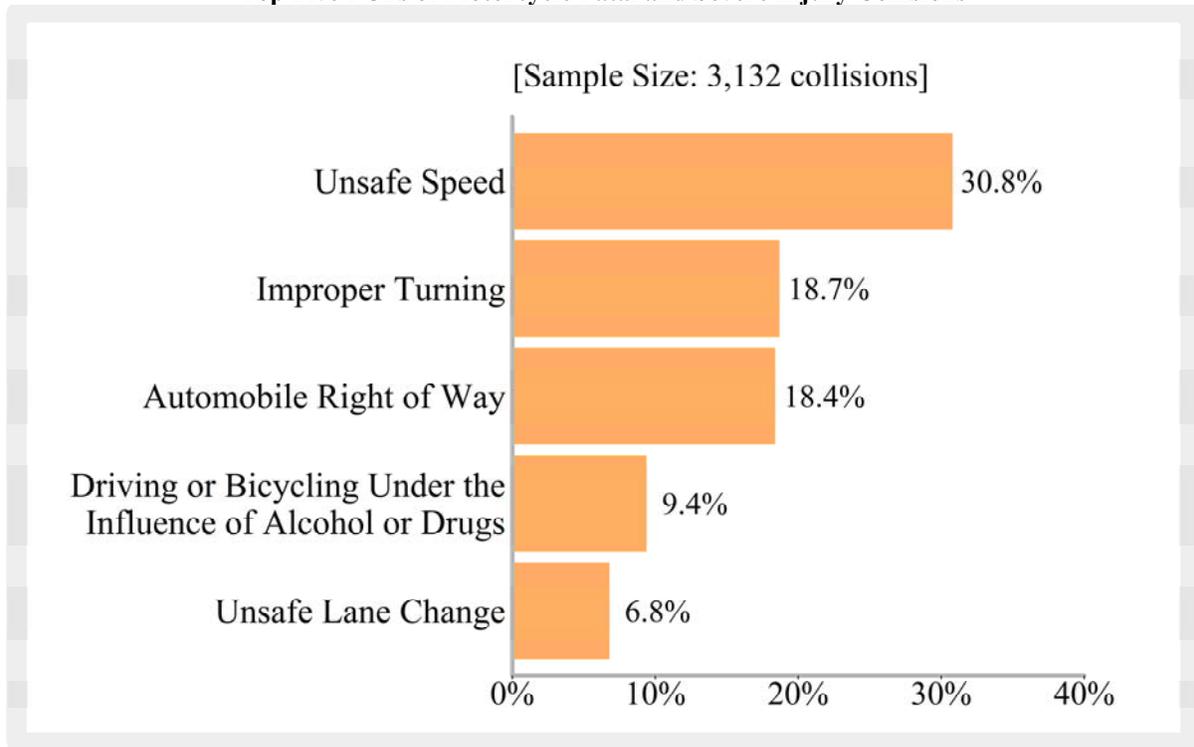


(a) Number of Fatal and Severe Injuries

(b) Number of Fatal and Severe Injuries per 100,000 Population

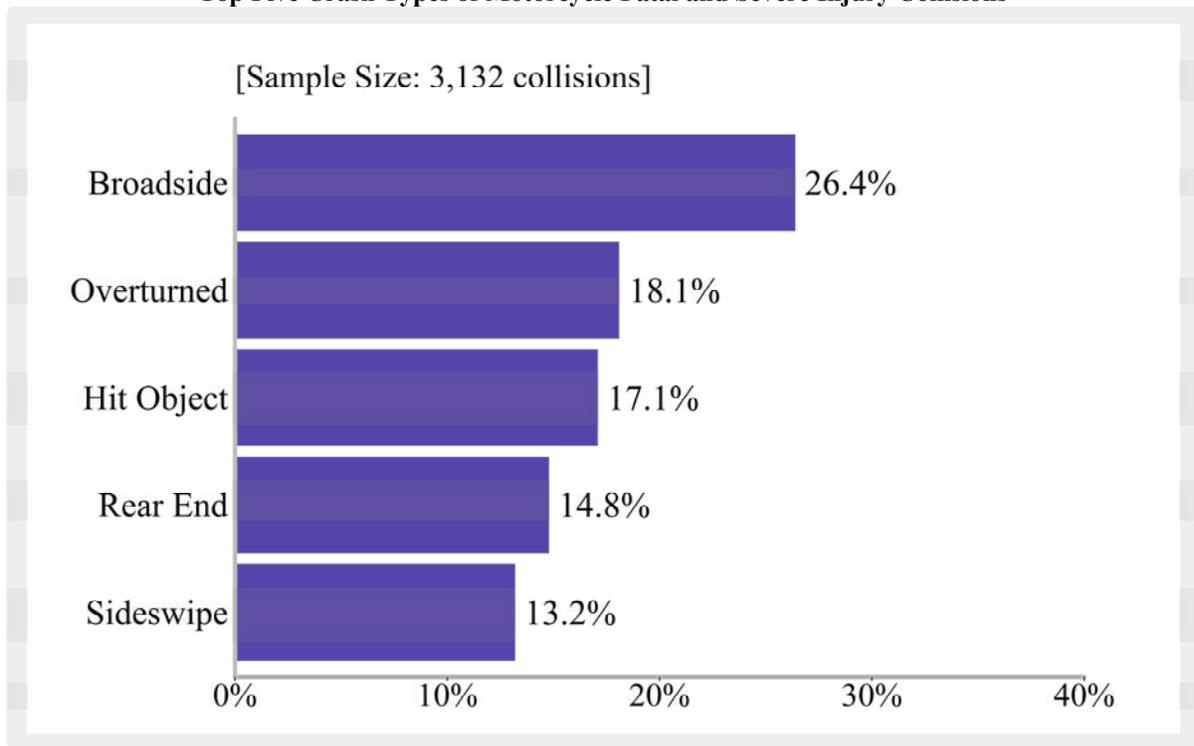
Source: FARS ARF 2016; Provisional SWITRS 2016; California Department of Finance 2016

### Top Five PCFs of Motorcycle Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

### Top Five Crash Types of Motorcycle Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

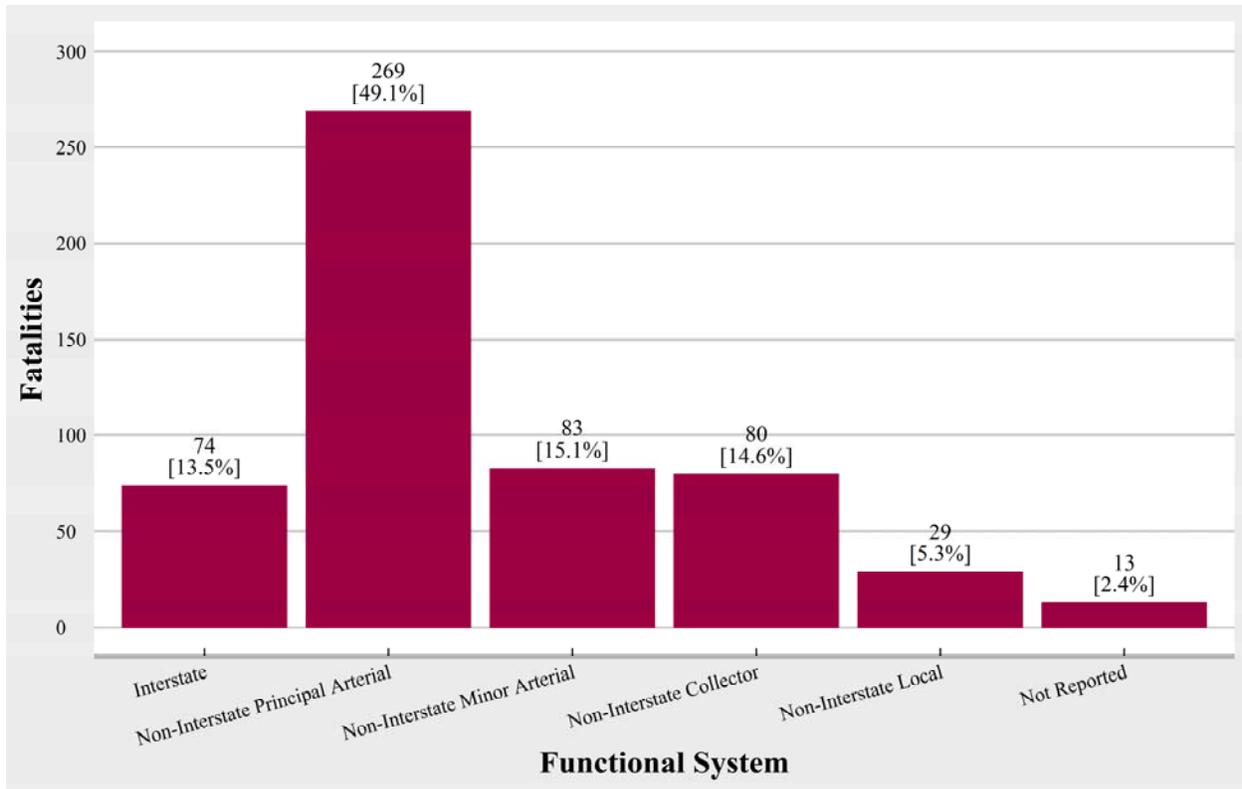
### Time of Day and Day of Week of Motorcycle Fatal and Severe Injuries

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	16	14	18	12	23	35	49	167 [5.2%]
3-6AM	17	5	16	12	25	17	11	103 [3.2%]
6-9AM	36	55	44	67	42	24	21	289 [9.0%]
9AM-Noon	42	32	31	41	53	96	96	391 [12.1%]
Noon-3PM	39	59	59	55	71	122	171	576 [17.8%]
3-6PM	79	113	103	114	160	144	107	820 [25.4%]
6-9PM	57	72	88	87	87	96	91	578 [17.9%]
9PM-Midnight	26	33	43	39	59	56	38	294 [9.1%]
Unknown	1	1	0	3	1	3	2	11 [0.3%]
TOTAL	313 [9.7%]	384 [11.9%]	402 [12.4%]	430 [13.3%]	521 [16.1%]	593 [18.4%]	586 [18.1%]	3,229 [100.0%]

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Source: FARS ARF 2016; Provisional SWITRS 2016

### Roadway Type of Motorcycle Fatalities



Source: FARS ARF 2016

**Countermeasures and Strategies**

Education/Public Awareness/Enforcement

- 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.
- Fund a project in the City/County of San Francisco utilizing partnerships between the Metropolitan Transportation Agency, Department of Public Health and the Police Department to research, develop and deliver a motorcycle safety education campaign and training curriculum to support behavioral changes to result in reduced motorcycle-involved collisions, injuries and fatalities.
- Fund a public motorcycle training course “Live to Ride” through Hawthorne and Rialto Police Departments.

**Funded Grant Goal**

- Reduce motorcyclist fatalities and injuries and motorcyclist-involved collisions through increased enforcement, education, and public awareness campaigns by September 30, 2019.

**TASK**

Education/Public Awareness/Enforcement

This task provides for comprehensive evaluation of motorcycle programs 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, and lane splitting.

**GRANT SUMMARY**

<b>Education/Public Awareness, Enforcement</b>				
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>	
MC19001	Hawthorne Police Department	405f MC	\$	100,000
MC19002	Rialto Police Department	405f MC	\$	32,500
MC19003	San Francisco Municipal Transportation Agency	405f MC	\$	100,000
MC19004	California Highway Patrol	402 MC	\$	357,500
		405f MC	\$	267,500
<b>Total</b>			<b>\$</b>	<b>857,500</b>

**Note: Law enforcement agencies with high numbers of motorcycle collisions will be conducting motorcycle safety operations through their STEP grants.**

## GRANT DESCRIPTIONS

<b>Education/Public Awareness/Enforcement</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
MC19001	Hawthorne Police Department
	Ride to Live Motorcycle Education Training
	Ride to Live is an innovative and proven program designed to reduce death and injury resulting from motorcycle collisions. Ride to Live is a free, 8 hour, hands on motorcycle class put on by sworn motorcycle instructors/officers of the Hawthorne Police Department. The course begins with low speed handling and maneuvering of the motorcycle and gradually moves up to higher speed emergency braking, counter-steering, obstacle avoidance, and curve negotiation. Ninety-five percent of the class is hands on instruction with skills taught and demonstrated by motor officers, but then actually performed in a controlled manner by the students.
MC19002	Rialto Police Department
	Ride to Live Motorcycle Education Training
	The Rialto Police motor unit will host civilian motorcycle rider safety courses called "Ride to Live". Our "Ride to Live" courses are an 8-hour, hands-on motorcycle riding safety class utilizing police motorcycle instructors/officers to teach civilian riders how to safely ride during low speed motorcycle maneuvering; proper braking, turning, & counter-steering techniques; safely entering traffic; and obstacle/collision avoidance.
MC19003	San Francisco Municipal Transportation Agency
	VISION ZERO Motorcycle Safety Education Campaign
	The San Francisco Municipal Transportation Agency will partner with the San Francisco Police Department, San Francisco Department of Public Health, and the California Motorcyclist Safety Program to continue the city's Vision Zero program. Activities will include the review of the best and emerging practices for motorcycle safety, evaluation of the public awareness campaign, and updating education and outreach efforts. The goal is to inculcate safe behavior in motorcycle groups and inform the public about motorcycle safety issues.
MC19004	California Highway Patrol
	Get Educated And Ride Safe (GEARS)
	The California Highway Patrol (CHP) will implement a 12-month statewide grant project to reduce motorcycle-involved collisions and victims. 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 public awareness education.

# OCCUPANT PROTECTION

## PROBLEM IDENTIFICATION AND DATA ANALYSIS

Restraint devices such as seat belts are a key element of motor vehicle occupant protection systems. Each year, NHTSA conducts the NOPUS that measures, among many variables, the use of seat belts by occupants age eight and older. The 2016 NOPUS reported a 90.1 percent front seat belt use rate for the nation as a whole, which reflects a 1.8 percent increase over the 88.5 percent reported in 2015. Front seat belt use was slightly higher among women, who were observed to use front seat belts at the rate of 92.5 percent compared with 88.2 percent for men. Front-seat occupants were more likely to use seat belts than rear-seat occupants; the front-seat belt use rate was 90.1 percent compared with 80.6 percent for rear-seat belt use. One strong determinant of seat belt use was the presence of a seat belt use law. States with a seat belt use law that applies to all vehicle occupants had a rear seat belt use rate of 83.9 percent compared to 75.7 percent in states requiring seat belt use in the front seat only.

Analyses presented in the occupant protection program area include fatal and severe injuries where a driver or passenger in a passenger vehicle was unrestrained. Occupant protection collisions in this report are defined as collisions where one or more drivers or passengers in a passenger vehicle was unrestrained. Under this program area, there is an additional analysis that addresses aging road users and child passenger safety.

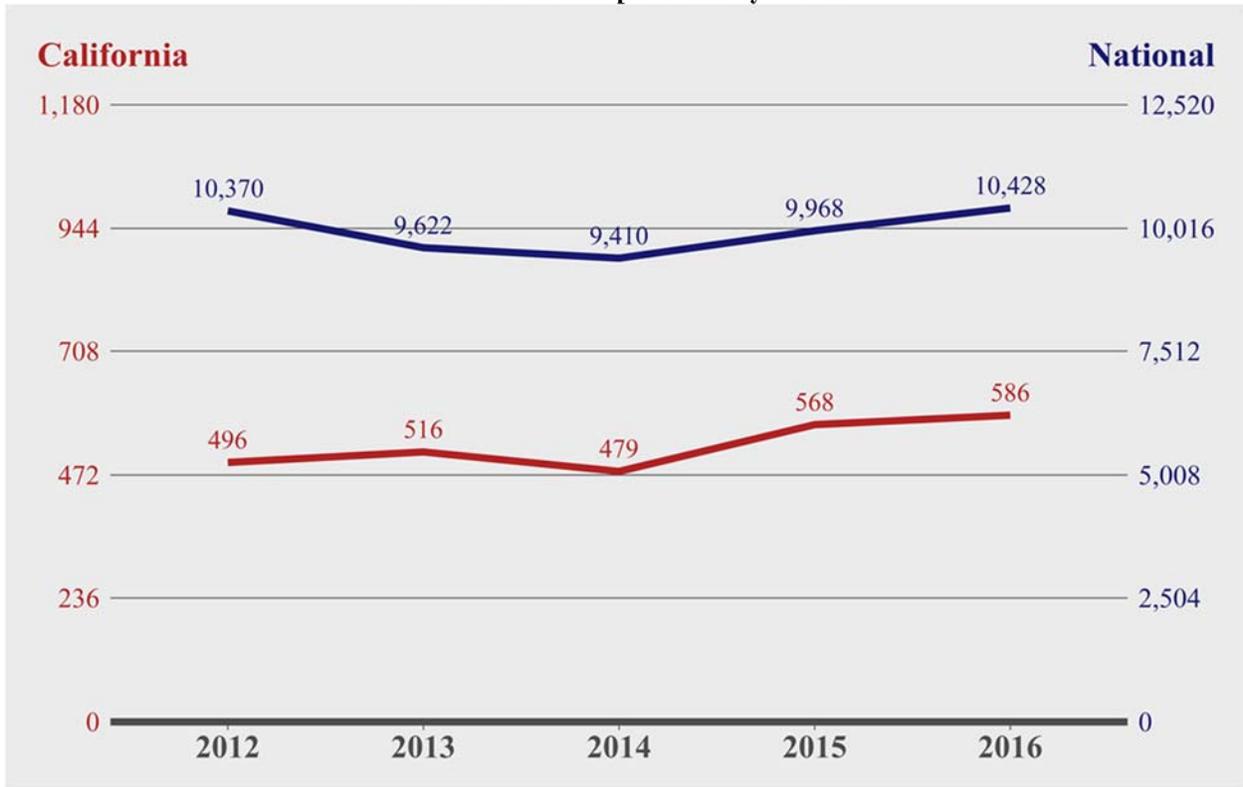
### National

- The fatality trends for unrestrained passenger vehicle occupants in California and in the United States are similar.
- In the United States, there were 10,428 unrestrained passenger vehicle occupants killed in traffic collisions in 2016, a 4.6 percent increase from 9,968 in 2015.
- In 2016, of the 21,710 passenger vehicle occupants with known restraint use killed in motor vehicle traffic collisions, 10,428 or 48.0 percent were known to be unrestrained.
- In 2016, daytime restraint use was higher than nighttime; 31.0 percent of passenger vehicle occupants with known restraint use involved in a nighttime (6PM-5:59AM) fatal collision were unrestrained compared with 22.5 percent involved in a daytime (6AM-5:59PM) collision.
- NHTSA estimated that, among passenger vehicle occupants aged five or older involved in traffic collisions, seat belt use saved 14,668 lives in 2016. In addition, if all passenger vehicle occupants aged five or older had been wearing seat belts, an additional 2,456 lives could have been saved in 2016.

### California

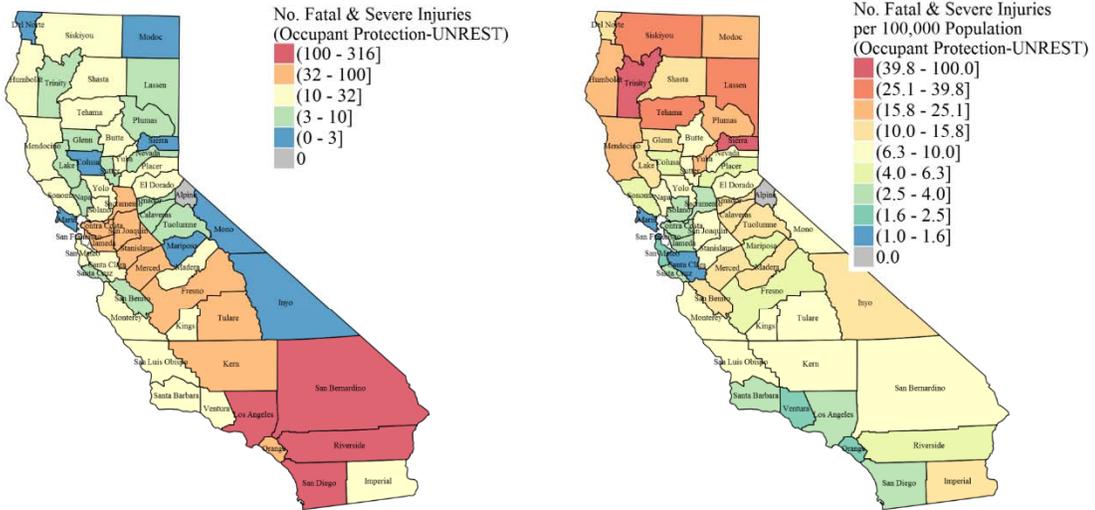
- In California, there were 586 unrestrained occupants killed in traffic collisions in 2016, a 3.2 percent increase from 568 in 2015.
- In 2016, California's front seat belt use was observed to be 96.5 percent, which was the second-highest use rate in the nation.
- California's front seat belt use rate has been greater than 95 percent for the last nine years since 2008.
- In 2016, seat belts saved 1,476 California passenger vehicle occupants, age five and older, involved in traffic collisions. If all vehicle occupants used seat belts, an additional 74 lives would have been saved.

### Unrestrained Occupant Fatality Trends



Source: FARS 2012 - 2015 Final File, 2016 ARF

### Unrestrained Occupants Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County

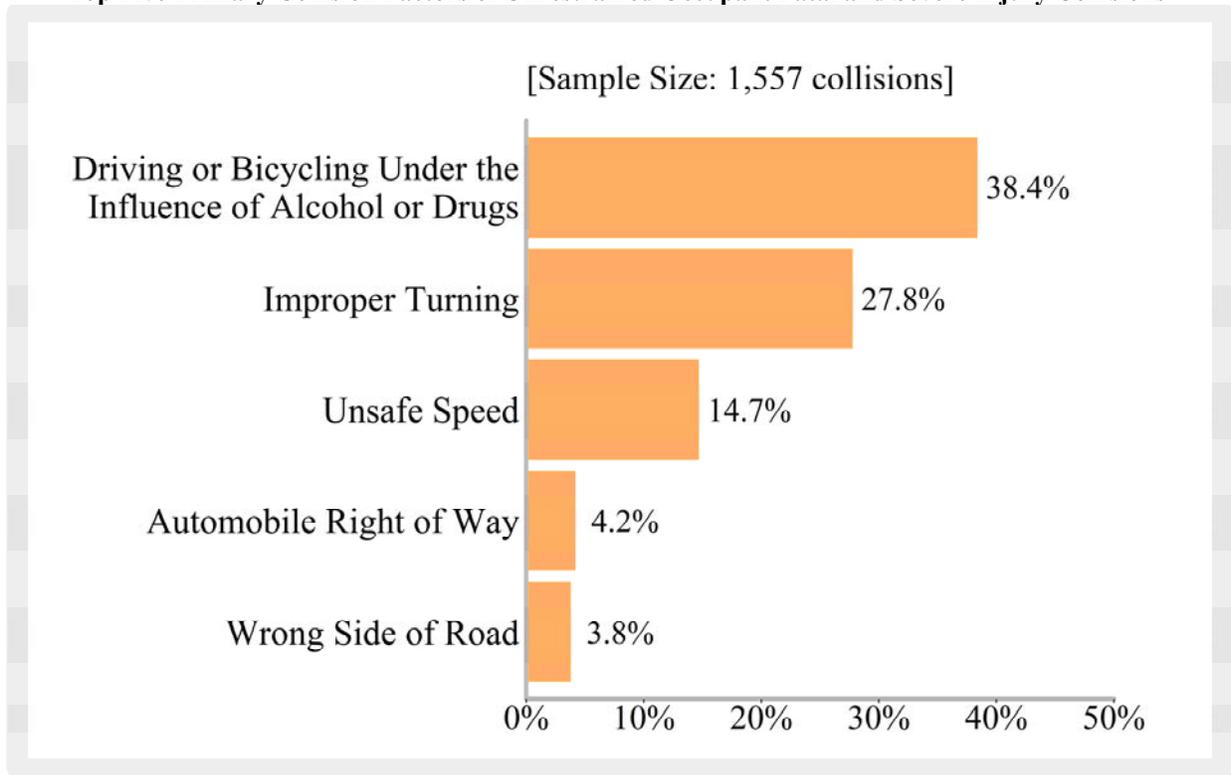


(a) Number of Fatal and Severe Injuries

(b) Number of Fatal and Severe Injuries per 100,000 Population

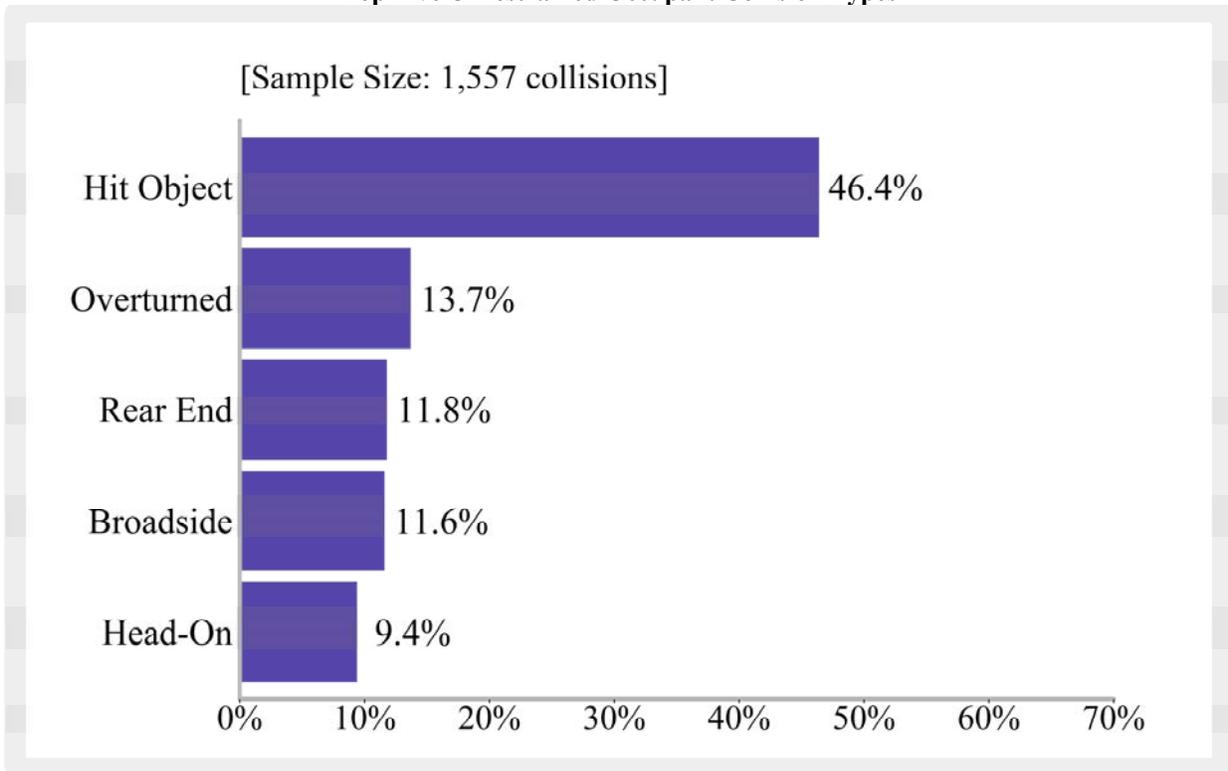
Source: FARS ARF 2016; Provisional SWITRS 2016; California Department of Finance 2016

**Top Five Primary Collision Factors of Unrestrained Occupant Fatal and Severe Injury Collisions**



Source: Provisional SWITRS 2016

**Top Five Unrestrained Occupant Collision Types**



Source: Provisional SWITRS 2016

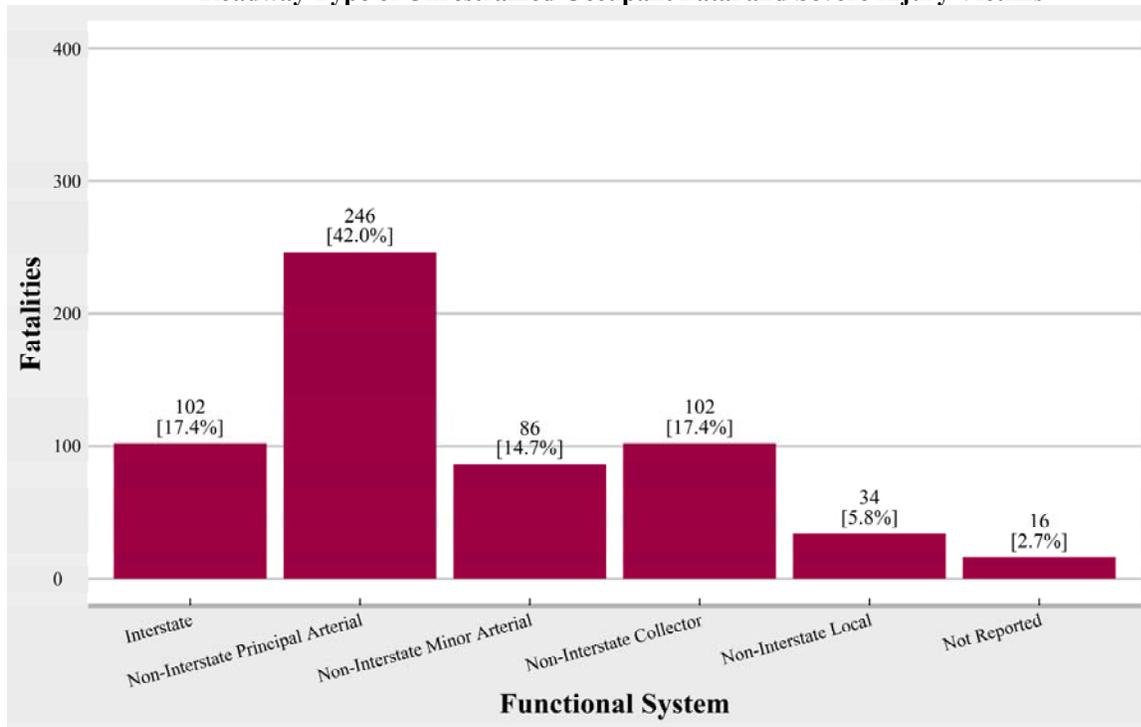
### Time of Day and Day of Week of Unrestrained Occupant Fatal and Severe Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	43	29	18	25	48	91	82	336 [19.4%]
3-6AM	26	19	19	20	21	49	44	198 [11.5%]
6-9AM	22	25	17	16	14	24	26	144 [8.3%]
9AM-Noon	15	9	11	22	9	26	17	109 [6.3%]
Noon-3PM	15	17	23	25	24	35	26	165 [9.5%]
3-6PM	26	20	29	28	43	41	27	214 [12.4%]
6-9PM	29	28	37	26	44	46	27	237 [13.7%]
9PM-Midnight	28	28	32	40	59	57	51	295 [17.1%]
Unknown	6	3	4	2	5	6	5	31 [1.8%]
TOTAL	210 [12.1%]	178 [10.3%]	190 [11.0%]	204 [11.8%]	267 [15.4%]	375 [21.7%]	305 [17.6%]	1,729 [100.0%]

FSI Num+% 1 - 15 16 - 23 24 - 27 28 - 41 42 - 91

Source: FARS ARF 2016; Provisional SWITRS 2016

### Roadway Type of Unrestrained Occupant Fatal and Severe Injury Victims



Source: FARS ARF 2016

## **AGING ROAD USERS**

### **PROBLEM IDENTIFICATION AND DATA ANALYSIS**

The older adult population in the United States aged 65 and older is expected to almost double between 2012 and 2050, from 43.1 million to 83.7 million. In 2016, there were 6,764 people aged 65 or older killed in a traffic collision in the United States; this accounted for 18.1 percent of all traffic fatalities. To provide context, the overall older population accounts for 15.2 percent of people in the United States and 18.8 percent of all licensed drivers in 2016. California has the largest number of licensed drivers over age 65 in the nation with 3,999,876, or 15.3 percent of all licensed drivers in the state. However, as drivers age, physical and mental changes including reduced visual acuity, increased fragility, restricted movement, and cognitive impairment can directly and indirectly result in age-related driving impairments.

Analyses presented in this section include fatal and severe injuries to drivers, passengers, bicyclists, pedestrians, and other non-motor vehicle occupants aged 65 or older.

#### **National**

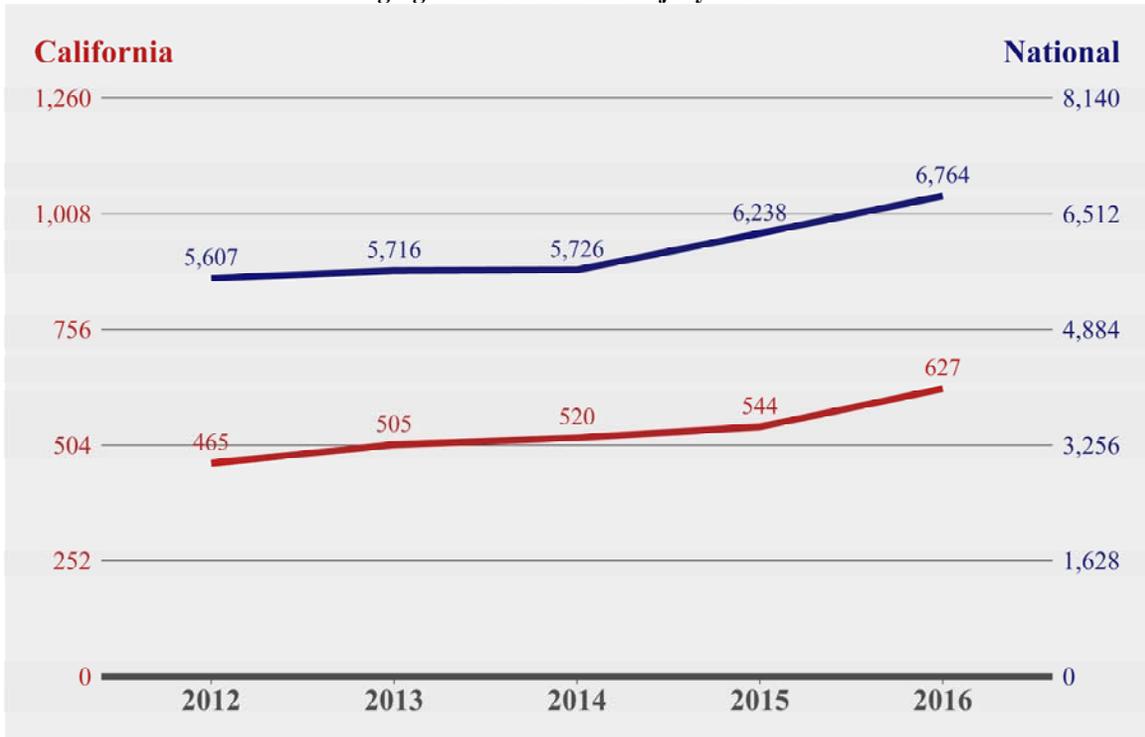
- In 2016, there were 6,764 people age 65 and older killed in collisions in the United States, which is a 7 percent increase from 6,238 in 2015.
- In 2016, people age 85 and older experienced the highest traffic fatality rate per 100,000 population among the older population.
- Among those 65 and older, bicycle fatalities increased by 97 percent (from 66 to 130) and pedestrian fatalities increased by 27.3 percent (from 910 to 1,158) between 2007 and 2016.
- Pedestrian fatalities for those age 65 and older increased 15.6 percent from 1,002 in 2015 to 1,158 in 2016. In 2016, nearly one-fifth (17.1 percent) of all pedestrian fatalities were people age 65 and older.

#### **California**

The figures in this section refer to aging road users injured in collisions in California in 2016. These numbers are the products of UCB SafeTREC analysis.

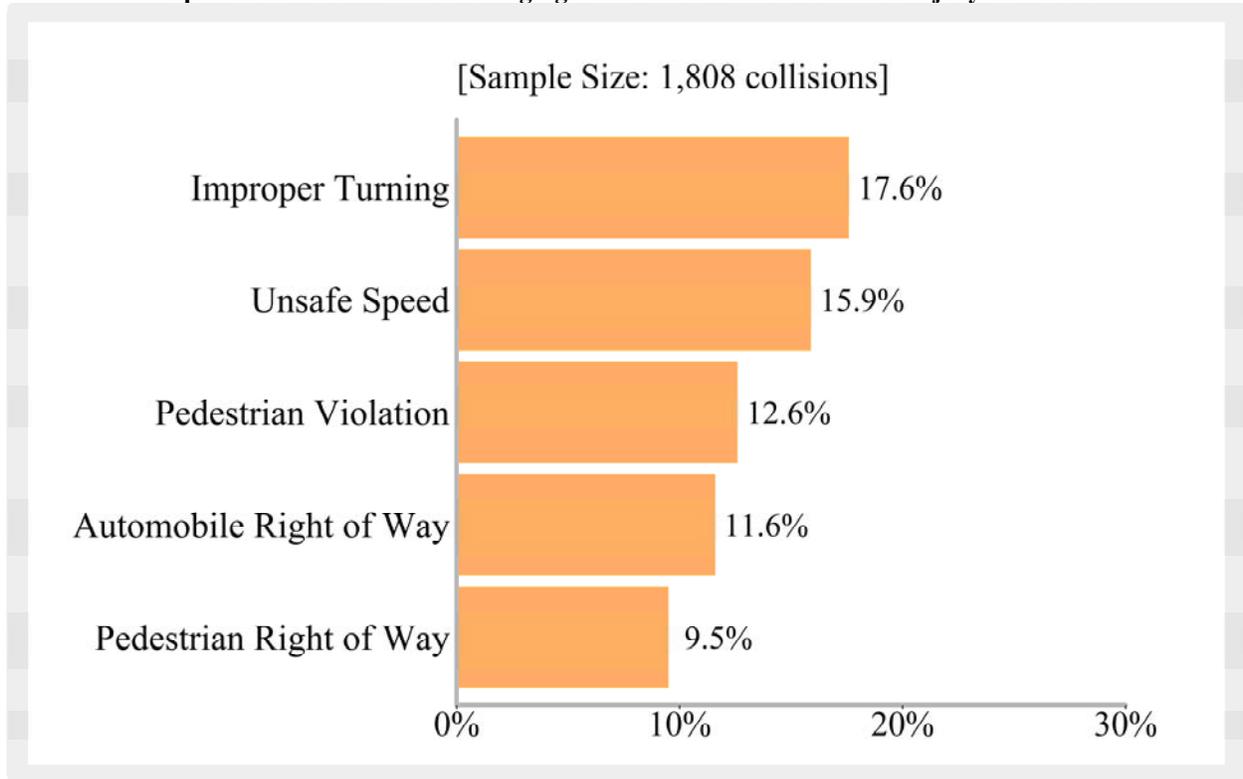
- In 2016, there were 627 people age 65 and older killed in traffic collisions in California, which is a 15.3 percent increase from 544 in 2015.
- Pedestrian fatalities aged 65 and older increased 13.0 percent, from 193 in 2015 to 218 in 2016.

### Aging Road Users Fatal Injury Trends



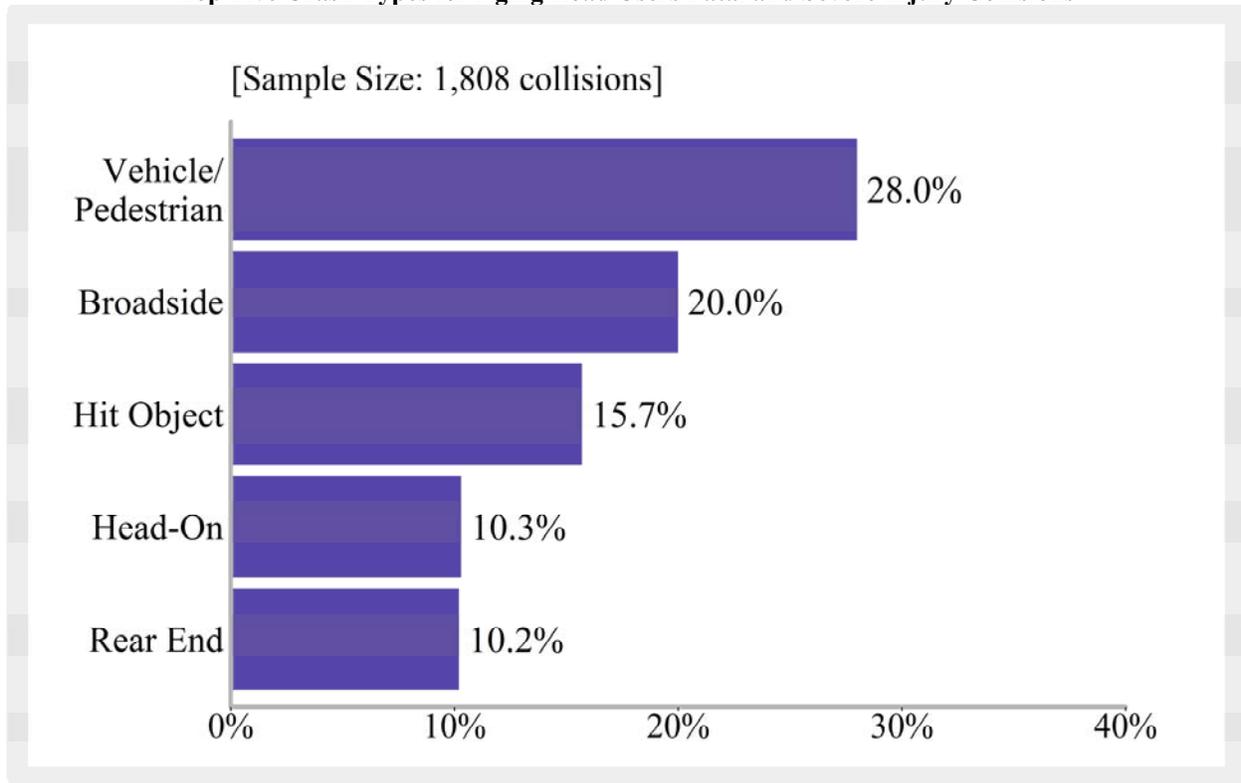
Source: FARS 2012 - 2015 Final File. 2016 ARF

### Top Five Collision Factors for Aging Road Users Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

### Top Five Crash Types for Aging Road Users Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

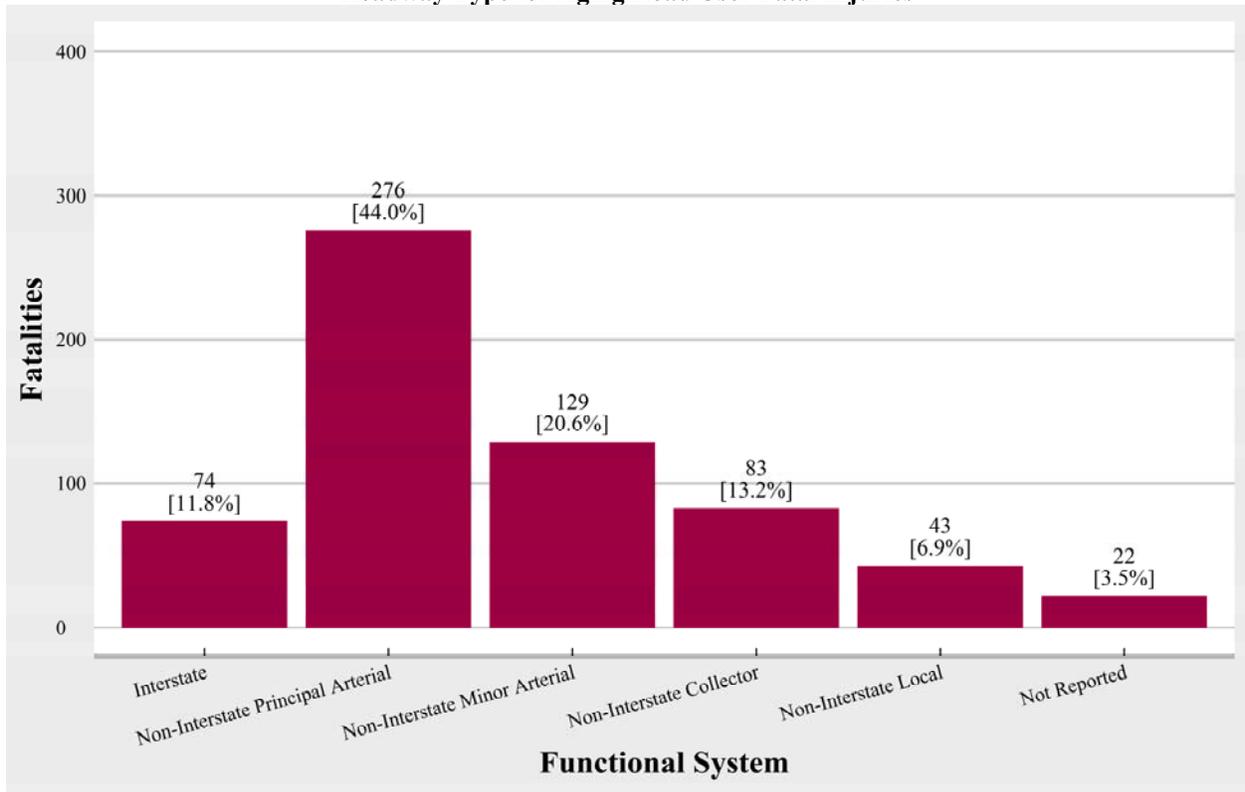
### Time and Day of Aging Road User Fatal and Severe Injuries

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	9	4	5	7	7	7	9	48 [2.6%]
3-6AM	8	12	15	13	11	12	7	78 [4.2%]
6-9AM	29	43	33	35	34	22	16	212 [11.4%]
9AM-Noon	37	42	33	59	48	46	34	299 [16.1%]
Noon-3PM	43	46	59	54	51	57	58	368 [19.8%]
3-6PM	47	50	53	77	58	57	47	389 [20.9%]
6-9PM	32	31	48	46	48	62	54	321 [17.3%]
9PM-Midnight	16	17	17	19	23	27	13	132 [7.1%]
Unknown	1	0	0	4	3	0	3	11 [0.6%]
TOTAL	222 [11.9%]	245 [13.2%]	263 [14.2%]	314 [16.9%]	283 [15.2%]	290 [15.6%]	241 [13.0%]	1,858 [100.0%]

FSI Num+% 0 1 - 7 8 - 17 18 - 35 36 - 49 50 - 77

Source: FARS ARF 2016; Provisional SWITRS 2016

### Roadway Type for Aging Road User Fatal Injuries



Source: FARS ARF 2016

## **Child Passenger Safety**

Nationally, an average of three children age 14 and under were killed daily in traffic collisions in 2016. Across the age spectrum, child motor vehicle fatalities have generally decreased, with the highest decrease in fatalities among the '13-14' age group (48.9 percent decrease from 411 in 2007 to 210 in 2016). These fatality trends are in part due to child safety seats and lap/shoulder seat belt use. Of the 4,826 child passenger vehicle occupants who survived fatal collisions, 3,972 or 82.3 percent were known to be restrained.

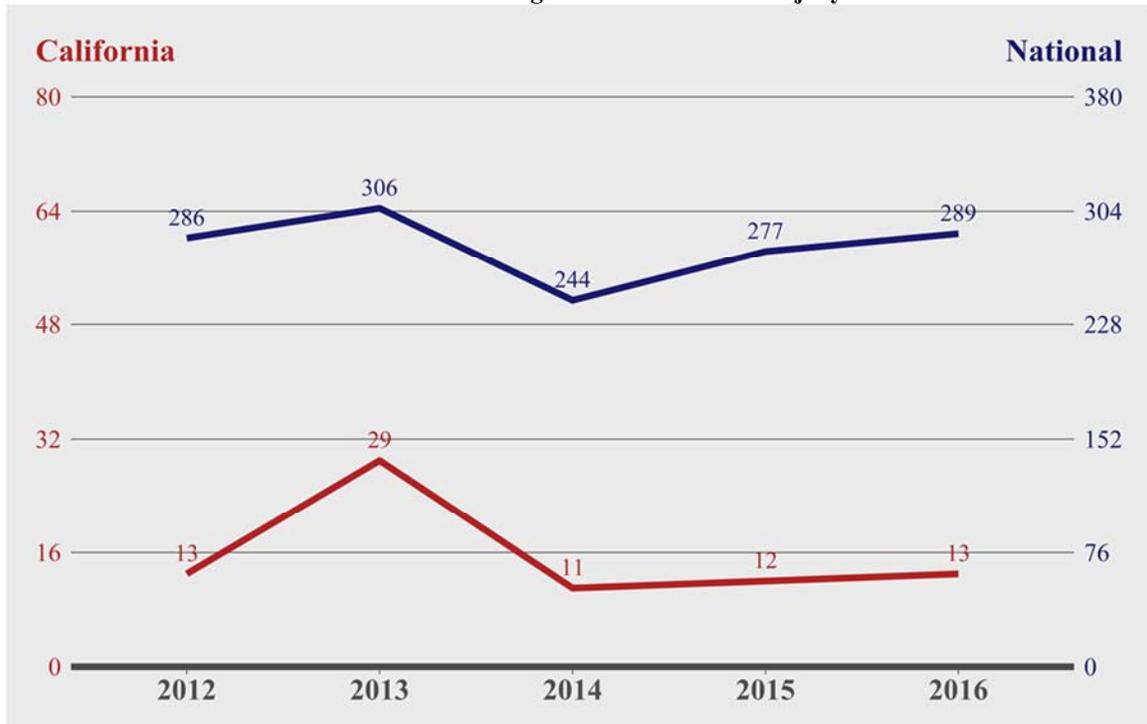
### **National**

- In 2016, there were 1,233 children age 14 and younger killed in motor vehicle collisions in the United States which accounts for 3.3 percent of all fatalities. This reflects a 7.8 percent increase from 1,144 in 2015.
- Of the 751 child passenger vehicle occupants killed with known restraint use in 2016, 38.5 percent were unrestrained. The percent known to be unrestrained in child fatalities increased with age from 15.7 percent of infants under age one to 64.2 percent of youth age 13 to 14.
- Among children under age five, an estimated 328 lives were saved in 2016 by restraint use. Of the 328 lives saved, 313 were due to child safety seats and 15 due to the use of adult seat belts.

### **California**

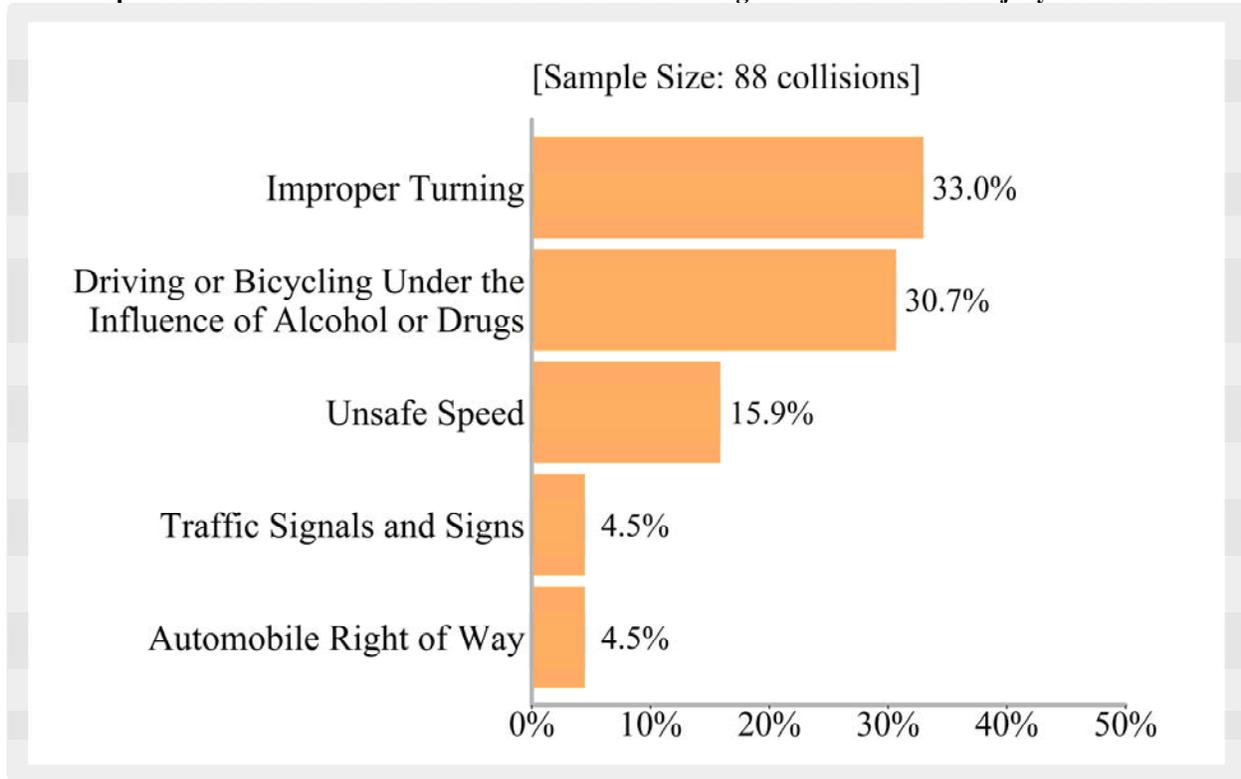
- Fatal injuries to unrestrained child passengers through age 14 stayed relatively steady between 11 and 13 fatalities from 2012 to 2016, with a spike in 2013. Severe injuries to unrestrained children climbed steadily between 2014 and 2016, from 46 injuries in 2014 to 81 injuries in 2016.
- Among children under age 5 in California, an estimated 37 lives were saved by child restraint use.
- As of January 2017, children under age two must be rear facing in a car seat unless they weigh at least 40 pounds or are at least 40 inches tall (Vehicle Code § 27360).
- Children under age eight must also be buckled into a car seat or booster seat in the back seat. Children over age eight, or 4'9" or taller, may use the vehicle seat belt system if it fits properly (Vehicle Code § 27363).

### Unrestrained Child Passenger Fatal and Severe Injury Trends



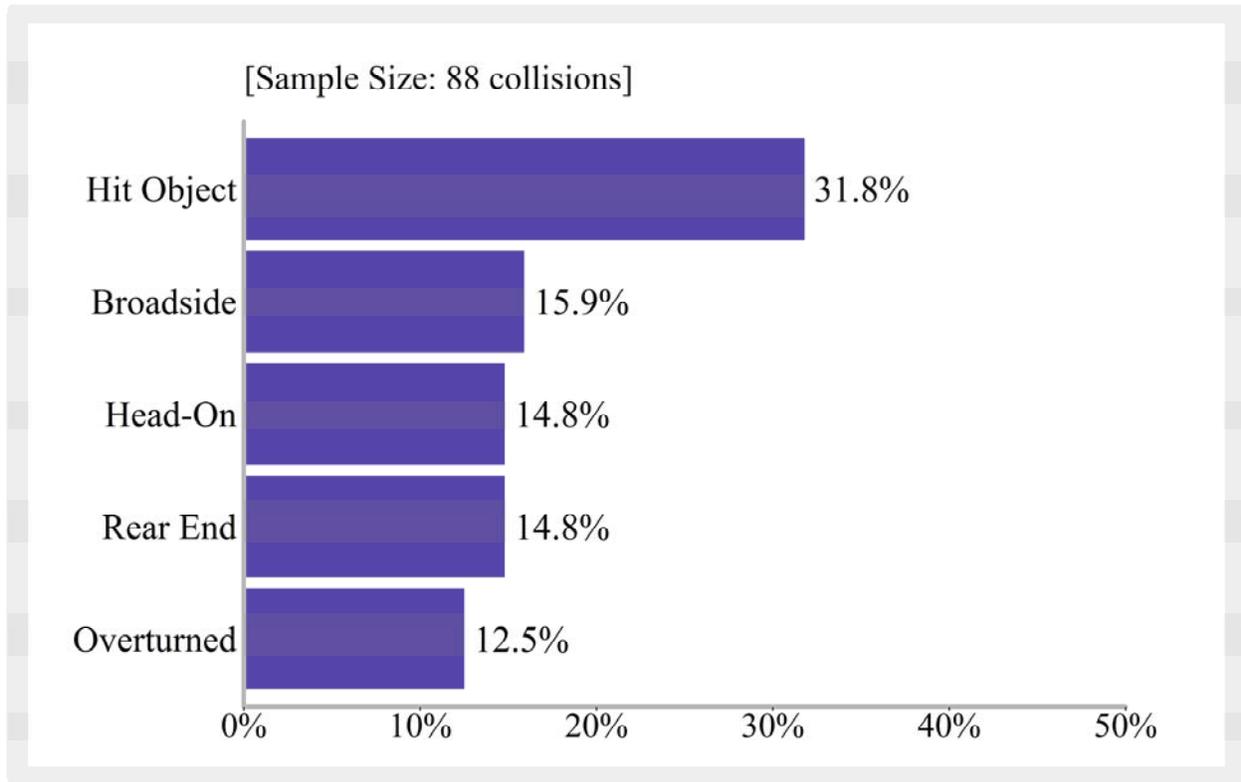
Source: FARS 2012 - 2015 Final File, 2016 ARF

### Top Five Collision Factors for Unrestrained Child Passenger Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

### Top Five Collision Types for Child Passenger



Source: Provisional SWITRS 2016

### Time and Day of Child Passenger Fatal and Severe Injuries

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	0	0	1	2	2	1	6 [6.4%]
3-6AM	1	2	0	0	0	1	2	6 [6.4%]
6-9AM	1	2	0	1	2	1	2	9 [9.6%]
9AM-Noon	3	1	1	0	1	5	4	15 [16.0%]
Noon-3PM	1	2	0	3	2	4	1	13 [13.8%]
3-6PM	1	2	2	1	6	3	1	16 [17.0%]
6-9PM	0	0	0	2	1	1	1	5 [5.3%]
9PM-Midnight	0	0	1	2	3	15	3	24 [25.5%]
Unknown	0	0	0	0	0	0	0	0 [0.0%]
TOTAL	7 [7.4%]	9 [9.6%]	4 [4.3%]	10 [10.6%]	17 [18.1%]	32 [34.0%]	15 [16.0%]	94 [100.0%]

FSI Num+% 0 1 2 3 - 15

Source: FARS ARF 2016; Provisional SWITRS 2016

## Countermeasures and Strategies

### 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.
- Urge the media to report occupant restraint usage as a part of every collision.
- Target high-risk populations with education and enforcement to increase occupant protection use.
- Improve occupant protection educational outreach.
- Increase occupant protection enforcement and improve adjudication of violations.
- Improve occupant protection data collection processes.

### Aging Road Users

- Develop and disseminate education materials, programs and tools that explain how the aging process may affect safe driving.
- Promote awareness of the impact that prescription and non-prescription medications and supplements have on aging road users.
- Law enforcement training on how to recognize older drivers whose driving abilities have declined.

### Child Passenger Safety

- Maintain the levels of CPS Certified Technicians by providing NHTSA’s standardized CPS Technician and Instructor Training Programs, and renewal and update classes.
- Conduct at least 35 NHTSA standardized CPS Certification training courses.
- Train a minimum of 700 new CPS Certified technicians.
- Provide CPS Recertification training to at least 250 CPS technicians.
- Provide technical webinars for CPS instructors and technicians.
- Provide CPS educational resources to law enforcement and other agencies.
- Provide a toll-free CPS Helpline in English and Spanish.
- Conduct child safety seat education classes to low-income residents.
- Conduct a minimum of 2,000 inspections to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.

- Conduct at least 200 child safety seat check-ups to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.
- Provide child safety seats to low-income families.
- Maintain an active network of partnerships between local, state, and national agencies.

Statewide Usage Surveys

- Conduct spring and summer statewide surveys of seat belt usage rate of front seat occupants and infant/toddlers in any vehicle position.

**Funded Grant Goals**

- Increase seat belt compliance by September 30, 2019.
- Increase child safety seat usage by September 30, 2019.
- Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2019.

**TASKS**

Aging Road Users

This grant will provide training and public awareness to the community and stakeholders related to aging road users.

Local Education

These grants conducted by county health departments and cities 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, educational presentations, providing NHTSA-Certified CPS technician training, disseminating educational literature, distributing no-cost child safety seats to low-income families, and serving as fitting stations.

Statewide Education

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

Statewide Usage Surveys

This task includes a grant for statewide observational seat belt, teen seat belt, and child safety seat usage rates.

**GRANT SUMMARY**

<b>Aging Road Users</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
OP19017	California Highway Patrol	405b OP	\$ 150,000

<b>Local Education</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
OP19001	Anaheim Police Department	405b OP	\$ 50,000
OP19002	Butte County Public Health Department	405b OP	\$ 91,000
OP19004	San Diego County Health and Human Services Agency	405b OP	\$ 150,000
OP19005	Contra Costa County Health Services	405b OP	\$ 75,000
OP19006	Los Angeles County Department of Public Health	405b OP	\$ 92,000
OP19007	Los Angeles Housing and Community Investment Department	405b OP	\$ 152,000
OP19008	Pomona Police Department	405b OP	\$ 153,000
OP19009	Rancho Cordova Police Department	405b OP	\$ 75,000
OP19010	Riverside County Department of Public Health	405b OP	\$ 150,000
OP19011	Santa Cruz County Health Services Agency	405b OP	\$ 45,000
OP19012	Stanislaus County Health Services Agency	405b OP	\$ 75,000
OP19013	Tehama County Health Services Agency	405b OP	\$ 50,000
OP19014	San Joaquin County Public Health Services	405b OP	\$ 85,000
OP19015	San Luis Obispo County Public Health Department	405b OP	\$ 55,000
OP19019	Ventura County Fire Department	405b OP	\$ 60,000
OP19020	Yolo County Health and Human Services Agency	405b OP	\$ 150,000
OP19021	Yuba County Health and Human Services Department	405b OP	\$ 50,000

<b>Statewide Education</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
OP19003	California Department of Public Health	405b OP	\$ 450,000
OP19016	California Highway Patrol	405b OP	\$ 700,000

<b>Statewide Usage Surveys</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
OP19018	California State University, Fresno	405b OP	\$ 250,000
<b>Total</b>			<b>\$ 3,108,000</b>

**Note:** Law enforcement agencies will be participating in the “Click It or Ticket” campaign and National Child Passenger Safety Week through their STEP grants.

#### **GRANT DESCRIPTIONS**

<b>Agging Road Users</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
OP19017	California Highway Patrol
	Keeping Everyone Safe (KEYS) X
	The California Highway Patrol (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 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 of the senior driving community. The collaborative groups will include members 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 Department of Motor Vehicles to educate the motoring public with specific emphasis upon older drivers.

<b>Statewide Education</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
OP19003	California Department of Public Health
	Vehicle Occupant Safety Program (VOSP)
	The California Department of Public Health's (CDPH) Vehicle Occupant Safety Program (VOSP) will coordinate child passenger safety (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 CPS technical capacity through the statewide CPS Technician Training System that trains and recertifies California CPS Technicians. VOSP will promote local CPS program development through on-site programmatic reviews, statewide webinars, education on CPS Violator Education programs, support CPS week activities, and provide research, data, CPS educational materials, and car seats statewide.
OP19016	California Highway Patrol
	California Restraint Safety Education and Training (CARSEAT) II
	The California Highway Patrol (CHP) will conduct a 12-month traffic safety grant focusing on community outreach and enforcement measures to increase seat belt and child safety restraint usage. The grant goals are to reduce the number of fatalities and injuries in traffic collisions in which victims did not use, or improperly used, their vehicle occupant restraint system. Objectives are to conduct child safety seat inspections, distribute child safety seats, conduct a statewide enforcement and awareness campaign, and provide comprehensive traffic safety educational seminars, classes, and informational sessions. The grant will provide child passenger safety certification training to the CHP and allied agency personnel.

<b>Statewide Usage Surveys</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
OP19018	California State University, Fresno
	STATEWIDE OBSERVATIONAL RESTRAINT USAGE SURVEYS
	Statewide seat belt usage data will be collected 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 17 counties accounting for more than 85 percent of fatalities on California roadways will be sampled. Standard error will not exceed 2.5 percent. The data on usage rates at 204 sites will be collected in Spring and again in Summer of 2019 for a total of 408 periods. During the Spring and Summer restraint surveys, a Distracted Driving survey will be simultaneously conducted. In addition, a statewide survey of teen driver and passenger seat belt usage will be performed at 102 high schools. Lastly, an infant/child restraint usage survey at 102 sites across the state will be completed.

# PEDESTRIAN AND BICYCLE SAFETY

## PROBLEM IDENTIFICATION AND DATA ANALYSIS

### Pedestrian Safety

Everyone is a pedestrian, whether or not walking is one's primary mode of travel. As a commute mode, walking is gaining in numbers. In its 2018 report, "Pedestrian Traffic Fatalities by State, 2017 Preliminary Data" the GHSA reports that pedestrian fatalities in the nation have increased disproportionately to other traffic deaths. Pedestrian fatalities as a proportion of total motor vehicle deaths increased from 11.4 percent in 2007 to 16.0 percent in 2016. Moreover, pedestrian fatalities increased 27.4 percent from 2007 to 2016 while other traffic deaths decreased 13.9 percent. The GHSA report found that, in 2016, the number of pedestrian fatalities was at its highest one-year level since 1990. California was one of five states, including Florida, Texas, New York, and Arizona, which reported more than 100 pedestrian deaths and collectively accounted for 43 percent of all pedestrian deaths in the US in the first half of 2017.

Analyses presented in the pedestrian program area include fatal and severe injuries to pedestrians. The FARS only includes pedestrians on foot, whereas SWITRS fatal and severe injury analysis include both pedestrians and persons on personal conveyances, e.g., skateboards, wheelchairs, etc. Pedestrian collisions are defined as crashes where one or more victims is a pedestrian.

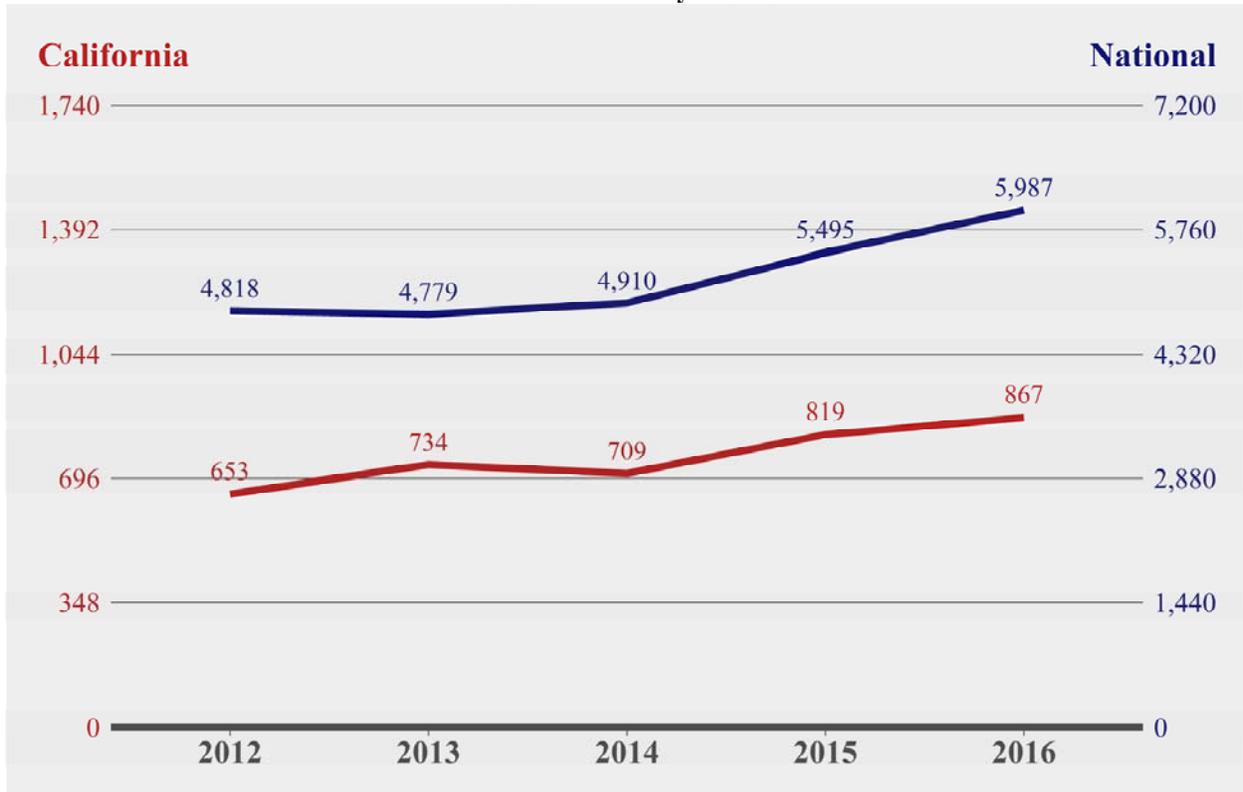
#### National

- Pedestrian fatalities rose between 2012 and 2016, increasing 24.3 percent from 4,818 people in 2012 to 5,987 people in 2016. The one-year increase from 2015 was 9.0 percent from 5,495 pedestrian fatalities.
- NHTSA reports that nearly 16 pedestrians died every day, averaging a pedestrian every 1.5 hours in traffic collisions in 2016.

#### California

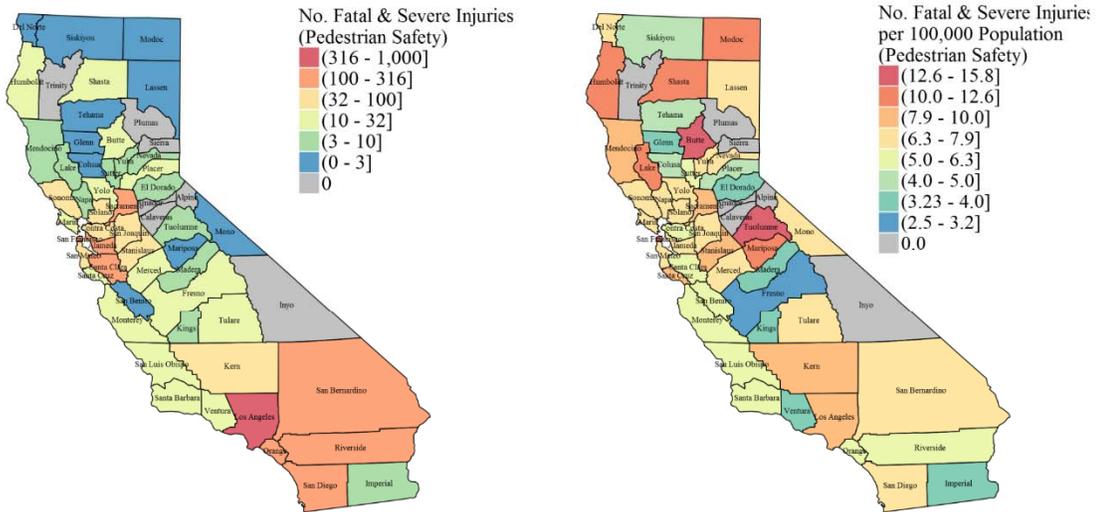
- Pedestrian fatalities also continued to increase in California; the number of fatalities rose 32.8 percent from 653 in 2012 to 867 in 2016. The one-year increase from 2015 was 5.9 percent from 819 pedestrian fatalities.
- In the 2017 Traffic Safety Survey conducted by UC Berkeley SafeTREC, Californians were asked to think of the times they had been a pedestrian in the past six months and to identify the safety problems they experienced. "Cars not stopping" was reported by 28.9 percent, "distracted drivers (cell phones)" was noted by 21.1 percent, and "cars going too fast" was reported by 17.0 percent of respondents.

### Pedestrian Fatality Trends



Source: FARS 2012 - 2015 Final File, 2016 ARF

### Pedestrian Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County

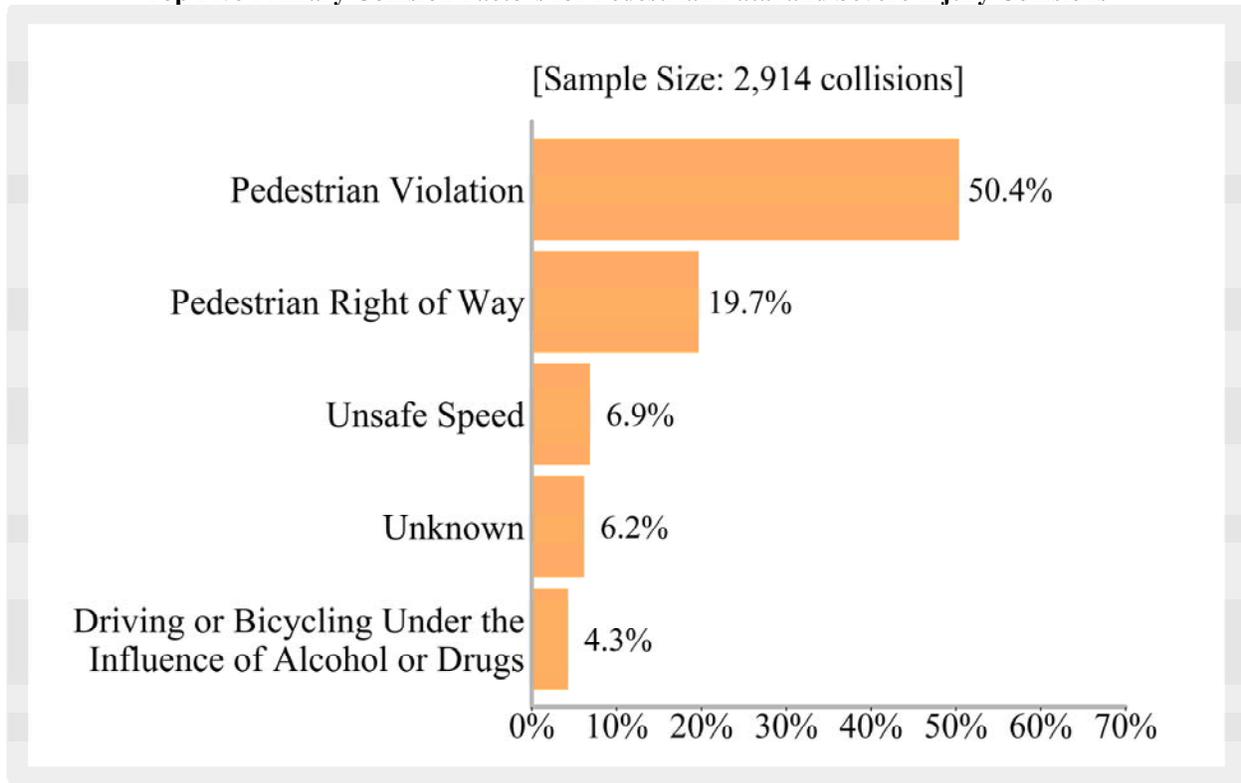


(a) Number of Fatal and Severe Injuries

(b) Number of Fatal and Severe Injuries per 100,000 Population

Source: FARS ARF 2016; Provisional SWITRS 2016; California Department of Finance 2016

**Top Five Primary Collision Factors for Pedestrian Fatal and Severe Injury Collisions**



Source: Provisional SWITRS 2016

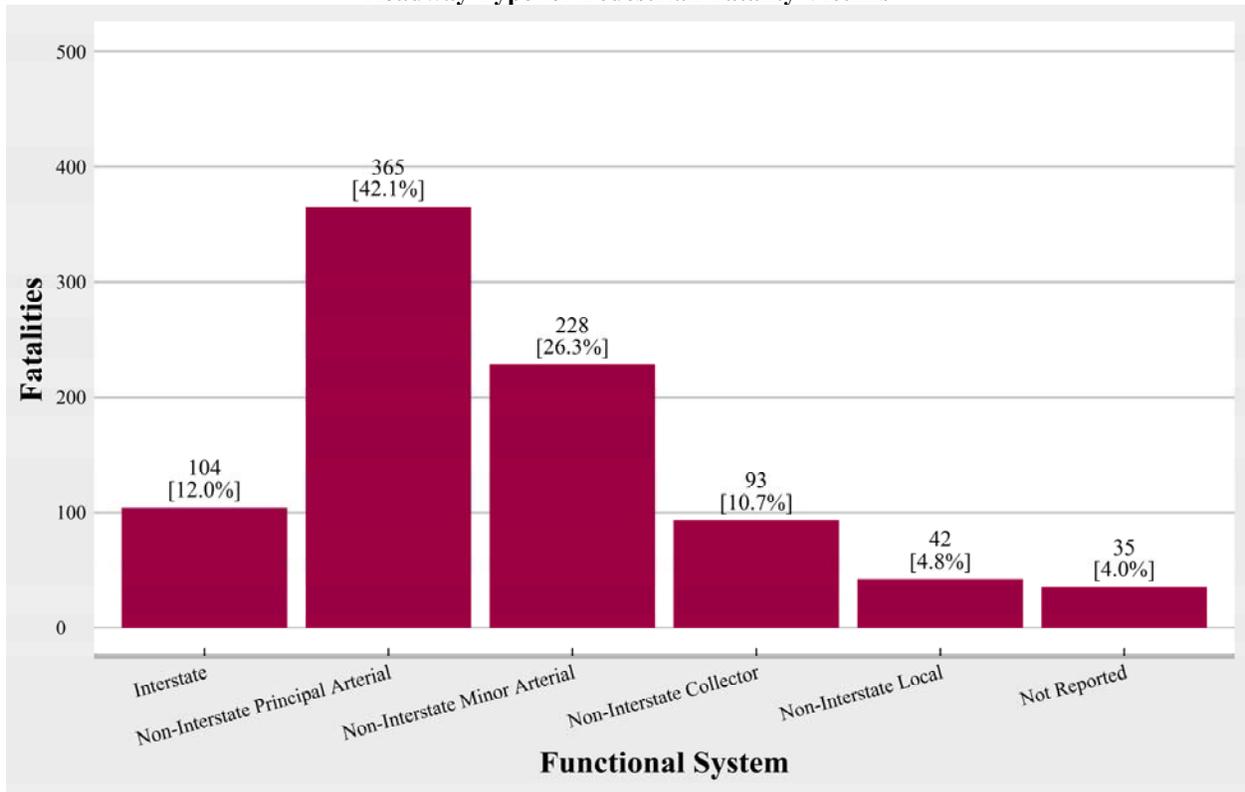
**Time of Day and Day of Week for Pedestrian Fatal and Severe Injury**

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	32	27	28	24	35	78	85	309 [10.6%]
3-6AM	29	27	37	32	37	31	28	221 [7.5%]
6-9AM	42	54	53	50	43	25	16	283 [9.7%]
9AM-Noon	21	26	23	22	24	18	20	154 [5.3%]
Noon-3PM	19	29	18	30	35	27	22	180 [6.1%]
3-6PM	58	62	75	74	69	67	47	452 [15.4%]
6-9PM	122	100	92	100	132	120	101	767 [26.2%]
9PM-Midnight	56	65	82	82	82	110	71	548 [18.7%]
Unknown	3	2	1	0	4	2	2	14 [0.5%]
TOTAL	382 [13.0%]	392 [13.4%]	409 [14.0%]	414 [14.1%]	461 [15.7%]	478 [16.3%]	392 [13.4%]	2,928 [100.0%]

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Source: FARS ARF 2016; Provisional SWITRS 2016

### Roadway Type for Pedestrian Fatality Victims



Source: FARS ARF 2016

## **Bicycle Safety**

Bicycling is becoming more popular across the country, for commuting, exercise, and leisure. However, in the event of a traffic collision between a motor vehicle and a bicyclist, the bicyclist is the more vulnerable party and more likely to be injured or killed than motor vehicle passengers. In 2016, there were 840 bicyclists killed in a traffic collision.

Analyses presented in the bicycling program area include fatal and severe injuries to bicyclists, other cyclists, and passengers on bicycles. Bicycle collisions are defined as crashes where one or more victims is a bicyclist, other cyclist, or bicycling passenger.

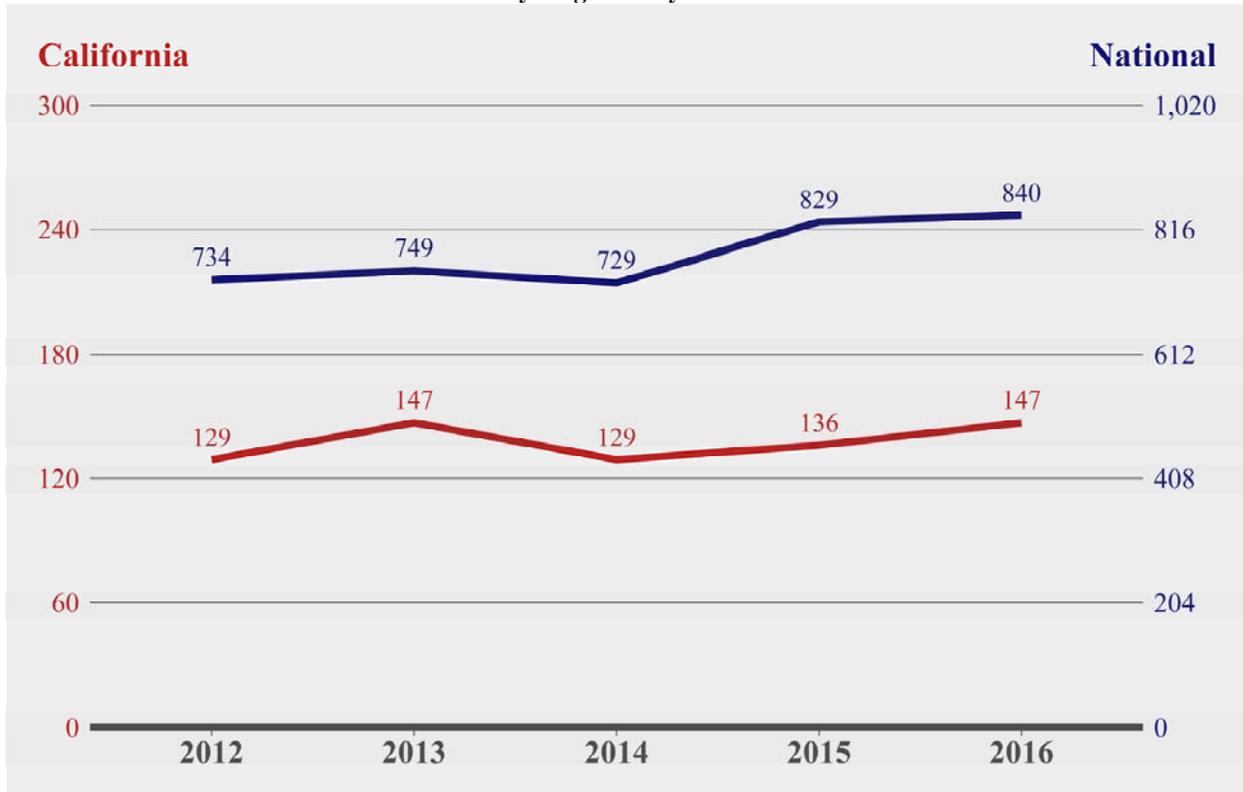
### **National**

- Bicycling fatalities increased 1.3 percent from 829 in 2015 and 14.4 percent from 734 in 2012 to 840 in 2016.
- Bicycle fatalities represented 2.2 percent of the total number of traffic fatalities in 2016.
- In 2016, 20.5 percent of pedalcyclists killed in a traffic crash had a BAC of .08 g/dL or higher.

### **California**

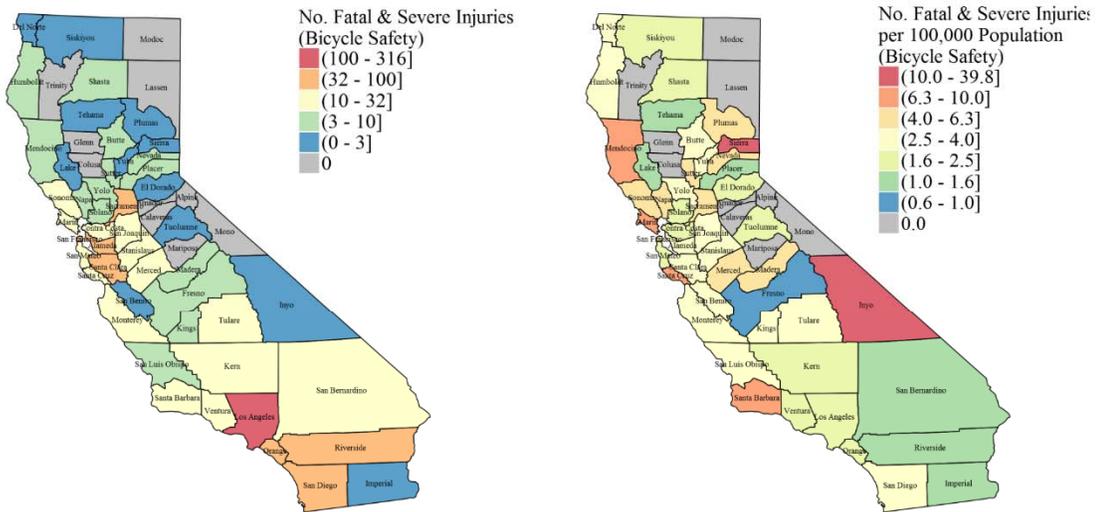
- In California, bicycle fatalities increased 8.1 percent from 136 fatalities in 2015 to 147 fatalities in 2016.
- Bicycle fatalities represented 4.1 percent of the total number of traffic fatalities in 2016 in California.
- Bicyclists are required to follow the California Vehicle Code while riding on California roadways. Unless prohibited, bicyclists are allowed to ride in travel lanes. In the 2017 Traffic Safety Survey, drivers were asked if they believed it to be legal for bicyclists to ride on roadways when there is no bike lane present. About 72 percent agreed, while 27.8 percent did not, a 4.2 percent increase from 2016.

### Bicycling Fatality Trends



Source: FARS ARF 2012 - 2016

### Bicycling Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County

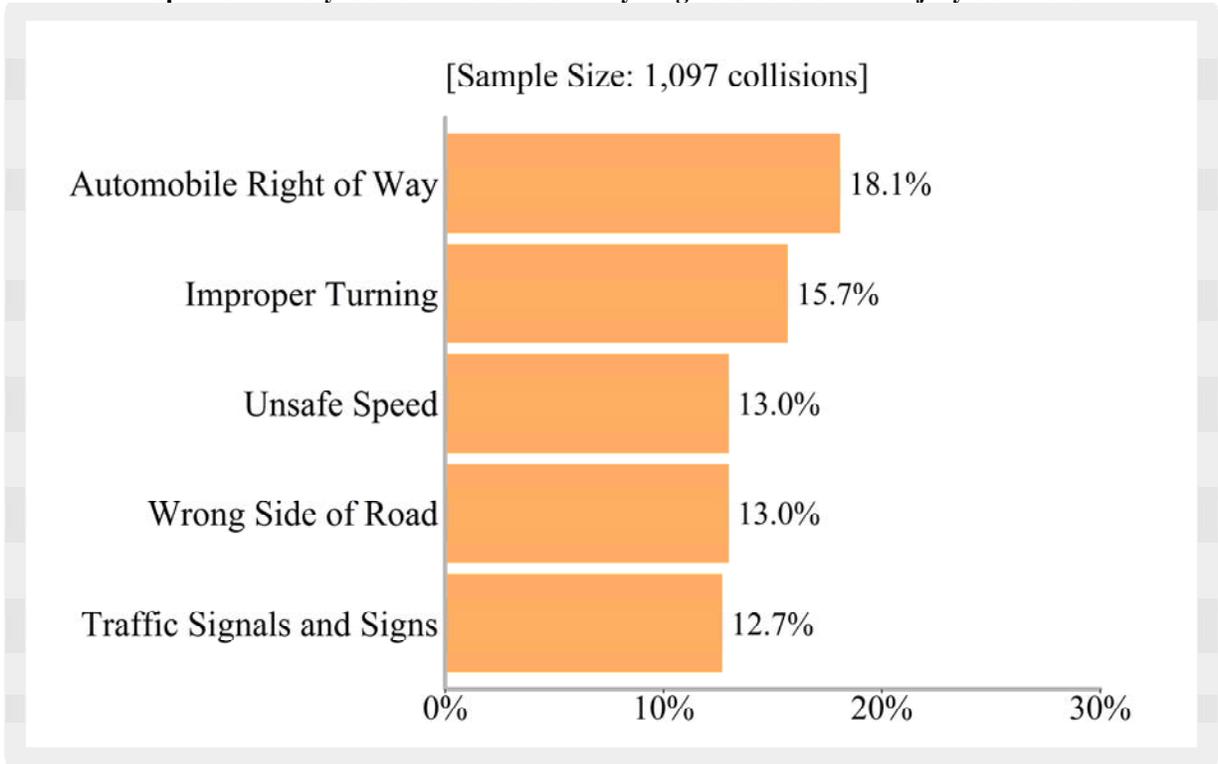


(a) Number of Fatal and Severe Injuries

(b) Number of Fatal and Severe Injuries per 100,000 Population

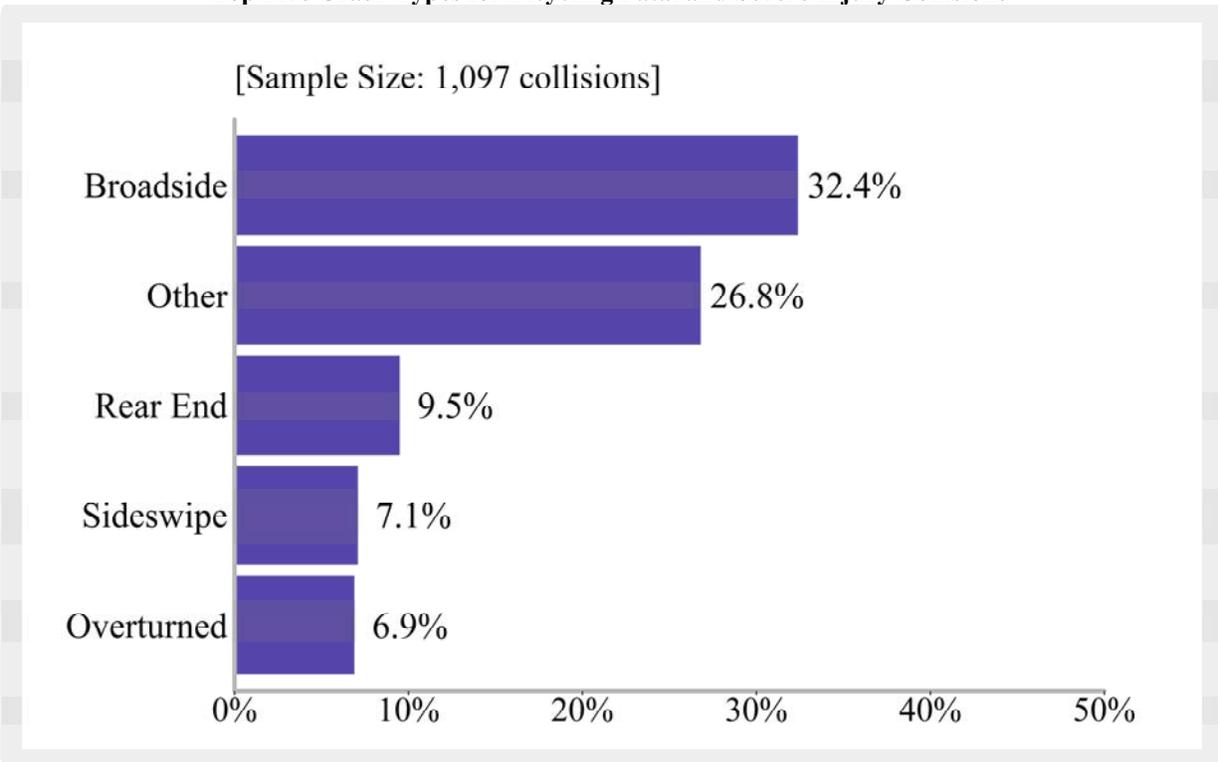
Source: FARS ARF 2016; Provisional SWITRS 2016; California Department of Finance 2016

### Top Five Primary Collision Factors for Bicycling Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

### Top Five Crash Types for Bicycling Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

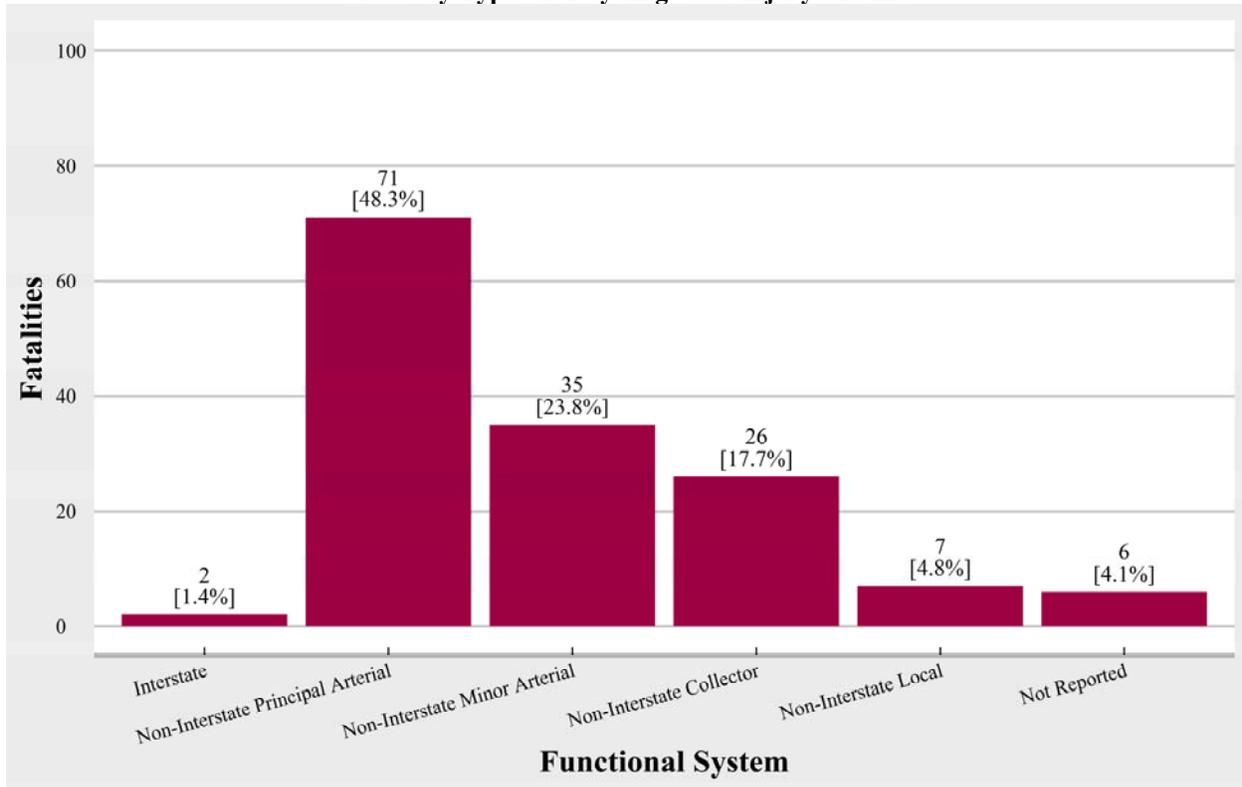
### Time of Day and Day of Week for Bicycling Fatal and Severe Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	5	5	7	4	6	8	11	46 [4.3%]
3-6AM	1	5	5	4	6	9	2	32 [3.0%]
6-9AM	14	28	24	17	17	11	5	116 [10.7%]
9AM-Noon	21	13	21	12	26	57	31	181 [16.7%]
Noon-3PM	18	19	22	20	23	33	19	154 [14.2%]
3-6PM	28	40	40	29	34	29	28	228 [21.1%]
6-9PM	37	30	33	37	33	34	26	230 [21.3%]
9PM-Midnight	8	12	20	11	16	10	15	92 [8.5%]
Unknown	0	0	0	0	2	0	0	2 [0.2%]
TOTAL	132 [12.2%]	152 [14.1%]	172 [15.9%]	134 [12.4%]	163 [15.1%]	191 [17.7%]	137 [12.7%]	1,081 [100.0%]

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Source: FARS ARF 2016; Provisional SWITRS 2016

### Roadway Type for Bicycling Fatal Injury Victims



Source: FARS ARF 2016

## **Countermeasures and Strategies**

### Community Support/Technical Assistance

- Fund SafeTREC to facilitate sustained networks, conduct community workshops, technical assistance, among FHWA Pedestrian and Bicyclist Focus Cities including Los Angeles, San Francisco, San Diego, San Jose, Santa Ana, Fresno, and Bakersfield.
- Offer free Pedestrian Safety Assessments to cities and communities.

### Education/Public Awareness

- Expand the statewide pedestrian safety campaign “Pedestrians Don’t Have Armor.”
- Promote the use of the “Pedestrians Don’t Have Armor” suit throughout the state.
- Expand activities, events, and public information during May’s Bicycle Safety Month and September’s Pedestrian Safety month.
- Fund the Southern California Association of Governments (SCAG) to provide community outreach and education in Los Angeles, Riverside, San Bernardino, Orange, Imperial, and Ventura counties.
- Continue community-based education workshops on pedestrian safety best practices, walkability and community engagements to cities with high rates of pedestrian and bicycle fatalities and injuries.

### **Funded Grant Goals**

- Reduce the number of pedestrians killed by September 30, 2019.
- Reduce the number of pedestrians injured by September 30, 2019.
- Reduce the number of pedestrians killed under the age of 15 by September 30, 2019.
- Reduce the number of pedestrians injured under the age of 15 by September 30, 2019.
- Reduce the number of pedestrians killed over the age of 65 by September 30, 2019.
- Reduce the number of pedestrians injured over the age of 65 by September 30, 2019.
- Reduce the number of bicyclists killed in traffic related collisions by September 30, 2019.
- Reduce the number of bicyclists injured in traffic related collisions by September 30, 2019.
- Reduce the number of bicyclists killed in traffic related collisions under the age of 15 by September 30, 2019.
- Reduce the number of bicyclists injured in traffic related collisions under the age of 15 by September 30, 2019.
- Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2019.

## TASKS

### Community Support/Technical Assistance

This task provides funding for the University of California Berkeley to conduct workshops, provide technical assistance, and encourage best practices at the community level. Pedestrian and bicycle safety efforts will be conducted within high collision cities and communities as well as the seven focus cities (Los Angeles, San Diego, San Francisco, San Jose, Santa Ana, Fresno, and Bakersfield).

### Education/Public Awareness

Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving pedestrians and bicyclists. The funded strategies may include classroom education, bicycle rodeos, community events, presentations, and workshops. These countermeasures should be conducted in communities with high numbers of pedestrian and/or bicycle related collisions including underserved communities, older adults, and school-aged children. Coordinated efforts such as Safe Routes to School initiatives, Vision Zero campaigns, and working with community-based organizations are highly encouraged to prevent fatalities and injuries of vulnerable non-motorized road users.

## GRANT SUMMARY

<b>Community Support/Technical Assistance</b>			
Grant	Agency	Fund	Amount
PS19024	University of California, Berkeley - SafeTREC	405h PS	\$ 1,250,000
PS19025	University of California, Berkeley - SafeTREC	402 PS	\$ 300,000

<b>Education and Public Awareness</b>			
Grant	Agency	Fund	Amount
PS19001	Alameda County Transportation Commission	402 PS	\$ 200,000
PS19002	Anaheim Police Department	402 PS	\$ 60,000
PS19003	Bakersfield Police Department	402 PS	\$ 30,000
PS19004	Butte County Public Health Department	402 PS	\$ 40,000
PS19005	San Diego County Health and Human Services Agency	402 PS	\$ 75,000
PS19006	Escondido Police Department	402 PS	\$ 25,000
PS19007	Kern County Hospital Authority	402 PS	\$ 60,000
PS19008	City of Lancaster Development Services	402 PS	\$ 55,000
PS19009	Long Beach Department of Health and Human Services	402 PS	\$ 150,000
PS19010	Los Angeles County Department of Public Works	402 PS	\$ 125,000
PS19011	Los Angeles Housing and Community Investment Department	402 PS	\$ 250,000
PS19012	Modesto Police Department	402 PS	\$ 40,000
PS19013	Oakland department of transportation	402 PS	\$ 100,000
PS19014	Orange County Transportation Authority	402 PS	\$ 75,000
PS19015	Pasadena Transportation Department	402 PS 405c TR	\$ 100,000 \$ 75,000
PS19016	Rancho Cordova Police Department	402 PS	\$ 40,000
PS19017	Redondo Beach Police Department	402 PS	\$ 20,000
PS19018	Riverside County Department of Public Health	402 PS	\$ 125,000
PS19019	Sacramento County Office of Education	402 PS	\$ 175,000
PS19020	Santa Cruz County Health Services Agency	402 PS	\$ 150,000
PS19021	Solano Transportation Authority	402 PS	\$ 85,000
PS19022	Southern California Association of Governments	402 PS	\$ 550,000
PS19023	Sunnyvale Department of Public Safety	402 PS	\$ 30,000
PS19026	San Diego Police Department	402 PS	\$ 125,000

<b>Education and Public Awareness</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PS19027	San Francisco Department of Public Health	402 PS	\$ 75,000
PS19028	San Jose Department of Transportation	402 PS	\$ 100,000
PS19029	San Luis Obispo County Public Health Department	402 PS	\$ 150,000
PS19030	San Mateo County Office of Education	402 PS	\$ 100,000
PS19031	Santa Ana Public Works Agency	402 PS	\$ 50,000
PS19032	California Highway Patrol	405h PS	\$ 1,000,000
PS19033	Watsonville Police Department	402 PS	\$ 35,000
<b>Total</b>			<b>\$ 5,820,000</b>

**Note: Police departments will be conducting enforcement operations in areas of high bicycle and pedestrian collisions through their STEP grants.**

### GRANT DESCRIPTIONS

<b>Community Support/Technical Assistance</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
PS19024	University of California, Berkeley - SafeTREC Community Pedestrian and Bicycle Safety Program
	The Community Pedestrian and Bicycle Safety Program (CPBSP) consists of 1) the Community Pedestrian and Bicycle Safety Training program which works with high-need and/or high-risk communities to train local residents and safety advocates on how to improve pedestrian and bicycle safety and to strengthen their collaboration with local officials and agency staff; the 2) Focus City program, in SafeTREC works with each city to conduct training, technical assistance, and educational/outreach efforts; and 3) Safe Route to School Launch Program, which provides communities with the tools, trainings, and assistance to build and sustain effective Safe Routes to School programs. All programs work statewide.
PS19025	University of California, Berkeley - SafeTREC Complete Streets Safety Assessments
	Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving pedestrians and bicyclists. The funded strategies may include classroom education, bicycle rodeos, community events, presentations, and workshops. These countermeasures should be conducted in communities with high numbers of pedestrian and/or bicycle related collisions including underserved communities, older adults, and school-aged children. Coordinated efforts such as Safe Routes to School initiatives, Vision Zero campaigns, and working with community-based organizations are highly encouraged to prevent fatalities and injuries of vulnerable non-motorized road users.

<b>Education/Public Awareness</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
PS19032	California Highway Patrol CA Pedestrian and Bicyclist Enforcement and Education Project (CPBEEP) VI
	The California Highway Patrol (CHP) will conduct a 12-month statewide grant to reduce pedestrian- and bicyclist-involved collisions and victims. This project includes both enhanced enforcement and public awareness education focusing on pedestrian and bicyclist traffic safety, including motorist behavior when in the presence of pedestrians and bicyclists. Enforcement operations and educational efforts will also include impaired and/or distracted walking and bicycling.

# **POLICE TRAFFIC SERVICES**

## **PROBLEM IDENTIFICATION AND DATA ANALYSIS**

A speeding-related collision is defined as one where a driver is racing, driving too fast for the conditions, or driving in excess of the posted speed limit. In the United States, speeding has been involved in nearly one-third of all fatal crashes for more than twenty years and is a leading contributing factor in traffic collisions. Speeding reduces a driver's ability to steer safely around curves or objects, reduces the amount of time a driver has to react to a dangerous situation, and extends safe stopping distances.

Analyses presented in the police traffic services program area refer to speeding-related fatal and severe injuries. Speeding-related collisions are defined as crashes where one or more drivers was speeding, racing, or driving too fast for the conditions.

### **National**

- In the United States, there were 10,111 people killed in a speeding-related traffic collision in 2016, a 4.0 percent increase from 9,723 in 2015, and a 2.1 percent decrease from 10,329 in 2012.
- In 2016, 27.0 percent of the nation's 37,461 motor vehicle fatalities were speeding-related. Drivers involved in a fatal speeding-related crash were also more likely to engage in other risky behaviors compared to non-speeding drivers.
- Of all speeding drivers in fatal crashes, 36.8 percent had a BAC of .08 or higher compared to only 15.2 percent of non-speeding drivers involved in fatal crashes in 2016.
- In 2016, only 50.5 percent of speeding passenger vehicle drivers involved in fatal crashes were known to be restrained, compared to 78.8 percent of non-speeding drivers.
- In 2016, 33 percent of motorcycle riders involved in fatal crashes were speeding, more than any other vehicle type.

### **California**

- In California, there were 1,056 people killed in speeding-related traffic collisions in 2016, a 2.3 percent increase from 1,032 in 2015, and a 10.7 percent increase from 954 in 2012.
- In 2016, 29.1 percent of California's 3,623 motor vehicle fatalities were speeding-related. California had the second-highest number of speeding-related fatalities in the nation in 2016.
- The 2017 the OTS Traffic Safety Survey reported that 65.0 percent of drivers surveyed perceive that it is safe to drive 10 miles over the speed limit on freeways. When asked about the safety of driving 20 miles over the speed limit, 12.6 percent of drivers surveyed believe it is safe. Of young adult drivers age 18 to 24, 21.2 percent believe it is safe to do so.

### **Deployment of Traffic Law Enforcement Resources Based on Analysis**

Grant funding was recommended by Program Area Coordinators and approved by management based on projected resources. Most law enforcement grants are split-funded by identifying and evaluating the seriousness of problem and available funding. Other considerations include the likelihood of successful projects and potential traffic safety impact.

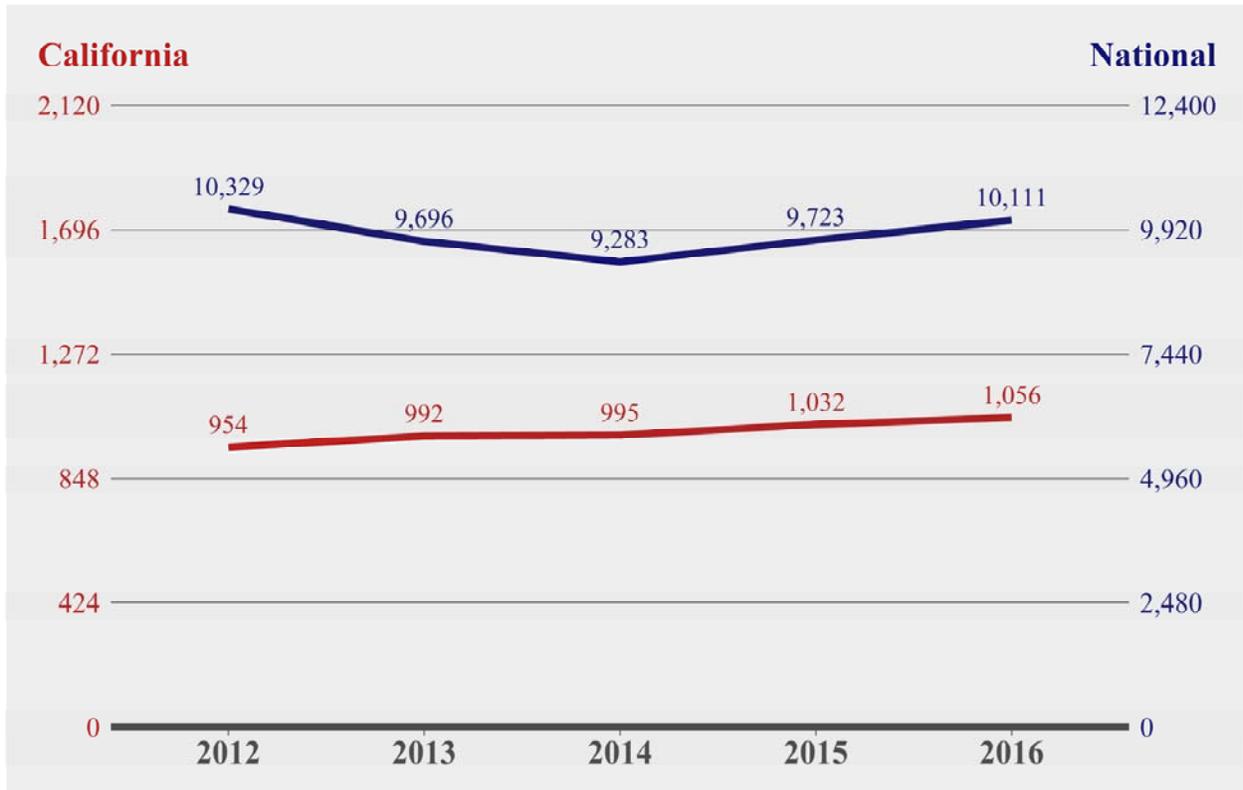
Subrecipients follow best practice traffic safety enforcement efforts as listed in the NHTSA's "*Countermeasures That Work*," such as DUI/DL checkpoints, DUI saturation patrols, warrant details, and court stings. In addition, these efforts include integrated traffic enforcement such as traffic enforcement operations focusing on top primary

collision factors, distracted driving operations, motorcycle safety enforcement operations, and bike and pedestrian enforcement operations.

High visibility enforcement is conducted statewide by subrecipients participating in the “National Distracted Driving Awareness Month” in April, May’s “National Motorcycle Safety Month” and “National Bicycle Safety Month,” the “Click It or Ticket” campaign in May and June, and “California’s Pedestrian Safety Month” in September. There are additional high visibility enforcement operations during the two eighteen-day national impaired driving mobilizations in August and December along with enforcement efforts on Halloween, Super Bowl Sunday, St. Patrick’s Day, Cinco De Mayo, and Independence Day weekend.

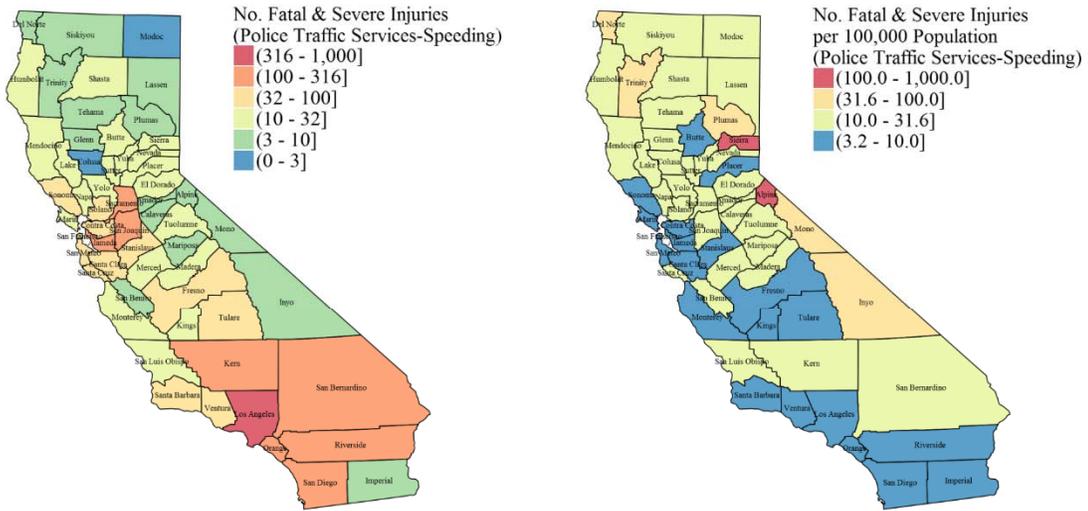
Enforcement objectives will be conducted by the CHP, the ABC, STEP subrecipients. The number of planned enforcement operations is part of this plan, but not accompanied in the HSP. Many of the law enforcement agencies are conducting educational presentations to communities, schools, and employers. Effective education presentations include Every 15 Minutes, Know Your Limit, Impact Teen Drivers, and Start Smart programs. Others include child passenger safety and distracted driving presentations, as well as bike rodeo events.

### Speeding-Related Fatality Trends



Source: FARS 2012 - 2015 Final File, 2016 ARF

### Speeding-Related Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County

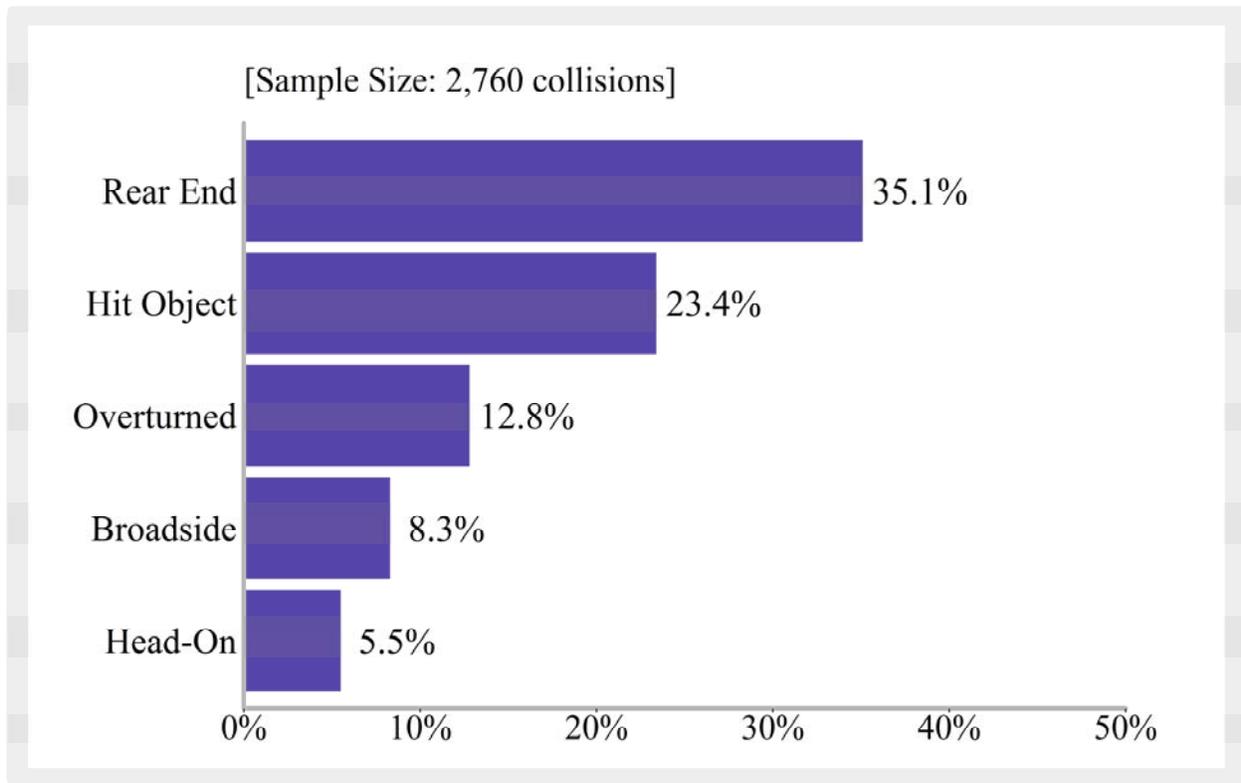


(a) Number of Fatal and Severe Injuries

(b) Number of Fatal and Severe Injuries per 100,000 Population

Source: FARS ARF 2016; Provisional SWITRS 2016; California Department of Finance 2016

### Top Five Crash Types for Speeding-Related Fatal and Severe Injury Collisions



Source: Provisional SWITRS 2016

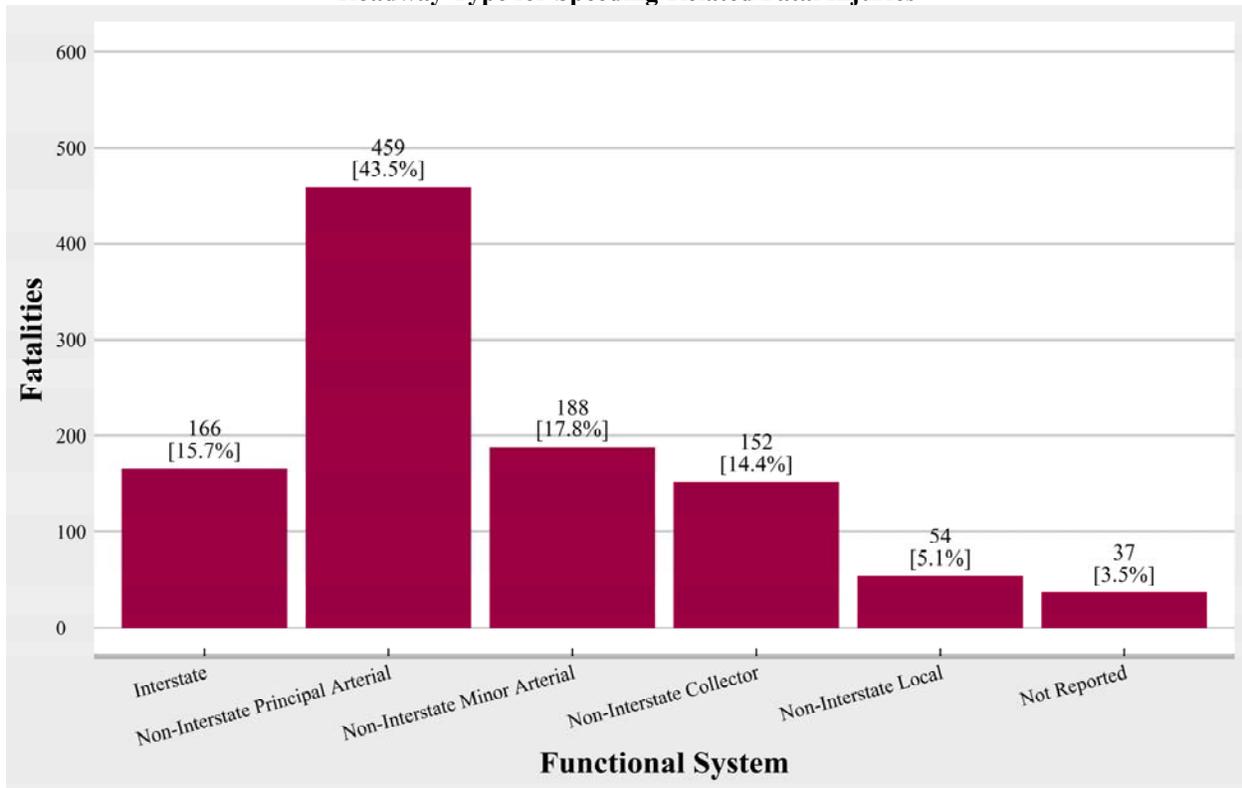
### Time of Day and Day of Week for Speeding-Related Fatal and Severe Injury Collisions

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	54	37	41	33	54	102	110	431 [12.2%]
3-6AM	30	32	29	38	34	58	49	270 [7.6%]
6-9AM	49	59	56	52	60	44	50	370 [10.4%]
9AM-Noon	38	44	37	55	52	88	65	379 [10.7%]
Noon-3PM	50	50	59	54	71	118	120	522 [14.7%]
3-6PM	72	89	81	109	124	99	90	664 [18.8%]
6-9PM	37	63	64	60	84	85	75	468 [13.2%]
9PM-Midnight	51	48	51	38	100	73	63	424 [12.0%]
Unknown	6	1	2	0	1	0	3	13 [0.4%]
TOTAL	387 [10.9%]	423 [11.9%]	420 [11.9%]	439 [12.4%]	580 [16.4%]	667 [18.8%]	625 [17.7%]	3,541 [100.0%]

FSI Num+% 0 1 - 37 38 - 50 51 - 59 60 - 83 84 - 124

Source: FARS ARF 2016; Provisional SWITRS 2016

### Roadway Type for Speeding-Related Fatal Injuries



Source: FARS ARF 2016

## Countermeasures and Strategies

### Education/Public Awareness

- Illuminate traffic safety messages on approximately 625 fixed freeway changeable message signs.
- Conduct traffic safety educational presentations to communities, organizations, and schools. Educational presentations may include topics such as; impaired driving, distracted driving, speed, bicycle and pedestrian safety, seat belt use, and child passenger safety.
- Encourage the involvement of community-based organizations in program planning and participation in activities to promote traffic safety.
- Deploy visible speed display message/radar trailers.
- Promote traffic enforcement and impaired driving recognition training for law enforcement personnel.
- Conduct illegal-street racing enforcement training to California law enforcement agencies.

### High Visibility Enforcement

- Conduct DUI/DL checkpoints, saturations, court stings, and warrant details.
- 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 enforcement operations in identified areas of high bicycle and pedestrian traffic.
- Conduct night-time “*Click It or Ticket*” enforcement operations.
- Conduct enforcement during National Distracted Driving Awareness Month in April, “*Click It or Ticket*,” National Motorcycle Safety and Bicycle Safety Month in May, and California’s Pedestrian Safety Month in September.

### Increased Enforcement

- Use geographic information systems (GIS) to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.
- Conduct special enforcement operations targeting primary collision factor violations.
- Conduct courthouse, stake-out, and probation compliance operations to address impaired driving offenders with suspended or revoked licenses, and those on probation.
- Fund full-time law enforcement personnel, overtime, lidar and radar units, DUI trailers, visible display radar trailers, changeable message signs, GIS, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.

**Funded Grant Goals**

- Reduce the number of persons killed in traffic collisions by September 30, 2019.
- Reduce the number of persons injured in traffic collisions by September 30, 2019.

**TASKS**

Education/Public Awareness

University staff will work closely with community-based organizations, employers, the OTS subrecipients, and stakeholders to conduct public awareness, outreach, education, data analysis, and surveys. Training curriculums will be developed and/or updated and distributed to the OTS subrecipients.

Local/Allied Agency Enforcement

Best practice strategies will be implemented and conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary collision factors. Through media, programs will focus on increased public awareness aimed at changing societal behaviors toward traffic safety. Funded objectives include highly publicized enforcement operations, law enforcement training, and public education.

Statewide Enforcement

The OTS funds grants to the CHP to reduce over represented fatal collisions where the PCF has been identified. The 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.

**GRANT SUMMARY**

<b>Education/Public Awareness</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
TR19009	University of California, Berkeley - SafeTREC	402 PT	\$ 1,200,000

<b>Local/Allied Agency Enforcement</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PT19001	Alameda County Sheriff's Office	164 AL	\$ 120,000
		402 PT	\$ 130,000
PT19002	Alhambra Police Department	164 AL	\$ 60,000
		402 PT	\$ 75,800
PT19003	Anaheim Police Department	405c TR	\$ 136,200
		164 AL	\$ 210,000
PT19004	Arcadia Police Department	402 PT	\$ 200,000
		405c TR	\$ 162,500
PT19005	Azusa Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19006	Bakersfield Police Department	164 AL	\$ 38,000
		402 PT	\$ 57,000
		164 AL	\$ 290,000
		402 PT	\$ 115,000

<b>Local/Allied Agency Enforcement</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PT19007	Baldwin Park Police Department	164 AL	\$ 40,000
		402 PT	\$ 40,000
PT19008	Bell Gardens Police Department	164 AL	\$ 45,000
		402 PT	\$ 35,000
PT19009	Bell Police Department	164 AL	\$ 50,000
		402 PT	\$ 40,000
PT19010	Benicia Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19011	Berkeley Police Department	164 AL	\$ 125,000
		402 PT	\$ 125,000
PT19012	Beverly Hills Police Department	164 AL	\$ 100,000
		402 PT	\$ 75,000
PT19013	Brea Police Department	164 AL	\$ 40,000
		402 PT	\$ 45,000
PT19014	Brentwood Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19015	Buena Park Police Department	164 AL	\$ 90,000
		402 PT	\$ 30,000
		405d AL	\$ 5,000
		164 AL	\$ 18,300
PT19016	Burlingame Police Department	402 PT	\$ 30,000
		164 AL	\$ 225,000
PT19017	Chula Vista Police Department	402 PT	\$ 200,000
		164 AL	\$ 75,000
PT19018	Citrus Heights Police Department	402 PT	\$ 25,000
		164 AL	\$ 55,000
PT19019	Claremont Police Department	402 PT	\$ 45,000
		164 AL	\$ 50,000
PT19020	Clovis Police Department	402 PT	\$ 20,000
		164 AL	\$ 55,000
PT19021	Colton Police Department	402 PT	\$ 70,000
		164 AL	\$ 100,000
PT19022	Concord Police Department	402 PT	\$ 75,000
		164 AL	\$ 66,000
PT19023	Corona Police Department	402 PT	\$ 29,000
		164 AL	\$ 149,000
PT19024	Costa Mesa Police Department	402 PT	\$ 76,000
		164 AL	\$ 70,000
PT19025	Culver City Police Department	402 PT	\$ 50,000
		164 AL	\$ 150,000
PT19026	Downey Police Department	402 PT	\$ 150,000
		164 AL	\$ 15,000
PT19027	Dublin Police Department	402 PT	\$ 55,000
		164 AL	\$ 75,000
PT19028	El Cajon Police Department	402 PT	\$ 100,000
		164 AL	

<b>Local/Allied Agency Enforcement</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PT19029	El Centro Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19030	El Monte Police Department	164 AL	\$ 110,000
		402 PT	\$ 90,000
		405c TR	\$ 20,000
PT19031	Elk Grove Police Department	164 AL	\$ 88,000
		402 PT	\$ 100,000
PT19032	Emeryville Police Department	164 AL	\$ 28,000
		402 PT	\$ 62,000
PT19033	Escondido Police Department	164 AL	\$ 300,000
		402 PT	\$ 100,000
		405c TR	\$ 10,000
PT19034	Eureka Police Department	164 AL	\$ 20,000
		402 PT	\$ 40,000
PT19035	Folsom Police Department	164 AL	\$ 40,000
		402 PT	\$ 30,000
		405c TR	\$ 36,000
PT19036	Fontana Police Department	164 AL	\$ 200,000
		402 PT	\$ 125,000
PT19037	Fountain Valley Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19038	Fremont Police Department	164 AL	\$ 100,000
		402 PT	\$ 75,000
PT19039	Fresno Police Department	164 AL	\$ 310,000
		402 PT	\$ 150,000
		405c TR	\$ 197,015
PT19040	Fullerton Police Department	164 AL	\$ 180,200
		402 PT	\$ 70,000
		405d AL	\$ 212,800
PT19041	Garden Grove Police Department	164 AL	\$ 150,000
		402 PT	\$ 150,000
PT19042	Gardena Police Department	164 AL	\$ 70,000
		402 PT	\$ 30,000
PT19043	Gilroy Police Department	164 AL	\$ 39,000
		402 PT	\$ 37,000
PT19044	Glendale Police Department	164 AL	\$ 164,000
		402 PT	\$ 200,000
		405c TR	\$ 45,000
		405d AL	\$ 16,000
PT19045	Glendora Police Department	164 AL	\$ 50,000
		402 PT	\$ 40,000
PT19046	Hawthorne Police Department	164 AL	\$ 75,000
		402 PT	\$ 45,000
PT19047	Hayward Police Department	164 AL	\$ 75,000
		402 PT	\$ 125,000

<b>Local/Allied Agency Enforcement</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PT19048	Hemet Police Department	164 AL	\$ 60,000
		402 PT	\$ 70,000
PT19049	Hollister Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19050	Huntington Beach Police Department	164 AL	\$ 390,000
		402 PT	\$ 160,000
PT19051	Huntington Park Police Department	164 AL	\$ 40,000
		402 PT	\$ 30,000
PT19052	Indio Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19053	Inglewood Police Department	164 AL	\$ 100,000
		402 PT	\$ 100,000
		405c TR	\$ 12,000
PT19054	Irvine Police Department	164 AL	\$ 250,000
		402 PT	\$ 200,000
		405d AL	\$ 10,000
PT19055	La Habra Police Department	164 AL	\$ 55,000
		402 PT	\$ 45,000
PT19056	Laguna Beach Police Department	164 AL	\$ 59,000
		402 PT	\$ 56,000
PT19057	Lathrop Police Department	164 AL	\$ 30,000
		402 PT	\$ 24,000
PT19058	Livermore Police Department	164 AL	\$ 57,000
		402 PT	\$ 43,000
PT19059	Lodi Police Department	164 AL	\$ 75,000
		402 PT	\$ 40,000
PT19060	Long Beach Police Department	164 AL	\$ 170,000
		402 PT	\$ 200,000
PT19061	Los Angeles County Sheriff's Department	164 AL	\$ 1,069,000
		402 PT	\$ 850,000
PT19062	Los Angeles Police Department	164 AL	\$ 3,000,000
		402 PT	\$ 1,650,000
		405d AL	\$ 350,000
PT19063	Manhattan Beach Police Department	164 AL	\$ 50,000
		402 PT	\$ 20,000
PT19064	Menlo Park Police Department	164 AL	\$ 40,000
		402 PT	\$ 30,000
PT19065	Merced Police Department	164 AL	\$ 65,000
		402 PT	\$ 35,000
PT19066	Milpitas Police Department	164 AL	\$ 40,000
		402 PT	\$ 50,000
PT19067	Modesto Police Department	164 AL	\$ 230,000
		402 PT	\$ 200,000
PT19068	Monrovia Police Department	164 AL	\$ 31,000
		402 PT	\$ 49,000

<b>Local/Allied Agency Enforcement</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PT19069	Montebello Police Department	164 AL	\$ 70,000
		402 PT	\$ 39,500
		405c TR	\$ 130,500
PT19070	Monterey Park Police Department	164 AL	\$ 65,000
		402 PT	\$ 40,000
PT19071	Morgan Hill Police Department	164 AL	\$ 30,000
		402 PT	\$ 13,000
PT19072	Murrieta Police Department	164 AL	\$ 50,000
		402 PT	\$ 20,000
PT19073	Napa Police Department	164 AL	\$ 70,000
		402 PT	\$ 30,000
PT19074	National City Police Department	164 AL	\$ 70,000
		402 PT	\$ 30,000
PT19075	Newark Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19076	Newport Beach Police Department	164 AL	\$ 150,000
		402 PT	\$ 75,000
PT19077	Novato Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19078	Oakdale Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
		405c TR	\$ 3,000
PT19079	Oakland Police Department	164 AL	\$ 221,000
		402 PT	\$ 275,500
		405c TR	\$ 3,500
PT19080	Oceanside Police Department	164 AL	\$ 200,000
		402 PT	\$ 150,000
PT19081	Ontario Police Department	164 AL	\$ 250,000
		402 PT	\$ 200,000
		405c TR	\$ 45,000
PT19082	Orange County Sheriff's Department	164 AL	\$ 215,000
		402 PT	\$ 135,000
PT19083	Orange Police Department	164 AL	\$ 175,000
		402 PT	\$ 75,000
		405d AL	\$ 10,000
PT19084	Oxnard Police Department	164 AL	\$ 260,000
		402 PT	\$ 147,000
		405d AL	\$ 3,800
PT19085	Pacifica Police Department	164 AL	\$ 50,000
		402 PT	\$ 30,000
PT19086	Palm Springs Police Department	164 AL	\$ 65,000
		402 PT	\$ 35,000
PT19087	Pasadena Police Department	164 AL	\$ 180,000
		402 PT	\$ 200,000

<b>Local/Allied Agency Enforcement</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PT19088	Paso Robles Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
		405c TR	\$ 60,100
PT19089	Petaluma Police Department	164 AL	\$ 55,000
		402 PT	\$ 50,000
PT19090	Pittsburg Police Department	164 AL	\$ 45,000
		402 PT	\$ 45,000
PT19091	Placentia Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT19092	Placerville Police Department	164 AL	\$ 35,000
		402 PT	\$ 15,000
PT19093	Pomona Police Department	164 AL	\$ 260,000
		402 PT	\$ 150,000
PT19094	Porterville Police Department	164 AL	\$ 45,000
		402 PT	\$ 40,000
PT19095	Redding Police Department	164 AL	\$ 265,000
		402 PT	\$ 50,000
PT19096	Redlands Police Department	164 AL	\$ 75,000
		402 PT	\$ 75,000
PT19097	Redondo Beach Police Department	164 AL	\$ 70,000
		402 PT	\$ 30,000
PT19098	Redwood City Police Department	164 AL	\$ 55,000
		402 PT	\$ 45,000
PT19099	Rialto Police Department	164 AL	\$ 125,000
		402 PT	\$ 100,000
		405c TR	\$ 15,000
PT19100	Riverside County Sheriff's Department	164 AL	\$ 660,000
		402 PT	\$ 400,000
		405c TR	\$ 34,610
PT19101	Riverside Police Department	164 AL	\$ 210,000
		402 PT	\$ 200,000
		405d AL	\$ 95,000
PT19102	Rohnert Park Department of Public Safety	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19103	Sacramento Police Department	164 AL	\$ 250,000
		402 PT	\$ 200,000
PT19104	Salinas Police Department	164 AL	\$ 125,000
		402 PT	\$ 50,000
PT19105	San Bernardino County Sheriff's Department	164 AL	\$ 300,000
		402 PT	\$ 175,000
PT19106	San Bernardino Police Department	164 AL	\$ 250,000
		402 PT	\$ 200,000
		405c TR	\$ 8,000
PT19107	San Bruno Police Department	164 AL	\$ 45,000
		402 PT	\$ 30,000

<b>Local/Allied Agency Enforcement</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PT19108	Santa Barbara County Sheriff's Department	164 AL	\$ 53,000
		402 PT	\$ 32,000
PT19109	Santa Barbara Police Department	164 AL	\$ 200,000
		402 PT	\$ 130,000
PT19110	Santa Cruz Police Department	164 AL	\$ 50,000
		402 PT	\$ 60,000
PT19111	Santa Maria Police Department	164 AL	\$ 285,000
		402 PT	\$ 100,000
PT19112	Santa Monica Police Department	164 AL	\$ 100,000
		402 PT	\$ 150,000
PT19113	Santa Rosa Police Department	164 AL	\$ 140,000
		402 PT	\$ 150,000
PT19114	Signal Hill Police Department	164 AL	\$ 45,000
		402 PT	\$ 40,000
PT19115	Simi Valley Police Department	164 AL	\$ 70,000
		402 PT	\$ 40,000
PT19116	South Gate Police Department	164 AL	\$ 80,000
		402 PT	\$ 50,000
PT19117	South San Francisco Police Department	164 AL	\$ 40,000
		402 PT	\$ 40,000
PT19118	Stockton Police Department	164 AL	\$ 250,000
		402 PT	\$ 200,000
PT19119	Sunnyvale Department of Public Safety	164 AL	\$ 50,000
		402 PT	\$ 30,000
PT19120	Torrance Police Department	164 AL	\$ 100,000
		402 PT	\$ 125,000
PT19121	Tustin Police Department	164 AL	\$ 64,000
		402 PT	\$ 33,000
		405c TR	\$ 35,000
PT19122	Upland Police Department	164 AL	\$ 80,000
		402 PT	\$ 90,000
PT19123	Vacaville Police Department	164 AL	\$ 55,000
		402 PT	\$ 45,000
PT19124	Vallejo Police Department	164 AL	\$ 125,000
		402 PT	\$ 50,000
PT19125	San Diego County Sheriff's Department	164 AL	\$ 254,500
		402 PT	\$ 123,500
PT19126	San Diego Police Department	164 AL	\$ 700,000
		402 PT	\$ 500,000
PT19127	San Francisco Police Department	164 AL	\$ 98,000
		402 PT	\$ 136,700
PT19128	San Gabriel Police Department	164 AL	\$ 50,000
		402 PT	\$ 50,000
PT19129	San Jose Police Department	164 AL	\$ 150,000
		402 PT	\$ 100,000

<b>Local/Allied Agency Enforcement</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PT19130	San Luis Obispo Police Department	164 AL	\$ 54,000
		402 PT	\$ 40,000
PT19131	San Mateo Police Department	164 AL	\$ 40,000
		402 PT	\$ 60,000
PT19132	San Rafael Police Department	164 AL	\$ 69,000
		402 PT	\$ 70,000
		405c TR	\$ 36,000
PT19133	Santa Ana Police Department	164 AL	\$ 294,000
		402 PT	\$ 157,000
		405d AL	\$ 6,000
PT19139	Chino Police Department	164 AL	\$ 90,000
		402 PT	\$ 40,000
PT19140	Ventura County Sheriff's Department	164 AL	\$ 186,000
		402 PT	\$ 200,000
		405c TR	\$ 42,000
		405d AL	\$ 92,500
PT19141	Ventura Police Department	164 AL	\$ 90,000
		402 PT	\$ 110,000
PT19142	Vernon Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000
PT19143	Visalia Police Department	164 AL	\$ 125,000
		402 PT	\$ 75,000
PT19144	Watsonville Police Department	164 AL	\$ 30,000
		402 PT	\$ 40,000
		405c TR	\$ 50,000
PT19145	West Sacramento Police Department	164 AL	\$ 35,000
		402 PT	\$ 40,000
PT19146	Westminster Police Department	164 AL	\$ 35,000
		402 PT	\$ 50,300
PT19147	Whittier Police Department	164 AL	\$ 100,000
		402 PT	\$ 95,000
PT19148	Yuba City Police Department	164 AL	\$ 40,000
		402 PT	\$ 45,000
PT19149	La Mesa Police Department	164 AL	\$ 50,000
		402 PT	\$ 40,000
PT19150	Rancho Cordova Police Department	164 AL	\$ 45,000
		402 PT	\$ 25,000

<b>Statewide Enforcement</b>			
<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PT19134	California Highway Patrol	402 PT	\$ 75,000
PT19135	California Highway Patrol	402 PT	\$ 405,000
PT19136	California Highway Patrol	402 PT	\$ 1,500,000
PT19137	California Highway Patrol	402 PT	\$ 200,000
PT19138	California Highway Patrol	402 PT	\$ 225,000
<b>Total</b>			<b>\$ 39,828,825</b>

## GRANT DESCRIPTIONS

<b>Education/Public Awareness</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
TR19009	University of California, Berkeley - SafeTREC
	SafeTREC: Data Analysis, Technical Assistance, Education and Outreach
	SafeTREC will continue to employ key strategies, including: 1) Analyze statewide fatal and injury traffic collision data and trends; 2) Research best practices in preventing fatalities and injuries to educate the public about traffic safety; 3) Develop web-based tools and use web resources to analyze and present data; 4) Work with stakeholders to develop and disseminate information and resources on fatalities and severe injuries in California; 5) Provide technical assistance to local, regional, and state partners; 6) Conduct outreach and educational programs and activities with professional and community stakeholders to increase knowledge and awareness of traffic fatality; and 7) Educate the next generation of traffic safety professionals.

<b>Statewide Enforcement</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
PT19134	California Highway Patrol
	Fort Tejon - Enhanced Education and Speed Enforcement Program (EESEP)
	The Fort Tejon Area will conduct activities to reduce the number of fatal and injury traffic collisions and victims where speed is the primary collision factor within the California Highway Patrol Fort Tejon Area jurisdiction. Grant activities will include speed enforcement operations and traffic safety educational presentations.
PT19135	California Highway Patrol
	Grant Administration Program (GAP) 2019
	This 12-month grant provides funding for 3 full-time, regular positions (2 analysts and 1 accounting officer) at the California Highway Patrol to manage Office of Traffic Safety-funded traffic safety grants.
PT19136	California Highway Patrol
	Regulate Aggressive Driving and Reduce Speed (RADARS) III
	The California Highway Patrol will conduct a 12-month statewide traffic safety grant project focusing on speed-caused collisions and those primary collision factors that have elements of "aggressive driving" such as unsafe turns, driving on the wrong side of the road, following too closely, unsafe passing, and unsafe lane changing. The project will also utilize a vendor to conduct a statewide public study, survey, and analysis on speeding and aggressive driving, which correlates to the California Strategic Highway Safety Plan, Speed and Aggressive Driving Challenge Area. This program will also focus on illegal street racing activities, such as drag racing, freeway racing, and sideshows.
PT19137	California Highway Patrol
	Grass Valley-Auburn Traffic Alliance Safety Corridors (TASC)
	The CHP will conduct traffic safety corridor activities focusing on speed-caused traffic collisions and primary collision factors attributed to unsafe turns and wrong side of the road violations on jurisdictional state highways and roadways (corridors) within the CHP Grass Valley and Auburn Areas. A social media campaign will be implemented to distribute safety messages to local social media sites. A local task force comprised of representatives from local, regional, state, federal, and/or private organizations and agencies will be formed to address traffic issues within the CHP Grass Valley and Auburn Areas. The task force will identify and implement short- and/or long-term solutions individually tailored to each CHP Area by comprehensively evaluating both causes and possible remedies.

<b>Statewide Enforcement</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
PT19138	California Highway Patrol
	Focused High-Collision Reduction (FHCR) VI
	The California Highway Patrol (CHP) will conduct a 12-month traffic safety grant project to reduce the "Top 5" primary collision factors in the CHP Trinity River and San Geronio Pass Areas to reduce the number of victims killed and injured in traffic collisions. Local task forces comprised of representatives from local, regional, state, federal, and/or private organizations and agencies will be formed to address traffic issues in each Area. The task force will identify and implement short- and/or long-term solutions individually tailored to each Area by comprehensively evaluating both causes and possible remedies.

# **TRAFFIC RECORDS/ROADWAY SAFETY**

## **PROGRAM OVERVIEW**

The traffic records systems in California consists of hardware, software, personnel, and procedures which capture, store, transmit, analyze, and interpret traffic safety data. State and local databases contain crash, citation, adjudication, driver licensing, emergency medical services, injury surveillance, roadway information, and vehicle records. The OTS and the state Traffic Records Coordinating Committee (TRCC) continue to work towards improving accuracy, completeness, timeliness, uniformity, accessibility, and integration of core databases.

### **Traffic Records Coordinating Committee**

The TRCC meets bi-monthly and more frequently if necessary. Membership includes stakeholders from agencies representing all core data systems. The TRCC technical committee reviews proposed traffic records projects to identify areas for improvement in training and technical needs. The California Strategic Traffic Safety Data Plan, developed by the TRCC, outlines goals and objectives, and identifies initiatives designed to address traffic records deficiencies identified in the SHSP, and the 2016 NHTSA Traffic Records Assessment.

### **Crash Data**

The primary data repository for crash records in California, SWITRS, managed by the CHP, collects and stores collision data from state and local law enforcement agency reports. The CHP continues to improve and expand SWITRS for data accuracy, timeliness and completeness, through electronic crash reporting and integration with local crash databases.

### **Roadway Information**

Of the 171,800 miles of public roads in California, the Caltrans manages 15,100 miles, while counties and cities manage 156,682 miles. Caltrans continues to expand the roadway data collected including, at a minimum, the Model Inventory of Roadway Elements and all fields from the National Highway Railway Crossing Inventory.

### **Local Agency Traffic Records Systems**

The OTS remains focused on the improvement and modernization of city and county law enforcement traffic records systems for consistent data collection across both local and statewide databases. Data collected includes arrests, citations, and crash data from local roadways. The OTS plans to continue support for fully automated collision and citation records and analysis systems for improved collection of state and local traffic records.

### **Countermeasures and Strategies**

In October 2015, the OTS and NHTSA facilitated a traffic records assessment for the State of California. A team of experts in traffic records data systems (crash, driver/vehicle, traffic engineering, enforcement and adjudication, and EMS/Trauma data systems) conducted the assessment. The final report was published February 22, 2016. The purpose for the assessment was to determine whether the traffic records system in California successfully identifies State highway safety problems, manages countermeasures to reduce or eliminate those problems, and evaluates programs for effectiveness. Recommendations from the traffic records assessment, as well as goals and objectives listed in the strategic traffic safety data plan, help to determine traffic record program priorities.

### **Funded Grant Goals**

- Continue work on incorporating the recommendations from the February 2016 Traffic Records Assessment, FHWA sponsored Peer-to-Peer conference, and Crash Data Improvement Plan evaluation into the SHSP and traffic records programs.
- Continue to provide funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems to provide timely tracking, identification, analysis, and graphing of collision and citation data.

- Establish citywide and countywide GIS collision analysis systems, electronic collision reporting and/or electronic citation systems, including hardware, software, and network cabling to enable data sharing between enforcement agencies, departments of public works, judicial courts and other related agencies.
- Continue to provide funding to use and improve the linkage methodologies of linked crash-medical data and make it available for further analysis as well as encourage efforts for a records integration effort and expand the collaborative relationship with the DMV.
- Provide funding and support to California local and state agencies to respond to federal mandates regarding logging collision location information and performing safety analysis for all California public roadways.
- Continue to provide funding for the development of web-based tools to analyze data related to fatal and injury traffic collisions and conduct outreach and educational programs and activities with professional and community stakeholders to increase knowledge and awareness of traffic fatal and injury incidents.

## **TASKS**

### Data Improvement

This task provides continued funding for employing the more sophisticated Empirical Bayes (EB) method recommended by the American Association of State Highway and Transportation Officials Highway Safety Manual and incorporated into FHWA Interactive Highway Safety Design Model software for comparing collision numbers and establishing performance measures for various program priority areas by the OTS.

### Local Data Records Design/Equipment

This task provides funding for improvement and modernization of databases and data record design for local agency crash and citation reports. Through implementation of the improved databases, local agencies will increase efficiency, improve reporting and improve crash and citation analysis capability which will assist in understanding short and long-term effects of intensified and focused traffic enforcement efforts on collision rates and traffic safety.

### Statewide Data Records Design/Equipment

This task provides funding for the improvement and enhancement of California's Traffic Accident Surveillance and Analysis System database which will contribute to the efficiency of the state Transportation System Network. This task will also provide funding for the improvement and update of the state's Crash Medical Outcomes Data Project (CMOD) files, increase the amount of traffic-related data available for the study of post-crash survivability through the purchase of electronic data capturing hardware for local EMS providers, and ensure California EMS Information System is compliant with National EMS Information System and National Trauma Data Bank data requirements. Additionally, this task provides funding and support for the expansion of data collection efforts and analysis of pedestrian and bicycle fatalities in California, enhancements to the existing online Traffic Information Management System website, and collaboration with the National Indian Justice Center for improvement of traffic safety for California's tribal population.

### Strategic Highway Safety Planning

This task provides funding to support the statewide efforts for the California SHSP, and a review of the methodologies for conducting a generalizable traffic safety culture survey.

## GRANT SUMMARY

<b>Data Improvement</b>			
Grant	Agency	Fund	Amount
TR19001	California Department of Public Health	405c TR	\$ 697,440
TR19010	University of California, Berkeley - SafeTREC	405c TR	\$ 148,000
TR19011	University of California, Berkeley - SafeTREC	405c TR	\$ 103,500
TR19016	California Highway Patrol	405c TR	\$ 72,919

<b>Local Data Records Design/Equipment</b>			
Grant	Agency	Fund	Amount
TR19002	County of Ventura Public Works	405c TR	\$ 223,575
TR19007	University of California, Berkeley - SafeTREC	405c TR	\$ 174,000
TR19013	San Francisco Police Department	405c TR	\$ 2,000,000

<b>Statewide Data Records Design/Equipment</b>			
Grant	Agency	Fund	Amount
TR19005	University of California, Berkeley - SafeTREC	405c TR	\$ 199,500
TR19006	University of California, Berkeley - SafeTREC	405c TR	\$ 106,750
TR19012	University of California, Berkeley - SafeTREC	405c TR	\$ 220,750

<b>Strategic Highway Safety Planning</b>			
Grant	Agency	Fund	Amount
TR19008	University of California, Berkeley - SafeTREC	405c TR	\$ 67,250
TR19017	California State Polytechnic University, Pomona	405c TR	\$ 277,386
<b>Total</b>			<b>\$ 4,291,070</b>

**Note: Each Traffic Records grant listed above addresses recommendations from both California's 2015 Traffic Records Assessment and the California Strategic Traffic Safety Data Plan.**

## GRANT DESCRIPTIONS

<b>Data Improvement</b>	
Grant	Agency/Title/Description
TR19001	California Department of Public Health
	Crash Medical Outcomes Data (CMOD) Program
	The Crash Medical Outcomes Data (CMOD) Program will continue to integrate comprehensive "crash through outcome" data to identify risk factors and reduce crash-related injuries and deaths. CMOD will expand the successful crash-medical data linkages by initiating a project with the Department of Motor Vehicles to use DMV Drivers License data as a "go-between" for linking crash to medical data. CMOD will leverage existing resources to improve data completeness and enhance their value by creating actionable information for state and local partners. CMOD will outreach to local health departments to add a public health perspective to traffic safety efforts. CMOD will also provide technical assistance to multiple traffic safety agencies to improve the quality, timeliness and completeness of primary data sources.

<b>Data Improvement</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
TR19010	University of California, Berkeley - SafeTREC
	Pedestrian and Bicycle Collision Typing to Identify Safety Strategies
	SafeTREC will analyze collision reports for pedestrian and bicycle-involved collisions, identify the most common collision types for each mode, develop safety recommendations for collision reduction, and disseminate recommendations to stakeholders throughout the state.
TR19011	University of California, Berkeley - SafeTREC
	Analysis of Local Transportation Agency Policies for Local Collision Data
	SafeTREC will conduct an analysis to survey and summarize local agency practices accessing and maintaining collision data. Additionally, SafeTREC will quantify the types of edits made to local collision data among these agencies to identify the long-standing issue of collision data differences from the local and state level, contribute to achievement of a TRCC initiative, and provide a potential future means to improve the overall quality and usefulness of collision data in California.
TR19016	California Highway Patrol
	Fatality Analysis Reporting System (FARS) Backlog Project IV
	The California Highway Patrol (CHP) will implement a 12-month program utilizing personnel overtime for qualified CHP Support Service Section, Fatality Analysis Reporting System (FARS) Unit staff to process fatal traffic collision reports into the Micro Data Entry database for the National Highway Traffic Safety Administration releases of the Annual file and Final file of FARS data.

<b>Local Data Records Design/Equipment</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
TR19002	County of Ventura Public Works
	Countywide GIS-Based Traffic Collision Database System
	This project will deploy a Countywide GIS-Based Traffic Collision Database system which will provide a common platform by which all traffic collision record data within the geographical boundaries of the Ventura County are standardized for collection, reporting, and analysis. The goal is that all traffic collisions countywide data will be shared to all agencies within the County.
TR19007	University of California, Berkeley - SafeTREC
	Street Story: Enhancing Crowdsourced Pedestrian and Bicycle Safety Data
	SafeTREC will continue to conduct outreach with members of the public from communities across California to increase the reporting using the Street Story tool. SafeTREC will conduct outreach with community groups, organizations and agencies across California to inform them about how the Street Story tool can be used to collect detailed information on transportation safety issues that may not be present in traditional data sources. SafeTREC will develop the Street Story tool to allow for multiple forms of reporting and downloading information to engage a variety of community members and stakeholders. SafeTREC will administer the site, making functional improvements.
TR19013	San Francisco Police Department
	Traffic Collision Reporting Module - Phase One
	The Traffic Collision Reporting Module will provide timely and accurate collision data and will be used to help determine where and how to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and prioritize resources to implement effective initiatives that save lives. The Traffic Collision Reporting Module will also aid in the automation of manual processes, eliminate process duplication, and enhance data gathering and data sharing capabilities.

<b>Statewide Data Records Design/Equipment</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
TR19005	University of California, Berkeley - SafeTREC
	Tribal Road Safety Data
	SafeTREC will continue to provide guidance and assistance to improve the quality and quantity of traffic collision data collected on and near tribal areas. Geocoded crash data for a ten-year period has been linked with tribal shape files to identify injury collisions within tribal boundaries and in the immediate vicinity of tribal areas. However, there is a universal acknowledgment that crashes occurring on and near tribal areas are underreported. SafeTREC will work in collaboration with the National Indian Justice Center (NIJC) to enhance the capacity of tribal entities to collect crash data and submit this data to the Statewide Integrated Traffic Record System (SWITRS) and use SWITRS data to conduct traffic safety analyses on tribal lands.
TR19006	University of California, Berkeley - SafeTREC
	CATSIP: California Walk/Bike Safety Website
	SafeTREC will continue to strengthen the position of the California Active Transportation Safety Information Pages (CATSIP) as the "go-to" information source and hub for California professional and community stakeholders working to promote active transportation. Blogs, videos and other interactive content, combined with user-generated stories and testimonials of success in making walking and biking safer will be added to the site and shared through social media. The CATSIP website was created in response to a growing interest in increasing the amount of walking and bicycling as a share of travel in California and the emerging need to provide a single repository of evidence-based information, tools, and resources to enhance active transportation safety.
TR19012	University of California, Berkeley - SafeTREC
	TIMS: Collision Query and Mapping Tool with Roadway Functional Classifications
	SafeTREC will continue to administer and enhance the Transportation Injury Mapping System (TIMS), which has been established as an important resource for collision data and mapping applications to aid traffic safety initiatives in California. This project will enhance the collision query and mapping by utilizing roadway functional classifications. SafeTREC will update and improve the safety performance measures target setting tool and continue to administer the site.

<b>Strategic Highway Safety Planning</b>	
<b>Grant</b>	<b>Agency/Title/Description</b>
TR19008	University of California, Berkeley - SafeTREC
	Traffic Collision Mapping and Analysis Tool
	SafeTREC will continue to update and improve the mapping tool with data for the SHSP mapping project, titled with "Mapping Analyses in Support of SHSP Strategy and Policy Making." The mapping tool will be improved based on feedback from various stakeholders.
TR19017	California State Polytechnic University, Pomona
	Statewide Collision Data Analysis, Research Studies and Ranking Program
	Cal Poly Pomona Department of Civil Engineering will perform the EB analysis of statewide collision data and provide city and county rankings. Three rankings will be calculated which include EB-based crash number, potential safety improvement, and relative risk. The department will also conduct trend analysis for calculating statewide performance measure targets. In addition, the department will collect the data from various agencies and conduct the QA/QC to ensure data accuracy. Moreover, the department will respond to other studies and/or requests required by OTS or the general public. Finally, the department will perform other analysis related with travel behavior, motorcycle risk, and hazardous location ranking of selected cities.



# **PERFORMANCE REPORT**

## PERFORMANCE REPORT

### California's Progress in Meeting NHTSA Core Performance Measures Identified in the Federal Fiscal Year 2016 Highway Safety Plan

California continued to lead the nation in efforts to save lives, prevent injuries, and reduce economic losses from traffic crashes. In FFY 2016 (the most recent year in which complete and finalized data is available), the OTS awarded \$96,585,704 in grants to 303 agencies for all priority program areas. Listed below are the outcomes for the eleven core performance measures and the one core behavior measure. California's 2016 Annual Performance Report can be found on our website at [www.ots.ca.gov](http://www.ots.ca.gov) and includes more detailed information on project distribution, California's Fatality Report, and Program Area Highlights.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

Core Performances Measures		2016				
		AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-1	Traffic Fatalities (FARS)	3,237	2,731	Reduce 6.4%	3,623	Increased 11.9%
C-2	Serious Traffic Injuries (SWITRS)	11,527	10,089	Reduce 4.7%	13,171	Increased 14.3%
C-3	Fatalities/VMT (FARS/FHWA)	0.97	0.87	Reduce 0.03 Percentage Points	1.06	Increased 1.06 Percentage Points
C-4	Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)	529	476	Reduce 10.0%	586	Increased 10.8%
C-5	Alcohol-Impaired Driving Fatalities (FARS)	911	788	Reduce 5.6%	1,059	Increased 16.2%
C-6	Speeding-Related Fatalities (FARS)	1,006	869	Reduce 10.0%	1,056	Increased 5.0%
C-7	Motorcyclist Fatalities (FARS)	495	412	Maintain	548	Increased 10.7%
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	28	32	Reduce 3.0%	25	Decreased 10.7%
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	382	320	Reduce 10.0%	433	Increased 13.4%
C-10	Pedestrian Fatalities (FARS)	756	631	Maintain	867	Increased 14.7%
C-11	Bicyclist Fatalities (FARS)	138	117	Maintain	147	Increased 6.5%
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles	96.76%	97.5%	Increase 0.4 Percentage Points	96.50%	Decreased 0.26 Percentage Points

**CERTIFICATIONS AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS**

**Certifications and Assurances**  
**for Fiscal Year 2019 Highway Safety Grants**  
**(23 U.S.C. Chapter 4 and Sec. 1906, Pub. L. 109-59, as Amended)**

*[The Governor's Representative for Highway Safety must sign these Certifications and Assurances each fiscal year. Requirements that also apply to subrecipients are noted under the applicable caption and must be included in agreements with subrecipients.]*

State: California

By applying for Federal grants under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office, through the Governor's Representative for Highway Safety, agrees to the following conditions and requirements.

**GENERAL CERTIFICATIONS AND ASSURANCES**

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that—

- I have reviewed the information in support of the State's application for 23 U.S.C. Chapter 4 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- In addition to the certifications and assurances contained in this document, I am aware, and I acknowledge that each statement in the State's application bearing the designation "CERTIFICATION" or "ASSURANCE" constitutes a legal and binding Certification or Assurance that I am making in connection with this application.
- As a condition of each grant awarded, the State will use the grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants, including but not limited to—
  - o 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
  - o Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
  - o 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
  - o 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
  - o 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award. If NHTSA seeks clarification of the State's application, I authorize the State Highway Safety Office to provide additional information in support of the State's application for a 23 USC Chapter 4 and Section 1906 grant.

## SECTION 402 CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that—

- The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for 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 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 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 political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)) unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
- 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:
  - o Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to --
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - o Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - o An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;

- o Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- o 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))

### OTHER REQUIRED CERTIFICATIONS AND ASSURANCES

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

#### Intergovernmental Review of Federal 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 Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](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 subrecipients as well as States)

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

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- The Civil Rights Restoration Act of 1987, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and

- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding

recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and sub agreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

The Drug-Free Workplace Act of 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;
  3. Any available drug counseling, rehabilitation, and employee assistance programs;
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
  5. 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);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
  1. Taking appropriate personnel action against such an employee, up to and including termination;

2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all the paragraphs above.

Political Activity (Hatch Act)

(applies to subrecipients 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 subrecipients 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, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

### Restriction on State Lobbying

(applies to subrecipients 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 subrecipients as well as States)

#### Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier 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 tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier 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 or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary 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 entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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

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

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

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
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 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 are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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.

Buy America Act

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

Prohibition on Using Grant Funds to Check for Helmet Usage

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

Policy on Seat Belt Use

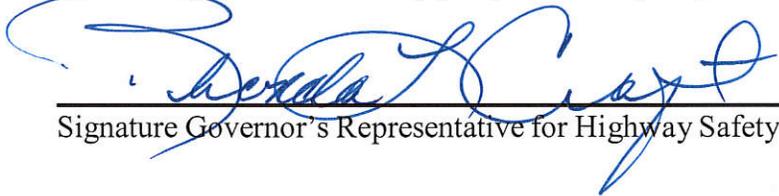
In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-

private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

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 crashes 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 vehicles 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.

I understand that the information provided in support of the State's application for Federal grant funds and these Certifications and Assurances constitute information upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

5/31/2018  
\_\_\_\_\_  
Date

Rhonda L. Craft  
\_\_\_\_\_  
Printed Name of Governor's Representative for Highway Safety



**APPENDIX A**  
**HIGHWAY SAFETY PLANNING**  
**PROCESS AND DATA SOURCES**

## HIGHWAY SAFETY PLANNING PROCESS

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 23 Code of Federal Regulations (CFR) Part 1300.11 as a result of the 2015 signing of the "Fixing America's Surface Transportation (FAST) Act."

### 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.

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; 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, injuries, and economic impacts.

The 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. This data is 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, 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 the OTS identify emerging or ongoing traffic safety problem areas which can be targeted for more in-depth analysis. The OTS staff solicits applications from agencies that have significant problems, but who have not submitted applications to address them. City rankings are for incorporated cities only. County rankings include all roads – state, county, and local – and all jurisdictions – the CHP, Sheriff, Police, and special districts. Additional data elements can be added to the database as needed. The OTS staff 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** – This system 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** - 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 GHSA. The

website includes charts, graphs, and color coded maps that show trends, county information, and a comparison to national statistics.

**National Center for Statistics and Analysis (NCSA)** – NCSA is an office of the National Highway Traffic Safety Administration, responsible for providing a wide range of analytical and statistical support to NHTSA and the highway safety community at large.

**The Statewide Integrated Traffic Records System** - 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 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 the CHP, the Department of Justice (DOJ), and the 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** combined with the **Traffic Accident Surveillance and Analysis System** - 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 maintains this database.

**The Automated Management Information System** - 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 provides population estimates.

## ACRONYM GLOSSARY

Acronym	Definition
AAA	American Automobile Association (Distracted Driving)
AAA	Associate Accounting Analyst (Program Planning and Administration)
ABC	Alcoholic Beverage Control
AR	Annual Report
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
CalSTA	California State Transportation Agency
CALSTARS	California State Accounting & Reporting System
Caltrans	California Department of Transportation
CDO	Chief Deputy of Operations
CDPH	California Department of Public Health
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CMOD	Crash Medical Outcomes Data Project
CPS	Child Passenger Safety
DDVIP	Designated Driver Very Important Person
DSHO	Driver Safety Hearing Officer
DITEP	Drug Impairment Training for Educational Professionals
DL	Driver's License
DMV	Department of Motor Vehicles
DOF	Department of Finance
DOJ	Department of Justice
DOT	United States Department of Transportation
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
DUI MIS REPORT	Department of Motor Vehicles Driving Under the Influence Management Information System Report
DUID	Driving Under the Influence of Drugs
EB	Empirical Bayes
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GEMS	Grant Electronic Management System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GMSS	Grants Management Solutions Suite
GR	Governor's Representative for Highway Safety
HOT	Habitual Offender Tracking
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
IMPACT	Informed Merchants Preventing Alcohol-Related Crime Tendencies
MADD	Mothers Against Drunk Driving
NCSA	National Center for Statistics & Analysis

Acronym	Definition
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OTS	California Office of Traffic Safety
PCF	Primary Collision Factor
RADD	The entertainment industry's voice for road safety
PSA	Public Service Announcement
ROSTF	Retail Operating Standards Task Force
SADD	Students Against Destructive Decisions
SAFETREC	Safe Transportation Research and Education Center
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
STEP	Selective Traffic Enforcement Program
STSI	State Traffic Safety Information
SWITRS	Statewide Integrated Traffic Records System
THC	Delta-9-Tetrahydrocannabinol
TIM	Traffic Incident Management
TRACE	Target Responsibility for Alcohol Connected Emergencies
TRCC	Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutor
US	United States
VMT	Vehicle Miles Traveled







**CALIFORNIA OFFICE  
OF TRAFFIC SAFETY**

