

CALIFORNIA HIGHWAY SAFETY PLAN



CALIFORNIA OFFICE OF TRAFFIC SAFETY



HIGHWAY SAFETY PLAN
Federal Fiscal Year 2020
(October 1, 2019 through September 30, 2020)



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

PREPARED BY
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Dear Fellow Californians:

I am pleased to present California's 2020 Highway Safety Plan, which outlines the state's efforts to keep California in the forefront of transportation safety. This year, \$95 million in federal transportation safety funds have been awarded across 305 grants to conduct a wide range of innovative, results-driven programs, including in the areas of alcohol and drug-impaired driving, occupant protection, pedestrian and bicycle safety, emergency medical services and police traffic services.

Although recently announced fatality data for 2018 shows that overall traffic fatalities went down nationwide and in California between 2017 and 2018, we have a long way to go to reverse the previous trend of rising transportation related fatalities. In addition, during this same time period, pedestrian and bicycle fatalities increased nationally. This underscores the need to tackle safety efforts with a relentless focus, particularly when it comes to protecting the safety of vulnerable road users.


For 2020, the Office of Traffic Safety (OTS) programmed \$7.1 million for bicycle and pedestrian safety efforts, a nearly 17% increase from 2019. OTS continues to fund educational programs aimed at youth through peer-to-peer education and train-the-trainer sessions for law enforcement agencies. Additional programs include bicycle diversion, walk audits, "Be Safe, Be Seen," and Complete Street Safety Assessments. "Street Story" is a new approach to crowd source data regarding near-misses to identify dangerous locations for pedestrians and bicyclists so that improvements may be made.

Reducing DUI alcohol crashes and Driving Under the Influence of Drugs (DUID) crashes also remains a priority area for OTS. For 2020, OTS increased grant funding for DUID by \$1.2 million and continues to provide over \$15 million in funding for enforcement activities, such as DUI checkpoints and saturation patrols.

This is a transformative time in transportation. Advanced driver assistance features are becoming standard in vehicles, and more bikes and scooters are on the road. It is important to educate the public that the same distractions and impairments that face automobile drivers apply to other modes of transportation. We all must learn to share the road and go safely.

Our collective efforts to reduce fatalities and serious injuries must be approached with a sense of urgency. At the same time, I commend the leadership of OTS and its partners, who work passionately and diligently to ensure that federal funding received by California is directed to where it may have the greatest impact.

Sincerely,



DAVID S. KIM
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 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 supporting efforts to obtain accurate traffic collision data to identify educational and enforcement needs on tribal land.

There are over 170,000 miles of maintained roads in California. The state is made up of 132,256 square miles of rural lands and 23,150 square miles of urban lands. As of December 2018, there were 27,136,792 licensed drivers and 35,707,821 registered vehicles.

Print and electronic media outlets include 51 news television stations (312 television stations all together), 1,125 commercial radio stations, 282 daily/weekly newspapers, 95 online publications, and 33 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 eighteen 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. The OTS will support 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: twelve fire agencies, two public health agencies, two county agencies, and twenty-seven new cities.

With the recognition that motor vehicle crashes are still the leading cause of deaths for teens, the OTS continues to focus on teen drivers. 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) and the Active Transportation Program (ATP). All three of these programs support the Strategic Highway Safety Plan (SHSP). OTS has representatives on the SHSP Executive and Steering Committee, the Technical Advisory Committee for the ATP and works with the Caltrans HSIP team on the development of Core Performance measures and outreach to local Metropolitan Planning Organizations. This partnership is successful in aligning the goals and objectives of these programs to ensure the state is utilizing grant funding in the most efficient and effective way possible.

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. This includes the use of the five-year rolling average to determine the 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.

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 2020 represent a reduction from the

estimated numbers for 2019.

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 SAFETY PERFORMANCE MEASURES

The OTS collaborated with Caltrans staff to select the targets for the three common core performance measures (C1-C3). The HSP and the HSIP are required to match on Performance Targets for the three Core Performance Measures. These targets then align with the Strategic Highway Safety Plan. The targets are provided to the Metropolitan Planning Organizations and other local municipalities to aid in the development of local performance targets.

CORE PERFORMANCE MEASURES

CORE PERFORMANCE MEASURES			2013	2014	2015	2016	2017
C-1	Traffic Fatalities (FARS)*	Actual	3,107	3,102	3,387	3,837	3,602
	Based on the 2013-2017 five-year rolling average, the five-year average of traffic fatalities will increase 3.02 percent from an average of 3,407 to 3,518 (2016-2020) by December 31, 2020. This increase is slightly above the polynomial trend line. The predicted number of actual traffic fatalities will decrease from 3,384 in 2019 to 3,275 in 2020.	5-Year Rolling Average	2,940	2,942	3,076	3,280	3,518
C-2	Serious Injuries (SWITRS)	Actual	10,664	10,995	11,942	13,258	14,180
	Based on the 2013-2017 five-year rolling average, the five-year average of serious traffic injuries will increase 12.5 percent from an average of 12,208 to 13,452 (2015-2019) by December 31, 2020. This increase is slightly above the polynomial trend line. The predicted number of actual serious traffic injuries will decrease from 13,755 in 2019 to 13,452 in 2020.	5-Year Rolling Average	10,585	10,711	11,014	11,545	12,208
C-3	Fatalities/VMT (FARS/FHWA)	Actual	0.94	0.93	1.00	1.12	1.05
	Based on the 2013-2017 five-year rolling average, the five-year average of traffic fatalities/VMT will increase 1 percent from an average of 1.01 to 1.02 (2016-2020) by December 31, 2020. This increase nearly matches the polynomial trend line. The predicted number of actual traffic fatalities/VMT will decrease from 1.03 in 2019 to 1.02 in 2020.	5-Year Rolling Average	0.90	0.90	0.93	0.98	1.01

*The 2017 fatality number is based on FARS reporting as of June 2019. These numbers are subject to change as additional reporting is received and processed.

CORE PERFORMANCE MEASURES			2013	2014	2015	2016	2017
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Actual	516	479	568	613	600
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 5 percent from 555 (2013-2017 average) to 527 by December 31, 2020.	5-Year Rolling Average	532	500	517	529	555
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Actual	880	876	902	1,122	1,120
	Reduce alcohol-impaired driving fatalities 2.6 percent from 980 (2013-2017 average) to 960 by December 31, 2020.	5-Year Rolling Average	836	827	854	911	980
C-6	Speeding-Related Fatalities (FARS)	Actual	992	995	1,032	1,051	1,070
	Reduce speeding-related fatalities 2 percent from 1,048 (2013-2017 average) to 1,027 by December 31, 2020.	5-Year Rolling Average	972	953	974	1,066	1,048
C-7	Motorcyclist Fatalities (FARS)	Actual	463	522	494	576	529
	Reduce motorcyclist fatalities 2 percent from 517 (2013-2017 average) to 507 by December 31, 2020.	5-Year Rolling Average	414	440	468	495	517
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Actual	35	24	23	28	41
	Reduce unhelmeted motorcyclist fatalities 10 percent from 30 (2013-2017 average) to 27 by December 31, 2020.	5-Year Rolling Average	33	28	28	28	30
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Actual	355	383	401	448	390
	Reduce drivers age 20 or younger involved in fatal crashes by 3 percent from 397 (2013-2017 average) to 385 by December 31, 2020.	5-Year Rolling Average	356	347	360	385	397

CORE PERFORMANCE MEASURES			2013	2014	2015	2016	2017
C-10	Pedestrian Fatalities (FARS)	Actual	734	709	819	933	858
	Reduce pedestrian fatalities 4 percent from 811 (2013-2017 five-year rolling average) to 779 by December 31, 2020.	5-Year Rolling Average	638	666	710	770	811
C-11	Bicyclist Fatalities (FARS)	Actual	147	129	136	155	124
	Reduce bicyclist fatalities 5 percent from 138 (2013-2017 five-year rolling average) to 131 by December 31, 2020.	5-Year Rolling Average	118	124	131	139	138

CORE BEHAVIOR MEASURES			2014	2015	2016	2017	2018
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (CSU Fresno Observational Survey)	Annual	97.1%	97.3%	96.5%	96.2%	96.0%
	Increase statewide observed seat belt use of Front Seat Outboard Occupants in Passenger Vehicles 1 percentage points from 96 (2018 observation) to 97 percent by December 31, 2020.						

ACTIVITY MEASURES		2015	2016	2017	2018
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities	2,746	3,880	2,186	1,976
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	14,033	11,831	9,796	8,563
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities	20,317	12,330	18,357	12,053

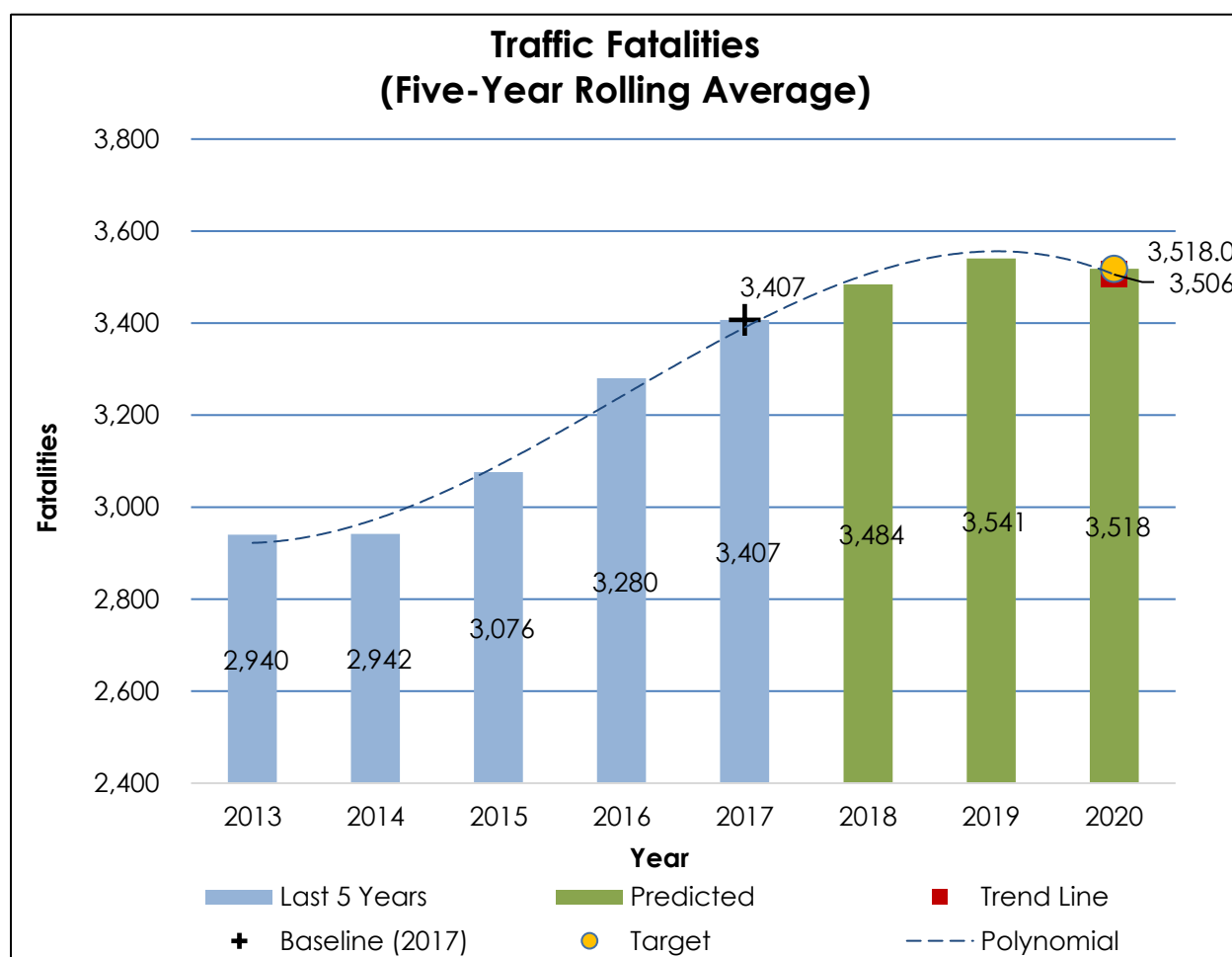
PERFORMANCE MEASURES

C-1 Traffic Fatalities (FARS)

Target: Based on the 2013-2017 five-year rolling average, the five-year average of traffic fatalities will increase 3.02 percent from an average of 3,407 to 3,518 (2016-2020) by December 31, 2020. This increase is slightly above the polynomial trend line. The predicted number of actual traffic fatalities will decrease from 3,584 in 2019 to 3,275 in 2020.

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.

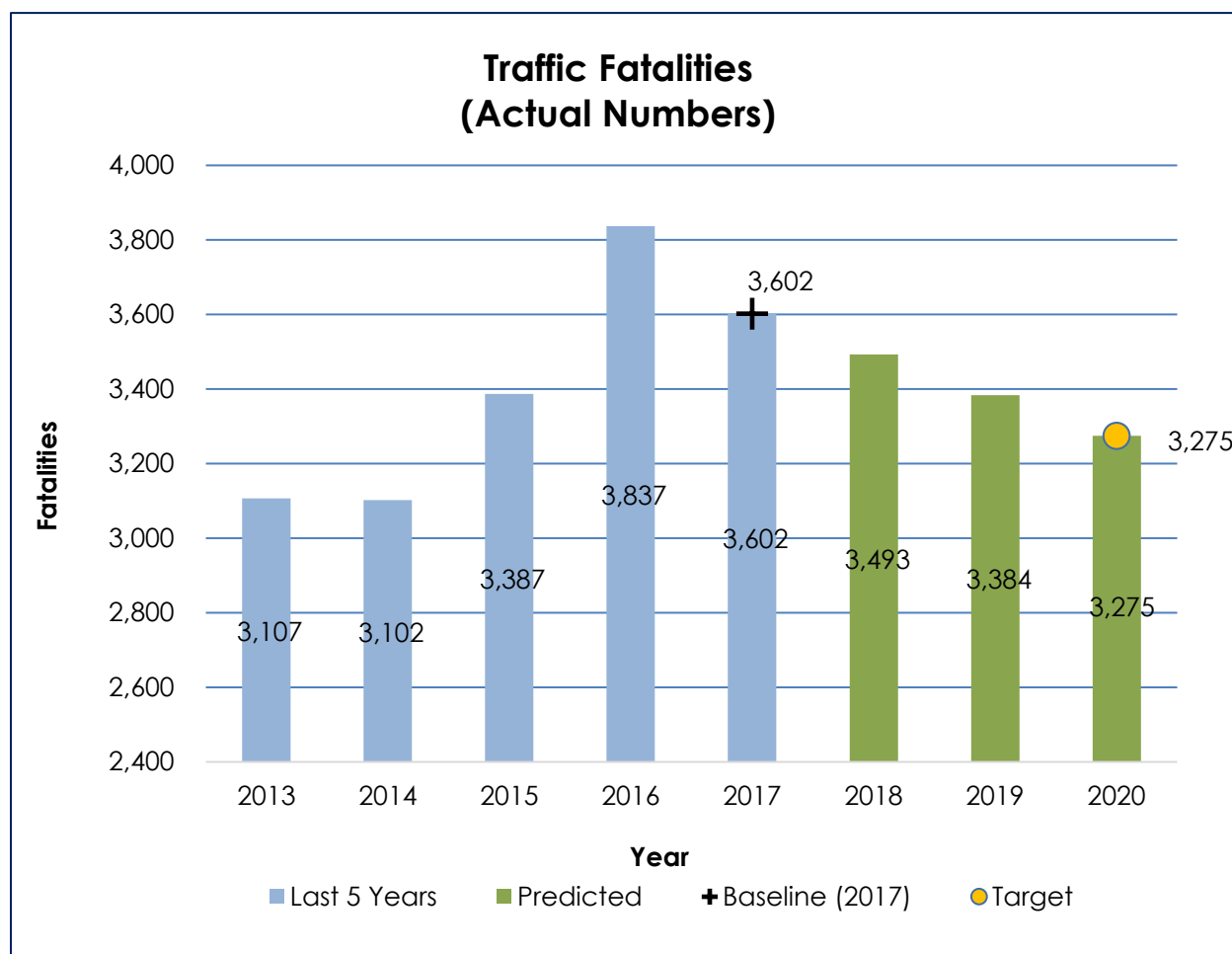


State Comparison

C-1 Traffic Fatalities

Target: Based on 2013-2017 actual number of fatalities, the target for traffic fatalities will decrease 9.1 percent from the December 31, 2017 total of 3,602 to 3,275 by December 31, 2020.

Justification: As innovative programs and technologies become available, the actual number of traffic fatalities will show 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 lead to a further decrease in fatalities and the chart below demonstrates the decrease.



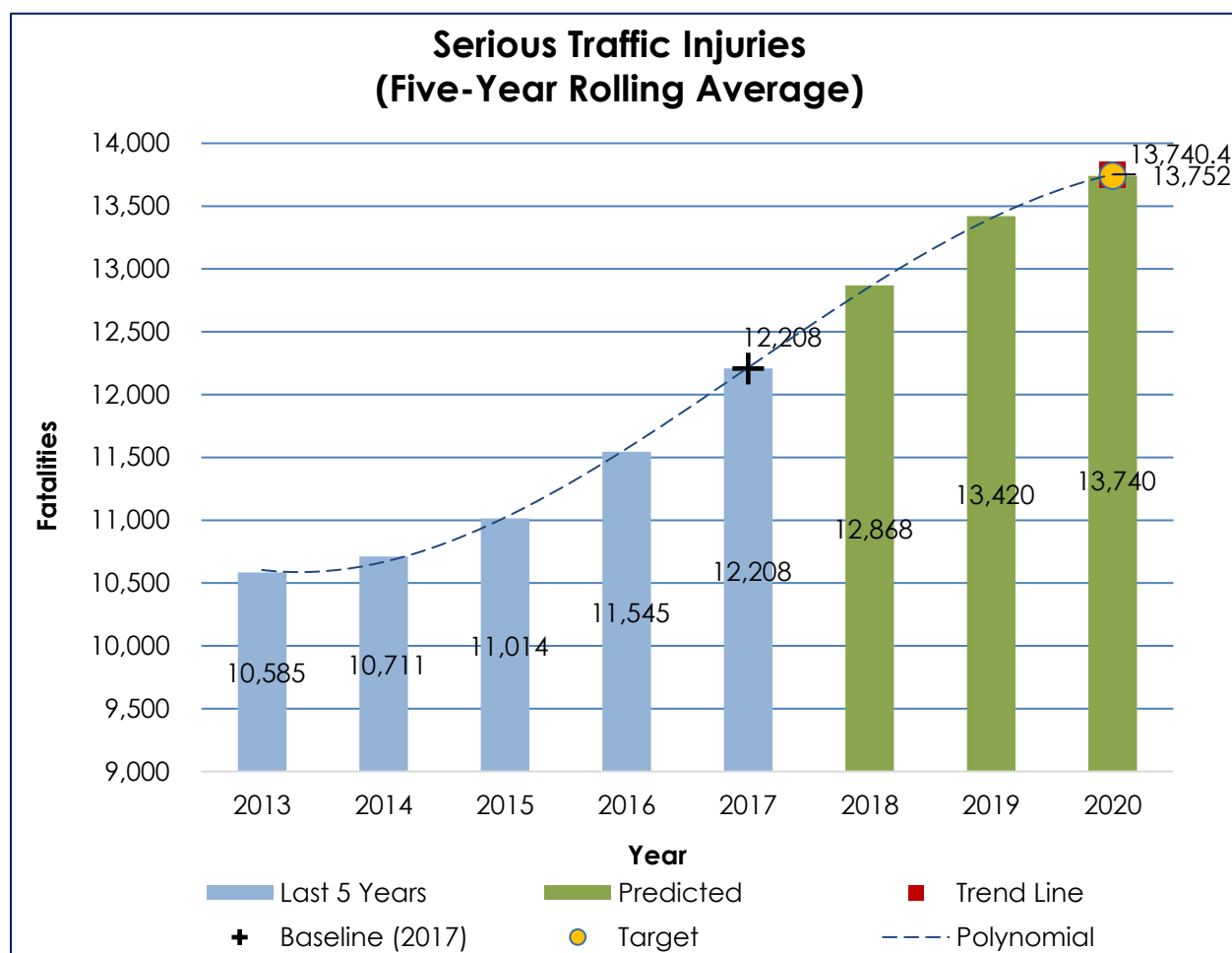
The 2017 number is based on FARS reporting as of June 2019. These numbers are subject to change as additional reporting is received and processed.

C-2 Serious Traffic Injuries (SWITRS)

Target: Based on the 2013-2017 five-year rolling average, the five-year average of serious traffic injuries will increase 12.5 percent from an average of 12,208 to 13,740 (2016-2020) by December 31, 2020. This increase is slightly above the polynomial trend line. The predicted number of actual serious traffic injuries will decrease from 13,755 in 2019 to 13,452 in 2020.

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.

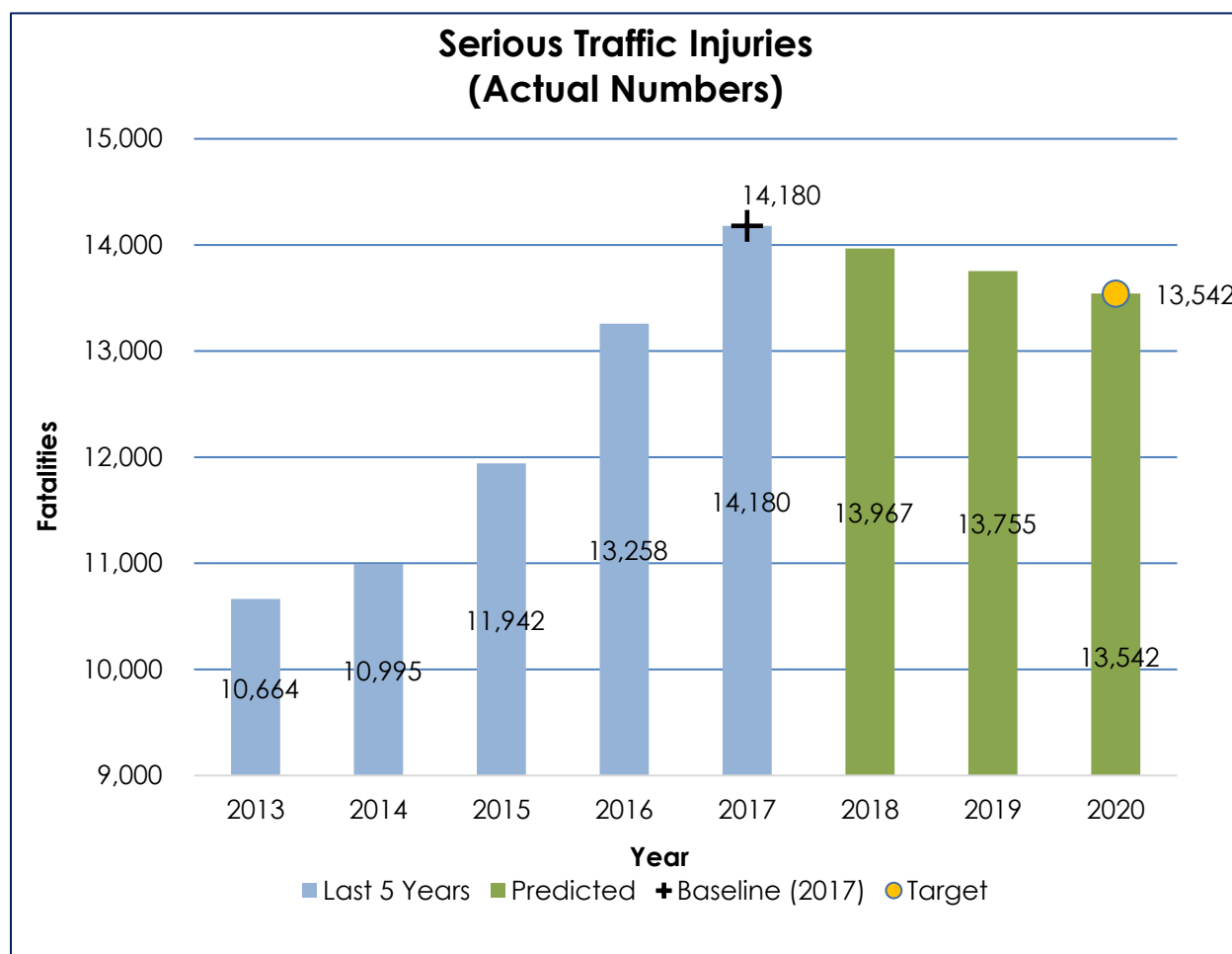
This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.



C-2 Serious Traffic Injuries

Target: Based on 2013-2017 actual number of serious traffic injuries, the target will decrease 4.5 percent from 14,180 in December 2017 to 13,542 by December 31, 2020.

Justification: As innovative programs and technologies become available, the actual number of serious traffic injuries will show 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 2020 and the chart below demonstrates the decrease.



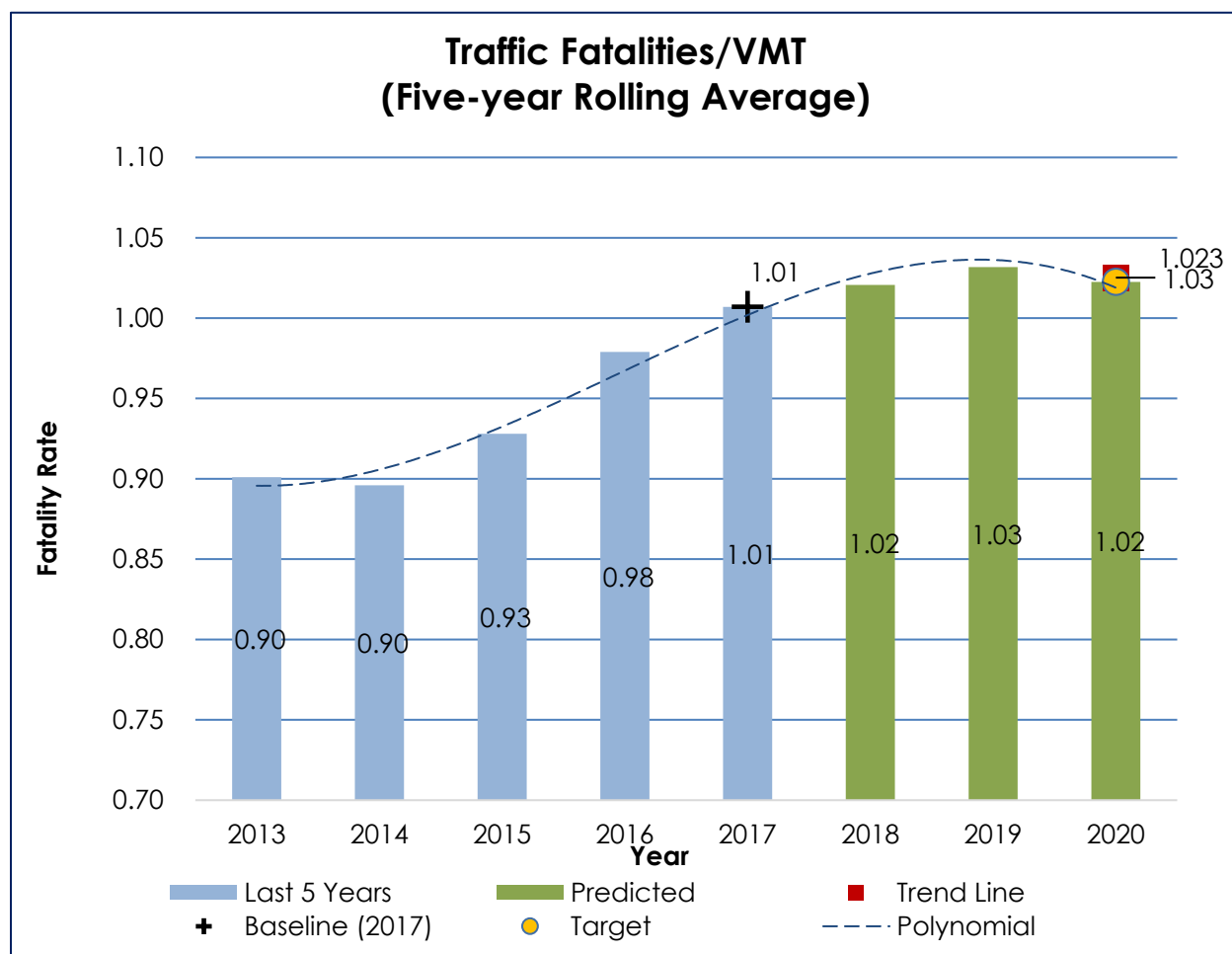
The 2017 number is based on FARS reporting as of June 2019. These numbers are subject to rise as additional reporting is received and processed.

C-3 Fatalities/VMT (FARS/FHWA)

Target: Based on the 2013-2017 five-year rolling average, the five-year average of traffic fatalities/VMT will increase 1 percent from an average of 1.01 to 1.02 (2017-2020) by December 31, 2020. This increase almost matches the polynomial trend line. The predicted number of actual traffic fatalities/VMT will decrease from 1.03 in 2019 to 1.02 in 2020.

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.

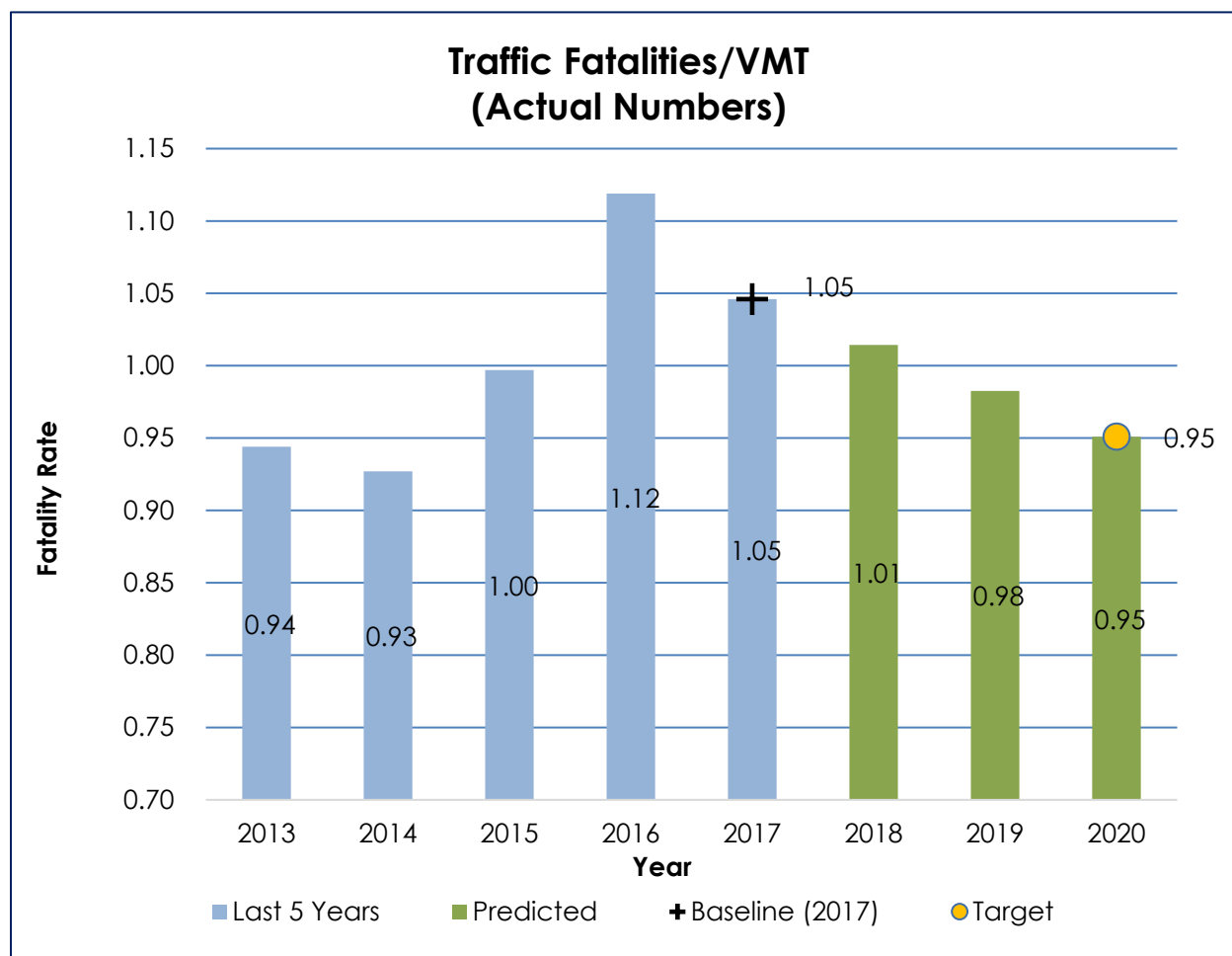
This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.



C-3 Fatalities/VMT (FARS/FHWA)

Target: Based on 2013-2017 actual number of fatalities per 100 million vehicle miles traveled, the target will decrease 9.5 percentage points from 1.05 from December 31, 2017 to 0.95 by December 31, 2020.

Justification: As innovative programs and technologies become available, the actual number of traffic fatalities/VMT show 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 2020 and the chart below demonstrates the decrease.

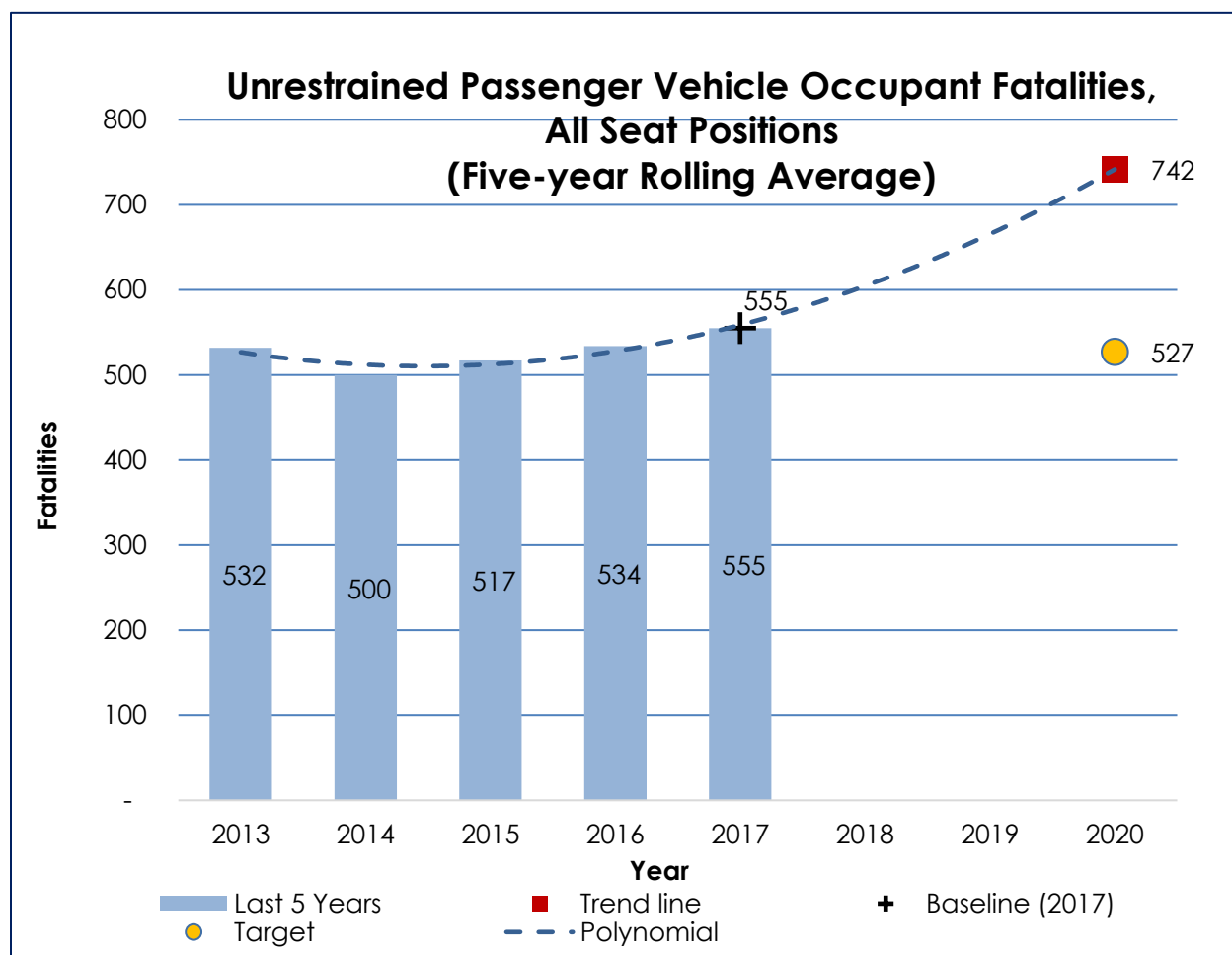


The 2017 number is based on FARS reporting as of June 2019. These numbers are subject to rise as additional reporting is received and processed.

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

Goal: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 5 percent from 555 (2013-2017 five-year rolling average) to 527 by December 31, 2020.

Justification: The performance target was selected by using a polynomial trend line based on the 2013-2017 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category.

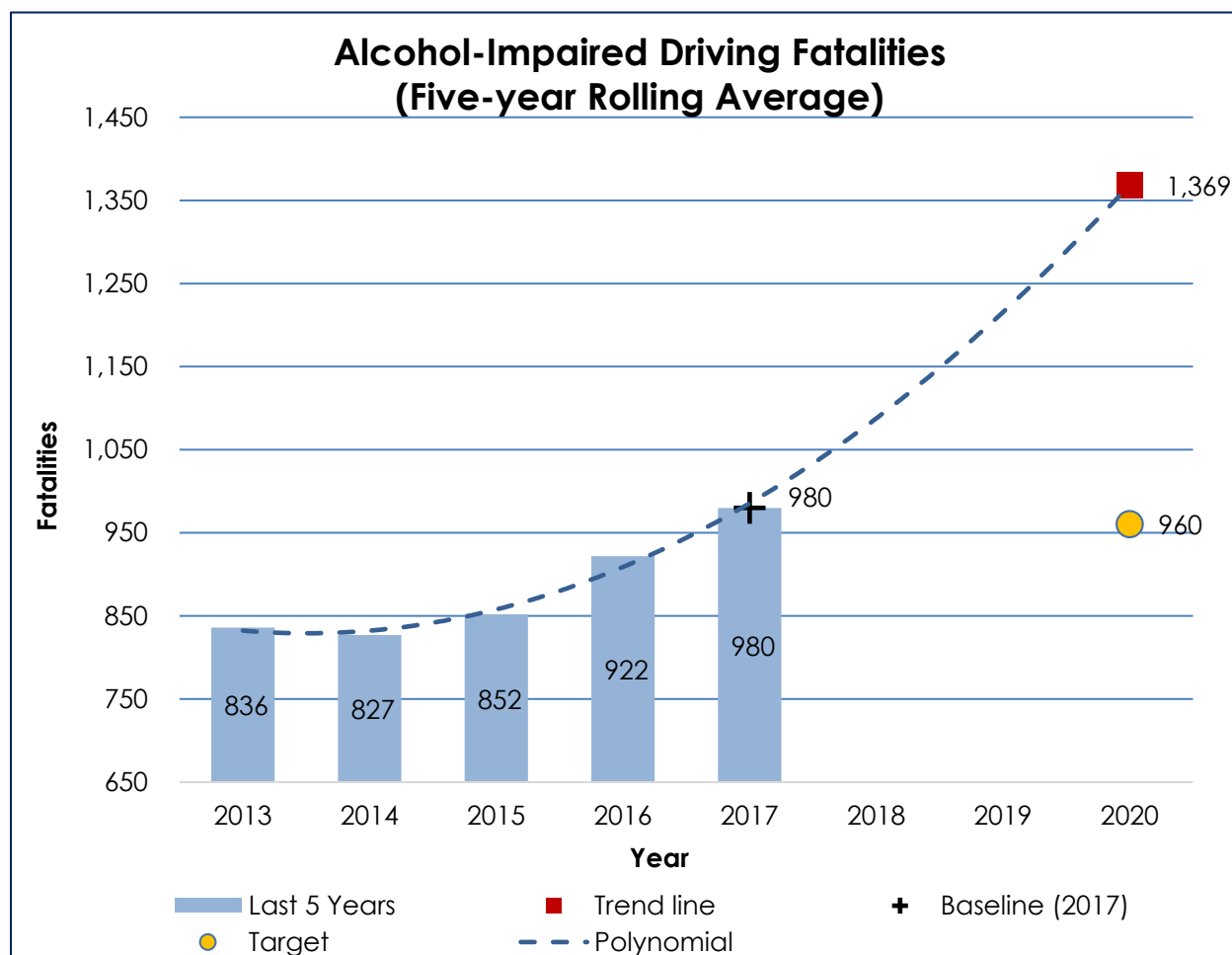


Countermeasures: Funded countermeasures to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic populations, 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.

C-5 Alcohol-Impaired Driving Fatalities (FARS)

Goal: Reduce alcohol-impaired driving fatalities 2.6 percent from 980 (2013-2017 five-year rolling average) to 960 by December 31, 2020.

Justification: The performance target was selected by using a polynomial trend line based on the 2013-2017 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category.

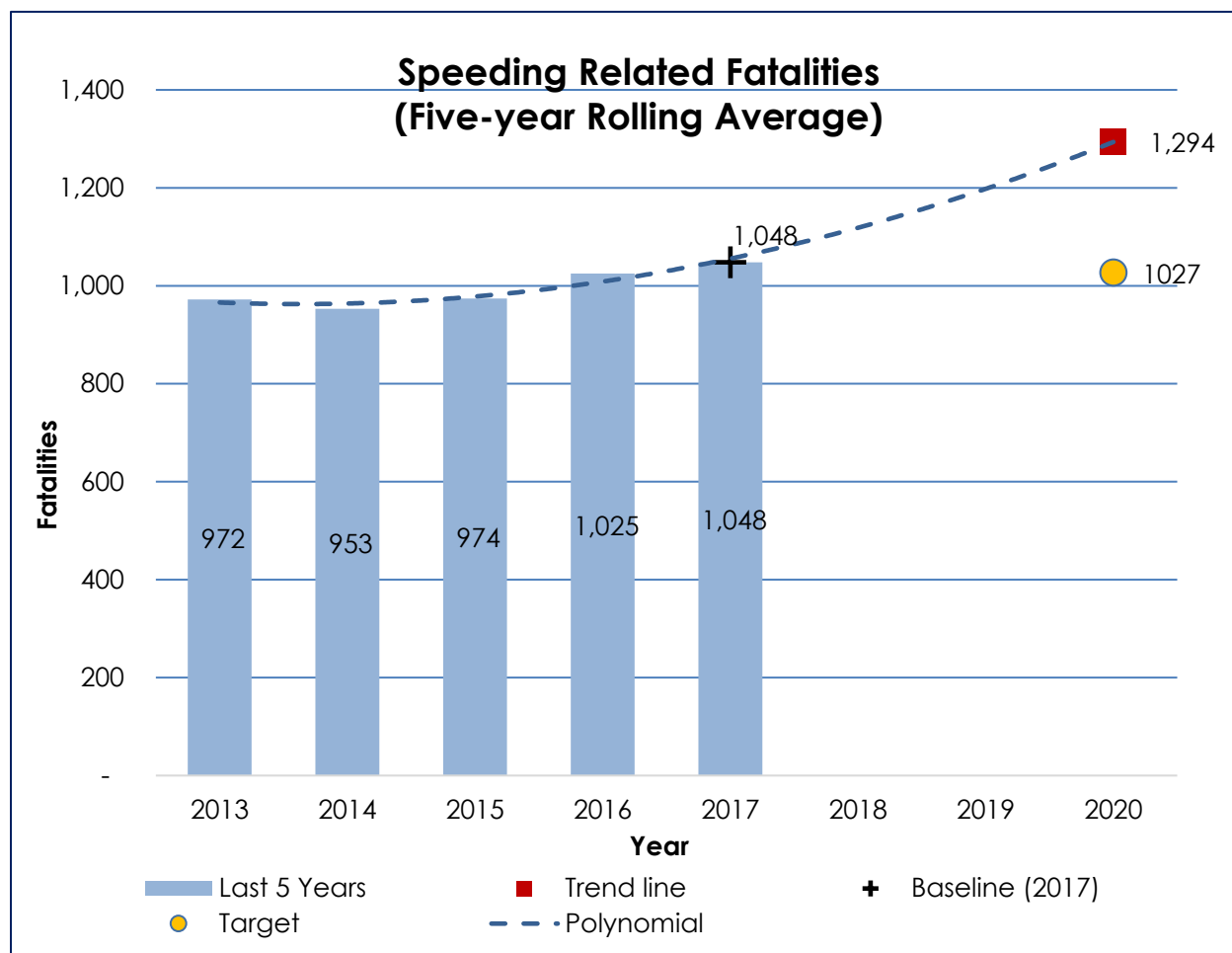


Countermeasures: Funded countermeasures to reduce alcohol-impaired driving fatalities will include alcohol awareness and education programs in middle schools, high school, and colleges, funding “Know Your Limit” alcohol awareness programs in local jurisdictions, funding Alcoholic Beverage Control (ABC) 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.

C-6 Speeding-Related Fatalities (FARS)

Goal: Reduce speeding-related fatalities 2 percent from 1,048 (2013-2017 five-year rolling average) to 1027 by December 31, 2020.

Justification: The performance target was selected by using a polynomial trend line based on the 2013-2017 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category.

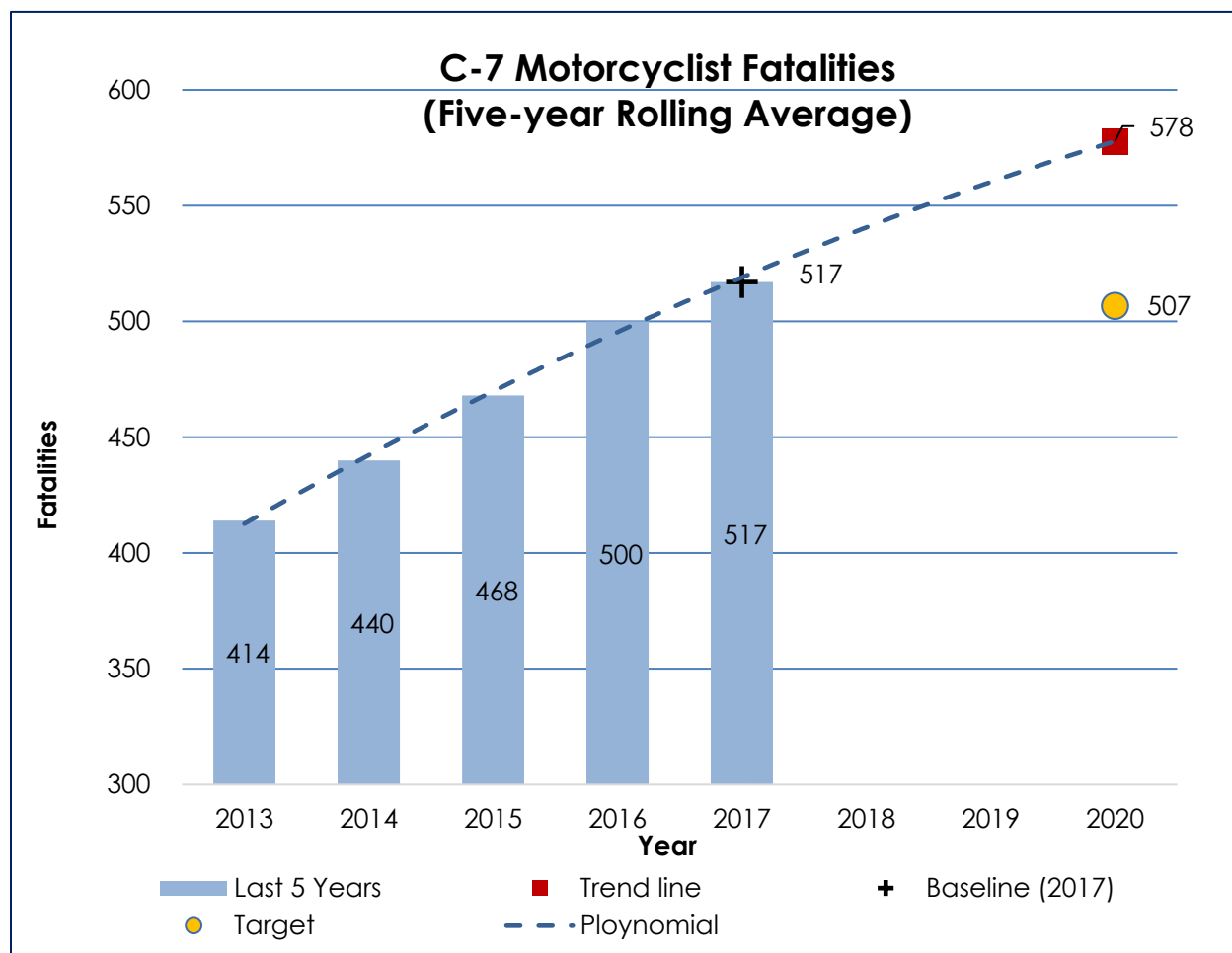


Countermeasures: Funded countermeasures to reduce speeding-related fatalities will include conducting traffic safety presentations for communities, organizations, and schools, deploying changeable message signs and visible display radar trailers to curb unsafe speed and aggressive driving, conducting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

C-7 Motorcyclist Fatalities (FARS)

Goal: Reduce motorcyclist fatalities 2 percent from 517 (2013-2017 five-year rolling average) to 507 by December 31, 2020.

Justification: The performance target was selected by using a polynomial trend line based on the 2013-2017 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category.

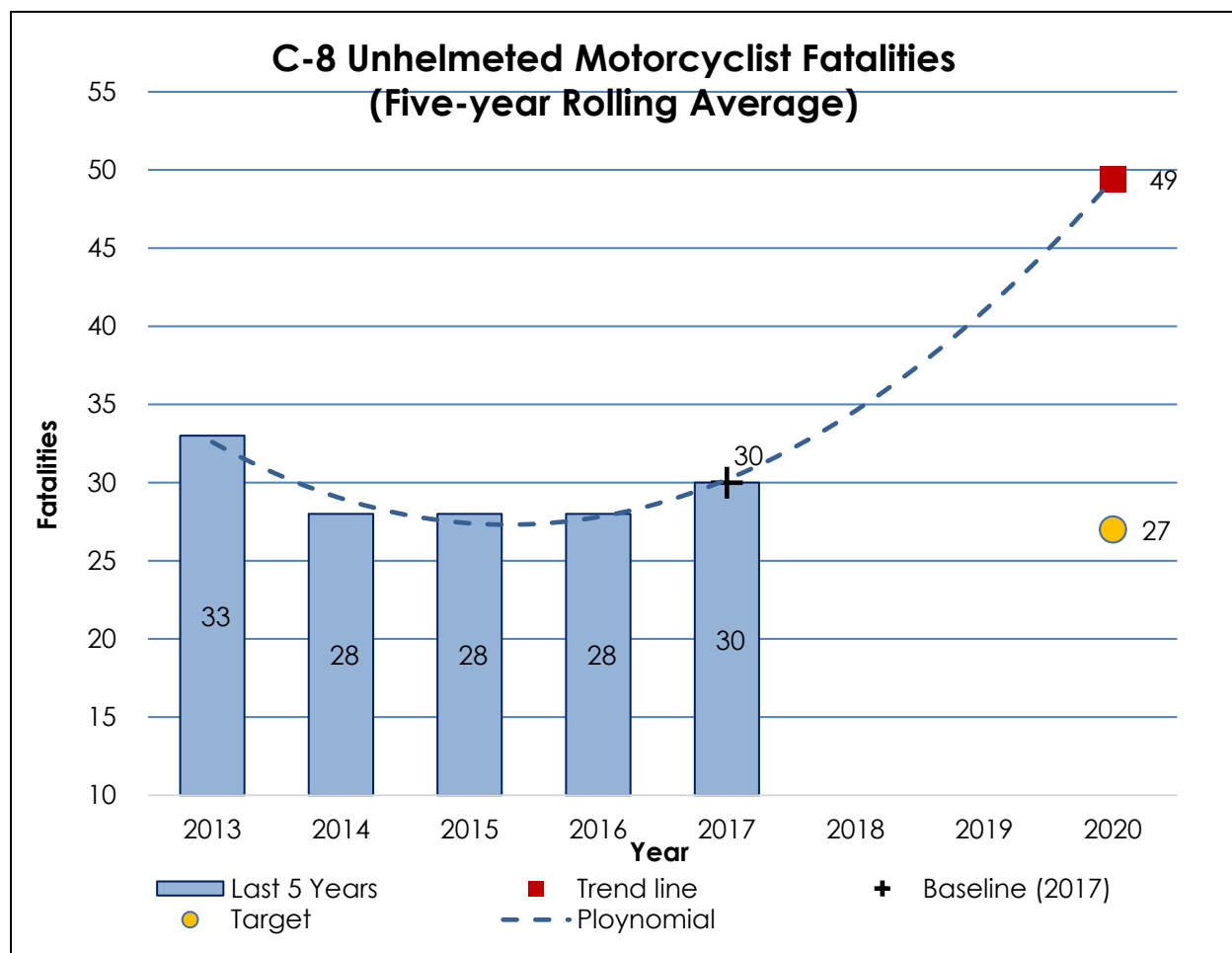


Countermeasures: Funded countermeasures to reduce motorcycle fatalities will include motorcycle safety public awareness events, conducting highly publicized motorcycle safety enforcement operations, and continuing the collaborative program for training and education to reduce motorcycle involved collisions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

C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Goal: Reduce unhelmeted motorcyclist fatalities 10 percent from 30 (2013-2017 five-year rolling average) to 27 by December 31, 2019.

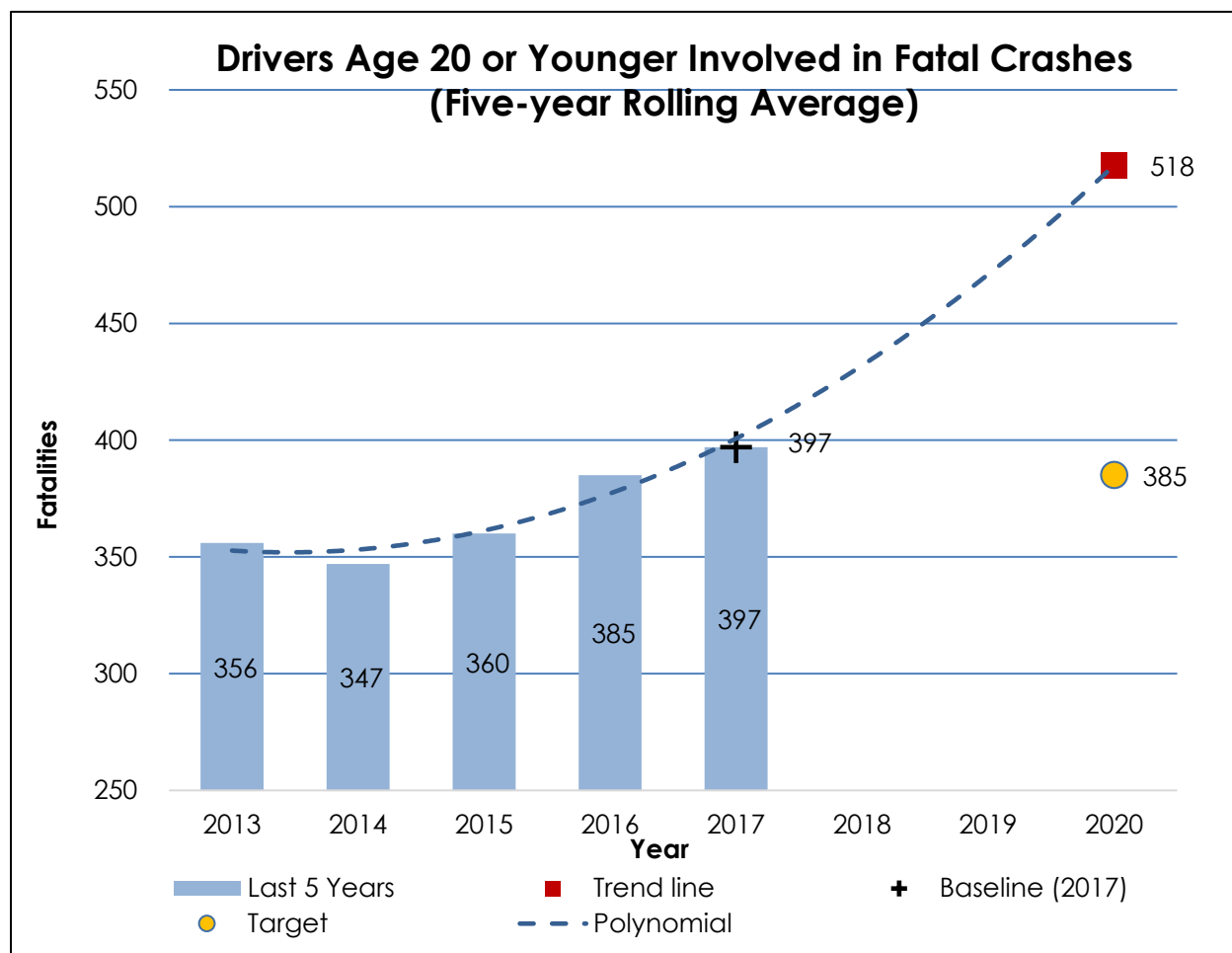
Justification: The performance target was selected by using a polynomial trend line based on the 2013-2017 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category.



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

Goal: Reduce drivers age 20 or younger involved in fatal crashes 3 percent from 397 (2013-2017 five-year rolling average) to 385 by December 31, 2020.

Justification: The performance target was selected by using a polynomial trend line based on the 2013-2017 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category.

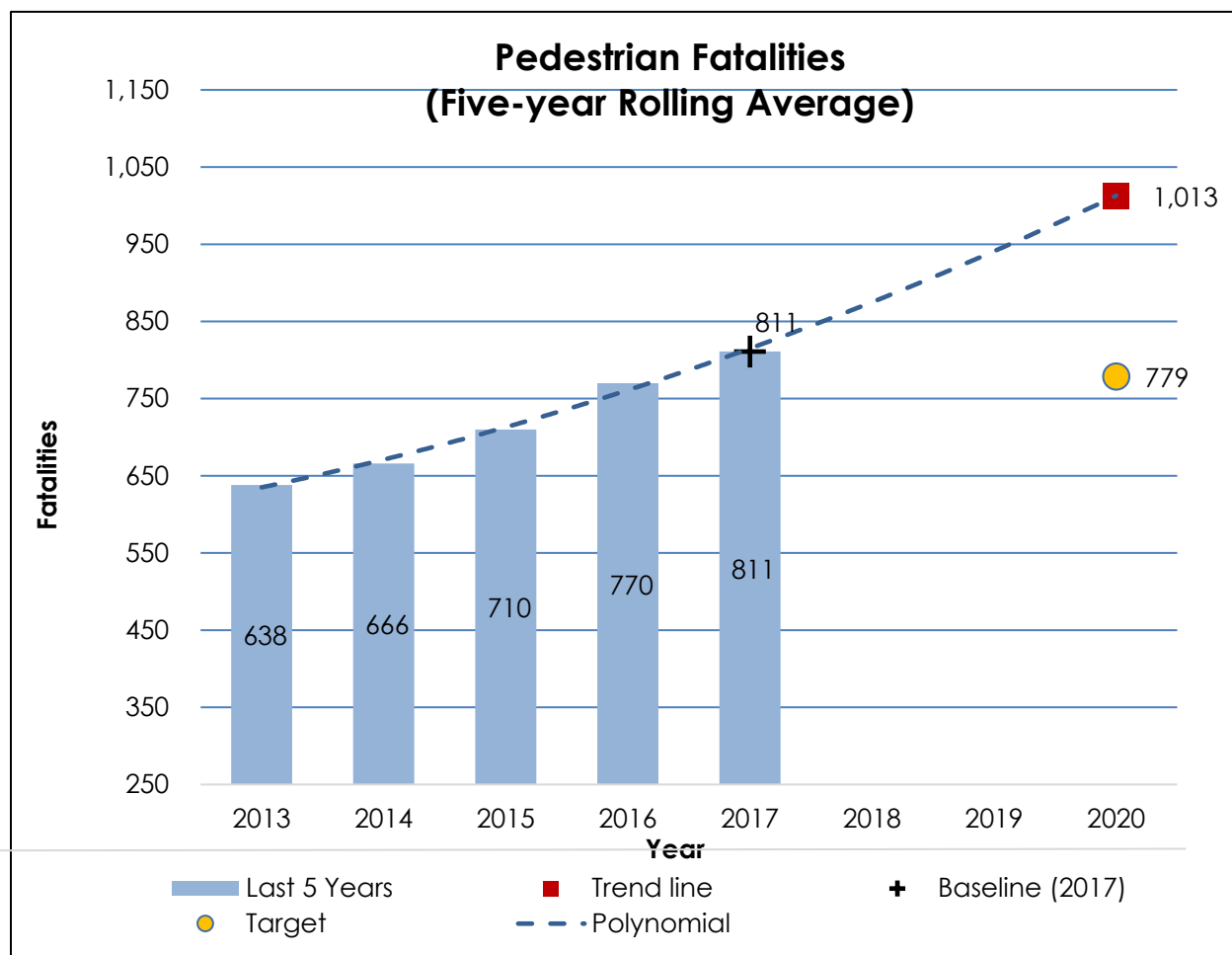


Countermeasures: Funded countermeasures to reduce the number of drivers age 20 or younger involved in fatal crashes will include middle school, high school, and college traffic safety campaigns; the CHP supported teen traffic safety programs such as Start Smart, Every 15 Minutes, Impact Teen Drivers,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

C-10 Pedestrian Fatalities (FARS)

Goal: Reduce pedestrian fatalities 4 percent from 811 (2013-2017 five-year rolling average) to 779 by December 31, 2020.

Justification: The performance target was selected by using a polynomial trend line based on the 2013-2017 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category.

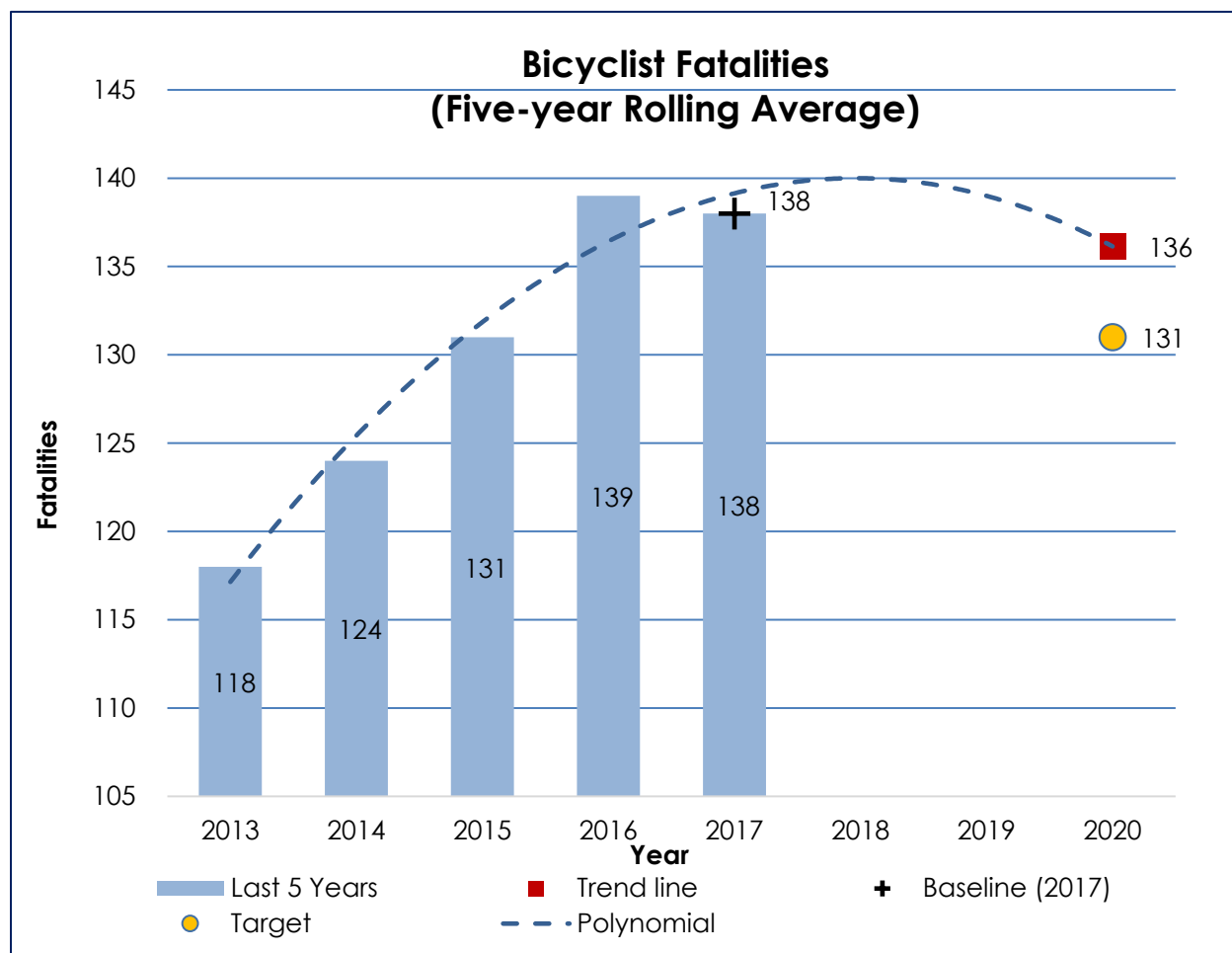


Countermeasures: Funded countermeasures to reduce pedestrian fatalities will include implementing driver and pedestrian safety education and awareness campaigns with an emphasis on Pedestrian Safety Month in September, provide law enforcement training on pedestrian enforcement through train-the-trainer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

C-11 Bicyclist Fatalities (FARS)

Goal: Reduce bicyclist fatalities 5 percent from 138 (2013-2017 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 2013-2017 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category.

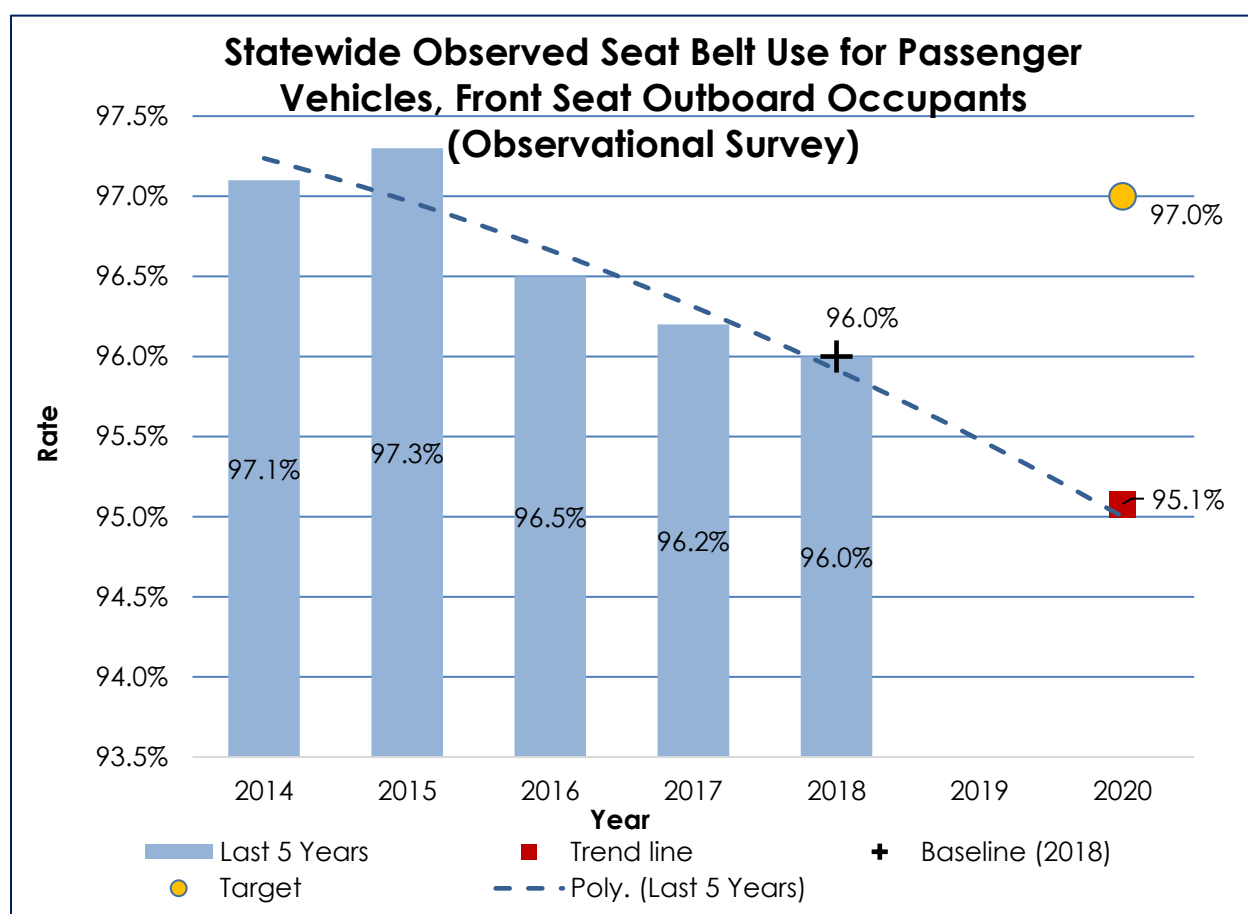


Countermeasures: Funded countermeasures to reduce bicyclist fatalities will include implementing driver and bicyclist safety education and awareness campaigns with an emphasis on Bicycle Safety Month in May, provide law enforcement training on bicycle enforcement through train-the-trainer courses, and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

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 percentage points from 96.0 percent (2018 observation) to 97 percent by December 31, 2020.

Justification: The performance target was selected by using the 2018 calendar year data as the baseline as that is when the survey was conducted. The trend below indicates California will have a decrease of 0.9 percentage points in 2020 and the number of statewide observed seat belt use of front seat outboard occupants in passenger vehicles will decrease. However, California foresees that the grants chosen for funding will result in an increase in this category.

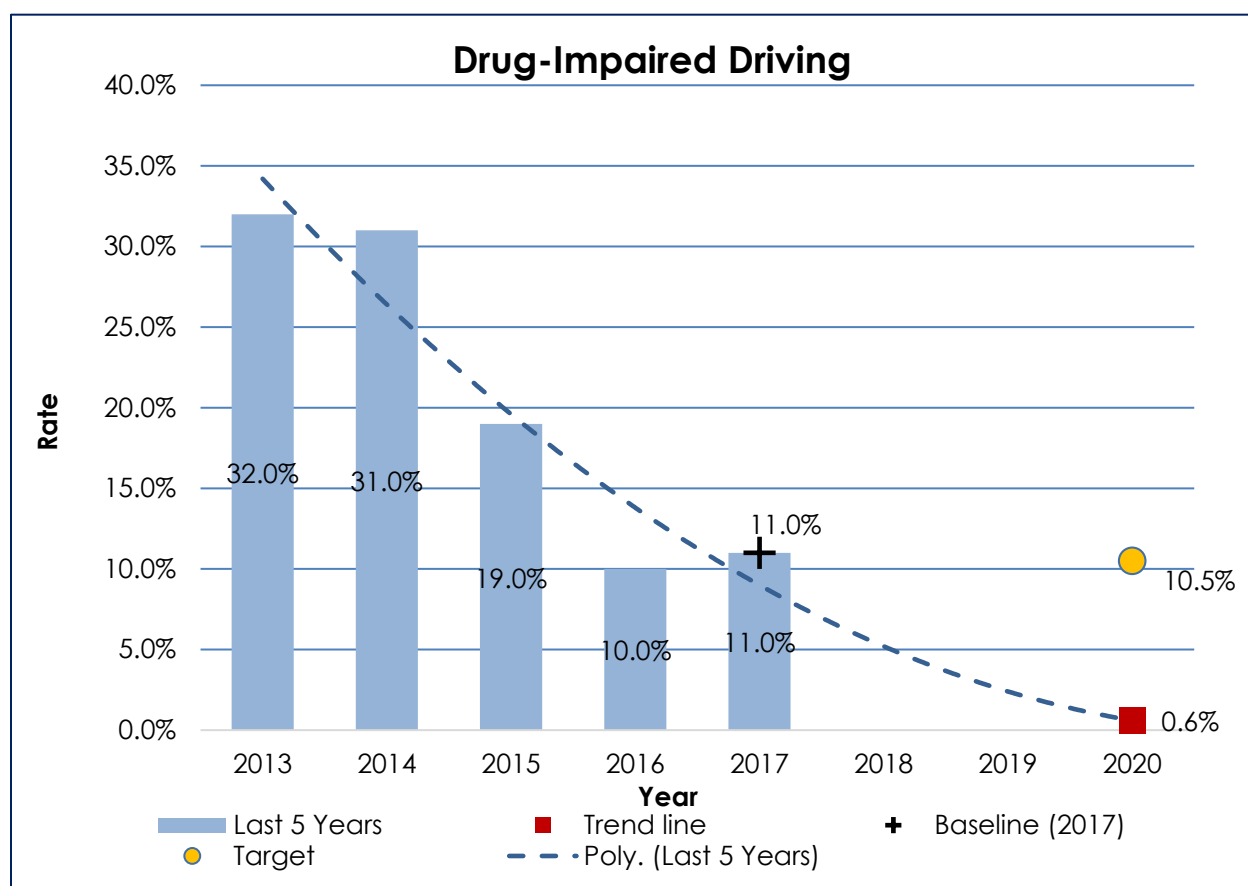


Countermeasures: Funded countermeasures to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic 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.

Drug-Impaired Driving (FARS)

Goal: Reduce the number of California drivers killed in crashes that tested positive for drug involvement 4.5 percent from the 2017 calendar base year of 11 percent to 10.5 percent by December 31, 2020.

Justification: The performance target was selected by using the 2017 calendar year as the baseline. However, with the legalization of recreational marijuana in California, and the increase in marijuana-related fatalities in Colorado after legalization, we are anticipating an increase in drug-impaired driving fatalities. With the OTS efforts and selected grants for funding, we hope to continue the downward trend and slow any potential increases.

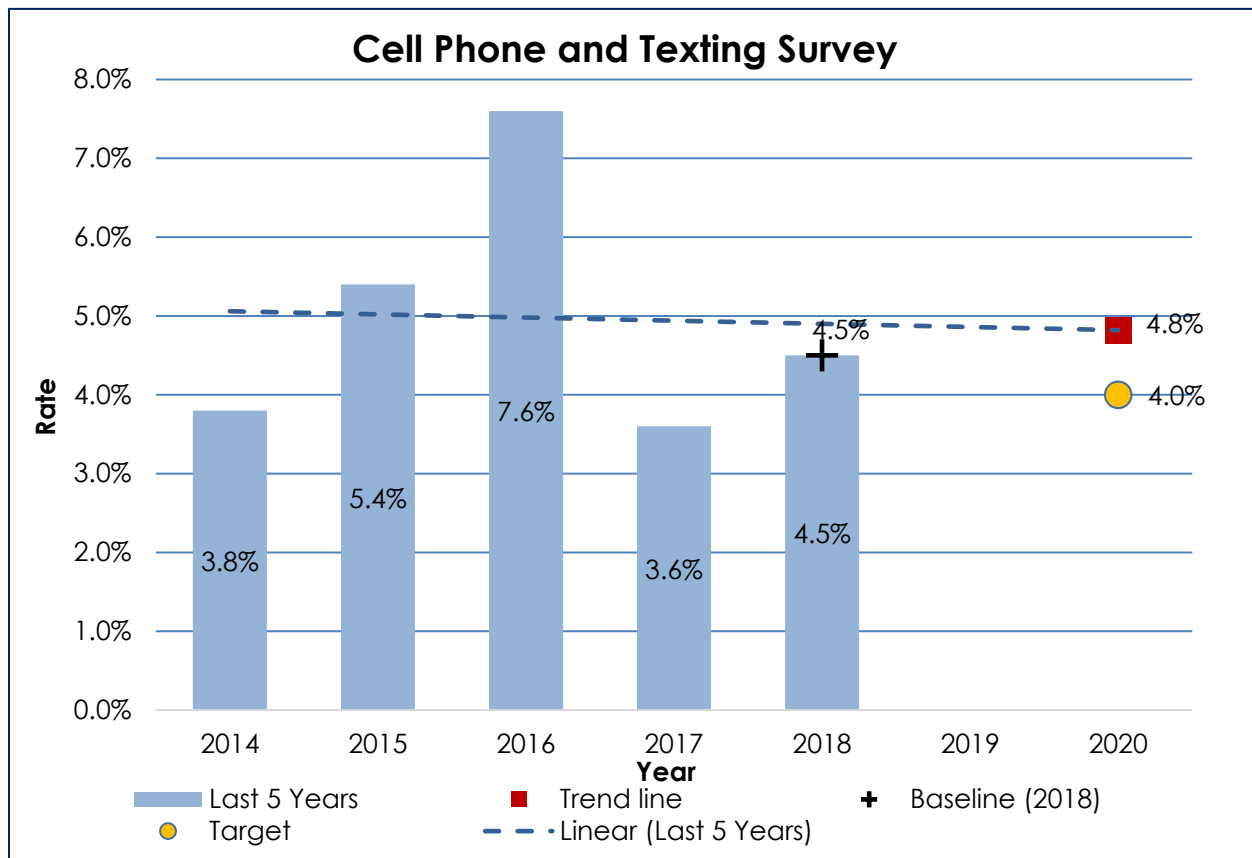


Countermeasures: Funded countermeasures to reduce drug-impaired driving will include convening periodic DUID Roundtable meetings with expert stakeholders, funding educational programming and training for health care and educational professionals, funding ARIDE and Drug Recognition Expert (DRE) training for law enforcement, funding Vertical Prosecution programs, funding the Traffic Safety Resource Prosecutor program, and training for large county laboratories.

Distracted Driving (Survey)

Goal: Reduce the number of California drivers observed using a handheld cell phone or texting 11 percent from the 2018 calendar base year of 4.5 percent to 4 percent by December 31, 2020.

Justification: The performance target was selected by using the 2018 calendar year as the baseline as that is when the survey was conducted. The trendline below indicates a decrease 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.

Traffic Records

Goal: Increase the number of crash reports electronically submitted to the Statewide Integrated Traffic Records System (SWITRS) by allied agencies from the 2018 calendar base year total of 0 reports to 15,000 reports by December 31, 2020.

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

Emergency Medical Services (EMS)

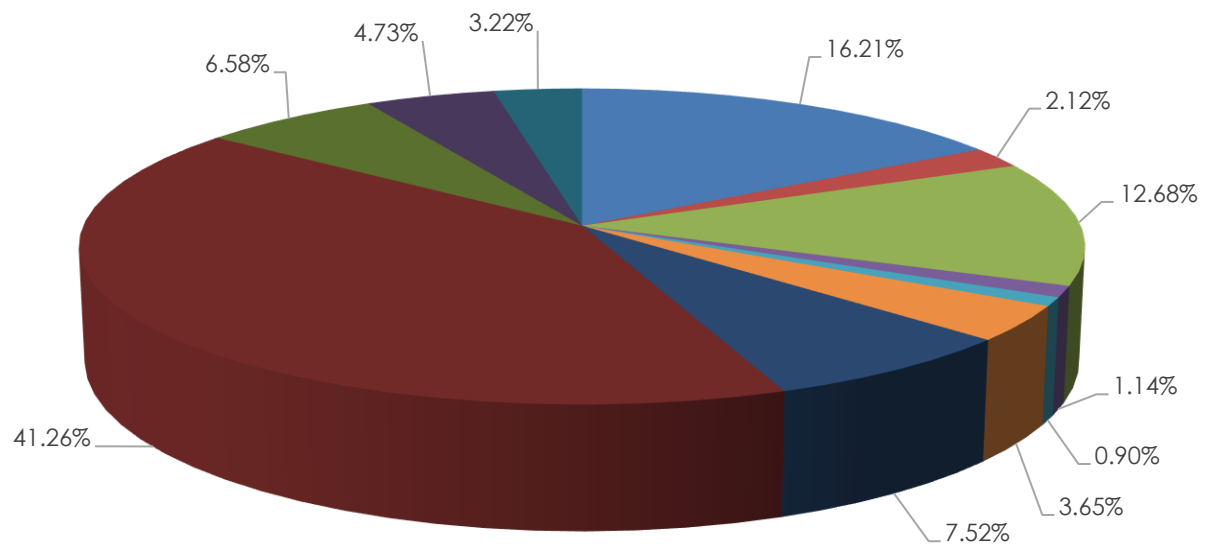
Goal: Decrease the average extrication time, from the time of arrival at the crash site to transport, by 2 minutes from the 2017 calendar base year average (latest data available) of 20 minutes to 18 minutes by December 31, 2020.

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.

HIGHWAY SAFETY PROJECTS

HIGHWAY SAFETY PROJECTS

PLANNED FUND DISTRIBUTION BY PROGRAM AREA \$95,209,746



■ Alcohol-Impaired Driving
16.21% (\$15,437,597)

■ Drug-Impaired Driving
12.68% (\$12,077,045)

■ Motorcycle Safety
0.90% (\$855,000)

■ Pedestrian Safety/Bicycle Safety
7.52% (\$7,155,700)

■ Program Planning and Administration
6.58% (\$6,265,000)

■ Traffic Records/Roadway Safety
3.22% (\$3,066,404)

■ Distracted Driving
2.12% (\$2,016,000)

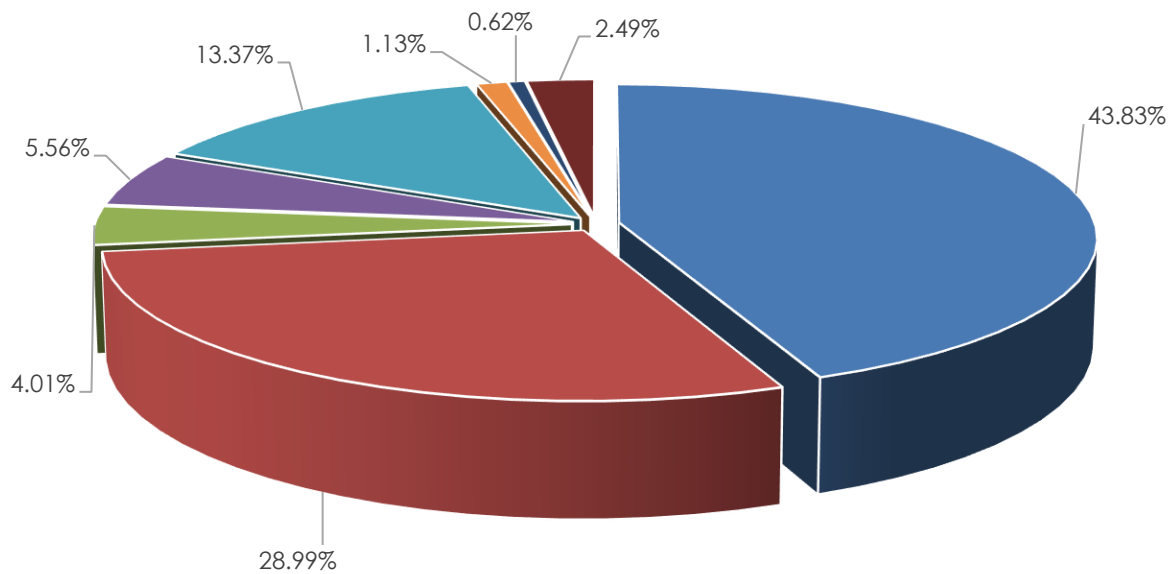
■ Emergency Medical Services
1.14% (\$1,081,200)

■ Occupant Protection
3.65% (\$3,471,000)

■ Police Traffic Services
41.26% (\$39,284,800)

■ Public Relations
4.73% (\$4,500,000)

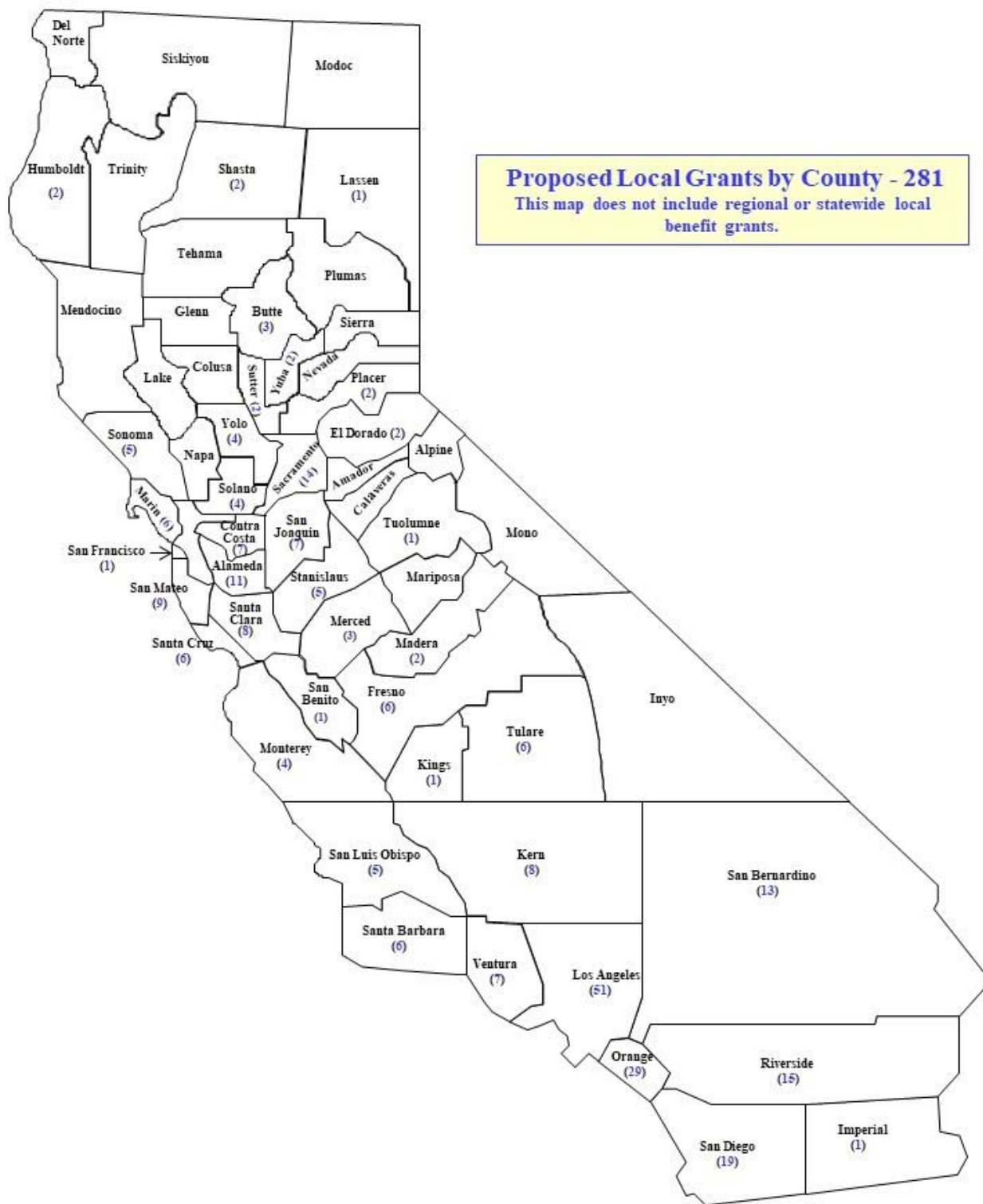
**PLANNED FUND DISTRIBUTION
BY FUND TYPE
\$95,209,746**



164 AL	402	405b OP	405c TR
43.83% (\$41,733,410)	28.99% (\$27,604,773)	4.01% (\$3,813,675)	5.56% (\$5,294,830)
405d AL	405e DD	405f MC	405h PS
13.37% (\$12,730,349)	1.13% (\$1,077,259)	0.62% (\$585,892)	2.49% (\$2,369,558)

PROGRAM FUNDING SOURCES

FUND
164 - Minimum Penalties for Repeat Offenders for Driving While Intoxicated
These funds can be used for alcohol-impaired driving programs and hazard elimination programs.
402 - State/Community Highway Safety Grant Program
Section 402 funds are to be used to support the States' Performance Plans, which contain performance goals and performance measures, based on the National Priority Program Areas and other problems identified by the States, and Highway Safety Plans for the implementation of programs that address a wide range of highway safety problems that are related to human factors and the roadway environment and that contribute to the reduction of crashes, deaths, and injuries resulting thereof. Section 402 enhances States' programs by providing resources to start up new, more effective projects; by catalyzing or accelerating State programs to address major safety issues with well-planned strategies; and by leveraging additional State and local investment in highway safety.
405b - Occupant Protection Grants
The purpose of this program is to encourage States to adopt and implement occupant protection laws and programs to reduce highway deaths and injuries from individuals riding unrestrained in motor vehicles.
405c - State Traffic Safety Information System Improvements Grants
The purpose of this program is to support State efforts to improve the data systems needed to help identify priorities for Federal, State and local highway and traffic safety programs, to link intra-state data systems, and to improve the compatibility and interoperability of these data systems with national data systems and the data systems of other States for highway safety purposes, such as enhancing the ability to analyze national trends in crash occurrences, rates, outcomes and circumstances.
405d - Impaired Driving Countermeasures Grants
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.
405e - Distracted Driving Grants
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.
405f - Motorcyclist Safety Grants
States may qualify for this funding by meeting two of six grant criteria: Motorcycle Rider Training Courses; Motorcyclists Awareness Program; Reduction of Fatalities and Crashes Involving Motorcycles; Impaired Driving Program; Reduction of Fatalities and Collisions Involving Impaired Motorcyclists; and Use of Fees Collected from Motorcyclists for Motorcycle Programs.
405h - Non-Motorized Safety Grants
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.



**POLITICAL SUBDIVISION PARTICIPATION
IN STATE HIGHWAY SAFETY PROGRAM
FEDERAL FISCAL YEAR 2020
HIGHWAY SAFETY PLAN**

402 State and Community Highway Safety

	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
	New Grants	\$18,309,100	\$0	\$9,295,673
	Continuations	\$0	\$0	\$0
	Total	\$18,309,100	\$9,295,673	\$27,604,773
		66.33%	33.67%	100.00%

164AL Minimum Penalties for Repeat Offenders for Driving While Intoxicated

	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
	New Grants	\$27,628,497	\$0	\$14,104,913
	Continuations	\$0	\$0	\$0
	Total	\$27,628,497	\$14,104,913	\$41,733,410
		66.20%	33.80%	100.00%

164AL / 402

	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
	Combined	\$45,937,597	\$0	\$23,400,586
	Total	\$45,937,597	\$23,400,586	\$69,338,183
		66.25%	33.75%	100.00%

*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

LIST OF ALL FEDERAL FISCAL YEAR (FFY) 2020 GRANTS

Grant	Agency	Fund	Amount
AL20001	Butte County Probation Department	164 AL	\$ 117,000.00
AL20002	California Department of Alcoholic Beverage Control	164 AL	\$ 378,000.00
AL20003	California Department of Alcoholic Beverage Control	164 AL	\$ 463,500.00
AL20004	California Department of Alcoholic Beverage Control	164 AL	\$ 282,000.00
AL20005	California Department of Alcoholic Beverage Control	164 AL	\$ 1,800,000.00
AL20006	California Friday Night Live Partnership	164 AL	\$ 310,000.00
AL20007	California Highway Patrol	164 AL	\$ 2,000,000.00
AL20008	California Highway Patrol	164 AL	\$ 300,000.00
AL20009	California Highway Patrol	164 AL	\$ 5,300,000.00
AL20010	California Highway Patrol	164 AL	\$ 250,000.00
AL20011	Contra Costa County Probation Department	164 AL	\$ 348,098.00
AL20012	Fresno County District Attorney's Office	164 AL	\$ 253,070.00
AL20013	Fresno County Probation Department	164 AL	\$ 278,400.00
AL20014	Kern County District Attorney's Office	164 AL	\$ 244,028.00
AL20015	Kern County Probation Department	164 AL	\$ 165,900.00
AL20016	Los Angeles County Probation Department	164 AL	\$ 311,978.00
AL20017	Marin County Probation Department	164 AL	\$ 158,061.00
AL20018	Placer County Probation Department	164 AL	\$ 110,450.00
AL20019	Solano County Probation Department	164 AL	\$ 269,190.00
AL20020	Tulare County District Attorney's Office	164 AL	\$ 116,668.00
AL20021	Tulare County Probation Department	164 AL	\$ 96,708.00
AL20022	Sacramento County Probation Department	164 AL	\$ 392,209.00
AL20023	San Bernardino County Probation Department	164 AL	\$ 378,500.00
AL20024	San Diego County Probation Department	164 AL	\$ 369,618.00
AL20025	San Diego Police Department Crime Laboratory	164 AL	\$ 113,000.00
AL20026	San Joaquin Collaborative Courts	164 AL	\$ 500,000.00
AL20027	San Joaquin County Probation Department	164 AL	\$ 146,269.00
AL20028	San Mateo County Superior Court	164 AL	\$ 330,000.00
AL20029	Santa Barbara County Probation Department	164 AL	\$ 154,950.00
		Subtotal	\$15,937,597.00

Grant	Agency	Fund	Amount
DD20001	California Department of Alcoholic Beverage Control	402DD	\$ 311,000.00
DD20002	California Highway Patrol	402DD	\$ 300,000.00
DD20003	California Highway Patrol	402DD	\$ 550,000.00
DD20004	California Highway Patrol	405e DD	\$ 400,000.00
		402DD	\$ 400,000.00
DD20005	San Luis Obispo County Behavioral Health Department	402DD	\$ 55,000.00
		Subtotal	\$ 2,016,000.00

Grant	Agency	Fund	Amount
DI20001	California Highway Patrol	405d AL	\$ 2,000,000.00
		405c TR	\$ 1,200,000.00
DI20002	El Dorado County District Attorney's Office	405d AL	\$ 230,154.00
DI20003	Long Beach Department of Health and Human Services	405d AL	\$ 205,300.00
DI20004	Los Angeles City Attorney's Office	405d AL	\$ 724,966.00
DI20005	Los Angeles County District Attorney's Office	405d AL	\$ 1,355,948.00
DI20006	Los Angeles County Sheriff's Department	405d AL	\$ 415,000.00
DI20007	Marin County District Attorney's Office	405d AL	\$ 211,025.00
DI20008	Monterey County District Attorney's Office	405d AL	\$ 244,722.00
DI20009	Orange County District Attorney's Office	405d AL	\$ 754,563.00
DI20010	Orange County District Attorney's Office	405d AL	\$ 722,513.00
DI20011	Orange County Sheriff's Department	405d AL	\$ 350,000.00
DI20012	Riverside County Department of Public Health	405d AL	\$ 100,000.00
DI20013	Riverside County Department of Public Health	405d AL	\$ 170,000.00
DI20014	Riverside County District Attorney's Office	405d AL	\$ 370,162.00
DI20015	Shasta County Health and Human Services Agency	405d AL	\$ 340,000.00
DI20016	Solano County District Attorney's Office	405d AL	\$ 223,978.00
DI20017	Sonoma County District Attorney's Office	405d AL	\$ 234,032.00
DI20018	Ventura County Behavioral Health Department	405d AL	\$ 125,000.00
DI20019	Ventura County District Attorney's Office	405d AL	\$ 356,180.00
DI20020	Yolo County District Attorney's Office	405d AL	\$ 181,197.00
DI20021	San Bernardino County District Attorney's Office	405d AL	\$ 291,747.00
DI20022	San Diego City Attorney's Office	405d AL	\$ 188,865.00
DI20023	San Diego County District Attorney's Office	405d AL	\$ 411,693.00
DI20024	Santa Cruz County Health Services Agency	405d AL	\$ 170,000.00
		Subtotal	\$11,577,045.00

Grant	Agency	Fund	Amount
EM20001	Atwater	402EM	\$ 35,000.00
EM20002	Cathedral City Fire Department	402EM	\$ 35,000.00
EM20003	City of Sonora Fire Department	402EM	\$ 35,000.00
EM20004	Kern County Fire Department	402EM	\$ 40,200.00
EM20005	Madera County Fire Department	402EM	\$ 105,000.00
EM20006	Marin County Fire Department	402EM	\$ 80,000.00
EM20007	Merced County Fire Department	402EM	\$ 105,000.00
EM20008	Morongo Valley Fire Department	402EM	\$ 85,000.00
EM20009	Sonoma Valley Fire Rescue	402EM	\$ 94,000.00
EM20010	Susanville	402EM	\$ 105,000.00
EM20011	Sutter County Fire Department	402EM	\$ 117,000.00
EM20012	Tulare County Fire	402EM	\$ 175,000.00
EM20013	Santa Barbara County Fire Department	402EM	\$ 70,000.00
		Subtotal	\$ 1,081,200.00

Grant	Agency	Fund	Amount
MC20001	Anaheim Police Department	405f MC	\$ 55,000.00
MC20002	California Highway Patrol	405f MC	\$ 400,008.00
MC20002	California Highway Patrol	402MC	\$ 299,992.00
MC20003	Hawthorne Police Department	405f MC	\$ 100,000.00
		Subtotal	\$ 855,000.00

Grant	Agency	Fund	Amount
OP20001	Anaheim Police Department	405b OP	\$ 70,000.00
OP20002	Butte County Public Health Department	405b OP	\$ 115,000.00
OP20003	California Department of Public Health	405b OP	\$ 440,000.00
OP20004	California Highway Patrol	405b OP	\$ 800,000.00
OP20005	California Highway Patrol	405b OP	\$ 150,000.00
OP20006	California State University, Fresno	405b OP	\$ 270,000.00
OP20007	Community Action Partnership	405b OP	\$ 225,000.00
OP20008	Contra Costa County Health Services	405b OP	\$ 84,000.00
OP20010	Los Angeles County Department of Public Health	405b OP	\$ 120,000.00
OP20011	Los Angeles Housing and Community Investment Department	405b OP	\$ 152,000.00
OP20012	Pomona Police Department	405b OP	\$ 154,000.00
OP20013	Rancho Cordova Police Department	405b OP	\$ 100,000.00
OP20015	Riverside County Department of Public Health	405b OP	\$ 210,000.00
OP20016	Stanislaus County Health Services Agency	405b OP	\$ 75,000.00
OP20017	Ventura County Fire Department	405b OP	\$ 60,000.00
OP20018	Yolo County Health and Human Services Agency	405b OP	\$ 190,000.00
OP20019	Yuba County Health and Human Services Department	405b OP	\$ 50,000.00
OP20020	San Joaquin County Public Health Services	405b OP	\$ 90,000.00
OP20021	San Luis Obispo Department of Public Health	405b OP	\$ 58,000.00
OP20022	Santa Cruz County Health Services Agency	405b OP	\$ 58,000.00
		Subtotal	\$ 3,471,000.00

Grant	Agency	Fund	Amount
PA20001	Office of Traffic Safety	405b OP	\$ 242,675.00
		405c TR	\$ 509,501.00
		405h PS	\$ 69,558.00
		405e DD	\$ 22,259.00
		405f MC	\$ 30,884.00
		405d AL	\$ 602,004.00
		402PA	\$ 1,335,385.00
		402DD	\$ 89,925.00
		402PS	\$ 303,674.00
		402PT	\$ 860,863.00
		402EM	\$ 60,165.00
		402MC	\$ 16,694.00
		164 AL	\$ 2,121,413.00
		Subtotal	\$ 6,265,000.00

Grant	Agency	Fund	Amount
PR20001	Office of Traffic Safety	405b OP	\$ 100,000.00
		405d AL	\$ 1,010,000.00
		405h PS	\$ 1,050,000.00
		164 AL	\$ 1,510,000.00
		405e DD	\$ 655,000.00
		402PM	\$ 175,000.00
		Subtotal	\$ 4,500,000.00

Grant	Agency	Fund	Amount
PS20001	Anaheim Police Department	402PS	\$ 60,000.00
PS20002	Bakersfield Police Department	402PS	\$ 32,000.00
PS20003	Butte County Public Health Department	402PS	\$ 50,000.00
PS20004	California Highway Patrol	405h PS	\$ 1,250,000.00
PS20005	City of Lancaster Development Services	402PS	\$ 52,000.00
PS20006	Community Action Partnership	402PS	\$ 75,000.00
PS20007	Escondido Police Department	402PS	\$ 25,000.00
PS20008	Humboldt County Public Health	402PS	\$ 125,000.00
PS20009	Huntington Beach Police Department	402PS	\$ 43,000.00
PS20010	Kern County Hospital Authority	402PS	\$ 65,000.00
PS20011	La Mesa Police Department	402PS	\$ 25,000.00
PS20012	Los Angeles Housing and Community Investment Department	402PS	\$ 240,000.00
PS20013	Modesto Police Department	402PS	\$ 60,000.00
PS20014	Montclair Human Services	402PS	\$ 30,000.00
PS20015	Monterey County Health Department	402PS	\$ 150,000.00
PS20016	Orange County Transportation Authority	402PS	\$ 100,000.00
PS20017	Rancho Cordova Police Department	402PS	\$ 41,000.00
PS20018	Redondo Beach Police Department	402PS	\$ 27,400.00
PS20019	Southern California Association of Governments	402PS	\$ 1,000,000.00
PS20020	Stanislaus County Health Services Agency	402PS	\$ 80,000.00
PS20021	Sunnyvale Department of Public Safety	402PS	\$ 45,500.00
PS20022	University of California, Berkeley - SafeTREC	402PS	\$ 450,000.00
PS20023	University of California, Berkeley - SafeTREC	402PS	\$ 1,450,000.00
PS20024	Watsonville Police Department	402PS	\$ 42,000.00
PS20025	Long Beach Department of Health and Human Services	402PS	\$ 275,000.00
PS20026	Riverside County Department of Public Health	402PS	\$ 150,000.00
PS20027	Riverside Public Works Department	402PS	\$ 117,800.00

Grant	Agency	Fund	Amount
PS20028	Sacramento County Office of Education	402PS	\$ 175,000.00
PS20029	Salinas Police Department	402PS	\$ 100,000.00
PS20030	San Diego Police Department	402PS	\$ 175,000.00
PS20031	San Jose Department of Transportation	402PS	\$ 100,000.00
PS20032	San Luis Obispo Department of Public Health	402PS	\$ 150,000.00
PS20033	San Mateo County Office of Education	402PS	\$ 125,000.00
PS20034	Santa Ana Public Works Agency	402PS	\$ 100,000.00
PS20035	Santa Cruz County Health Services Agency	402PS	\$ 170,000.00
		Subtotal	\$ 7,155,700.00

Grant	Agency	Fund	Amount
PT20001	Alameda County Sheriffs Office	164 AL	\$ 125,000.00
		402PT	\$ 125,000.00
PT20002	Alhambra Police Department	164 AL	\$ 90,000.00
		402PT	\$ 35,000.00
PT20003	Anaheim Police Department	164 AL	\$ 225,000.00
		402PT	\$ 175,000.00
		405d AL	\$ 8,000.00
PT20004	Arcadia Police Department	164 AL	\$ 35,000.00
		402PT	\$ 25,000.00
PT20005	Azusa Police Department	164 AL	\$ 40,000.00
		402PT	\$ 35,000.00
PT20006	Bakersfield Police Department	164 AL	\$ 300,000.00
		402PT	\$ 100,000.00
PT20007	Baldwin Park Police Department	402PT	\$ 40,000.00
		164 AL	\$ 40,000.00
PT20008	Bell Gardens Police Department	164 AL	\$ 35,000.00
		402PT	\$ 20,000.00
PT20009	Bell Police Department	164 AL	\$ 55,000.00
		402PT	\$ 35,000.00
PT20010	Berkeley Police Department	402PT	\$ 100,000.00
		164 AL	\$ 100,000.00
PT20011	Beverly Hills Police Department	164 AL	\$ 60,000.00
		402PT	\$ 30,000.00
PT20012	Brea Police Department	164 AL	\$ 40,000.00

Grant	Agency	Fund	Amount
		402PT	\$ 36,000.00
		405c TR	\$ 34,000.00
PT20013	Brentwood Police Department	164 AL	\$ 35,000.00
		402PT	\$ 30,000.00
PT20014	Buena Park Police Department	164 AL	\$ 100,000.00
		402PT	\$ 50,000.00
PT20015	Burbank Police Department	405c TR	\$ 48,000.00
		164 AL	\$ 42,000.00
		402PT	\$ 30,000.00
PT20016	Burlingame Police Department	164 AL	\$ 30,000.00
		402PT	\$ 10,000.00
PT20017	California Highway Patrol	402PT	\$ 1,500,000.00
PT20018	California Highway Patrol	402PT	\$ 400,000.00
PT20019	California Highway Patrol	402PT	\$ 600,000.00
PT20020	California Highway Patrol	402PT	\$ 420,000.00
PT20021	Carlsbad Police Department	164 AL	\$ 55,000.00
		402PT	\$ 35,000.00
PT20022	Cathedral City Police Department	405c TR	\$ 45,000.00
		164 AL	\$ 15,000.00
		402PT	\$ 10,000.00
PT20023	Central Marin Police Authority	164 AL	\$ 25,000.00
		402PT	\$ 20,000.00
PT20024	Chino Police Department	164 AL	\$ 85,000.00
		402PT	\$ 50,000.00
PT20025	Chula Vista Police Department	164 AL	\$ 250,000.00
		402PT	\$ 172,000.00
		405c TR	\$ 3,000.00
PT20026	Citrus Heights Police Department	164 AL	\$ 90,000.00
		402PT	\$ 35,000.00
		405c TR	\$ 17,000.00
PT20027	Claremont Police Department	164 AL	\$ 55,000.00
		402PT	\$ 35,000.00
PT20028	Clovis Police Department	164 AL	\$ 50,000.00
		402PT	\$ 20,000.00
PT20029	Colton Police Department	164 AL	\$ 115,000.00
		402PT	\$ 60,000.00

Grant	Agency	Fund	Amount
PT20030	Concord Police Department	164 AL	\$ 85,000.00
		402PT	\$ 30,000.00
PT20031	Corona Police Department	402PT	\$ 40,000.00
		164 AL	\$ 70,000.00
PT20032	Costa Mesa Police Department	164 AL	\$ 182,000.00
		402PT	\$ 78,000.00
PT20033	Culver City Police Department	164 AL	\$ 65,000.00
		402PT	\$ 35,000.00
PT20034	Cypress Police Department	164 AL	\$ 45,000.00
		402PT	\$ 15,000.00
PT20035	Delano Police Department	164 AL	\$ 25,000.00
		402PT	\$ 15,000.00
PT20036	Desert Hot Springs Police Department	164 AL	\$ 20,000.00
		405c TR	\$ 18,000.00
		402PT	\$ 10,000.00
PT20037	Downey Police Department	164 AL	\$ 170,000.00
		402PT	\$ 130,000.00
PT20038	Dublin Police Department	164 AL	\$ 35,000.00
		402PT	\$ 15,000.00
PT20039	El Cajon Police Department	402PT	\$ 60,000.00
		164 AL	\$ 30,000.00
PT20040	El Centro Police Department	164 AL	\$ 40,000.00
		402PT	\$ 10,000.00
PT20041	El Monte Police Department	164 AL	\$ 90,000.00
		402PT	\$ 40,000.00
PT20042	Elk Grove Police Department	164 AL	\$ 75,000.00
		402PT	\$ 75,000.00
PT20043	Emeryville Police Department	402PT	\$ 25,000.00
		164 AL	\$ 20,000.00
PT20044	Escondido Police Department	164 AL	\$ 350,000.00
		402PT	\$ 100,000.00
		405c TR	\$ 4,000.00
PT20045	Eureka Police Department	164 AL	\$ 25,000.00
		402PT	\$ 30,000.00
PT20046	Fontana Police Department	164 AL	\$ 225,000.00
		402PT	\$ 100,000.00

Grant	Agency	Fund	Amount
PT20047	Fountain Valley Police Department	402PT	\$ 35,000.00
		164 AL	\$ 30,500.00
		405d AL	\$ 2,500.00
PT20048	Fremont Police Department	164 AL	\$ 75,000.00
		402PT	\$ 50,000.00
PT20049	Fresno Police Department	164 AL	\$ 600,000.00
		402PT	\$ 100,000.00
PT20050	Fullerton Police Department	164 AL	\$ 200,000.00
		405d AL	\$ 190,000.00
		402PT	\$ 70,000.00
PT20051	Garden Grove Police Department	164 AL	\$ 150,000.00
		402PT	\$ 125,000.00
PT20052	Gardena Police Department	164 AL	\$ 76,000.00
		402PT	\$ 24,000.00
PT20053	Gilroy Police Department	164 AL	\$ 40,000.00
		402PT	\$ 35,000.00
		405c TR	\$ 21,000.00
PT20054	Glendale Police Department	164 AL	\$ 200,000.00
		402PT	\$ 70,000.00
		405d AL	\$ 10,000.00
PT20055	Glendora Police Department	402PT	\$ 40,000.00
		164 AL	\$ 40,000.00
PT20056	Hanford Police Department	164 AL	\$ 15,000.00
		402PT	\$ 10,000.00
PT20057	Hawthorne Police Department	164 AL	\$ 110,000.00
		402PT	\$ 65,000.00
PT20058	Hayward Police Department	402PT	\$ 125,000.00
		164 AL	\$ 75,000.00
PT20059	Hemet Police Department	164 AL	\$ 60,000.00
		402PT	\$ 40,000.00
PT20060	Hollister Police Department	164 AL	\$ 35,000.00
PT20061	Huntington Beach Police Department	164 AL	\$ 600,000.00
		402PT	\$ 150,000.00
		405c TR	\$ 35,000.00
PT20062	Huntington Park Police Department	405c TR	\$ 50,000.00
		164 AL	\$ 40,000.00
		402PT	\$ 30,000.00

Grant	Agency	Fund	Amount
PT20063	Inglewood Police Department	164 AL	\$ 150,000.00
		402PT	\$ 90,000.00
		405c TR	\$ 20,000.00
PT20064	Irvine Police Department	164 AL	\$ 250,000.00
		402PT	\$ 180,000.00
		405d AL	\$ 10,000.00
PT20065	La Habra Police Department	164 AL	\$ 55,000.00
		402PT	\$ 40,000.00
PT20066	La Mesa Police Department	164 AL	\$ 60,000.00
		402PT	\$ 35,000.00
PT20067	Laguna Beach Police Department	164 AL	\$ 60,000.00
		402PT	\$ 40,000.00
		405c TR	\$ 5,000.00
PT20068	Lathrop Police Department	402PT	\$ 10,000.00
		164 AL	\$ 20,000.00
PT20069	Livermore Police Department	164 AL	\$ 40,000.00
		402PT	\$ 20,000.00
PT20070	Lodi Police Department	164 AL	\$ 75,000.00
		402PT	\$ 25,000.00
PT20071	Lompoc Police Department	164 AL	\$ 20,000.00
		402PT	\$ 10,000.00
PT20072	Long Beach Police Department	402PT	\$ 200,000.00
		164 AL	\$ 200,000.00
		405c TR	\$ 138,000.00
PT20073	Los Angeles County Sheriff's Department	164 AL	\$ 896,000.00
		402PT	\$ 583,000.00
PT20074	Los Angeles Police Department	164 AL	\$ 3,200,000.00
		402PT	\$ 1,500,000.00
		405d AL	\$ 300,000.00
PT20075	Madera Police Department	164 AL	\$ 65,000.00
		405c TR	\$ 25,000.00
		402PT	\$ 20,000.00
PT20076	Manhattan Beach Police Department	164 AL	\$ 50,000.00
		402PT	\$ 15,000.00
PT20077	Manteca Police Department	164 AL	\$ 65,000.00
		402PT	\$ 35,000.00

Grant	Agency	Fund	Amount
		405c TR	\$ 14,000.00
PT20078	Marysville Police Department	164 AL	\$ 25,000.00
		402PT	\$ 10,000.00
PT20079	Mendota Police Department	164 AL	\$ 20,000.00
		402PT	\$ 10,000.00
		402PT	\$ 10,000.00
PT20080	Menlo Park Police Department	164 AL	\$ 40,300.00
		402PT	\$ 30,000.00
		405c TR	\$ 10,700.00
PT20081	Merced Police Department	164 AL	\$ 50,000.00
		402PT	\$ 30,000.00
PT20082	Milpitas Police Department	164 AL	\$ 45,000.00
		402PT	\$ 38,000.00
PT20083	Modesto Police Department	164 AL	\$ 220,000.00
		405c TR	\$ 200,000.00
		402PT	\$ 180,000.00
PT20084	Monrovia Police Department	164 AL	\$ 30,000.00
		402PT	\$ 25,000.00
PT20085	Montebello Police Department	164 AL	\$ 55,000.00
		402PT	\$ 35,000.00
PT20086	Monterey Park Police Department	164 AL	\$ 60,000.00
		402PT	\$ 35,000.00
PT20087	Mountain View Police Department	402PT	\$ 40,000.00
		164 AL	\$ 25,000.00
PT20088	Murrieta Police Department	164 AL	\$ 65,000.00
		402PT	\$ 25,000.00
PT20089	National City Police Department	164 AL	\$ 70,000.00
		402PT	\$ 30,000.00
PT20090	Newark Police Department	164 AL	\$ 45,400.00
		402PT	\$ 15,000.00
		405c TR	\$ 6,600.00
PT20091	Newport Beach Police Department	164 AL	\$ 175,000.00
		402PT	\$ 55,000.00
PT20092	Novato Police Department	164 AL	\$ 55,000.00
		402PT	\$ 25,000.00

Grant	Agency	Fund	Amount
PT20093	Oakland Police Department	402PT	\$ 275,500.00
		164 AL	\$ 221,000.00
		405c TR	\$ 3,500.00
PT20094	Oceanside Police Department	164 AL	\$ 200,000.00
		402PT	\$ 137,000.00
		405d AL	\$ 3,000.00
PT20095	Ontario Police Department	164 AL	\$ 400,000.00
		402PT	\$ 150,000.00
PT20096	Orange County Sheriff's Department	164 AL	\$ 250,000.00
		402PT	\$ 144,000.00
PT20097	Orange Police Department	164 AL	\$ 195,000.00
		402PT	\$ 70,000.00
		405d AL	\$ 5,000.00
PT20098	Oxnard Police Department	164 AL	\$ 270,000.00
		402PT	\$ 130,000.00
PT20099	Pacifica Police Department	164 AL	\$ 40,000.00
		402PT	\$ 20,000.00
PT20100	Palm Springs Police Department	164 AL	\$ 65,000.00
		402PT	\$ 25,000.00
		405c TR	\$ 15,000.00
PT20101	Pasadena Police Department	164 AL	\$ 150,000.00
		402PT	\$ 125,000.00
		405c TR	\$ 55,000.00
PT20102	Paso Robles Police Department	164 AL	\$ 20,000.00
		402PT	\$ 10,000.00
PT20103	Petaluma Police Department	164 AL	\$ 34,000.00
		402PT	\$ 30,000.00
PT20104	Pittsburg Police Department	164 AL	\$ 45,000.00
		402PT	\$ 35,000.00
PT20105	Placentia Police Department	164 AL	\$ 32,000.00
		402PT	\$ 23,000.00
PT20106	Placerville Police Department	164 AL	\$ 35,000.00
		402PT	\$ 15,000.00
PT20107	Pomona Police Department	164 AL	\$ 325,000.00
		402PT	\$ 125,000.00

Grant	Agency	Fund	Amount
PT20108	Porterville Police Department	164 AL	\$ 55,000.00
		402PT	\$ 35,000.00
PT20109	Rancho Cordova Police Department	164 AL	\$ 30,000.00
		402PT	\$ 25,000.00
PT20110	Redding Police Department	164 AL	\$ 250,000.00
		402PT	\$ 35,000.00
PT20111	Redlands Police Department	402PT	\$ 35,000.00
		164 AL	\$ 35,000.00
PT20112	Redondo Beach Police Department	164 AL	\$ 70,000.00
		402PT	\$ 30,000.00
PT20113	Redwood City Police Department	164 AL	\$ 70,000.00
		402PT	\$ 40,000.00
PT20114	Rialto Police Department	164 AL	\$ 150,000.00
		402PT	\$ 84,000.00
PT20115	Richmond Police Department	164 AL	\$ 200,000.00
		402PT	\$ 35,000.00
PT20116	Ridgecrest Police Department	164 AL	\$ 50,000.00
		402PT	\$ 30,000.00
PT20117	Riverside County Sheriff's Department	164 AL	\$ 686,000.00
		402PT	\$ 394,000.00
		405c TR	\$ 4,100.00
PT20118	Santa Monica Police Department	402PT	\$ 150,000.00
		164 AL	\$ 100,000.00
PT20119	Santa Rosa Police Department	164 AL	\$ 200,000.00
		402PT	\$ 150,000.00
PT20120	Seal Beach Police Department	164 AL	\$ 40,000.00
		402PT	\$ 30,000.00
PT20121	Signal Hill Police Department	164 AL	\$ 45,000.00
		402PT	\$ 15,000.00
PT20122	Simi Valley Police Department	164 AL	\$ 70,000.00
		402PT	\$ 30,700.00
		405d AL	\$ 1,300.00
PT20123	South Gate Police Department	164 AL	\$ 35,000.00
		402PT	\$ 30,000.00
		405c TR	\$ 24,000.00
PT20124	South San Francisco Police Department	164 AL	\$ 50,000.00
		402PT	\$ 40,000.00

Grant	Agency	Fund	Amount
PT20125	Stockton Police Department	402PT	\$ 200,000.00
		164 AL	\$ 250,000.00
PT20126	Sunnyvale Department of Public Safety	164 AL	\$ 45,000.00
		402PT	\$ 31,000.00
PT20127	Torrance Police Department	164 AL	\$ 100,000.00
		402PT	\$ 75,000.00
PT20128	Turlock Police Department	402PT	\$ 20,000.00
		164 AL	\$ 20,000.00
PT20129	Tustin Police Department	164 AL	\$ 70,000.00
		402PT	\$ 45,000.00
PT20130	University of California, San Diego	402PT	\$ 300,000.00
PT20131	Upland Police Department	164 AL	\$ 86,200.00
		402PT	\$ 80,000.00
PT20132	Vacaville Police Department	164 AL	\$ 63,000.00
		402PT	\$ 30,000.00
PT20133	Vallejo Police Department	402PT	\$ 40,000.00
		164 AL	\$ 40,000.00
PT20134	Ventura County Sheriff's Department	164 AL	\$ 154,500.00
		402PT	\$ 145,000.00
		405d AL	\$ 50,000.00
PT20135	Ventura Police Department	402PT	\$ 100,000.00
		164 AL	\$ 80,000.00
PT20136	Vernon Police Department	164 AL	\$ 30,000.00
		402PT	\$ 15,000.00
PT20137	Visalia Police Department	164 AL	\$ 176,000.00
		402PT	\$ 50,000.00
		405c TR	\$ 4,000.00
PT20138	Watsonville Police Department	164 AL	\$ 40,000.00
		402PT	\$ 30,000.00
PT20139	West Covina Police Department	164 AL	\$ 27,000.00
		402PT	\$ 19,000.00
PT20140	West Sacramento Police Department	164 AL	\$ 45,000.00
		402PT	\$ 30,000.00
		405c TR	\$ 20,000.00
PT20141	Westminster Police Department	164 AL	\$ 47,000.00
		402PT	\$ 41,000.00

Grant	Agency	Fund	Amount
PT20142	Whittier Police Department	164 AL	\$ 115,000.00
		402PT	\$ 80,000.00
PT20143	Woodland Police Department	405c TR	\$ 26,000.00
		164 AL	\$ 20,000.00
		402PT	\$ 10,000.00
PT20144	Yuba City Police Department	164 AL	\$ 43,000.00
		402PT	\$ 40,000.00
PT20145	Riverside Police Department	164 AL	\$ 235,000.00
		402PT	\$ 200,000.00
		405d AL	\$ 100,000.00
PT20146	Rocklin Police Department	164 AL	\$ 40,000.00
		402PT	\$ 25,000.00
PT20147	Rohnert Park Department of Public Safety	164 AL	\$ 25,000.00
		402PT	\$ 15,000.00
PT20148	Sacramento Police Department	164 AL	\$ 275,000.00
		402PT	\$ 100,000.00
PT20149	Salinas Police Department	402PT	\$ 70,000.00
		164 AL	\$ 50,000.00
PT20150	San Bernardino County Sheriff's Department	164 AL	\$ 277,500.00
		402PT	\$ 188,000.00
PT20151	San Bernardino Police Department	164 AL	\$ 300,000.00
		402PT	\$ 175,000.00
		405c TR	\$ 10,000.00
PT20152	San Bruno Police Department	164 AL	\$ 50,000.00
		402PT	\$ 25,000.00
		405c TR	\$ 6,000.00
PT20153	San Diego County Sheriff's Department	164 AL	\$ 380,000.00
		402PT	\$ 114,000.00
		405d AL	\$ 56,000.00
PT20154	San Diego Police Department	164 AL	\$ 1,200,000.00
		402PT	\$ 500,000.00
PT20155	San Fernando Police Department	164 AL	\$ 30,000.00
		402PT	\$ 10,000.00
PT20156	San Francisco Police Department	164 AL	\$ 120,000.00
		402PT	\$ 80,000.00
PT20157	Santa Maria Police Department	164 AL	\$ 200,000.00
		402PT	\$ 60,000.00

Grant	Agency	Fund	Amount
PT20158	San Gabriel Police Department	164 AL	\$ 30,000.00
		402PT	\$ 20,000.00
PT20159	San Jose Police Department	164 AL	\$ 150,000.00
		402PT	\$ 100,000.00
PT20160	San Luis Obispo Police Department	164 AL	\$ 60,000.00
		402PT	\$ 40,000.00
PT20161	San Mateo Police Department	164 AL	\$ 50,000.00
		402PT	\$ 15,000.00
PT20162	San Rafael Police Department	164 AL	\$ 60,000.00
		402PT	\$ 40,000.00
PT20163	San Ramon Police Department	164 AL	\$ 20,000.00
		402PT	\$ 10,000.00
PT20164	Santa Ana Police Department	164 AL	\$ 300,000.00
		402PT	\$ 150,000.00
		405c TR	\$ 130,000.00
		405d AL	\$ 5,500.00
PT20165	Santa Barbara County Sheriff's Department	164 AL	\$ 45,000.00
		402PT	\$ 25,000.00
PT20166	Santa Barbara Police Department	164 AL	\$ 135,000.00
		402PT	\$ 75,000.00
PT20167	Santa Clara Police Department	164 AL	\$ 50,000.00
		402PT	\$ 20,000.00
PT20168	Santa Cruz	402PT	\$ 40,000.00
		164 AL	\$ 35,000.00
		Subtotal	\$ 37,411,800.00

Grant	Agency	Fund	Amount
TR20001	California Department of Public Health	405c TR	\$ 698,660.00
TR20002	California Highway Patrol	405c TR	\$ 56,194.00
TR20003	California State Polytechnic University, Pomona	405c TR	\$ 271,000.00
TR20004	University of California, Berkeley - SafeTREC	405c TR	\$ 250,000.00
TR20005	University of California, Berkeley - SafeTREC	405c TR	\$ 240,000.00
TR20006	University of California, Berkeley - SafeTREC	405c TR	\$ 110,550.00
TR20007	University of California, Berkeley - SafeTREC	405c TR	\$ 727,025.00
		402PT	\$ 472,975.00
TR20008	University of California, Berkeley - SafeTREC	405c TR	\$ 240,000.00
		Subtotal	\$ 6,297,404.00

EQUIPMENT LIST

EQUIPMENT LIST

Grant	Agency	Item Name	Units	Cost Per	Fund
AL20025	San Diego Police Department Crime Laboratory	Headspace Gas Chromatograph (HS/GC)	1	\$ 60,000	164 AL
EM20001	Atwater	Fully Equipped Extrication System	1	\$ 35,000	402EM
EM20002	Cathedral City Fire Department	Fully Equipped Extrication System	1	\$ 35,000	402EM
EM20003	City of Sonora Fire Department	Fully Equipped Extrication System	1	\$ 35,000	402EM
EM20004	Kern County Fire Department	Fully Equipped Extrication System	1	\$ 35,000	402EM
EM20005	Madera County Fire Department	Fully Equipped Extrication System	3	\$ 35,000	402EM
EM20006	Marin County Fire Department	Fully Equipped Extrication System	2	\$ 35,000	402EM
EM20007	Merced County Fire Department	Fully Equipped Extrication System	3	\$ 35,000	402EM
EM20008	Morongo Valley Fire Department	Fully Equipped Extrication System	2	\$ 35,000	402EM
		Air Bag Lift System	2	\$ 5,000	402EM
EM20009	Sonoma Valley Fire Rescue	Fully Equipped Extrication System	2	\$ 35,000	402EM
		Air Bag Lift System	4	\$ 6,000	402EM
EM20010	Susanville	Fully Equipped Extrication System	3	\$ 35,000	402EM
EM20011	Sutter County Fire Department	Fully Equipped Extrication System	3	\$ 35,000	402EM
		Air Bag Lift System	2	\$ 6,000	402EM
EM20012	Tulare County Fire	Fully Equipped Extrication System	5	\$ 35,000	402EM
EM20013	Santa Barbara County Fire Department	Fully Equipped Extrication System	2	\$ 35,000	402EM
PS20027	Riverside Public Works Department	Illuminated Crosswalk	11	\$ 10,250	402PS
PT20002	Alhambra Police Department	DUI Trailer	1	\$ 35,000	164 AL
PT20007	Baldwin Park Police Department	Changeable Message Sign Trailer with Radar	1	\$ 19,000	402PT
PT20009	Bell Police Department	Changeable Message Sign Trailer with Radar	1	\$ 18,000	402PT
PT20014	Buena Park Police Department	Radar Trailer	1	\$ 18,000	164 AL
PT20022	Cathedral City Police Department	Electronic Citation Data Collection System	1	\$ 45,000	405c TR
PT20026	Citrus Heights Police Department	Collision System site license software	1	\$ 10,000	405c TR

Grant	Agency	Item Name	Units	Cost Per	Fund
		Radar Trailer	1	\$ 18,000	402PT
PT20027	Claremont Police Department	Changeable Message Sign Trailer with Radar	1	\$ 18,000	164 AL
PT20036	Desert Hot Springs Police Department	Electronic Citation Data Collection System	1	\$ 18,000	405c TR
PT20041	El Monte Police Department	Changeable Message Sign Trailer with Radar	1	\$ 15,000	164 AL
PT20047	Fountain Valley Police Department	Changeable Message Sign Trailer with Radar	1	\$ 20,000	402PT
PT20050	Fullerton Police Department	Changeable Message Sign Trailer with Radar	1	\$ 18,000	402PT
PT20051	Garden Grove Police Department	Radar Trailer	1	\$ 10,000	402PT
PT20053	Gilroy Police Department	Electronic Citation Data Collection System	1	\$ 21,000	405c TR
PT20055	Glendora Police Department	Changeable Message Sign Trailer with Radar	1	\$ 15,000	402PT
PT20061	Huntington Beach Police Department	Traffic Collision Database System	1	\$ 35,000	405c TR
PT20062	Huntington Park Police Department	Electronic Citation Data Collection System	1	\$ 50,000	405c TR
PT20063	Inglewood Police Department	Handheld Citation Data Collection Devices	4	\$ 5,000	405c TR
PT20067	Laguna Beach Police Department	Radar Trailer	1	\$ 15,000	402PT
PT20072	Long Beach Police Department	Electronic Citation Data Collection System	1	\$ 138,000	402PT
PT20075	Madera Police Department	Electronic Citation Data Collection System	1	\$ 25,000	405c TR
PT20077	Manteca Police Department	Crash Retrieval Tool	1	\$ 14,000	405c TR
PT20085	Montebello Police Department	Changeable Message Sign Trailer with Radar	1	\$ 15,000	164 AL
PT20092	Novato Police Department	Radar Trailer	2	\$ 10,000	164 AL
PT20100	Palm Springs Police Department	Light Tower Cart	1	\$ 5,100	164 AL
		DUI Utility Trailer	1	\$ 6,500	164 AL
PT20101	Pasadena Police Department	Handheld Citation Data Collection Devices	1	\$ 55,000	164 AL
		Changeable Message Sign Trailer with Radar	1	\$ 18,000	164 AL
PT20107	Pomona Police Department	Light Tower Trailer	1	\$ 20,000	164 AL
PT20114	Rialto Police Department	Light Tower Trailer	2	\$ 10,000	164 AL

Grant	Agency	Item Name	Units	Cost Per	Fund
PT20115	Richmond Police Department	DUI Trailer	1	\$ 35,000	164 AL
PT20116	Ridgecrest Police Department	Changeable Message Sign Trailer with Radar	1	\$ 18,000	402PT
PT20117	Riverside County Sheriff's Department	Portable Light Tower	1	\$ 6,000	164 AL
PT20123	South Gate Police Department	Traffic Collision Database System	1	\$ 24,000	405c TR
PT20124	South San Francisco Police Department	Changeable Message Sign Trailer with Radar	1	\$ 17,800	402PT
PT20129	Tustin Police Department	Changeable Message Sign Trailer with Radar	1	\$ 14,000	402PT
PT20134	Ventura County Sheriff's Department	Changeable Message Sign Trailer with Radar	1	\$ 18,000	164 AL
PT20137	Visalia Police Department	Light Tower Trailer	1	\$ 12,000	402PT
PT20138	Watsonville Police Department	Changeable Message Sign Trailer	1	\$ 15,000	402PT
PT20140	West Sacramento Police Department	Crash Data Retrieval System	1	\$ 20,000	405c TR
PT20143	Woodland Police Department	Electronic Citation Data Collection System	1	\$ 26,000	405c TR
PT20144	Yuba City Police Department	Changeable Message Sign Trailer with Radar	1	\$ 20,000	402PT
PT20145	Riverside Police Department	Changeable Message Sign Trailer with Radar	1	\$ 20,000	164 AL
PT20148	Sacramento Police Department	DUI Trailer	1	\$ 35,000	164 AL
PT20151	San Bernardino Police Department	DUI Collision Mapping Software	1	\$ 10,000	164 AL
PT20152	San Bruno Police Department	Handheld Citation Data Collection Devices	1	\$ 6,000	405c TR
PT20154	San Diego Police Department	Evidential Breath Alcohol Analyzer	8	\$ 11,000	164 AL

HIGHWAY SAFETY STRATEGIES AND PROGRAM AREA GRANTS

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
- 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 program

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 oversees the development of the HSP, the AR, and implementation of the grants with both state and local entities. The Technology and Administration Division encompasses fiscal, budgets, business services, clerical support, and information technology services and support. The Marketing and Public Affairs 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:

NHTSA Highway Safety Grants Management – This training course is 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.

- 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 14, 2019 and to NHTSA by July 1, 2019.
- 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, 2019, and to NHTSA by January 1, 2020.
- 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 following positions to a combination of planning, administrative, and program management functions based on the following tasks:

- The Information Technology Specialist I's two main responsibilities will include project management and the Salesforce platform related to program activities, direct involvement with Salesforce infrastructure inclusive of security and its user-interface, hardware and software acquisition related to GEMS, assist with policy and procedure updates, participate in the data driven fundamentals of the annual HSP and APR process and will shadow the Information Technology Specialist II (ITS II), GEMS lead programmer, to ensure adequate back-up personnel is available during the absence of the ITS II and fulfill OTS future strategic-succession plan.

The monthly time record for the positions will reflect actual time spent on each activity, utilizing after-the-fact Personnel Activity Reports, and will be entered into the California State Accounting and Reporting System (CalSTARS)/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.

PUBLIC RELATIONS, ADVERTISING AND MARKETING

PROGRAM OVERVIEW

The OTS Public Affairs 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 2020. 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 developed 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 2020.

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, links and more. In 2020, 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 special OTS produced videos solely for social media. In 2011, the OTS initiated a presence on Twitter, which expanded in 2014 with a separate, dedicated DUI "DDVIP" campaign account. The "tweets" provide engaging and often informative communications have grown the sites to over 11,000 followers. Both the OTS and DDVIP started utilizing Instagram in 2015 for more visual interactivity. In 2018, the OTS expanded

their social media presence with the addition of a Facebook and Twitter account for the new OTS umbrella brand “Go Safely, California,” garnering more than 7,000 followers on Facebook. “Go Safely, California” serves as a transportation rallying cry encouraging responsible and safe driving by Californians so that they can get to where they need to go safely. More than just a brand, “Go Safely, California” is a valuable resource for Californians to stay informed about best practices on roadways. In late 2018, we launched a website, gosafelyca.org, that is catered to the general public as well as other traffic safety partners to advance the brand and educate the public on ways they can arrive to their destination safely.

All the current OTS presences on social media are 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 2020 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 2020, 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 2020, 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.

Grant	Agency	Traditional Paid Media	Fund	Amount
DI20015	Shasta County	Print Media Advertising	405d AL	\$ 5,000
PS20008	Humboldt County Department of Health and Human Services	Paid Media	402PS	\$ 3,000
			Total	\$ 8,000

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 2020 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 2020 Marketing

Media Buy + Other PR Contract Activities			
164 Total	\$1,510,000	405d Total	\$1,010,000
405e Total	\$655,000	405h Total	\$1,050,000
405b Total	\$100,000	402 Total	\$175,000

ALCOHOL-INVOLVED 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 2017, one person died from an alcohol-impaired driving collision every 48 minutes. There was a decrease in the numbers of alcohol-impaired driving fatalities in the United States between 2016 and 2017.

Effective January 1, 2019 until January 1, 2026, California Senate Bill 1046 mandates repeat driving under the influence (DUI) offenders and first time DUI offenders whose violations result in injury to install an ignition interlock device (IID) for a period ranging from 12 to 48 months. The law also allows drivers who are suspended under the Administrative Per Se law to obtain an IID-restricted driving privileges. It also gives courts the discretion to order a non-injury first-time DUI offender to install an IID for up to six months.

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

National

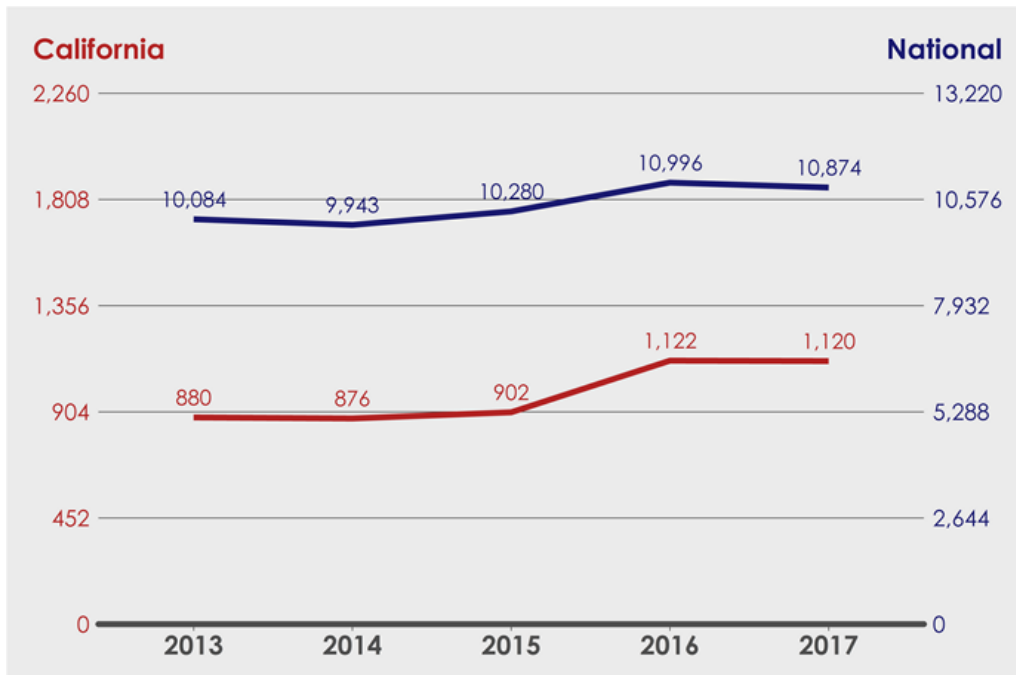
- In the United States, there were 10,874 people killed in alcohol-impaired collisions in 2017, a 1.1 percent decrease from 10,996 in 2016, and a 7.8 percent increase from 10,084 in 2013.
- All 50 states have laws that make it illegal to drive with a BAC of .08 grams per deciliter (g/dL) or higher. However, testing standards for when to administer a BAC test vary considerably between states and local jurisdictions which affect the accuracy and reliability of BAC estimates.
- Of the 52,274 drivers involved in fatal crashes nationally in 2017, only 40.7 percent, or 21,279, of drivers had known BAC test results. Across all states, the percentage of drivers with known BAC test results ranged from 23.3 to 88.6 percent.

- In the United States in 2017, of the 37,133 motor vehicle fatalities, 29.3 percent involved a driver with a BAC of .08 or higher.

California

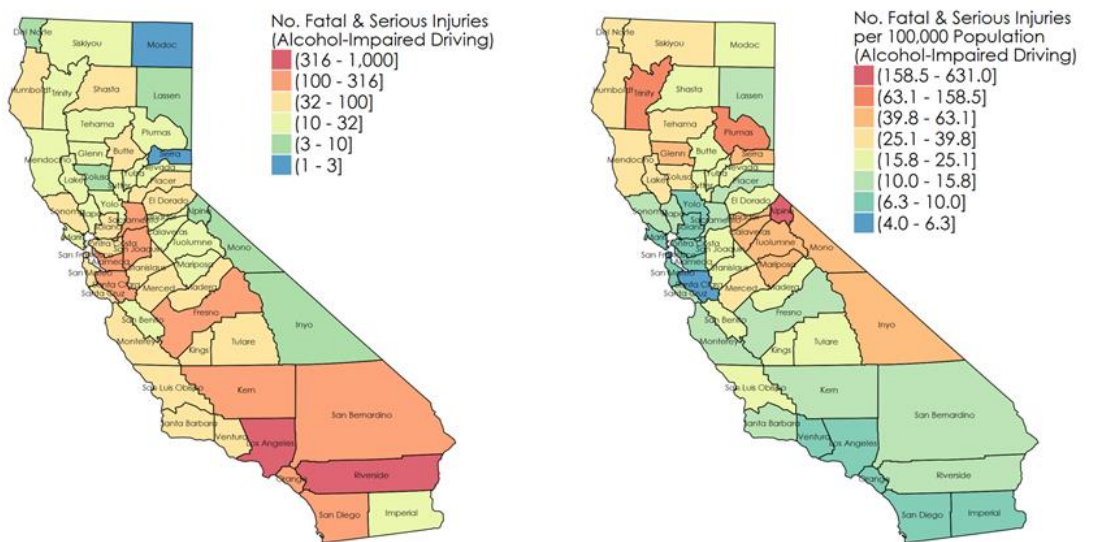
- In California, there were 1,120 people killed in alcohol-impaired collisions in 2017, a 0.2 percent decrease from 1,122 in 2016, and a 27.3 percent increase from 880 in 2013.
- In California, of the 3,602 motor vehicle fatalities in 2017, 31.1 percent involved a driver with a BAC of 0.08. This is slightly higher than the national average of 29.3 percent.
- California only reported BAC results for 28.9 percent of drivers involved in a fatal crash in 2017, which is lower than the national average of 40.7 percent. Of drivers who died, 40.9 percent had known BAC test results compared to only 21.2 percent of drivers that survived.
- In 2018, Californians were asked about their top traffic safety concerns in the Traffic Safety Study sponsored by the Office of Traffic Safety. The fifth most frequently cited safety problem was "Drunk Driving," which dropped to 6.5 percent of concerns expressed from 22.9 percent of concerns expressed in 2017.

Alcohol-Impaired Fatality Trends



Source: FARS 2013-2016 Final File, 2017 ARF

Number of Alcohol-Impaired Fatal and Alcohol-Involved Serious Injuries by County and Rate per 100K Population by County

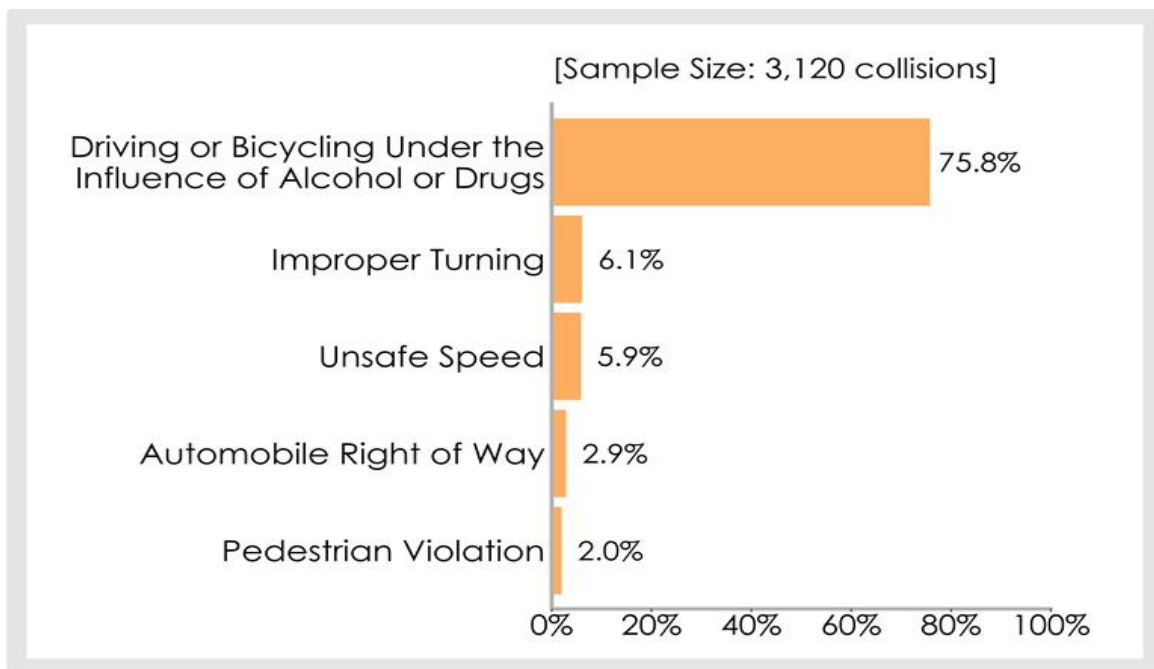


(a) Number of Fatal and Serious Injuries

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

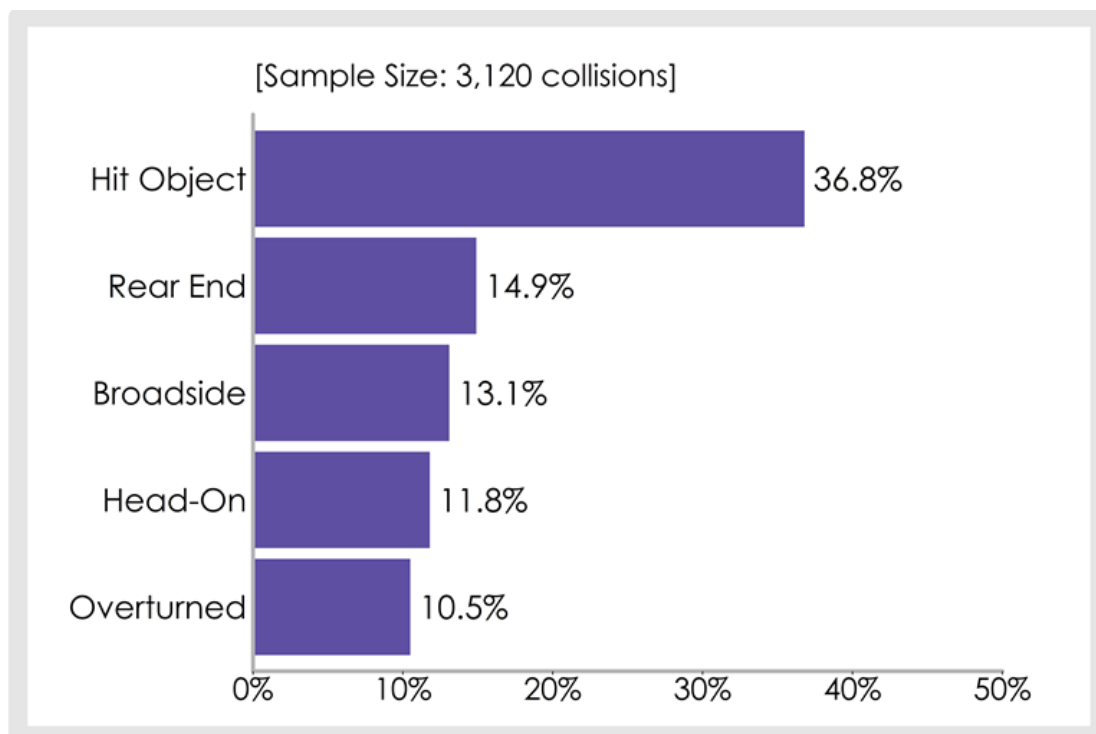
Source: FARS ARF 2017; Provisional SWITRS 2017; California Department of Finance 2018

Top Five Primary Collision Factors of Alcohol-Involved Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

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



Source: Provisional SWITRS 2017

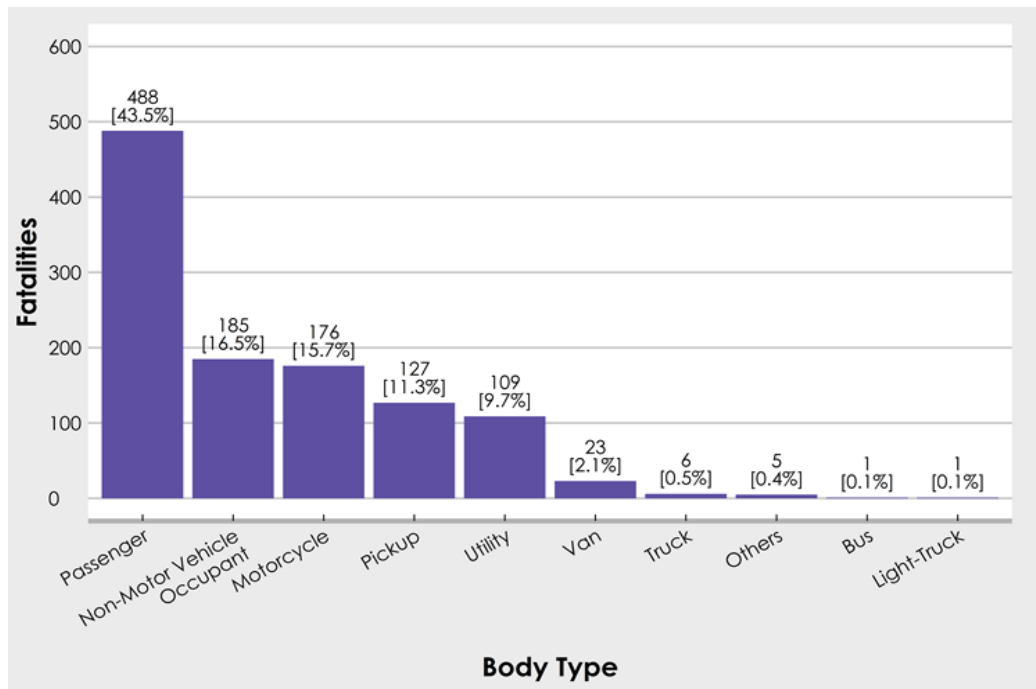
Time of Day and Day of Week of Alcohol-Impaired Fatal and Alcohol-Involved Serious Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	98	61	115	135	116	237	259	1,021 [25.2%]
3-6AM	39	25	62	62	42	101	132	463 [11.4%]
6-9AM	12	9	14	21	11	27	38	132 [3.3%]
9AM-Noon	21	15	11	18	11	22	11	109 [2.7%]
Noon-3PM	29	21	27	28	28	50	42	225 [5.6%]
3-6PM	55	47	42	68	85	73	86	456 [11.3%]
6-9PM	76	87	86	90	117	120	120	696 [17.2%]
9PM-Midnight	103	92	103	120	149	192	143	902 [22.3%]
Unknown	6	8	7	12	4	5	5	47 [1.2%]
TOTAL	439 [10.8%]	365 [9.0%]	467 [11.5%]	554 [13.7%]	563 [13.9%]	827 [20.4%]	836 [20.6%]	4,051 [100.0%]

FSI Num+% 4 - 13 14 - 29 30 - 69 70 - 110 111 - 259

Source: FARS ARF 2017; Provisional SWITRS 2017

Vehicle Type for Alcohol-Impaired Fatal Injury Victims



Source: FARS ARF 2017

Countermeasures and Strategies

Education/Public Awareness

- Conduct Teen Traffic Safety Roundtable meetings and use the Teen Best Practices Guide 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 expand a clearing house of approved OTS teen traffic safety programs, select 50 high risk communities to conduct “Is It Worth the Risk” underage drinking prevention programs, and implement other SADD peer-to-peer traffic safety campaigns.
- 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.

Equipment

Fund state-of-the-art equipment, as well as personnel, to improve the methodology of alcohol testing.

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, 2020.
- Reduce the number of persons injured in alcohol-involved collisions by September 30, 2020.
- Reduce hit-and-run fatal collisions by September 30, 2020.
- Reduce hit-and-run injury collisions by September 30, 2020.
- Reduce nighttime (2100 - 0259 hours) fatal collisions by September 30, 2020.
- Reduce nighttime (2100 - 0259 hours) injury collisions by September 30, 2020.
- Reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury crashes by September 30, 2020.
- Reduce the number of motorcyclists killed in alcohol-involved collisions by September 30, 2020.
- Reduce the number of motorcyclists injured in alcohol-involved collisions by September 30, 2020.

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 overrepresented 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.

Equipment

This task provides for alcohol testing equipment for the San Diego Police Department.

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

Education/ Public Awareness

Grant	Agency	Fund	Amount
AL20002	California Department of Alcoholic Beverage Control	164 AL	\$ 378,000.00
AL20003	California Department of Alcoholic Beverage Control	164 AL	\$ 463,500.00
AL20004	California Department of Alcoholic Beverage Control	164 AL	\$ 282,000.00
AL20006	California Friday Night Live Partnership	164 AL	\$ 310,000.00
AL20007	California Highway Patrol	164 AL	\$ 2,000,000.00

Enforcement

Grant	Agency	Fund	Recommend
AL20005	California Department of Alcoholic Beverage Control	164 AL	\$ 1,800,000.00
AL20008	California Highway Patrol	164 AL	\$ 300,000.00
AL20009	California Highway Patrol	164 AL	\$ 5,300,000.00
AL20010	California Highway Patrol	164 AL	\$ 250,000.00

Equipment

Grant	Agency	Fund	Recommend
AL20025	San Diego Police Department Crime Laboratory	164 AL	\$ 113,000.00

Judicial

Grant	Agency	Fund	Recommend
AL20028	San Mateo County Superior Court	164 AL	\$ 330,000.00

Probation

Grant	Agency	Fund	Recommend
AL20001	Butte County Probation Department	164 AL	\$ 117,000.00
AL20011	Contra Costa County Probation Department	164 AL	\$ 348,098.00
AL20013	Fresno County Probation Department	164 AL	\$ 278,400.00
AL20015	Kern County Probation Department	164 AL	\$ 165,900.00
AL20016	Los Angeles County Probation Department	164 AL	\$ 311,978.00
AL20017	Marin County Probation Department	164 AL	\$ 158,061.00
AL20018	Placer County Probation Department	164 AL	\$ 110,450.00
AL20019	Solano County Probation Department	164 AL	\$ 269,190.00
AL20021	Tulare County Probation Department	164 AL	\$ 96,708.00
AL20022	Sacramento County Probation Department	164 AL	\$ 392,209.00
AL20023	San Bernardino County Probation Department	164 AL	\$ 378,500.00
AL20024	San Diego County Probation Department	164 AL	\$ 369,618.00
AL20027	San Joaquin County Probation Department	164 AL	\$ 146,269.00
AL20029	Santa Barbara County Probation Department	164 AL	\$ 154,950.00
		Total	\$ 14,823,831.00

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

GRANT DESCRIPTION

Education/ Public Awareness

Grant	Description
AL20002	California Department of Alcoholic Beverage Control
	DUI Awareness Program - Mothers Against Drunk Driving (MADD)
	The California Department of Alcoholic Beverage Control will partner with Mothers Against Drunk Driving (MADD) to expand upon their efforts to educate and bring awareness to California communities of the human toll alcohol related crashes take throughout California. Youth, parent, school, and community presentations will be conducted to educate families of the dangers of alcohol-impaired driving. MADD will continue to partner law enforcement agencies to strengthen their campaign for intolerance of driving under the influence and underage drinking.
AL20003	California Department of Alcoholic Beverage Control
	RADD's Alcohol & Drug Impaired Driving Prevention Project
	The California Department of Alcoholic Beverage Control will partner with RADD (the entertainment industry's voice for road safety) to expand efforts to educate and bring awareness to California universities/communities and focus on their campaign of intolerance to alcohol-impaired driving.
AL20004	California Department of Alcoholic Beverage Control
	Real DUI Court in Schools Program
	The California Department of Alcoholic Beverage Control will partner with Arrive Alive California, Inc. to expand their program of bringing Real DUI Court in Schools programming to high school campuses. The Superior Court, District Attorney's Office, and school administrators collaborate to bring actual impaired-driving court proceedings to selected high schools.
AL20006	California Friday Night Live Partnership
	Flipping the Script: FNL Youth Communicate Change
	The California Friday Night Live Partnership (CFNLP) will weave together prevention, communication and outreach strategies with underage drinking strategies from NHTSA's "Countermeasures That Work" guide as the foundation for the strategic plan that this grant will operate on. CFNLP identify 50 youth-led chapters, in 50 different middle and high schools, to implement a multi-faceted underage drinking/traffic safety project. Chapters will utilize proven effective environmental prevention strategies that aim to change factors in the community that make underage drinking seem normal and acceptable.

Grant	Description
AL20007	California Highway Patrol
	Teen Outreach on Alcohol and Drugged Driving
	The California Highway Patrol (CHP) will publicize the Every 15 Minutes (E15M) program, Sober Graduation events, and other CHP impaired driving reduction education programs aimed at teens 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 CHP impaired driving reduction education programs to schools unable to participate in the full E15M program, and distribute educational materials emphasizing the consequences of impaired driving.

Enforcement

Grant	Description
AL20005	California Department of Alcoholic Beverage Control
	Education and Teen Alcohol Enforcement and Education 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/training grants will be awarded by ABC to local law enforcement agencies. ABC Agents will continue to conduct Target Responsibility For Alcohol Connected Emergencies (TRACE) investigations/trainings, Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT) inspections and various other enforcement programs. ABC will continue offering free on-site and/or on-line Licensee Education on Alcohol and Drugs (LEAD) training.
AL20008	California Highway Patrol
	Regional Campaign Against Impaired Drivers (RCAID) VI
	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) of alcohol and/or drugs in the CHP Stockton and Indio 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.

Grant	Description
AL20009	California Highway Patrol
	California Impaired Driving Reduction (CIDR)
	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 a broad public awareness campaign in an effort to decrease the number of alcohol-involved fatal and injury collisions and associated victims on California's roadways.
AL20010	California Highway Patrol
	Driving Under the Influence (DUI) Warrant Service Team Effort (WASTE) X
	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.

Equipment

Grant	Description
AL20025	San Diego Police Department Crime Laboratory
	Equipment and Training for the Blood Alcohol and Breath Alcohol Program
	San Diego Police Department Crime Lab is requesting funding to update the blood and breath alcohol program for the City of San Diego. This funding will go towards purchasing a Headspace Gas Chromatograph (HS/GC) for analysis of alcohol in blood samples, updating the method from single column to dual column, and training staff on new instrumentation used for analysis of alcohol in blood and breath samples.

DISTRACTED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Safe driving requires attention. Many activities - such as eating, listening to music, and grooming - distract from the main task of operating a motor vehicle. Serious distractions include activities associated with mobile devices such as talking, texting, and using social media. According to the National Safety Council, mobile devices are among the top distractions for drivers nationwide. Studies have found that talking on cell phones, both handheld and hands-free, increases crash risk by about four 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. The adoption of cell phone laws has national support. In a 2015 telephone survey, the National Highway Traffic Safety Administration (NHTSA) found that 74 percent of respondents approved of a hand-held cell phone ban while driving and 92 percent expressed support for laws banning texting while driving.

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 the SWITRS distracted driving data is limited to cell phone use.

CHALLENGES WITH DISTRACTED DRIVING DATA

The National Safety Council reports difficulties in reliably obtaining the extent of cell phone-involved collisions, such as:

- 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.
- Witnesses may inaccurately report events prior to a collision.
- If a collision occurs in a jurisdiction that does not have laws pertaining to distracted driving, cell phone use might not be investigated in the case of a collision.

- It is difficult to obtain cell phone records from wireless companies to confirm distracted driving involvement.
- Police might choose to investigate “clearer” violations; e.g., speeding or alcohol/drug-impairment.

National

Nationally, 3,166 people were killed in distracted driving collisions in 2017. This represents a 9.3 percent decrease from 3,490 in 2016.

There is a general conception that teens engage in more distracted driving , but drivers age 20-29 and age 30-39 comprise a larger percentage of distracted drivers. Nearly three in ten (27.3 percent) of distracted drivers were age 20-29; nearly one in ten (9.1 percent) of distracted drivers were teens age 15-29.

An annual survey by the National Highway Traffic Safety Administration (NHTSA), the National Occupant Protection Use Survey, found that self-reported driver handheld cell phone use in passenger vehicles decreased from 3.3 percent in 2016 to 2.9 percent in 2017.

Another NHTSA survey, the 2015 National Telephone Survey on Distracted Driving Attitudes and Behaviors, found:

- About 9 percent of respondents said they sent text messages or e-mail while driving “at least sometimes,” while 80 percent said they never do so.
- Over half (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.
- The majority of respondents (over 80 percent) said they would feel very unsafe if they were passengers in vehicles where their drivers were sending or reading text messages or e-mails.

- Respondents reported a belief that distracted driving was common -- 69 percent stated that more than half of drivers talk at some point on cell phones while driving.

The 2017 Traffic Safety Culture Index by the American Automobile Association (AAA) Foundation for Traffic Safety found:

- Nearly two-third of drivers (60.5%) said they spoke on a hands-free cell phone in the past month, while 49.1 percent spoke on a hand-held cell phone.
- Hands free phone use is more acceptable; 69.0 percent of drivers accept hands-free phone use while driving; 24.6 percent approve of hand-held cellphone use while driving.
- Talking, texting and emailing on a cellphone while driving all were reported as serious threats; however, texting or emailing was viewed as a more serious threat by 96.8 percent of drivers and 87.7 percent said talking on cellphones was a more serious threat. However, drivers still engaged in these behaviors. Forty-four percent reported reading a text or email while driving and 34.6 percent of drivers reported typing or sending a text or email while driving in the last 30 days.

California

Distracted driving fatalities stayed level in California from 2016 to 2017. There were 146 deaths in 2017 compared to 147 in 2016.

In 2018, the California Office of Traffic Safety (OTS) conducted its Eighth Annual Statewide Observational Survey of Cell Phone Use and Texting among California drivers at 204 sites across California and found that distracted driving due to electronic devices increased from 3.6 percent in 2017 to 4.5 percent in 2018. The survey also found:

- Cell phone use was higher on local roads (4.9 percent), rather than secondary roads (3.2 percent) or highways (2.4 percent).
- Cell phone use increased when drivers were alone. Use was 5.6 percent when no passenger was in the vehicle, but was 0.7 percent when passengers were in the vehicle.

In the 2018 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. The second-most frequently cited safety problem was: "Distracted Driving because of Texting".

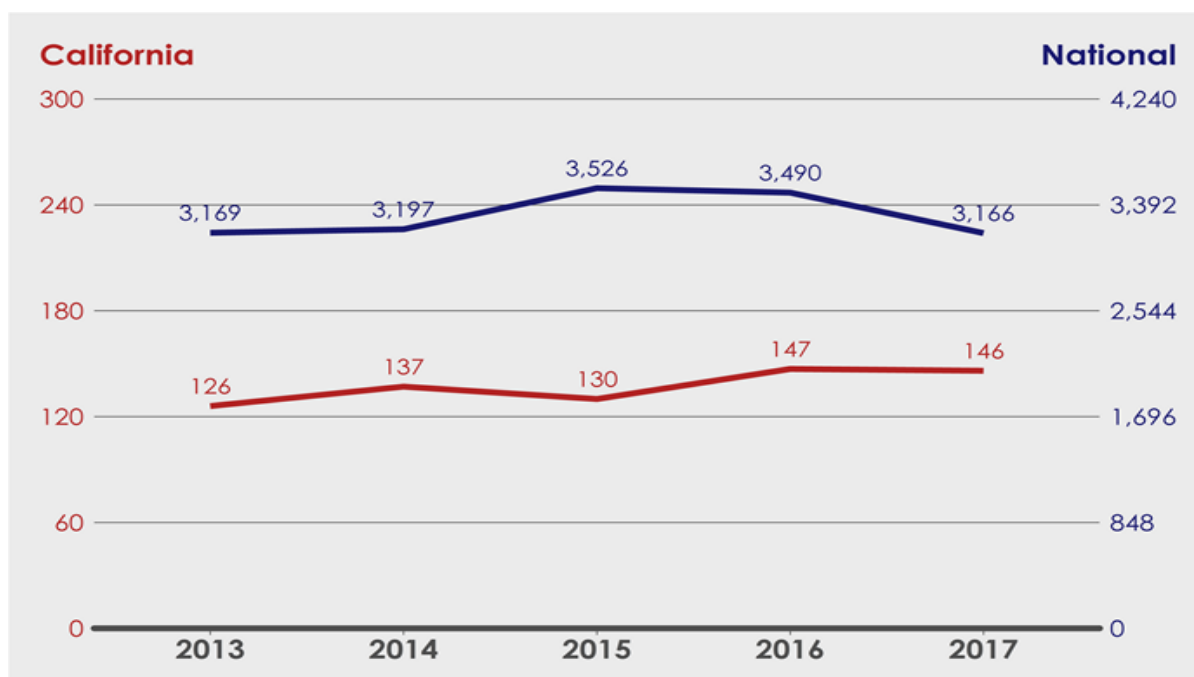
When asked about their own electronic wireless device use in the past 30 days while driving, over fifty-three percent of drivers reported using a device “Regularly” (32.0 percent) or “Sometimes” (21.3 percent). Drivers forty-five and over were more likely to report “Never” using an electronic wireless device over the past 30 days, compared to those under forty-five.

Forty-six percent of drivers reported they had made a driving mistake while talking or texting on a cell phone at some point in the past. Drivers fifty-five and over were more likely to report never making a driving mistake while talking or texting on a cell phone, compared to drivers 18 to 44.

Nearly two-thirds (62.3 percent) of drivers reported being involved in a collision with a driver who was talking or texting on a cell phone while driving.

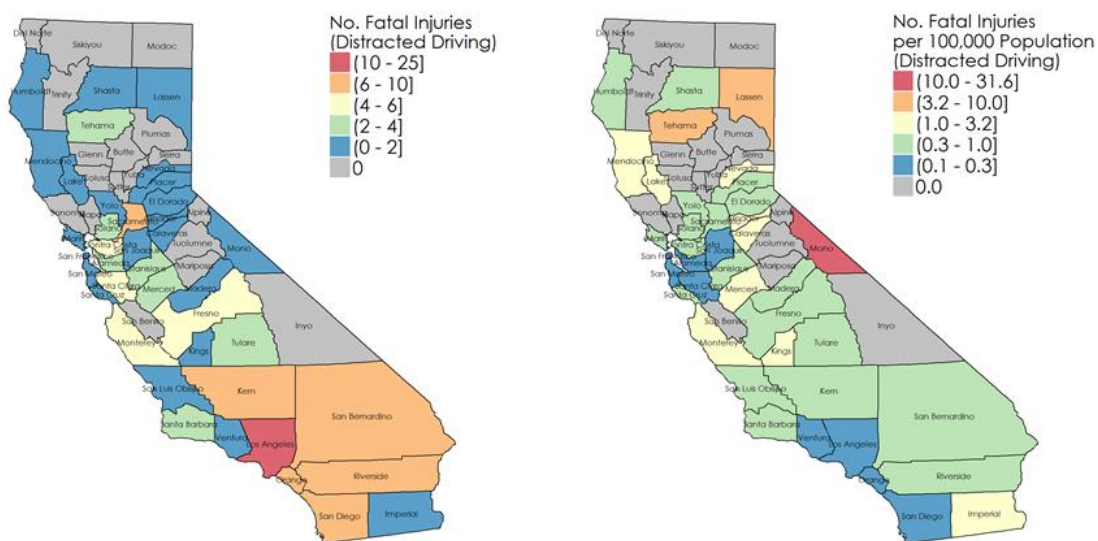
Just under half (48.1 percent) of drivers believe it is “Very Likely” or “Somewhat Likely” that they will be ticketed for handheld cell phone use or texting.

Distracted Driving Fatality Trends



Source: FARS 2013-2016 Final File, 2017 ARF

Number of Distracted Driving Fatal Injuries by County and Rate per 100K Population by County



(a) Number of Fatal Injuries

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

Source: FARS ARF 2017; Provisional SWITRS 2017; California Department of Finance 2018

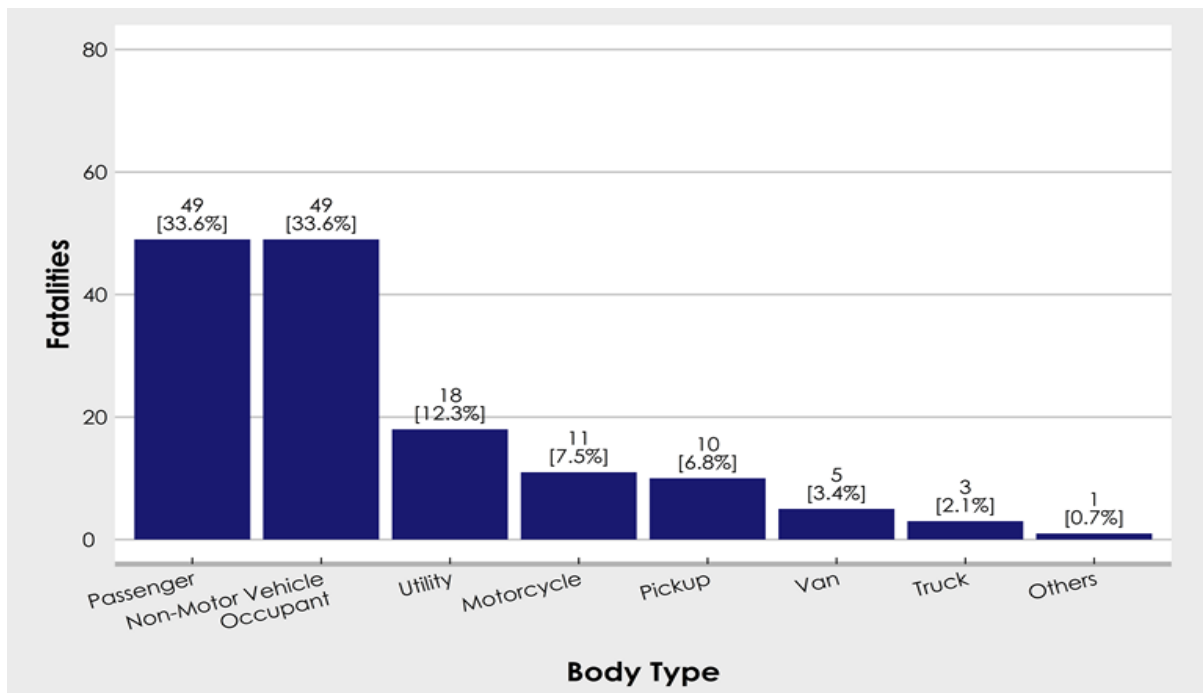
Time of Day and Day of Week of Distracted Driving Fatal Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	3	1	0	1	0	1	1	7 [4.8%]
3-6AM	0	1	1	1	3	3	1	10 [6.8%]
6-9AM	3	0	3	0	4	1	1	12 [8.2%]
9AM-Noon	3	4	1	5	2	1	0	16 [11.0%]
Noon-3PM	3	6	3	2	3	3	1	21 [14.4%]
3-6PM	3	4	7	4	4	5	2	29 [19.9%]
6-9PM	4	2	8	4	9	5	2	34 [23.3%]
9PM-Midnight	5	0	2	2	4	2	1	16 [11.0%]
Unknown	0	0	0	1	0	0	0	1 [0.7%]
TOTAL	24 [16.4%]	18 [12.3%]	25 [17.1%]	20 [13.7%]	29 [19.9%]	21 [14.4%]	9 [6.2%]	146 [100.0%]

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

Source: FARS ARF 2017; Provisional SWITRS 2017

Vehicle Type for Distracted Driving Fatal Injury Victims



Source: FARS ARF 2017

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 Students Against Destructive Decisions (SADD) to expand a clearing house of approved OTS teen traffic safety programs, select 50 high risk communities to conduct “Text Less live More” distracted driving prevention programs, and implement other SADD peer-to-peer traffic safety campaigns.

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.

Funded Grant Goals

- Reduce fatal collisions involving drivers using handheld cell phones by September 30, 2020.
- Reduce injury collisions involving drivers using handheld cell phones by September 30, 2020.

TASKS

Education/Public Awareness

This task provides funding for safe driving education with a focus on young drivers. 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.

GRANT SUMMARY

Education/ Public Awareness

Grant	Agency	Fund	Amount
DD20001	California Department of Alcoholic Beverage Control	402DD	\$ 311,000.00
DD20003	California Highway Patrol	402DD	\$ 550,000.00
DD20004	California Highway Patrol	405e DD	\$ 400,000.00
		402DD	\$ 400,000.00
DD20005	San Luis Obispo County Behavioral Health Department	402DD	\$ 55,000.00
PT20130	University of California, San Diego	402PT	\$ 300,000.00

Enforcement

Grant	Agency	Fund	Amount
DD20002	California Highway Patrol	402DD	\$ 300,000.00
		Total	\$ 2,316,000.00

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

Education / Public Awareness

Grant	Description
DD20001	California Department of Alcoholic Beverage Control
	Students Against Destructive Decisions (SADD) Teen Traffic Safety Program
	The California Department of Alcoholic Beverage Control will partner with Students Against Destructive Decisions (SADD) to expand their teen traffic safety program throughout the State. SADD will expand their teen traffic safety best practices clearinghouse while implementing seat belt safety, distracted driving awareness, and underage drinking prevention programming throughout the state.
DD20003	California Highway Patrol
	Start Smart Teen Driver Safety Education Program XII
	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.
DD20004	California Highway Patrol
	Teen Distracted Drivers Education and Enforcement (TDDEE) IX
	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 social 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 driver safety education group to provide presentations to stakeholders, conduct a broad social 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.
DD20005	San Luis Obispo County Behavioral 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 (CSLOBHD) 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.

Grant	Description
PT20130	University of California, San Diego
	Statewide Traffic Safety Curriculum, Development, Education and Training
	<p>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 and drug impaired driving, aging road users, 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.</p>

DRUG-IMPAIRED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Driving under the influence of drugs is a significant threat to public safety. These various substances can impair cognition, attention, coordination, and other brain functions critical to driving safety. Unlike alcohol, the mechanism for absorption, distribution, and elimination of drugs from the body, as well as cognitive and behavioral effects differ greatly.

The use of cannabis, prescription drugs, and other drugs are increasingly prominent on our roadways, where 22.2 percent of the nation's 37,133 fatalities in 2017 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 serious 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 was reported as driving under the influence of drugs, depending on which data set is used.

National

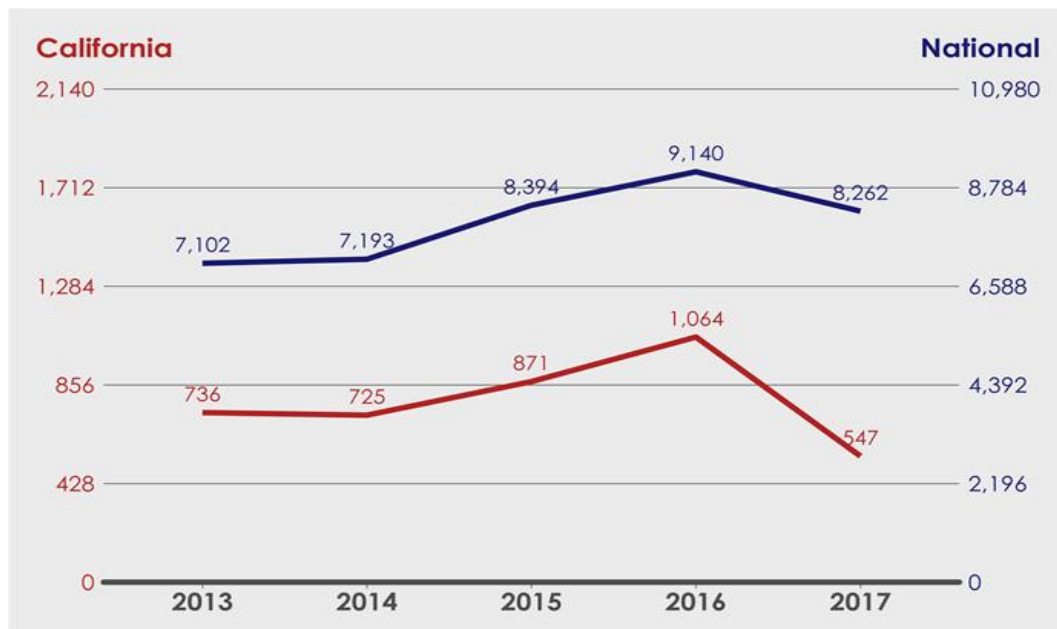
- In the United States, 8,262 people were killed in drug-involved collisions in 2017, a 9.6 percent decrease from 9,140 in 2016, and a 16.3 percent increase from 7,102 in 2013.
- In 2017, of fatally injured drivers with known drug tests, 44.3 percent were positive for drugs – legal and illegal.
- The Substance Abuse and Mental Health Services Administration's (SAMHSA) 2017 National Survey of Drug Use and Health estimated that 12.8 million people drove under the influence of selected illicit drugs in 2017, including marijuana, cocaine, heroin, hallucinogen, inhalant, and methamphetamine. While data on self-reported drug use has usefulness, it may be under-reported.

- Alcohol use in combination with drug use increases impairment. In 2017, the National Survey of Drug Use and Health found that 40.3 percent of those reporting that they drove under the influence of drugs within the past year also reported that they drove under the influence of alcohol in the same time period. While generally understood as unsafe, research is emerging on the specific dangers of driving under the influence of drugs and in combination with alcohol.
- 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 (22.3 percent of Friday daytime drivers and 22.5 percent of Friday and Saturday nighttime drivers) in the United States tested positive for at least one potentially impairing drug, either illegal or medication. 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.

California

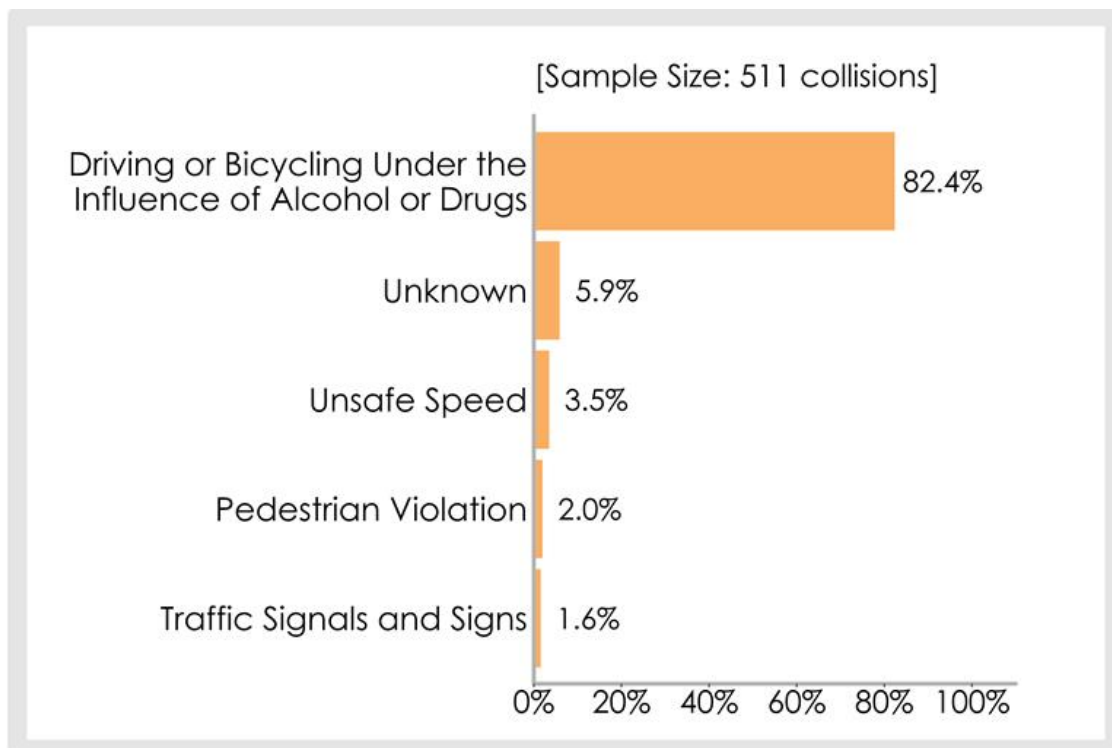
- In California, there were 547 fatalities in drug-involved collisions in 2017, a 48.6 percent decrease from 1,064 in 2016 and a 25.7 percent decrease from 736 in 2013. The 2016 FARS figure increased significantly between the preliminary Annual Report File and the Final Report released, so the 2017 FARS figure may change substantially.
- 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-involved drivers is expected to increase.
- In 2017, a total of 5,045 drivers were involved in fatal collisions in California, but only 24.4 percent or 1,232 drivers were drug tested. Of those tested, drugs were found in 38.9 percent of drivers—detected drugs included narcotics, depressants, stimulants, hallucinogens, cannabinoids, phencyclidine, anabolic steroids, and inhalants among others. Four in five drivers who tested positive for drugs were men.
- According to the 2018 California Traffic Safety Survey, almost half (49.3 percent) of respondents said they thought driving under the influence of drugs including marijuana, prescription and illegal drugs was “a very big” problem, while 36.7 percent thought it was somewhat of a problem.

Drug-Involved Driving Fatality Trends



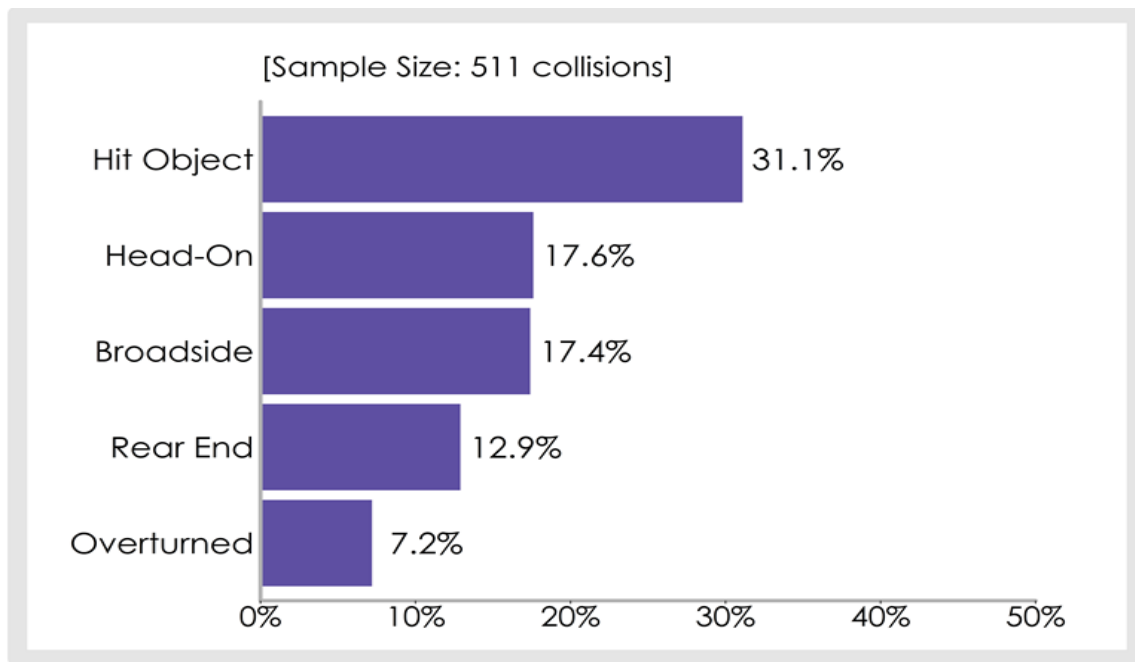
Source: FARS 2013-2016, FARS ARF 2017

Top Five Primary Collision Factors for Drug-Involved Driving Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

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



Source: Provisional SWITRS 2017

Time of Day and Day of Week for Drug-Involved Driving Fatal and Serious Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	11	13	11	12	24	36	30	137 [14.3%]
3-6AM	17	6	7	4	5	27	27	93 [9.7%]
6-9AM	17	3	11	5	7	9	15	67 [7.0%]
9AM-Noon	10	10	9	12	9	19	13	82 [8.6%]
Noon-3PM	14	17	10	16	19	19	11	106 [11.1%]
3-6PM	12	20	15	13	21	20	23	124 [13.0%]
6-9PM	20	17	21	36	25	34	17	170 [17.8%]
9PM-Midnight	18	23	23	16	40	23	22	165 [17.3%]
Unknown	0	0	2	3	0	4	2	11 [1.2%]
TOTAL	119 [12.5%]	109 [11.4%]	109 [11.4%]	117 [12.3%]	150 [15.7%]	191 [20.0%]	160 [16.8%]	955 [100.0%]

FSI Num+% 0 1 - 7 8 - 12 13 - 17 18 - 23 24 - 40

Source: FARS ARF 2017, Provisional SWITRS 2017

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 1,200 law enforcement personnel, and SFST instructor classes, training at least 20 law enforcement personnel.
- Fund ARIDE classes, training at least 1,200 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 350 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.
- 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, 2020.

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 drug detection methods in alcohol and drug-impaired driving. Funding allows the Orange County Crime Laboratory to continue the improvement of drug detection and evaluation of the expertise of forensic scientists. Funding is also provided to the Los Angeles County Sheriff's Department to evaluate results from impaired-driving cases.

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.

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 to prevent impaired-driving and reduce alcohol and drug-involved traffic fatalities and injuries.

GRANT SUMMARY

Education/ Public Awareness

Grant	Agency	Fund	Amount
DI20003	Long Beach Department of Health and Human Services	405d AL	\$ 205,300.00
DI20012	Riverside County Department of Public Health	405d AL	\$ 100,000.00
DI20013	Riverside County Department of Public Health	405d AL	\$ 170,000.00
DI20015	Shasta County Health and Human Services Agency	405d AL	\$ 340,000.00
DI20018	Ventura County Behavioral Health Department	405d AL	\$ 125,000.00
DI20024	Santa Cruz County Health Services Agency	405d AL	\$ 170,000.00

Evaluation

Grant	Agency	Fund	Amount
DI20006	Los Angeles County Sheriff's Department	405d AL	\$ 415,000.00
DI20011	Orange County Sheriff's Department	405d AL	\$ 350,000.00

Judicial

Grant	Agency	Fund	Amount
AL20026	San Joaquin Collaborative Courts	164 AL	\$ 500,000.00

Training

Grant	Agency	Fund	Amount
DI20001	California Highway Patrol	405d AL	\$ 2,000,000.00
DI20001	California Highway Patrol	405c TR	\$ 1,200,000.00
DI20010	Orange County District Attorney's Office	405d AL	\$ 722,513.00

Vertical Prosecution

Grant	Agency	Fund	Amount
AL20012	Fresno County District Attorney's Office	164 AL	\$ 253,070.00
AL20014	Kern County District Attorney's Office	164 AL	\$ 244,028.00
AL20020	Tulare County District Attorney's Office	164 AL	\$ 116,668.00
DI20002	El Dorado County District Attorney's Office	405d AL	\$ 230,154.00
DI20004	Los Angeles City Attorney's Office	405d AL	\$ 724,966.00
DI20005	Los Angeles County District Attorney's Office	405d AL	\$ 1,355,948.00
DI20007	Marin County District Attorney's Office	405d AL	\$ 211,025.00
DI20008	Monterey County District Attorney's Office	405d AL	\$ 244,722.00
DI20009	Orange County District Attorney's Office	405d AL	\$ 754,563.00
DI20014	Riverside County District Attorney's Office	405d AL	\$ 370,162.00
DI20016	Solano County District Attorney's Office	405d AL	\$ 223,978.00
DI20017	Sonoma County District Attorney's Office	405d AL	\$ 234,032.00
DI20019	Ventura County District Attorney's Office	405d AL	\$ 356,180.00
DI20020	Yolo County District Attorney's Office	405d AL	\$ 181,197.00
DI20021	San Bernardino County District Attorney's Office	405d AL	\$ 291,747.00
DI20022	San Diego City Attorney's Office	405d AL	\$ 188,865.00
DI20023	San Diego County District Attorney's Office	405d AL	\$ 411,693.00
		Total	\$ 12,690,811.00

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 DESCRIPTION

Education/Public Awareness

Grant	Description
DI20003	Long Beach Department of Health and Human Services
	Safe and Sober LB Driving Program
	The City of Long Beach will enhance and expand the reach of it's cannabis-impaired driving prevention program to include support for new and innovative activities to address drug-impaired driving and distracted driving. Activities will include youth and senior safe driving direct education, City-wide digital media education campaigns, and coordinated efforts with other OTS grantees to launch a Driver Safety Awareness Week and provide tailored driving education at Police Department organized checkpoints and/or Know Your Limit events. Program activities will also build upon prior year grant funded activities designed with resident input to reduce the incidence of death and injury caused by cannabis-impaired driving.
DI20012	Riverside County Department of Public Health
	College Communities Against Drunk, Drugged, and Distracted Driving (CADDD)
	The Riverside University Health System - Public Health (RUHS-PH), Injury Prevention Services (IPS) will provide education, and resources to local college campuses in an effort to reduce the number of residents killed or injured due alcohol-impaired, drug-impaired and distracted driving. The program will include collaborating with community and advocacy groups in providing training for peer educators and students on the dangers of impaired and distracted driving. RUHS-PH will engage and support college law enforcement departments in impaired and distracted driving awareness activities and conducting outreach events on each campus by utilizing the OTS Go Safely campaign messaging on all participating campuses.
DI20013	Riverside County Department of Public Health
	Be Wiser Teen Impaired and Distracted Driving - Train the Trainer Program
	The Riverside University Health System - Public Health (RUHS - PH) will reduce the number of residents killed or injured due to teen impaired and distracted driving. This will be achieved by expanding on the existing Be Wiser Program. The expansion will include: 1) developing a train the trainer component for high school students to prepare them in providing traffic safety presentations for their peers, 2) broaden the middle school curriculum to teach the concept of responsible passenger behavior, 3) provide training to staff and parents on the dangers of alcohol, drug impaired and distracted driving, 4) conduct meaningful bilingual awareness campaigns educating youth and the community, on the dangers of poor choices and the consequences surrounding impaired and distracted driving.

Grant	Description
DI20015	Shasta County Health and Human Services Agency
	Shasta County Prevents Impaired Driving
	The Shasta County Health and Human Services Agency will implement "Shasta County Prevents Impaired Driving" to educate teens, young adults and parents about drug-impaired driving. The county wide project will provide community education, build local capacity, and promote behavior change in an effort to prevent driving while under the influence of harmful substances in Shasta County. This will be accomplished through interactive educational booths, distribution of educational materials, production of web-based videos, and peer-driven education as well as increased awareness promoted through digital media and web-based social media.
DI20018	Ventura County Behavioral Health Department
	Prescription for Impairment
	For the "Prescription for Impairment" grant, Ventura County Behavioral Health (VCBH) will focus on collaboration and outreach efforts to educate prescribers and furnishers of scheduled and over the counter (OTC) medication. Education will be aimed at enhancing awareness of, and preventing impaired driving. The target of this grant is to raise knowledge and understanding of impaired driving for people who work within medical professional fields that may prescribe and or furnish medication. VCBH's goal is to reduce injuries and fatalities due to impaired driving crashes, improve prescriber's and furnisher's perception of harm of drug-impaired driving and increase the use of California's Prescription Drug Monitoring Program (PDMP) Controlled Substance Utilization Review and Evaluation System
DI20024	Santa Cruz County Health Services Agency
	Impacting Alcohol Impaired Driving Santa Cruz County
	The Santa Cruz County Health Services Agency Substance Use Disorder Services will utilize best practice strategies to conduct a comprehensive impaired driving prevention program, to reduce the number of persons killed and injured in alcohol involved crashes. The strategies will be focused on prevention and education to youth, community and retailers. These countermeasures will be conducted countywide with a focus on high school-aged youth, underage adults, adults 21+, and licensed alcohol vendors. Efforts will be coordinated with other local campaigns and partners, to enhance collaboration, and depth and breadth of impact to eliminate alcohol impaired driving fatalities and injuries.









EMERGENCY MEDICAL SERVICES

PROBLEM IDENTIFICATION AND DATA ANALYSIS

There are typically many contributing factors in motor vehicle crashes. Emergency Medical Services (EMS) play a critical role post-crash to reduce fatalities and serious injuries. Recent studies show that an effective emergency trauma care system can improve survival from serious injuries by as much as 25 percent and county-level coordinated systems of trauma care can reduce crash fatalities rates as much as 50 percent.

The Haddon Matrix applies basic principles of public health to motor vehicle-related injuries. The matrix looks at the factors in the pre-crash, crash, and post-crash phases to see how the driver, vehicle, and environment affect the outcome. Specifically, it identifies the factors that impact the prevention, severity, and survivability of crashes. For EMS, some factors are response time, proximity to an appropriate trauma center, and access to first responders with the appropriate equipment and training.

Haddon Matrix

	Human	Vehicle	Environment
Pre-Crash			
Crash			
Post-Crash			

Source: NHTSA, 2016

National

In 2017, there were 37,133 people killed in motor vehicle crashes and countless more who were injured on United States roadways. As seen in the Haddon Matrix, increased coordination between first responders, hospitals, and other traffic safety stakeholders, enhanced training, and EMS system improvements would increase survivability from a crash. In emergency medicine, the quicker a traumatic injury victim receives medical attention, the better the chance of preventing death. 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 includes 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 multi-county agencies, which serve 30 counties in rural areas that have substantial tourism.

As of September 2018, the state's trauma center network is comprised of 80 hospitals and admits over 70,000 trauma patients per year, though not all related to motor vehicle collisions. Over two-thirds of the designated trauma centers (70.0 percent) offer Level I or Level II trauma services alongside other comprehensive resources needed for providing definitive care and over one quarter (25.0 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 Level I or Level II trauma center, one-quarter (25.0 percent) are designated as *both* a Level I or Level II trauma center *and* a Level I or Level II pediatric trauma center by the American College of Surgeons (ACS), the Local EMS Agency (LEMSA), or both.

State Traffic Incident Management

In California preliminary 2017 data, there were 3,602 fatalities from motor vehicle collisions and 14,178 serious injuries.

Since the 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 placed in harm's way 2.7 million times each year in California. On California's highways between 2010 and April 2019, there have been 39 responders killed in the line of duty. As of April 2019, California has 23,817 first responders trained in Strategic Highway Research Project (SHRP2) TIM, which represents 33.4 percent of the workforce and exceeds 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, 2020.
- Decrease the average extrication time, from the time of arrival at the crash site to transport, by September 30, 2020.

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

Grant	Agency	Fund	Amount
EM20001	Atwater	402EM	\$ 35,000.00
EM20002	Cathedral City Fire Department	402EM	\$ 35,000.00
EM20003	City of Sonora Fire Department	402EM	\$ 35,000.00
EM20004	Kern County Fire Department	402EM	\$ 40,200.00
EM20005	Madera County Fire Department	402EM	\$ 105,000.00
EM20006	Marin County Fire Department	402EM	\$ 80,000.00
EM20007	Merced County Fire Department	402EM	\$ 105,000.00
EM20008	Morongo Valley Fire Department	402EM	\$ 85,000.00
EM20009	Sonoma Valley Fire Rescue	402EM	\$ 94,000.00
EM20010	Susanville	402EM	\$ 105,000.00
EM20011	Sutter County Fire Department	402EM	\$ 117,000.00
EM20012	Tulare County Fire	402EM	\$ 175,000.00
EM20013	Santa Barbara County Fire Department	402EM	\$ 70,000.00
		Total	\$ 1,081,200.00

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.

The National Occupant Protection Use Survey (NOPUS) reported that only 65.2 percent of motorcycle riders in the United States wore a DOT-compliant helmet in 2017. 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 2017 was high (92.1 percent). NHTSA estimates that helmets saved 287 lives in California in 2017, and 16 additional lives could have been saved if all motorcyclists wore helmets.

Analyses presented in the motorcycle program area include fatal and serious 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.

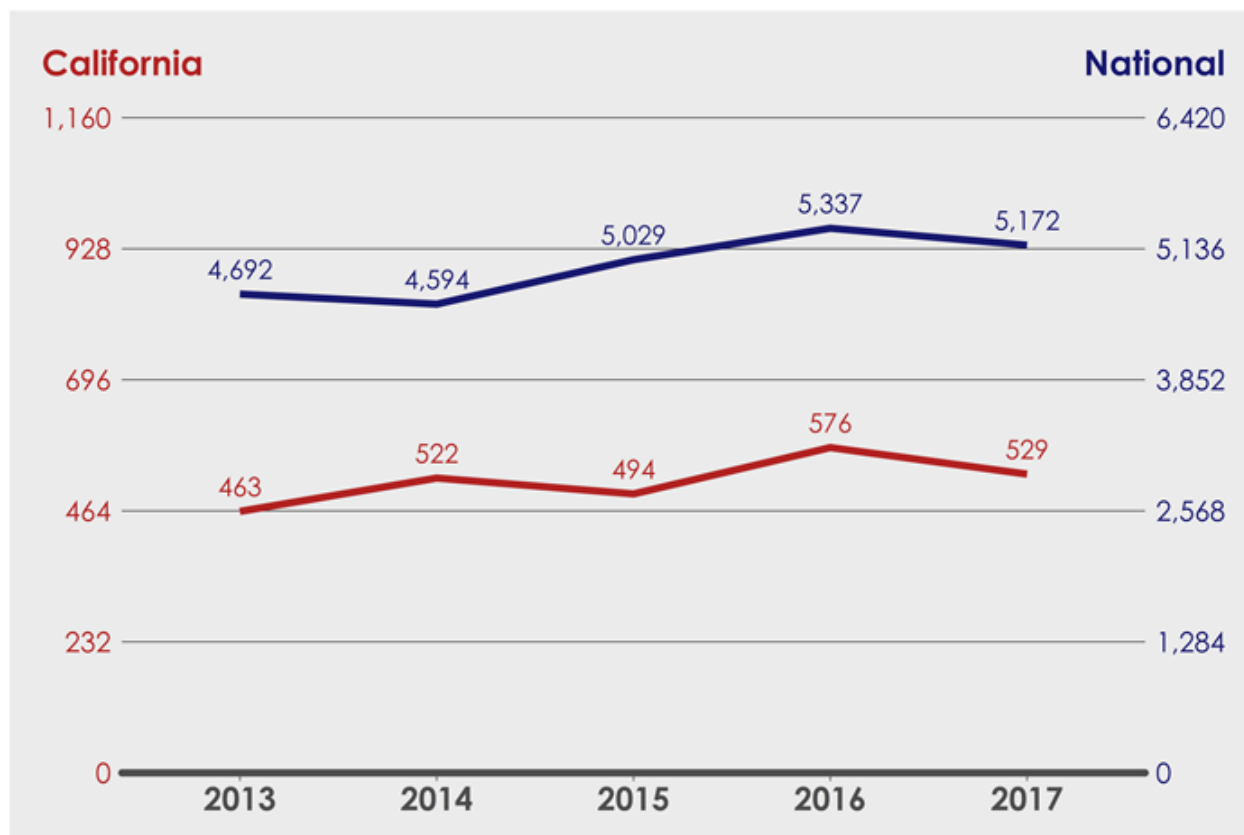
National

- In 2017, there were 5,172 motorcyclists killed on public roadways in the United States. This number reflects a 10.2 percent increase from 2013, when 4,692 motorcyclists were killed.
- In 2016, 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

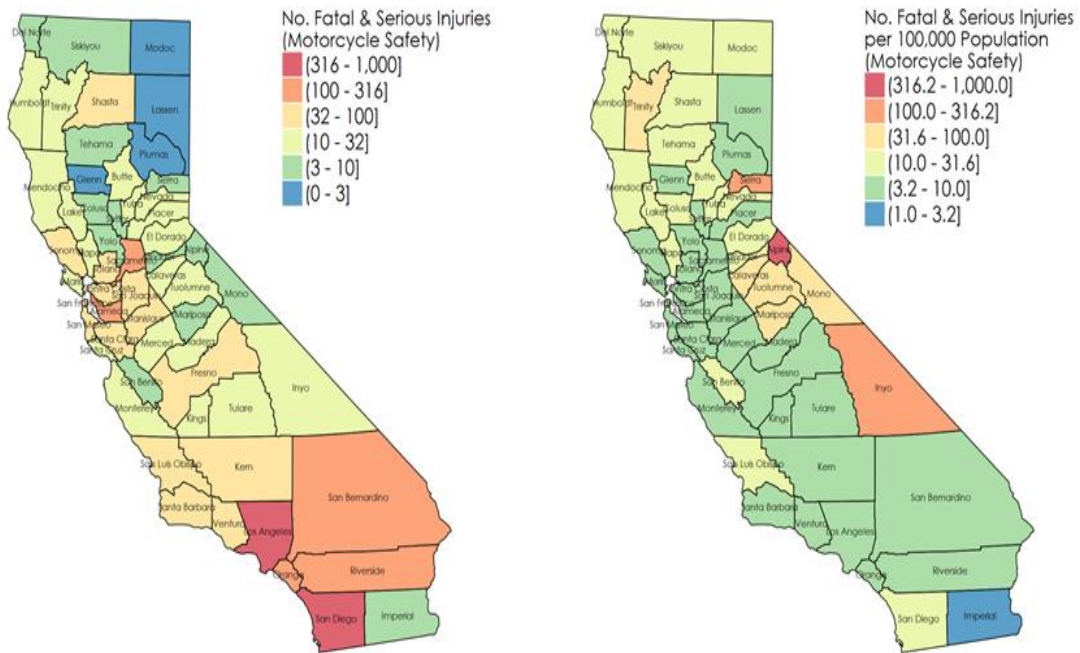
- Motorcycling is popular in California; however, the state also records the second most motorcycle fatalities in the nation. From 2013 to 2017, the state has seen a 14.3 percent increase in motorcycle fatalities from 463 to 529.
- Of all motorcyclist fatalities in 2017, 7.8 percent (or 41) of motorcycle riders were not wearing helmets. This is the highest percentage of unhelmeted fatalities since 2009 when it was 11.7 percent.

Motorcycle Fatality Trends



Source: FARS 2013-2016, FARS ARF 2017

Motorcycle Fatal and Serious Injury Number and Rate per 100K Population by County

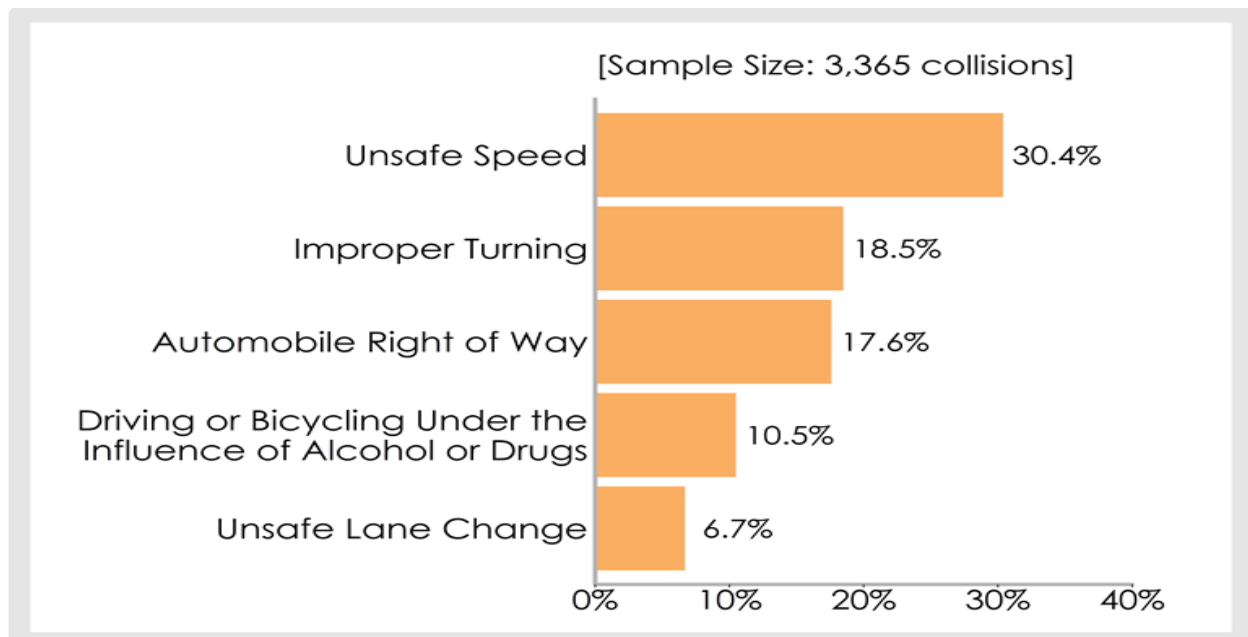


(a) Number of Fatal and Serious Injuries

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

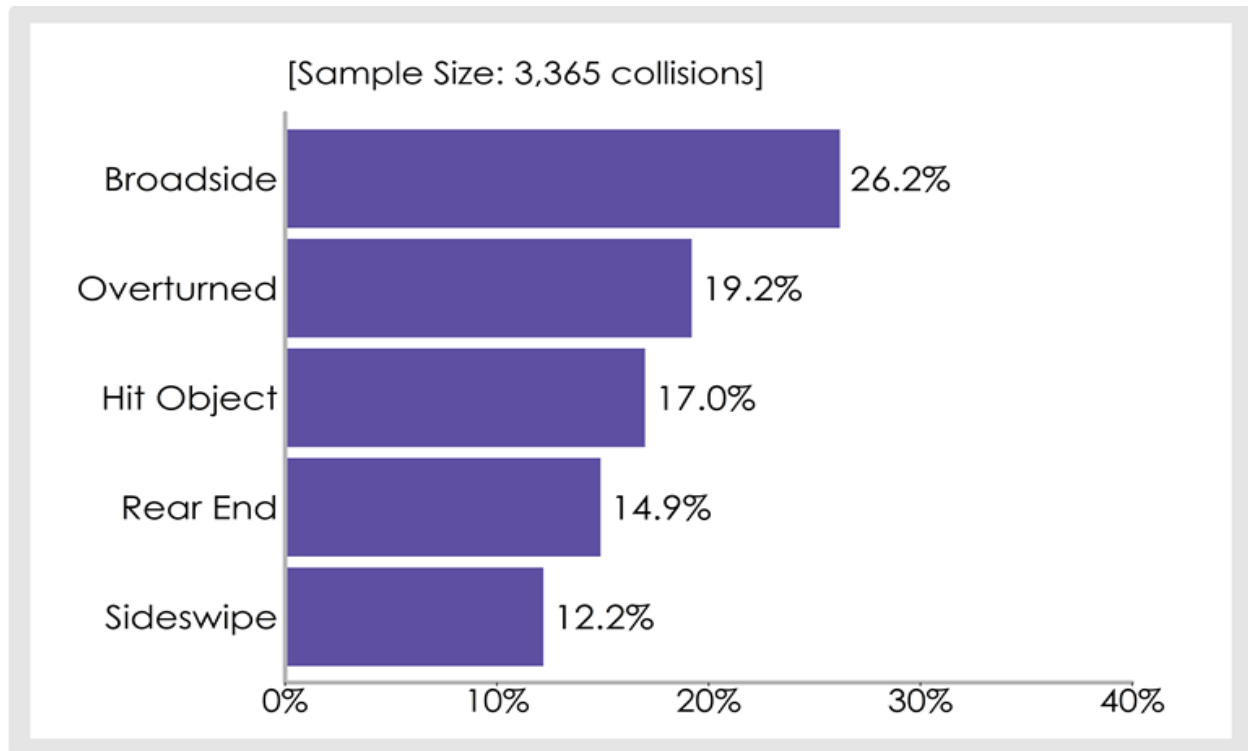
Source: FARS ARF 2017, Provisional SWITRS 2017, California Department of Finance 2018

Top Five Primary Collision Factors of Motorcycle Fatal and Serious Injury Collisions



Source: Provisional SWITRS 201

Top Five Crash Types of Motorcycle Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

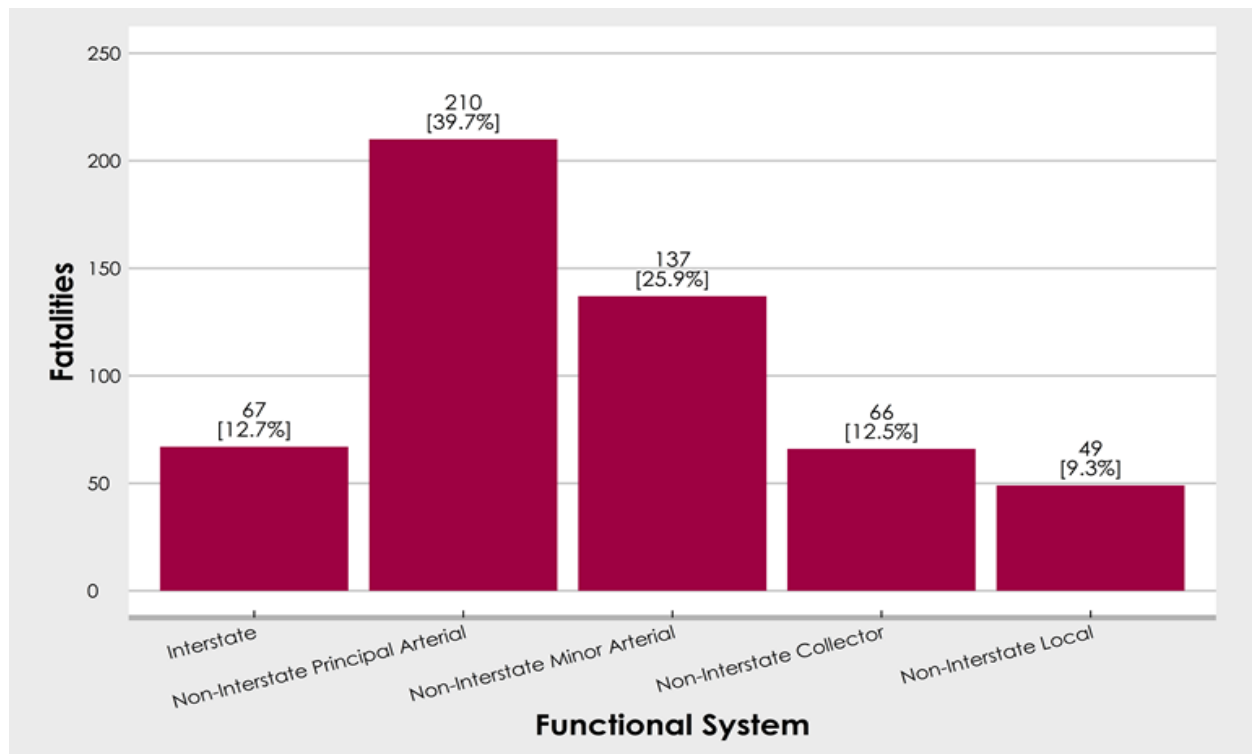
Time of Day and Day of Week of Motorcycle Fatal and Serious Injuries

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	17	8	16	6	22	47	49	165 [4.8%]
3-6AM	16	18	18	16	22	13	15	118 [3.4%]
6-9AM	37	59	56	47	47	19	24	289 [8.4%]
9AM-Noon	40	49	42	53	53	114	97	448 [13.0%]
Noon-3PM	62	43	45	51	90	138	140	569 [16.5%]
3-6PM	97	121	108	94	156	140	136	852 [24.7%]
6-9PM	94	83	86	75	111	89	103	641 [18.6%]
9PM-Midnight	41	47	37	44	71	60	49	349 [10.1%]
Unknown	0	2	4	1	0	3	2	12 [0.3%]
TOTAL	404 [11.7%]	430 [12.5%]	412 [12.0%]	387 [11.2%]	572 [16.6%]	623 [18.1%]	615 [17.9%]	3,443 [100.0%]

FSI Num+% 0 1 - 16 17 - 42 43 - 53 54 - 94 95 - 156

Source: FARS ARF 2017, Provisional SWITRS 2017

Roadway Type of Motorcycle Fatality Victims



Source: FARS ARF 2017

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 public motorcycle training course "Live to Ride" through Hawthorne and Anaheim 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, 2020.

TASKS

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.

GRANT SUMMARY

Grant	Agency	Fund	Amount
MC20001	Anaheim Police Department	405f MC	\$ 55,000.00
MC20002	California Highway Patrol	405f MC	\$ 400,008.00
		402MC	\$ 299,992.00
MC20003	Hawthorne Police Department	405f MC	\$ 100,000.00
		Total	\$ 855,000.00

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

GRANT DESCRIPTIONS

Grant	Description
MC20001	Anaheim Police Department
	Motorcycle Safety Program
	The Anaheim Police Department will host motorcycle rider safety courses. Training is a 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.
MC20002	California Highway Patrol
	Get Educated And Ride Safe (GEARS) II
	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.
MC20003	Hawthorne Police Department
	Ride to Live Motorcycle Education Grant
	Ride to Live is an innovative and proven program designed to reduce death and injury resulting from motorcycle collision. Ride to Live is a free, 8-hour, hands on motorcycle class put on by sworn motorcycle instructors/officers from the Hawthorne and Torrance Police Departments. The course begins with low speed handling and maneuvering of the motorcycle and the course gradually moves up to higher speed emergency braking, counter-steering, obstacle avoidance, and curve negotiation. Motorcycle maneuvers and principals of motorcycle operations are demonstrated by Motor Officers; however, ninety-five percent of the class is dedicated to students performing exercises hands-on and in a controlled, supervised manner.

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 National Occupant Protection Use Survey (NOPUS) that measures, among many variables, the use of seat belts by occupants age eight and older. The 2018 NOPUS reported an 89.6 percent front seat belt use rate for the nation as a whole, which was essentially level with the 89.7 percent rate in 2017. However, it reflects a significant decrease in the seat belt use rate in the western region from 94.5 percent in 2017 to 92.7 percent in 2018. Drivers had an 89.9 percent use rate and right-front passengers had an 88.7 percent use rate. States with a primary seat belt use law had a seat belt use rate of 90.6 percent compared to 86.4 percent in other states.

Analyses presented in the occupant protection program area include fatal and serious 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 occupants in a passenger vehicle was unrestrained. Under this program area, there is additional analyses that address aging road users and child passenger safety.

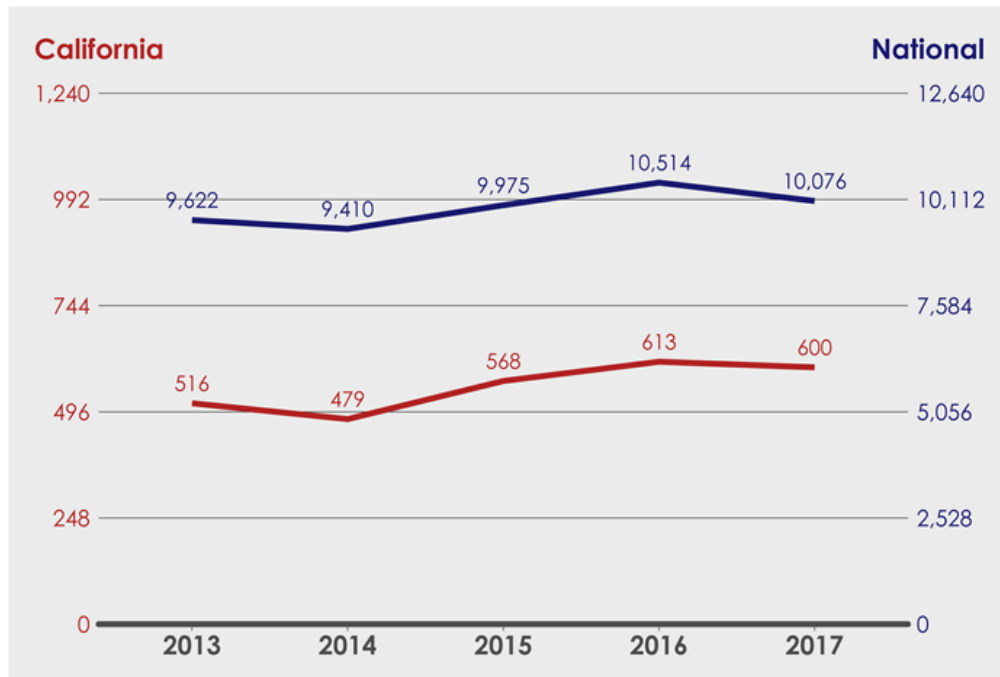
National

- The fatality trends for unrestrained passenger vehicle occupants in California and in the United States are similar.
- In the United States, there were 10,076 unrestrained passenger vehicle occupants killed in traffic collisions in 2017, a 4.2 percent decrease from 10,514 in 2016.
- In 2017, of the 21,464 passenger vehicle occupants with known restraint use killed in motor vehicle traffic collisions, 10,076 or 46.9 percent were known to be unrestrained.
- In 2017, daytime restraint use was higher than nighttime; 54.9 percent of passenger vehicle occupants with known restraint use involved in a nighttime fatal collision were unrestrained compared with 39.8 percent involved in a daytime collision.
- NHTSA estimated that, among passenger vehicle occupants aged five or older involved in traffic collisions, seat belt use saved 14,955 lives in 2017. In addition, if all passenger vehicle occupants aged five or older had been wearing seat belts, an additional 2,549 lives could have been saved in 2017.

California

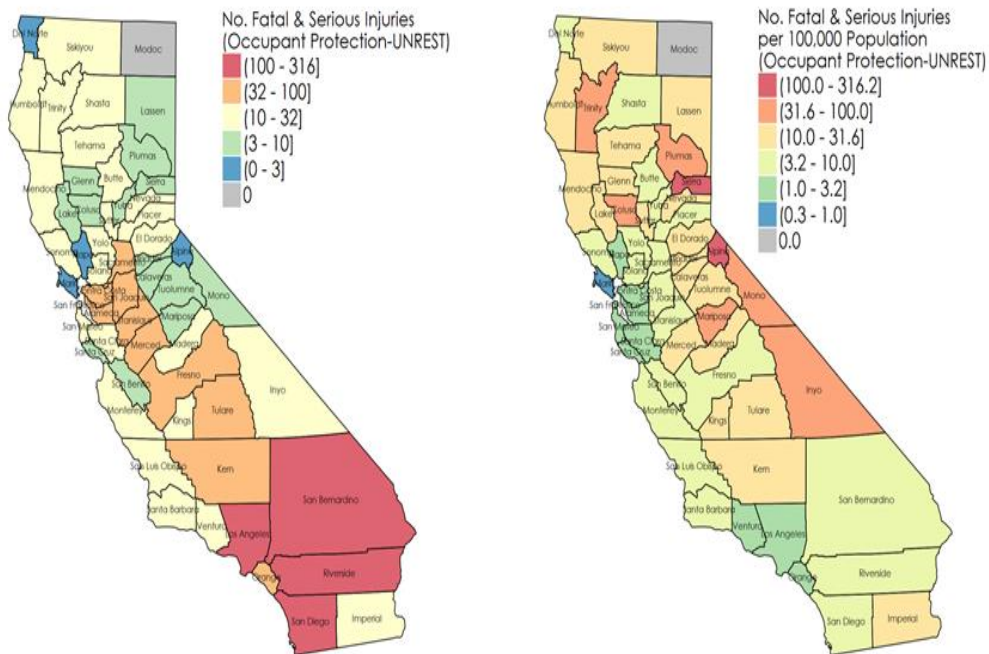
- In California, there were 600 unrestrained occupants killed in traffic collisions in 2017, a 2.1 percent decrease from 613 in 2016.
- In 2017, California's front seat belt use was observed to be 96.2 percent, which was the third-highest use rate in the nation.
- California's front seat belt use rate has been greater than 95 percent for the last ten years from 2008 to 2017.
- In 2017, seat belts saved 1,488 California passenger vehicle occupants, age five and older, involved in traffic collisions. If all vehicle occupants used seat belts, an additional 89 lives would have been saved.
- The Summer 2018 Seat Belt Usage study reported that the combined use rate for drivers and front seat passengers was 96.0 percent. This is a decrease from 96.2 percent in 2017, 96.5 percent in 2016, and 97.3 percent in 2015.

Unrestrained Occupant Fatality Trends



Source: FARS 2013-2016, FARS ARF 2017

Unrestrained Occupants Fatal and Serious Injury Number and Rate per 100K Population by County

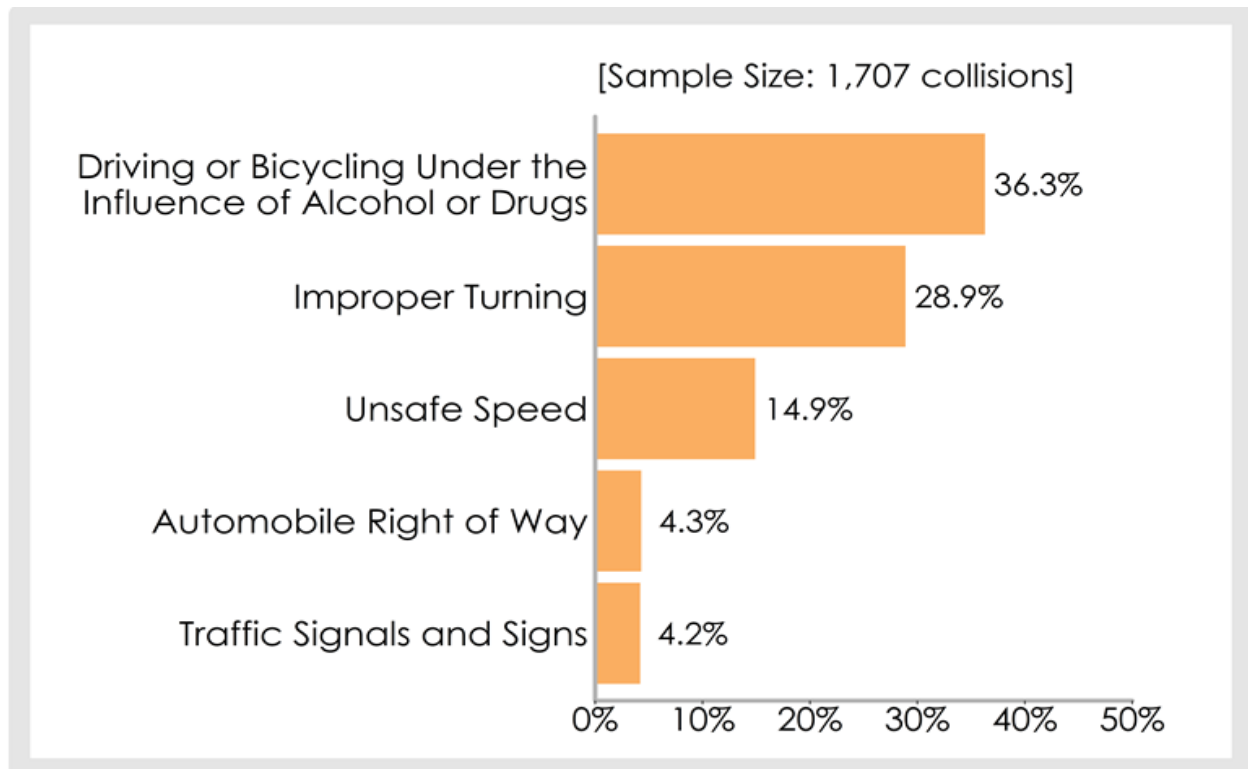


(a) Number of Fatal and Serious Injuries

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

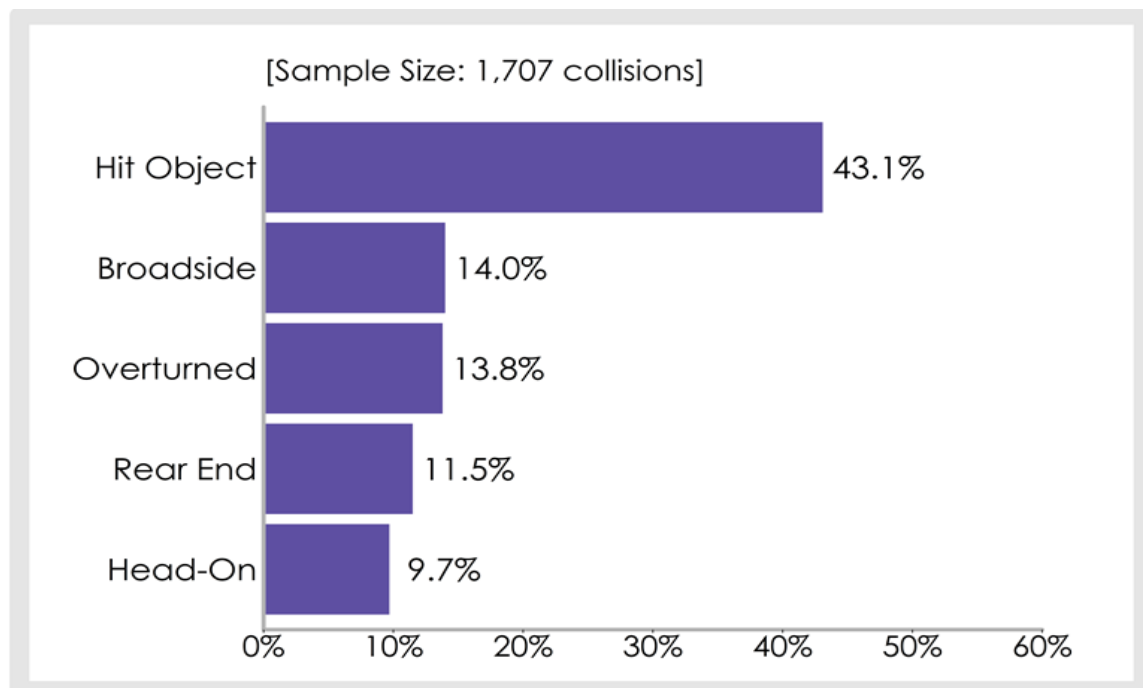
Source: FARS ARF 2017, Provisional SWITRS 2017, California Department of Finance 2018

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



Source: Provisional SWITRS 2017

Top Five Crash Types for Unrestrained Occupant Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

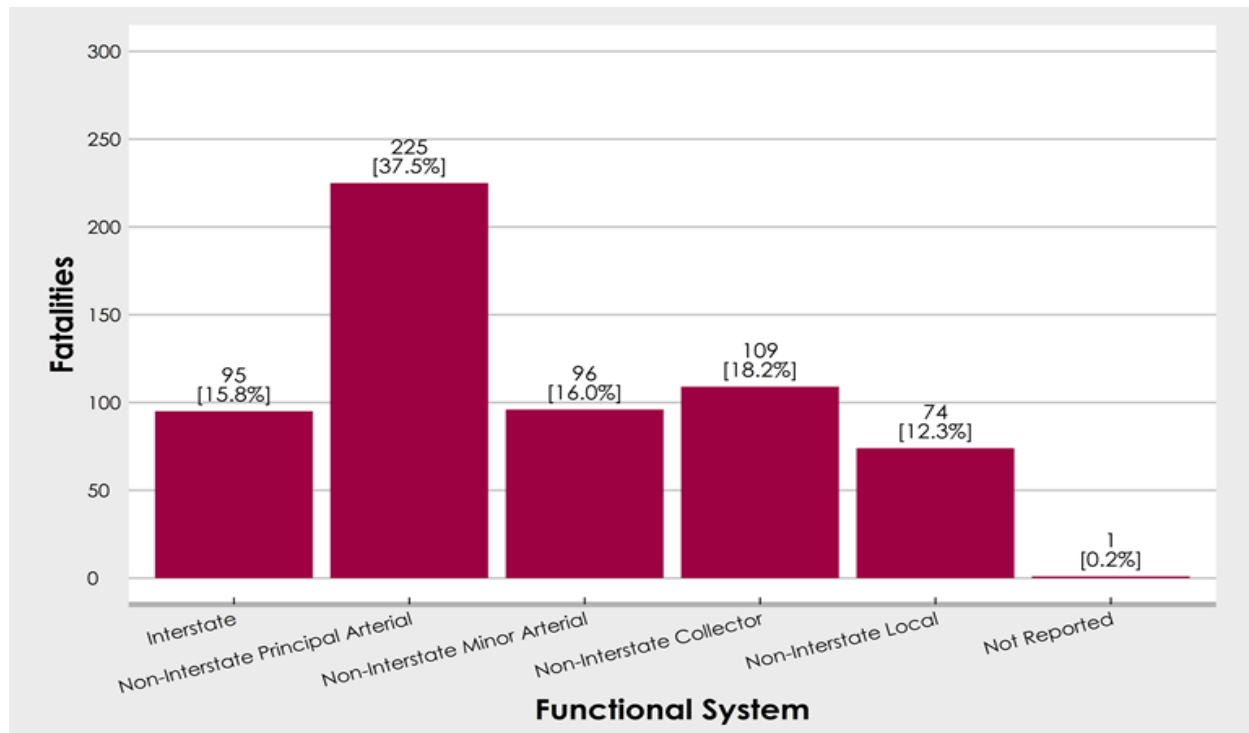
Time of Day and Day of Week for Unrestrained Occupant Fatal and Serious Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	34	25	33	35	52	85	89	353 [18.7%]
3-6AM	26	15	23	19	26	46	60	215 [11.4%]
6-9AM	21	16	23	22	23	13	28	146 [7.7%]
9AM-Noon	20	15	8	16	23	31	26	139 [7.4%]
Noon-3PM	28	15	33	23	29	31	29	188 [9.9%]
3-6PM	33	31	28	26	48	50	32	248 [13.1%]
6-9PM	26	25	42	34	46	32	47	252 [13.3%]
9PM-Midnight	30	37	38	28	55	67	62	317 [16.8%]
Unknown	5	3	4	2	4	2	12	32 [1.7%]
TOTAL	223 [11.8%]	182 [9.6%]	232 [12.3%]	205 [10.8%]	306 [16.2%]	357 [18.9%]	385 [20.4%]	1,890 [100.0%]

FSI Num+% 2 - 16 17 - 26 27 - 31 32 - 40 41 - 89

Source: FARS ARF 2017, Provisional SWITRS 2017

Roadway Type for Unrestrained Occupant Fatality Victims



Source: FARS ARF 2017

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 2017, there were 6,784 people aged 65 or older killed in a traffic collision in the United States; this accounted for 18.3 percent of all traffic fatalities. To provide context, the overall population aged 65 or older accounts for 14.9 percent of people in the United States and 19.4 percent of all licensed drivers in 2017. California has the largest number of licensed drivers aged 65 or older in the nation with 4,251,349, or 15.9 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 serious injuries to drivers, passengers, bicyclists, pedestrians, and other non-motor vehicle occupants aged 65 or older.

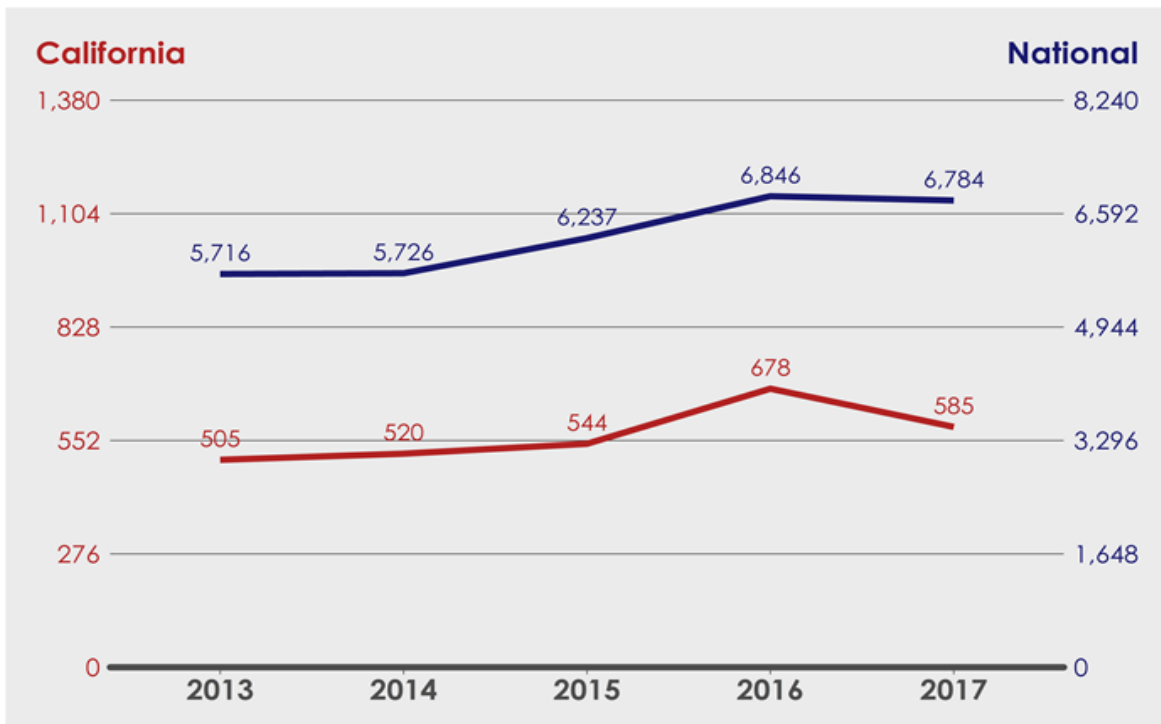
National

- Nearly seven thousand 6,784 people age 65 and older were fatally injured in motor vehicle crashes in 2017, a 22 percent increase from 2008. This is much higher than the one percent decrease in total traffic fatalities for all ages from 2008 to 2017.
- In 2017, 59 percent of the traffic fatalities involving passenger vehicle drivers age 65 and older were the older drivers themselves. In 2017, drivers age 65 and older had a lower involvement rate in fatal collisions (16.6 per 100,000 licensed drivers) than drivers age 16-64 (24.1 per 100,000 licensed drivers).
- Drivers 65 and older had lower blood alcohol concentrations (BAC) than drivers under 65. Of drivers 65 and older who were involved in fatal crashes in 2017, eight percent were alcohol-impaired, less than the 20 percent of all drivers involved in fatal crashes that were alcohol-impaired. Of drivers involved in fatal crashes, 37 percent were 65 and older.
- In 2017, the rate of pedestrian deaths per 100,000 population was highest for adults aged 80-84.

California

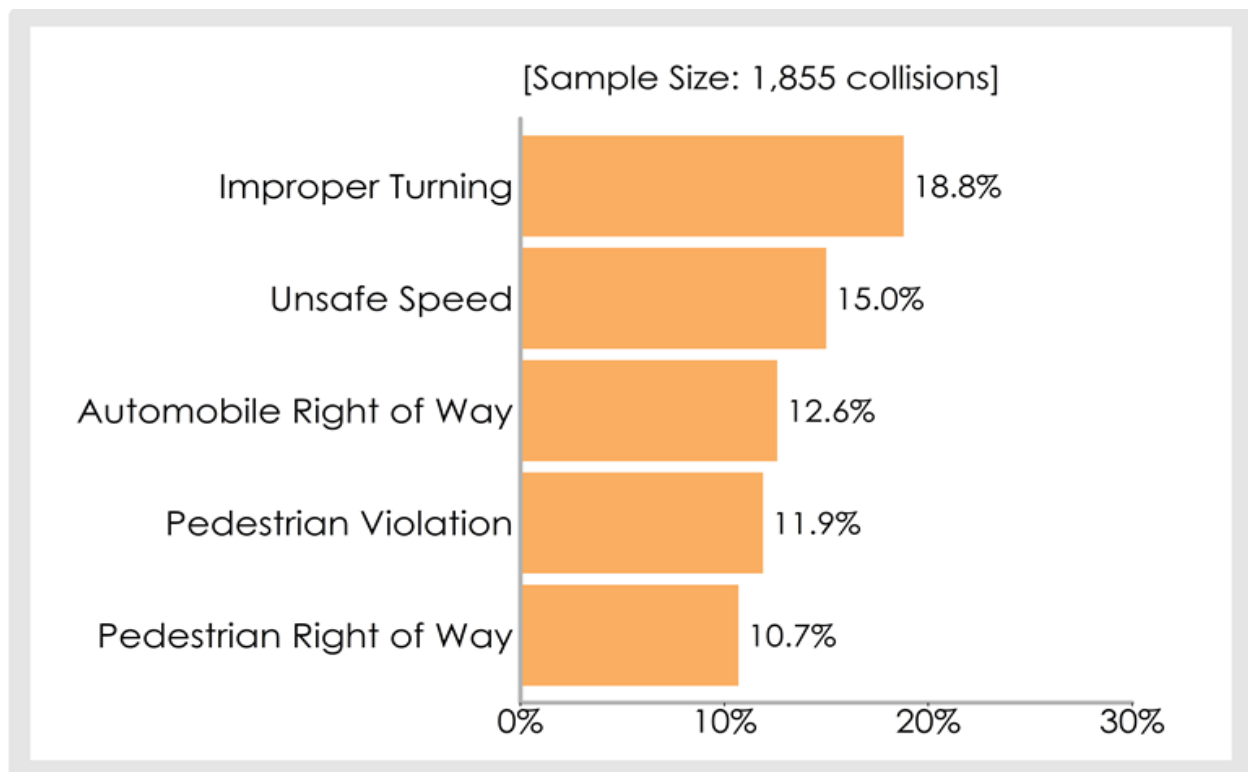
- In 2017, there were 585 people age 65 and older killed in traffic collisions in California, which is a 13.7 percent decrease from 678 in 2016. Pedestrian fatalities aged 65 and older decreased 18.8 percent, from 239 in 2016 to 194 in 2017.

Aging Road User Fatality Trends



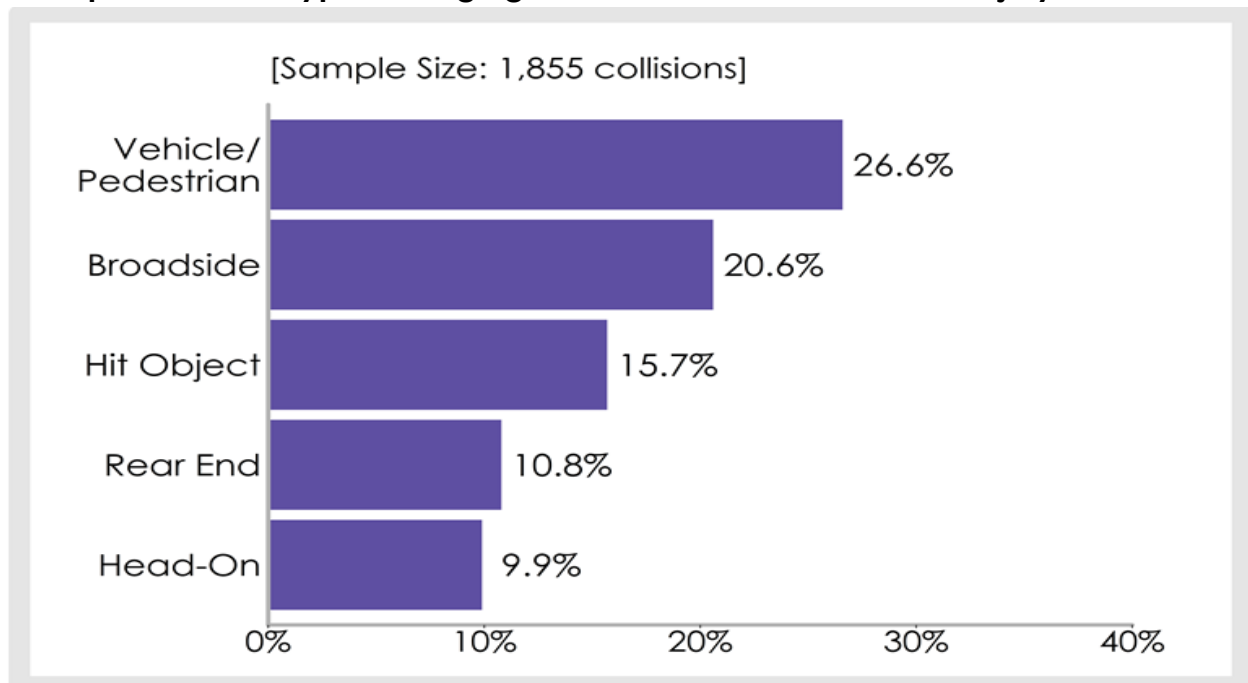
Source: FARS 2013-2016, FARS ARF 2017

Top Five Primary Collision Factors for Aging Road User Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

Top Five Crash Types for Aging Road User Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

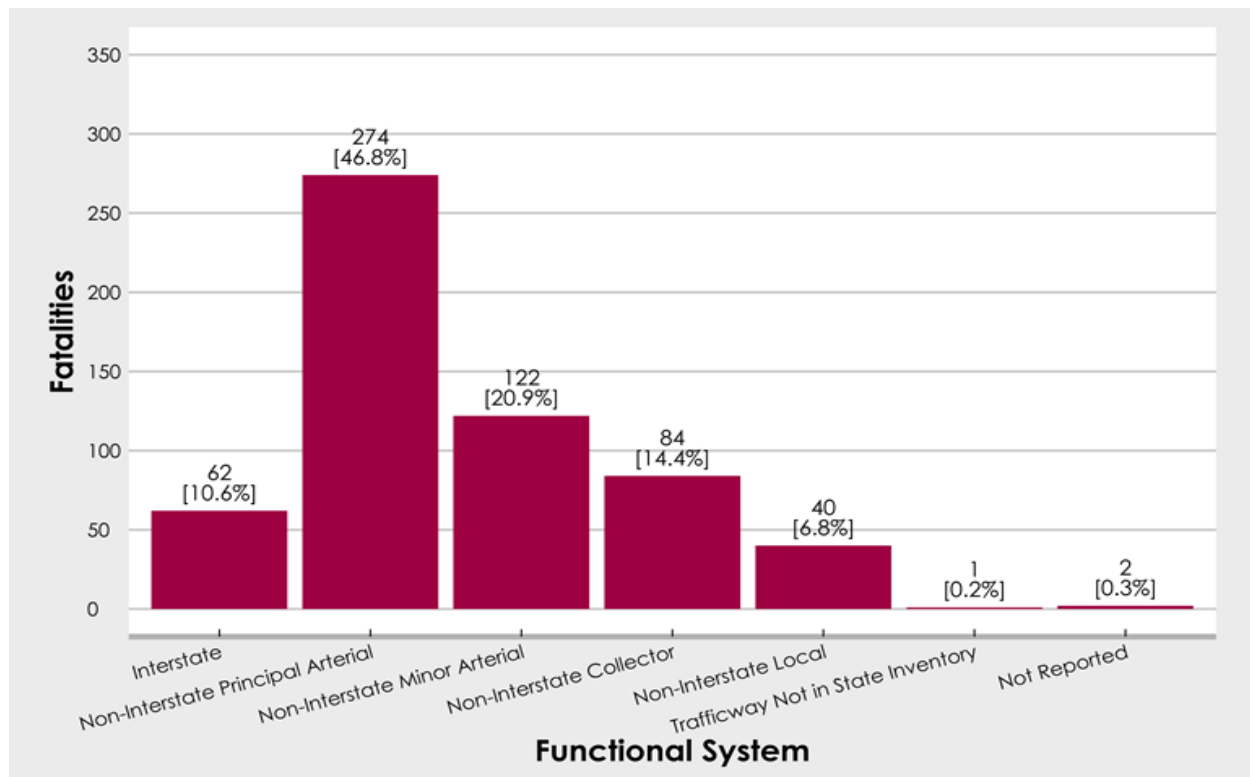
Time of Day and Day of Week for Aging Road User Fatal and Serious Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	8	2	2	6	6	3	13	40 [2.1%]
3-6AM	12	8	13	16	15	9	14	87 [4.6%]
6-9AM	25	43	31	42	25	33	21	220 [11.6%]
9AM-Noon	36	37	39	54	49	48	33	296 [15.6%]
Noon-3PM	64	52	68	53	64	55	52	408 [21.5%]
3-6PM	59	60	62	49	53	54	46	383 [20.2%]
6-9PM	41	32	55	41	53	41	37	300 [15.8%]
9PM-Midnight	23	17	19	21	23	18	28	149 [7.9%]
Unknown	1	2	2	0	4	1	1	11 [0.6%]
TOTAL	269 [14.2%]	253 [13.4%]	291 [15.4%]	282 [14.9%]	292 [15.4%]	262 [13.8%]	245 [12.9%]	1,894 [100.0%]

FSI Num+% 0 1 - 8 9 - 21 22 - 37 38 - 53 54 - 68

Source: FARS ARF 2017, Provisional SWITRS 2017

Roadway Type for Aging Road User Fatality Victims



Source: FARS ARF 2017

CHILD PASSENGER SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

On average, three children age 14 and under were killed daily in traffic collisions in 2017. Across the age spectrum, child motor vehicle fatalities have generally decreased, with the highest decrease in fatalities among the 13-14-year-old age group (31.4 percent decrease from 303 in 2008 to 208 in 2017). These fatality trends are in part due to child safety seats and lap/shoulder seat belt use. Of the 4,700 child passenger vehicle occupants who survived fatal collisions, 3,981 or 84.7 percent were known to be restrained.

National

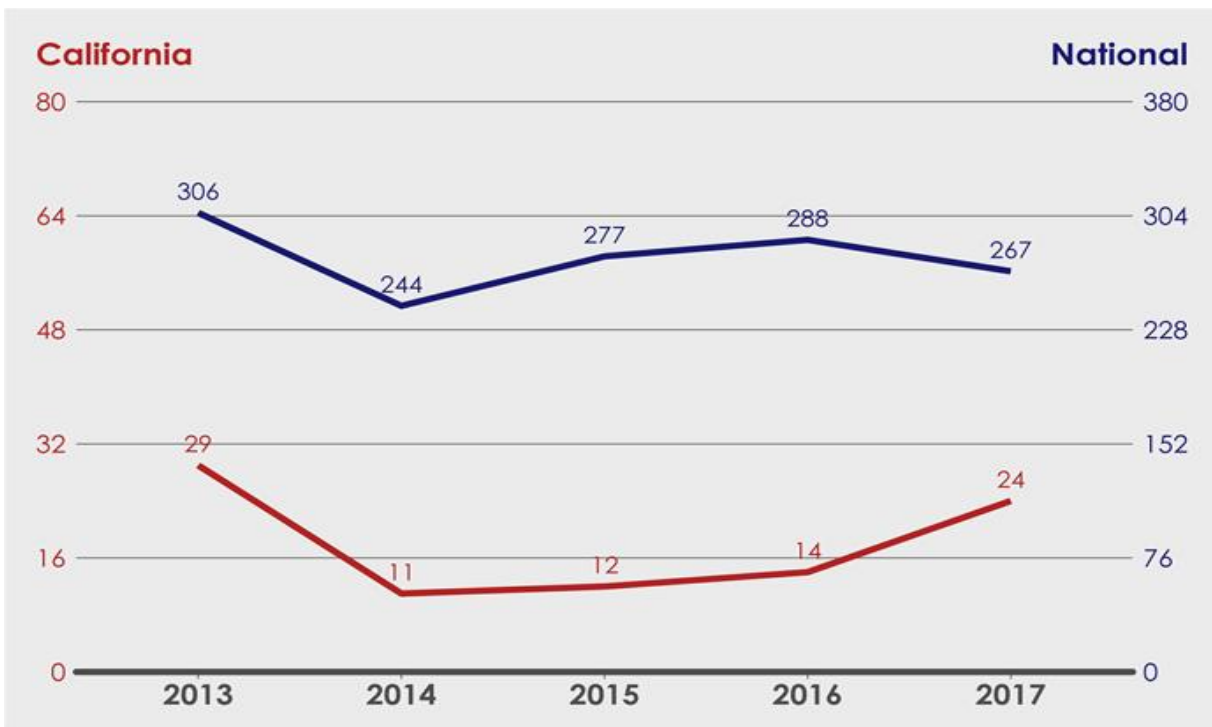
- In 2017, there were 1,147 children age 14 and younger killed in motor vehicle collisions in the United States which accounts for 3.1 percent of all fatalities. This reflects a 7.8 percent decrease from 1,244 in 2016.
- Of the 721 child passenger vehicle occupants killed with known restraint use in 2017, 37 percent were unrestrained. In 2017, the percent known to be unrestrained in child fatalities increased with age from 25 percent of infants under age one to 49 percent of youth age 13 to 14.
- Among children under age five, an estimated 325 lives were saved in 2017 by restraint use. Of the 325 lives saved, 312 were due to child safety seats and 14 due to the use of adult seat belts.
- The National Child Restraint Use Special Study interviewed drivers and found 84.6 percent of drivers have never driven with unrestrained children. Of those that have driven with unrestrained children, the most common reason for not restraining children was "Short Trip," at 51.0 percent of responses.
- In 2017, there were 267 unrestrained children age 14 and younger killed in the US in traffic collisions. This is a 7.3 percent decrease from 288 unrestrained child fatalities in 2016.

California

- In California, of the 65 child passenger vehicle occupants killed with known restraint use in 2017, 37 percent were unrestrained. Fatal injuries to unrestrained child passengers age 14 and younger climbed 71.4 percent from 14 in 2016 to 24 in 2017. It is important to note that though the percentage change is large, the number of fatalities is relatively small and subject to variability. Serious injuries to unrestrained children climbed steadily between 2014 and 2017, from 46 injuries in 2014 to 87 injuries in 2017.

- Among children under age 5 in California, an estimated 22 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 (California Vehicle Code § 27360).
- Children under age eight must 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 (California Vehicle Code § 27363).

Unrestrained Child Passenger Fatality Trends



Source: FARS 2013-2016, FARS ARF 2017

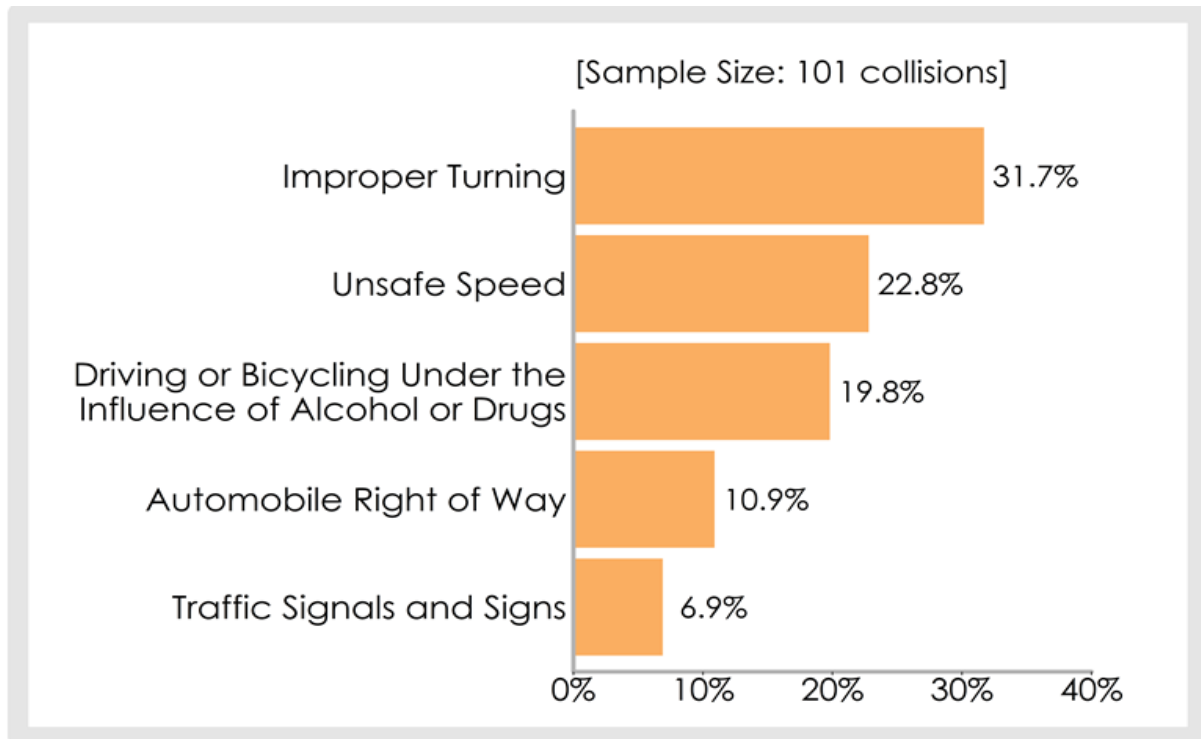
Time of Day and Day of Week for Unrestrained Child Passenger Fatal and Serious Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	2	2	0	0	3	3	10 [9.0%]
3-6AM	5	0	1	0	1	3	1	11 [9.9%]
6-9AM	0	0	1	3	3	1	0	8 [7.2%]
9AM-Noon	3	1	0	1	3	3	3	14 [12.6%]
Noon-3PM	0	1	5	2	5	4	1	18 [16.2%]
3-6PM	2	5	2	3	3	6	3	24 [21.6%]
6-9PM	0	1	3	3	4	3	0	14 [12.6%]
9PM-Midnight	0	1	2	1	2	2	4	12 [10.8%]
Unknown	0	0	0	0	0	0	0	0 [0.0%]
TOTAL	10 [9.0%]	11 [9.9%]	16 [14.4%]	13 [11.7%]	21 [18.9%]	25 [22.5%]	15 [13.5%]	111 [100.0%]

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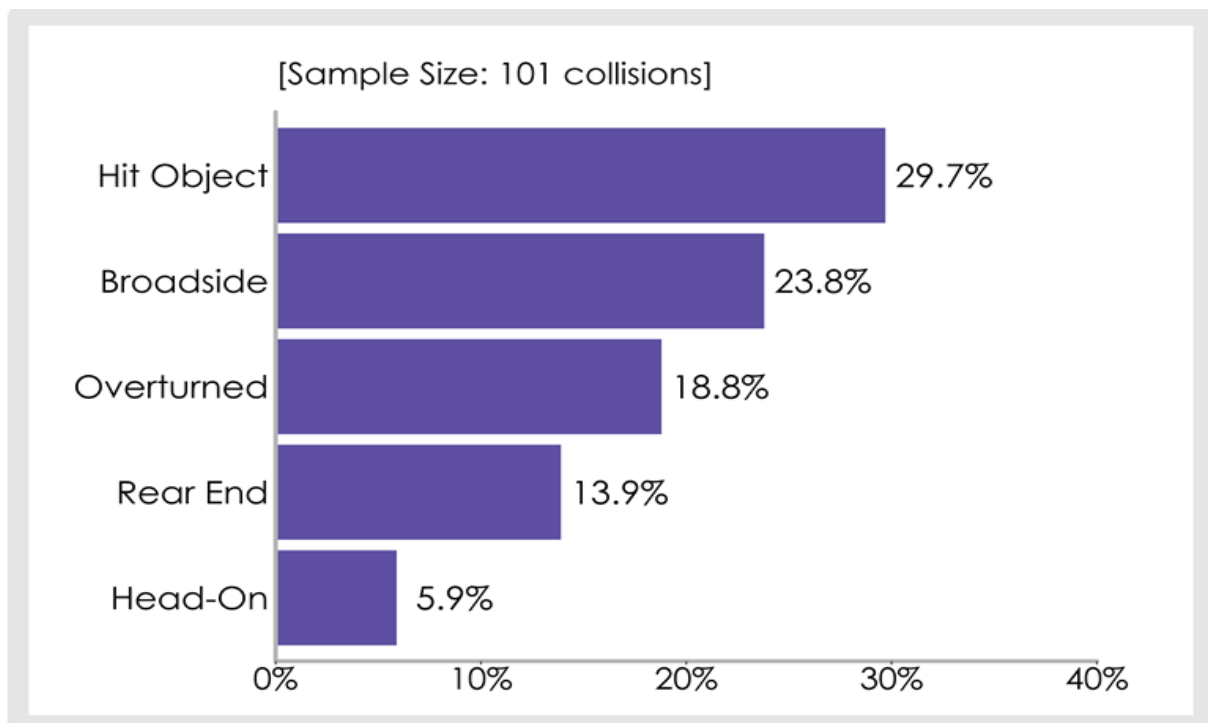
Source: FARS ARF 2017, Provisional SWITRS 2017

Top Five Primary Collision Factors for Unrestrained Child Passenger Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

Top Five Crash Types for Unrestrained Child Passenger Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

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.
- Provide 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 46 NHTSA standardized CPS Certification training courses.
- Train a minimum of 616 new CPS Certified technicians.

- Provide CPS Recertification training to at least 110 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 13,000 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 260 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, 2020.
- Increase child safety seat usage by September 30, 2020.
- Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2020.

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

Aging Road Users

Grant	Agency	Fund	Amount
OP20005	California Highway Patrol	405b OP	\$ 150,000.00

Local Education

Grant	Agency	Fund	Amount
OP20001	Anaheim Police Department	405b OP	\$ 70,000.00
OP20002	Butte County Public Health Department	405b OP	\$ 115,000.00
OP20007	Community Action Partnership	405b OP	\$ 225,000.00
OP20008	Contra Costa County Health Services	405b OP	\$ 84,000.00
OP20010	Los Angeles County Department of Public Health	405b OP	\$ 120,000.00
OP20011	Los Angeles Housing and Community Investment Department	405b OP	\$ 152,000.00
OP20012	Pomona Police Department	405b OP	\$ 154,000.00
OP20013	Rancho Cordova Police Department	405b OP	\$ 100,000.00

Grant	Agency	Fund	Amount
OP20016	Stanislaus County Health Services Agency	405b OP	\$ 75,000.00
OP20017	Ventura County Fire Department	405b OP	\$ 60,000.00
OP20018	Yolo County Health and Human Services Agency	405b OP	\$ 190,000.00
OP20019	Yuba County Health and Human Services Department	405b OP	\$ 50,000.00
OP20020	San Joaquin County Public Health Services	405b OP	\$ 90,000.00
OP20021	San Luis Obispo Department of Public Health	405b OP	\$ 58,000.00
OP20022	Santa Cruz County Health Services Agency	405b OP	\$ 58,000.00

Statewide Education

Grant	Agency	Fund	Amount
OP20003	California Department of Public Health	405b OP	\$ 440,000.00
OP20004	California Highway Patrol	405b OP	\$ 800,000.00
OP20015	Riverside County Department of Public Health	405b OP	\$ 210,000.00

Statewide Usage Surveys

Grant	Agency	Fund	Amount
OP20006	California State University, Fresno	405b OP	\$ 270,000.00
		Total	\$ 3,471,000.00

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

GRANT DESCRIPTIONS

Aging Road Users

Grant	Description
OP20005	California Highway Patrol
	Keeping Everyone Safe (KEYS) XI
	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 grant project seeks to promote the program statewide by using multidisciplinary community-based collaborative groups. These groups will assess the issues and make recommendations to address the needs 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.

Local Education

Grant	Description
OP20008	Contra Costa County Health Services
	Public Health Nursing Car Seat Project
	Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving children under the age of eight years old. The funded strategies may include education, child safety seat check-ups, community events, presentations, and training. Other countermeasures may include properly fitting child safety seats, providing educational materials, and the distribution of child safety seats. Efforts should be conducted in underserved communities and coordinated in collaboration with community-based organizations.

Statewide Education

Grant	Description
OP20003	California Department of Public Health
	Vehicle Occupant Safety Program
	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, development and distribution of e-Newsletters, support for CPS week activities, and provide research, data, and CPS educational materials statewide.
OP20004	California Highway Patrol
	California Restraint Safety Education and Training (CARSEAT) III
	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.

Statewide Usage Surveys

Grant	Description
OP20006	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% of fatalities on California roadways will be sampled. Standard error will not exceed 2.5%. The data on usage rates at approximately 204 sites will be collected in Spring and again in Summer of 2020. 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 also 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 2019 report, "Pedestrian Traffic Fatalities by State, 2018 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 12 percent in 2008 to 16 percent in 2017. Moreover, pedestrian fatalities increased 35 percent from 2008 to 2017 while other traffic deaths decreased 6 percent. Further, GHSA estimates 6,227 pedestrians were fatally injured in 2018, a 4 percent increase from 2017, continuing an increasing trend and the largest number of pedestrian fatalities nationwide since 1990. Another GHSA report from 2019, "Speeding Away from Zero: Rethinking a Forgotten Traffic Safety Challenge," found that states reported the largest proportion of pedestrian deaths around divided highways, which generally have speed limits of 45 or more. There is often limited access on or off these roadways, no controlled intersections, and few safe crossing areas.

Analyses presented in the pedestrian program area include fatal and serious injuries to pedestrians. FARS only includes pedestrians on foot, whereas SWITRS fatal and serious 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. The following road users are excluded: people on personal conveyances, such as roller skates, inline skates, skateboards, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy cars, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities.

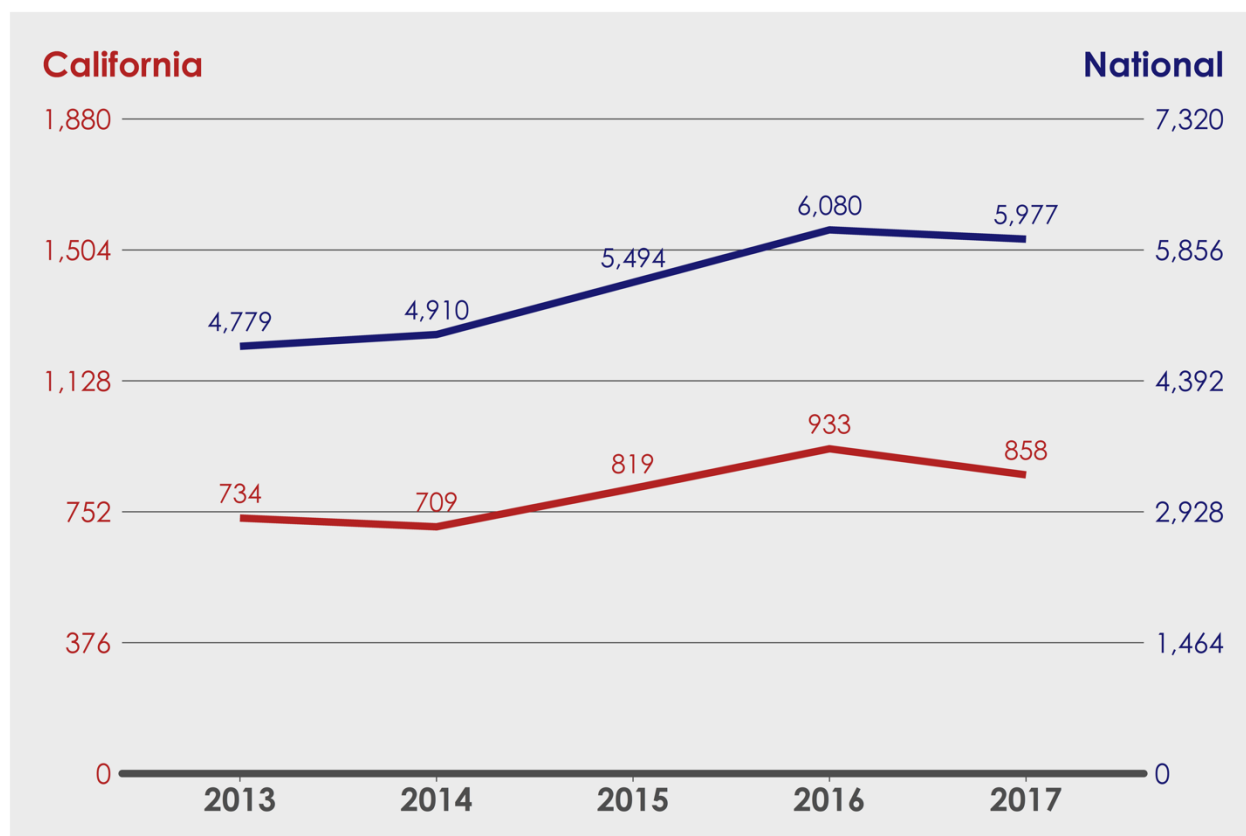
National

- Pedestrian fatalities rose between 2013 and 2017, increasing 25.1 percent from 4,779 people in 2013 to 5,977 people in 2017.
- NHTSA reports that an average of 16 pedestrians were killed every day in 2017.

California

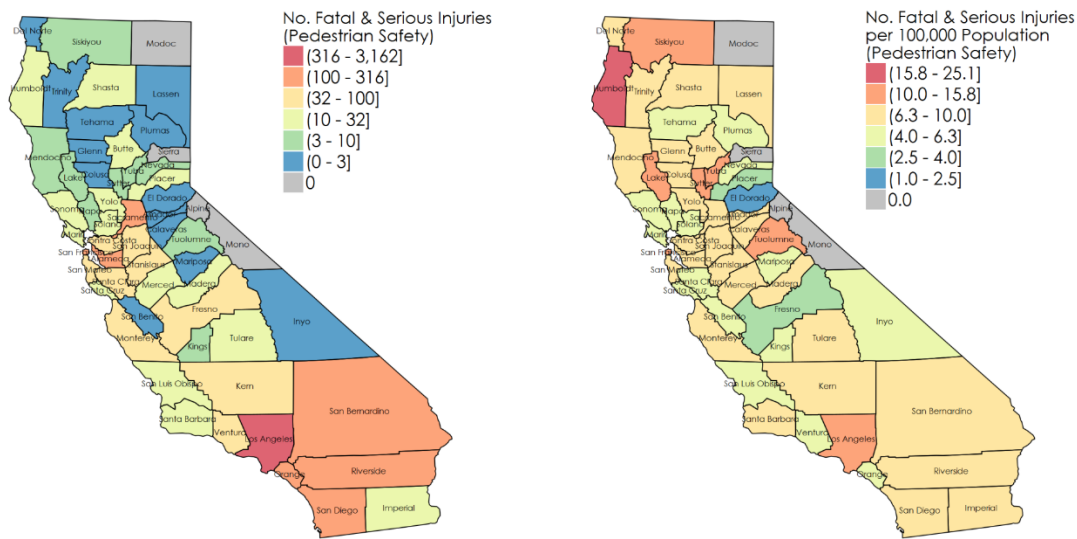
- Pedestrian fatalities also continued to increase in California; the number of fatalities rose 16.9 percent from 734 in 2013 to 858 in 2017.
- In the 2018 Traffic Safety Survey conducted by UC Berkeley SafeTREC, Californians were asked to think of the times they had been a pedestrian or bicyclist in the past six months and to identify the safety problems they experienced. "Distracted Drivers (by cell phones)" was reported by 31.1 percent of respondents. "Cars not stopping" was noted by 24.5 percent, and "cars going too fast" was reported by 17.5 percent of respondents.

Pedestrian Fatality Trends



Source: FARS 2013-2016; FARS ARF 2017

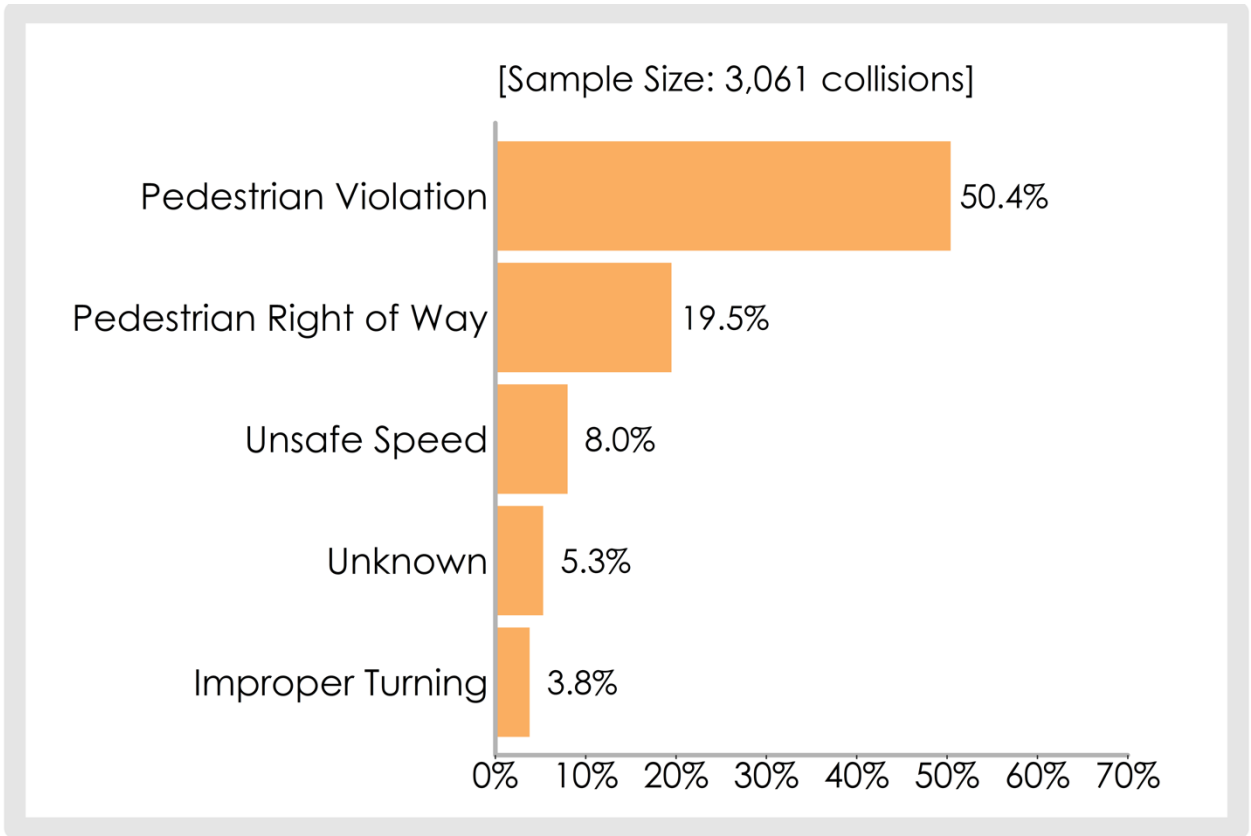
Pedestrian Fatal and Serious Injury Number and Rate per 100K Population by County



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

Source: FARS ARF 2017; Provisional SWITRS 2017; California Department of Finance 2018

Top Five Primary Collision Factors for Pedestrian Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

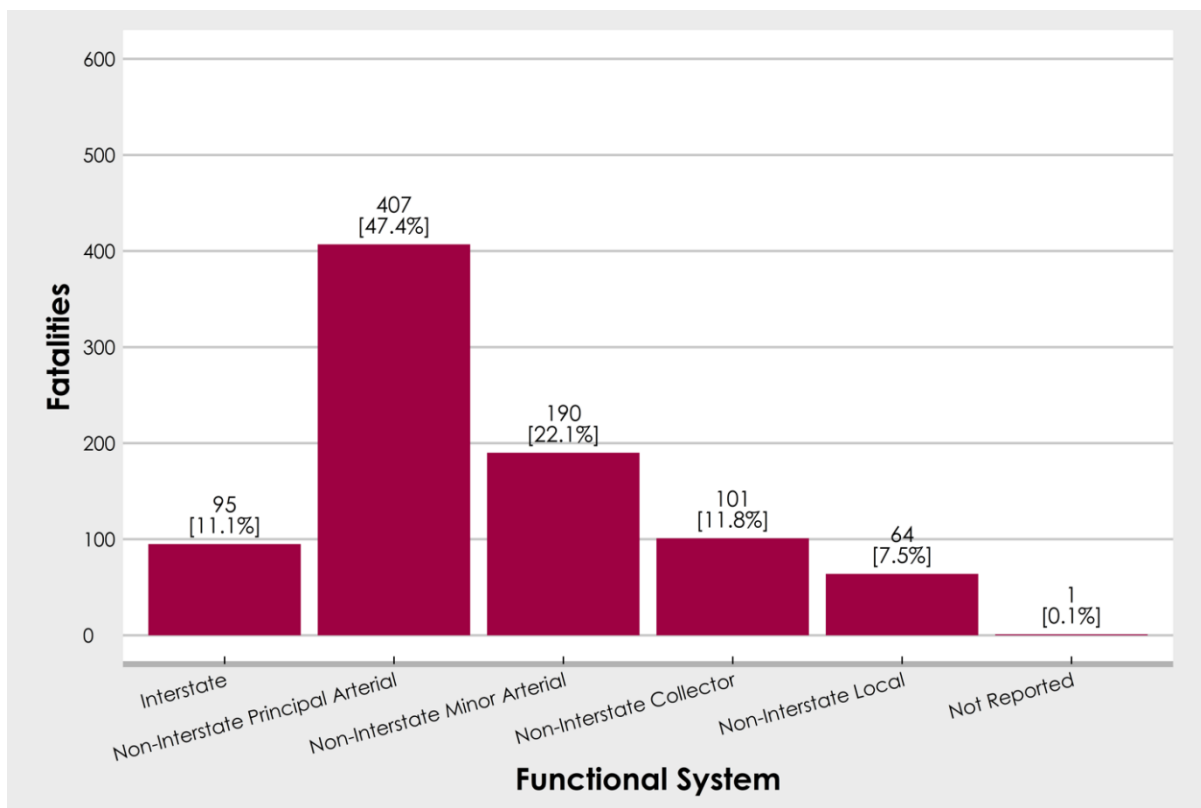
Time of Day and Day of Week for Pedestrian Fatal and Serious Injuries

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	36	25	19	40	36	60	68	284 [9.3%]
3-6AM	31	29	38	32	46	41	39	256 [8.4%]
6-9AM	45	72	45	62	50	25	19	318 [10.4%]
9AM-Noon	19	23	22	35	35	17	11	162 [5.3%]
Noon-3PM	23	37	42	37	40	41	24	244 [8.0%]
3-6PM	64	56	54	59	65	52	50	400 [13.1%]
6-9PM	113	114	111	121	131	104	109	803 [26.3%]
9PM-Midnight	73	73	76	90	115	83	61	571 [18.7%]
Unknown	5	3	1	0	1	3	3	16 [0.5%]
TOTAL	409 [13.4%]	432 [14.1%]	408 [13.4%]	476 [15.6%]	519 [17.0%]	426 [13.9%]	384 [12.6%]	3,054 [100.0%]

FSI Num+% 0 1 - 22 23 - 37 38 - 50 51 - 73 74 - 131

Source: FARS ARF 2017; Provisional SWITRS 2017

Roadway Type for Pedestrian Fatality Victims



Source: FARS ARF 2017

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 a motor vehicle occupant. In 2017, there were 783 bicyclists killed in a traffic collision in the US. In citing concern about the level of bicycle fatalities, the Governors Highway Safety Association (GHSA) identified key recommendations for improving safety, including collection of better crash data, increased training for law enforcement to understand laws designed to protect bicyclists, partnerships with bicycling and community organizations regarding safety messaging and public education campaigns about infrastructure improvements.

Analyses presented in the bicycling program area include fatal and serious 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.

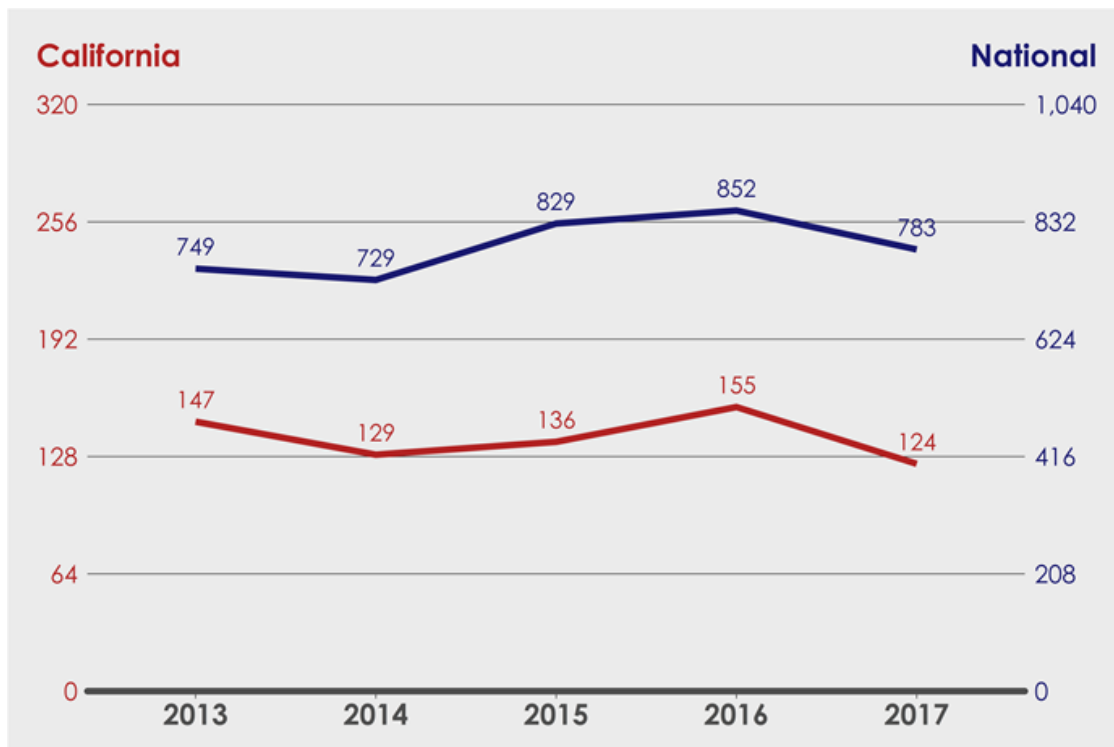
National

- Bicycling fatalities decreased 8.1 percent from 852 in 2016 to 783 in 2017. This one-year drop does not necessarily indicate a trend unless we see this pattern continue for several more years.
- Bicycle fatalities represented 2.1 percent of the total number of traffic fatalities in 2017.
- In 2017, 16.0 percent of cyclists killed in a traffic crash had a BAC of .08 g/dL or higher.

California

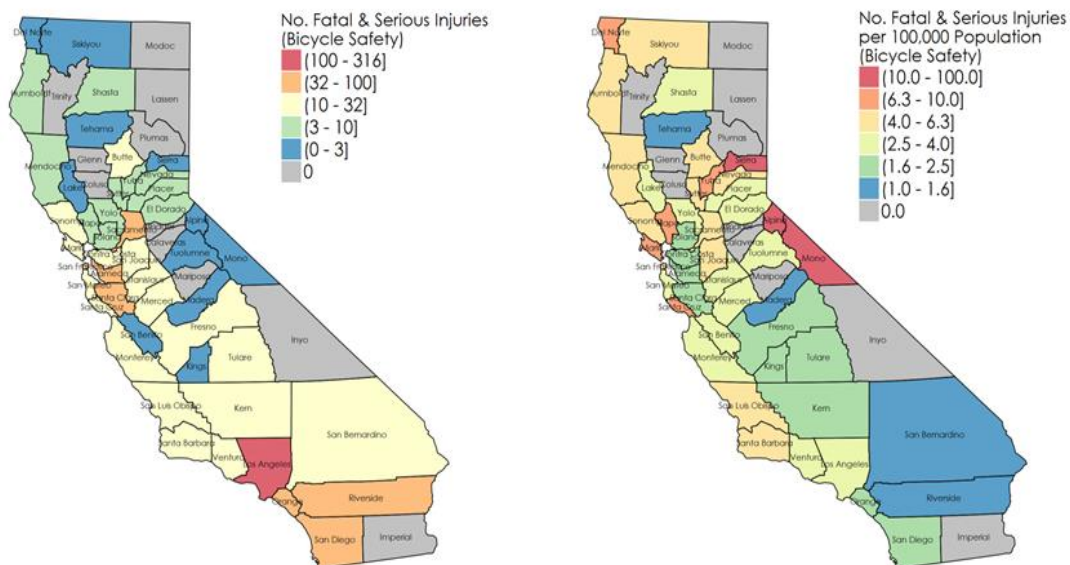
- In California, bicycle fatalities decreased 20.0 percent from 155 fatalities in 2016 to 124 fatalities in 2017.
- Bicycle fatalities represented 3.4 percent of the total number of traffic fatalities in 2017 in California.
- Bicyclists are required to follow the California Vehicle Code while riding on California roadways. Unless prohibited, bicyclists are allowed to ride in travel lanes. In the 2018 California Traffic Safety Survey, 73.8 percent of drivers surveyed believed it is legal for bicyclists to ride on roadways when there is not a bicycle lane present, a 1.6 percent increase from 2017.

Bicycling Fatality Trends



Source: FARS 2013-2016, FARS ARF 2017

Bicycling Fatal and Serious Injury Number and Rate per 100K Population by County

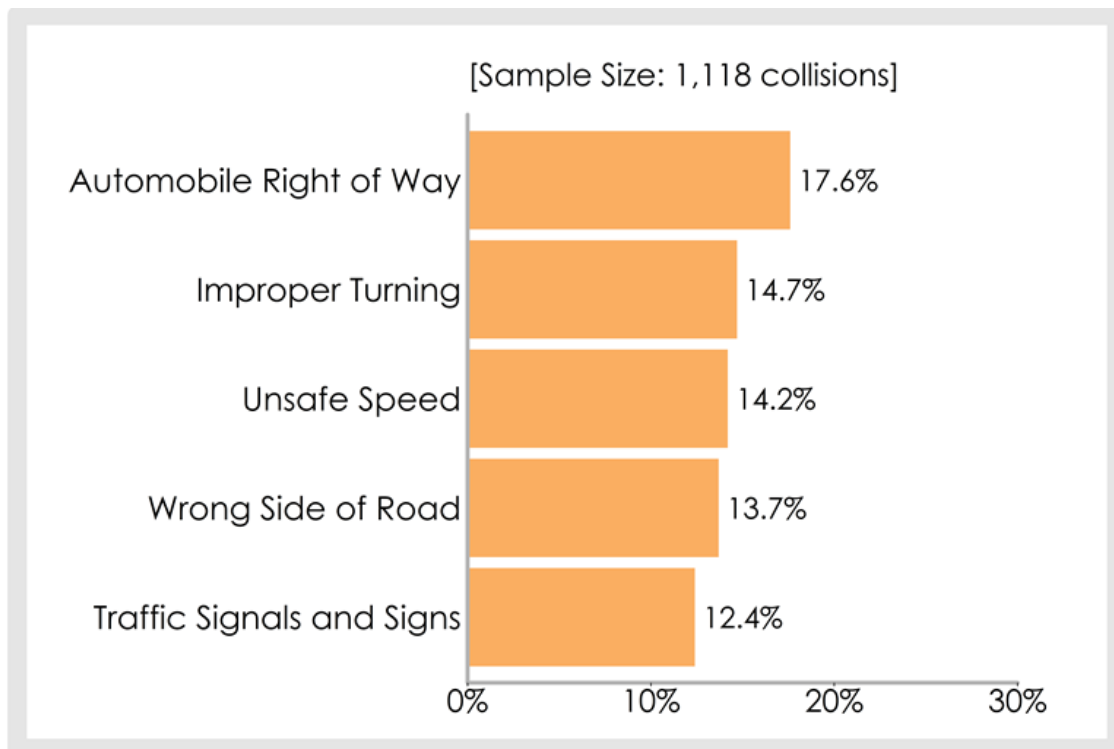


(a) Number of Fatal and Serious Injuries

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

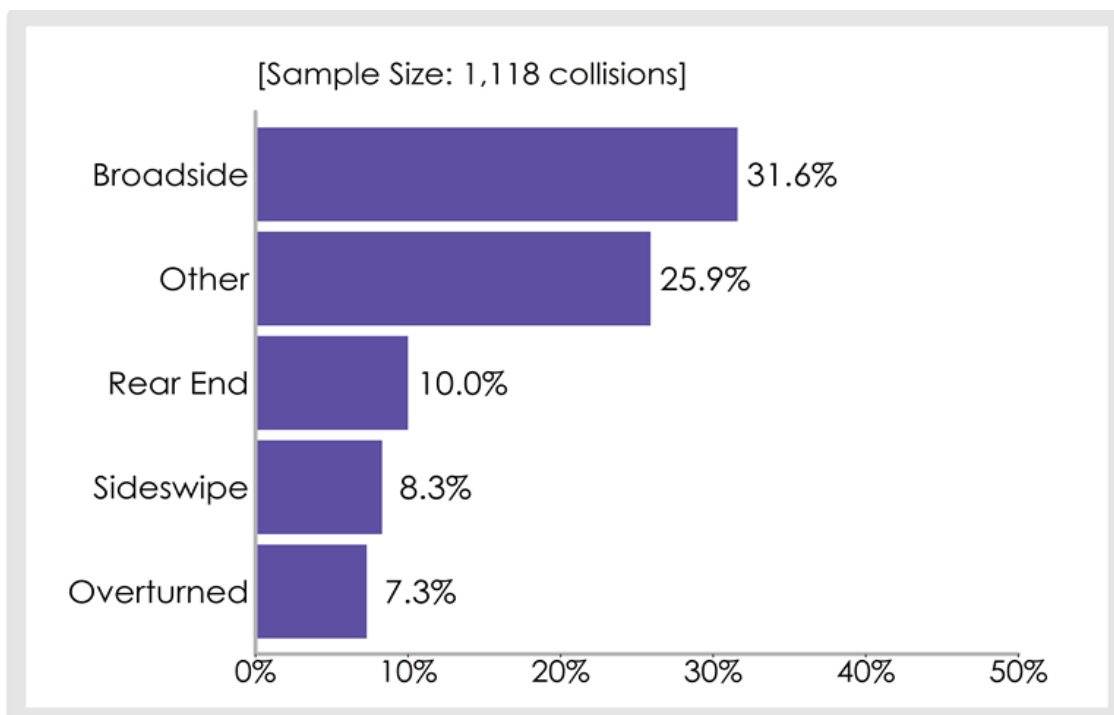
Source: FARS ARF 2017; Provisional SWITRS 2017; California Department of Finance 2018

Top Five Primary Collision Factors for Bicycling Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

Top Five Crash Types for Bicycling Fatal and Serious Injury Collisions



Source: Provisional SWITRS 2017

Time of Day and Day of Week for Bicycling Fatal and Serious Injury Victims

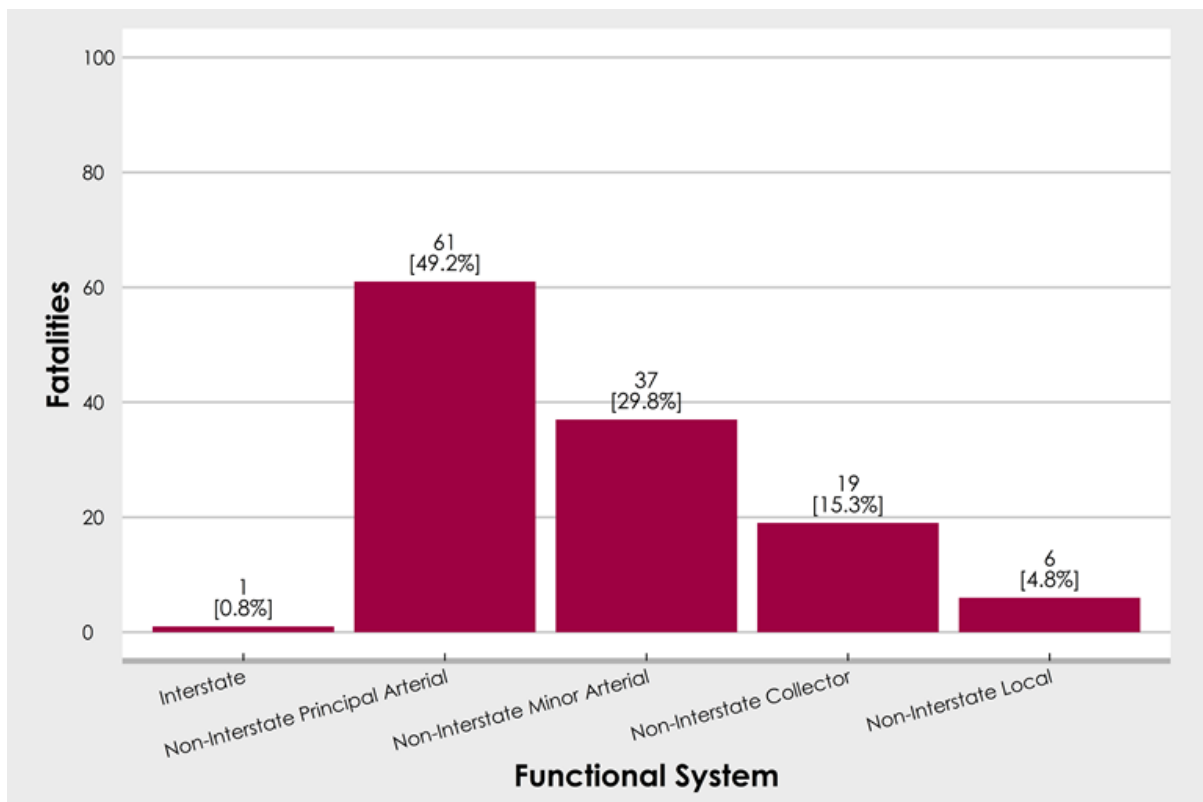
	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	2	1	7	2	8	9	9	38 [3.5%]
3-6AM	4	8	5	9	4	7	2	39 [3.6%]
6-9AM	20	23	21	20	15	14	8	121 [11.0%]
9AM-Noon	13	19	24	24	18	40	28	166 [15.1%]
Noon-3PM	23	20	19	15	19	35	29	160 [14.6%]
3-6PM	33	32	51	34	32	28	31	241 [21.9%]
6-9PM	35	34	34	24	35	29	23	214 [19.5%]
9PM-Midnight	18	14	25	14	9	13	19	112 [10.2%]
Unknown	0	0	1	1	1	1	3	7 [0.6%]
TOTAL	148 [13.5%]	151 [13.8%]	187 [17.0%]	143 [13.0%]	141 [12.8%]	176 [16.0%]	152 [13.8%]	1,098 [100.0%]

FSI Num+%

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Source: FARS ARF 2017; Provisional SWITRS 2017

Roadway Type for Bicycling Fatality Victims



Source: FARS ARF 2017

Countermeasures and Strategies

Community Support/Technical Assistance

- Fund SafeTREC to facilitate sustained networks, conduct community workshops, and provide 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 “Go Safely, California.
- Continue the use of the “Pedestrians Don’t Have Armor” suit throughout the state.
- Expand activities, events, and public information of National Walk to School Day, National Bicycle Safety Month and California’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, 2020.
- Reduce the number of pedestrians injured by September 30, 2020.
- Reduce the number of pedestrians killed under the age of 15 by September 30, 2020.
- Reduce the number of pedestrians injured under the age of 15 by September 30, 2020.
- Reduce the number of pedestrians killed over the age of 65 by September 30, 2020.
- Reduce the number of pedestrians injured over the age of 65 by September 30, 2020.

- Reduce the number of bicyclists killed in traffic related collisions by September 30, 2020.
- Reduce the number of bicyclists injured in traffic related collisions by September 30, 2020.
- Reduce the number of bicyclists killed in traffic related collisions under the age of 15 by September 30, 2020.
- Reduce the number of bicyclists injured in traffic related collisions under the age of 15 by September 30, 2020.
- Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2020

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

Community Support/Technical Assistance

Grant	Agency	Fund	Amount
PS20022	University of California, Berkeley - SafeTREC	402PS	\$ 450,000.00
PS20023	University of California, Berkeley - SafeTREC	402PS	\$ 1,450,000.00

Education and Public Awareness

Grant	Agency	Fund	Amount
PS20001	Anaheim Police Department	402PS	\$ 60,000.00
PS20002	Bakersfield Police Department	402PS	\$ 32,000.00
PS20003	Butte County Public Health Department	402PS	\$ 50,000.00
PS20004	California Highway Patrol	405h PS	\$ 1,250,000.00
PS20005	City of Lancaster Development Services	402PS	\$ 52,000.00
PS20006	Community Action Partnership	402PS	\$ 75,000.00
PS20007	Escondido Police Department	402PS	\$ 25,000.00
PS20008	Humboldt County Public Health	402PS	\$ 125,000.00
PS20009	Huntington Beach Police Department	402PS	\$ 43,000.00
PS20010	Kern County Hospital Authority	402PS	\$ 65,000.00
PS20011	La Mesa Police Department	402PS	\$ 25,000.00
PS20012	Los Angeles Housing and Community Investment Department	402PS	\$ 240,000.00
PS20013	Modesto Police Department	402PS	\$ 60,000.00
PS20014	Montclair Human Services	402PS	\$ 30,000.00
PS20015	Monterey County Health Department	402PS	\$ 150,000.00
PS20016	Orange County Transportation Authority	402PS	\$ 100,000.00
PS20017	Rancho Cordova Police Department	402PS	\$ 41,000.00
PS20018	Redondo Beach Police Department	402PS	\$ 27,400.00
PS20019	Southern California Association of Governments	402PS	\$ 1,000,000.00
PS20020	Stanislaus County Health Services Agency	402PS	\$ 80,000.00
PS20021	Sunnyvale Department of Public Safety	402PS	\$ 45,500.00
PS20024	Watsonville Police Department	402PS	\$ 42,000.00
PS20025	Long Beach Department of Health and Human Services	402PS	\$ 275,000.00
PS20026	Riverside County Department of Public Health	402PS	\$ 150,000.00
PS20027	Riverside Public Works Department	402PS	\$ 117,800.00
PS20028	Sacramento County Office of Education	402PS	\$ 175,000.00
PS20029	Salinas Police Department	402PS	\$ 100,000.00
PS20030	San Diego Police Department	402PS	\$ 175,000.00
PS20031	San Jose Department of Transportation	402PS	\$ 100,000.00

Grant	Agency	Fund	Amount
PS20032	San Luis Obispo Department of Public Health	402PS	\$ 150,000.00
PS20033	San Mateo County Office of Education	402PS	\$ 125,000.00
PS20034	Santa Ana Public Works Agency	402PS	\$ 100,000.00
PS20035	Santa Cruz County Health Services Agency	402PS	\$ 170,000.00
		Total	\$ 7,155,700.00

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

GRANT DESCRIPTIONS

Community Support/ Technical Assistance

Grant	Description
PS20022	University of California, Berkeley - SafeTREC
	Complete Streets Safety Assessments (CSSA)
	Safe Transportation Research and Education Center (SafeTREC) will provide free expert technical assistance to California's local agency staff in the form of Complete Streets Safety Assessments (CSSA) to reduce the number of fatalities of pedestrians and bicyclists, and to reduce the injuries and severity of collisions on California's roadways.
PS20023	University of California, Berkeley - SafeTREC
	Community Pedestrian and Bicycle Safety Program
	The Community Pedestrian and Bicycle Safety Program (CPBSP) consists of three general categories: The Community Pedestrian and Bicycle Safety Training (CPBST), the Focus Cities (FC), and general statewide activities involving data analysis, community education and outreach. The main objective of our program category is to educate and encourage communities to promote pedestrian and bicycle safety behaviors. We apply innovative approaches to safety and health education, thereby enhancing the likelihood that individuals and communities will sustain improved safety behaviors.

Education and Public Awareness

Grant	Description
PS20004	California Highway Patrol
	CA Pedestrian and Bicyclist Enforcement and Education Project (CPBEEP) VII
	The California Highway Patrol (CHP) will conduct a 12-month statewide grant to reduce pedestrian- and bicyclist-involved collisions and victims. This project includes enhanced enforcement, public awareness education, and a "Juvenile Traffic Diversion Program," all focused 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 speeding, racing, driving too fast for the conditions, or driving in excess of the posted speed limit. In the United States, over one in four (26.2 percent) fatalities involved speeding, a steady decline from a decade ago. 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 serious injuries.

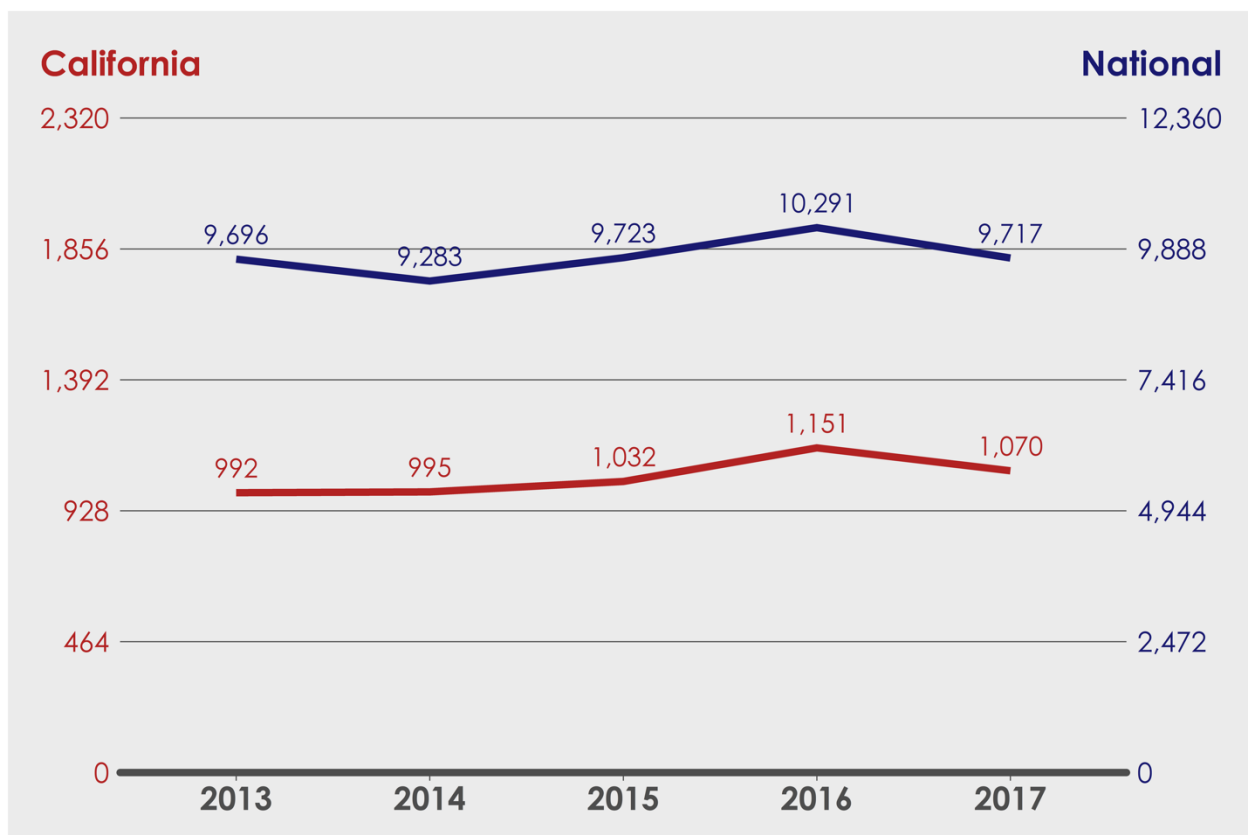
National

- In the United States, there were 9,717 people killed in a speeding-related traffic collision in 2017, a 5.6 percent decrease from 10,291 in 2016, and a 0.2 percent increase from 9,696 in 2013.
- In 2017, 26.2 percent of the nation's 37,133 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, 37.3 percent had a BAC of .08 or higher compared to only 16.2 percent of non-speeding drivers involved in fatal crashes in 2017.
- In 2017, only 51.5 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 2017, 31.9 percent of motorcycle riders involved in fatal crashes were speeding, more than any other vehicle type.
- According to AAA's 2017 Traffic Safety Culture Index report, about half (50.3 percent) of drivers reported driving 15 mph over the speed limit on freeways and slightly fewer (47.6 percent) reported driving 10 mph over the speed limit on residential streets. This self-reported behavior differed from their beliefs about speeding: 23.9 percent of drivers believed that speeding by 15 mph or more on a freeway was at least somewhat acceptable, while only 14.0 percent believed that speeding by 10 mph on a residential street was at least somewhat acceptable.

California

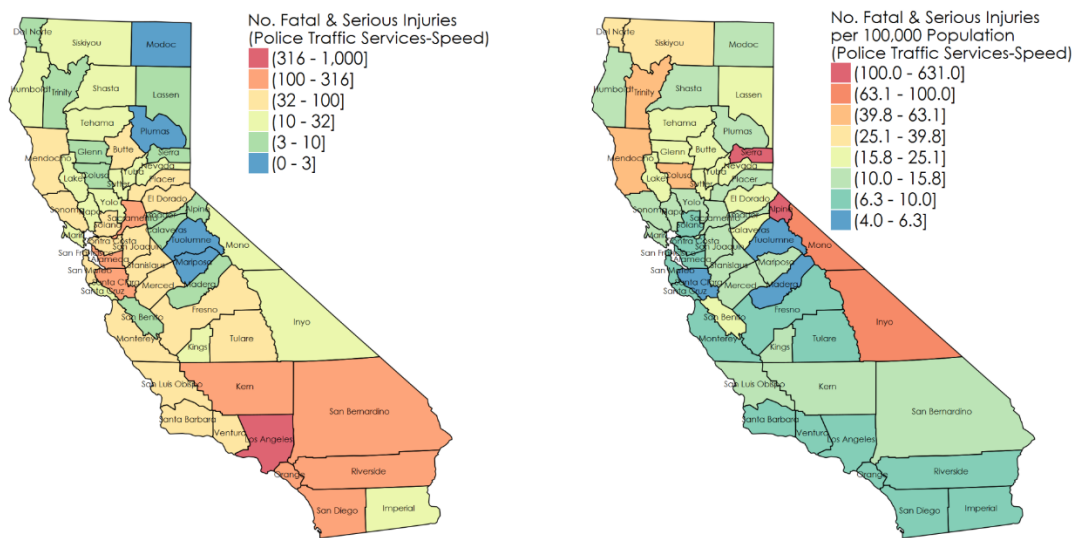
- In California, there were 1,070 people killed in speeding-related traffic collisions in 2017, a 7.0 percent decrease from 1,151 in 2016, and a 7.9 percent increase from 992 in 2013.
- In 2017, 29.7 percent of California's 3,602 motor vehicle fatalities were speeding-related. California had the highest number of speeding-related fatalities in the nation in 2017.
- The 2018 OTS Traffic Safety Survey reported that 56.9 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 5 miles over the speed limit in a residential area, only 33.2 percent of drivers surveyed believe it is safe. Of young adult drivers age 18 to 24, 50.0 percent believe it is safe to do so. The survey also found speeding and aggressive driving was the most commonly mentioned safety problem on California roadways, comprising 19.4 percent of responses.

Speeding-Related Fatality Trends



Source: FARS 2013-2016; FARS ARF 2017

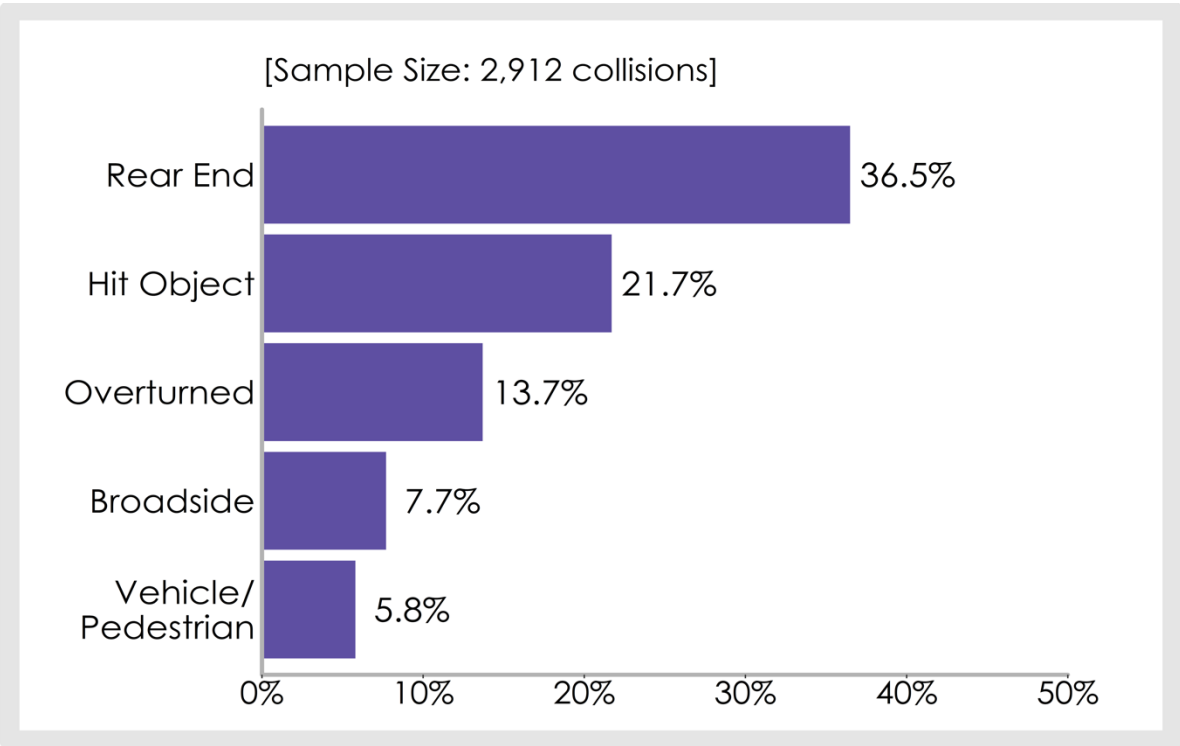
Speeding-Related Fatal and Serious Injury Number and Rate per 100K Population by County



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

Source: FARS ARF 2017; Provisional SWITRS 2017; California Department of Finance 2018

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



Source: Provisional SWITRS 2017

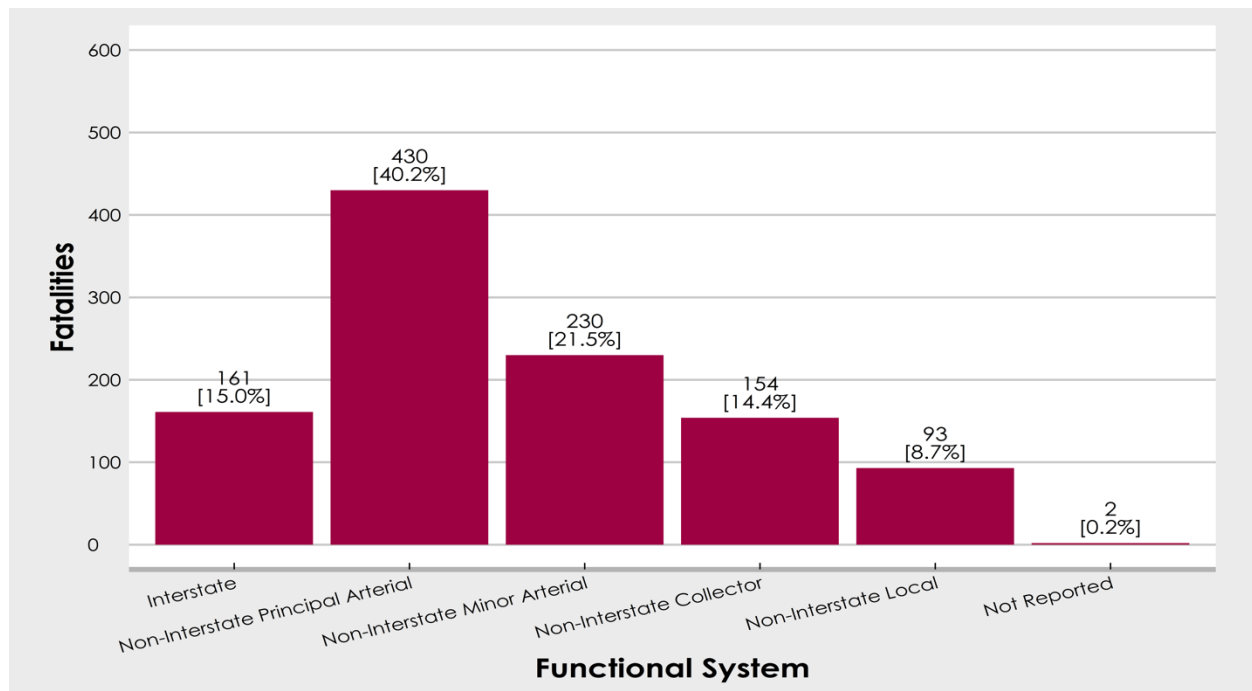
Time of Day and Day of Week for Speeding-Related Fatal and Serious Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	55	32	36	43	57	91	86	400 [10.7%]
3-6AM	44	26	40	36	34	49	71	300 [8.0%]
6-9AM	38	59	53	59	58	39	38	344 [9.2%]
9AM-Noon	53	58	49	57	50	85	81	433 [11.6%]
Noon-3PM	66	54	46	66	86	101	100	519 [13.9%]
3-6PM	85	88	92	82	121	123	92	683 [18.3%]
6-9PM	74	73	84	80	96	72	89	568 [15.2%]
9PM-Midnight	56	58	49	61	99	81	61	465 [12.4%]
Unknown	1	7	4	2	4	6	3	27 [0.7%]
TOTAL	472 [12.6%]	455 [12.2%]	453 [12.1%]	486 [13.0%]	605 [16.2%]	647 [17.3%]	621 [16.6%]	3,739 [100.0%]

FSI Num+% 1 - 38 39 - 54 55 - 66 67 - 86 87 - 123

Source: FARS ARF 2017; Provisional SWITRS 2017

Roadway Type for Speeding-Related Fatality Victims



Source: FARS ARF 2017

Countermeasures and Strategies

Education/Public Awareness

- Promote traffic enforcement and impaired driving recognition training for law enforcement personnel.
- 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.
- 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, 2020.
- Reduce the number of persons injured in traffic collisions by September 30, 2020.

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 overrepresented 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

Education/Public Awareness

Grant	Agency	Fund	Amount
TR20007	University of California, Berkeley - SafeTREC	405c TR	\$ 727,025.00
		402PT	\$ 472,975.00

Local/Allied Agency Enforcement

Grant	Agency	Fund	Amount
PT20001	Alameda County Sheriffs Office	164 AL	\$ 125,000.00
		402PT	\$ 125,000.00
PT20002	Alhambra Police Department	164 AL	\$ 90,000.00
		402PT	\$ 35,000.00
PT20003	Anaheim Police Department	164 AL	\$ 225,000.00
		402PT	\$ 175,000.00
		405d AL	\$ 8,000.00
PT20004	Arcadia Police Department	164 AL	\$ 35,000.00
		402PT	\$ 25,000.00
PT20005	Azusa Police Department	164 AL	\$ 40,000.00
		402PT	\$ 35,000.00
PT20006	Bakersfield Police Department	164 AL	\$ 300,000.00
		402PT	\$ 100,000.00
PT20007	Baldwin Park Police Department	402PT	\$ 40,000.00
		164 AL	\$ 40,000.00
PT20008	Bell Gardens Police Department	164 AL	\$ 35,000.00
		402PT	\$ 20,000.00
PT20009	Bell Police Department	164 AL	\$ 55,000.00
		402PT	\$ 35,000.00
PT20010	Berkeley Police Department	402PT	\$ 100,000.00
		164 AL	\$ 100,000.00

Grant	Agency	Fund	Amount
PT20011	Beverly Hills Police Department	164 AL	\$ 60,000.00
		402PT	\$ 30,000.00
PT20012	Brea Police Department	164 AL	\$ 40,000.00
		402PT	\$ 36,000.00
		405c TR	\$ 34,000.00
PT20013	Brentwood Police Department	164 AL	\$ 35,000.00
		402PT	\$ 30,000.00
PT20014	Buena Park Police Department	164 AL	\$ 100,000.00
		402PT	\$ 50,000.00
PT20015	Burbank Police Department	405c TR	\$ 48,000.00
		164 AL	\$ 42,000.00
		402PT	\$ 30,000.00
PT20016	Burlingame Police Department	164 AL	\$ 30,000.00
		402PT	\$ 10,000.00
PT20021	Carlsbad Police Department	164 AL	\$ 55,000.00
		402PT	\$ 35,000.00
PT20022	Cathedral City Police Department	405c TR	\$ 45,000.00
		164 AL	\$ 15,000.00
		402PT	\$ 10,000.00
PT20023	Central Marin Police Authority	164 AL	\$ 25,000.00
		402PT	\$ 20,000.00
PT20024	Chino Police Department	164 AL	\$ 85,000.00
		402PT	\$ 50,000.00
PT20025	Chula Vista Police Department	164 AL	\$ 250,000.00
		402PT	\$ 172,000.00
		405c TR	\$ 3,000.00
PT20026	Citrus Heights Police Department	164 AL	\$ 90,000.00
		402PT	\$ 35,000.00
		405c TR	\$ 17,000.00
PT20027	Claremont Police Department	164 AL	\$ 55,000.00
		402PT	\$ 35,000.00
PT20028	Clovis Police Department	164 AL	\$ 50,000.00
		402PT	\$ 20,000.00
PT20029	Colton Police Department	164 AL	\$ 115,000.00
		402PT	\$ 60,000.00
PT20030	Concord Police Department	164 AL	\$ 85,000.00
		402PT	\$ 30,000.00
PT20031	Corona Police Department	402PT	\$ 40,000.00
		164 AL	\$ 70,000.00

Grant	Agency	Fund	Amount
PT20032	Costa Mesa Police Department	164 AL	\$ 182,000.00
		402PT	\$ 78,000.00
PT20033	Culver City Police Department	164 AL	\$ 65,000.00
		402PT	\$ 35,000.00
PT20034	Cypress Police Department	164 AL	\$ 45,000.00
		402PT	\$ 15,000.00
PT20035	Delano Police Department	164 AL	\$ 25,000.00
		402PT	\$ 15,000.00
PT20036	Desert Hot Springs Police Department	164 AL	\$ 20,000.00
		405c TR	\$ 18,000.00
		402PT	\$ 10,000.00
PT20037	Downey Police Department	164 AL	\$ 170,000.00
		402PT	\$ 130,000.00
PT20038	Dublin Police Department	164 AL	\$ 35,000.00
		402PT	\$ 15,000.00
PT20039	El Cajon Police Department	402PT	\$ 60,000.00
		164 AL	\$ 30,000.00
PT20040	El Centro Police Department	164 AL	\$ 40,000.00
		402PT	\$ 10,000.00
PT20041	El Monte Police Department	164 AL	\$ 90,000.00
		402PT	\$ 40,000.00
PT20042	Elk Grove Police Department	164 AL	\$ 75,000.00
		402PT	\$ 75,000.00
PT20043	Emeryville Police Department	402PT	\$ 25,000.00
		164 AL	\$ 20,000.00
PT20044	Escondido Police Department	164 AL	\$ 350,000.00
		402PT	\$ 100,000.00
		405c TR	\$ 4,000.00
PT20045	Eureka Police Department	164 AL	\$ 25,000.00
		402PT	\$ 30,000.00
PT20046	Fontana Police Department	164 AL	\$ 225,000.00
		402PT	\$ 100,000.00
PT20047	Fountain Valley Police Department	402PT	\$ 35,000.00
		164 AL	\$ 30,500.00
		405d AL	\$ 2,500.00
PT20048	Fremont Police Department	164 AL	\$ 75,000.00
		402PT	\$ 50,000.00
PT20049	Fresno Police Department	164 AL	\$ 600,000.00
		402PT	\$ 100,000.00

Grant	Agency	Fund	Amount
PT20050	Fullerton Police Department	164 AL	\$ 200,000.00
		405d AL	\$ 190,000.00
		402PT	\$ 70,000.00
PT20051	Garden Grove Police Department	164 AL	\$ 150,000.00
		402PT	\$ 125,000.00
PT20052	Gardena Police Department	164 AL	\$ 76,000.00
		402PT	\$ 24,000.00
PT20053	Gilroy Police Department	164 AL	\$ 40,000.00
		402PT	\$ 35,000.00
		405c TR	\$ 21,000.00
PT20054	Glendale Police Department	164 AL	\$ 200,000.00
		402PT	\$ 70,000.00
		405d AL	\$ 10,000.00
PT20055	Glendora Police Department	402PT	\$ 40,000.00
		164 AL	\$ 40,000.00
PT20056	Hanford Police Department	164 AL	\$ 15,000.00
		402PT	\$ 10,000.00
PT20057	Hawthorne Police Department	164 AL	\$ 110,000.00
		402PT	\$ 65,000.00
PT20058	Hayward Police Department	402PT	\$ 125,000.00
		164 AL	\$ 75,000.00
PT20059	Hemet Police Department	164 AL	\$ 60,000.00
		402PT	\$ 40,000.00
PT20060	Hollister Police Department	164 AL	\$ 35,000.00
		402PT	\$ 15,000.00
PT20061	Huntington Beach Police Department	164 AL	\$ 600,000.00
		402PT	\$ 150,000.00
		405c TR	\$ 35,000.00
PT20062	Huntington Park Police Department	405c TR	\$ 50,000.00
		164 AL	\$ 40,000.00
		402PT	\$ 30,000.00
PT20063	Inglewood Police Department	164 AL	\$ 150,000.00
		402PT	\$ 90,000.00
		405c TR	\$ 20,000.00
PT20064	Irvine Police Department	164 AL	\$ 250,000.00
		402PT	\$ 180,000.00
		405d AL	\$ 10,000.00
PT20065	La Habra Police Department	164 AL	\$ 55,000.00
		402PT	\$ 40,000.00

Grant	Agency	Fund	Amount
PT20066	La Mesa Police Department	164 AL	\$ 60,000.00
		402PT	\$ 35,000.00
PT20067	Laguna Beach Police Department	164 AL	\$ 60,000.00
		402PT	\$ 40,000.00
		405c TR	\$ 5,000.00
PT20068	Lathrop Police Department	402PT	\$ 10,000.00
		164 AL	\$ 20,000.00
PT20069	Livermore Police Department	164 AL	\$ 40,000.00
		402PT	\$ 20,000.00
PT20070	Lodi Police Department	164 AL	\$ 75,000.00
		402PT	\$ 25,000.00
PT20071	Lompoc Police Department	164 AL	\$ 20,000.00
		402PT	\$ 10,000.00
PT20072	Long Beach Police Department	402PT	\$ 200,000.00
		164 AL	\$ 200,000.00
		405c TR	\$ 138,000.00
PT20073	Los Angeles County Sheriff's Department	164 AL	\$ 896,000.00
		402PT	\$ 583,000.00
PT20074	Los Angeles Police Department	164 AL	\$ 3,200,000.00
		402PT	\$ 1,500,000.00
		405d AL	\$ 300,000.00
PT20075	Madera Police Department	164 AL	\$ 65,000.00
		405c TR	\$ 25,000.00
		402PT	\$ 20,000.00
PT20076	Manhattan Beach Police Department	164 AL	\$ 50,000.00
		402PT	\$ 15,000.00
PT20077	Manteca Police Department	164 AL	\$ 65,000.00
		402PT	\$ 35,000.00
		405c TR	\$ 14,000.00
PT20078	Marysville Police Department	164 AL	\$ 25,000.00
		402PT	\$ 10,000.00
PT20079	Mendota Police Department	164 AL	\$ 20,000.00
		402PT	\$ 10,000.00
		402PT	\$ 10,000.00
PT20080	Menlo Park Police Department	164 AL	\$ 40,300.00
		402PT	\$ 30,000.00
		405c TR	\$ 10,700.00
PT20081	Merced Police Department	164 AL	\$ 50,000.00
		402PT	\$ 30,000.00

Grant	Agency	Fund	Amount
PT20082	Milpitas Police Department	164 AL	\$ 45,000.00
		402PT	\$ 38,000.00
PT20083	Modesto Police Department	164 AL	\$ 220,000.00
		405c TR	\$ 200,000.00
		402PT	\$ 180,000.00
PT20084	Monrovia Police Department	164 AL	\$ 30,000.00
		402PT	\$ 25,000.00
PT20085	Montebello Police Department	164 AL	\$ 55,000.00
		402PT	\$ 35,000.00
PT20086	Monterey Park Police Department	164 AL	\$ 60,000.00
		402PT	\$ 35,000.00
PT20087	Mountain View Police Department	402PT	\$ 40,000.00
		164 AL	\$ 25,000.00
PT20088	Murrieta Police Department	164 AL	\$ 65,000.00
		402PT	\$ 25,000.00
PT20089	National City Police Department	164 AL	\$ 70,000.00
		402PT	\$ 30,000.00
PT20090	Newark Police Department	164 AL	\$ 45,400.00
		402PT	\$ 15,000.00
		405c TR	\$ 6,600.00
PT20091	Newport Beach Police Department	164 AL	\$ 175,000.00
		402PT	\$ 55,000.00
PT20092	Novato Police Department	164 AL	\$ 55,000.00
		402PT	\$ 25,000.00
PT20093	Oakland Police Department	402PT	\$ 275,500.00
		164 AL	\$ 221,000.00
		405c TR	\$ 3,500.00
PT20094	Oceanside Police Department	164 AL	\$ 200,000.00
		402PT	\$ 137,000.00
		405d AL	\$ 3,000.00
PT20095	Ontario Police Department	164 AL	\$ 400,000.00
		402PT	\$ 150,000.00
PT20096	Orange County Sheriff's Department	164 AL	\$ 250,000.00
		402PT	\$ 144,000.00
PT20097	Orange Police Department	164 AL	\$ 195,000.00
		402PT	\$ 70,000.00
		405d AL	\$ 5,000.00
PT20098	Oxnard Police Department	164 AL	\$ 270,000.00
		402PT	\$ 130,000.00

Grant	Agency	Fund	Amount
PT20099	Pacifica Police Department	164 AL	\$ 40,000.00
		402PT	\$ 20,000.00
PT20100	Palm Springs Police Department	164 AL	\$ 65,000.00
		402PT	\$ 25,000.00
		405c TR	\$ 15,000.00
PT20101	Pasadena Police Department	164 AL	\$ 150,000.00
		402PT	\$ 125,000.00
		405c TR	\$ 55,000.00
PT20102	Paso Robles Police Department	164 AL	\$ 20,000.00
		402PT	\$ 10,000.00
PT20103	Petaluma Police Department	164 AL	\$ 34,000.00
		402PT	\$ 30,000.00
PT20104	Pittsburg Police Department	164 AL	\$ 45,000.00
		402PT	\$ 35,000.00
PT20105	Placentia Police Department	164 AL	\$ 32,000.00
		402PT	\$ 23,000.00
PT20106	Placerville Police Department	164 AL	\$ 35,000.00
		402PT	\$ 15,000.00
PT20107	Pomona Police Department	164 AL	\$ 325,000.00
		402PT	\$ 125,000.00
PT20108	Porterville Police Department	164 AL	\$ 55,000.00
		402PT	\$ 35,000.00
PT20109	Rancho Cordova Police Department	164 AL	\$ 30,000.00
		402PT	\$ 25,000.00
PT20110	Redding Police Department	164 AL	\$ 250,000.00
		402PT	\$ 35,000.00
PT20111	Redlands Police Department	402PT	\$ 35,000.00
		164 AL	\$ 35,000.00
PT20112	Redondo Beach Police Department	164 AL	\$ 70,000.00
		402PT	\$ 30,000.00
PT20113	Redwood City Police Department	164 AL	\$ 70,000.00
		402PT	\$ 40,000.00
PT20114	Rialto Police Department	164 AL	\$ 150,000.00
		402PT	\$ 84,000.00
PT20115	Richmond Police Department	164 AL	\$ 200,000.00
		402PT	\$ 35,000.00
PT20116	Ridgecrest Police Department	164 AL	\$ 50,000.00
		402PT	\$ 30,000.00

Grant	Agency	Fund	Amount
PT20117	Riverside County Sheriff's Department	164 AL	\$ 686,000.00
		402PT	\$ 394,000.00
		405c TR	\$ 4,100.00
PT20118	Santa Monica Police Department	402PT	\$ 150,000.00
		164 AL	\$ 100,000.00
PT20119	Santa Rosa Police Department	164 AL	\$ 200,000.00
		402PT	\$ 150,000.00
PT20120	Seal Beach Police Department	164 AL	\$ 40,000.00
		402PT	\$ 30,000.00
PT20121	Signal Hill Police Department	164 AL	\$ 45,000.00
		402PT	\$ 15,000.00
PT20122	Simi Valley Police Department	164 AL	\$ 70,000.00
		402PT	\$ 30,700.00
		405d AL	\$ 1,300.00
PT20123	South Gate Police Department	164 AL	\$ 35,000.00
		402PT	\$ 30,000.00
		405c TR	\$ 24,000.00
PT20124	South San Francisco Police Department	164 AL	\$ 50,000.00
		402PT	\$ 40,000.00
PT20125	Stockton Police Department	402PT	\$ 200,000.00
		164 AL	\$ 250,000.00
PT20126	Sunnyvale Department of Public Safety	164 AL	\$ 45,000.00
		402PT	\$ 31,000.00
PT20127	Torrance Police Department	164 AL	\$ 100,000.00
		402PT	\$ 75,000.00
PT20128	Turlock Police Department	402PT	\$ 20,000.00
		164 AL	\$ 20,000.00
PT20129	Tustin Police Department	164 AL	\$ 70,000.00
		402PT	\$ 45,000.00
PT20131	Upland Police Department	164 AL	\$ 86,200.00
		402PT	\$ 80,000.00
PT20132	Vacaville Police Department	164 AL	\$ 63,000.00
		402PT	\$ 30,000.00
PT20133	Vallejo Police Department	402PT	\$ 40,000.00
		164 AL	\$ 40,000.00
PT20134	Ventura County Sheriff's Department	164 AL	\$ 154,500.00
		402PT	\$ 145,000.00
		405d AL	\$ 50,000.00

Grant	Agency	Fund	Amount
PT20135	Ventura Police Department	402PT	\$ 100,000.00
		164 AL	\$ 80,000.00
PT20136	Vernon Police Department	164 AL	\$ 30,000.00
		402PT	\$ 15,000.00
PT20137	Visalia Police Department	164 AL	\$ 176,000.00
		402PT	\$ 50,000.00
		405c TR	\$ 4,000.00
PT20138	Watsonville Police Department	164 AL	\$ 40,000.00
		402PT	\$ 30,000.00
PT20139	West Covina Police Department	164 AL	\$ 27,000.00
		402PT	\$ 19,000.00
PT20140	West Sacramento Police Department	164 AL	\$ 45,000.00
		402PT	\$ 30,000.00
		405c TR	\$ 20,000.00
PT20141	Westminster Police Department	164 AL	\$ 47,000.00
		402PT	\$ 41,000.00
PT20142	Whittier Police Department	164 AL	\$ 115,000.00
		402PT	\$ 80,000.00
PT20143	Woodland Police Department	405c TR	\$ 26,000.00
		164 AL	\$ 20,000.00
		402PT	\$ 10,000.00
PT20144	Yuba City Police Department	164 AL	\$ 43,000.00
		402PT	\$ 40,000.00
PT20145	Riverside Police Department	164 AL	\$ 235,000.00
		402PT	\$ 200,000.00
		405d AL	\$ 100,000.00
PT20146	Rocklin Police Department	164 AL	\$ 40,000.00
		402PT	\$ 25,000.00
PT20147	Rohnert Park Department of Public Safety	164 AL	\$ 25,000.00
		402PT	\$ 15,000.00
PT20148	Sacramento Police Department	164 AL	\$ 275,000.00
		402PT	\$ 100,000.00
PT20149	Salinas Police Department	402PT	\$ 70,000.00
		164 AL	\$ 50,000.00
PT20150	San Bernardino County Sheriff's Department	164 AL	\$ 277,500.00
		402PT	\$ 188,000.00
PT20151	San Bernardino Police Department	164 AL	\$ 300,000.00
		402PT	\$ 175,000.00
		405c TR	\$ 10,000.00

Grant	Agency	Fund	Amount
PT20152	San Bruno Police Department	164 AL	\$ 50,000.00
		402PT	\$ 25,000.00
		405c TR	\$ 6,000.00
PT20153	San Diego County Sheriff's Department	164 AL	\$ 380,000.00
		402PT	\$ 114,000.00
		405d AL	\$ 56,000.00
PT20154	San Diego Police Department	164 AL	\$ 1,200,000.00
		402PT	\$ 500,000.00
PT20155	San Fernando Police Department	164 AL	\$ 30,000.00
		402PT	\$ 10,000.00
PT20156	San Francisco Police Department	164 AL	\$ 120,000.00
		402PT	\$ 80,000.00
PT20157	Santa Maria Police Department	164 AL	\$ 200,000.00
		402PT	\$ 60,000.00
PT20158	San Gabriel Police Department	164 AL	\$ 30,000.00
		402PT	\$ 20,000.00
PT20159	San Jose Police Department	164 AL	\$ 150,000.00
		402PT	\$ 100,000.00
PT20160	San Luis Obispo Police Department	164 AL	\$ 60,000.00
		402PT	\$ 40,000.00
PT20161	San Mateo Police Department	164 AL	\$ 50,000.00
		402PT	\$ 15,000.00
PT20162	San Rafael Police Department	164 AL	\$ 60,000.00
		402PT	\$ 40,000.00
PT20163	San Ramon Police Department	164 AL	\$ 20,000.00
		402PT	\$ 10,000.00
PT20164	Santa Ana Police Department	164 AL	\$ 300,000.00
		402PT	\$ 150,000.00
		405c TR	\$ 130,000.00
		405d AL	\$ 5,500.00
PT20165	Santa Barbara County Sheriff's Department	164 AL	\$ 45,000.00
		402PT	\$ 25,000.00
PT20166	Santa Barbara Police Department	164 AL	\$ 135,000.00
		402PT	\$ 75,000.00
PT20167	Santa Clara Police Department	164 AL	\$ 50,000.00
		402PT	\$ 20,000.00
PT20168	Santa Cruz Police Department	402PT	\$ 40,000.00
		164 AL	\$ 35,000.00

GRANT DESCRIPTIONS

Education/ Public Awareness

Grant	Description
TR20007	University of California, Berkeley - SafeTREC
	SafeTREC: Data Analysis, Technical Assistance, Education and Outreach
	SafeTREC will continue to: 1) analyze statewide fatal and injury traffic collision data and trends and research best practices in preventing fatalities and injuries; 2) develop web-based tools and use web resources to help stakeholders maximize the use of data to target traffic safety programs; 3) develop and disseminate information and resources on fatalities and severe injuries in California; 4) provide technical assistance and conduct outreach and educational programs and activities with professional and community stakeholders to increase knowledge and awareness of traffic fatality and injury risk and safety best practices; and 5) educate the next generation of traffic safety professionals with expertise in and commitment to traffic safety.

Statewide Enforcement

Grant	Description
PT20017	California Highway Patrol
	Regulate Aggressive Driving And Reduce Speed (RADARS) IV
	The California Highway Patrol (CHP) 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. This program will also focus on illegal street racing activities, such as drag racing, freeway racing, and sideshows.
PT20018	California Highway Patrol
	Focused High-Collision Reduction (FHCR) VII
	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 Santa Ana and Santa Rosa 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.

Grant	Description
PT20019	California Highway Patrol
	Communities Against Racing and Sideshows (C.A.R.S.) II
	The California Highway Patrol (CHP) Southern Division will conduct a 12-month traffic safety grant project to reduce the number of victims killed and injured in traffic collisions, due to illegal street racing and sideshows. Grant activities will include task force undercover operations, proactive patrol operations, local high school presentations, and a public awareness campaign.
PT20020	California Highway Patrol
	Grant Administration Program (GAP) 2020
	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.

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 funding for the improvement and update of the state's Crash Medical Outcomes Data Project (CMOD) files as well as funding to assist with the processing of fatal traffic collision reports into the Fatality Analysis Reporting System (FARS).

Local Data Records Design/Equipment

This task provides funding for continued community outreach to increase the utilization of the Street Story tool, which can be used to collect detailed information on transportation safety issues that may not be present in traditional data sources.

Statewide Data Records Design/Equipment

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 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.

GRANT SUMMARY

Data improvement

Grant	Agency	Fund	Amount
TR20001	California Department of Public Health	405c TR	\$ 698,660.00
TR20002	California Highway Patrol	405c TR	\$ 56,194.00

Local Data Records Design/ Equipment

Grant	Agency	Fund	Amount
TR20008	University of California, Berkeley - SafeTREC	405c TR	\$ 240,000.00

Statewide Data Records Design/ Equipment

Grant	Agency	Fund	Amount
TR20004	University of California, Berkeley - SafeTREC	405c TR	\$ 250,000.00
TR20005	University of California, Berkeley - SafeTREC	405c TR	\$ 240,000.00
TR20006	University of California, Berkeley - SafeTREC	405c TR	\$ 110,550.00

Strategic Highway Safety Planning

Grant	Agency	Fund	Amount
TR20003	California State Polytechnic University, Pomona	405c TR	\$ 271,000.00
		Total	\$ 1,866,404.00

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

GRANT DESCRIPTIONS

Data Improvement

Grant	Description
TR20001	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 continue to expand its crash-medical data linkage with the Department of Motor Vehicles to use Driver's License data as a "go-between" for linking crash to medical data. CMOD will leverage existing data sources to improve data completeness and enhance their value by creating actionable information for state and local traffic safety 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 partners to improve the quality, timeliness and completeness of primary data sources.
TR20002	California Highway Patrol
	Fatality Analysis Reporting System (FARS) Backlog Project V
	The California Highway Patrol (CHP) will implement a 12-month program utilizing personnel overtime for qualified CHP Support Services Section, Fatality Analysis Reporting System (FARS) Unit staff to process fatal traffic collision reports into the Micro Data Entry (MDE) database for the National Highway Traffic Safety Administration (NHTSA) releases of the Annual file and Final file of FARS data.

Local Data Records Design/Equipment

Grant	Description
TR20008	University of California, Berkeley - SafeTREC
	Street Story: Enhancing Crowdsourced Data for Community Education
	SafeTREC will continue to expand Street Story to: (1) include educational resources on the platform, (2) include features that allow people to report safety issues about new transportation technologies that are causing safety concerns, like shared bikes and e-scooters, (3) conduct outreach with agencies and organizations to increase the platform use, (4) translate the platform and materials into Spanish, (5) expand Street Story reporting features and data visualizations, for example additional maps and tables, and additional reporting survey options, (6) provide on-going technical assistance to agencies or community groups who use Street Story in their work, and (7) maintain and make functional improvements to the platform.

Statewide Data Records Design/Equipment

Grant	Description
TR20004	University of California, Berkeley - SafeTREC
	TIMS: Improve Geocoding and Data Accessibility
	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 (1) develop a new software to manually review and geocode the non-geocoded records to provide all SWITRS fatal and injury collisions to be geocoded, (2) review all years of non-geocoded SWITRS data currently available in TIMS, (3) manually geocode any non-geocoded SWITRS after each quarterly data update, (4) add the ability to spatially query collisions by statewide data layers, and (5) continue administering the site, making functional improvements.
TR20005	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. 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. SafeTREC will also work with tribes with limited enforcement resources and CHP to build collaborative arrangements for assistance in crash data collection.
TR20006	University of California, Berkeley - SafeTREC
	CATSIP: California Walk/Bike Safety Website
	SafeTREC will continue to add updated county-wide pedestrian and bicycle data, updated California laws and policies, upcoming active transportation events, webinars and calendar events and interactive content like video and blogs to CATSIP. Users will be able to more easily access go-to resources, laws and policies, and master plans, as well as new content on shared active transportation safety. Overall, the CATSIP website will be enhanced to be a valuable and engaging hub for both new and returning users for promoting safe walking and biking.

Strategic Highway Safety Planning

Grant	Description
TR20003	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.

APPENDIX A

HIGHWAY SAFETY PLANNING PROCESS AND DATA SOURCES

APPENDIX A - 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

Acronym	Definition
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
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



OTS

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