



OTS

California Highway Safety Plan 2022

GO SAFELY
CALIFORNIA
CALIFORNIA OFFICE OF TRAFFIC SAFETY



Fiscal Year 2022
October 1, 2021 to September 30, 2022



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



Dear Fellow Californians:

California's 2022 Highway Safety Plan outlines our state's efforts to create safe streets for all. This year, \$96.6 million in federal transportation safety funds have been recommended to support agencies throughout the state for a variety of education, enforcement, and outreach programs that address our biggest traffic safety issues. In all, 378 grants have been designated in the areas of alcohol and drug-impaired driving, distracted driving, occupant protection, pedestrian and bicycle safety, emergency medical services, police traffic services, and traffic records.

The California Office of Traffic Safety (OTS) team is following its 2020-2023 Strategic Management Plan and focused on charting the course for goals and strategies that position the state to maximize programs that work and to implement new approaches that further protect the traveling public. We look forward to achieving our goals through thoughtful collaboration, expanding our expertise, and representing the state as the voice of traffic safety.

The 2022 Highway Safety Plan recognizes the importance of implementing a Safe System Approach. Improving the safety of bicyclists and pedestrians – our most vulnerable road users – is a top priority as traveling by foot or bike continues to get deadlier. The OTS actively sought additional partners, including Public Health and Public Works Departments, for new programs that help keep the most at risk of serious injury and fatalities, those not traveling in vehicles, safer.

Our commitment to helping everyone "Go Safely" has endured. The OTS hosted the 2021 virtual Lifesavers Conference in April, which brought traffic safety professionals together to discuss the latest in highway safety research, new initiatives, technologies, and strategies used to combat risky driving behaviors and save lives. Also, we extended our digital outreach with a Grant Funding Workshop video tutorial for regional planning organizations, current and previous subrecipients. We received 424 applications for the FY 2022 grant cycle, only a modest decrease from a record 468 applications the previous grant year, when nine application workshops were conducted throughout the state.

Although COVID-19 brought new challenges and troubling trends for traffic safety around the country, we are at the cusp of a once-in-a-generation transformation in transportation. Advanced technology that enhances the safety of road users continues to accelerate at a rapid pace. The groundwork is being laid to prioritize people, including those that have been disproportionately impacted by racially inequitable practices.

Enhancing the lives of everyone – people of color, disadvantaged communities, and the most vulnerable – is at the core of our vision for a California where everyone will "Go Safely," through every mode of the transportation system. Our actions and decisions shape how we pave the way for a more accessible and connected future.

Sincerely,

A handwritten signature in blue ink that reads "Barbara L. Rooney".

BARBARA L. ROONEY

Director, California Office of Traffic Safety

TABLE OF CONTENTS

INTRODUCTION AND HIGHLIGHTS	3
HIGHWAY SAFETY PLANNING PROCESS	7
PERFORMANCE REPORT	12
PERFORMANCE PLAN	15
PROGRAM FUNDING	19
HIGHWAY SAFETY STRATEGIES AND PROGRAM AREA GRANTS	21
PROGRAM PLANNING AND ADMINISTRATION	23
PUBLIC RELATIONS, ADVERTISING, AND MARKETING	27
TRAFFIC SAFETY ENFORCEMENT PLAN	31
ALCOHOL-IMPAIRED DRIVING	33
DISTRACTED DRIVING	45
DRUG-IMPAIRED DRIVING	52
EMERGENCY MEDICAL SERVICES	64
MOTORCYCLE SAFETY	69
OCCUPANT PROTECTION	75
PEDESTRIAN AND BICYCLE SAFETY	88
POLICE TRAFFIC SERVICES	99
TRAFFIC RECORDS/ROADWAY SAFETY	116
APPENDIX.....	125
APPENDIX A CERTIFICATIONS AND ASSURANCES	126
APPENDIX B DATA SOURCES	139
APPENDIX C PERFORMANCE MEASURE CHARTS	141
APPENDIX D LIST OF ALL FISCAL YEAR 2022 GRANTS	159
APPENDIX E EQUIPMENT LIST	174
APPENDIX F ACRONYMS GLOSSARY	176
APPENDIX G REFERENCES	178

CHAPTER 1



INTRODUCTION AND HIGHLIGHTS



INTRODUCTION AND HIGHLIGHTS

Moving The Needle

In 2020, preliminary numbers indicate that traffic deaths around the country rose 7 percent, the biggest increase in 13 years, and despite people driving fewer miles due to COVID-19 related restrictions. With less congested roads, drivers were taking more risks by speeding, not wearing seat belts or driving impaired. These persistent reckless behaviors are choices that continue to demand immediate action. The Fiscal Year (FY) 2022 Highway Safety Plan (HSP) is the comprehensive blueprint that defines the actions needed to prevent and reduce injuries and fatalities on California roadways. The HSP closely aligns with the Strategic Highway Safety Plan (SHSP), and is a reflection of our Strategic Management Plan, a roadmap toward a California where everyone will “Go Safely.” We must leverage all the tools in our repertoire, double down on programs that are successful, and be forward-thinking and proactive to emerging traffic safety issues.

The Reality

- Thousands continue to die on California roads every year.
- Traffic fatalities are unacceptable. We will and must do better.
- Traffic fatalities are not a fact of life. They are 100 percent preventable with engineering, education, and strong deterrents to dangerous and illegal behaviors.
- A more accessible and equitable transportation system for all road users requires shared responsibility. We must work with subrecipients and partners to advance equity, ensuring the safety of the most marginalized and underserved.
- The economic and societal costs of traffic injuries and fatalities is significant, but we are prepared to advance safety initiatives that best meet our goals and objectives and save lives.
- Driving under the influence (DUI) fatalities increased as a share of the total number of fatal crashes in California during the COVID-19 pandemic.
- We drive too fast. Speeding citations issued by the California Highway Patrol (CHP) for more than 100 miles per hour (mph) nearly doubled in 2020 from 2019.
- Speeding is closely related to the risk of serious injury or death for pedestrians struck by vehicles. The faster a vehicle is traveling when striking a pedestrian, the more at risk the vulnerable road user, the pedestrian, is for serious injury or death.
- Pedestrian deaths disproportionately impact Black, Indigenous and People of Color (BIPOC) based on their respective share of the population compared to white/non-Hispanic pedestrians, reinforcing the importance of equity and community engagement when focusing on pedestrian safety plans.

How We Get There

- The HSP is our roadmap for evidence-based strategies, countermeasures, performance measures, and targets, that guide investments in programs that are effective and impactful.
- We should continue to establish and grow a safety culture guided by experience and understanding that ultimately renews a sense of care we have for one another.
- Continue efforts to bring equity and inclusion into the traffic safety equation. Remove barriers and environments that make it unsafe for the most vulnerable and underserved.
- Prioritize the safety of non-motorized road users.
- Shift social norms around speeding and the notion that roads are for moving vehicles as quickly as possible.
- Embrace technological innovation that accounts for driver mistakes.

- Place safety at the forefront of all funding decisions.
- Make safety more than a choice, but everyday actions that are safety conscious from point A to point B for all modes of travel.

Highlights

A global pandemic upended the way we get around and engage with one another. COVID-19 altered how we deliver traffic safety programs, but the Office of Traffic Safety (OTS) focused on what always mattered: saving lives. The OTS recognized the need for adaptability and flexibility, and our commitment to a traffic safety culture where everyone will “Go Safely” never wavered.

We stayed the course, worked collaboratively with our subrecipients, and learned important lessons about addressing critical safety issues during trying times.

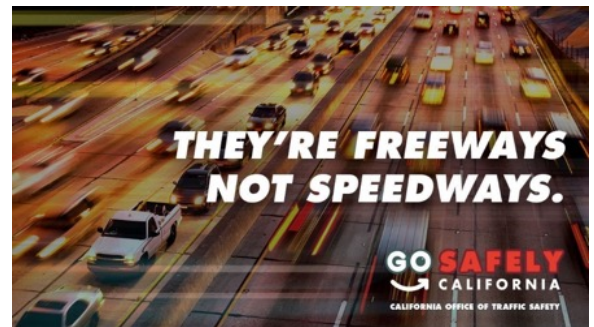
As we approach a post-pandemic world, there are many programs that pivoted and shifted along the way that will remain critical grant activities into the FY 2022.

Slow the Fast Down

The OTS launched the first of its kind anti-speeding campaign in November 2020, utilizing the latest statistics, travel patterns, and trends to steer a new effort to address an ongoing problem exacerbated by COVID-19. With less traffic and more open roads, more drivers who were on the road engaged in more risky behavior, including speeding, not wearing seat belts, and driving under the influence of alcohol and/or drugs.

- The CHP citations for speeding more than 100 mph were up 92.5 percent in 2020 (29,383) over 2019 (15,266).
- Unsafe speed accounted for nearly a third of all crashes on California roads in 2020 (31.8 percent). This is a trend over the past five years that continued during COVID-19.

The OTS will expand upon the anti-speeding campaign during FY 2022, educating the public on the dangers of excessive speed and encouraging drivers to “Slow the Fast Down.”



Anti-DUI Education, Highway Work Zone Safety

The OTS Marketing and Public Affairs team is well-positioned to utilize additional federal and state funding, more than double from FY 2021, to supplement awareness, education, and outreach programs that promote sober driving and highway work zone safety.

The OTS will work collaboratively with the California Department of Transportation (Caltrans) on multi-faceted education campaigns that enhance work zone safety for highway workers and drive behavior change on roads.

The OTS will also identify and leverage partnerships with sports and event venues to encourage getting to and from events safely. COVID-19 did not slow down drivers or change other dangerous driving behaviors like impairment, even with many venues and other attractions closed to mitigate the spread of COVID-19.

- DUI accounted for nearly a quarter of all fatal crashes on California roads (20.8 percent).
- Unsafe turn movement was the top crash factor in nearly 20 percent of fatal crashes.
- Fatal crashes trended slightly upward between July and October 2020 over the same period of the 2016-2019 average.

Safe Streets for All

The OTS is dedicating approximately \$2 million in funding for programs focused on the safe and equal access of roads for bicyclists and pedestrians. In partnership with University of California, Berkeley Safe Transportation Research and Education Center (SafeTREC), assessments help local agencies identify and implement infrastructure improvements to pedestrian safety and accessibility, as well as community action plans in underserved communities to improve biking and walking safety.

Despite restrictions with in-person gatherings, staff utilized Google Maps and Street view to discuss safety issues and possible improvements virtually. Multiple communities were able to successfully solicit funding and support for improvements.

Social Norming:

Underage Access to Alcohol and Drugs, Distracted Driving

The OTS continues to prioritize teen and young adult education about the dangers of underage drinking and driver distractions.

Through social norming campaigns developed by student teen “influencers”, the OTS worked with Friday Night Live Partnership and Mothers Against Drunk Driving (MADD) to help shift the way students perceive alcohol use with effective social media campaigns.

The CHP and Impact Teen Drivers developed digital toolkits for teachers to incorporate into their lesson plans, as well as Education Modules focused on the dangers of distracted driving and the graduated driver license law (GDL). As students shifted to distance learning during the pandemic, programs were adapted. Even with schools shifting back to in-person learning, digital education tools will remain critical components of prevention and social norming among teens.



CHAPTER 2

HIGHWAY SAFETY PLANNING PROCESS



MISSION

Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways.



VISION

Everyone traveling on California roadways will go safely.

HIGHWAY SAFETY PLANNING PROCESS

The 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".

ANNUAL FUNDING CYCLE	
October	New Fiscal Year Begins Announce and Implement New Grants
November/December	Prepare Annual Report Review Final Quarterly Reports and Claims Conduct Grant Funding Workshops Post Application Announcement
January	Applications Due to the OTS
February/March/April	Evaluate and Prioritize Applications Conduct Subrecipient Risk Assessments Finalize Funding Decisions
May	Develop HSP Pre-HSP Meeting with NHTSA
June/July	Notify Subrecipient of Tentative Grant Awards Begin Developing Grant Agreements Submit HSP to NHTSA
August	Review Draft Grant Agreements
September	Fiscal Year Ends Finalize Grant Agreements

Outreach

COVID-19 brought new challenges with remote work and travel restrictions. The OTS would normally conduct in-person grant funding workshops, but the FY 2022 outreach was adapted to a virtual environment. The OTS recorded an outreach workshop and posted it to the webpage for potential applicants to view at their convenience, the video had 590 views. The OTS also sent out an application announcement email which was distributed to 3,229 recipients. Throughout the year, outreach is conducted by routine communications with traffic safety partners.

The OTS Program Coordinators monitor subrecipient performance through on-site or virtual assessments, pre-operational reviews, quarterly performance reports, grant performance reviews (GPR), risk assessments, e-mail correspondence regarding general operational questions, telephone conversations, and meetings to discuss programmatic and fiscal issues.

Selection Process

The OTS grant program stresses a community-based approach providing communities the flexibility to structure highway safety programs in a manner that both meets their needs based on regional traffic safety data and is consistent with the statewide goals of the OTS. The grant selection process gives careful consideration to a diverse population in the state that includes various ethnic groups, infants, children, teens, young adults, older adults, and additional underserved areas.

The OTS screens applications against several criteria including potential traffic safety impact, crash statistics and rankings, seriousness of identified problems, pre-award risk assessment, and performance on previous grants. Applications from state and local agencies are carefully evaluated and selected for maximum statewide impact.

The OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS application review process ensures that the selected grants will meet statewide performance goals as outlined in the annual HSP. By the deadline of January 31, 2021, the OTS received 424 grant applications for FY 2022 that were submitted into the OTS's Grant Electronic Management System (GEMS).

The OTS developed and implemented a pre-award risk assessment process which evaluated each applicant agency recommended for funding. This evaluation includes summaries of funding recommendations, past spending and reporting history, performance concerns, proposed strategies, reasonableness, innovation, partnerships, data-driven problem identification, and potential measurable outcomes.

The OTS is organized by program areas statewide, there are nine program areas with eleven Program Coordinators and one Program Manager. The program area assignments provide the OTS Program Coordinators the ability to review and analyze application submittals from agencies with similar traffic safety problems, at the statewide level. The statewide review process helps build synergy within the program areas and is resulting in more comprehensive local grant programs. The Program Coordinators strive to become subject matter experts in their assigned area. By reviewing applications, building grant objectives, and monitoring performance, they develop the expertise to spread best practices in their assigned areas statewide.

Program/Grant Development

The OTS grants address federally designated traffic safety priority program areas that include alcohol-impaired driving, distracted driving, drug-impaired driving, Emergency Medical Services (EMS), motorcycle safety, occupant protection, pedestrian and bicycle safety, police traffic services, and traffic records. These grants include strategies recommended by The National Highway Traffic Safety Administration's (NHTSA) "Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices" as well as statewide best practices and are measured against aggressive yet attainable goals. For example, highly visible, extensively publicized, and regularly conducted DUI checkpoints are one of the most proven countermeasures for impaired driving, as are DUI saturation patrols, integrated enforcement, intensive supervision programs, education, and outreach.

Participants

The OTS involves many participants in the process of developing grants and addressing traffic safety problems to help California achieve its traffic safety goals. The OTS collaborates with the California State Transportation Agency (CalSTA) and partners with agencies such as the CHP, the Department of Motor Vehicles (DMV), Caltrans, and the Alcoholic Beverage Control (ABC), as well as local law enforcement agencies, public health departments, public works departments, universities, community-based organizations, and traffic safety advocates in the development of the HSP.

Data Sources

NHTSA defines a highway safety crash problem as "an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in crash experience compared to normal expectations". The fact that a subgroup is over-represented in crashes may suggest there is some characteristic of the subgroup that contributes to the crashes.

Problem identification involves the study of relationships between crash 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. Crashes can be further analyzed in terms of the time, day, and month; age and sex of drivers; primary crash factor (PCF); and safety equipment usage.

Other factors also influence motor vehicle crashes 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, and climate. The selection of crash 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 crash experience of the subgroup can be improved, resulting in a reduction of traffic crash injuries, fatalities, 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.

Additionally, the OTS is working to expand our data sources to better understand the traffic safety impacts and to further advance equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. Similar efforts are underway at NHTSA. The OTS will work to collaborate with both NHTSA and other state transportation agencies seeking similar analysis in order to advance equity in transportation safety. Traffic safety data and information is available in Appendix B of the FY 2022 HSP.

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. California has a population of more than 39 million distributed over 58 counties and 482 municipalities. Approximately 39.4 percent of the population is Hispanic or Latino, 36.5 percent is white alone, 15.5 percent Asian, and 6.5 percent African American. The number of Californians under the age of 18 represent 22.5 percent of the population, 62.7 percent are between the ages of 18 and 64, and 14.8 percent are 65 or older.

There are 175,589 miles of maintained roads in California. Of that total, 71,650 miles are county roads and an additional 15,091 comprise the state highway system. The state is made up of 147,560 square miles of rural lands and 7,301 square miles of urban lands. As of December 2020, there were 26,869,525 licensed drivers and 35,820,417 registered vehicles.

PERFORMANCE REPORT

Meeting NHTSA Core Performance Measures

California continues efforts to save lives, prevent injuries, and reduce economic losses from traffic crashes. Listed below are the outcomes for the eleven core performance measures, one core behavior measure, and two additional performance measures set in the FY21 HSP. California's Annual Reports (AR) can be found on our website at www.ots.ca.gov and includes more detailed information on outcomes and highlights.

California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the FY 2022 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

Performance Report Chart

Performance Measure	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	On Track to Meet FY21 Target YES/ NO/In-Progress
C-1) Total Traffic Fatalities	5-year	2017-2021	3,624.8	2015-2019 FARS 3,702.4	In Progress
C-2) Serious Injuries in Traffic Crashes	5-year	2017-2021	15,419.4	2015-2019 SWITRS 14,485.8	In Progress
C-3) Fatalities/VMT	5-year	2017-2021	1.044	2015-2019 FARS 1.084	In Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2021	609	2019 FARS 620	In Progress
C-5) Alcohol-Impaired Driving Fatalities	Annual	2021	934	2019 FARS 949	In Progress
C-6) Speeding-Related Fatalities	Annual	2021	801	2019 FARS 1,066	In Progress
C-7) Motorcyclist Fatalities	Annual	2021	463	2019 FARS 474	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2021	23	2019 FARS 28	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2021	342	2019 FARS 354	In Progress
C-10) Pedestrian Fatalities	Annual	2021	942	2019 FARS 972	In Progress
C-11) Bicyclist Fatalities	Annual	2021	156	2019 FARS 133	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	97.0%	State Survey 96.0%	In Progress
Drug-Impaired Driving Drivers Killed in Crashes That Tested Positive for Drug Involvement	Annual	2021	40.0%	2019 FARS 50.0%	In Progress
Observed Distracted Driving Using a Handheld Cell Phone or Texting (State Survey)	Annual	2021	2.0%	State Survey 2.0%	In Progress

Performance Report Progress

C-1) Total Traffic Fatalities - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of traffic fatalities on California roadways.

C-2) Serious Injuries in Traffic Crashes - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of serious injuries on California roadways.

C-3) Fatalities/VMT - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of traffic fatalities/VMT on California roadways.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of fatalities of unrestrained passenger vehicle occupants on California roadways.

C-5) Alcohol-Impaired Driving Fatalities - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of alcohol-impaired driving fatalities on California roadways.

C-6) Speeding-Related Fatalities - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of speeding-related fatalities on California roadways.

C-7) Motorcyclist Fatalities - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of motorcycle fatalities on California roadways.

C-8) Unhelmeted Motorcyclist Fatalities - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of unhelmeted motorcyclist fatalities on California roadways.

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of drivers age 20 or younger who are involved in fatal crashes on California roadways.

C-10) Pedestrian Fatalities - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of pedestrian fatalities on California roadways.

C-11) Bicyclist Fatalities - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of bicyclist fatalities on California roadways.

B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of increasing the observed seat belt use rate on California roadways.

Drivers Killed in Crashes That Tested Positive for Drug Involvement - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of fatalities of drivers who tested positive for drug involvement on California roadways.

Observed Distracted Driving Using a Handheld Cell Phone or Texting (State Survey) - The status of the performance report measure is still “In-Progress” as the 2021 calendar year is not yet completed. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of drivers who were observed using a handheld cell phone on California roadways.

PERFORMANCE PLAN

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 DUI and Driving Under the Influence of Drugs (DUID), and encouraging partnerships with all stakeholders including community-based organizations to carry out traffic safety messages.

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. The OTS will support all efforts by providing educational opportunities and enforcement efforts to support the safety of all roadway users.

Selective Traffic Enforcement Program (STEP) grants include an increased focus on enforcement and educational presentations on impaired driving, teen driving, distracted driving, and bicycle and pedestrian safety. These educational interactions with law enforcement increase safety and provide an opportunity for positive interactions between law enforcement and the public.

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 grant funding is allocated to underserved and high crash 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.

Strategic Highway Safety Plan

The California SHSP is a statewide, coordinated safety plan that provides a comprehensive framework for reducing serious injuries and fatalities on all public roads by providing strategic direction for State plans, such as the Highway Safety Improvement Program (HSIP) and the HSP. These programs must align their efforts and support the SHSP:

The SHSP is:

- Data-driven - crash and other data analyses on all public roads is used to identify traffic safety issues.
- Coordinated by the State Department of Transportation (DOT) in collaboration with a broad range of stakeholders, including Metropolitan Planning Organizations (MPOs), major transportation modes, state and local law enforcement, the DMV, the OTS, emergency response personnel, public health agencies, and others.
- Multidisciplinary addressing the 5E's of traffic safety – engineering, enforcement, education, emergency response, and emerging technologies.
- Performance-based with the adoption of strategic and performance goals which focus resources on the areas of greatest need. Each SHSP five-year cycle also includes an evaluation of the overall program and five-year effort to determine whether the SHSP's measurable objectives were met as well as include information on the output and outcome measures identified for each action item.

The 2020-2024 SHSP is available at: [SHSP Document](#).

The SHSP focuses on 16 challenge areas identified by the SHSP Executive Leadership and Steering Committees after an in-depth analysis of California crash data as well as an extensive statewide outreach process that involved hundreds of diverse traffic safety partners around the state. The 2020–2024 SHSP identified challenge areas are:

- Aggressive Driving
- Aging Drivers
- Bicyclists
- Commercial Vehicles
- Distracted Driving
- Driver Licensing
- Emergency Response
- Emerging Technologies
- Impaired Driving
- Intersections
- Lane Departures
- Motorcyclists
- Occupant Protection
- Pedestrians
- Work Zones
- Young Drivers

The SHSP Pivot

In summer 2020, state transportation leaders recognized a bolder and more focused approach was necessary to combat the rise in fatalities and serious injuries that have occurred on California roadways. This important change being referred to as “The Pivot” includes several changes that warrant highlighting and will also result in an updated SHSP document with the supporting Implementation Plan released in Spring 2021. The SHSP Executive Leadership adopted New Guiding Principles and identified High Priority Challenge Areas.

The following four Guiding Principles have been incorporated into the 2020–2024 SHSP to further improve safety:

1. Integrate Equity

The SHSP integrated equity into all aspects of the plan to address institutional and systemic biases. This will ensure that the processes, strategies, and outcomes of the SHSP serve all, but particularly vulnerable and traditionally underserved populations.

2. Double Down on What Works

The SHSP focuses on implementing proven safety countermeasures that are highly effective in reducing fatalities. These include the technical resources from the Federal Highway Administration's Proven Safety Countermeasures as well as the National Highway Traffic Safety Administration's Countermeasures That Work.

3. Accelerate Advanced Technology

As technology development rapidly increases, the SHSP encourages advanced technology in and on our roadways by forming new partnerships with technology providers, health and safety groups, manufacturers, and government partners to prioritize safety.

4. Implement a Safe System Approach

The Safe System Approach aims to eliminate fatal and serious injuries for all road users through a holistic view of the roadway system. Learn more about the [Safe System Approach from FHWA \(PDF\)](#).

The following areas have been identified as high priorities in California because they represent the greatest opportunity to reduce fatalities and serious injuries across the state:

- Lane Departures
- Impaired Driving
- Speed Management / Aggressive Driving
- Pedestrians and Bicyclists
- Intersections

The OTS is involved in each level of the SHSP: Executive Leadership, Steering Committee, and participating on the above Challenge Areas at the various levels.

Process for Developing Targets

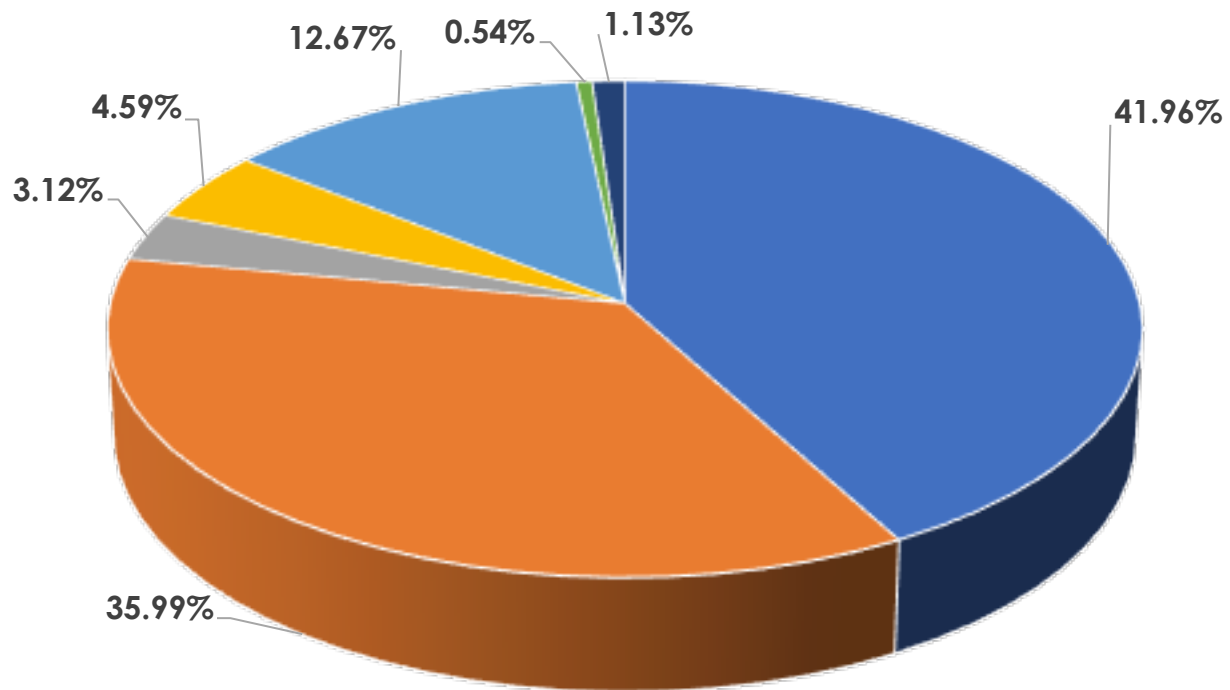
As outlined in NHTSA's "Traffic Safety Performance Measures for States and Federal Agencies", the OTS uses the templates, tools, and standardized language developed by NHTSA and the Governors Highway Safety Association (GHSA) for all core performance measures.

The OTS partners with the Caltrans to align the focus areas of the HSP with the HSIP. The OTS had several meetings with Caltrans staff to select the targets for the three common core performance measures. Regulations require the state to use the five-year rolling average as the basis for setting targets.

Additional Performance Measure charts can be found in [Appendix C](#) of the HSP.

PERFORMANCE PLAN CHART – FY 2022 Highway Safety Plan			BASE YEARS				
			2015	2016	2017	2018	2019
C-1	Traffic Fatalities Reduce total fatalities to 3,491.8 (2018 - 2022 rolling average) by 2022.	FARS Annual	3,387	3,837	3,884	3,798	3,606
		5-Year Rolling Avg.	3,075.6	3,279.8	3,463.4	3,601.6	3,702.4
C-2	Serious Injuries in Traffic Crashes Slow the trending increase of serious traffic injuries to 16,704.2 (2018 – 2022 rolling average) by 2022.	State Annual	11,942	13,701	14,201	16,158	16,427
		5-Year Rolling Avg.	11,030.0	11,648.8	12,300.6	12,399.4	14,485.8
C-3	Fatalities/100M VMT Reduce fatalities/100 MVMT to 1.042 (2018 -2022 rolling average) by 2022.	FARS Annual	1.01	1.13	1.13	1.09	1.06
		5-Year Rolling Avg.	0.934	0.984	1.028	1.058	1.084
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 1.13 percent from 620 (2019) to 613 by 2022.	FARS Annual	568	611	625	635	620
		5-Year Rolling Avg.	517	534	560	584	612
C-5	Alcohol-Impaired Driving Fatalities Reduce alcohol impaired driving fatalities 14.02 percent from 949 (2019) to 816 by 2022.	FARS Annual	902	1,114	1,141	1,116	949
		5-Year Rolling Avg.	852	920	983	1,030	1,044
C-6	Speeding-Related Fatalities Reduce speeding-related fatalities by 6.19 percent from 1,066 (2019) to 1,000 by 2022.	FARS Annual	1,032	1,151	1,164	1,000	1,066
		5-Year Rolling Avg.	974	1,025	1,067	1,069	1,083
C-7	Motorcyclist Fatalities Reduce motorcyclist fatalities by 17.51 percent from 474 (2019) to 391 by 2022.	FARS Annual	494	576	578	523	474
		5-Year Rolling Avg.	468	500	527	539	529
C-8	Unhelmeted Motorcyclist Fatalities Slow the trending increase of unhelmeted, motorcyclist fatalities. Data shows an increase of 21.43 percent from 28 (2019) to 34 by 2022.	FARS Annual	23	28	45	34	28
		5-Year Rolling Avg.	28	28	31	31	32
C-9	Drivers Age 20 or Younger involved in Fatal Crashes Reduce drivers age 20 and younger involved in fatal crashes by 8.48 percent from 354 (2019) to 324 by 2022.	FARS Annual	404	448	424	395	354
		5-Year Rolling Avg.	360	385	403	411	405
C-10	Pedestrian Fatalities Reduce pedestrian fatalities by 1.85 percent from 972 (2019) to 954 by 2022.	FARS Annual	819	933	940	978	972
		5-Year Rolling Avg.	710	770	827	876	928
C-11	Bicyclist Fatalities Reduce bicyclist fatalities 8.27 percent from 133 (2019) to 122 by 2022.	FARS Annual	136	155	145	165	133
		5-Year Rolling Avg.	131	139	142	146	147
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.4 percentage points from 96.0 percent in 2019 to 96.4 percent by 2022.	State Annual					
			97.3%	96.5%	96.2%	95.9%	96.0%
	Drug-Impaired Driving Slow the anticipated increase of drug involved fatalities. Data shows it will increase 7.4 percentage points from 50.0 percent (2019) to 57.4 percent by 2022.	FARS Annual					
			42%	43%	42%	43%	50%
	Distracted Driving(State Survey) Reduce observed use of handheld cell phone or texting by 0.6 percentage points from 2.0 percent in 2019 to 1.4 percent by 2022.	State Annual					
			5.4%	7.6%	3.6%	4.5%	2.0%

**PLANNED FUND DISTRIBUTION
BY FUND TYPE
\$110,884,998**



- | | |
|------------------------------------|----------------------------------|
| ■ 164AL: 41.96% / (\$46,528,640) | ■ 402: 35.99% / (\$39,904,028) |
| ■ 405b OP: 3.12% / (\$3,464,102) | ■ 405c TR: 4.59% / (\$5,084,827) |
| ■ 405d AL: 12.67% / (\$14,053,401) | ■ 405f MC: 0.54% / (\$600,000) |
| ■ 405h PS: 1.13% / (\$1,250,000) | |

FEDERAL SHARE TO LOCAL

164AL: State 36.94% / (\$17,189,566), Local 63.06% / (\$29,339,074)

402: State 50.58% / (\$22,206,769), Local 49.42% / (\$21,697,259)

State Funds \$563,000

PROGRAM FUNDING SOURCES

164AL – 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 HSPs 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, fatalities, 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 fatalities 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.

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 Crashes Involving Impaired Motorcyclists; and Use of Fees Collected from Motorcyclists for Motorcycle Programs.

405h – Non-Motorized Safety Grants:

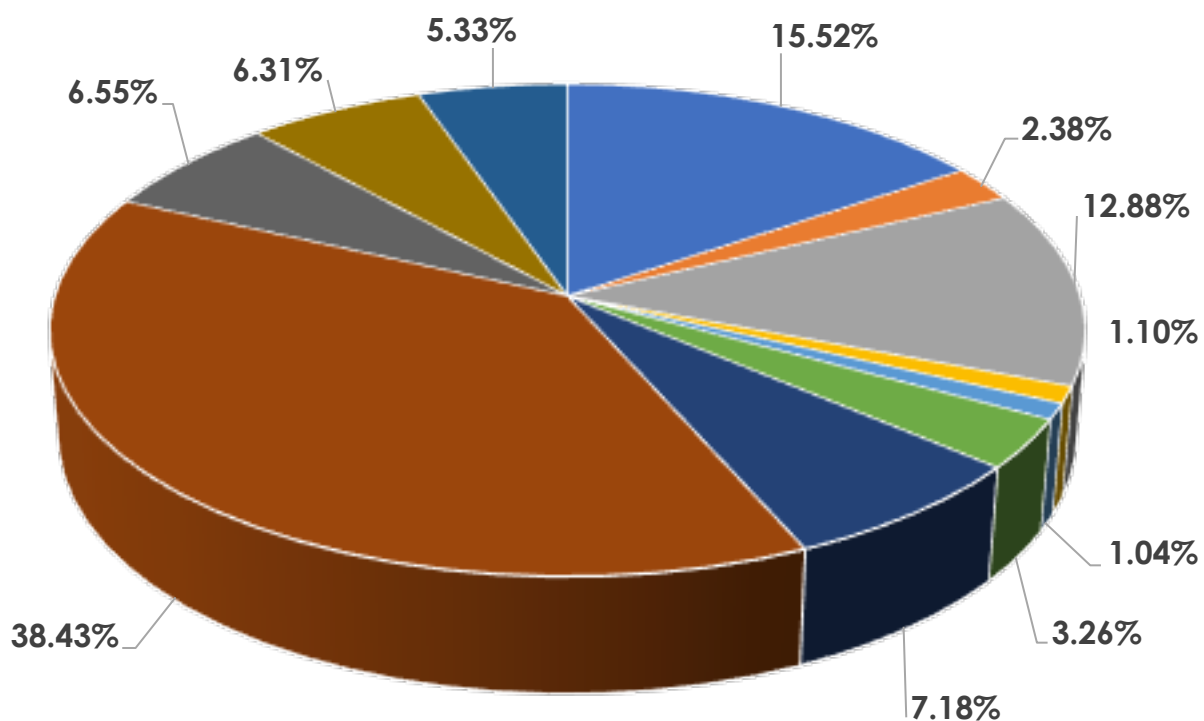
States may use funds only for: training of law enforcement officials on State laws applicable to pedestrian and bicycle safety; enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety; or public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of State traffic laws applicable to pedestrian and bicycle safety.

CHAPTER 3

HIGHWAY SAFETY STRATEGIES AND PROGRAM AREA GRANTS



**PLANNED FUND DISTRIBUTION
BY PROGRAM AREA
\$110,884,998**



- Alcohol-Impaired Driving: 15.52% / (\$17,214,367)
- Distracted Driving: 2.38% / (\$2,644,152)
- Drug-Impaired Driving: 12.88% / (\$14,281,401)
- Emergency Medical Services: 1.10% / (\$1,220,137)
- Motorcycle Safety: 1.04% / (\$1,155,000)
- Occupant Protection: 3.26% / (\$3,614,102)
- Pedestrian Safety/Bicycle Safety: 7.18% / (\$7,962,050)
- Police Traffic Services: 38.43% / (\$42,614,145)
- Program Planning and Administration: 6.55% / (\$7,267,293)
- Public Relations: 6.31% / (\$7,000,000)
- Traffic Records/Roadway Safety: 5.33% / (\$5,912,351)

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 and prioritizing the state's most significant traffic safety problems and developing methods for the distribution of funds
- Generally promoting and coordinating traffic safety in California to increase public awareness and community support
- Reviewing applications for recommendation and developing the grants to be funded
- Conducting risk assessments
- Monitoring grants by reviewing quarterly claims and quarterly performance reports, evaluating accomplishments, and conducting GPRs
- Contracting with the Department of Finance (DOF) to conduct subrecipient compliance audits and provide audit-risk assessment training to program and administration staff
- Preparing a variety of program and grant reports
- Developing the HSP and the AR
- Participating in the SHSP challenge area meetings, various traffic safety committees, and task forces
- Creating public awareness campaigns and providing staff and spokespersons for all annual national campaigns
- Providing fiscal and operations trainings to all applicable grant personnel annually
- Maintaining and providing continuous improvements to GEMS
- Conducting traffic safety seminars to all subrecipients
- Conducting workshops on the OTS grant funding and the use of GEMS

Current Staff

The OTS staff is comprised of 34 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 including serving on the GHSA board. The Program Operations Division, headed by the Deputy Director, oversees the development of the HSP, the AR, and implementation of the grants with both state and local entities. The Deputy Director advises the Director on all program matters pertaining to policy concerns, federal and state legislative mandates and overall strategic objectives. The Technology and Administrative Services Division encompasses fiscal, budgets, business services, clerical support, and information technology services. 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:

- Managing NHTSA Grant Funds – This training course provided by the Transportation Safety Institute (TSI) provides the OTS staff with in-depth knowledge of the regulations and guidance that apply to the funding of highway safety programs and projects.
- 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:

- Providing documentation on qualifications for special funded incentive programs.
- Developing, coordinating, monitoring, and administratively evaluating traffic safety grants identified in the HSP.
- Submitting the federally required HSP and AR by the established due dates.
- Utilizing all available means for improving and promoting the California traffic safety program.

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, information technology, 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 charge the salary of the Information Technology Specialist II (ITS II) and the salary of the Information Technology Associate (IT Assoc) as program support staff based on the following tasks:

- The ITS II and IT Assoc main responsibilities include project management of the Salesforce platform related to program activities, direct involvement with Salesforces' infrastructure inclusive of security and its user-interface, hardware and software acquisition related to GEMS, assist with policy and procedures updates, participate in the data driven fundamentals of the annual HSP and APR process. The ITS II is the GEMS lead programmer and the IT Assoc will shadow the ITS II to ensure adequate back-up personnel is available and to full-fill the OTS's future strategic-succession plan.

The OTS will be using Program Cost Allocations (PCA) to pay for the OTS staff positions. The ITS II and IT Assoc will be considered program support staff and the program cost allocations are based on funded dollar amounts of grants allocated to each fund and will be entered into the 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.

DETAIL FOR PLANNING AND ADMINISTRATION COSTS		
A.	PERSONNEL COSTS	\$4,359,441
B.	TRAVEL EXPENSES	\$75,075
C.	CONTRACTUAL SERVICES	\$1,838,353
D.	EQUIPMENT	\$32,550
E.	OTHER DIRECT COSTS INDIRECT COSTS	\$542,925
F.	INDIRECT COSTS	\$418,950
	TOTAL OTS BUDGET	\$7,830,293
	LESS: STATE SHARE	\$(563,000)
	FEDERAL SHARE	\$7,267,293
LESS:	AMOUNT CHARGEABLE TO PROGRAM AREAS	\$5,867,253
	TOTAL: FEDERAL SHARE OF P&A CHARGED TO 402PA-22	\$1,400,040

DETAILED BREAKDOWN OF PROGRAM AREA COSTS			
FUNDING	PROBLEM SOLUTION PLAN (PSP)	COST	PERCENT
164AL-22	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$2,493,450	42.50%
402AL-22	State/Community Highway Safety Grant Program	\$795,760	13.56%
402DD-22	State/Community Highway Safety Grant Program	\$149,723	2.55%
402EM-22	State/Community Highway Safety Grant Program	\$69,090	1.18%
402MC-22	State/Community Highway Safety Grant Program	\$65,401	1.11%
402PS-22	State/Community Highway Safety Grant Program	\$450,843	7.68%
402PT-22	State/Community Highway Safety Grant Program	\$1,361,743	23.21%
402TR-22	State/Community Highway Safety Grant Program	\$76,599	1.31%
402OP-22	State/Community Highway Safety Grant Program	\$204,645	3.49%
405c TR-22	National Priority Safety Programs	\$200,000	3.41%
		\$5,867,253	100.00%

Program Overview

The focus of the FY 2022 public relations, marketing and advertising plan is to create an overall awareness of safe driving behaviors and critical traffic safety issues that contribute to fatalities and injuries, particularly the most vulnerable road users: bicyclists and pedestrians. The OTS will conduct year-round efforts including advertising (paid and earned media), social media, public outreach and media relations to encourage behavior change through traffic safety initiatives, including:

- Impaired driving (alcohol, marijuana, illicit and over-the-counter drugs, prescription medications)
- Pedestrian and Bicycle Safety
- Distracted Driving
- Speed and Aggressive Driving
- Occupant Protection (seat belt and child safety seat usage, drowsy driving, large truck safety, motorcycle safety, scooter safety, school bus safety, and other significant traffic safety issues)

All campaigns will be conducted under the OTS' "Go Safely, California" brand which targets audiences by bringing to light the concept of arriving at one's desired destination safely as the number one priority through safe roadway actions and behaviors.

Performance Goals

- Reduce impaired driving fatalities and injuries; Increase the use of designated sober drivers and other sober ways to travel.
- Reduce pedestrian fatalities and injuries.
- Increase driver compliance and knowledge about bicycle and pedestrian rights as non-motorized road users.
- Increase compliance of California's Hands-free cell phone law.
- Educate the public about safe occupant protection related behaviors including speeding, drowsy driving, large truck safety, motorcycle safety, school bus safety, child safety seat and seat belt safety, scooter safety.
- Reach California's diverse population including drivers and pedestrians of all ages, ethnicities, and socio-economic backgrounds with impactful and targeted messaging and tactics.

The OTS will strive to accomplish these goals by creating strategic public awareness campaigns that educate the public on safe driving habits. The tactics below will help support the following goals:

- Integrate "Go Safely" campaign messaging in all advertising, public awareness and marketing efforts to create brand awareness and familiarity with campaign themes, including:
 - DUI Doesn't Just Mean Booze (DUI-Drugs)
 - Sober or Hand 'Em Over (DUI-Alcohol)

- o Just Drive (Distracted Driving)
- o Think Two Steps Ahead (Pedestrian Safety)
- o Pass with Care/Share the Road (Bicycle Safety)
- o Slow the Fast Down (Speeding)
- o Awake at the Wheel (Drowsy Driving)
- o Avoid the No Zone (Large Truck Safety)
- o Check Twice for Motorcycles (Motorcycle Safety)
- o Buses Need a Break (School Bus Safety)
- o Click It or Ticket (Seat Belt Safety)
- o The Right Seat (Child Passenger Safety)
- o Scoot Responsibly (Scooter Safety)
- Utilize www.gosafelyca.gov as the “Go Safely” hub for all campaign advertising, public outreach, and educational materials.
- Use latest statistics, travel patterns and trends to help steer all campaign efforts.
- Utilize budgets to develop detailed media plans to coincide with national enforcement periods for maximum exposure and awareness.
- Negotiate and place advertising in multiple mediums, such as: broadcast, radio, digital, online, and social media.
- Maximize efforts by securing bonus and added value promotional support and materials from media partners.
- Obtain statewide earned media coverage to extend reach and frequency of messages.
- Support national traffic safety initiatives to maximize campaign budgets.
- Work in collaboration with the CHP, Caltrans, the DMV, California Department of Public Health (CDPH) and other key stakeholders and traffic safety partners, and in coordination with current ongoing traffic safety campaigns being implemented at the regional and local levels.
- Leverage additional support from the OTS subrecipients and partners to extend campaign messaging and budgets.
- Create strong and effective media relations programs to promote any grassroots outreach efforts, enforcement periods and to obtain media coverage for any campaign launch efforts to increase awareness.
- Create robust social media content calendars to support any launch efforts, ongoing events, enforcement periods and partner initiatives.
- Increase participation on the OTS' social media platforms using interactive, and relevant messaging encouraging safe road behaviors.
- Identify and create sponsorships, as appropriate, to deploy strategic cross promotion in high-profile public entities (either in the physical or digital space where relevant).
- Depending upon campaign or initiative, messaging may be targeted toward fans, attendees, students, first responders, educators who have made a difference in traffic safety, etc.
- Venues may include:
 - o Sports arenas

- o Entertainment venues
- o Concerts
- o Colleges and universities
- o Admissions/ticketing services
- o Fairs and festivals
- Increase community partnership efforts with subrecipients, law enforcement, bars, restaurants and other relevant partners which may include:
 - o Automotive dealerships
 - o Bus Companies
 - o Chambers of Commerce
 - o Churches and other places of worship, neighborhood associations and other community-based organizations
 - o Colleges
 - o Community Centers
 - o Courthouses
 - o Driving Schools
 - o K-12 Schools
 - o Hospitals/Health Care Centers
 - o Hotels
 - o Insurance Companies
 - o Motorcycle Clubs
 - o Multi-cultural Groups
 - o Non-profit Traffic Safety Advocacy Organizations
 - o Regional and State Bicycle and Pedestrian Safety Coalitions
 - o Regional Transportation Planning Agencies
 - o Shipping and Delivery Companies
 - o State Agencies
 - o Teen Centers
 - o Trucking Associations
- Develop partnership development plans to foster existing partnerships and include new partners and encourage use of www.gosafelyca.org media toolkit to download free informational materials.
- Identify other transportation partnerships/sponsorship opportunities (e.g., ride-hailing services or other transportation service companies, insurance companies, etc.) to encourage integrated messaging opportunities.
- Determine the need for and, if needed, execute short- or long-term outreach public educational engagements.
- Design and develop educational and informational materials to support partnership efforts.
- Identify and create sponsorships with sports and venue partners, as appropriate, to promote sober driving efforts.

- Facilitate the use of existing and new campaign mascots during community events throughout the state.
- Participate in public affairs interviews and added value Public Service Announcement (PSA) placement opportunities for year-round statewide coverage.
- Educate the public about safe occupant safety related behaviors including speeding, drowsy driving, large truck safety, motorcycle safety, school bus safety, child safety seat and seat belt safety, scooter safety and other timely and specific traffic safety messaging as needed.

Subrecipient Outreach and Support

The OTS manages nearly 400 traffic safety grants for hundreds of agencies across California. The OTS is at the forefront of programs aimed at bettering the safety and viability of our transportation system, working with government agencies at the city, county and state level including: law enforcement, public health, fire and emergency medical services, courts, district attorney's offices, transportation planning agencies and non-profits. The OTS Marketing and Public Affairs team supports grant program education and outreach with the development of informational materials, communications plans, media relations, content strategy and brand messaging. The OTS Marketing and Public Affairs team serves as a one-stop shop for all press, media and printed material to advance grant-related activities and serve as the voice for traffic safety in the state.

The "Go Safely, California" campaign toolkit provides our traffic safety partners with a variety of resources and opportunities to advance traffic safety messaging that raises the OTS brand awareness and highlights programs the OTS funds. Our offerings continue to expand, and the OTS will continue to guide subrecipient education and outreach, including:

- Fact sheets, flyers and tip cards
- Posters and table tents
- Activity books, crossword puzzles
- Logos, social media posts and graphics
- Lesson Plans and age-specific curricula
- Press Release Templates
- Talking Points
- Digital banners, radio scripts, video PSAs
- Graphic Design
- Video production
- Informational videos
- Social media best practices

The OTS subrecipients are at the heart of what is done to reduce fatalities and injuries on California roads. The OTS strives to reach our vision where everyone on California roads will go safely. A vital way to reach a world where everyone will go safely is by leveraging subrecipient programs to create a content network that cast the widest net possible, ultimately connecting with the millions of residents that call California home and the millions more who visit.

TRAFFIC SAFETY ENFORCEMENT PLAN

Analysis of Crashes, Crash Injuries and Fatalities in Areas of High Risk

California's Traffic Safety Enforcement Plan was developed to prevent traffic violations, crashes, and crash injuries and fatalities in areas most at risk. The OTS used many data sources to identify emerging problems identified by agencies that submitted funding applications. The OTS Crash Rankings, along with data from the Fatality Analysis Reporting System (FARS), Statewide Integrated Traffic Records System (SWITRS), State Traffic Safety Information (STSI), and Department of Motor Vehicles Driving Under the Influence Management Information System (DUI MIS) Report were reviewed and analyzed. The OTS encourages local agencies to provide the most accurate and recent data available in their respective jurisdiction with their grant applications.

While traffic fatalities decreased from 2018 to 2019 in California and nationally, in California traffic fatalities have increased 6.5 percent from 2015 to 2019. Preliminary estimates for 2020 and 2021 indicate an increase in traffic related serious injuries and fatalities. Drug-impaired driving, distracted driving, speed, and aggressive driving along with an increase in active transportation and alternate modes of transportation are all contributing factors for this trend and are discussed in greater detail throughout this document. In California:

- Total traffic fatalities decreased 5.1 percent from 3,798 in 2018 to 3,606 in 2019.
- Serious traffic injuries increased 1.7 percent from 16,158 in 2018 to 16,427 in 2019.
- Alcohol-impaired driving fatalities decreased 15.0 percent from 1,116 in 2018 to 949 in 2019.
- Speeding-related fatalities increased 6.6 percent from 1,000 in 2018 to 1,066 in 2019.
- Motorcyclist fatalities decreased 9.4 percent from 523 in 2018 to 474 in 2019.
- Drivers age 20 or younger involved in fatal crashes decreased 10.4 percent from 395 in 2018 to 354 in 2019.
- Pedestrian fatalities decreased 0.6 percent from 978 in 2018 to 972 in 2019.
- Bicyclist fatalities decreased 19.4 percent from 165 in 2018 to 133 in 2019.

Deployment of Traffic Law Enforcement Resources Based on Analysis

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

Subrecipients follow best practice traffic safety enforcement efforts as listed in NHTSA's "Countermeasures That Work", such as DUI/driver's license (DL) checkpoints, DUI saturation patrols, warrant details, court stings, and stakeouts. In addition, these efforts include integrated traffic enforcement such as traffic enforcement operations focusing on top PCFs, distracted driving operations, motorcycle safety enforcement operations, and bike and pedestrian enforcement operations.

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

Enforcement objectives, including DUI/DL checkpoints, DUI saturation patrols, traffic and alcohol enforcement operations, will be conducted by the CHP, ABC, and STEP subrecipients. Many of the law enforcement agencies are conducting educational presentations to communities, schools, and employers. Effective education presentations include Every 15 Minutes, Know Your Limit, Impact Teen Drivers, and Start Smart programs. Others include child passenger safety, distracted driving presentations, as well as bike rodeo events.

For the FY 2022 grant cycle, the OTS is promoting collaborative enforcement for local law enforcement agencies. This effort provides funding for agencies to conduct collaborative DUI and traffic enforcement operations. Over 100 local law enforcement agencies will have this written into their grants and will result in increased enforcement throughout the state.

Continuous Follow-up and Adjustment

Program Area Coordinators will review subrecipient claims, Quarterly Performance Reports, conduct GPRs based on a risk assessment, and communicate consistently with subrecipients regarding challenges, accomplishments, best practices, and emerging traffic safety issues. Such ongoing monitoring and follow-up provide a mechanism for recommending modifications and/or revisions to grant objectives to ensure that grant funding makes the greatest impact on traffic safety issues.



ALCOHOL-IMPAIRED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

While alcohol-impaired driving fatalities have fallen significantly in the last three decades, NHTSA reports that alcohol-impaired driving still comprises a large percentage of traffic injuries and fatalities. On average in 2019, one person died from an alcohol-impaired driving crash every 52 minutes. There was a decrease in the number of alcohol-impaired driving fatalities and rate per 100 million VMT in the United States between 2018 and 2019.

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 crashes with a driver, pedestrian, or bicyclist with a BAC of .08 or greater. Analyses from SWITRS presented in this program area refer to alcohol involvement and include fatalities and serious injuries where law enforcement reported a driver, pedestrian, or bicyclist to have been drinking. Crashes 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

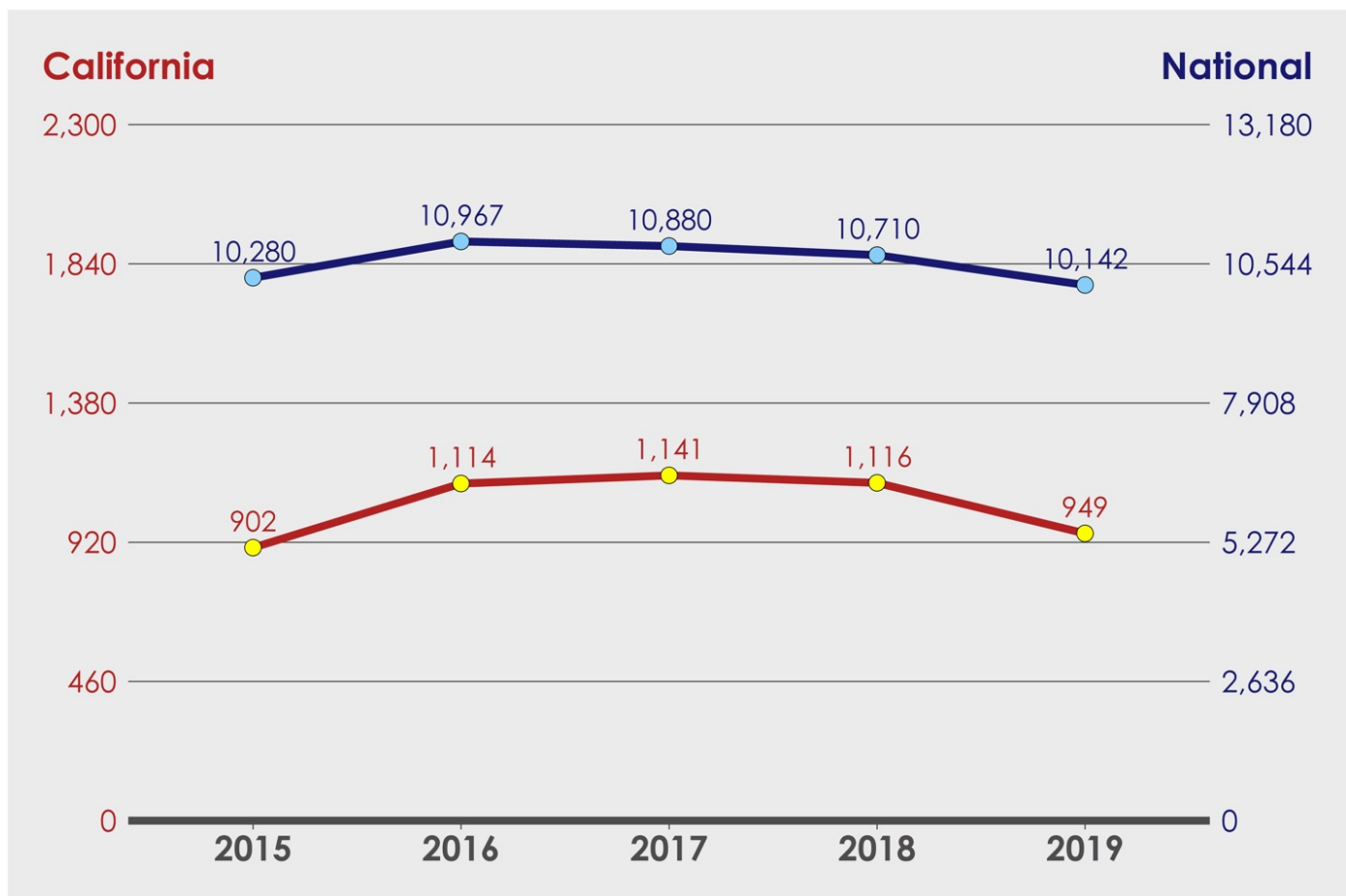
- In the United States, there were 10,142 people killed in alcohol-impaired crashes in 2019, a 5.3 percent decrease from 10,710 in 2018, and a 1.3 percent decrease from 10,280 in 2015.
- All 50 states have laws that make it illegal to drive with a BAC of .08 grams per deciliter (g/dL) or higher. However, 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.
- Drivers of all vehicle types, except motorcycles, experienced declines in the number of alcohol-impaired drivers involved in fatal crashes from 2018 to 2019.
- Of the 50,930 drivers involved in fatal crashes nationally in 2019, only 22,103 drivers, or 43.4 percent, had known BAC test results. Across all states, the percentage of drivers with known BAC test results ranged from 18.7 in Wyoming to 82.6 percent in South Dakota.
- In the United States in 2019, of the 36,096 motor vehicle fatalities, 28.1 percent involved a driver with a BAC of .08 or higher. This is the lowest percentage of overall fatalities since 1982, when NHTSA started reporting alcohol data.



California

- In California, there were 949 people killed in alcohol-impaired crashes in 2019, a 15.0 percent decrease from 1,116 in 2018, and an 8.3 percent increase from 876 in 2015.
- In California, of the 3,606 motor vehicle fatalities in 2019, 26.3 percent involved a driver with a BAC of .08 or higher. This is lower than the national average of 28.1 percent.
- California only reported BAC results for 39.5 percent of drivers involved in a fatal crash in 2019, which is lower than the national average of 43.4 percent. Testing rates were higher for drivers who died than drivers who survived, but testing rates in California for both groups were lower than the national average. Of drivers who died, 70.9 percent had known BAC test results compared to only 21.1 percent of drivers that survived. The comparable national figures were 66.2 percent and 25.2 percent, respectively.
- In 2020, Californians were asked about their top traffic safety concerns in the Traffic Safety Study sponsored by the Office of Traffic Safety. The third-most frequently cited safety problem was “Drunk Driving,” which increased to 17.9 percent of concerns from 9.2 percent of concerns expressed in 2019 and 6.5 percent of concerns expressed in 2018.

Alcohol-Impaired Fatality Trends



Source: FARS 2015-2018; FARS Annual Release File (ARF) 2019

State-level Analysis

The figures in this section refer to drivers, passengers, bicyclists, and pedestrians fatally injured in an alcohol-impaired crash or seriously injured in an alcohol-involved crash in California in 2019. When reported collectively, these crashes will be referred to as alcohol-involved. These numbers are the products of UCB SafeTREC analysis.

Fatal and Serious Injury Alcohol-Involved Crashes by County

- Los Angeles, Riverside, San Bernardino, San Diego, Orange, Sacramento, Santa Clara, and Kern counties had the highest number of alcohol-involved fatal and serious injuries.
- Alpine, Sierra, Trinity, Mono, Inyo, Tuolumne, Mendocino, and Plumas counties had the highest rate of alcohol-involved fatal and serious injuries per 100k population.

Primary Crash Factors of Alcohol-Involved Fatal and Serious Injury Crashes

- Expectedly, the vast majority, 76.5 percent, of the PCFs for alcohol-involved crashes were classified as driving or bicycling under the influence of alcohol or drugs. Following that PCF, unsafe speed (6.4 percent) and improper turning (5.6 percent) were the most frequent PCFs recorded.

Crash Types for Alcohol-Involved Fatal and Serious Injury Crashes

- Hit objects was the most prevalent type of alcohol-involved crash at 36.0 percent. This was followed by rear end crashes at 15.2 percent, broadside at 13.4 percent, and head-on at 12.3 percent.

Time and Day of Alcohol-Involved Fatal and Serious Injuries

- The rate of alcohol-involved fatal and serious injuries was much higher at night, especially on weekends, than during the day. Alcohol-involved fatal and serious injuries were also more likely to occur on weekends than weekdays, with Saturday and Sunday accounting for 41.8 percent of injuries.
- Almost half (46.2 percent) of alcohol-involved fatal and serious injuries occurred between 9PM and 3AM. Alcohol-involved fatal and serious injuries were least recorded between 6AM and noon, with only 5.5 percent of injuries.
- About half (49.2 percent) of all alcohol-involved driving fatal and serious injuries occurred over the weekend between 6PM on Friday and midnight on Sunday.

Alcohol-Involved Fatal and Serious Injury Victim Demographics

- Alcohol-involved fatal and serious injury victims were predominantly male; male victims age 15 to 34 comprised 38.6 percent of all victims.
- Race was not reported for 31.8 percent of the alcohol-impaired driving fatalities. Of the 647 fatalities with a known race, 82.1 percent (or 531) were white.

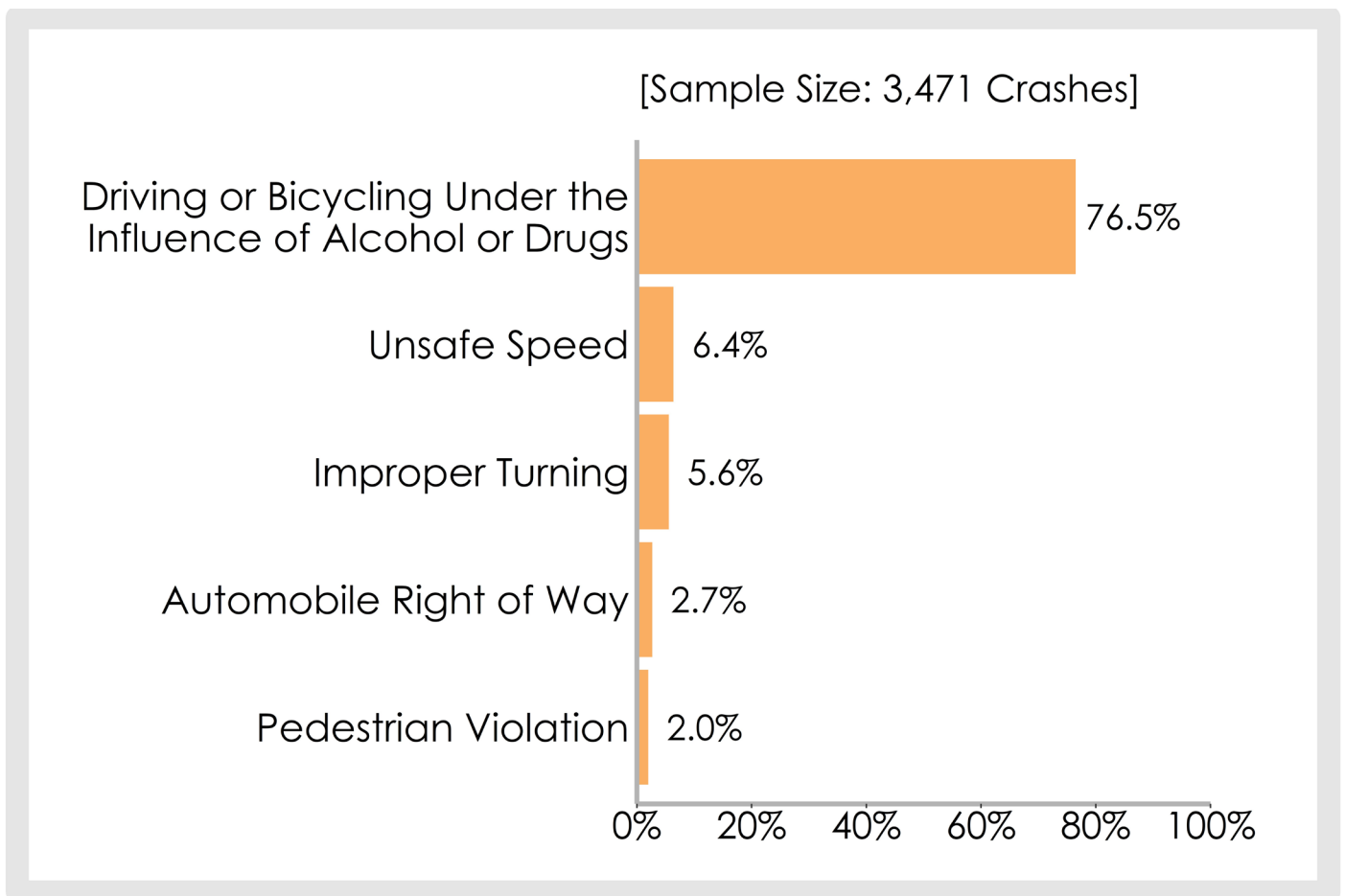
Crash Location for Fatal Alcohol-Impaired Victims

- About two-thirds (65.4 percent) of alcohol-impaired fatalities occurred in urban areas compared to 33.9 percent on rural roads. However only about 17.1 percent of travel took place on rural roads in 2019.
- The type of roadway with the greatest share of alcohol-impaired fatalities (40.5 percent) was non-interstate principal arterials, followed by non-interstate minor arterials at 20.7 percent and non-interstate collector at 17.4 percent.

Vehicle Type for Fatally Injured Victims of Alcohol-Impaired Crashes

- In 2019, passenger cars were involved in 42.2 percent of alcohol-impaired fatalities followed by motorcycles at 15.6 percent, non-motor vehicle occupants at 14.6 percent, and pickups at 13.1 percent.

Top Five Primary Crash Factors of Alcohol-Involved Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2019

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measure

Reduce alcohol-impaired driving fatalities 14.02 percent from the preliminary final FARS number of 949 to 816 by December 31, 2022.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	164 AL	Minimum Penalties for Repeat Offenders and Driving While Intoxicated	\$17,214,367

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 19](#) of the HSP.

Countermeasure Strategy

(AL) Education/Public Awareness

Project Safety Impacts and Linkage Between Program Area

- 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.
- 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 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.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA’s “Countermeasures That Work” for Alcohol-Impaired Driving:

- 5.5 Prevention, Intervention, Communication and Outreach Designated Drivers
- 6.5 Underage Drinking and Drinking and Driving Youth Programs

National campaigns such as National Impaired Driving High Visibility Enforcement Campaigns will also be supported.

Planned Activity Description

These planned activities will provide funding for statewide alcohol education and awareness programs with valued partners such as the CHP, the ABC, MADD, 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 conduct the Real DUI Court in Schools program.

Grant	Agency	Fund	Amount
AL22002	California Department of Alcoholic Beverage Control	164 AL	\$226,152
AL22004	California Department of Alcoholic Beverage Control	164 AL	\$398,452
AL22005	California Highway Patrol	164 AL	\$2,000,000
AL22018	Tulare County Office of Education	164 AL	\$272,000

Grant	Agency/Title/Description
AL22002	<p>California Department of Alcoholic Beverage Control Real DUI Courts in Schools Program</p> <p>The ABC will partner to expand the Real DUI Court in School program which provides an opportunity for a local county courthouse to bring an actual DUI sentencing to a local school. The program is designed to educate young drivers on the dangers and consequences of alcohol-impaired driving.</p>
AL22004	<p>California Department of Alcoholic Beverage Control DUI Awareness Program</p> <p>The ABC will partner to expand upon 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.</p>
AL22005	<p>California Highway Patrol Teen Impaired Driving Education (TIDE) III</p> <p>The 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.</p>
AL22018	<p>Tulare County Office of Education FNL Youth: Changing the New Normal</p> <p>Through the statewide system of Friday Night Live (FNL) chapters, the engagement of young people in yearlong projects focused on two environmental prevention aspects - norms and underage alcohol access. Youth have experienced an unprecedented time in our history. What has not changed is their desire to drive change around the issues that affect them and their peers. With this project, chapters will continue a very successful year of projects, despite the significant challenges communities have faced. They will choose to focus on changing behaviors through normative change tactics or reducing alcohol access with retail-focused tactics. Campaigns will incorporate a variety of tactics, with tools, training, and assistance, specifically designed to support youth to success.</p>

Countermeasure Strategy

(AL) Enforcement

Project Safety Impacts and Linkage between Program Area

- The CHP will conduct enhanced DUI enforcement and DUI warrant operations with an emphasis in areas of overrepresented fatal alcohol related crashes.
- Conduct increased DUI enforcement, such as DUI/DL checkpoints, DUI saturations, warrant details, 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.
- Through ABC, fund local law enforcement agencies to conduct underage drinking prevention and enforcement activities including Minor Decoy, Shoulder Tap, Target Responsibility for Alcohol Connected Emergencies and Informed Merchants Preventing Alcohol-Related Crime Tendencies.
- Promote NHTSA's "Drive Sober or Get Pulled Over" message as appropriate in press releases, interviews, and social media.
- Fund "corridor DUI programs" that select corridors based on data showing disproportionate numbers of DUI crashes and convene task forces to implement identified solutions.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Alcohol-Impaired Driving:

- 2.1 Deterrence: Enforcement Publicized Sobriety Checkpoints
- 2.2 Deterrence: Enforcement High-Visibility Saturation Patrols
- 5.3 Prevention, Intervention, Communication and Outreach Responsible Beverage Service
- 5.5 Prevention, Intervention, Communication and Outreach Designated Drivers
- 6.3 Underage Drinking and Drinking and Driving Alcohol Vendor Compliance Checks
- 6.4 Underage Drinking and Drinking and Driving Other Minimum Legal Drinking Age 21 Law Enforcement
- 6.5 Underage Drinking and Drinking and Driving Youth Programs

National campaigns such as National Impaired Driving High Visibility Enforcement Campaigns will also be supported.

Planned Activity Description

These planned activities provide 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 crashes. The ABC will conduct underage drinking prevention and enforcement activities which include: Minor Decoy, Shoulder Tap, Target Responsibility for Alcohol Connected Emergencies investigations/trainings, and School Officers Bringing Educational Resources.

Grant	Agency	Fund	Amount
AL22003	California Department of Alcoholic Beverage Control	164 AL	\$2,825,664
AL22006	California Highway Patrol	164 AL	\$5,500,000
AL22007	California Highway Patrol	164 AL	\$400,000
AL22008	California Highway Patrol	164 AL	\$300,000

Grant	Agency/Title/Description
AL22003	<p>California Department of Alcoholic Beverage Control Teen Alcohol Enforcement and Education Program</p> <p>The 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 investigations/trainings along with a vast variety of enforcement programs. ABC will continue offering free on-site and online Licensee Education on Alcohol and Drugs trainings.</p>
AL22006	<p>California Highway Patrol Impaired Driving Reduction (IDR)</p> <p>The CHP will implement a 12-month statewide grant to combat fatal/injury crashes attributed to DUI. Grant activities include sobriety/driver license checkpoints, DUI task force operations, proactive DUI patrol operations, and a broad public awareness campaign in an effort to decrease the number of alcohol-involved fatal and injury crashes and associated victims on California's roadways.</p>
AL22007	<p>California Highway Patrol Driving Under the Influence (DUI) Warrant Service Team Effort (WaSTE) XII</p> <p>The CHP will implement a statewide 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.</p>
AL22008	<p>California Highway Patrol Regional Campaign Against Impaired Drivers VIII</p> <p>The CHP will conduct a regional 12-month safety grant project to reduce the number of victims killed and injured in reportable traffic crashes where the primary crash factor is DUI of alcohol in the CHP Placerville and Madera 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 in selected regions.</p>

Countermeasure Strategy

(AL) Judicial

Project Safety Impacts and Linkage between Program Area

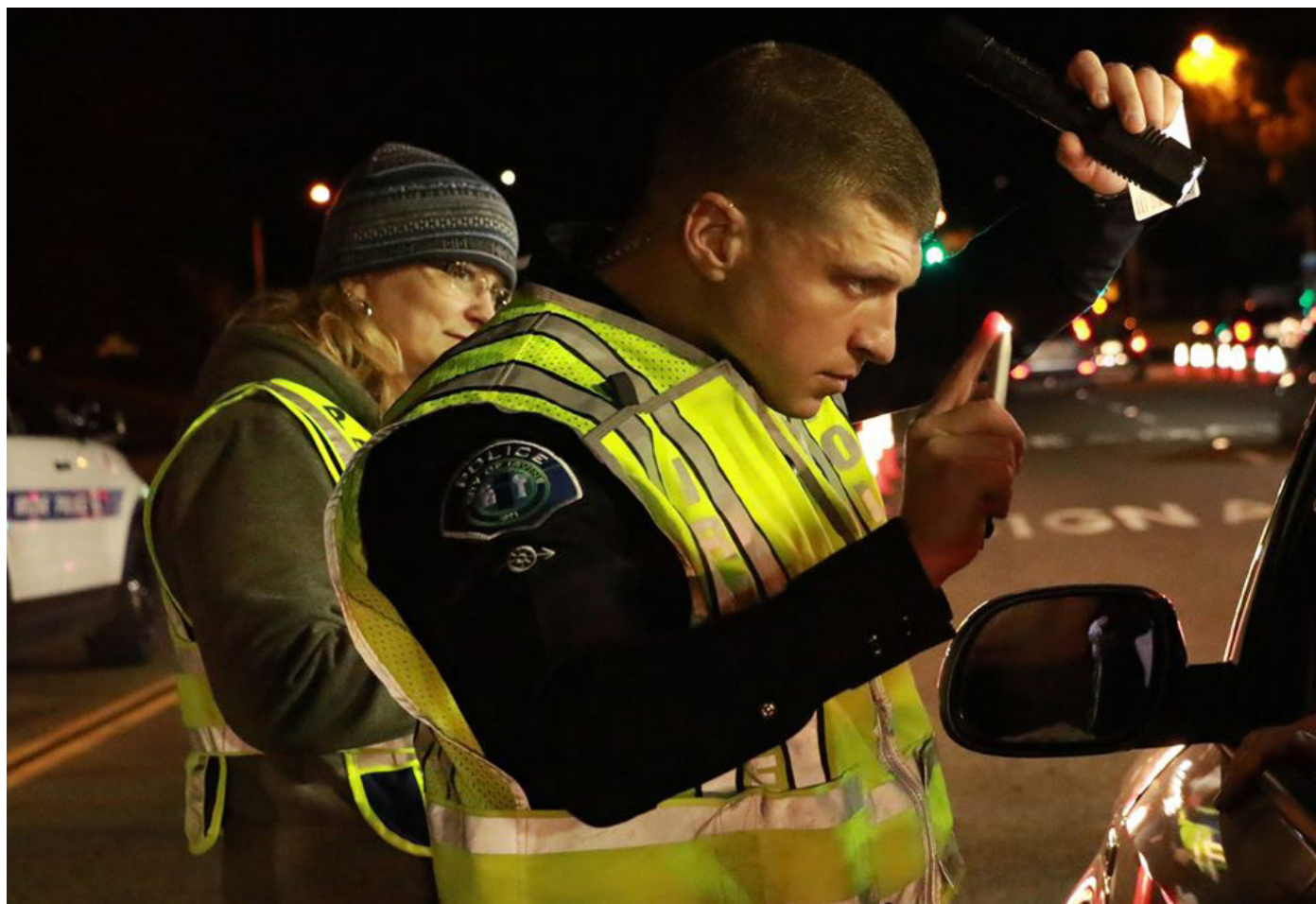
- Maintain multitrack DUI courts that provide counseling, monitoring, and treatment to DUI offenders as well traditional consequences and penalties.
- Reduce repeat offenders from driving while impaired and reduce recidivism.
- Continue support of intensive supervision of DUI offenders through DUI courts.
- Continue support of collaboration between local law enforcement and DUI Court program.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Alcohol-Impaired Driving:

- 3.4 Deterrence: Prosecution and Adjudication DWI Court
- 3.4 Deterrence: Prosecution and Adjudication Sanctions
- 4.1 Deterrence: DWI Offender Treatment, Monitoring, and Control Alcohol Problem Assessment and Treatment

National campaigns such as National Impaired Driving High Visibility Enforcement Campaigns will also be supported.



Planned Activity Description

This planned activity provides funding for specialized DUI courts. The DUI court program is designed to stop repeat offenders from driving while impaired and reduce recidivism. This model provides an intensive program using judicial supervision, periodic alcohol testing, mandated treatment where needed, and the use of incentives and sanctions to make behavior changes.

Grant	Agency	Fund	Amount
AL22014	San Joaquin Collaborative Courts	164 AL	\$623,000
AL22020	San Mateo County Superior Court	164 AL	\$445,088
AL22017	Superior Court of California, County of Fresno	164 AL	\$538,427

Grant	Agency/Title/Description
AL22014	<p>San Joaquin Collaborative Courts Dedicated Impaired-Driving Superior Court Program</p> <p>The County Superior Court will implement or expand a comprehensive and dedicated impaired-driving court program that will target high-risk/need, repeat impaired-driving offenders. The goal of this program is to reduce impaired-driving related recidivism, decrease impaired-driving related crashes, injuries, and fatalities by requiring repeat offenders to be actively supervised by the court and county probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by the state.</p>
AL22020	<p>San Mateo County Superior Court Dedicated Impaired-Driving Superior Court Program</p> <p>The County Superior Court will implement or expand a comprehensive and dedicated impaired-driving court program that will target high-risk/need, repeat impaired-driving offenders. The goal of this program is to reduce impaired-driving related recidivism, decrease impaired-driving related crashes, injuries, and fatalities by requiring repeat offenders to be actively supervised by the court and county probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by the state.</p>
AL22017	<p>Superior Court of California, County of Fresno Dedicated Impaired-Driving Superior Court Program</p> <p>The County Superior Court will implement or expand a comprehensive and dedicated impaired-driving court program that will target high-risk/need, repeat impaired-driving offenders. The goal of this program is to reduce impaired-driving related recidivism, decrease impaired-driving related crashes, injuries, and fatalities by requiring repeat offenders to be actively supervised by the court and county probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by the state.</p>

Countermeasure Strategy

(AL) Probation

Project Safety Impacts and Linkage between Program Area

- Reduce the risk of DUI recidivism through intensive supervision of DUI offenders.
- Continue to ensure compliance with court-ordered conditions of probation and prevent re-arrest on new DUI charges.
- Continue the monitoring of treatment and DUI program participation.
- Conduct office visits, field contacts, unannounced fourth waiver searches, random alcohol testing, and distribution of Habitual Offender Tracking (HOT) Sheets.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Alcohol-Impaired Driving:

- 3.4 Deterrence: Prosecution and Adjudication Sanctions
- 4.4 Deterrence: DWI Offender Treatment, Monitoring, and Control DWI Offender Monitoring

National campaigns such as National Impaired Driving High Visibility Enforcement Campaigns will also be supported.



Planned Activity Description

This planned activity provides funding to county probation departments to reduce DUI related fatalities and injuries as well as prevent DUI recidivism.

Grant	Agency	Fund	Amount
AL22001	Butte County Probation Department	164 AL	\$145,000
AL22009	Contra Costa County Probation Department	164 AL	\$389,700
AL22023	Fresno County Probation Department	164 AL	\$325,000
AL22022	Kern County Probation Department	164 AL	\$180,000
AL22010	Los Angeles County Probation Department	164 AL	\$370,000
AL22011	Marin County Probation Department	164 AL	\$170,064
AL22012	Placer County Probation Department	164 AL	\$135,500
AL22024	Sacramento County Probation Department	164 AL	\$492,553
AL22025	San Bernardino County Probation Department	164 AL	\$440,000
AL22013	San Diego County Probation Department	164 AL	\$335,000
AL22015	San Joaquin County Probation Department	164 AL	\$123,500
AL22021	Santa Barbara County Probation Department	164 AL	\$176,912
AL22016	Solano County Probation Department	164 AL	\$287,125
AL22019	Tulare County Probation Department	164 AL	\$115,230

Grant	Agency/Title/Description
Various	<p>Various (See chart above) Intensive Probation Supervision for High-Risk Felony and Repeat DUI-Offenders The County Probation Department will work to reduce DUI related fatalities, injuries, and DUI recidivism. The worst-of-the worst, high-risk, felony, and repeat DUI offenders will be held accountable through intensive supervision to ensure compliance with court ordered conditions of probation and to prevent re-arrest on new DUI charges. Supervision activities include: monitoring of treatment and DUI program participation, conducting office visits, unannounced fourth waiver searches, field visits, random alcohol testing, distribution of HOT sheets, and participation with local law enforcement on anti-DUI efforts.</p>

DISTRACTED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

NHTSA defines a distraction-affected crash as one where a driver was determined to be distracted at the time of the crash.

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. Built-in communication technologies, along with hands-free cell phone technologies, draw attention away from driving. The ability to multitask is a myth, as attention toggles from either driving to vehicle technologies. The longer time one pays attention to the technology, the less time attention is paid to the roadway environment.

Analyses presented in the distracted driving program area are defined by a 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.

National

Nationally, 3,142 people were killed in distracted driving crashes in 2019, a 9.9-percent increase from 2,858 in 2018. Distracted driving fatalities were 8.7 percent of all fatalities in 2019.

The National Occupant Protection Use Survey (NOPUS) is the only probability-based survey on national driver electronic device use and is conducted by NHTSA. In 2018, NOPUS reported a decrease in the percentage of drivers observed speaking with visible headsets between 2018 (0.35 percent) and 2017 (0.45 percent). During this same time, the percentage of drivers holding cell phones to their ears increased from 2.9 percent in 2017 to 3.2 percent. NOPUS estimated that 9.7 percent of drivers were using either a handheld or hands-free phone at a typical daylight hour in 2018.

In 2018, 8 percent of fatal crashes, 15 percent of injury crashes, and 14 percent of motor vehicle traffic crashes reported to the police were distraction-affected.

In 2018, 8 percent of teen drivers aged 15 to 19 involved in fatal crashes were reported as distracted. Drivers aged 15 to 19 represent the largest proportion of reported distracted drivers at the time of a fatal crash.

NHTSA reports that there were 506 non-vehicle occupants (pedestrians, bicyclist, etc.) fatally injured in distraction-affected crashes in 2018.

The 2019 Traffic Safety Culture Index by the American Automobile Association (AAA) Foundation for Traffic Safety found:

- The vast majority of drivers consider use of a cell phone while driving for typing (96.2 percent), reading (94.3 percent), and talking (79.7 percent) to be very or extremely dangerous. Conversely, a minority of drivers (22.5 percent) view the use of in-vehicle hands-free technology while driving to be very or extremely dangerous.
- While over 76.0 percent of drivers support laws against holding and talking on a cell phone while driving, and about 86.0 percent support laws against texting while driving, 43.2 percent of drivers report having spoken on a hand-held cell phone while driving in the last 30 days.

- Drivers involved in at least one crash in the last two years are significantly more likely to have self-reported distracted driving.

Teens aged 15-19 years old accounted for 7.0 percent of those who died in distraction-affected crashes in 2018.

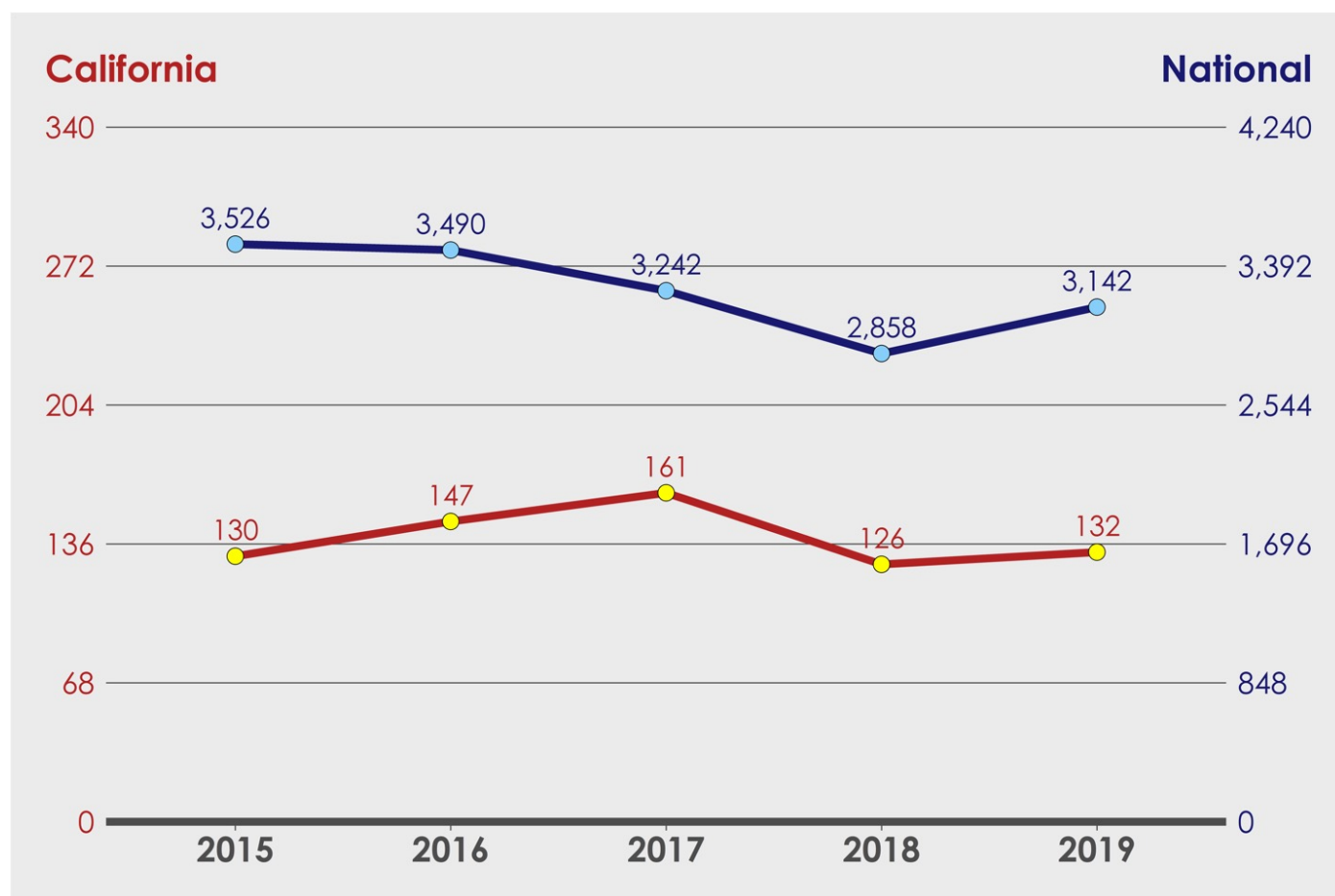
California

Distracted driving fatalities increased 4.8 percent in California from 2018 to 2019. There were 126 fatalities in 2018 compared to 132 in 2019.

In 2020, the OTS sponsored Traffic Safety Survey of public opinion on traffic safety issues. Due to the COVID-19 pandemic, the survey was shifted from an intercept survey methodology to an electronic survey format.

- Californians were asked about their top traffic safety concerns. "Distracted Driving because of texting" was the biggest safety concern for 75.1 percent of surveyed drivers. "Texting While Driving" was reported as the most serious distraction by 68.5 percent of respondents.
- More than half, 51.7 percent, of the respondents in 2020 report having been hit or nearly hit by another driving talking or texting on a cell phone.

Distracted Driving Fatality Trends



Source: FARS 2015-2018; FARS ARF 2019

State-level Analysis

The figures in this section refer to passenger vehicle occupants fatally injured in a distracted driving crash in California in 2019. These numbers are the products of UCB SafeTREC analysis of the FARS ARF 2019 dataset.

Fatal Distracted Driving Crashes

- By number, the counties with the greatest number of fatal injuries in 2019 were concentrated in southern California in Kern, Los Angeles, Riverside, San Bernardino, and San Diego counties, along with Sacramento and Santa Clara counties.
- By rate, the highest fatal injuries in 2019 were in the small counties where one injury affects the rate significantly. Amador, Butte, Glenn, Lassen, Mono, San Benito, Sutter, and Tehama counties all had elevated rates.
- Twenty-two of 58 counties recorded zero fatalities related to distracted driving in 2019.

Time and Day of Distracted Driving Fatal Injuries

- Distracted driving fatalities in 2019 were most common on Fridays, with 20.5 percent of fatalities, followed by Sunday, with 16.7 percent, and Saturday, with 14.4 percent. Distracted driving fatalities occurred throughout the day, but were somewhat more common between noon and 3pm, with 18.2 percent of fatalities. The specific periods with the greatest number of fatalities were Friday from 3 pm to 9 pm, Saturday and Sunday from noon to 3 pm, and Sunday from midnight to 3 am.

Fatal Distracted Driving Victim Demographics

- The age category with the greatest number of distracted driving fatalities was age 45 to 54, with 19.1 percent of distracted driving fatalities. The next most common age category of distracted driving fatalities was 55 to 64, with 17.6 percent of fatalities. About two-thirds, 64.9 percent, of distracted driving fatalities were male.
- For 23.5 percent of distracted driving fatalities, race was unknown. Of the victims with known race, 79.2 percent were white.

Crash Location for Fatal Distracted Driving Victims

- A majority (71.2 percent) of distracted driving fatalities occurred in urban areas while 28.8 percent occurred in rural areas. For comparison, about 17.1 percent of travel took place on rural roads in 2019.
- Most distracted driving fatalities (44.7 percent) occurred on non-interstate principal arterial roadways, followed by non-interstate minor arterials (21.2 percent).

Vehicle Type for Fatally Injured Victims of Distracted Driving Crashes

- Just under half (41.7 percent) of distracted driving fatalities were passengers and 39.4 percent were non-motor vehicle occupants, such as pedestrians and bicyclists.

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measures

Reduce the number of California drivers observed using a handheld cell phone or texting by 0.6 percentage points from the 2019 calendar base year of 2.0 percent to 1.4 percent by December 31, 2022.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	402 DD	State/Community Highway Safety Grant Program	\$2,644,152

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 19](#) of the HSP.

Countermeasure Strategy

(DD) Education and Public Awareness

Project Safety Impacts and Linkage Between Program Area

- 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.
- Have public health departments collaborate with community departments and city officials to implement education and awareness program.
- Provide Distracted Driver public awareness messaging through changeable message signs on California highways.

Rationale

The countermeasure strategy is based on the following program listed in NHTSA's “Countermeasures That Work” for Distracted Driving:

- 1.3 Laws and Enforcement High-Visibility Cell Phone and Text Messaging Enforcement
- 2.2 Communications and Outreach for Distracted Driving

National campaigns such as April's Distracted Driving Awareness Month will also be supported.

Planned Activity Description

The grants will provide funding for safe driving education with a focus on young drivers. Initiatives include teen and youth distracted driving awareness education programs. In addition, the grants will provide funds for education on traffic safety to businesses and organizations.

Grant	Agency	Fund	Amount
DD22001	California Department of Alcoholic Beverage Control	402 DD	\$294,152
DD22002	California Highway Patrol	402 DD	\$837,000
DD22003	California Highway Patrol	402 DD	\$550,000
DD22004	Long Beach Department of Health and Human Services	402 DD	\$180,000
DD22005	Los Angeles County Public Health Department	402 DD	\$170,000
DD22008	Riverside County Public Health Department	402 DD	\$237,000
DD22006	San Luis Obispo County Behavioral Health Department	402 DD	\$76,000

Grant	Agency/Title/Description
DD22001	<p>California Department of Alcoholic Beverage Control Teen Traffic Safety Program</p> <p>The ABC will expand a teen traffic safety program throughout the State with a comprehensive approach to reducing teen crashes in California. The ABC will contract with a teen driver safety education group to expand teen traffic safety best practices clearinghouse while implementing seat belt safety, distracted driving awareness, and underage drinking prevention programming throughout the State.</p>
DD22002	<p>California Highway Patrol Teen Distracted Driving (TDD)</p> <p>The CHP will implement a 12-month statewide grant focusing on distracted driving among teens. The grant will provide enhanced enforcement and a broad public awareness, educational, and social media campaign. Teen drivers are increasingly distracted by mobile devices such as cellular telephones (and associated texting), causing crashes, injuries, and fatalities. This program will contract with a teen traffic 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.</p>
DD22003	<p>California Highway Patrol Start Smart Teen Driver Safety Education Program XIV</p> <p>The CHP 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 crash factors involving teens, safe and defensive driving practices, and California driving laws.</p>

Grant	Agency/Title/Description
DD22004	<p>Long Beach Department of Health and Human Services Distracted Driving Prevention and Education Program</p> <p>The City of Long Beach is requesting funds to continue and expand upon its first, and only, distracted driving prevention program. The program, which focuses on youth and young adults, will use funds to implement evidence-based strategies and innovative community-based interventions to reduce the incidence of preventable fatalities and injury caused by distracted driving. Long Beach Department of Health and Human Services will work collaboratively with other City departments, the OTS funded projects and community partners to leverage resources and ensure a collaborative approach that focuses on equity to reduce traffic related injuries and fatalities throughout Long Beach.</p>
DD22005	<p>Los Angeles County Public Health Department Teen Distracted Driving</p> <p>The Los Angeles County Department of Public Health is applying for a second round of funding on teenage distracted driving. The collection of behavioral data of new teen drivers will continue as well as leading distracted driving workshops using Impact Teen Drivers curriculum. A communications component will be added this year to reach Generation Z as well as County residents on motor vehicle safety.</p>
DD22006	<p>San Luis Obispo County Behavioral Health Department San Luis Obispo County Youth Traffic Safety Initiative</p> <p>The San Luis Obispo County Youth Traffic Safety Initiative is focused on providing education and public awareness to make the communities of the Central Coast safer. The County of San Luis Obispo's Behavioral Health Department 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 through both the Cuesta College and Cal Poly SLO campuses.</p>
DD22008	<p>Riverside County Public Health Department Be Wiser Teen Impaired and Distracted Driving - Train the Trainer Program</p> <p>The Riverside University Health System - Public Health, Injury Prevention Services seeks to 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) enhancing the 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 and its translation to safe driving 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.</p>

Countermeasure Strategy

(DD) Enforcement

Project Safety Impacts and Linkage Between Program Area

- 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.

Rationale

The countermeasure strategy is based on the following program listed in NHTSA’s “Countermeasures That Work” for Distracted Driving:

- 1.3 Laws and Enforcement High-Visibility Cell Phone and Text Messaging Enforcement
- 2.2 Communications and Outreach for Distracted Driving

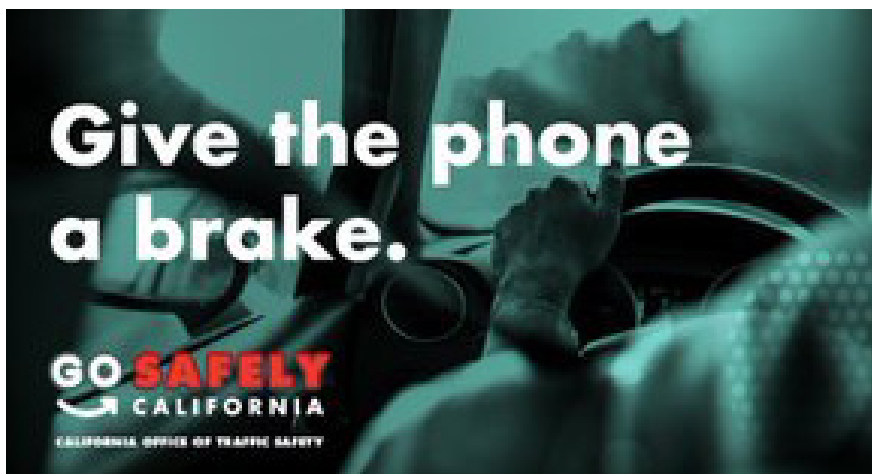
National campaigns such as April’s Distracted Driving Awareness Month will also be supported.

Planned Activity Description

The grant will provide funding to the CHP 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	Agency	Fund	Amount
DD22007	California Highway Patrol	402 DD	\$300,000

Grant	Agency/Title/Description
DD22007	California Highway Patrol Adult Distracted Drivers (ADD) XII The CHP will implement a traffic safety grant specifically focused on distracted, inattentive driving and how it presents a significant danger to all motorists. Distracted driving statistics identify the need for driver education that outlines the risks of distracted driving and the steps people must take to be safer drivers. This grant will include an enforcement and educational campaign designed to discourage distracted driving behaviors by the motoring public.



DRUG-IMPAIRED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

The use of cannabis, prescription drugs, and other drugs are increasingly prominent on roadways in the United States, where 25.1 percent of the nation's 36,096 fatalities in 2019 were related to drug-involved driving. Driving can be impaired by a variety of legal and illegal drugs, substances, and medications. 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 crashes. 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 of drugs, the consistency of laboratory drug testing practices, and the capacity of law enforcement. Despite challenges in identifying causality and impairment, there is agreement that many illicit, prescription, and over-the-counter drugs impair driving.

Analyses from FARS presented in the drug-impaired program area include fatalities in crashes that involved a 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. Crashes 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.

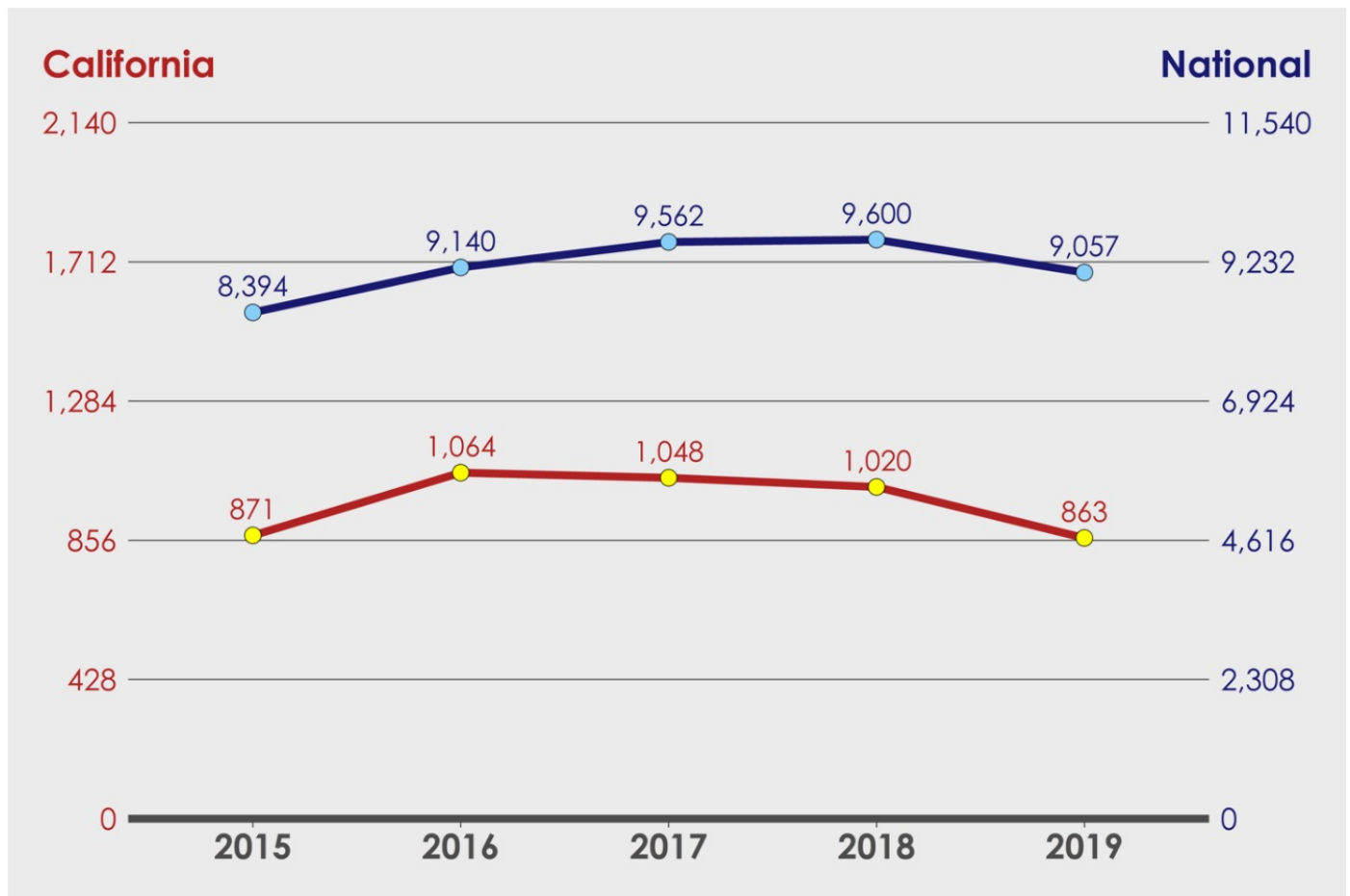
National

- In the United States, 9,057 people were killed in drug-involved crashes in 2019, a 5.7 percent decrease from 9,600 in 2018, and an 8.1 percent increase from 8,394 in 2015.
- In 2019, of fatally injured drivers with known drug tests, 50.0 percent were positive for drugs – legal and illegal.
- Alcohol use in combination with drug use increases impairment. In 2019, the National Survey of Drug Use and Health found that 36.3 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.

California

- In California, there were 863 fatalities in drug-involved fatalities in 2019, a 15.4 percent decrease from 1,020 in 2018 and a 0.9 percent decrease from 871 in 2015.
- In 2019, of fatally injured drivers with known drug tests, 49.6 percent were positive for drugs – legal and illegal.
- According to the 2020 California Traffic Safety Survey, over half (52.3 percent) of respondents said they thought driving under the influence of drugs including marijuana, prescription and illegal drugs was “a very big” problem, while another 35.4 percent thought it was somewhat of a problem.

Drug-Impaired Fatality Trends



Source: FARS 2015-2018; FARS ARF 2019

Fatal and Serious Injury Drug-Involved Driving Crashes by County

- The highest numbers of drug-involved road user fatalities and serious injuries were in the counties of Los Angeles, Riverside, and San Bernardino, followed by San Diego, Orange, Sacramento, Fresno, and Kern counties.
- Conversely, the rates of drug-involved fatalities and serious injuries per 100,000 population were highest in Colusa, Mono, Del Norte, Sierra, Mendocino, Plumas, Calaveras, and Glenn counties.

Primary Crash Factors of Drug-Involved Driving Fatal and Serious Crashes

- The top primary crash factor was driving or bicycling under the influence of alcohol or drugs (80.6 percent).

Crash Types of Drug-Involved Driving Fatal and Serious Injury Crashes

- The most common crash type was hit object at 32.9 percent, followed by head-on at 16.9 percent, and rear end and broadside at 15.6 percent each.

Time and Day of Drug-Involved Driving Fatal and Serious Injury Crashes

- Of fatal and serious injuries due to drug-involved driving, almost half (48.2 percent) occurred on Friday, Saturday, or Sunday. The most common hours for fatal and serious injuries due to drug-involved driving were between 6pm and 3am (44.4 percent).

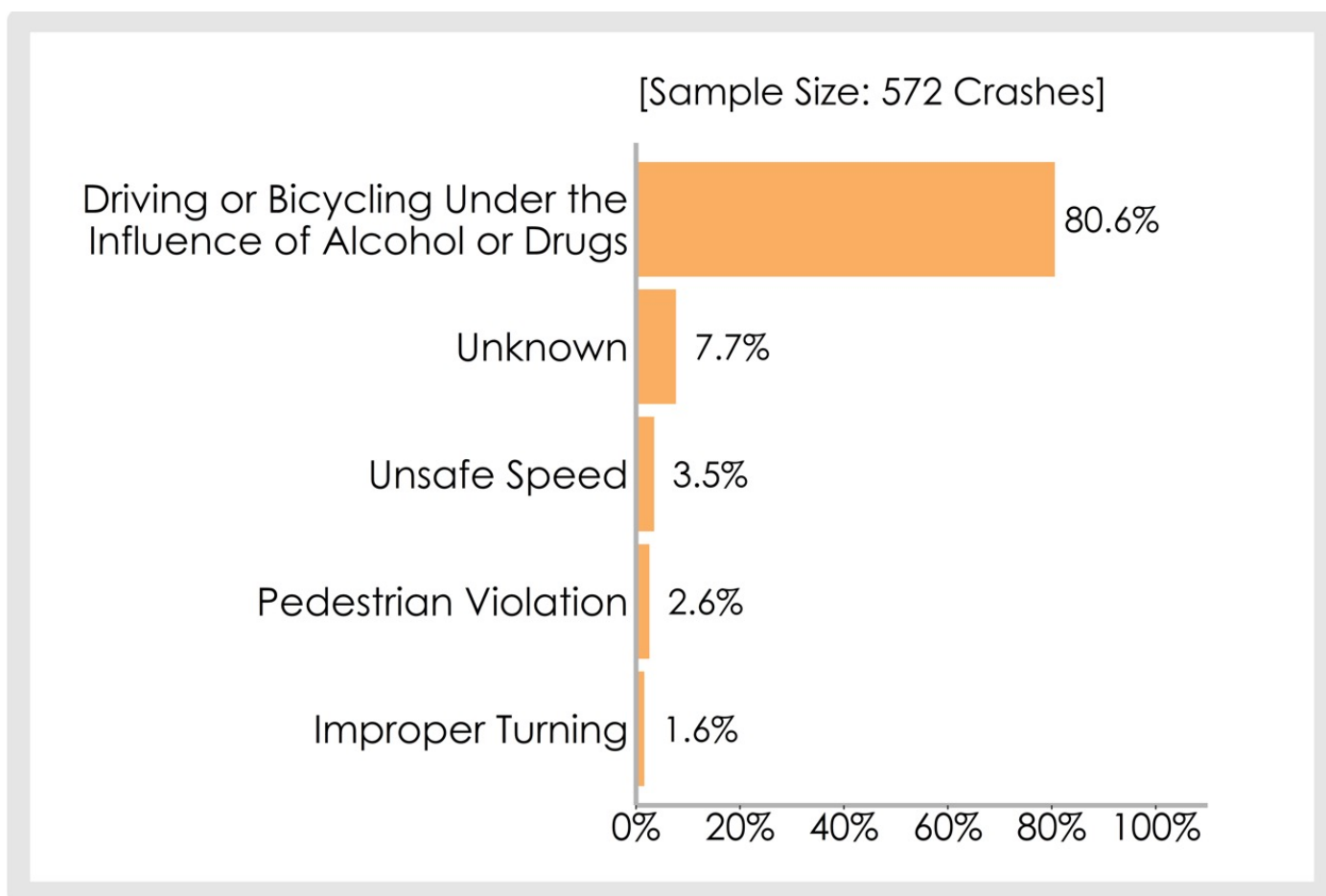
Drug-Involved Driving Fatal and Serious Injury Victim Demographics

- Half (50.0 percent) of the drug-involved driving fatal and serious injury victims in California in 2019 were young adults age 15 to 34.
- Among victims killed in drug-involved crashes with a known race, most were white (80.6 percent). Race was unknown for 29.4 percent of the victims.

Crash Location for Fatal Drug-Involved Driving Crash Victims

- Nearly three in five (59.6 percent) of the drug-involved fatal injuries occurred on urban roads.
- Most of the fatalities occurred on non-interstate principal arterials (40.7 percent), followed by non-interstate minor arterials (21.1 percent), and non-interstate collectors (18.0 percent).

Top Five Primary Crash Factors for Drug-Involved Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2019

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measure

To slow the anticipated increase of California drivers killed in crashes that tested positive for drug involvement. The data shows an increase of 7.4 percentage points from the 2019 calendar base year of 50 percent to 57.4 percent by December 31, 2022.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	402 PT	State/Community Highway Safety Grant Program	\$360,500
2022	405d AL	Impaired Driving Countermeasures Grants	\$13,920,901

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 19](#) of the HSP.

Countermeasure Strategy

(DI) Education/Public Awareness

Project Safety Impacts and Linkage Between Program Area

- Fund education and awareness campaigns to be conducted at middle schools, high schools, and colleges as well as public health safety events to discourage the use of any impairing substance while operating a vehicle.
- 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.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Drug-Impaired Driving:

- 5.5 Prevention, Intervention, Communication and Outreach Designated Drivers
- 6.5 Underage Drinking and Drinking and Driving Youth Programs
- 7.3 Drug-Impaired Driving Education Regarding Medication

National campaigns such as National Impaired Driving High Visibility Enforcement Campaigns will also be supported.

Planned Activity Description

This planned activity provides for a public awareness and education campaign on the dangers of drug-impaired driving including cannabis, illicit prescription and over-the-counter drugs and the combination of these drugs with alcohol.

Grant	Agency	Fund	Amount
DI22024	Long Beach Department of Health and Human Services	405d AL	\$215,000
DI22027	Riverside County Public Health Department	402 PT	\$107,500
DI22013	San Francisco Public Health Department	405d AL	\$190,222
DI22022	Santa Cruz County Health Services Agency	405d AL	\$225,000
DI22014	Shasta County Health and Human Services Agency	402 PT	\$253,000
DI22018	University of California, Irvine	405d AL	\$200,000

Grant	Agency/Title/Description
DI22024	<p>Long Beach Department of Health and Human Services Drug Impaired Driving Prevention and Education Program</p> <p>The City of Long Beach is requesting funds to continue and expand its first, and only, drug-impaired driving prevention program. A comprehensive program with distinct focus on cannabis education, funds will be maximized to execute countermeasures, expand city-wide public awareness, and continue to take the lead in developing new strategies to reverse trends and reduce incidence of fatalities and injury caused by drug-impaired driving. The Long Beach Department of Health and Human Services will leverage partnerships with other OTS funded projects, City departments, and community organizations to increase sustainability and ensure an equitable approach to reducing preventable traffic related injuries and fatalities throughout Long Beach.</p>
DI22027	<p>Riverside County Public Health Department College Communities Against Drunk, Drugged, and Distracted Driving (CADD) Program</p> <p>Riverside University Health System - Public Health Injury Prevention Services seeks to provide prevention education, and resources to local college campuses in efforts to reduce the number of residents killed or injured due alcohol, drug-impaired and distracted driving. The program will include collaboration with community and advocacy groups to provide mass media campaigns on alcohol, drug-impaired and distracted driving, engaging and supporting college law enforcement departments to disseminate educational materials, and conducting outreach events on each campus by utilizing the OTS Go Safely campaign messaging on all participating campuses.</p>
DI22013	<p>San Francisco Public Health Department Drug and Alcohol Impaired Driving Education Campaign</p> <p>Best practice strategies will be employed to reduce the number of people killed and injured in crashes involving drug and alcohol-impaired driving. The funded strategies may include classroom education, community events, presentations, and workshops. These countermeasures will be conducted in communities with high numbers of new drivers (high school/colleges), at local bars, clubs and dispensaries, with health care providers and online through social media.</p>

Grant	Agency/Title/Description
DI22022	<p>Santa Cruz County Health Services Agency Arrive Sober/Llegar Sobrio</p> <p>Santa Cruz County Health Services Agency, Arrive Sober/Llegar Sobrio, will utilize best practice strategies to conduct a comprehensive impaired driving prevention program, to reduce the number of impaired drivers on Santa Cruz County roadways that will also decrease the number of persons killed or injured in alcohol-involved crashes. The proposed strategies are focused on prevention and education of youth and adult drivers with an emphasis on people of Latino ethnicity, community members and businesses. Countermeasures will be conducted countywide with a focus on high school-aged youth, adults 21+, parents, and licensed alcohol merchants. Efforts will increase community protective factors in partnership with key stakeholders to leverage resources and enhance collaboration to impact unsafe and illegal behavior and eliminate impaired driving fatalities and injuries.</p>
DI22014	<p>Shasta County Health and Human Services Agency Driving Safe in Shasta</p> <p>The Shasta County Health and Human Services Agency will implement "Driving Safe in Shasta" to educate teens and adults about the dangers and consequences of drug-impaired driving and distracted driving and educate elementary and junior high school children about pedestrian safety. The county wide project will provide community education, and encourage behavior change in an effort to promote driving responsibly and riding safely as passengers. This will be accomplished through distribution of educational materials, educational campaigns, web-based videos, Instagram and Facebook messaging, on-campus events at high schools, health fairs and social media contests among high school and college students.</p>
DI22018	<p>University of California, Irvine UCI Virtual Ambassador Program against Alcohol and Drug-Impaired Driving</p> <p>The COVID-19 pandemic has been associated with increased alcohol and drug use. Similarly, social media platforms have gained even more popularity during the pandemic. A Virtual Ambassador Program will be created in the University of California, Irvine. Through this program, social media channels will be created to disseminate information and local evidence on alcohol-impaired and drug-impaired driving in Orange County. UCI will invite the UCI community, consisted of >37,000 students and >25,000 staff, to subscribe to the channel and act as virtual ambassador by spreading the word through their individual networks on social media and linking their connections to UCI. Moreover, the program will be advertised in the UCI Medical Center Emergency Department and invite the patients (>58,000 per year) to join to the program.</p>

Countermeasure Strategy

(DI) Evaluation

Project Safety Impacts and Linkage Between Program Area

- Funding allows the Orange County Crime Laboratory to continue the improvement of drug detection by testing all DUI Offenders for drug types and concentrations in their blood.
- Funding allows for the purchase of a Gas Chromatograph Mass Spectrometer.
- Funding allows for the expansion of testing capabilities and the improvement of forensic toxicology services for DUID cases.
- Continue to support the strategies outlined in the Impaired Driving Strategic Plan that is being submitted alongside the Highway Safety Plan.
- Continue to improve drug detection methods in alcohol and drug-impaired driving.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Drug-Impaired Driving:

- 5.5 Prevention, Intervention, Communication and Outreach Designated Drivers

National campaigns such as National Impaired Driving High Visibility Enforcement Campaigns will also be supported.

Planned Activity Description

This planned activity provides for the enhancement of drug detection and improvement of the crime lab capabilities and protocols.

Grant	Agency	Fund	Amount
DI22001	Contra Costa County Sheriff's Department	405d AL	\$80,000
DI22009	Orange County Sheriff's Department	405d AL	\$299,850
DI22012	San Diego County Sheriff's Crime Lab	405d AL	\$505,723

Grant	Agency/Title/Description
DI22001	<p>Contra Costa County Sheriff's Department Consumable Support for the Identification of Impairing Substances in DUI Cases</p> <p>The Contra Costa County Office of the Sheriff-Forensic Services Division will utilize the OTS grant funds to purchase consumables that will support current toxicology testing and expand testing capability of driving under the influence of drugs cases in Contra Costa County. The Forensic Services Division is an ANSI National Accreditation Board accredited crime laboratory providing forensic services to over 20 law enforcement agencies in a County with a population exceeding one million residents. The consumables purchased will be used for current LC-MS/MS methods of toxicology testing and for method validation using the LC-MS/MS.</p>
DI22009	<p>Orange County Sheriff's Department Drug Prevalence in DUI Drivers</p> <p>The Orange County Crime Laboratory will continue to work collaboratively to provide exceptional forensic toxicology services by improving drug detection methods and elevating the expertise of forensic scientists. In Orange County, all blood samples collected from individuals arrested for DUI are tested for the presence of drugs regardless of the tested Blood Alcohol Concentration. This grant aims to continue that policy and improve services by funding the purchase of new equipment, conducting oral fluid testing research, analyst training, and overtime for existing staff.</p>
DI22012	<p>San Diego County Sheriff's Crime Lab Improved Testing for Drug Impaired Driving</p> <p>The San Diego County Sheriff's Regional Crime Laboratory is committed to improving forensic toxicology services to all stakeholders in San Diego County. In San Diego County, the Crime Laboratory currently contracts with a third-party laboratory to perform toxicology testing. The testing performed by the contract laboratory does not meet the National Safety Council's Alcohol, Drugs and Impairment Division's minimum best practices and recommendations of Tier I testing for all DUI cases. This grant will improve forensic toxicology services by funding Tier I toxicology screening on all DUI samples submitted to the contract laboratory. Additionally, this grant will fund one Criminalist II position as part of the goal of establishing an in-house toxicology program.</p>

Countermeasure Strategy

(DI) Training

Project Safety Impacts and Linkage between Program Area

- Increase detection of impaired drivers will increase the likelihood of DUI convictions and act as an effective deterrent to impaired driving.
- Fund basic Standardized Field Sobriety Test (SFST) classes, training at least 1,200 law enforcement personnel, and SFST instructor classes, training at least 20 law enforcement personnel.
- Fund Advanced Roadside Impaired Driving Enforcement (ARIDE) classes, training at least 1,100 law enforcement personnel.
- Fund Drug Recognition Evaluator (DRE) school and certification instruction, training at least 350 law enforcement personnel, and DRE instructor classes, training at least 10 law enforcement personnel.
- Fund DRE recertification classes, training at least 400 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 Professional (DITEP) and other drug education training for health care and educational professionals.
- 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.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Drug-Impaired Driving:

- 5.5 Prevention, Intervention, Communication and Outreach Designated Drivers

National campaigns such as National Impaired Driving High Visibility Enforcement Campaigns will also be supported.

Planned Activity Description

This planned activity provides for basic and instructor SFST, ARIDE, and DRE training and certification of law enforcement personnel as well as 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. Training includes the introduction and/or interpretation of new laws and explanation of legal trends.

Grant	Agency	Fund	Amount
DI22021	California Highway Patrol	405d AL	\$2,000,000
DI22008	Orange County District Attorney's Office	405d AL	\$833,392

Grant	Agency/Title/Description
DI22021	<p>California Highway Patrol Drug Recognition Evaluator (DRE) Program 2022</p> <p>The California Highway Patrol will implement a Drug Recognition Evaluator statewide training project. This program provides instructor training classes, conducts Drug Recognition Evaluator and Standardized Field Sobriety Test instruction and certification, Drug Impairment Training for Educational Professionals, and Advanced Roadside Impaired Driving Enforcement training. Funding will be used to train allied agency officers, education professionals, and the CHP uniformed personnel.</p>
DI22008	<p>Orange County District Attorney's Office California Traffic Safety Resource Prosecutor Training Network</p> <p>The Orange County District Attorney's Office will assign a specialized team to implement the California Traffic Safety Resource Prosecutor Training Network statewide. The team will provide specialized training and technical assistance to law enforcement personnel, prosecutors and other traffic safety professionals. This training will cover all aspects of alcohol and drug-impaired driving, including but not limited to, trial advocacy, expert testimony, standardized field sobriety tests, crash reconstruction, DRE, toxicology and legal updates. The office will accomplish these objectives as a means to prevent impaired driving and to reduce alcohol and drug-involved traffic fatalities and injuries.</p>



Countermeasure Strategy

(DI) Vertical Prosecution

Project Safety Impacts and Linkage between Program Area

- Provide funding for vertical prosecution grants to prosecute alcohol and drug impaired driving cases.
- Continue to support prosecutors to collaborate with local law enforcement agencies as well as local toxicologists to increase the prosecution of the DUI and DUID cases.

Rationale

This countermeasure strategy in the past improved the collaboration between law enforcement, prosecutors, and criminalists. This collaboration along with working with a specialized prosecutor that handles a case through its entirety, leads to successful prosecutions of DUI offender.

Planned Activity Description

This planned activity will fund vertical prosecution grants where specialized teams will be assigned to prosecute alcohol and drug-impaired driving cases.

Grant	Agency	Fund	Amount
DI22002	El Dorado County District Attorney's Office	405d AL	\$345,654
DI22025	Fresno County District Attorney's Office	405d AL	\$505,500
DI22023	Kern County District Attorney's Office	405d AL	\$576,910
DI22003	Los Angeles City Attorney's Office	405d AL	\$912,050
DI22004	Los Angeles County District Attorney's Office	405d AL	\$1,559,350
DI22005	Marin County District Attorney's Office	405d AL	\$474,905
DI22006	Monterey County District Attorney's Office	405d AL	\$526,000
DI22007	Orange County District Attorney's Office	405d AL	\$1,111,503
DI22026	Riverside County District Attorney's Office	405d AL	\$430,000
DI22028	Sacramento County District Attorney's Office	405d AL	\$266,738
DI22029	San Bernardino County District Attorney's Office	405d AL	\$553,000
DI22010	San Diego City Attorney's Office	405d AL	\$244,008
DI22011	San Diego County District Attorney's Office	405d AL	\$530,600
DI22015	Solano County District Attorney's Office	405d AL	\$271,000
DI22016	Sonoma County District Attorney's Office	405d AL	\$325,298
DI22017	Tulare County District Attorney's Office	405d AL	\$175,000
DI22019	Ventura County District Attorney's Office	405d AL	\$371,500
DI22020	Yolo County District Attorney's Office	405d AL	\$192,698

Grant	Agency/Title/Description
Various	<p>Various (See chart above) Alcohol and Drug Impaired Driver Vertical Prosecution Program</p> <p>The County District Attorney's Office (or City Attorney's Office) will assign a specialized team to prosecute alcohol and drug impaired driving cases. The DUI prosecution team will handle cases throughout each step of the criminal process. Prosecution team members will work to increase the capabilities of the team and the office by obtaining and delivering specialized training. Team members will share information with peers and law enforcement personnel throughout the county and across the state. The office will accomplish these objectives as a means to prevent impaired driving and reduce alcohol and drug-involved traffic fatalities and injuries.</p>




EMERGENCY MEDICAL SERVICES

PROBLEM IDENTIFICATION AND DATA ANALYSIS

There are typically many contributing factors in motor vehicle crashes. EMS plays 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.

The national 911 system was implemented over 50 years ago to provide efficient public access to emergency assistance. While effective, the 911 system must also evolve with technological improvements. A 911 system update is planned in the near future which will allow users to securely send text messages, video, and photos to 911, and in turn allow 911 dispatchers to transmit this information along with location information on to first responders. This enhanced 911 system will allow first responders to more accurately locate crash victims to assess their injuries, thereby improving patient outcomes. In 2019, 34 states, including California, the District of Columbia, and two tribal nations were awarded grant funding to upgrade their Next Generation 911 capabilities.

National

In 2019, there were 36,096 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 fatalities. 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; multi-county EMS agencies are comprised of three or more counties.

As of April 2021, the state's trauma center network consists of 79 designated trauma centers and admitted over 70,000 trauma patients per year, though not all related to motor vehicle crashes. Almost three-quarters of the designated trauma centers (73.4 percent) offer Level I or Level II trauma services alongside other comprehensive resources needed for providing definitive care. Nearly one quarter (24.1 percent) of the designated trauma centers 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 58 licensed hospitals designated as a Level I or Level II trauma center, one-quarter (24.1 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 2019 data shows that there were 3,606 fatalities from motor vehicle crashes and 16,427 serious injuries.¹

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 crash 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 2021, there were 49 responders killed in the line of duty. As of February 2021, California had 26,449 first responders trained in Strategic Highway Research Project (SHRP2) TIM, which represented 37.1 percent of the state's first responder workforce. While this percentage fell shy of the national goal of 45 percent or more, California ranked fourth in the nation in the number of responders trained in SHRP2 TIM. By improving TIM training, California could reduce congestion related to traffic crashes and the risk of secondary crashes.



HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measure

Decrease the average extrication time from the time of arrival at the crash site to transport by December 31, 2022.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	402 EM	State/Community Highway Safety Grant Program	\$1,220,137

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 19](#) of the HSP.

Countermeasure Strategy

(EMS) First Responder Equipment

Project Safety Impacts and Linkage Between Program Area

- Provide funds for regional grants for the purchase of hydraulic and e-draulic extrication equipment.
- Promote state-certified extrication training programs.
- Promote community involvement in traffic safety.

Rationale

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 crash victims and to reduce response times for the arrival of appropriate equipment to the scene and/or the extrication of crash victims.

Planned Activity Description

The grants will provide funding for new equipment and training for fire departments that don't have equipment or that need of replacement equipment.

Grant	Agency	Fund	Amount
EM22015	Atascadero Fire & Emergency Services	402 EM	\$82,000
EM22001	Butte County Fire Department	402 EM	\$34,400
EM22014	Cameron Park Fire Department	402 EM	\$31,790
EM22002	Daggett Fire Department	402 EM	\$25,000
EM22003	Downieville Fire Protection District	402 EM	\$38,000
EM22004	Ebbetts Pass Fire District	402 EM	\$106,539
EM22018	Gold Ridge Fire Protection District	402 EM	\$152,000
EM22016	Hollister Fire Department	402 EM	\$114,000
EM22017	Live Oak	402 EM	\$35,000
EM22005	Lookout Volunteer Fire Department	402 EM	\$50,000
EM22006	Madera County Fire Department	402 EM	\$70,000
EM22007	Petaluma Fire Department	402 EM	\$114,000
EM22008	Rancho Santa Fe Fire Protection District	402 EM	\$15,182
EM22019	River Delta Fire District	402 EM	\$17,490
EM22009	South Santa Clara County Fire District	402 EM	\$85,736
EM22010	Tehama County Fire Department	402 EM	\$60,000
EM22011	Templeton Fire and Emergency Services	402 EM	\$38,000
EM22012	Tuolumne County Fire Department	402 EM	\$136,000
EM22013	Wilton Fire Protection District	402 EM	\$15,000

Grant	Agency/Title/Description
Various	<p>Various (See chart above) Regional Crash Response and Extrication Improvement Program</p> <p>The city/county/fire protection district will serve as the lead agency for a regional extrication equipment distribution grant for their county. The extrication equipment is used by first responders to safely extricate victims trapped in traffic crashes. Best practice strategies will be used to reduce the response time for the arrival of appropriate extrication equipment to traffic crash scenes and the time to extricate the victims of traffic crashes, thus increasing survivability. The grant will provide funding for new equipment and training for fire departments without extrication equipment or those that have existing equipment that has reached the end of its usable lifespan and is in need of replacement.</p>

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Crashes involving motorcycles are a major traffic safety concern in the United States. Since motorcyclists are susceptible to injury during crashes, they comprise a disproportionate share of all injured and killed vehicle occupants. In 2018, motorcyclists were 27 times more likely than passenger car occupants to be fatally injured in a traffic crash, 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.

NOPUS reported that 71.0 percent of motorcyclists in the United States wore a DOT-compliant helmet in 2018, higher than the 65.2 percent found 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 motorcyclists ranged from 62 percent to 97 percent in 2018. In states without a universal helmet law, the rate was lower and ranged widely from 19 percent to 58 percent in 2017. In California, which has a universal helmet law, the known helmet use rate among fatally injured California motorcyclists in 2019 was high (93.9 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 motorcycle type vehicles. Motorcycle crashes are defined as a crash where one or more victims is a motorcycle driver or passenger.

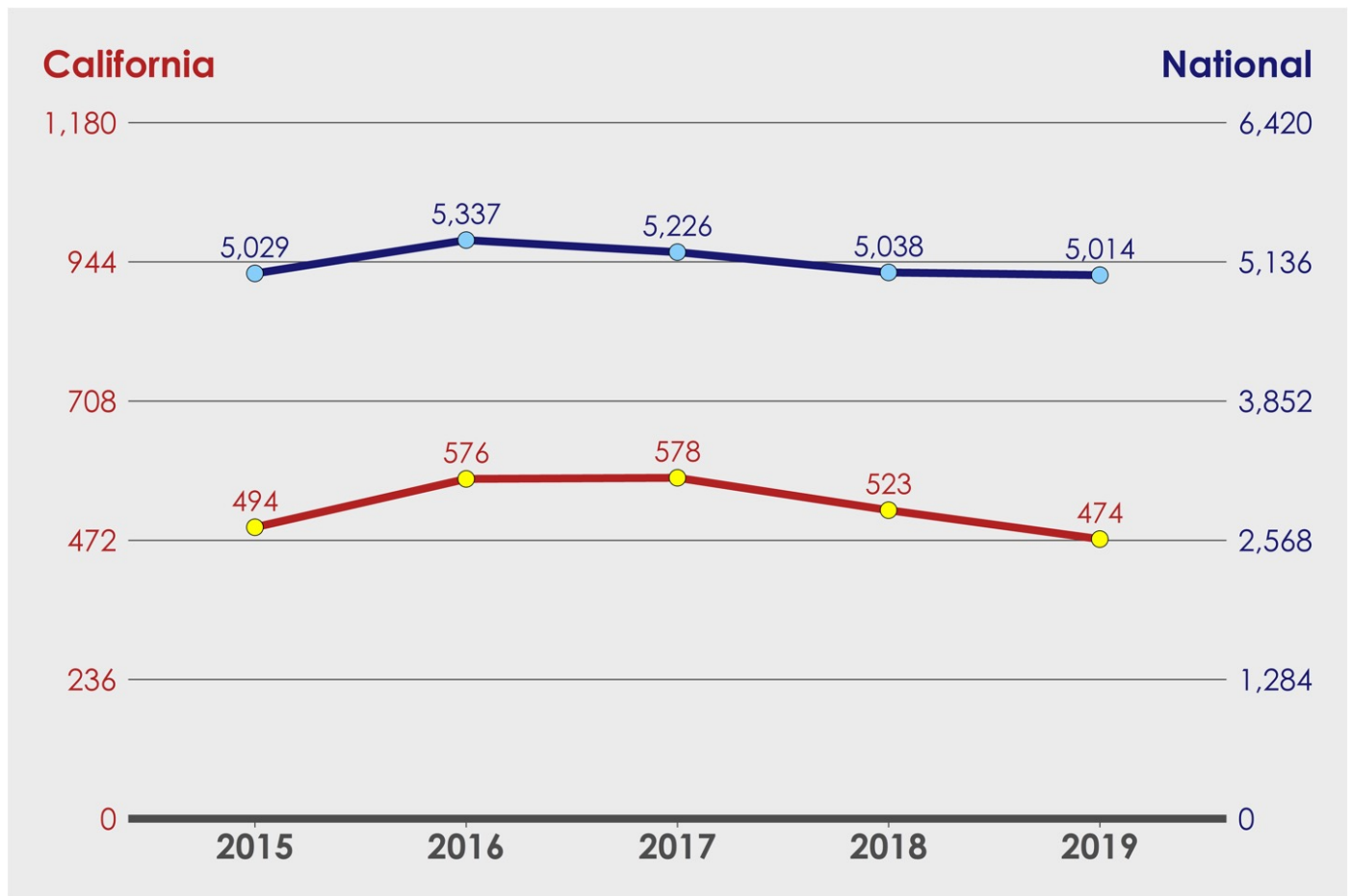
National

- In 2019, there were 5,014 motorcyclists killed on public roadways in the United States. This number reflects a 0.5 percent decrease from 2018, when 5,038 motorcyclists were killed.
- In 2019, drivers of all vehicle types saw declines in the number of alcohol-impaired drivers involved in fatal crashes compared to 2018, except for motorcyclists, who saw a 14.7 percent increase. In 2018, motorcyclists had higher percentages of alcohol impairment than other motor vehicle drivers involved in fatal crashes – 25 percent of motorcyclists involved in fatal crashes were alcohol-impaired, compared to 21 percent of passenger car drivers.
- Over one-quarter (28 percent) of motorcyclists involved in fatal crashes in 2018 were not properly licensed.

California

- Motorcycling is popular in California; the state recorded the second highest number of motorcyclist fatalities in the nation in 2018. From 2015 to 2019, the state has seen a 4.0 percent decrease in motorcyclist fatalities from 494 to 474.
- Of all motorcyclist fatalities in 2019, 6.0 percent (or 28) of motorcyclists were not wearing helmets. This is an improvement from the 6.6 percent unhelmeted fatality rate in 2018.

Motorcycle Fatality Trends



Source: FARS 2015-2018, FARS ARF 2019

State-level Analysis

The figures in this section refers to drivers and passengers of motorcycles fatally injured in a crash in California in 2019. These numbers are the products of UCB SafeTREC analysis.

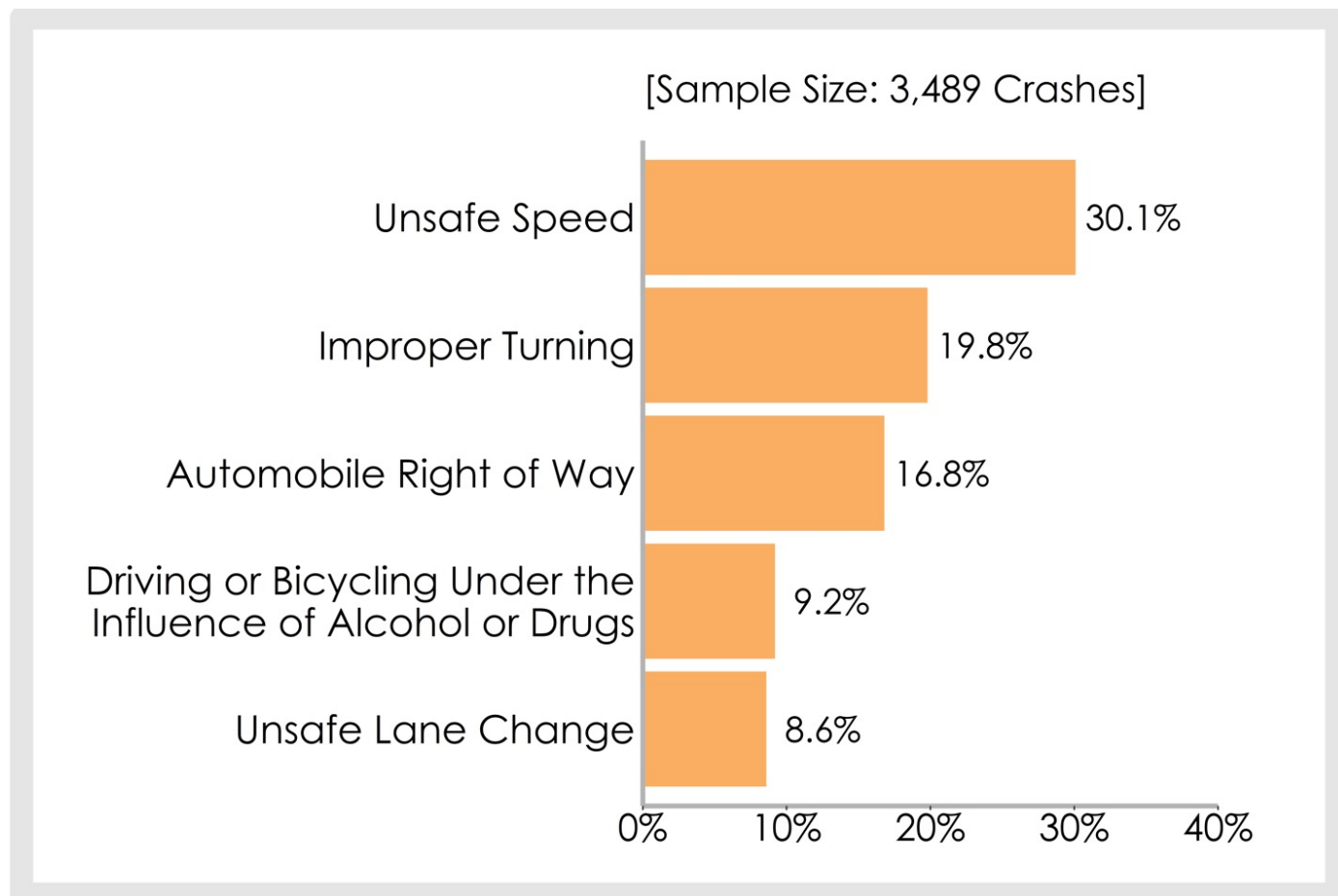
Fatal and Serious Injury Motorcycle Crashes by County

- Los Angeles, San Diego, Riverside, San Bernardino, and Orange counties in Southern California, followed by Alameda, Sacramento, and Santa Clara counties in Northern California, had the highest number of fatal and serious injuries among motorcyclists.
- The rural counties of Alpine and Sierra had the highest rates of fatal and serious injuries per 100K population by county, followed by Trinity, Tuolumne, Mariposa, Inyo, Plumas, and Mono counties.

Primary Crash Factors of Motorcycle Fatal and Serious Injury Crashes

- Unsafe speed (30.1 percent), followed by improper turning (19.8 percent), and right-of-way violations by automobiles (16.8 percent), were the most frequent primary crash factors for fatal and serious injury motorcycle crashes.

Top Five Primary Crash Factors of Motorcycle Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2019

Crash Types for Motorcycle Fatal and Serious Injury Crashes

- Broadside crashes (23. percent) and overturned crashes (20.0 percent) were the most frequent crash types for fatal and serious injury motorcycle crashes.

Time and Day of Motorcycle Crash Fatal and Serious Injuries

- The number of fatally and seriously injured motorcyclists is markedly higher between 3pm and 6pm, comprising 24.8 percent of the fatal and serious motorcyclist injuries that occurred in 2019.
- Motorcyclist fatalities and serious injuries were elevated during the day on Saturdays and Sundays between noon and 6pm, accounting for 23.2 percent of fatal and serious injuries in 2019. Overall, fatal and serious injuries were highest on Saturday and Sunday, followed by Friday; these three days accounted for 52.1 percent of motorcyclist fatalities and serious injuries.

Motorcycle Crash Fatal and Serious Injury Victim Demographics

- The vast majority (91.5 percent) of fatal and serious motorcycle crash victims were males. The age category with the greatest number of victims, men or women, is ages 25 to 34, comprising 29.1 percent of all victims.
- Race was not reported for 26.6 percent of the motorcyclist fatalities. Of the 348 fatalities with a known race, 83.9 percent (or 292) were white.

Crash Location for Motorcycle Crash Victims

- Over two-thirds (69.2 percent) of motorcycle crash fatal and serious injuries occurred in urban areas, compared to 29.7 percent on rural roads. Only 17.1 percent of travel took place on rural roads.
- Over one-third (38.2 percent) of all motorcycle crash fatalities occurred on non-interstate principal arterials. The next most common locations for motorcycle crash fatalities were non-interstate minor arterials (26.4 percent) and non-interstate collectors (15.4 percent).

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measures

Reduce motorcyclist fatalities 17.51 percent from the preliminary final FARS number of 474 to 391 by December 31, 2022.

Slow the trending increase of Unhelmeted Motorcyclist Fatalities. Data shows there will be a 21.43 percent from the preliminary final FARS number of 28 to 34 by December 31, 2021.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	402 MC	State/Community Highway Safety Grant Program	\$555,000
2022	405f	Motorcycle Safety Grants	\$600,000

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 19](#) of the HSP.

Countermeasure Strategy

(MC) Education/Public Awareness/Enforcement

Project Safety Impacts and Linkage Between Program Area

- 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 crashes.
- Fund public motorcycle training courses “Live to Ride” through Anaheim, Coronado, Hawthorne, Rialto, and Upland Police Departments, as well as the Riverside County Sheriff's Department and the San Francisco Metropolitan Transportation Authority.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's “Countermeasures That Work” for Motorcycle Safety:

- 1.2 Helmet Use Promotion Programs
- 2.2 Alcohol-Impairment: Communications
- 3.2 Motorcycle Rider Training
- 4.2 Motorist Awareness of Motorcyclists

National campaigns such as May's Motorcycle Safety Awareness Month will also be supported.

Planned Activity Description

This planned activity provides for comprehensive evaluation of motorcycle programs to improve and develop effective countermeasures to reach the increasing population of motorcyclists. Additionally, this planned activity 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	Agency	Fund	Amount
MC22006	Anaheim Police Department	405f MC	\$55,000
MC22005	California Highway Patrol	402 MC	\$555,000
MC22005	California Highway Patrol	405f MC	\$195,000
MC22001	Coronado Police Department	405f MC	\$50,000
MC22007	Hawthorne Police Department	405f MC	\$111,000
MC22002	Rialto Police Department	405f MC	\$29,000
MC22008	Riverside County Sheriff's Department	405f MC	\$36,000
MC22003	San Francisco Municipal Transportation Agency	405f MC	\$100,000
MC22004	Upland Police Department	405f MC	\$24,000

Grant	Agency/Title/Description
MC22005	<p>California Highway Patrol Get Educated And Ride Safe (GEARS) IV</p> <p>The CHP will implement a 12-month traffic safety project focusing on reducing the number of motorcycle-involved fatalities and crashes through enforcement activities, along with public awareness, and education.</p>
MC22003	<p>San Francisco Municipal Transportation Agency Vision Zero Motorcycle Safety Program Year 5</p> <p>As part of Vision Zero, San Francisco's citywide initiative to eliminate traffic fatalities, the San Francisco Municipal Transportation Agency (SFMTA) has developed and managed the Vision Zero Motorcycle Safety Program over the past four years to better serve motorcyclists, a vulnerable road user population in the city. In continued partnership with the San Francisco Police Department and the San Francisco Department of Public Health, the SFMTA intends to expand the program this year with the following strategies: increase outreach to new road users; conduct research and expand the program to include new road user types; create new educational materials; and provide virtual safety presentations alongside hands-on skills training. Given reduced funding in recent years and changing traffic patterns due to the COVID-19 pandemic, it is particularly important to update and expand the Program in this fifth year of its existence (Fiscal Year 2022).</p>
Various	<p>Various (see chart above) Motorcycle Education Grants</p> <p>The motorcycle training program is designed to reduce fatalities and injuries resulting from motorcycle crashes. The training offers a free, 8-hour, hands on motorcycle class put on by sworn motorcycle instructors/officers. 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.</p>

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 NOPUS that measures, among many variables, the use of seat belts by occupants age eight and older. The 2019 NOPUS reported that seat belt use was 90.7 percent among front-seat passengers, a slight increase from the 89.6 percent observed in 2018. Additionally, the 2019 survey found that seat belt use increased during both weekday rush hours and non-rush hours. Use during weekday rush hours increased from 89.3 percent in 2018 to 90.7 percent in 2019 and use during non-rush hours increased from 89.1 percent in 2018 to 90.8 percent in 2019.

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 crashes in this report are defined as crashes 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.

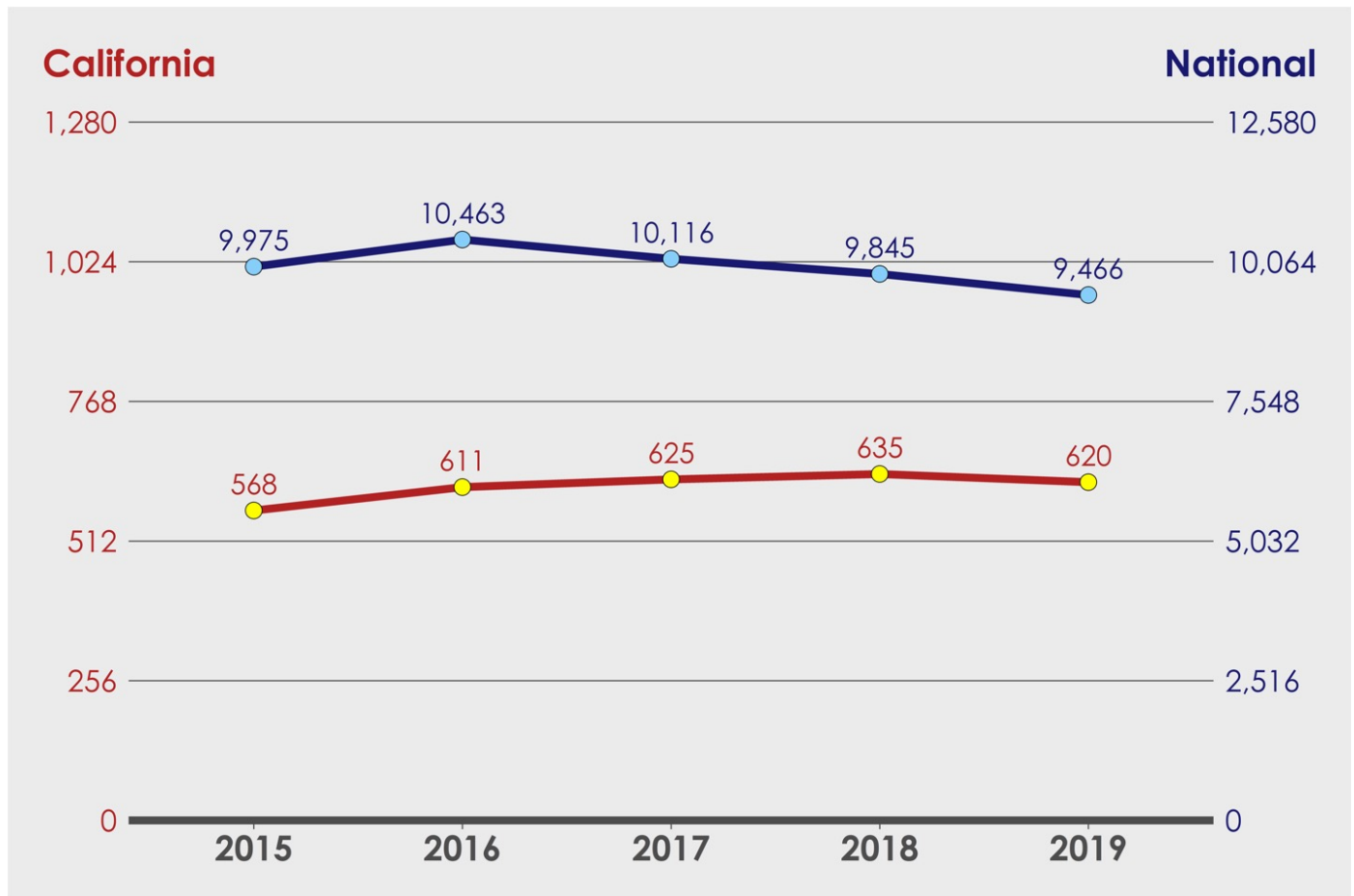
National

- Seat belt use among vehicle occupants in the western region of the U.S. increased from 92.7 percent in 2018 to 94.5 percent in 2019.
- In the United States, there were 9,466 unrestrained passenger vehicle occupants killed in traffic crashes in 2019, a 3.85 percent decrease from 9,845 in 2018.
- In 2019, of the 20,281 passenger vehicle occupants with known restraint use killed in motor vehicle traffic crashes, 9,466 or 46.7 percent were known to be unrestrained.
- In 2019, daytime restraint use was higher than nighttime; 55.2 percent of passenger vehicle occupants with known restraint use involved in a nighttime fatal crash were unrestrained compared with 39.3 percent involved in a daytime crash.
- NHTSA estimated that, among passenger vehicle occupants aged five or older involved in traffic crashes, 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.
- NHTSA found that, in 2018, weekday seat belt use among motorists increased from 89.2 percent in 2018 to 90.8 percent in 2019.

California

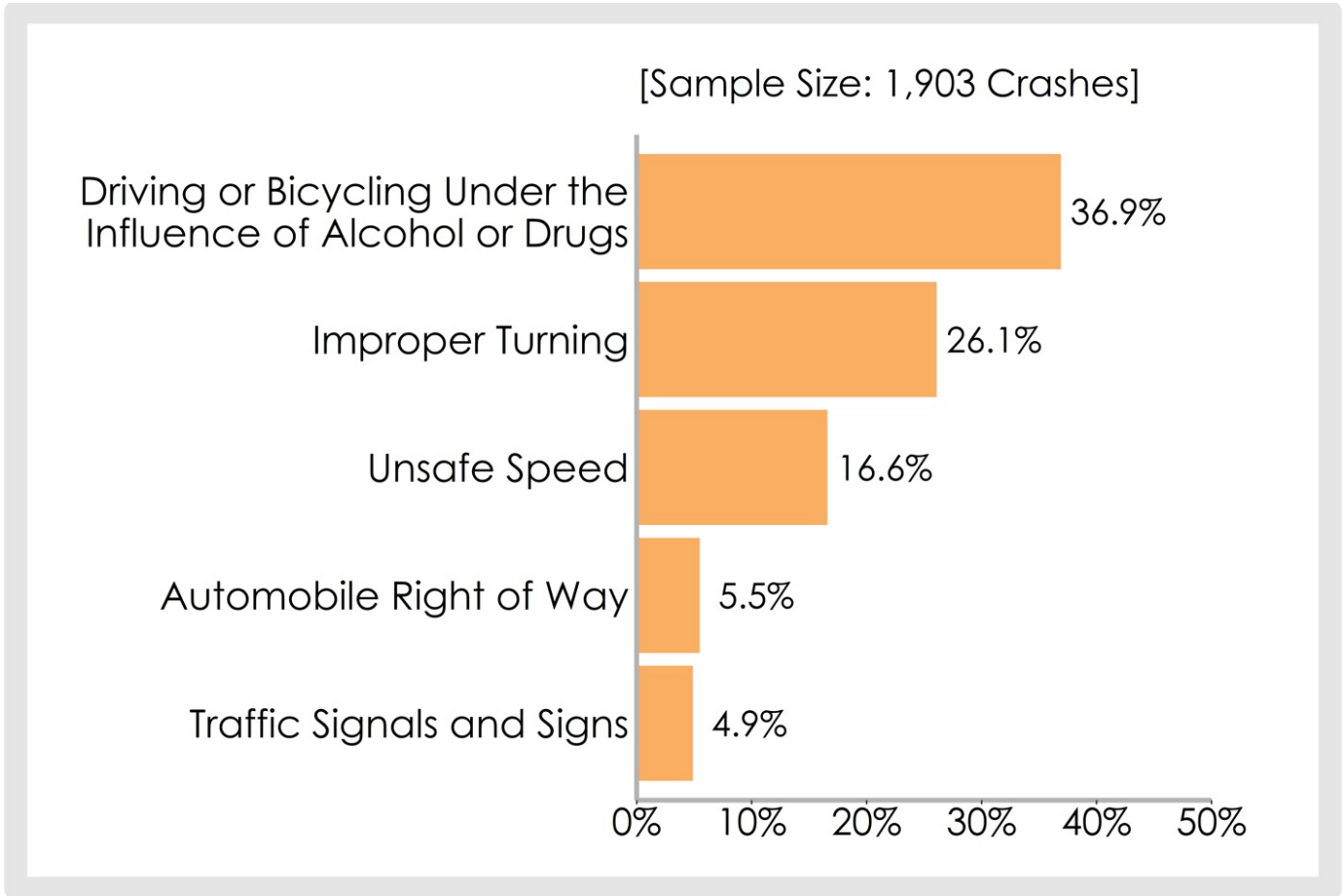
- In California, there were 620 unrestrained occupants killed in traffic crashes in 2019, comprising 2.4 percent fewer fatalities than the 635 in 2018.
- In 2019, California's front seat belt use was observed to be 96.0 percent, which was the second-highest use rate among all states.
- California's front seat belt use rate for those aged 5 and older has been greater than 95.0 percent from 2015 to 2019.
- In 2017, seat belts saved 1,488 California passenger vehicle occupants, age five and older, involved in traffic crashes. 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 2015 – 2018 Final File, 2019 ARF

Top Five Primary Crash Factors of Unrestrained Occupant Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2019

CHILD PASSENGER SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

On average, almost three children age 14 and under were killed daily in traffic crashes in 2019. 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 (37.8 percent decrease from 254 in 2009 to 158 in 2018). These fatality trends are in part due to child safety seats and lap/shoulder seat belt use. Of the 4,163 child passenger vehicle occupants with known restraint use who survived fatal crashes in 2018, 3,662 or 88.0 percent were restrained.

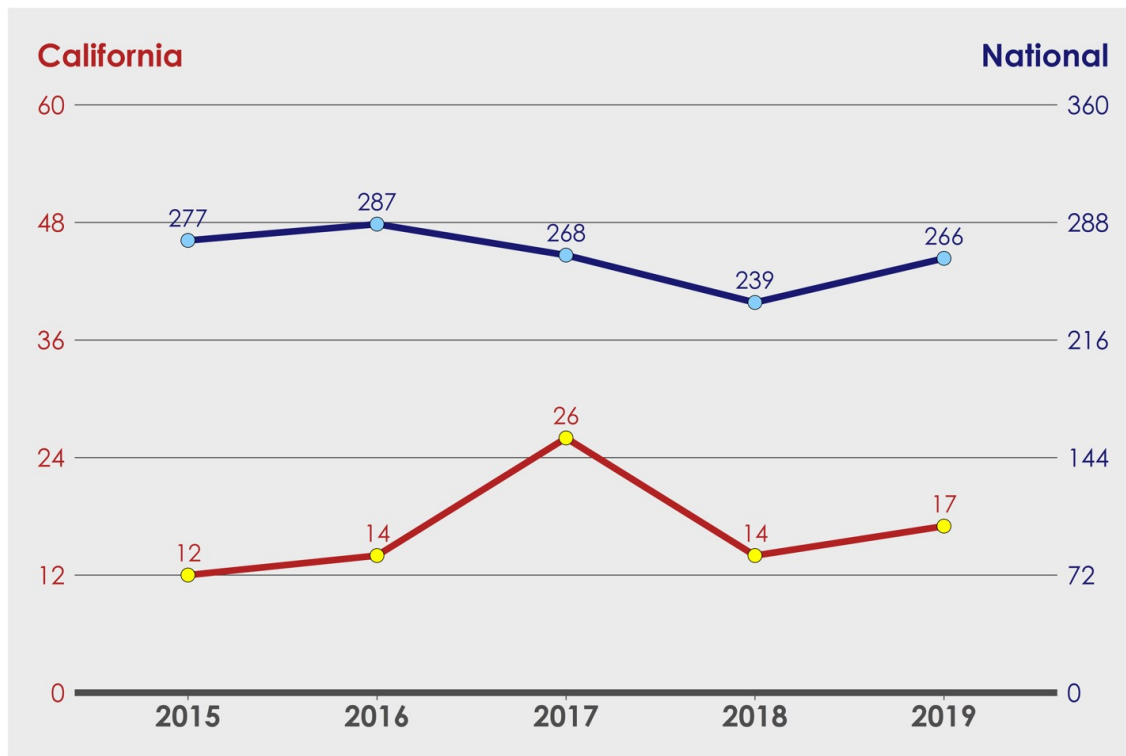
National

- In the US in 2019, there were 1,053 fatalities among children age 14 and under, a slight increase of 0.4 percent from 1,049 in 2018.
- Of the 669 child passenger vehicle occupants killed with known restraint use in 2018, 35.8 percent were unrestrained. In 2018, the unrestrained proportion of child fatalities with known restraint use increased with age from 16.7 percent of infants under age one to 50.6 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 were due to the use of adult seat belts.
- In 2019, there were 266 unrestrained children age 14 and younger killed in the US in traffic crashes. This is an 11.3 percent increase from 239 unrestrained child fatalities in 2018.

California

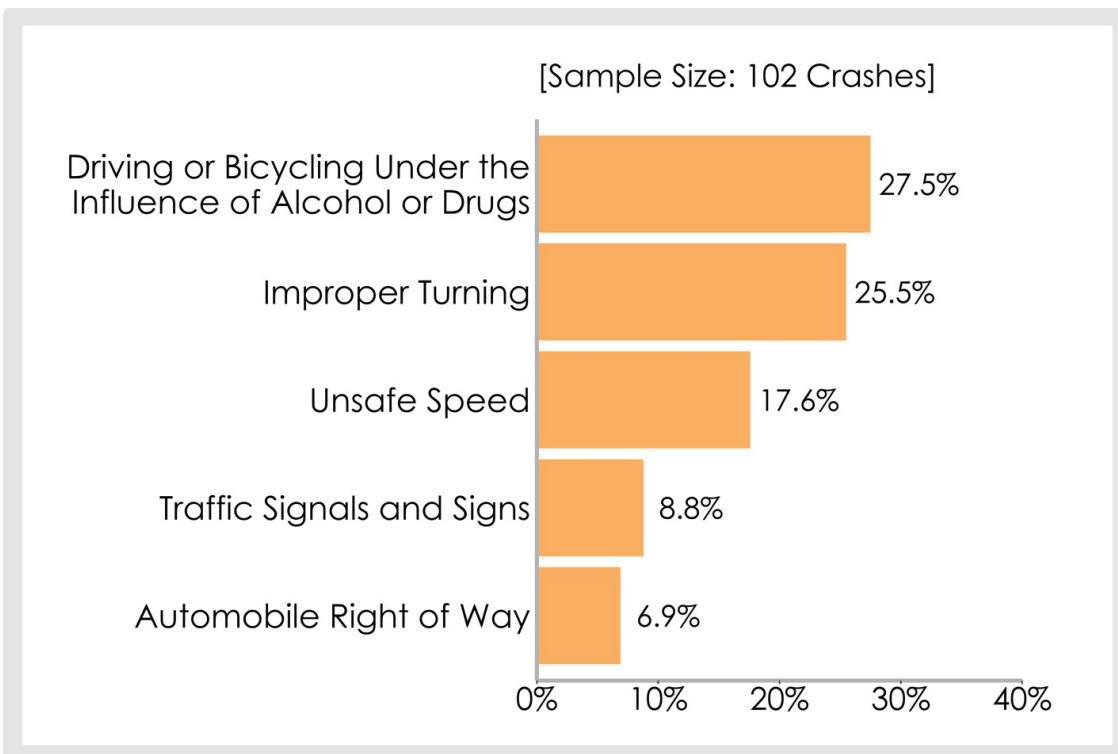
- In California, the number of fatally injured children aged 14 and under decreased 20.8 percent from 24 in 2018 to 19 in 2019. Serious injuries to children aged 14 and under increased from 94 in 2018 to 103 in 2019, a 9.6 percent increase. It is important to note that the number of fatalities is relatively small and subject to variability.
- Among children age 4 and under 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 2015 – 2018 Final File, 2019 ARF

Top Five Primary Crash Factors for Unrestrained Child Passenger Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2019

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 2016 and 2060, from 49 million to 95 million. In 2019, there were 7,214 people aged 65 and older killed in traffic crashes in the United States; this accounted for 20.0 percent of all traffic fatalities. To provide context, the overall population aged 65 and older accounted for 16.5 percent of people in the United States and 20.2 percent of all licensed drivers in 2019. California has the largest number of licensed drivers aged 65 and older in the nation with 4,516,813, or 16.6 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 and older.

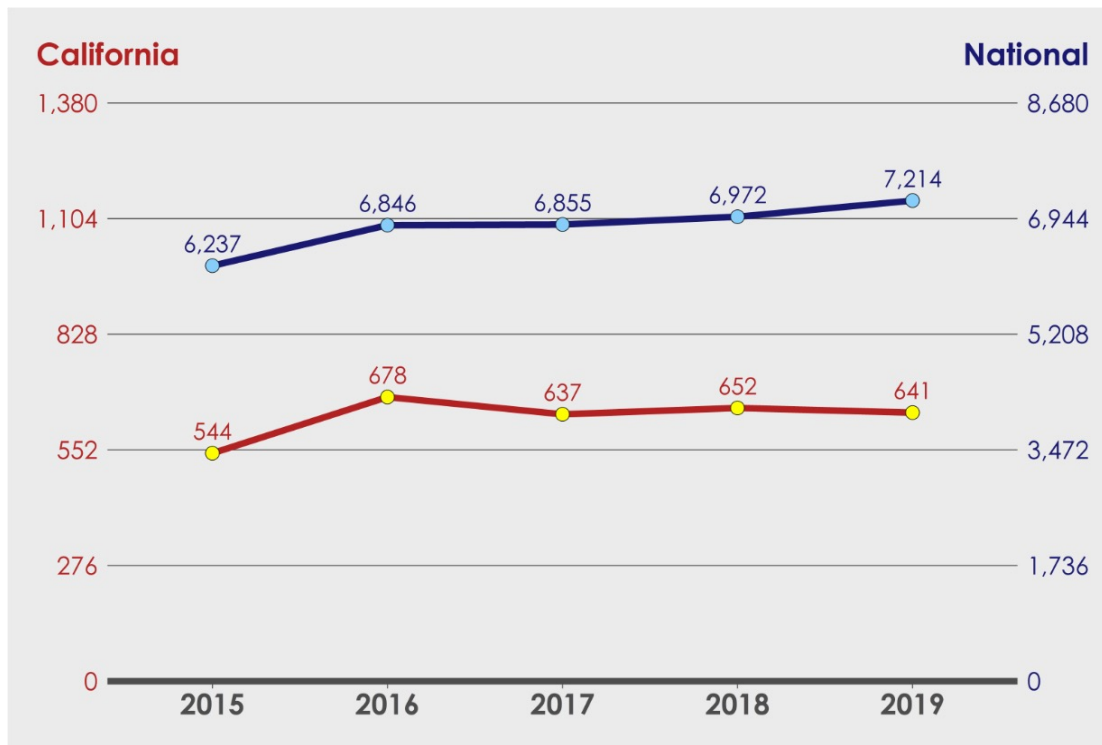
National

- In 2019, 7,214 adults aged 65 and older were killed in motor vehicle crashes, an increase of 3.5 percent from 6,972 in 2018.
- In 2019, drivers age 65 and older had a lower involvement rate in fatal crashes (16.5 per 100,000 licensed drivers) than drivers age 16-64 (23.0 per 100,000 licensed drivers). While drivers 70 and older drive fewer miles per driver, both the number of licensed drivers 70 and older and the proportion of people 70 and older with licenses has been increasing over the past two decades.
- In 2019, fewer drivers 65 and older involved in fatal crashes had BAC of .08 or more, relative to drivers under 65. Of drivers 65 and older who were involved in fatal crashes in 2018, 9.4 percent were alcohol-impaired.
- In 2018, 55.8 percent of the traffic fatalities involving passenger vehicle drivers age 65 and older were the older drivers themselves.

California

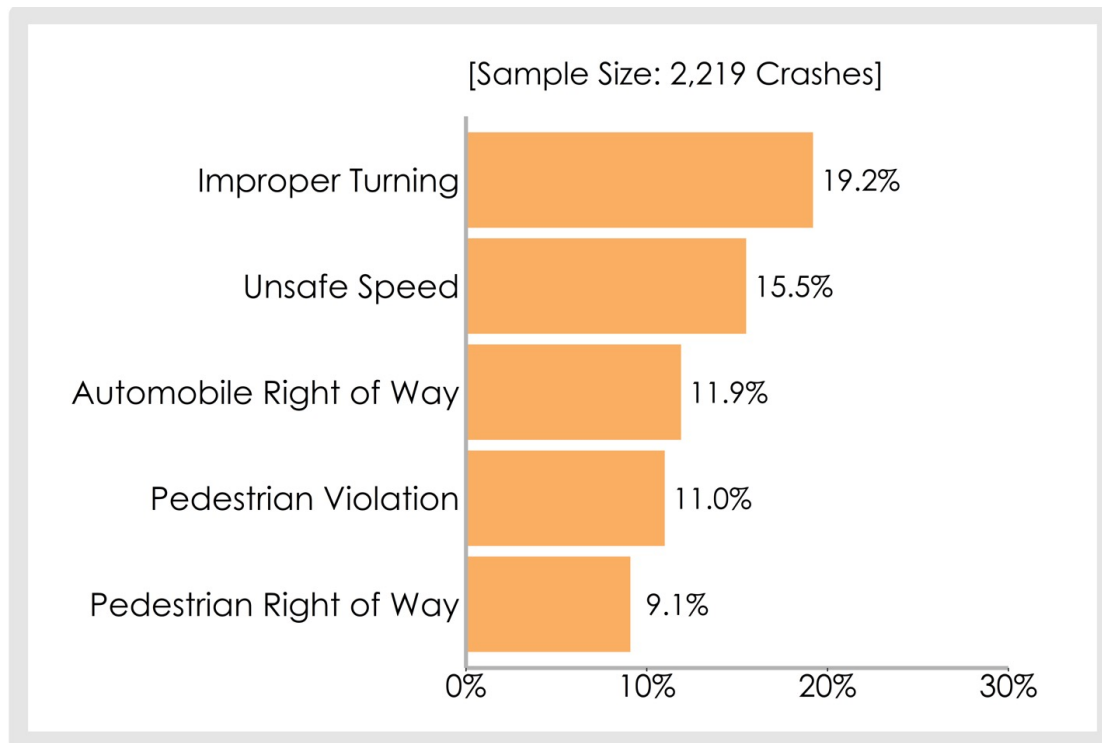
- In 2019, there were 641 people age 65 and older killed in traffic crashes in California, which is a 1.7 percent decrease from 652 in 2018.
- Pedestrian fatalities aged 65 and older increased 2.2 percent, from 225 in 2018 to 230 in 2019.
- In 2019, drivers age 65 and older had a lower involvement rate in fatal crashes (12.7 per 100,000 licensed drivers) than drivers age 16-64 (18.5 per 100,000 licensed drivers).

Aging Road User Fatality Trends



Source: FARS 2015 – 2018 Final File, 2019 ARF

Top Five Primary Crash Factors of Aging Road User Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2019

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measures

Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 1.13 percent from the preliminary final FARS number of 620 to 613 by December 31, 2022.

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.4 percentage point from 96.0 percent (2019 observation) to 96.4 percent by December 31, 2022.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	402 OP	State/Community Highway Safety Grant Program	\$150,000
2022	405b OP	Occupant Protection	\$3,464,102

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 19](#) of the HSP.

Countermeasure Strategy

(OP) Aging Road Users

Project Safety Impacts and Linkage between Program Area

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

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Older Drivers:

- 1.1 Communication and Outreach Formal Courses for Older Drivers
- 1.2 Communication and Outreach General Communication and Education

National campaigns such as the National Click It or Ticket Mobilization will also be supported.

Planned Activity Description

This planned activity provides funding to provide training and public awareness to the community and stakeholders related to aging road users.

Grant	Agency	Fund	Amount
OP22016	California Highway Patrol	402 OP	\$150,000

Grant	Agency/Title/Description
OP22016	California Highway Patrol Keeping Everyone Safe (KEYS) XIII The CHP will implement a traffic safety grant specifically focused on providing licensed senior drivers with enhanced traffic safety and mobility classes emphasizing the challenges faced by the senior driving community. Class facilitators will provide education on the most recent California driving laws, safe and defensive driving practices, and on primary crash factors involving older drivers.

Countermeasure Strategy

(OP) Local Education

Project Safety Impact and Linkage between Program Area

- Encourage participation in the statewide and national “Click It or Ticket” campaign and Child Passenger Safety (CPS) Awareness Week.
- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Urge the media to report occupant restraint usage as a part of every crash.
- Target high-risk populations with education to increase occupant protection use.
- Improve occupant protection educational outreach.
- Maintain the levels of CPS Certified Technicians by providing NHTSA's standardized CPS Technician and Instructor Training Programs, and renewal and update classes.
- Conduct NHTSA standardized CPS Certification training courses.
- Train new CPS Certified technicians.
- Provide CPS Recertification training to CPS technicians.
- Provide technical webinars for CPS instructors and technicians.
- Provide CPS educational resources to law enforcement and other agencies.
- Conduct child safety seat education classes to low-income residents.
- Conduct 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 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.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's “Countermeasures That Work” for Seat Belts and Child Restraints:

- 6.1 Strategies for Older Children
- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

National campaigns such as the National Click It or Ticket Mobilization and the Child Passenger Safety Week will also be supported.

Planned Activity Description

These planned activities provide funding to 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 activities will be to 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.

Grant	Agency	Fund	Amount
OP22020	Anaheim Police Department	405b OP	\$85,000
OP22001	Butte County Public Health Department	405b OP	\$153,000
OP22003	Community Action Partnership	405b OP	\$250,000
OP22004	Contra Costa County Health Services	405b OP	\$90,300
OP22005	Los Angeles County Public Health Department	405b OP	\$144,000
OP22006	Los Angeles Housing and Community Investment Department	405b OP	\$151,000
OP22021	Riverside County Public Health Department	405b OP	\$220,000
OP22022	Sacramento County Health and Human Services Department	405b OP	\$62,000
OP22007	San Joaquin County Public Health Services	405b OP	\$97,000
OP22018	San Luis Obispo Public Health Department	405b OP	\$72,100
OP22019	Santa Cruz County Health Services Agency	405b OP	\$53,000
OP22008	Solano County Health and Social Services	405b OP	\$105,000
OP22009	Stanislaus County Health Services Agency	405b OP	\$110,000
OP22010	Torrance Fire Department	405b OP	\$120,000
OP22011	Trinity County Public Health Department	405b OP	\$35,000
OP22012	Ventura County Fire Department	405b OP	\$71,000
OP22013	Yolo County Health and Human Services Agency	405b OP	\$175,000
OP22014	Yuba County Health and Human Services Department	405b OP	\$73,000

Grant	Agency/Title/Description
Various	<p>Various (See chart above) Child Passenger Safety Program</p> <p>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.</p>

Countermeasure Strategy

(OP) Statewide Education

Project Safety Impact and Linkage between Program Area

- Encourage participation in the statewide and national “Click It or Ticket” campaign and CPS Awareness Week.
- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Urge the media to report occupant restraint usage as a part of every crash.
- 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.
- Maintain the levels of CPS Certified Technicians by providing NHTSA's standardized CPS Technician and Instructor Training Programs, and renewal and update classes.
- Train a minimum of 100 new CPS Certified technicians.
- Provide CPS Recertification training to at least 50 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 8,000 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 125 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.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's “Countermeasures That Work” for Seat Belts and Child Restraints:

- 2.1 Short Term, High-Visibility Seat Belt Law Enforcement
- 2.2 Integrated Nighttime Seat Belt Enforcement
- 5.1 Short High-Visibility CR Law Enforcement
- 6.1 Strategies for Older Children
- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

National campaigns such as the National Click It or Ticket Mobilization and the Child Passenger Safety Week will also be supported.

Planned Activity Description

This planned activity provides funding for the Department of Public Health and the CHP to 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.

Grant	Agency	Fund	Amount
OP22002	California Department of Public Health	405b OP	\$400,000
OP22015	California Highway Patrol	405b OP	\$725,000

Grant	Agency/Title/Description
OP22002	<p>California Department of Public Health Vehicle Occupant Safety Program</p> <p>The California Department of Public Health's Vehicle Occupant Safety Program (VOSP) will coordinate child passenger safety efforts across California. VOSP will sustain essential CPS partnerships that link state and local policy, enforcement, and educational outreach 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 one-on-one programmatic reviews, development and distribution of e-Newsletters, support for CPS week activities, and provide research, data, and CPS educational materials statewide.</p>
OP22015	<p>California Highway Patrol California Restraint Safety Education and Training (CARSEAT) V</p> <p>The 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 crashes 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.</p>

Countermeasure Strategy

(OP) Statewide Usage Surveys

Project Safety Impact and Linkage between Program Area

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

Rationale

These countermeasure strategies are conducted to help guide which programs listed in NHTSA's "Countermeasures That Work" for Seat Belts and Child Restraints are needed statewide. National campaigns such as the National Click It or Ticket Mobilization and the Child Passenger Safety Week will also be supported.

Planned Activity Description

This planned activity provides funding for statewide observational seat belt, teen seat belt, and child safety seat usage rates.

Grant	Agency	Fund	Amount
OP22017	California State University, Fresno	405b OP	\$272,702

Grant	Agency/Title/Description
OP22017	California State University, Fresno Statewide Observational Restraint Usage Surveys Statewide seat belt usage data will be collected throughout California by using the 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 85 percent+ of fatalities on California roadways will be sampled. Standard error will not exceed 2.5 percent. The data on usage rates at approximately 204 sites will be collected in the Spring and Summer of 2022. During the Spring and Summer restraint surveys, a Distracted Driving survey will be simultaneously conducted. In addition, a statewide survey of teen drivers 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.

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Everyone is a pedestrian, whether or not walking is one's primary mode of travel. As a commute mode, walking is gaining in numbers. Based on the first six months of 2020, the GHSA projects that pedestrian fatalities in the nation will be on pace with 2019 despite large reductions in motor vehicle travel associated with COVID-19. Pedestrian fatalities as a proportion of total motor vehicle fatalities increased from 13.0 percent in 2010 to 17.3 percent in 2019. Moreover, pedestrian fatalities increased 46.5 percent from 2010 to 2019 while other traffic fatalities increased by 4.9 percent. Increases in pedestrian fatalities are largely occurring at night - from 2010 to 2019, the number of pedestrian fatalities that occurred in the dark increased 53.8 percent compared to a 16.2 percent increase in daytime pedestrian fatalities. Yet, the GHSA estimates a pedestrian fatality rate of 1.9 per 100,000 population in 2020, a slight reduction from the 2019 rate of 2.0 per 100,000 population.

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 crashes are defined as crashes where one or more victims is a pedestrian.

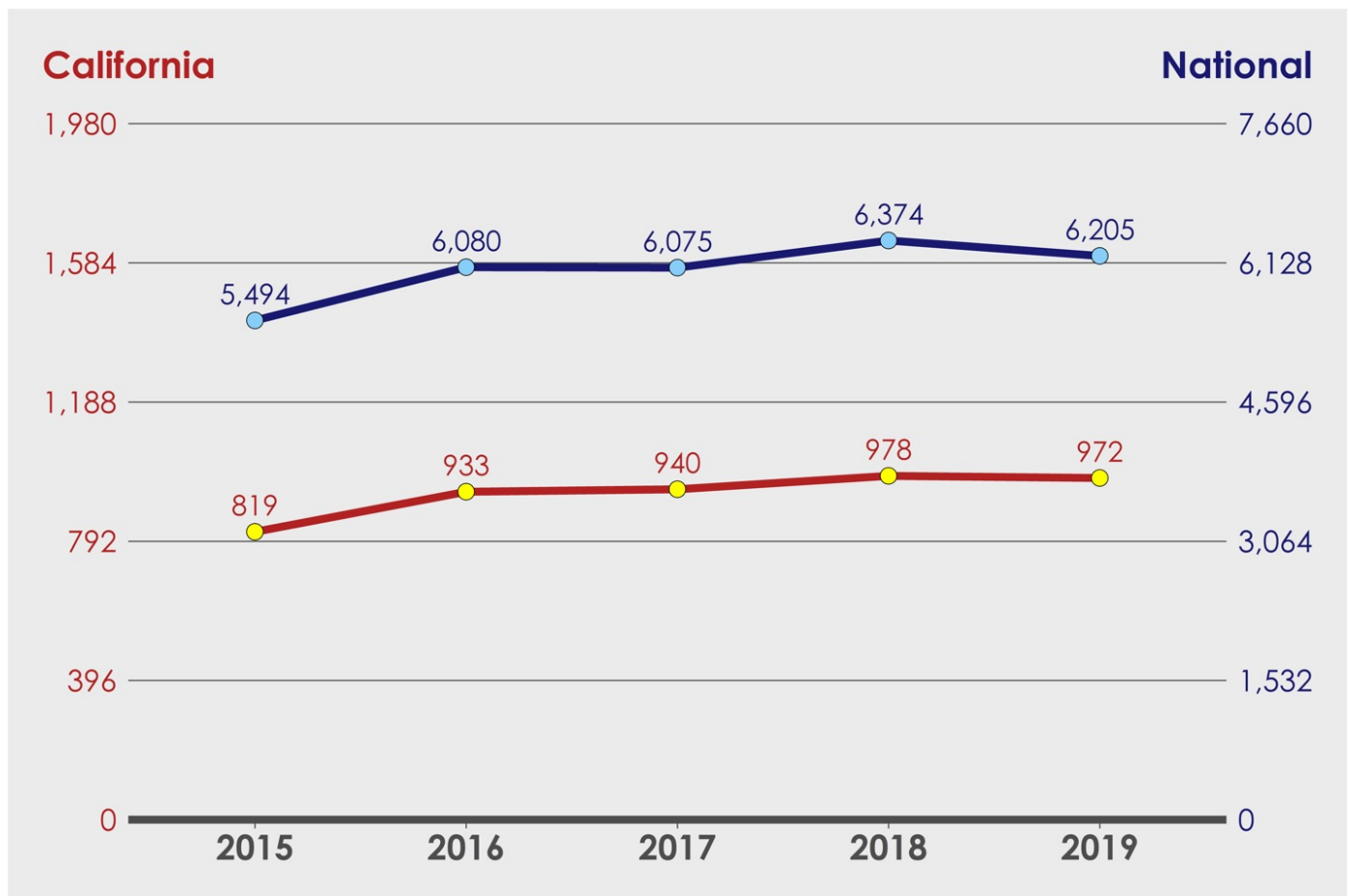
National

- NHTSA reports that 17 pedestrians died every day, averaging a pedestrian fatality every 1.4 hours in traffic crashes in 2019.

California

- Pedestrian fatalities rose 18.7 percent from 819 in 2015 to 972 in 2019. The one-year decrease from 2018 was 0.6 percent from 978 pedestrian fatalities.
- In the 2020 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. "Cars going too fast" was noted by 56.4 percent and "cars not stopping" was reported by 49.5 percent of respondents. "Distracted Drivers (by cell phones)" was reported by 44.0 percent of respondents.

Pedestrian Fatality Trends



Source: FARS 2015-2018; FARS ARF 2019

Fatal and Serious Injury Pedestrian Crashes by County

- The highest numbers of pedestrian fatal and serious injuries occurred in densely populated areas in Los Angeles County, followed by San Diego, San Bernardino, Sacramento, Orange, Riverside, Alameda, and San Francisco. Conversely, three counties - Alpine, Modoc, and Sierra - reported zero pedestrian fatal and serious injuries in 2019.
- Elevated rates of pedestrian fatal and serious injuries by population occurred in both urban and rural counties. The counties with the highest rates were Mono, Humboldt, San Francisco, Butte, Merced, Sacramento, Los Angeles, and Mendocino.
- Los Angeles, Sacramento, and San Francisco had both high numbers and rates per capita of pedestrian fatal and serious injuries.

Primary Crash Factors of Pedestrian Fatal and Serious Injury Crashes

- The most common primary crash factor for pedestrian fatal and serious injuries was pedestrian violations, at 49.8 percent, followed by pedestrian right-of-way violations at 19.2 percent. Pedestrian violations occur when a pedestrian commits a violation, whereas pedestrian right-of-way is defined as when a pedestrian's right-of-way is violated. However, neither indicates which party is most at fault for the crash.

Time and Day of Pedestrian Fatal and Serious Injuries

- Nearly half (46.3 percent) of pedestrian fatal and serious injuries occur between 6pm and midnight when dusk and darkness are factors. These injuries were most concentrated between 6pm and 9pm on weekdays, with a peak of 166 on Friday.

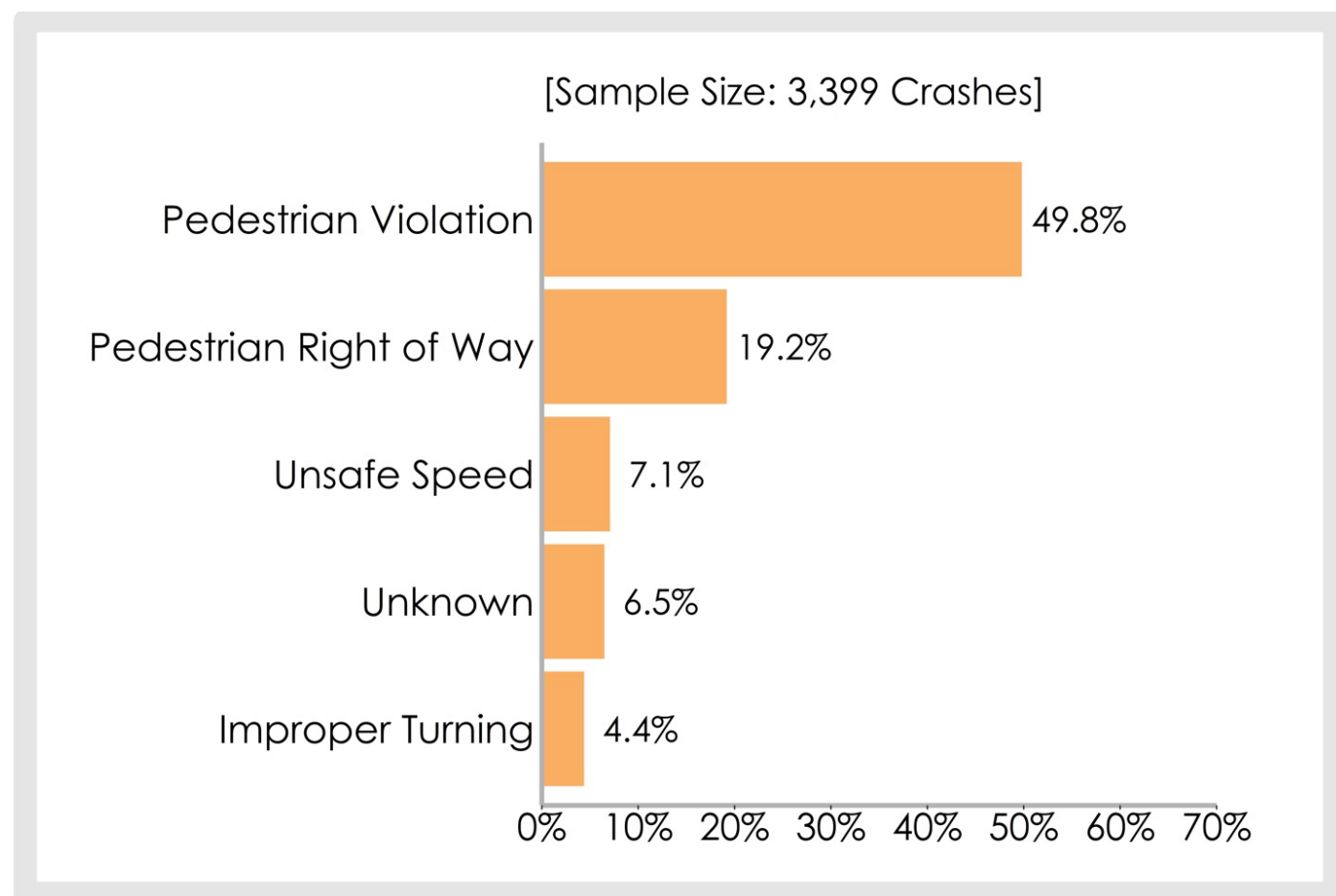
Pedestrian Fatal and Serious Injury Victim Demographics

- More male than female pedestrians in almost every age group sustained fatal and serious injuries in 2019. Pedestrian injuries were greatest for the following age groups: 25 to 34 (18.5 percent of all fatally or seriously injured pedestrian victims), 55 to 64 (15.9 percent), and 45 to 54 (14.4 percent).
- Race was unknown in FARS for 31.0 percent, or 301 of the pedestrian fatalities. Of the 671 fatalities with a known race, about 73.9 percent (or 496) were white.

Crash Location for Pedestrian Victims

- The vast majority (90.1 percent) of pedestrian fatalities occurred in urban areas compared to 9.8 percent in rural areas.
- Almost three-quarters (70.9 percent) of all pedestrian fatalities occurred on non-interstate principal or minor arterial roadways.

Top Five Primary Crash Factors for Pedestrian Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2019

BICYCLE SAFETY

Bicycling is becoming more popular across the country, for commuting, exercise, and leisure. However, in the event of a traffic crash 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 2019, there were 846 bicyclists killed in a traffic crash in the United States. In citing concern about the level of bicycle fatalities, the 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 crashes are defined as crashes where one or more victims is a bicyclist, other cyclist, or bicycling passenger.

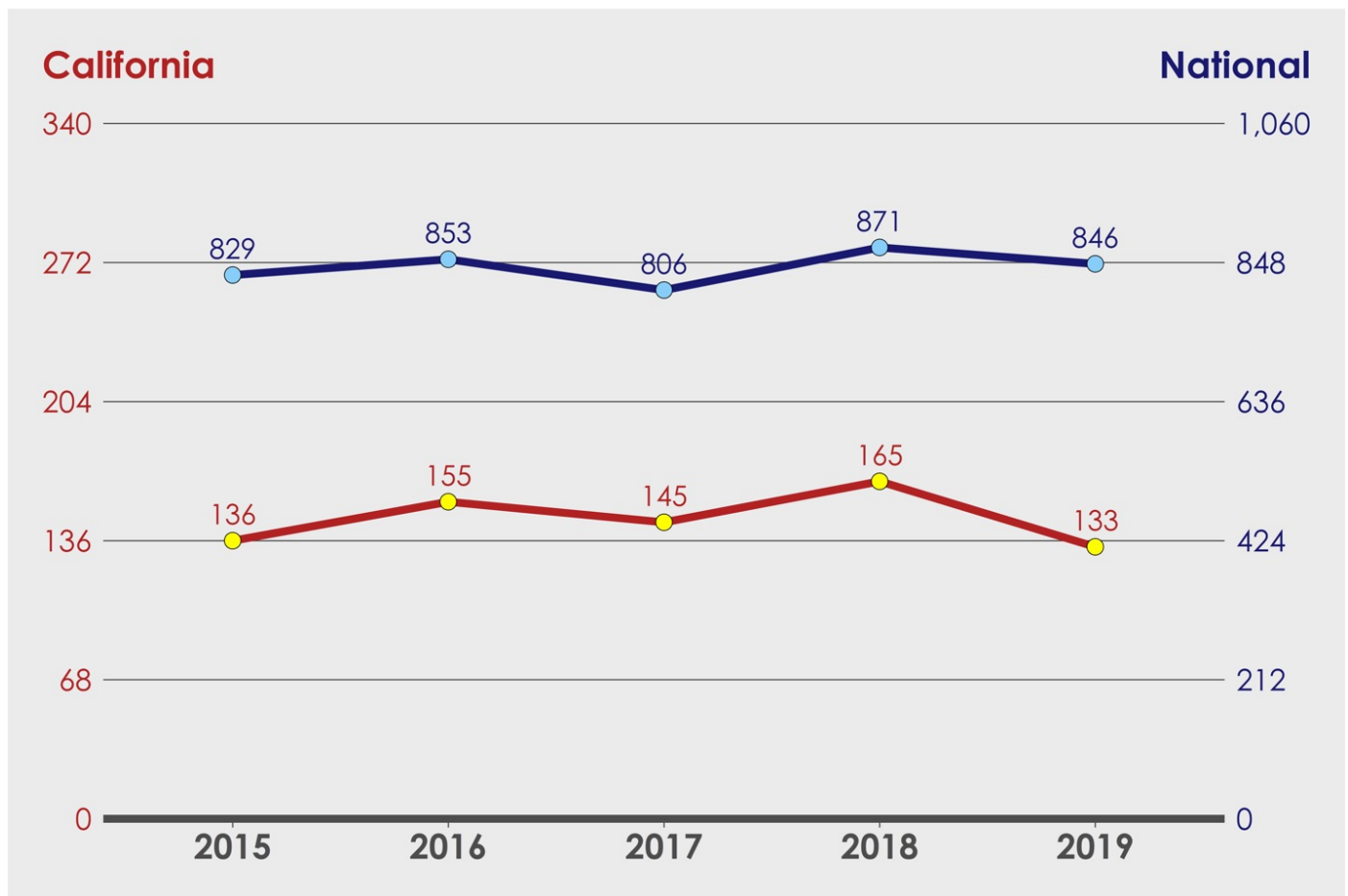
National

- Bicycling fatalities decreased 2.9 percent from 871 in 2018 to 846 in 2019.
- Bicycle fatalities represented 2.3 percent of the total number of traffic fatalities in 2019.
- In 2018, 19.5 percent of cyclists killed in a traffic crash had a BAC of .08 g/dL or higher. Bicycling fatalities in alcohol-impaired driving crashes increased 9.2 percent from 2017 to 2018.

California

- In California, bicycle fatalities decreased 19.4 percent from 165 fatalities in 2018 to 133 fatalities in 2019.
- Bicycle fatalities represented 3.7 percent of the total number of traffic fatalities in 2019 in California.
- In 2018, 16.8 percent of cyclists killed in a traffic crash had a BAC of .08 g/dL or higher.
- 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 2020 California Traffic Safety Survey, only 63.0 percent of drivers surveyed believed it is legal for bicyclists to ride on roadways when there is not a bicycle lane present, a significant reduction ($p < 0.01$) from 80.2 percent in 2019.

Bicycling Fatality Trends



Source: FARS 2015-2018, FARS ARF 2019

Fatal and Serious Injury Bicycle Crashes by County

- Bicycle fatal and serious injuries were highest in densely populated areas of the state. Los Angeles County had the highest number of fatal and serious injuries. The counties of Orange, San Diego, Sacramento, Alameda, Santa Clara, San Francisco, and San Joaquin also had relatively high numbers.
- Rates of bicycle fatal and serious injuries per population were highest in Del Norte and Plumas counties, followed by Santa Cruz, Tuolumne, Mono, Santa Barbara, and Humboldt counties.
- Six counties reported no bicycle fatal or serious injuries: Alpine, Lassen, Mariposa, Modoc, Sierra, and Trinity counties. An additional 18 counties reported three or fewer bicycle fatal and serious injuries.

Primary Crash Factors of Bicycling Fatal and Serious Injury Crashes

- PCFs varied considerably for bicycling fatal and serious injury crashes. The three top PCFs were unsafe speed at 17.0 percent followed by improper turning and automobile right of way both at 15.8 percent. Wrong side of road and traffic signals and signs were the next two most common PCFs, at 13.2 and 12.4 percent, respectively.

Crash Types for Bicycling Fatal and Serious Injury Crashes

- The top two bicycling fatal and serious injury crash types were broadside (29.4 percent) followed by non-specified “other” crashes (29.0 percent).

Time and Day of Bicycling Fatal and Serious Injuries

- The time of day when the highest number of bicycle fatal and serious injuries occurred was between 3pm and 9pm (38.8 percent). Fridays had a slightly elevated number of crashes accounting for 16.3 percent of bicycle fatal and serious injuries.

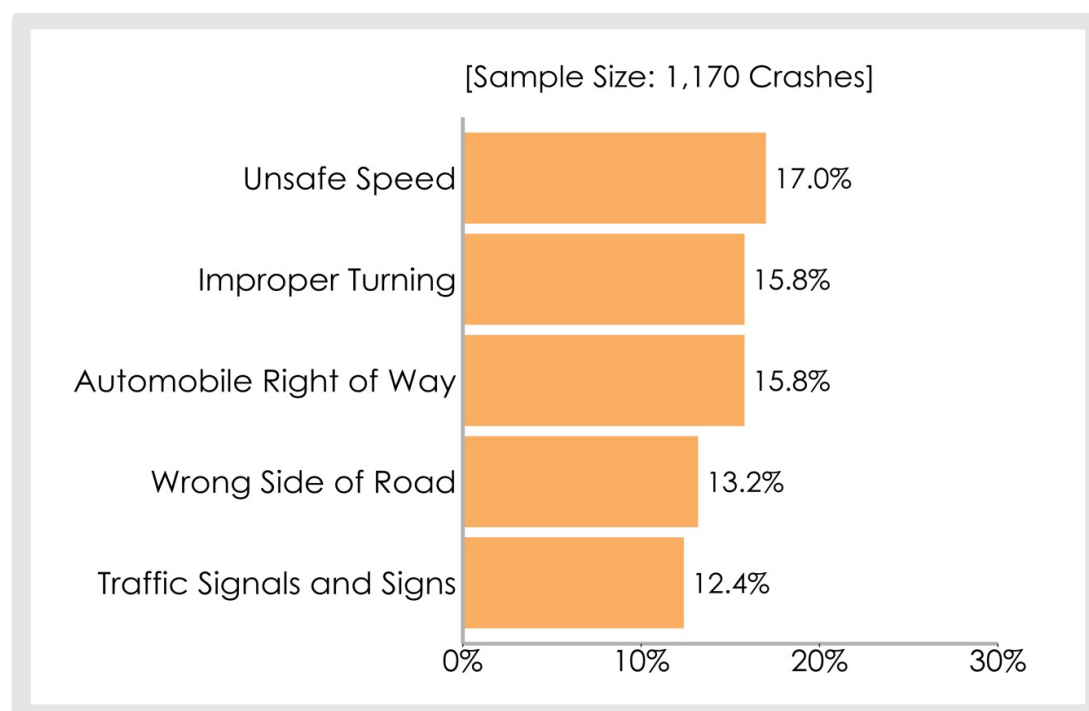
Bicycling Fatal and Serious Injury Victim Demographics

- More male (84.7 percent) than female (15.3 percent) bicyclists sustained fatal and serious injuries in 2019.
- The bicyclists most likely to be fatally or seriously injured were middle aged, especially those aged 55 to 64 (18.4 percent) and those aged 45 to 54 (17.8 percent). Younger adults, aged 25 to 34 and 35 to 44, also experienced higher levels of injury at about 16.0 percent for both age groups.
- Race was unknown in FARS for 30.8 percent, or 41 of the bicyclist fatalities. Of the 92 fatalities with a known race, about 83.7 percent (or 77) were white.

Crash Location for Bicycling Victims

- Over four in five bicycle fatalities (85.7 percent) occurred in urban areas compared to 14.3 percent in rural areas.
- Nearly half (46.6 percent) of all bicycle fatalities occurred on non-interstate principal arterials, followed by minor arterials (24.8 percent), local roads (13.5 percent), and collectors (12.0 percent).

Top Five Primary Crash Factors for Bicycling Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2019

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measures

Reduce pedestrian fatalities 1.85 percent from the projected final projected FARS number of 972 to 954 by December 31, 2022.

Reduce pedestrian fatalities 1.85 percent from the projected final projected FARS number of 972 to 954 by December 31, 2022.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	402 PS	State/Community Highway Safety Grant Program	\$6,712,050
2022	405h PS	Non-Motorized Safety	\$1,250,000

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 19](#) of the HSP.

Countermeasure Strategy

(PS) Community Support/Technical Assistance

Project Safety Impacts and Linkage between Program Area

- Conduct outreach, site visits, trainings, workshops, provide technical assistance, and encourage best practices for pedestrian and bicyclist safety at the community level.
- Fund SafeTREC to facilitate sustained networks, engage and train communities on safer roadways for vulnerable road users, and conduct community workshops.
- Offer no-cost Pedestrian Safety Assessments to cities and communities focusing on pedestrian and bicycle safety issues and produce reports of these assessments.
- Provide technical assistance among FHWA pedestrian and bicyclist focus cities.

Rationale

These countermeasure strategies are based on the promotion of multiple programs listed in NHTSA's "Countermeasures That Work" for Pedestrian Safety and Bicycle Safety. National and state campaigns such as the National Walk to School Day, National Bicycle Safety Month, National Pedestrian Safety Month and California's Pedestrian Safety Month will also be supported.

Planned Activity Description

This planned activity 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 crash cities and communities as well as the seven focus cities (Los Angeles, San Diego, San Francisco, San Jose, Santa Ana, Fresno, and Bakersfield).

Grant	Agency	Fund	Amount
PS22020	University of California, Berkeley - SafeTREC	402 PS	\$1,537,250
PS22021	University of California, Berkeley - SafeTREC	402 PS	\$480,000

Grant	Agency/Title/Description
PS22020	<p>University of California, Berkeley - SafeTREC Community Pedestrian and Bicycle Safety Program</p> <p>The goal of the Community Pedestrian and Bicycle Safety Program is to apply evidence-based solutions to pedestrian and bicycle safety programs in order to work toward zero traffic fatalities. This program consists of three general categories: 1) the Community Pedestrian and Bicycle Safety Training program, 2) the Focus Cities program, and 3) general statewide data analysis and outreach, which provides data analysis, research briefs, maps, trend analysis, etc. for training sites, the OTS and other state agencies, and the public at large.</p>
PS22021	<p>University of California, Berkeley - SafeTREC Complete Streets Safety Assessment</p> <p>To reduce the number of fatalities of pedestrians and bicyclists, and to reduce the injuries and severity of crashes on California's roadways, Safe Transportation Research and Education Center will provide free expert technical assistance to California's local agency staff in the form of Complete Streets Safety Assessments.</p>

Countermeasure Strategy

(PS) Education/Public Awareness

Project Safety Impacts and Linkage

- Provide classroom educations, bicycle rodeos, community events, educational presentations, and workshops to promote the safety of pedestrian and bicyclists within the community.
- Implement Vision Zero campaigns.
- Work with community-based organizations to promote safety and best practices for motorists, bicyclists and pedestrians.
- Expand the statewide pedestrian safety campaign “Go Safely, California.”
- 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.
- Encourage jurisdictions to take a Go Human Safety Pledge and deploy the Kit of Parts to improve safety in their communities.
- Expand awareness of the Disadvantaged Communities Active Transportation Planning Toolkit available from SCAG to the communities in which they serve.
- 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.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA’s “Countermeasures That Work” for Pedestrian Safety and Bicycle Safety:

- 2.1 Pedestrian Safety Elementary-Age Child Pedestrian Training
- 2.2 Pedestrian Safety Safe Routes to School
- 3.1 Pedestrian Safety Communications and Outreach Addressing Impaired Pedestrians
- 4.3 Pedestrian Safety Conspicuity Enhancement
- 4.4 Pedestrian Safety Enforcement Strategies
- 1.2 Bicycle Safety Safe Routes to School
- 1.3 Bicycle Safety Education for Children
- 1.4 Bicycle Safety Cycling Skills Clinics, Bike Fairs, Bike Rodeos
- 2.2 Bicycle Safety Education for Adult Cyclists
- 3.1 Bicycle Safety Active Lighting and Rider Conspicuity
- 3.2 Promote Bicycle Helmet Use with Education
- 3.3 Bicycle Safety Enforcement Strategies

National and state campaigns such as the National Walk to School Day, National Bicycle Safety Month, National Pedestrian Safety Month and California’s Pedestrian Safety Month will also be supported.

Planned Activity Description

Best practice strategies will be to provide education presentations and conduct community events in communities. Enhanced enforcement will also be conducted which will focus on motorist behavior around pedestrians and bicyclists.

Grant	Agency	Fund	Amount
PS22028	Anaheim Police Department	402 PS	\$63,000
PS22029	Bakersfield Police Department	402 PS	\$33,000
PS22001	Butte County Public Health Department	402 PS	\$77,000
PS22002	California Highway Patrol	405h PS	\$1,250,000
PS22003	Community Action Partnership	402 PS	\$125,000
PS22004	Culver Public Works Department	402 PS	\$75,000
PS22033	Escondido Police Department	402 PS	\$25,000
PS22034	Fresno Parks and Recreation Department	402 PS	\$125,000
PS22030	Huntington Beach Police Department	402 PS	\$42,800
PS22031	La Mesa Police Department	402 PS	\$25,000
PS22032	Long Beach Department of Health and Human Services	402 PS	\$302,500
PS22005	Los Angeles Department of Transportation	402 PS	\$125,000
PS22006	Los Angeles Housing and Community Investment Department	402 PS	\$235,000
PS22007	Modesto Police Department	402 PS	\$62,500
PS22008	Monterey County Health Department	402 PS	\$100,000
PS22009	Oxnard Police Department	402 PS	\$25,700
PS22010	Pomona Police Department	402 PS	\$44,600
PS22011	Redondo Beach Police Department	402 PS	\$55,000
PS22035	Riverside County Public Health Department	402 PS	\$210,000
PS22036	Sacramento County Office of Education	402 PS	\$175,000
PS22037	Salinas Police Department	402 PS	\$100,000
PS22012	San Buenaventura Public Works Department	402 PS	\$44,000
PS22013	San Diego Police Department	402 PS	\$240,000
PS22014	San Jose Department of Transportation	402 PS	\$110,000
PS22015	San Luis Obispo Public Health Department	402 PS	\$160,200
PS22024	San Mateo County Office of Education	402 PS	\$135,000
PS22025	Santa Ana Public Works Agency	402 PS	\$100,000
PS22026	Santa Cruz County Health Services Agency	402 PS	\$170,000
PS22027	Santa Cruz Public Works Department	402 PS	\$60,000
PS22016	Solano Transportation Authority	402 PS	\$155,000
PS22017	Southern California Association of Governments	402 PS	\$1,250,000
PS22018	Stanislaus County Health Services Agency	402 PS	\$105,000
PS22019	Sunnyvale Department of Public Safety	402 PS	\$36,000
PS22022	Watsonville Police Department	402 PS	\$45,800
PS22023	Yuba County Health and Human Services Department	402 PS	\$57,700

Grant	Agency/Title/Description
Various	<p>Various (See chart above) Pedestrian and Bicycle Safety Program 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 crashes 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.</p>
PS22002	<p>California Highway Patrol California Pedestrian and Bicyclist Enforcement and Education Project (CPBEEP) IX The CHP will conduct a 12-month statewide grant to reduce pedestrian and bicyclist-involved crashes and victims. This project includes both enhanced enforcement and public awareness education focusing on pedestrian and bicyclist traffic safety, including motorist behavior when in the presence of pedestrians and bicyclists.</p>

PROBLEM IDENTIFICATION AND DATA ANALYSIS

A speeding-related crash 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, in 2019, over one in four (26.3 percent) fatalities involved speeding, a proportion that has remained steady since 2017 following a decline in the prior decade. 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.

While the effects of the COVID-19 pandemic on transportation injuries in 2020 are not yet fully known, early work in California has found that while the number of injury crashes dropped, especially in the early lockdown period, the severity of crashes increased. This may be due to an increased prevalence of risky behaviors, including speeding, by these drivers, though it may also be partially caused by a reduction in congestion-related minor crashes.

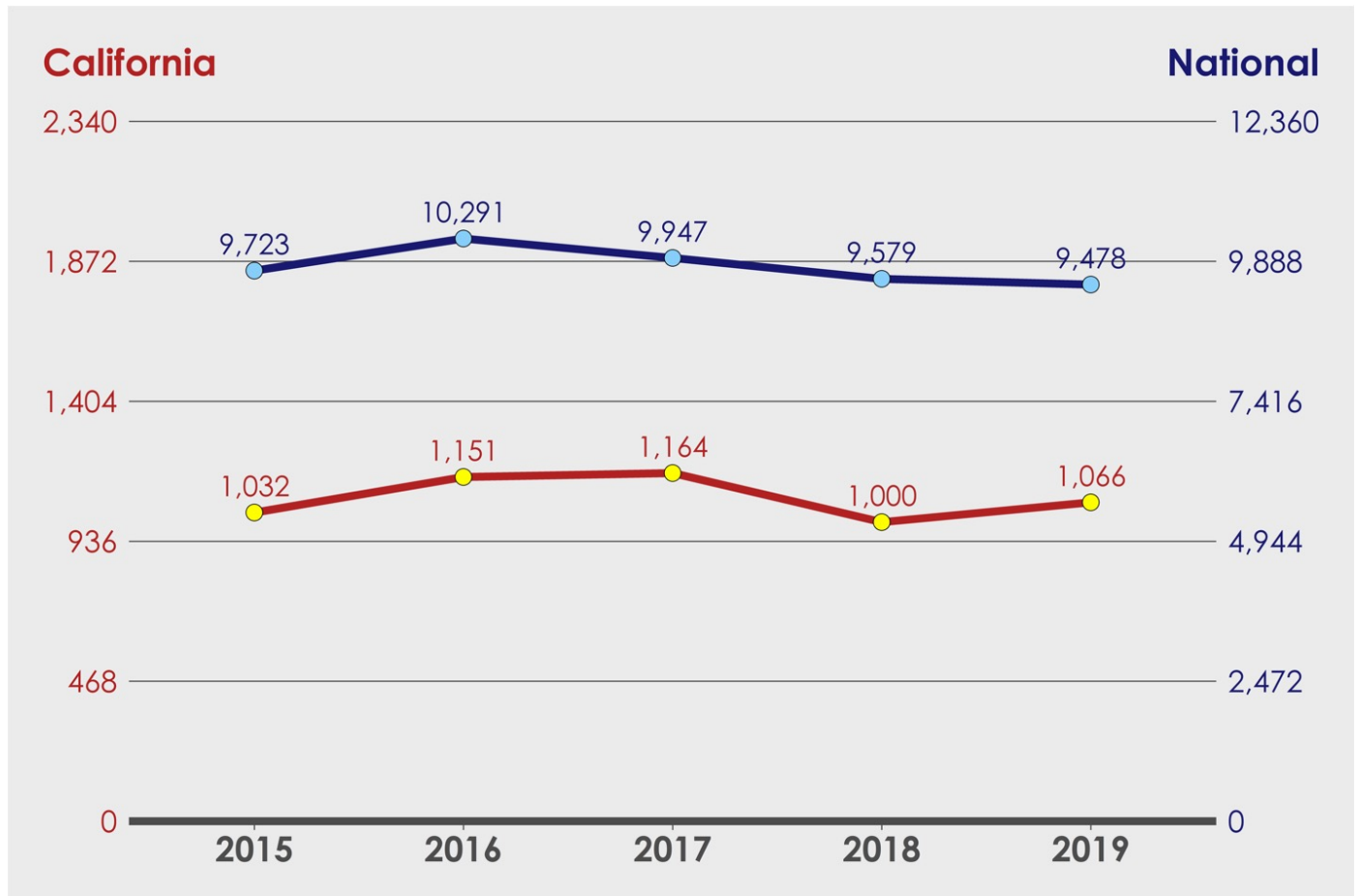
National

- In the United States, there were 9,478 people killed in a speeding-related traffic crash in 2019, a 1.1 percent decrease from 9,579 in 2018, and a 2.5 percent decrease from 9,723 in 2015.
- In 2019, 26.3 percent of the nation's 36,096 motor vehicle fatalities were speeding-related. Drivers involved in a fatal speeding-related crash were also more likely to engage in other risky behaviors compared to non-speeding drivers.
- Of all speeding drivers in fatal crashes, 36.7 percent had a BAC of .08 or higher compared to only 16.0 percent of non-speeding drivers involved in fatal crashes in 2018.
- In 2018, only 46.2 percent of speeding passenger vehicle drivers involved in fatal crashes were known to be restrained, compared to 72.7 percent of non-speeding drivers.
- In 2018, 31.7 percent of motorcycle riders involved in fatal crashes were speeding, more than any other vehicle type.
- According to AAA's 2019 Traffic Safety Culture Index report, about half (48.3 percent) of drivers reported driving 15 mph over the speed limit on freeways and slightly fewer (41.5 percent) reported driving 10 mph over the speed limit on residential streets in the past 30 days. This self-reported behavior differed from their beliefs about speeding: 19.3 percent of drivers at least somewhat approve of speeding by 15 mph or more on a freeway, while 12.5 percent approve of speeding by 10 mph on a residential street.

California

- In California, there were 1,066 people killed in speeding-related traffic crashes in 2019, a 6.6 percent increase from 1,000 in 2018, and a 3.3 percent increase from 1,032 in 2015.
- In 2019, 29.6 percent of California's 3,606 motor vehicle fatalities were speeding-related.
- The 2020 the OTS Traffic Safety Survey reported that 35.9 percent of drivers surveyed perceive that it is safe to drive 10 mph over the speed limit on freeways. When asked about the safety of driving 5 mph over the speed limit in a residential area, 25.6 percent of drivers surveyed believe it is safe; both are significant decreases from 59.5 percent and 39.5 percent, respectively, of drivers in 2019 ($p < 0.01$). The survey also found "speeding and aggressive driving" was the second-most commonly mentioned safety problem on California roadways, comprising 19.1 percent of responses. Speeding and aggressive driving has been a top three concern consistently since 2010.

Speeding-Related Fatality Trends



Source: FARS 2015-2018; FARS ARF 2019

State-level Analysis

The figures in this section refer to drivers, passengers, bicyclists, and pedestrians fatally or seriously injured in a speeding-related crash in California in 2019. These numbers are the products of UCB SafeTREC analysis.

Speeding-Related Fatal and Serious Injury Crashes by County

- The highest number of speeding-related fatal and serious injuries were in Los Angeles, San Bernardino, San Diego, Riverside, Orange, Alameda, Sacramento, and Santa Clara counties.
- The highest rate of speeding-related fatal and serious injury per population were concentrated in more rural parts of California in Alpine, Sierra, Mono, Del Norte, Trinity, Plumas, Amador, and Siskiyou counties.

Primary Crash Factors for Speeding-Related Fatal and Serious Injury Crashes

- This program area is defined by crashes in which drivers are speeding; therefore, 100 percent of the crashes in this program area had a primary crash factor of unsafe speed.

Crash Types for Speeding-Related Fatal and Serious Injury Crashes

- Over one-third (40.4 percent) of speeding-related crashes were rear end crashes. Other common crash types for speeding-related crashes were hitting an object at 20.9 percent and overturned vehicle at 12.1 percent.

Time and Day of Speeding-Related Fatal and Serious Injuries

- Nearly one-quarter (23.2 percent) of fatal and serious injuries from speeding occurred on weekdays between 3pm and 9pm. About one-third (33.7 percent) of fatal and serious injuries occurred on weekends.

Speeding-Related Fatal and Serious Injury Crash Victim Demographics

- About three-quarters (72.3 percent) of fatal and seriously injured speeding-related crash victims were males. Just under half (46.5 percent) of all fatal and seriously injured speeding-related crash victims were aged 15 to 34.
- Race was not reported for 27.0 percent of the speeding-related fatalities. Of the 778 fatalities with a known race, 80.4 percent (or 626) were white.

Crash Location of Speeding-Related Fatal Injury Crash Victims

- About three-quarters (73.6 percent) of speeding-related fatalities occurred in urban areas compared to 26.4 percent on rural roads. However only about 17.1 percent of travel took place on rural roads in 2019.
- Over one-third (40.3 percent) of all speeding-related fatalities occurred on non-interstate principal arterials. The next most common locations for speeding-related fatalities were non-interstate minor arterials at 20.2 percent, interstates at 16.3 percent, and non-interstate collectors at 16.0 percent.

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measures

Reduce the actual number of traffic fatalities 10.46 percent from the December 31, 2019 total of 3,606 to 3,229 by December 31, 2022.

Reduce speeding-related fatalities 6.19 percent from the preliminary FARS number of 1,066 to 1,000 by December 31, 2022.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	164AL	Minimum Penalties for Repeat Offenders and Driving While Intoxicated	\$23,820,823
2022	402 PT	State/Community Highway Safety Grant Program	\$18,660,822
2022	405d AL	Impaired Driving Countermeasures Grants	\$132,500

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 19](#) of the HSP.

Countermeasure Strategy

(PT) Education/Public Awareness

Project Safety Impact and Linkage between Program Area

- Fund Spanish traffic safety educational material through a CHP grant that provides education to the Hispanic population.
- Provide Train-the-Trainer classes to law enforcement, health professionals, and other traffic safety stakeholders to disseminate curricula on older road user safety and to improve safe driving practices related to distracted driving, impaired driving, and pedestrian safety.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Speeding and Speed Management:

- 2.2 High-Visibility Enforcement
- 2.3 Other Enforcement Methods

National campaigns such as April's Distracted Driving Awareness Month, May's Motorcycle Safety Awareness Month, and the National Impaired Driving High Visibility Enforcement campaigns will also be supported.

Planned Activity Description

The planned activities will provide funding for safe driving education that align with the OTS and NHTSA campaign and mobilization periods. The education will be available to community members and may be provided in multiple languages.

Grant	Agency	Fund	Amount
PT22005	California Department of Motor Vehicles – Research & Development	402 PT	\$121,000
PT22113	California Highway Patrol	402 PT	\$350,000
PT22095	University of California, San Diego	402 PT	\$300,000

Grant	Agency/Title/Description
PT22005	<p>California Department of Motor Vehicles - Research & Development Does facilitating re-licensure have an impact on traffic safety?</p> <p>License suspensions and revocations are one of the most effective regulatory tools to protect the public from dangerous drivers. However, these license actions can also constitute a significant obstacle for rehabilitated offenders attempting to return to the legal folds. In particular, long-open suspensions resulting from non-driving offenses represent a burden not only for individual citizens but also for law enforcement, state government, and public safety. In recent years, California has begun to address this concern by enacting a series of measures aimed at facilitating re-licensure among certain groups of suspended drivers. While these efforts have been successful, it is unclear whether they might have a detrimental effect on traffic safety. The proposed study would analyze the risk posed by a group of long-suspended drivers who reinstated their driving privilege thanks to a recent state program, and compare it to a representative sample of licensed California drivers.</p>
PT22113	<p>California Highway Patrol El Protector - Spanish Traffic Education Program (STEP)</p> <p>The Spanish Traffic Education Program will be a proactive program designed to bring traffic safety education to the Spanish speaking population. Officers involved in the program will be bilingual public information officers and will serve as resources for the Hispanic community. The officers will disseminate traffic safety information through Spanish media, conduct traffic safety presentations at appropriate venues, and participate in community and Hispanic cultural events. The goal is to provide traffic safety education to Spanish speaking residents of California to reduce crashes and save lives.</p>
PT22095	<p>University of California, San Diego Statewide Traffic Safety Education and Training</p> <p>The University of California San Diego's Training, Research and Education for Driving Safety (TREDS) program will: 1. Conduct a survey to identify the driving habits, needs, and concerns of California's aging roadway users in order to expand and/or improve services that will promote safety. 2. Provide Train-the-Trainer classes to law enforcement, health professionals, and other traffic safety stakeholders to disseminate curricula on older road user safety and to improve safe driving practices related to distracted driving, impaired driving, and pedestrian safety. 3. Convert existing Train-the-Trainer curricula to an online Learning Management System for instructors. 4. Pilot the delivery of TREDS curricula for the public through tablets or closed-circuit television in San Diego County hospital settings.</p>

Countermeasure Strategy

(PT) Local and Allied Agency Enforcement

Project Safety Impacts and Linkage Between Program Area

- Best practice strategies will be implemented and conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary crash 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. Conduct DUI/DL checkpoints, DUI 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 crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turns and other PCFs by motorcyclists and other drivers.
- Conduct enforcement operations in identified areas of high bicycle and pedestrian related crashes.
- Conduct night-time "Click It or Ticket" enforcement operations.
- Conduct enforcement during National Distracted Driving Awareness Month, "Click It or Ticket," National Motorcycle Safety and Bicycle Safety Month, and California's Pedestrian Safety Month.
- Use geographic information systems (GIS) to identify high crash, arrest, and citation locations for enforcement and engineering countermeasures.
- Conduct special enforcement operations targeting primary crash factors violations.
- Conduct courthouse, stake-out, and probation compliance operations to address impaired driving offenders with suspended or revoked licenses, and those on probation.
- Fund 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.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Speeding and Speed Management and Alcohol and Drug-Impaired Driving:

- 2.2 Speed Management High-Visibility Enforcement
- 2.3 Speed Management Other Enforcement Methods
- 2.1 Alcohol and Drug-Impaired Publicized Sobriety Checkpoints
- 2.2 Alcohol and Drug-Impaired High-Visibility Saturation Patrols
- 2.3 Preliminary Breath Test Devices (PBTs)

National campaigns such as April's Distracted Driving Awareness Month, May's Motorcycle Safety Awareness Month, and National Impaired Driving High Visibility Enforcement campaigns will also be supported.

Planned Activity Description

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

Grant Number	Agency	Fund	Amount
PT22135	Alameda County Sheriff's Office	164 AL	\$165,000
PT22135	Alameda County Sheriff's Office	402 PT	\$135,000
PT22136	Alhambra Police Department	164 AL	\$83,000
PT22136	Alhambra Police Department	402 PT	\$44,000
PT22137	Anaheim Police Department	164 AL	\$229,000
PT22137	Anaheim Police Department	402 PT	\$193,000
PT22138	Anderson Police Department	164 AL	\$30,000
PT22138	Anderson Police Department	402 PT	\$22,000
PT22139	Antioch Police Department	164 AL	\$35,000
PT22139	Antioch Police Department	402 PT	\$25,000
PT22140	Arcadia Police Department	164 AL	\$30,000
PT22140	Arcadia Police Department	402 PT	\$20,000
PT22141	Arroyo Grande Police Department	164 AL	\$25,000
PT22141	Arroyo Grande Police Department	402 PT	\$25,000
PT22142	Atascadero Police Department	402 PT	\$30,000
PT22142	Atascadero Police Department	164 AL	\$20,000
PT22143	Azusa Police Department	402 PT	\$50,000
PT22143	Azusa Police Department	164 AL	\$48,000
PT22144	Bakersfield Police Department	164 AL	\$300,000
PT22144	Bakersfield Police Department	402 PT	\$100,000
PT22145	Baldwin Park Police Department	164 AL	\$65,000
PT22145	Baldwin Park Police Department	402 PT	\$45,000
PT22146	Beaumont Police Department	164 AL	\$30,000
PT22146	Beaumont Police Department	402 PT	\$20,000
PT22148	Bell Police Department	164 AL	\$45,000
PT22148	Bell Police Department	402 PT	\$35,000
PT22147	Bell Gardens Police Department	164 AL	\$45,000
PT22147	Bell Gardens Police Department	402 PT	\$40,000
PT22149	Berkeley Police Department	402 PT	\$100,000
PT22149	Berkeley Police Department	164 AL	\$80,000
PT22150	Beverly Hills Police Department	164 AL	\$60,000
PT22150	Beverly Hills Police Department	402 PT	\$32,000
PT22151	Brea Police Department	164 AL	\$41,000
PT22151	Brea Police Department	402 PT	\$30,000
PT22001	Brentwood Police Department	164 AL	\$50,000
PT22001	Brentwood Police Department	402 PT	\$35,000
PT22002	Buena Park Police Department	164 AL	\$104,000
PT22002	Buena Park Police Department	402 PT	\$50,000

Grant Number	Agency	Fund	Amount
PT22003	Burbank Police Department	164 AL	\$60,000
PT22003	Burbank Police Department	402 PT	\$40,000
PT22004	Burlingame Police Department	164 AL	\$30,000
PT22004	Burlingame Police Department	402 PT	\$20,000
PT22116	Carlsbad Police Department	164 AL	\$60,000
PT22116	Carlsbad Police Department	402 PT	\$48,000
PT22117	Cathedral City Police Department	164 AL	\$30,000
PT22117	Cathedral City Police Department	402 PT	\$20,000
PT22118	Central Marin Police Authority	402 PT	\$36,000
PT22118	Central Marin Police Authority	164 AL	\$25,000
PT22119	Ceres Police Department	164 AL	\$35,000
PT22119	Ceres Police Department	402 PT	\$25,000
PT22120	Chino Police Department	164 AL	\$100,000
PT22120	Chino Police Department	402 PT	\$60,000
PT22121	Chula Vista Police Department	164 AL	\$300,000
PT22121	Chula Vista Police Department	402 PT	\$120,000
PT22122	Citrus Heights Police Department	164 AL	\$110,000
PT22122	Citrus Heights Police Department	402 PT	\$95,000
PT22008	Claremont Police Department	164 AL	\$50,000
PT22008	Claremont Police Department	402 PT	\$42,000
PT22009	Clovis Police Department	164 AL	\$48,000
PT22009	Clovis Police Department	402 PT	\$25,000
PT22010	Colton Police Department	164 AL	\$90,000
PT22010	Colton Police Department	402 PT	\$50,000
PT22011	Concord Police Department	164 AL	\$86,000
PT22011	Concord Police Department	402 PT	\$49,000
PT22012	Corona Police Department	164 AL	\$108,000
PT22012	Corona Police Department	402 PT	\$46,000
PT22013	Costa Mesa Police Department	164 AL	\$165,000
PT22013	Costa Mesa Police Department	402 PT	\$85,000
PT22014	Culver City Police Department	164 AL	\$63,000
PT22014	Culver City Police Department	402 PT	\$42,000
PT22015	Cypress Police Department	164 AL	\$53,000
PT22015	Cypress Police Department	402 PT	\$25,000
PT22016	Delano Police Department	164 AL	\$30,000
PT22016	Delano Police Department	402 PT	\$20,000
PT22017	Desert Hot Springs Police Department	164 AL	\$69,000
PT22017	Desert Hot Springs Police Department	402 PT	\$25,000
PT22018	Downey Police Department	164 AL	\$150,000
PT22018	Downey Police Department	402 PT	\$120,000
PT22019	Dublin Police Department	164 AL	\$40,000
PT22019	Dublin Police Department	402 PT	\$25,000
PT22020	El Cajon Police Department	402 PT	\$103,000
PT22020	El Cajon Police Department	164 AL	\$30,000

Grant Number	Agency	Fund	Amount
PT22021	El Centro Police Department	164 AL	\$40,000
PT22021	El Centro Police Department	402 PT	\$10,000
PT22166	El Monte Police Department	164 AL	\$105,000
PT22166	El Monte Police Department	402 PT	\$45,000
PT22167	Elk Grove Police Department	164 AL	\$120,000
PT22167	Elk Grove Police Department	402 PT	\$80,000
PT22168	Escondido Police Department	164 AL	\$380,000
PT22168	Escondido Police Department	402 PT	\$105,000
PT22169	Fairfield Police Department	164 AL	\$90,000
PT22169	Fairfield Police Department	402 PT	\$85,000
PT22170	Folsom Police Department	164 AL	\$45,000
PT22170	Folsom Police Department	402 PT	\$18,000
PT22171	Fontana Police Department	164 AL	\$200,000
PT22171	Fontana Police Department	402 PT	\$130,000
PT22172	Fountain Valley Police Department	164 AL	\$30,000
PT22172	Fountain Valley Police Department	402 PT	\$20,000
PT22173	Fremont Police Department	164 AL	\$60,000
PT22173	Fremont Police Department	402 PT	\$55,000
PT22174	Fresno Police Department	164 AL	\$575,000
PT22174	Fresno Police Department	402 PT	\$125,000
PT22175	Fullerton Police Department	164 AL	\$204,000
PT22175	Fullerton Police Department	402 PT	\$76,000
PT22176	Garden Grove Police Department	164 AL	\$150,000
PT22176	Garden Grove Police Department	402 PT	\$128,000
PT22177	Gardena Police Department	164 AL	\$90,000
PT22177	Gardena Police Department	402 PT	\$35,000
PT22178	Gilroy Police Department	164 AL	\$50,000
PT22178	Gilroy Police Department	402 PT	\$40,000
PT22179	Glendale Police Department	164 AL	\$200,000
PT22179	Glendale Police Department	402 PT	\$83,000
PT22180	Glendora Police Department	164 AL	\$49,000
PT22180	Glendora Police Department	402 PT	\$35,000
PT22181	Hawthorne Police Department	402 PT	\$125,000
PT22181	Hawthorne Police Department	164 AL	\$100,000
PT22182	Hayward Police Department	402 PT	\$110,000
PT22182	Hayward Police Department	164 AL	\$90,000
PT22183	Hemet Police Department	164 AL	\$50,000
PT22183	Hemet Police Department	402 PT	\$30,000
PT22152	Hollister Police Department	164 AL	\$35,000
PT22152	Hollister Police Department	402 PT	\$15,000
PT22153	Huntington Beach Police Department	164 AL	\$635,000
PT22153	Huntington Beach Police Department	402 PT	\$153,000
PT22154	Huntington Park Police Department	164 AL	\$30,000
PT22154	Huntington Park Police Department	402 PT	\$20,000

Grant Number	Agency	Fund	Amount
PT22155	Inglewood Police Department	164 AL	\$135,000
PT22155	Inglewood Police Department	402 PT	\$110,000
PT22156	Irvine Police Department	164 AL	\$250,000
PT22156	Irvine Police Department	402 PT	\$120,000
PT22157	Irwindale Police Department	402 PT	\$60,000
PT22157	Irwindale Police Department	164 AL	\$30,000
PT22158	King City Police Department	402 PT	\$15,000
PT22158	King City Police Department	164 AL	\$35,000
PT22159	La Habra Police Department	164 AL	\$68,000
PT22159	La Habra Police Department	402 PT	\$50,000
PT22160	La Mesa Police Department	164 AL	\$60,000
PT22160	La Mesa Police Department	402 PT	\$36,000
PT22161	Laguna Beach Police Department	164 AL	\$64,500
PT22161	Laguna Beach Police Department	402 PT	\$42,500
PT22162	Lathrop Police Department	164 AL	\$30,000
PT22162	Lathrop Police Department	402 PT	\$20,000
PT22163	Livermore Police Department	164 AL	\$45,000
PT22163	Livermore Police Department	402 PT	\$25,000
PT22164	Lodi Police Department	164 AL	\$75,000
PT22164	Lodi Police Department	402 PT	\$20,000
PT22165	Lompoc Police Department	164 AL	\$25,000
PT22165	Lompoc Police Department	402 PT	\$25,000
PT22022	Long Beach Police Department	164 AL	\$200,000
PT22022	Long Beach Police Department	402 PT	\$175,000
PT22022	Long Beach Police Department	405d AL	\$5,000
PT22023	Los Angeles County Sheriff's Department	164 AL	\$1,264,323
PT22023	Los Angeles County Sheriff's Department	402 PT	\$579,322
PT22024	Los Angeles Police Department	164 AL	\$3,540,000
PT22024	Los Angeles Police Department	402 PT	\$1,536,000
PT22025	Madera Police Department	164 AL	\$70,000
PT22025	Madera Police Department	402 PT	\$25,000
PT22026	Manhattan Beach Police Department	164 AL	\$30,000
PT22026	Manhattan Beach Police Department	402 PT	\$20,000
PT22027	Manteca Police Department	164 AL	\$40,000
PT22027	Manteca Police Department	402 PT	\$35,000
PT22028	Marysville Police Department	402 PT	\$36,000
PT22028	Marysville Police Department	164 AL	\$25,000
PT22029	Menifee Police Department	164 AL	\$60,000
PT22029	Menifee Police Department	402 PT	\$20,000
PT22030	Menlo Park Police Department	402 PT	\$40,000
PT22030	Menlo Park Police Department	164 AL	\$30,000
PT22031	Merced Police Department	402 PT	\$65,000
PT22031	Merced Police Department	164 AL	\$45,000
PT22032	Mill Valley Police Department	402 PT	\$22,000
PT22032	Mill Valley Police Department	164 AL	\$6,000

Grant Number	Agency	Fund	Amount
PT22033	Milpitas Police Department	164 AL	\$30,000
PT22033	Milpitas Police Department	402 PT	\$20,000
PT22034	Modesto Police Department	164 AL	\$290,000
PT22034	Modesto Police Department	402 PT	\$140,000
PT22035	Monrovia Police Department	402 PT	\$68,000
PT22035	Monrovia Police Department	164 AL	\$40,000
PT22036	Montebello Police Department	164 AL	\$75,000
PT22036	Montebello Police Department	402 PT	\$40,000
PT22037	Monterey Park Police Department	402 PT	\$60,000
PT22037	Monterey Park Police Department	164 AL	\$54,000
PT22038	Mountain View Police Department	402 PT	\$42,000
PT22038	Mountain View Police Department	164 AL	\$33,000
PT22039	Murrieta Police Department	164 AL	\$60,000
PT22039	Murrieta Police Department	402 PT	\$30,000
PT22040	National City Police Department	164 AL	\$72,000
PT22040	National City Police Department	402 PT	\$31,000
PT22041	Newark Police Department	164 AL	\$40,000
PT22041	Newark Police Department	402 PT	\$30,000
PT22042	Newport Beach Police Department	164 AL	\$155,000
PT22042	Newport Beach Police Department	402 PT	\$65,000
PT22042	Newport Beach Police Department	405d AL	\$50,000
PT22043	Novato Police Department	164 AL	\$55,000
PT22043	Novato Police Department	402 PT	\$33,000
PT22044	Oakdale Police Department	164 AL	\$25,000
PT22044	Oakdale Police Department	402 PT	\$25,000
PT22045	Oakland Police Department	164 AL	\$274,500
PT22045	Oakland Police Department	402 PT	\$225,500
PT22046	Oceanside Police Department	402 PT	\$155,000
PT22046	Oceanside Police Department	164 AL	\$148,000
PT22046	Oceanside Police Department	405d AL	\$10,000
PT22047	Ontario Police Department	164 AL	\$300,000
PT22047	Ontario Police Department	402 PT	\$170,000
PT22048	Orange County Sheriff's Department	164 AL	\$275,000
PT22048	Orange County Sheriff's Department	402 PT	\$170,000
PT22048	Orange County Sheriff's Department	405d AL	\$55,500
PT22049	Orange Police Department	164 AL	\$196,000
PT22049	Orange Police Department	402 PT	\$95,000
PT22050	Oxnard Police Department	164 AL	\$280,000
PT22050	Oxnard Police Department	402 PT	\$170,000
PT22051	Pacifica Police Department	164 AL	\$40,000
PT22051	Pacifica Police Department	402 PT	\$20,000
PT22052	Palm Springs Police Department	164 AL	\$95,000
PT22052	Palm Springs Police Department	402 PT	\$35,000
PT22053	Pasadena Police Department	164 AL	\$205,500
PT22053	Pasadena Police Department	402 PT	\$133,500

Grant Number	Agency	Fund	Amount
PT22054	Paso Robles Police Department	164 AL	\$30,000
PT22054	Paso Robles Police Department	402 PT	\$20,000
PT22055	Petaluma Police Department	164 AL	\$25,000
PT22055	Petaluma Police Department	402 PT	\$25,000
PT22056	Pittsburg Police Department	164 AL	\$50,000
PT22056	Pittsburg Police Department	402 PT	\$40,000
PT22057	Placerville Police Department	164 AL	\$35,000
PT22057	Placerville Police Department	402 PT	\$19,000
PT22058	Pomona Police Department	164 AL	\$275,000
PT22058	Pomona Police Department	402 PT	\$145,000
PT22059	Porterville Police Department	164 AL	\$60,000
PT22059	Porterville Police Department	402 PT	\$40,000
PT22060	Rancho Cordova Police Department	164 AL	\$51,000
PT22060	Rancho Cordova Police Department	402 PT	\$33,000
PT22061	Redding Police Department	164 AL	\$200,000
PT22061	Redding Police Department	402 PT	\$35,000
PT22062	Redlands Police Department	402 PT	\$56,000
PT22062	Redlands Police Department	164 AL	\$47,000
PT22063	Redondo Beach Police Department	164 AL	\$70,000
PT22063	Redondo Beach Police Department	402 PT	\$30,000
PT22064	Redwood City Police Department	164 AL	\$70,000
PT22064	Redwood City Police Department	402 PT	\$52,000
PT22065	Rialto Police Department	164 AL	\$130,000
PT22065	Rialto Police Department	402 PT	\$104,000
PT22065	Rialto Police Department	405d AL	\$12,000
PT22184	Richmond Police Department	164 AL	\$180,000
PT22184	Richmond Police Department	402 PT	\$55,000
PT22185	Ridgecrest Police Department	164 AL	\$45,000
PT22185	Ridgecrest Police Department	402 PT	\$25,000
PT22186	Riverside County Sheriff's Department	164 AL	\$700,000
PT22186	Riverside County Sheriff's Department	402 PT	\$500,000
PT22187	Riverside Police Department	164 AL	\$210,000
PT22187	Riverside Police Department	402 PT	\$190,000
PT22188	Rocklin Police Department	164 AL	\$32,000
PT22188	Rocklin Police Department	402 PT	\$29,000
PT22189	Rohnert Park Department of Public Safety	402 PT	\$34,000
PT22189	Rohnert Park Department of Public Safety	164 AL	\$30,000
PT22190	Sacramento Police Department	164 AL	\$270,000
PT22190	Sacramento Police Department	402 PT	\$130,000
PT22191	Salinas Police Department	402 PT	\$90,000
PT22191	Salinas Police Department	164 AL	\$65,000
PT22192	San Bernardino County Sheriff's Department	164 AL	\$350,000
PT22192	San Bernardino County Sheriff's Department	402 PT	\$170,000
PT22066	San Bernardino Police Department	164 AL	\$285,000
PT22066	San Bernardino Police Department	402 PT	\$160,000

Grant Number	Agency	Fund	Amount
PT22067	San Bruno Police Department	164 AL	\$50,000
PT22067	San Bruno Police Department	402 PT	\$45,000
PT22068	San Diego County Sheriff's Department	164 AL	\$300,000
PT22068	San Diego County Sheriff's Department	402 PT	\$140,000
PT22069	San Diego Police Department	164 AL	\$900,000
PT22069	San Diego Police Department	402 PT	\$400,000
PT22070	San Fernando Police Department	164 AL	\$30,000
PT22070	San Fernando Police Department	402 PT	\$25,000
PT22071	San Francisco Police Department	402 PT	\$105,000
PT22071	San Francisco Police Department	164 AL	\$70,000
PT22072	San Gabriel Police Department	164 AL	\$46,000
PT22072	San Gabriel Police Department	402 PT	\$30,000
PT22073	San Jose Police Department	164 AL	\$125,000
PT22073	San Jose Police Department	402 PT	\$75,000
PT22074	San Leandro Police Department	164 AL	\$35,000
PT22074	San Leandro Police Department	402 PT	\$25,000
PT22075	San Luis Obispo Police Department	164 AL	\$75,000
PT22075	San Luis Obispo Police Department	402 PT	\$45,000
PT22123	San Marino Police Department	402 PT	\$25,000
PT22123	San Marino Police Department	164 AL	\$25,000
PT22124	San Mateo County Sheriff's Office	402 PT	\$110,000
PT22124	San Mateo County Sheriff's Office	164 AL	\$105,000
PT22125	San Mateo Police Department	164 AL	\$55,000
PT22125	San Mateo Police Department	402 PT	\$30,000
PT22126	San Pablo Police Department	164 AL	\$36,000
PT22126	San Pablo Police Department	402 PT	\$24,000
PT22127	San Rafael Police Department	164 AL	\$60,000
PT22127	San Rafael Police Department	402 PT	\$45,000
PT22128	San Ramon Police Department	402 PT	\$30,000
PT22128	San Ramon Police Department	164 AL	\$20,000
PT22129	Sanger Police Department	164 AL	\$30,000
PT22129	Sanger Police Department	402 PT	\$20,000
PT22130	Santa Ana Police Department	164 AL	\$375,000
PT22130	Santa Ana Police Department	402 PT	\$161,000
PT22131	Santa Barbara County Sheriff's Department	164 AL	\$50,000
PT22131	Santa Barbara County Sheriff's Department	402 PT	\$28,000
PT22132	Santa Barbara Police Department	164 AL	\$125,000
PT22132	Santa Barbara Police Department	402 PT	\$103,000
PT22133	Santa Clara Police Department	164 AL	\$45,000
PT22133	Santa Clara Police Department	402 PT	\$30,000
PT22134	Santa Cruz Police Department	164 AL	\$45,000
PT22134	Santa Cruz Police Department	402 PT	\$40,000
PT22076	Santa Maria Police Department	164 AL	\$210,000
PT22076	Santa Maria Police Department	402 PT	\$80,000

Grant Number	Agency	Fund	Amount
PT22077	Santa Monica Police Department	402 PT	\$160,000
PT22077	Santa Monica Police Department	164 AL	\$105,000
PT22078	Santa Paula Police Department	164 AL	\$30,000
PT22078	Santa Paula Police Department	402 PT	\$20,000
PT22079	Santa Rosa Police Department	164 AL	\$160,000
PT22079	Santa Rosa Police Department	402 PT	\$140,000
PT22080	Seal Beach Police Department	402 PT	\$37,000
PT22080	Seal Beach Police Department	164 AL	\$28,000
PT22081	Signal Hill Police Department	164 AL	\$50,000
PT22081	Signal Hill Police Department	402 PT	\$25,000
PT22082	Simi Valley Police Department	164 AL	\$77,000
PT22082	Simi Valley Police Department	402 PT	\$42,000
PT22083	South Gate Police Department	164 AL	\$50,000
PT22083	South Gate Police Department	402 PT	\$50,000
PT22084	South Lake Tahoe Police Department	164 AL	\$30,000
PT22084	South Lake Tahoe Police Department	402 PT	\$26,000
PT22085	South Pasadena Police Department	164 AL	\$30,000
PT22085	South Pasadena Police Department	402 PT	\$20,000
PT22086	South San Francisco Police Department	164 AL	\$70,000
PT22086	South San Francisco Police Department	402 PT	\$55,000
PT22087	Stockton Police Department	164 AL	\$275,000
PT22087	Stockton Police Department	402 PT	\$125,000
PT22088	Sunnyvale Department of Public Safety	164 AL	\$42,000
PT22088	Sunnyvale Department of Public Safety	402 PT	\$38,000
PT22089	Susanville Police Department	402 PT	\$30,000
PT22089	Susanville Police Department	164 AL	\$20,000
PT22090	Torrance Police Department	164 AL	\$98,000
PT22090	Torrance Police Department	402 PT	\$60,000
PT22091	Tracy Police Department	402 PT	\$29,000
PT22091	Tracy Police Department	164 AL	\$21,000
PT22092	Turlock Police Department	164 AL	\$40,000
PT22092	Turlock Police Department	402 PT	\$20,000
PT22093	Tustin Police Department	164 AL	\$69,000
PT22093	Tustin Police Department	402 PT	\$42,000
PT22094	Union City Police Department	164 AL	\$50,000
PT22094	Union City Police Department	402 PT	\$10,000
PT22096	Upland Police Department	164 AL	\$90,000
PT22096	Upland Police Department	402 PT	\$80,000
PT22097	Vacaville Police Department	164 AL	\$70,000
PT22097	Vacaville Police Department	402 PT	\$30,000
PT22098	Vallejo Police Department	164 AL	\$61,000
PT22098	Vallejo Police Department	402 PT	\$41,000

Grant Number	Agency	Fund	Amount
PT22099	Ventura County Sheriff's Department	402 PT	\$213,500
PT22099	Ventura County Sheriff's Department	164 AL	\$182,000
PT22100	Ventura Police Department	164 AL	\$105,000
PT22100	Ventura Police Department	402 PT	\$100,000
PT22101	Vernon Police Department	164 AL	\$55,000
PT22101	Vernon Police Department	402 PT	\$20,000
PT22102	Visalia Police Department	164 AL	\$175,000
PT22102	Visalia Police Department	402 PT	\$60,000
PT22103	Walnut Creek Police Department	402 PT	\$30,000
PT22103	Walnut Creek Police Department	164 AL	\$20,000
PT22104	Watsonville Police Department	164 AL	\$40,000
PT22104	Watsonville Police Department	402 PT	\$40,000
PT22105	West Sacramento Police Department	164 AL	\$50,000
PT22105	West Sacramento Police Department	402 PT	\$35,000
PT22106	Westminster Police Department	164 AL	\$60,000
PT22106	Westminster Police Department	402 PT	\$47,000
PT22107	Whittier Police Department	164 AL	\$122,000
PT22107	Whittier Police Department	402 PT	\$87,000
PT22108	Winters Police Department	402 PT	\$30,000
PT22108	Winters Police Department	164 AL	\$20,000
PT22109	Woodland Police Department	164 AL	\$38,000
PT22109	Woodland Police Department	402 PT	\$29,000
PT22110	Yuba City Police Department	164 AL	\$50,000
PT22110	Yuba City Police Department	402 PT	\$42,500

Grant	Agency/Title/Description
Various	<p>Various (See chart above)</p> <p>Selective Traffic Enforcement Program (STEP)</p> <p>Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary crash factors. The funded strategies may include impaired driving enforcement, enforcement operations focusing on primary crash factors, distracted driving, night-time seat belt enforcement, special enforcement operations encouraging motorcycle safety, enforcement and public awareness in areas with a high number of bicycle and pedestrian crashes, and educational programs. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.</p>

Countermeasure Strategy

(PT) Statewide Enforcement

Project Safety Impacts and Linkage Between Program Area

- Conduct speed, street racing, and sideshow enforcement.
- Conduct special enforcement operations targeting primary crash factor violations.
- Establish local task forces comprised of representatives from local, regional, state, federal, and/or private organizations and agencies to address regional traffic issues.

Rationale

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Speeding and Speed Management:

- 2.2 High-Visibility Enforcement
- 2.3 Other Enforcement Methods

National campaigns such as April's Distracted Driving Awareness Month, May's Motorcycle Safety Awareness Month, and the National Impaired Driving High Visibility Enforcement campaigns will also be supported.

Planned Activity

The planned activity is for the CHP to reduce over-represented fatal crashes 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 sideshow enforcement, implement regional and corridor projects, and provide enhanced enforcement directed at reducing fatalities and injuries.

Grant	Agency	Fund	Amount
PT22006	California Highway Patrol	402 PT	\$443,000
PT22007	California Highway Patrol	402 PT	\$400,000
PT22111	California Highway Patrol	402 PT	\$2,000,000
PT22112	California Highway Patrol	402 PT	\$100,000
PT22114	California Highway Patrol	402 PT	\$800,000
PT22115	California Highway Patrol	402 PT	\$225,000

Grant	Agency/Title/Description
PT22006	California Highway Patrol Grant Administration Program (GAP) 2022 This 12-month grant provides funding for 2 analysts and 1 accounting officer at the CHP to manage Office of Traffic Safety-funded traffic safety grants.
PT22007	California Highway Patrol Focused High-Crash Reduction IX The CHP will conduct a regional 12-month traffic safety grant project focused on the Top 5 primary crash factors in the CHP Stockton and Rancho Cucamonga Areas to reduce the number of victims killed and injured in traffic crashes. Local task forces comprised of representatives from local, regional, state, federal, and/or private organizations and agencies will be formed to address regional traffic issues. Each task force will identify and implement individually tailored short- and/or long-term solutions by comprehensively evaluating both causes and possible remedies.
PT22111	California Highway Patrol Regulate Aggressive Driving And Reduce Speed (RADARS) VI The CHP will conduct a 12-month statewide traffic safety grant project focusing on speed-caused crashes and those primary crash 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.
PT22112	California Highway Patrol Capistrano Highway Intervention Program The Capistrano Area will conduct activities to reduce the number of fatal and injury traffic crashes and victims where speed, improper turning movements, unsafe lane changes, and driving under the influence are the primary crashes educational presentations and enforcement activities throughout the area with increased focus on the Ortega Highway.
PT22114	California Highway Patrol Communities Against Racing and Sideshows (CARS) IV The CHP Southern and Valley Divisions will conduct a 12-month traffic safety grant project to reduce the number of victims killed and injured in traffic crashes that are a result of 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.
PT22115	California Highway Patrol Traffic Alliance Safety Corridors (TASC) III The CHP will conduct traffic safety corridor activities focusing on speed-caused traffic crashes and primary crash factors attributed to improper turns, unsafe lane changes, and wrong side of road violations within the CHP Barstow and Needles Areas. A public education and awareness campaign will be implemented to include social media safety messages within each Area. A local task force comprised of representatives from local, regional, state, federal, and/or private organizations and agencies will be formed to address traffic issues within the Areas. The task force will identify and implement short- and/or long-term solutions individually tailored to each CHP Area by comprehensively evaluating both causes and possible remedies.

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 every other month 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 projects designed to address traffic records deficiencies identified in the SHSP, and the 2021 NHTSA Traffic Records Assessment.

Crash Data

The primary data repository for crash records in California, SWITRS, managed by the CHP, collects and stores crash 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 175,590 centerline miles of public roads in California, the Caltrans manages 15,092 centerline miles, while counties and cities manage 160,498 centerline 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 crash and citation records and analysis systems for improved collection of state and local traffic records.

Countermeasures and Strategies

In May of 2021, the TRCC completed a traffic records assessment for the State of California. 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. California elected to perform a self-assessment that took place over several months in early 2021.

The TRCC team members responded to the assessment questions and gathered back-up documentation to verify the responses. 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.

The OTS will continue to fund Traffic Records improvement Project (TRIP) grants to local law enforcement agencies. These grants provide funding to upgrade current records management systems to allow for the electronic transmission of crash records to the California Highway Patrol's SWITRS database. This will provide transportation agencies with the most current data available to make evidence-based decisions for traffic safety efforts.



HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measures

Increase the number of law enforcement agencies that submit crash reports electronically to SWITRS by 33.3 percent from the 2020 calendar base year total of 45 agencies to 60 reports by December 31, 2022.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2022	402 TR	State/Community Highway Safety Grant Program	\$1,027,524
2022	405c TR	State Traffic Safety Information System Improvements	\$4,884,827

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 19](#) of the HSP.

Countermeasure Strategy (TR) Data Improvement

Project Safety Impact and Linkage between Program Area

- Continue work on incorporating the recommendations from the June 2021 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 crash and citation records and analysis systems to provide timely tracking, identification, analysis, and graphing of crash and citation data.
- Establish citywide and countywide GIS crash analysis systems, electronic crash 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.
- Provide funding and support to California local and state agencies to respond to federal mandates regarding logging crash location information and performing safety analysis for all California public roadways.

Rationale

Traffic Records data is crucial for Problem Identification and Countermeasure Strategy deployment.

Planned Activity Description

The planned activities will improve traffic records data collection and reporting to better identify and prioritize traffic safety issues.

Grant	Agency	Fund	Amount
TR22038	Rocklin Police Department	405c TR	\$58,000
TR22030	Alameda Police Department	405c TR	\$35,300
TR22031	Atascadero Police Department	405c TR	\$46,310
TR22032	Baldwin Park Police Department	405c TR	\$30,000
TR22001	California Department of Public Health	405c TR	\$600,000
TR22020	California Highway Patrol	405c TR	\$58,131
TR22021	California State Polytechnic University, Pomona	405c TR	\$275,466
TR22022	Campbell Police Department	405c TR	\$68,300
TR22023	Ceres Police Department	405c TR	\$43,000
TR22024	Chula Vista Police Department	405c TR	\$65,000
TR22025	Claremont Police Department	405c TR	\$8,600
TR22036	Glendale Police Department	405c TR	\$29,000
TR22033	Irvine Police Department	405c TR	\$25,900
TR22034	Kensington Police Department	405c TR	\$16,000
TR22035	King City Police Department	405c TR	\$62,500
TR22003	Montebello Police Department	405c TR	\$45,000
TR22004	Pasadena Police Department	405c TR	\$123,900
TR22005	Pomona Police Department	405c TR	\$25,000
TR22006	Porterville Police Department	405c TR	\$60,000
TR22007	Rialto Police Department	405c TR	\$76,000
TR22037	Riverside Police Department	405c TR	\$25,000
TR22008	San Luis Obispo Police Department	405c TR	\$79,000
TR22026	San Marino Police Department	405c TR	\$69,100
TR22027	San Pablo Police Department	405c TR	\$40,000
TR22028	San Ramon	405c TR	\$40,000
TR22029	Santa Maria Police Department	405c TR	\$25,000
TR22009	South Gate Police Department	405c TR	\$25,000
TR22010	Stockton Police Department	405c TR	\$25,000
TR22011	Suisun City Police Department	405c TR	\$13,500
TR22012	University of California San Diego, DBMI	405c TR	\$163,679
TR22015	University of California, Berkeley SafeTREC	405c TR	\$361,000
TR22017	University of California, Santa Barbara	405c TR	\$179,865
TR22018	Upland Police Department	405c TR	\$23,000
TR22019	West Covina Police Department	405c TR	\$25,000

Grant	Agency/Title/Description
TR22012	<p>University of California San Diego, DBMI Traffic Records Improvement Project</p> <p>The CHP 203 Supplement is a feature of the California Electronic Death Registration System (CA-EDRS), which county C/MEs use to register deaths in California. The CHP 203 Supplement works within CA-EDRS to capture information already entered, standardize reporting of additional information, and automatically send a report to CHP once the death certificate is state registered and the CHP 203 Supplement is "Finalized" by the C/ME's office. This grant will update the CHP 203 supplement to include prompts for the coroner to complete the report and integrate data from the Coroner's database automatically into the CHP 203.</p>
TR22017	<p>University of California, Santa Barbara Traffic Records Improvement Project</p> <p>Project will support the OTS rankings by piloting an approach focusing on pedestrian and bicycle usage within four selected cities. The methods will be developed and validated with potential of being used in future projects throughout California. The four cities will address different population groups represented in the OTS rankings. The data used will focus on the number of pedestrians and bicyclists in California and the frequency of walking and bicycling trips. The first step will be compiling data by integrating is with the California National Household Travel Survey (CNHTS), national census, climate models, elevation models, and fitness app data within a Geographic Information System (GIS). The second step will be building statistical models that can be used to predict walking and bicycling usage based on observed relationships. The final phase will be to apply the models to four pilot cities.</p>
Various	<p>Various (See chart above) Traffic Records Improvement Project</p> <p>State and local agencies need timely, accurate, complete, accessible, and uniform traffic records to identify and prioritize traffic safety issues, to choose appropriate safety countermeasures and evaluate their effectiveness. Traffic records improvement grants provide traffic safety stakeholders with the ability to plan and initiate traffic records improvement projects such as the purchase and implementation of traffic crash reporting systems as well as electronic citation equipment and software.</p>

Countermeasure Strategy

(TR) Local Data Records Design/Equipment

Project Safety Impact and Linkage between Program Area

- Continue to provide funding for the development of web-based tools to analyze data related to fatal and injury traffic crashes and conduct outreach and educational programs and activities with professional and community stakeholders to increase knowledge and awareness of traffic fatal and injury incidents.
- Provide 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.

Rationale

Traffic Records data is crucial for Problem Identification and Countermeasure selection.

Planned Activity Description

Planned activities will include the collection of local data that will allow for the community to identify traffic safety concerns and hazardous locations.

Grant	Agency	Fund	Amount
TR22016	University of California, Berkeley SafeTREC	405c TR	\$240,000

Grant	Agency/Title/Description
TR22016	University of California, Berkeley - SafeTREC Street Story: Supporting Community Engagement through Crowdsourced Data Street Story collects local, qualitative information about transportation safety that is often not present in traditional transportation safety datasets, then creates publicly accessible, downloadable maps and tables that can be used by agencies, organizations and members of the public to better understand local safety issues and to engage community members. Users can enter data about 1) crashes; 2) near misses; 3) hazardous places; or 4) safe-feeling places. The data available through Street Story contributes to traffic records in the state by providing a data source to fill in potential gaps in knowledge about dangerous locations for drivers, pedestrians, bicyclists, and others.

Countermeasure Strategy

(TR) Statewide Data Records Design/Equipment

Project Safety Impact and Linkage between Program Area

- Continue work on incorporating the recommendations from the June 2021 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 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.
- Increase efficiency in reporting California motor vehicle fatalities to NHTSA's FARS through software enhancements to the CA-EDRS CHP 203 Supplement.
- Continue to provide funding for the development of web-based tools to analyze data related to fatal and injury traffic crashes and conduct outreach and educational programs and activities with professional and community stakeholders to increase knowledge and awareness of traffic fatal and injury incidents.
- Provide 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 crash reports into FARS.
- Start the development of the TSNR (Transportation System Network) update project with the system development phase. The new system will bring Caltrans into compliance with FHWA which mandates including MAP-21 and FAST Act.
- Provide funding and support for the expansion of data collection efforts and analysis of DUI and DUID related 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.
- Provide 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 crash numbers and establishing performance measures for various program priority areas by the OTS.

Rationale

Traffic Records data is crucial for Problem Identification and Countermeasure Strategy deployment.

Planned Activity Description

Planned activities will include the collection of statewide crash data, along with the analyses and identification of areas of high crashes, that will allow for stakeholders to implement traffic safety measures to reduce fatalities and injuries.

Grant	Agency	Fund	Amount
TR22002	California Department of Transportation	405c TR	\$1,000,000
TR22013	University of California, Berkeley - SafeTREC	402 PT	\$1,027,524
TR22013	University of California, Berkeley - SafeTREC	405c TR	\$699,276
TR22014	University of California, Berkeley - SafeTREC	405c TR	\$100,000
TR22016	University of California, Berkeley - SafeTREC	405c TR	\$240,000

Grant	Agency/Title/Description
TR22002	<p>California Department of Transportation Traffic Records Improvement Project</p> <p>Caltrans is replacing the current system with the new TSN (TSNR) that will meet mandated requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act. OTS grant funding provides supplemental funding to Caltrans for this project.</p>
TR22013	<p>University of California, Berkeley SafeTREC SafeTREC: Data Analysis, Technical Assistance, Education and Outreach</p> <p>With the proposed project, SafeTREC aims to: 1) analyze statewide fatal and injury traffic crash data and trends; 2) research, develop, and disseminate information and best practices in preventing fatalities and injuries; 3) enhance web-based tools and use web resources to help stakeholders maximize the use of data to target traffic safety programs; 4) provide technical assistance; 5) conduct outreach and education with professional and community stakeholders to increase knowledge and awareness of safety best practices and traffic fatality and injury risks; and 6) educate the next generation of traffic safety professionals with expertise in and commitment to traffic safety.</p>
TR22014	<p>University of California, Berkeley SafeTREC CATSIP: California Active Transportation Safety Website</p> <p>SafeTREC will update and add county-wide pedestrian and bicycle data, California laws and policies, micromobility resources, upcoming active transportation events, webinars, and funding opportunities, and interactive content like video and blogs to CATSIP. Users will also be able to access expanded resources on: 1) funding opportunities for active transportation; 2) road safety communications and the role the media plays; and 3) the Safe Systems and Vision Zero approaches to road 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, biking and rolling.</p>

CHAPTER 4

APPENDIX



APPENDIX A – CERTIFICATIONS AND ASSURANCES

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: California

Fiscal Year: 2022

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrc.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRG.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North

American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION (applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);

- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

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

- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

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

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;
 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c) (2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT) **(applies to subrecipients as well as States)**

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

CERTIFICATION REGARDING FEDERAL LOBBYING **(applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

RESTRICTION ON STATE LOBBYING **(applies to subrecipients as well as States)**

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION **(applies to subrecipients as well as States)**

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

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

- (1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

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

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

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

BUY AMERICA ACT **(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to subrecipients as well as States)**

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such

as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - o Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - o Increase use of seat belts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [CHECK ONLY ONE]

☐ Certifies that automated traffic enforcement systems are not used on any public road in the States;

OR

☒ Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

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



Signature Governor's Representative for Highway Safety

6/23/2021

Date

Barbara L. Rooney

Printed name of Governor's Representative for Highway Safety

APPENDIX B – DATA SOURCES

The OTS Crash 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 crashes 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. City rankings are for incorporated cities only. County rankings include all crashes, killed and injured on all roadways within county limits. 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 (FARS) – 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 fatality of a person (occupant of a vehicle or a non-occupant) within 30 days of the crash. FARS, operational since 1975, collects information on over 100 different coded data elements that characterize the crash, the vehicle, and the people involved.

State Traffic Safety Information (STSI) – This website provides traffic safety performance (core outcome) measures for all 50 states by using FARS data. These performance measures were developed by NHTSA and 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 NHTSA, 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 (SWITRS) – This system provides statewide crash-related data on all types of roadways, except private roads. The CHP receives crash reports (Form 555) from local police agencies, in addition to crash reports from all their own area offices and maintains the statewide database.

California Strategic Highway Safety Plan Crash Data Dashboard – The dashboard was developed to provide SHSP implementers with direct access to crash data to support data-driven implementation of the SHSP. The dashboard currently uses finalized crash data from the Fatality Analysis Reporting System (FARS) and the Statewide Integrated Traffic Records System (SWITRS). The dashboard allows for filtering of the number and characteristics of fatal and serious injury crashes over the last 10 years. Some filtering options include:

- SHSP Challenge Area
- Crash Severity
- Location: District, County, Metropolitan Planning Organization (MPO), and City

- Crash Cause
- Crash Time
- Crash Party and Victim Demographics

The OTS Teen Heat Map – The Teen Program Heat Map displays by zip code and age of driver, where all the Teen Driver programs are offered. This map is used to eliminate a saturation of programs provided in a specific area and to ensure that the programs offered where a high number of crashes occur.

The Teen Heat map is being modified into an Educational Program Heat Map. This heat map will display the OTS's educational programs that have been provided, with an overlay of crashes by automobile, bicycle, or pedestrian, driver by age group, and if the crash was a result of alcohol, drugs, or distracted driving. Incorporating the median income by zip code adds an equity component to the OTS's planning and evaluation process that will ensure programs are provided in low-income areas with high crashes.

The Department of Motor Vehicles Driving Under the Influence Management Information System 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 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 crashes and roadway descriptions. Caltrans 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 DOF provides population estimates.

Lastly, the OTS partnered with the University of California Berkeley, SafeTREC for assistance with program area statistical analysis and the California State Polytechnic University, Pomona for technical guidance with data trend analysis and performance measures. For inclusion in California's HSP, SafeTREC conducted analyses under each program area. The analyses used FARS data from NHTSA File Transfer Protocol (FTP) site and SWITRS data from the CHP downloaded in the spring of 2021. Fatality analyses are based on 2015 to 2019 final FARS data and the 2019 FARS ARF as of October 2020. Serious injury and some fatality analyses are based on 2015 to 2018 SWITRS data and provisional 2019 SWITRS data. Population data is from the California Department of Finance, 2019.

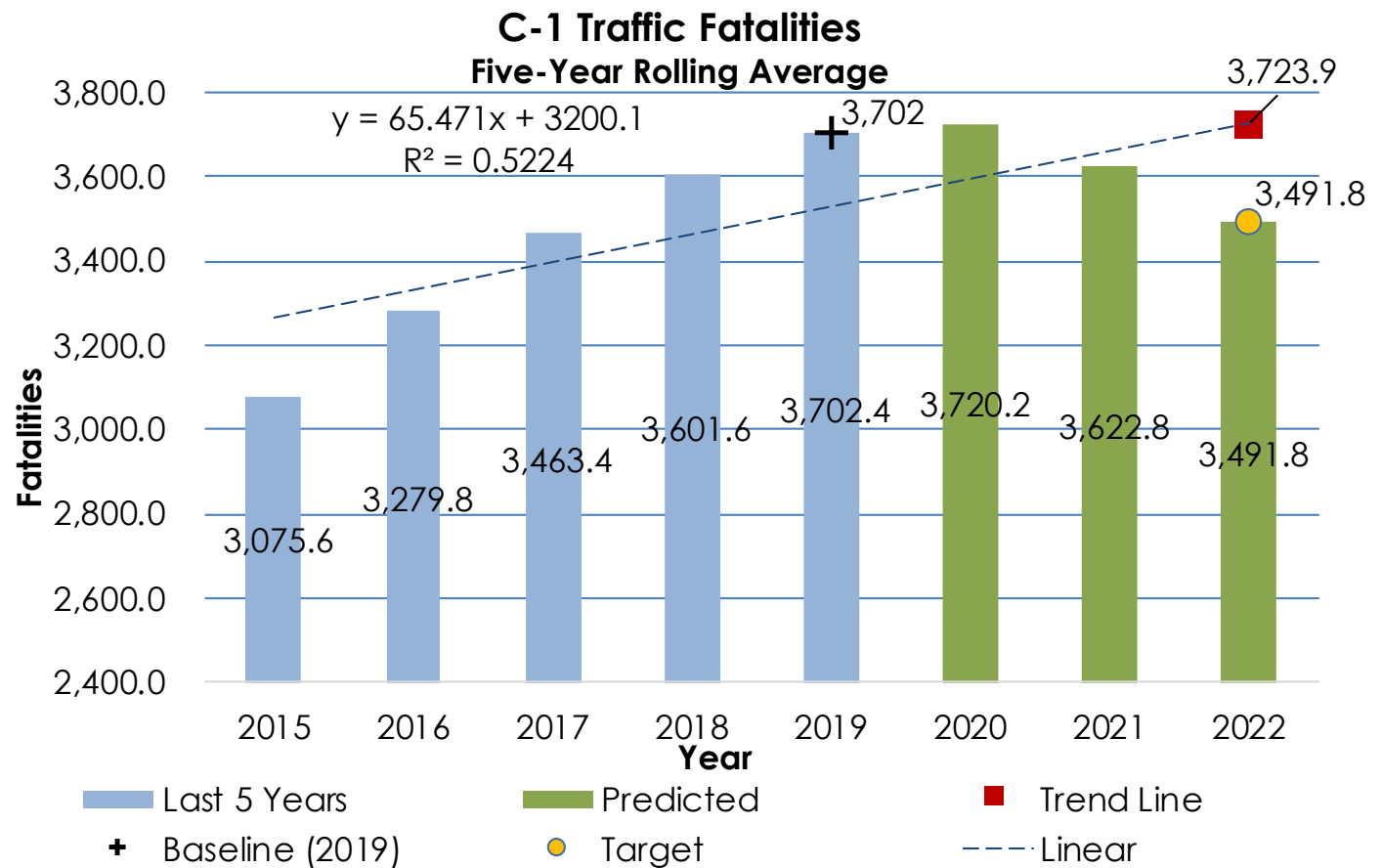
APPENDIX C – PERFORMANCE MEASURE CHARTS

C-1 Traffic Fatalities (FARS)

Target: Based on the 2015-2019 five-year rolling average, traffic fatalities will decrease 5.69 percent from a five-year rolling average of 3,702.4 to 3,491.8 (2018-2022) by December 31, 2022.

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. In addition, in April of 2021 California awarded 227 million dollars statewide to fund 266 Local Roadway Safety projects that put a focus on reducing both fatalities and serious injuries on California's city and county roads under the HSIP.

*Performance Measures (C1-C3) are Core Performance Measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.

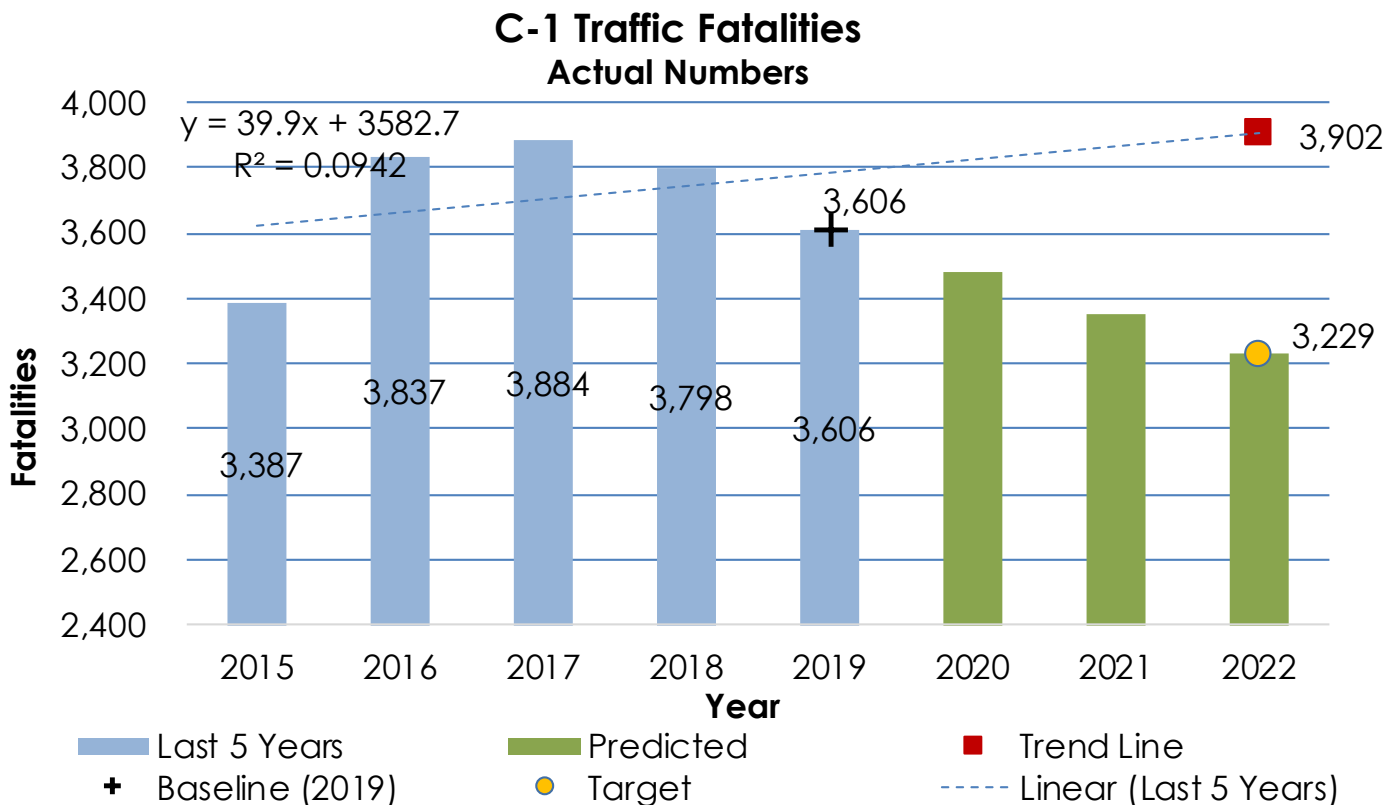


C-1 Traffic Fatalities

Target: Based on 2015-2019 actual number of fatalities, the target for traffic fatalities will decrease 10.46 percent from 3,606 to 3,229 by December 31, 2022.

Justification: California foresees that the grants chosen for funding will slow the upward trend in traffic fatalities. In addition, in April of 2021 California awarded 227 million dollars statewide to fund 266 Local Roadway Safety projects that put a focus on reducing both fatalities and serious injuries on California's city and county roads under the HSIP.

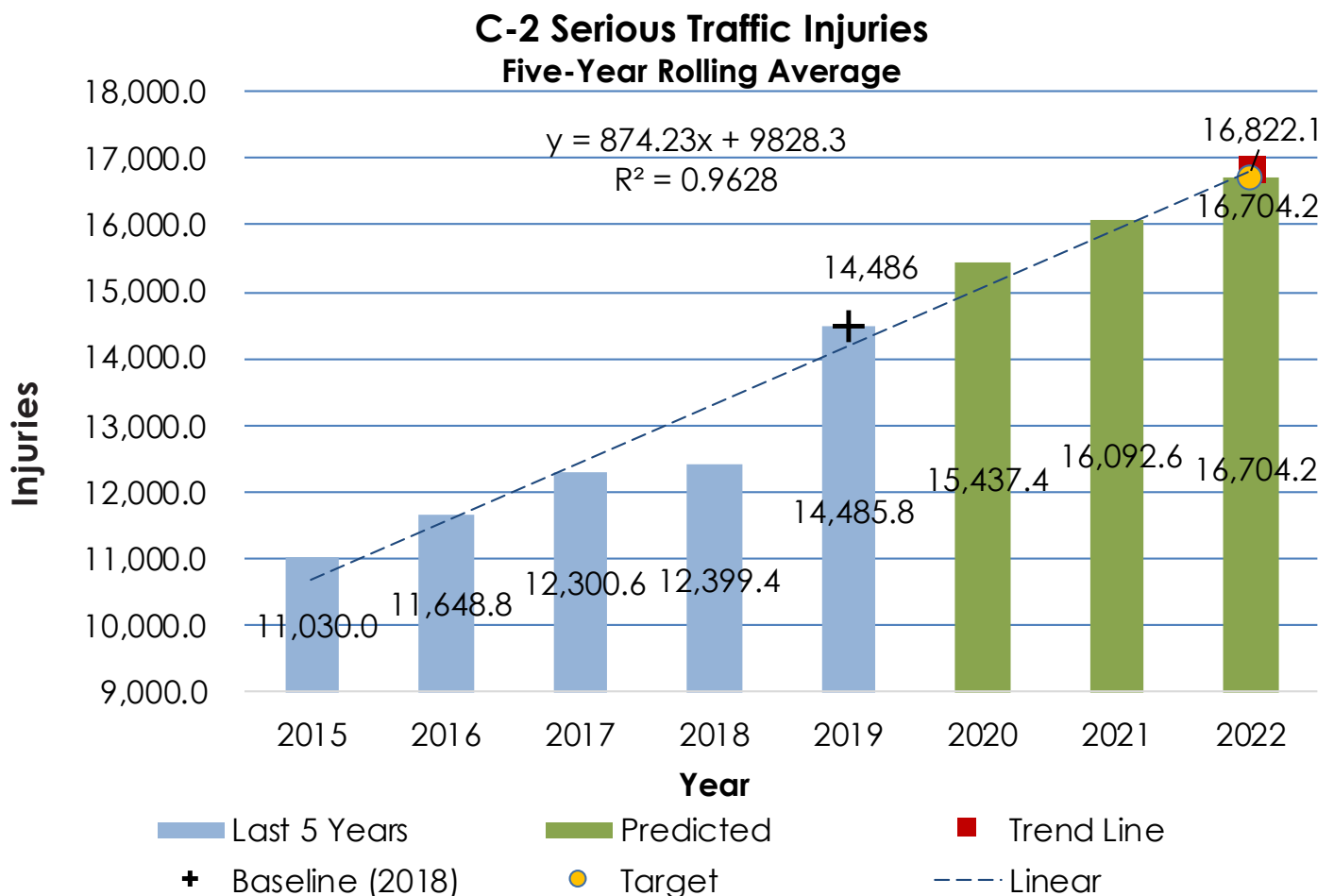
*Performance Measures (C1-C3) are Core Performance Measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.



C-2 Serious Traffic Injuries (SWITRS)

Target: Based on the 2015-2019 five-year rolling average, serious injuries will increase 15.3 percent from an average of 14,485.8 to 16,704.2 (2018-2022) by December 31, 2022. This increase is just slightly below the linear trend line of 16,822.1.

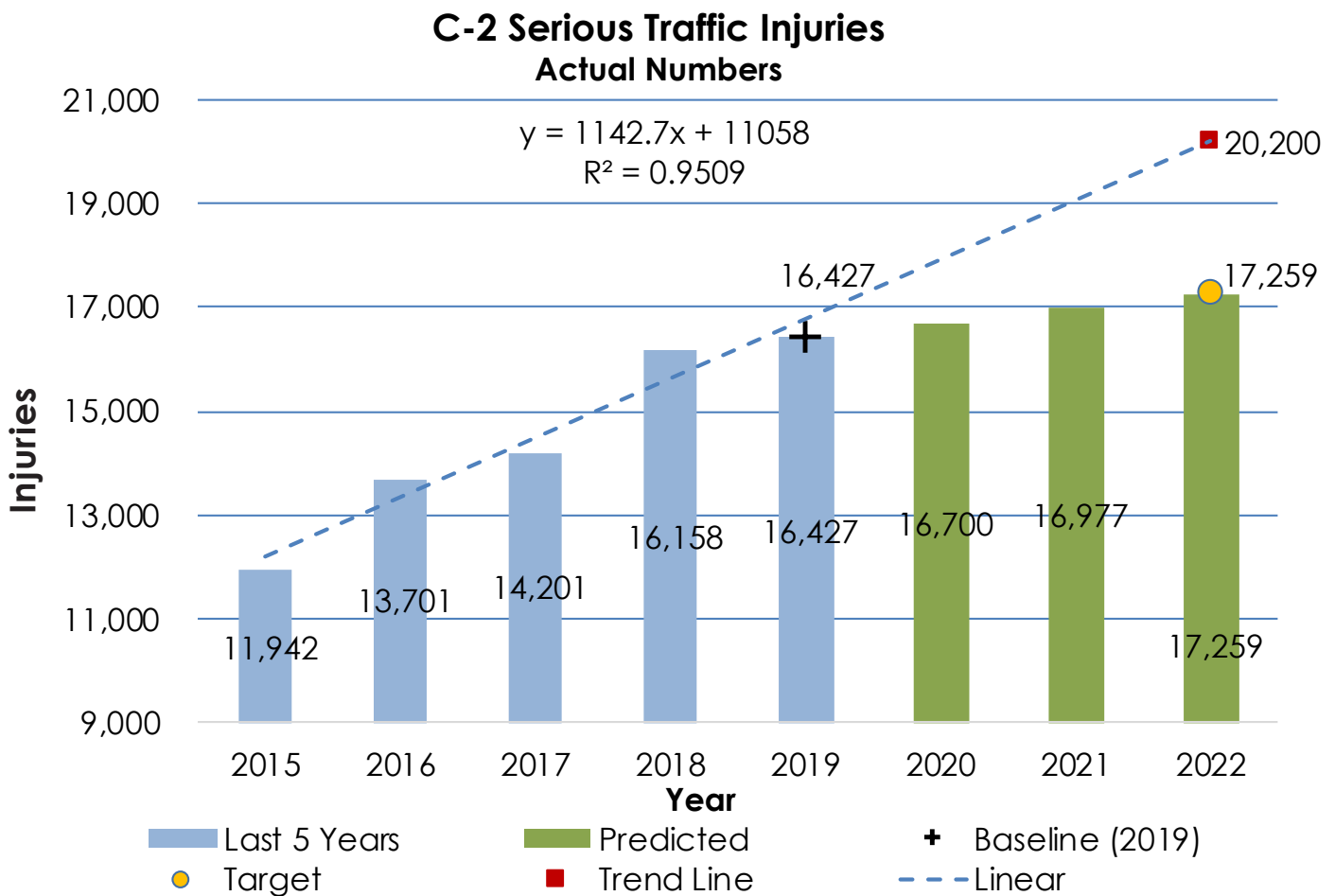
Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will help slow the recent upward trend in traffic fatalities and injuries. The definition of Serious Injuries was changed to include Suspected Serious Injuries and was implemented in mid-2017. The first full year of Suspected Serious Injuries resulted in an increase of 17.9 percent from the last full year of the old definition. In addition, in April of 2021 California awarded 227 million dollars statewide to fund 266 Local Roadway Safety projects that put a focus on reducing both fatalities and serious injuries on California's city and county roads under the HSIP.



C-2 Serious Traffic Injuries

Target: Based on 2015-2019 actual number of serious traffic injuries, the target for serious injuries will increase by 5.07 percent from 16,427 to 17,259 by December 31, 2022.

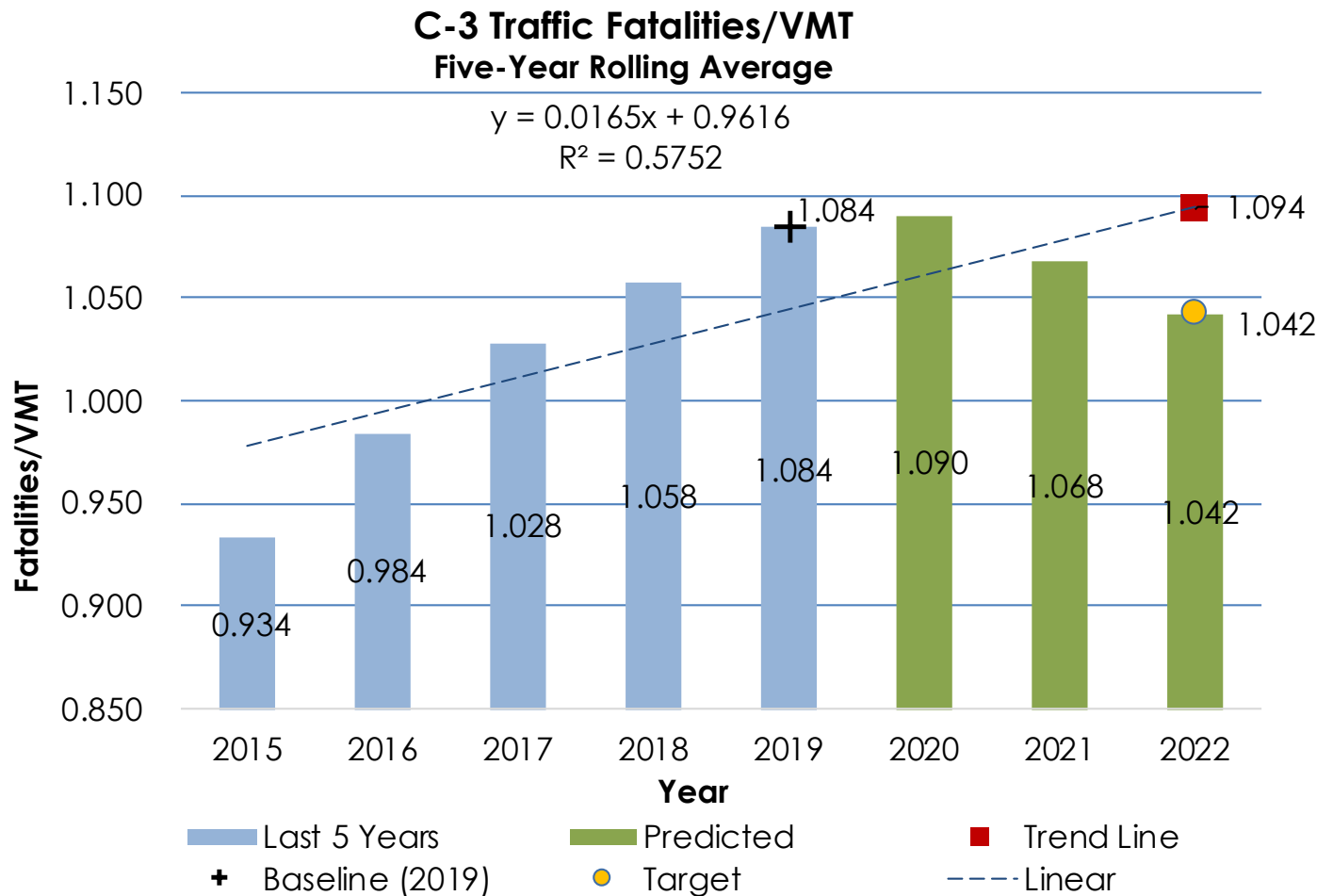
Justification: California foresees that the grants chosen for funding will help slow the recent upward trend in traffic fatalities and injuries. The definition of Serious Injuries was changed to include Suspected Serious Injuries and was implemented in mid-2017. The first full year of Suspected Serious Injuries resulted in an increase of 17.9 percent from the last full year of the old definition. From 2018 to 2019, injuries increased just by 1.67 percent. In addition, in April of 2021 California awarded 227 million dollars statewide to fund 266 Local Roadway Safety projects that put a focus on reducing both fatalities and serious injuries on California's city and county roads under the HSIP.



C-3 Fatalities/VMT (FARS/FHWA)

Target: Based on the 2015-2019 five-year rolling average, traffic fatalities/VMT will decrease 0.042 percentage points from an average of 1.084 to 1.042 (2018-2022) by December 31, 2022.

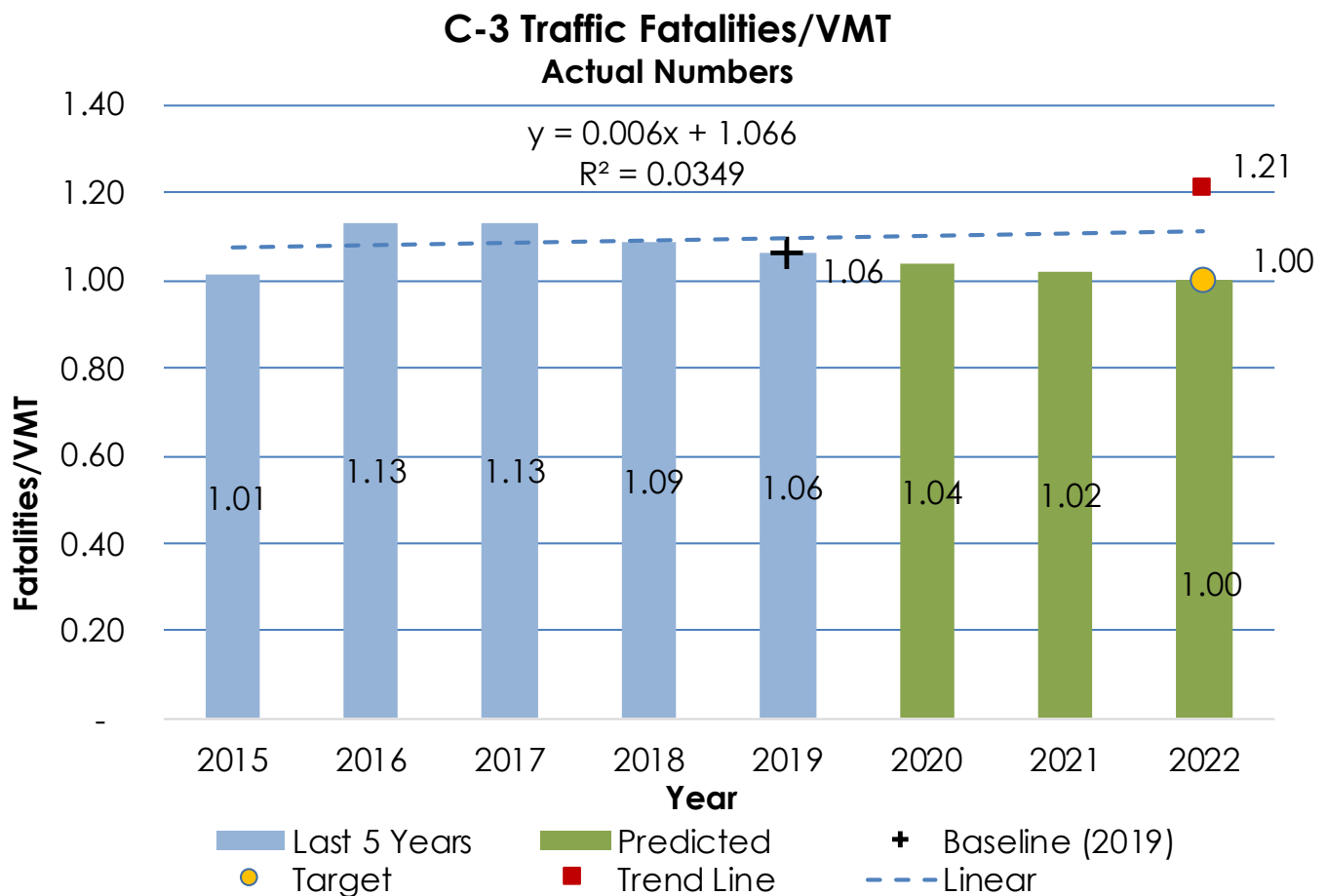
Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in traffic fatalities and injuries. In addition, in April of 2021 California awarded 227 million dollars statewide to fund 266 Local Roadway Safety projects that put a focus on reducing both fatalities and serious injuries on California's city and county roads under the HSIP.



C-3 Fatalities/VMT (FARS/FHWA)

Target: Based on 2015-2019 actual number of fatalities per 100 million vehicle miles traveled, the target will decrease 0.06 percentage points from 1.06 to 1.00 by December 31, 2022.

Justification: 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, policies and VMT. California foresees that the grants chosen for funding will slow the recent upward trend in traffic fatalities and injuries. In addition, in April of 2021 California awarded 227 million dollars statewide to fund 266 Local Roadway Safety projects that put a focus on reducing both fatalities and serious injuries on California's city and county roads under the HSIP.

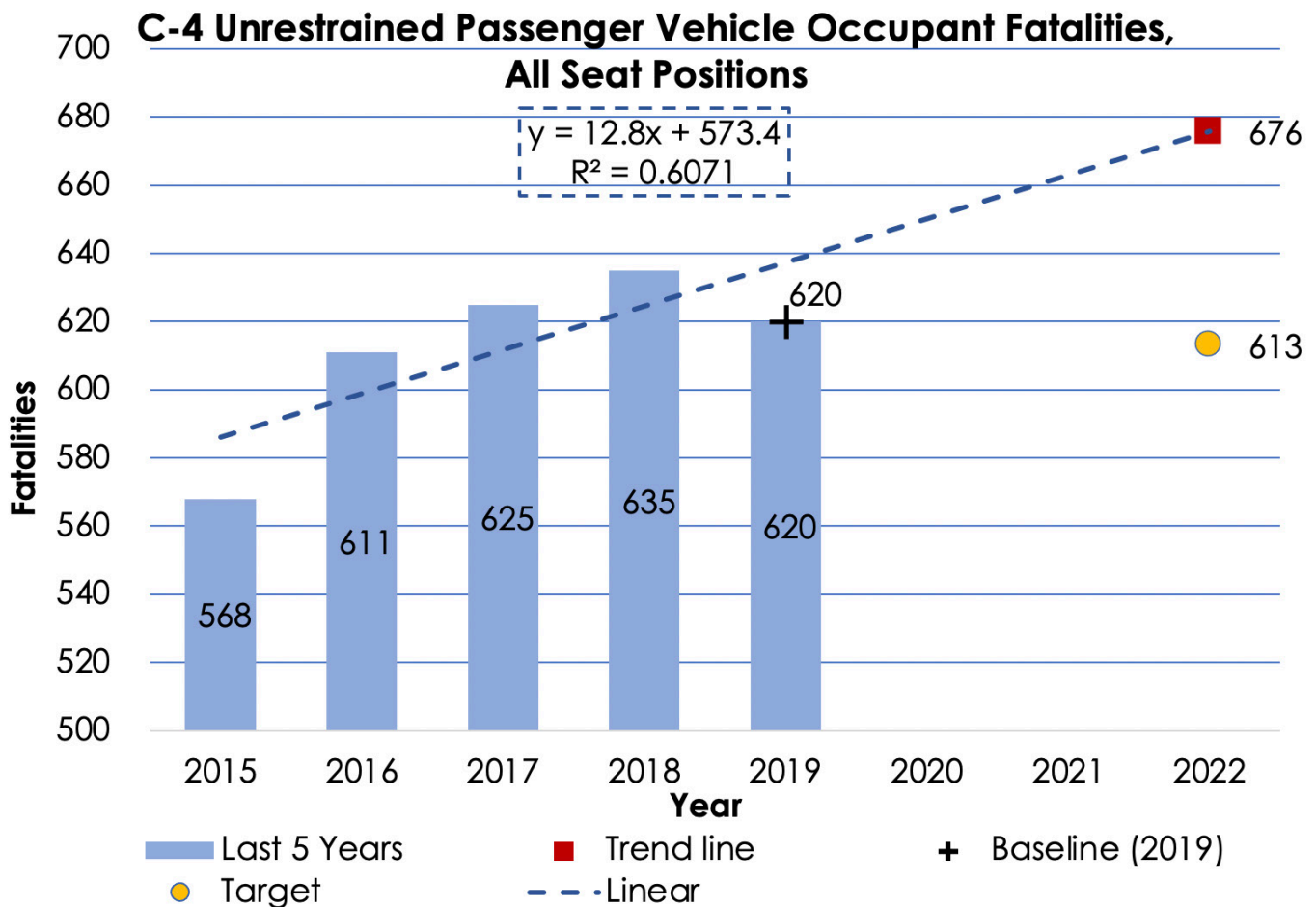


C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

Goal: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 1.13 percent from the preliminary final FARS number of 620 to 613 by December 31, 2022.

Justification: The performance target was selected by using a linear trend line based on the 2015-2019 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 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.

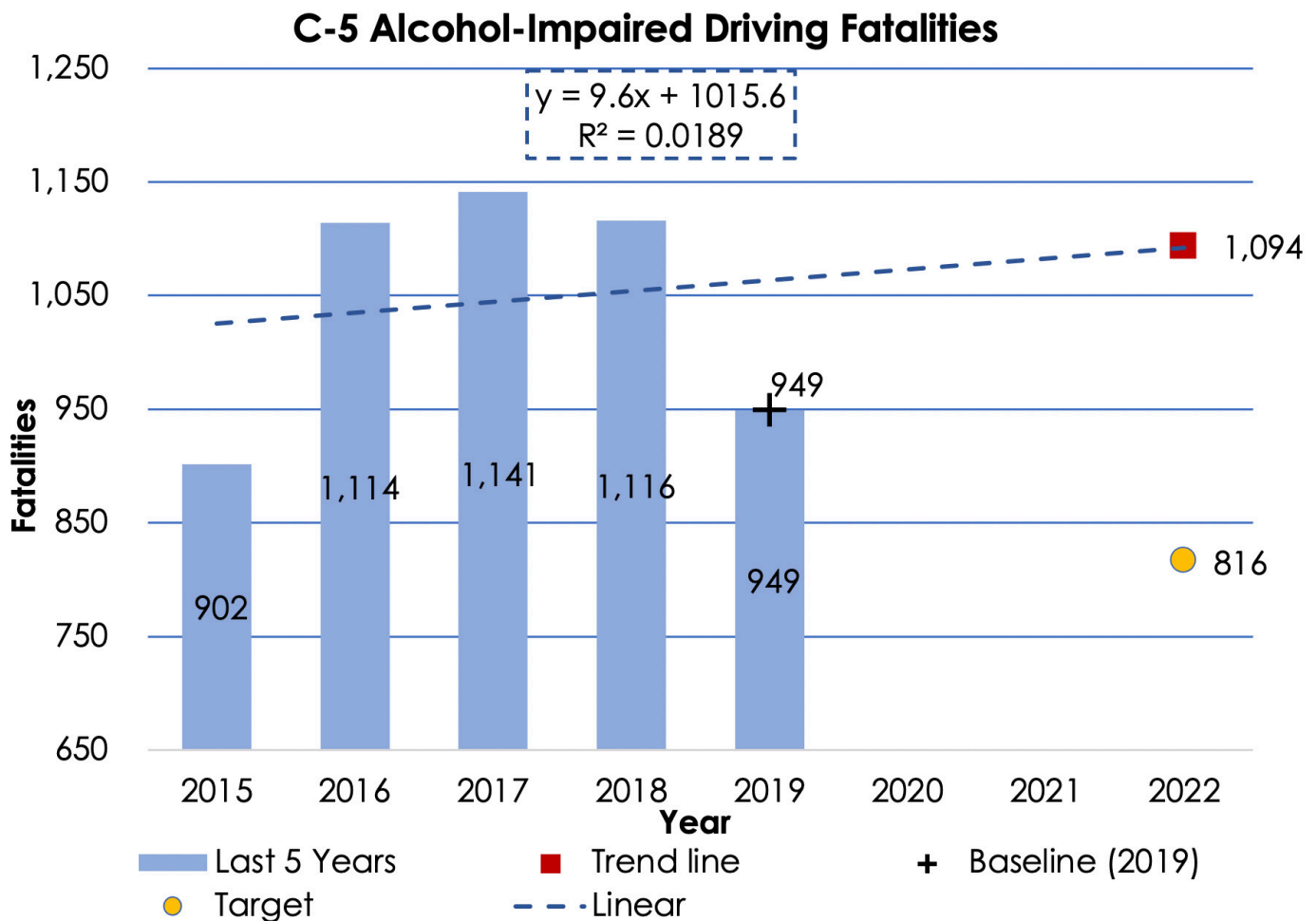


C-5 Alcohol-Impaired Driving Fatalities (FARS)

Goal: Reduce alcohol-impaired driving fatalities 14.02 percent from the preliminary final FARS number of 949 to 816 by December 31, 2022.

Justification: The performance target was selected by using a linear trend line based on the 2015-2019 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: The OTS has put Collaborative Enforcement funding in FY 2022 grants that will result in additional DUI enforcement for areas of the state that did not have resources within their own agency to conduct DUI Checkpoints and Saturation Patrols. Additionally, the OTS has also developed an Impaired Driving Strategic Plan that provides additional countermeasures for local authorities to evaluate within their jurisdictions.

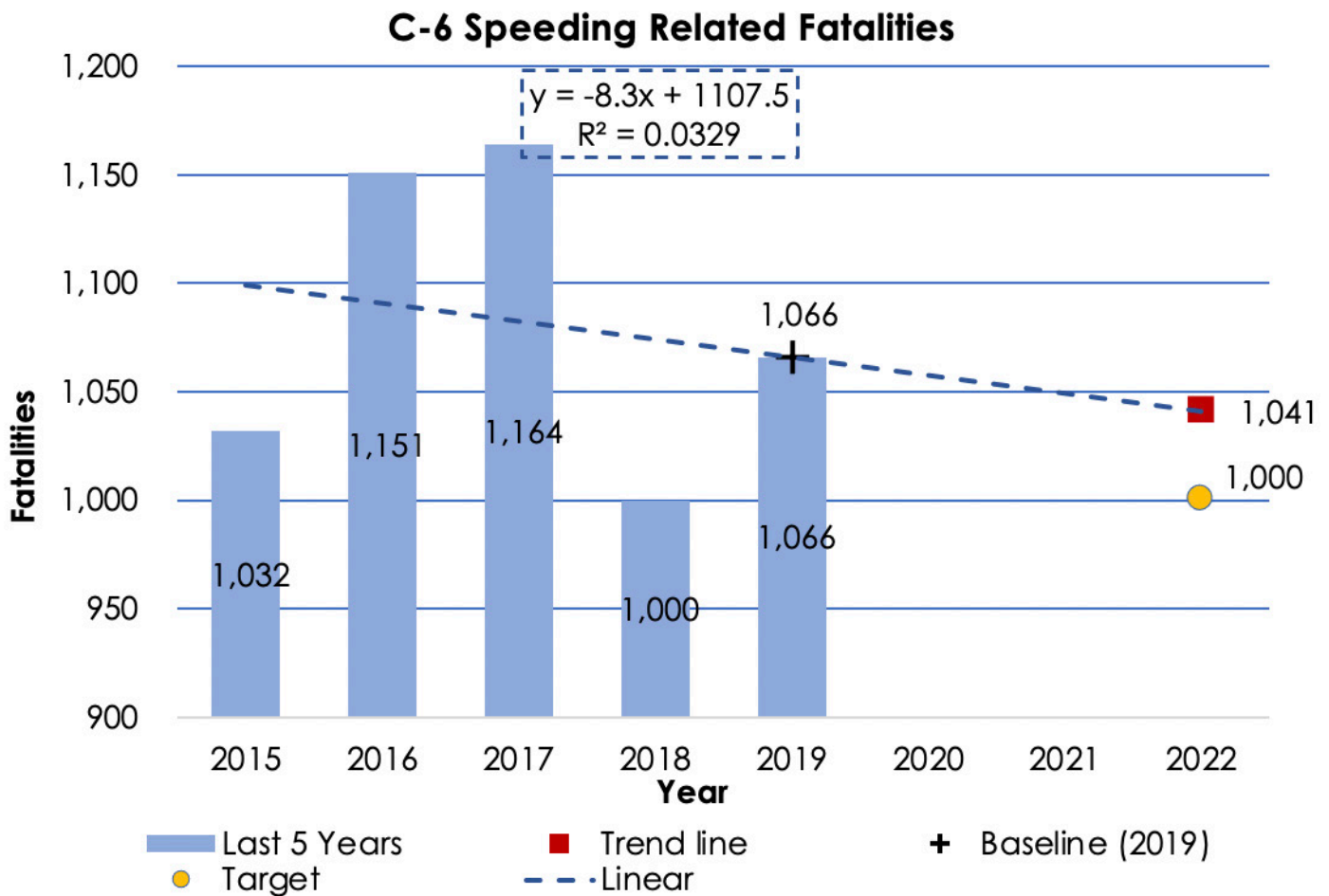


C-6 Speeding-Related Fatalities (FARS)

Goal: Reduce speeding-related fatalities 6.19 percent from the preliminary FARS number of 1,066 to 1,000 by December 31, 2022.

Justification: The performance target was selected by using a linear trend line based on the 2015-2019 and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a continued decrease in this category.

Countermeasures: California will be implementing many of the recommendations from the AB 2363 Zero Traffic Fatalities Taskforce CalSTA Report of Findings. There are also more cities that are developing Local Roadway Safety Plans and Vision Zero efforts that focus on reducing Speeding Related Fatalities that will contribute to a continued decrease in fatalities in this category.

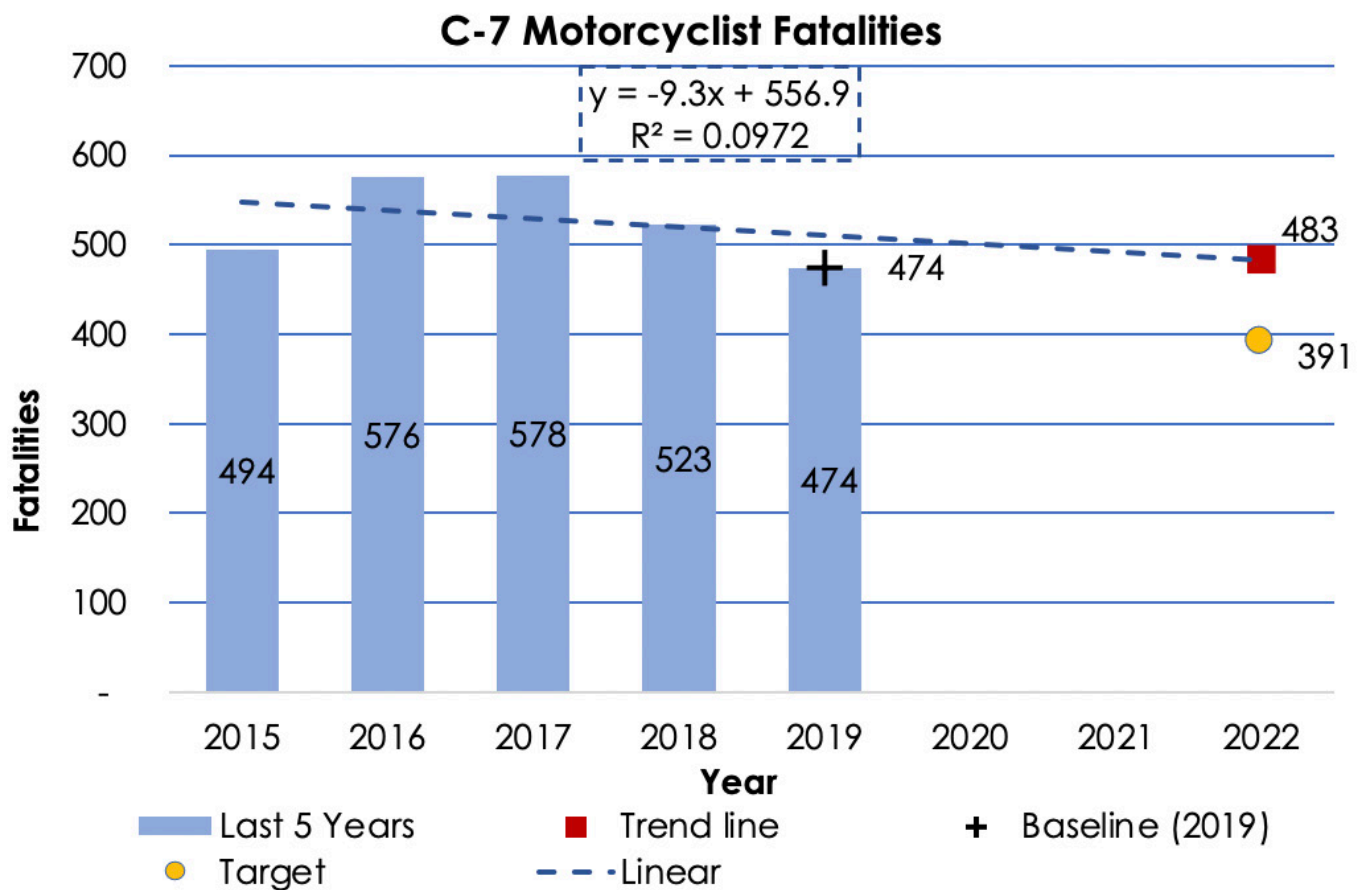


C-7 Motorcyclist Fatalities (FARS)

Goal: Reduce motorcyclist fatalities 17.51 percent from the preliminary FARS number of 474 to 391 by December 31, 2022.

Justification: The performance target was selected by using a linear trend line based on the 2015-2019 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in additional annual decrease in this category.

Countermeasures: Funded countermeasures to reduce motorcycle fatalities will include motorcycle safety public awareness events and community trainings. Law enforcement agencies will conduct highly publicized motorcycle safety enforcement operations.

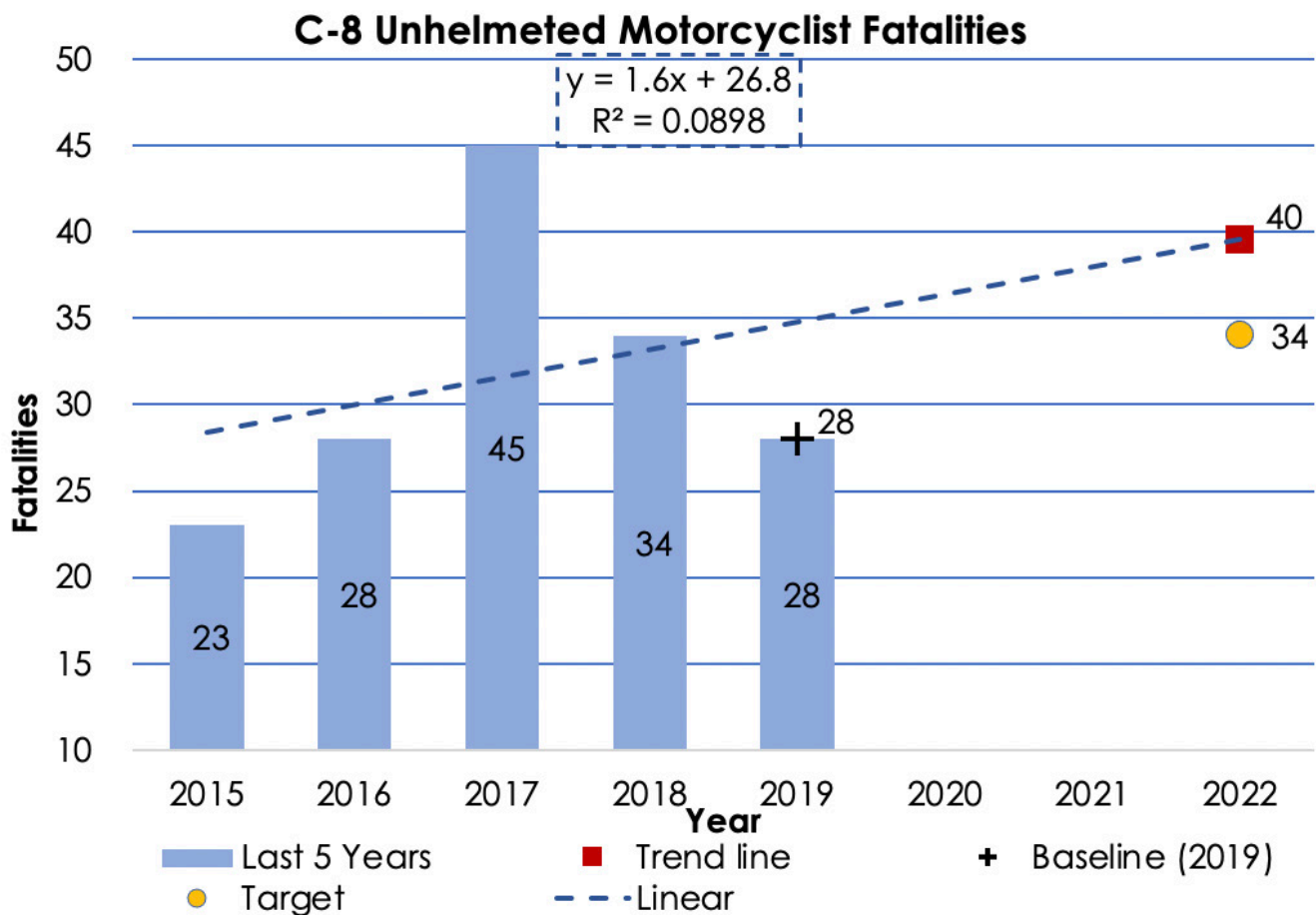


C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Goal: To slow the trending increase of unhelmeted Motorcyclist Fatalities. Data shows there will be a 21.43 percent increase from the preliminary final FARS number of 28 to 34 by December 31, 2022.

Justification: The performance target was selected by using a linear trend line based on the 2015-2019 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in slowing the increasing trend of fatalities in this category.

Countermeasures: Funded countermeasures to reduce Unhelmeted Motorcycle fatalities will include motorcycle safety public awareness events that encourage compliance with mandatory helmet use.

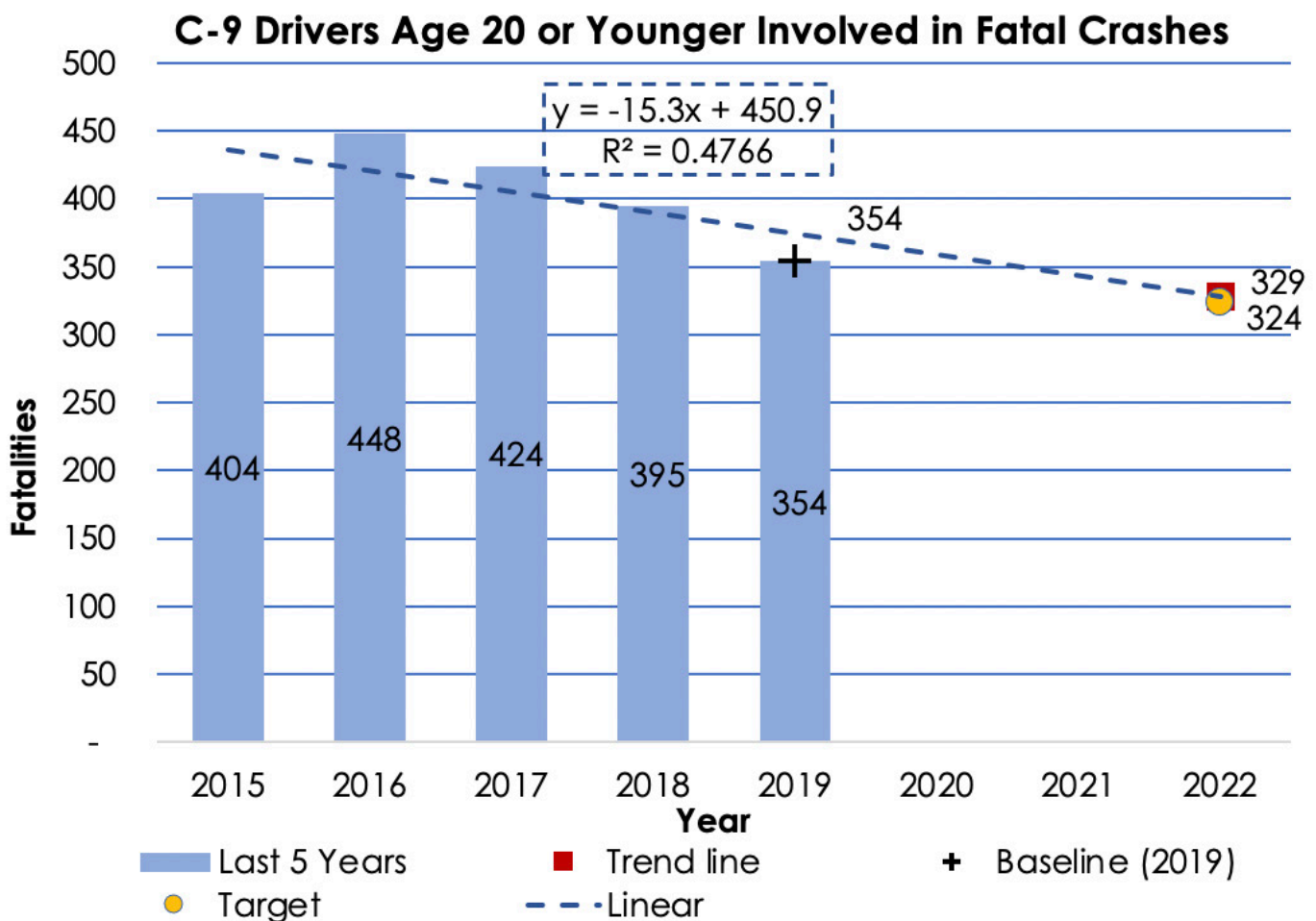


C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Goal: Reduce drivers age 20 or younger involved in fatal crashes 8.48 percent from the projected 2019 preliminary FARS number of 354 to 324 by December 31, 2022.

Justification: The performance target was selected by using a linear trend line based on the 2015-2019 data and an analysis of expected grant performance. California foresees that decreases will continue with the grants chosen for funding.

Countermeasures: Funded countermeasures to reduce the number of drivers age 20 or younger involved in fatal crashes will include educational activities to ensure all programs are results oriented. In 2019, the OTS started funding a statewide Real DUI court program and continues to fund proven teen education programs such as Smart Start, Every 15 Minutes, Impact Teen Drivers, Friday Night Live, Students Against Destructive Decisions and the ABC enforcement for Shoulder Tap and Minor Decoy operations that will contribute to the efforts to reach Drivers Age 20 or Younger.

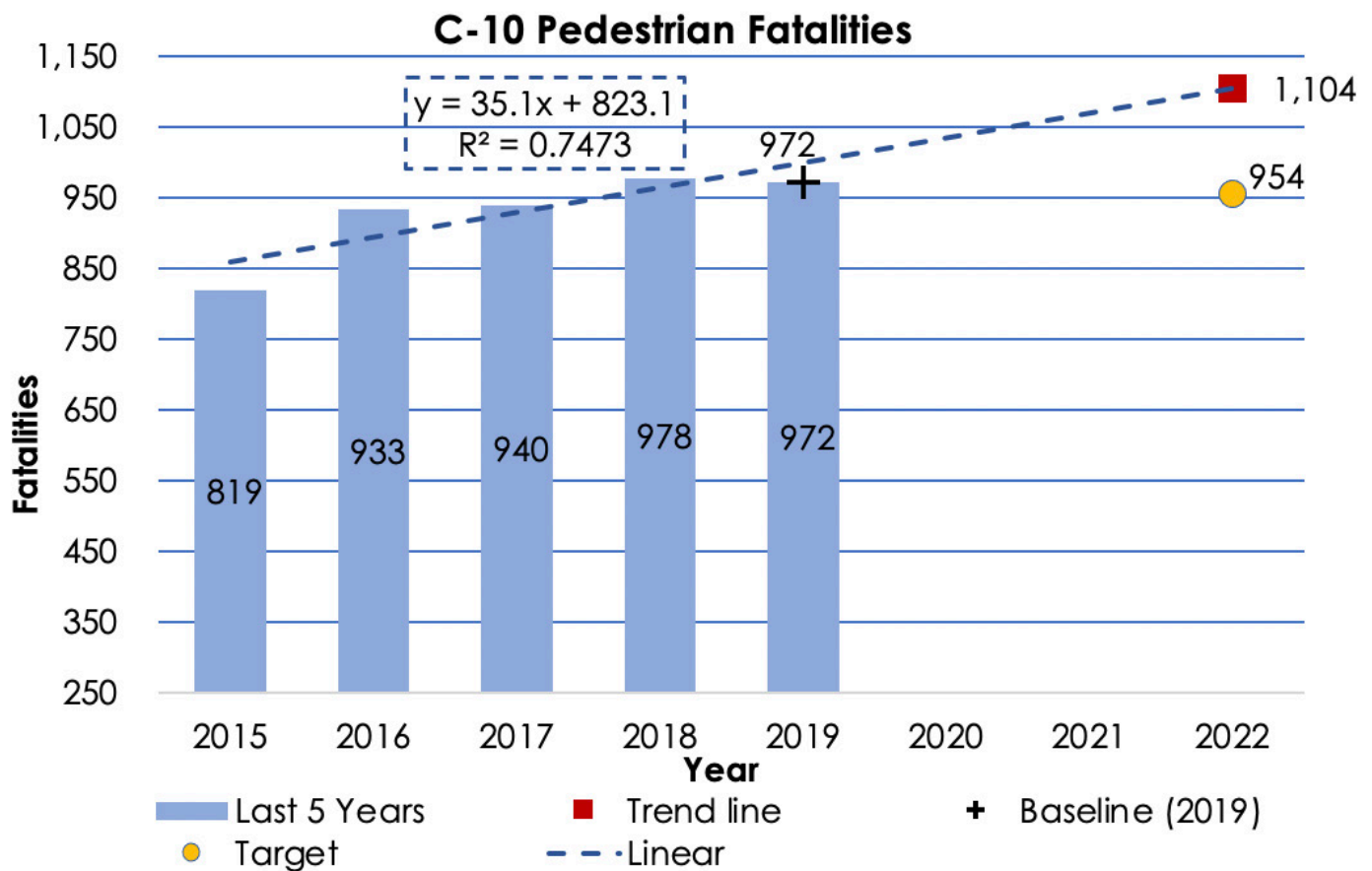


C-10 Pedestrian Fatalities (FARS)

Goal: Reduce pedestrian fatalities 1.85 percent from the projected final projected FARS number of 972 to 954 by December 31, 2022.

Justification: The performance target was selected by using a linear trend line based on the 2015-2019 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a reverse the upward trend in Pedestrian Fatalities.

Countermeasures: Caltrans is providing grant funding to their Active Transportation Program for bicycle and pedestrian safety issues and the state is developing an action plan for bicycle and pedestrian safety. Additionally, the SHSP developed action items specifically for pedestrian safety.

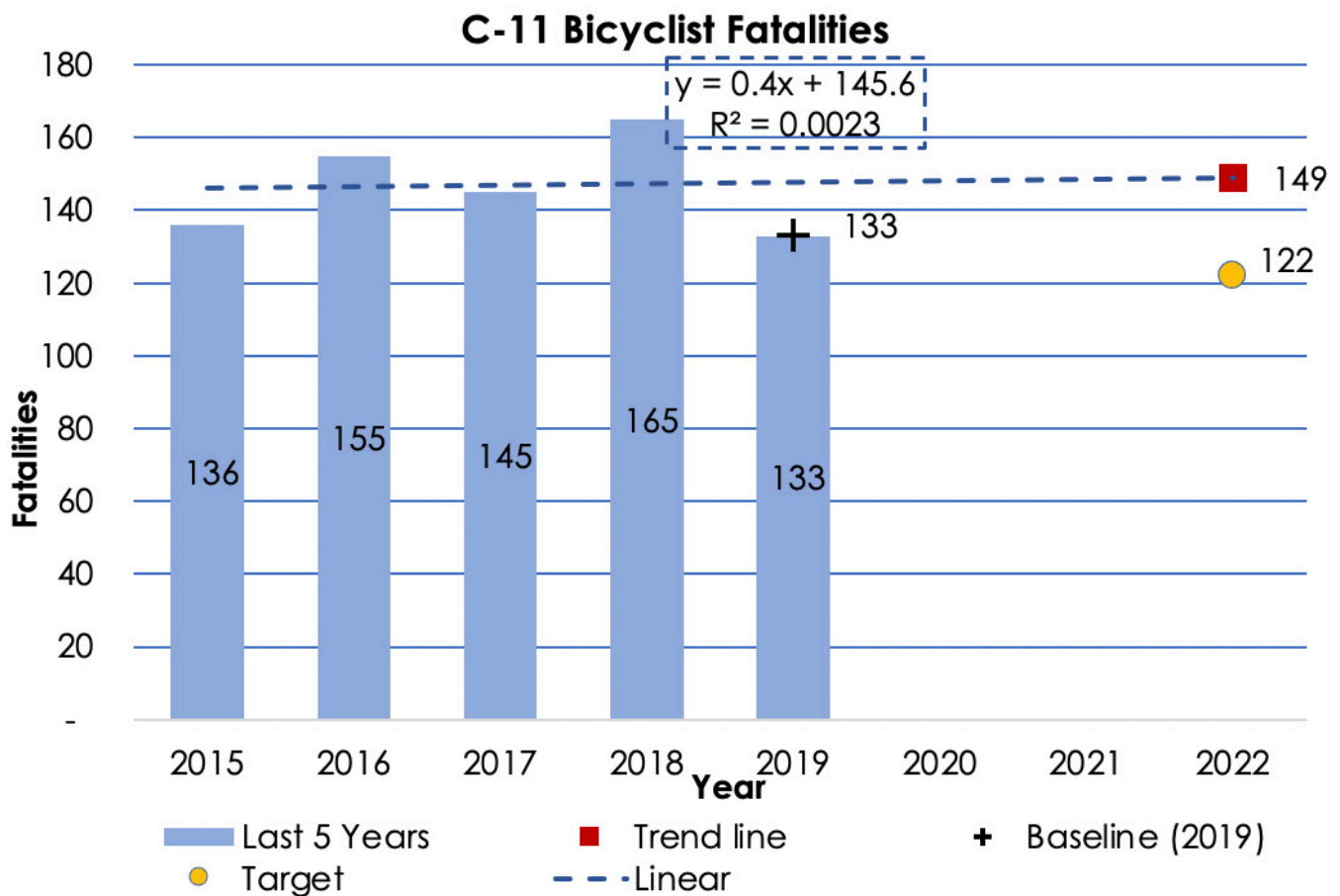


C-11 Bicyclist Fatalities (FARS)

Goal: Reduce bicyclist fatalities 8.27 percent from the preliminary final FARS number of 133 to 122 by December 31, 2022.

Justification: The performance target was selected by using a linear trend line based on the 2015-2019 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: Caltrans is providing grant funding to their Active Transportation Program for bicycle and pedestrian safety issues and developed an action plan for bicycle and pedestrian safety. Additionally, the SHSP developed action items specifically for bicycle safety.

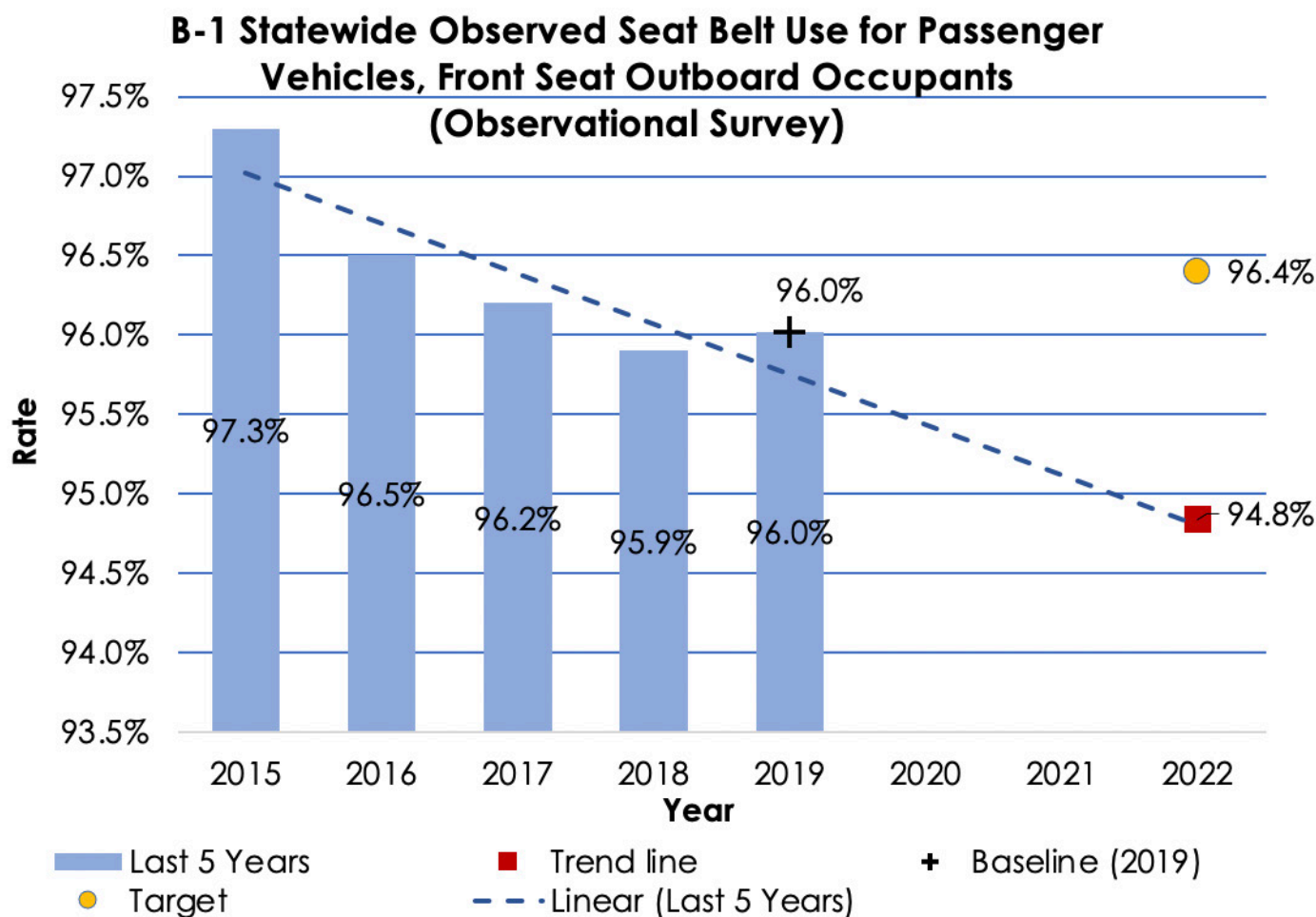


B-1 Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (Observational Survey)

Goal: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.4 percentage point from 96.0 percent (2019 observation) to 96.4 percent by December 31, 2022.

Justification: The performance target was selected by using the 2019 calendar year data as the baseline as that is when the survey was conducted. 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.

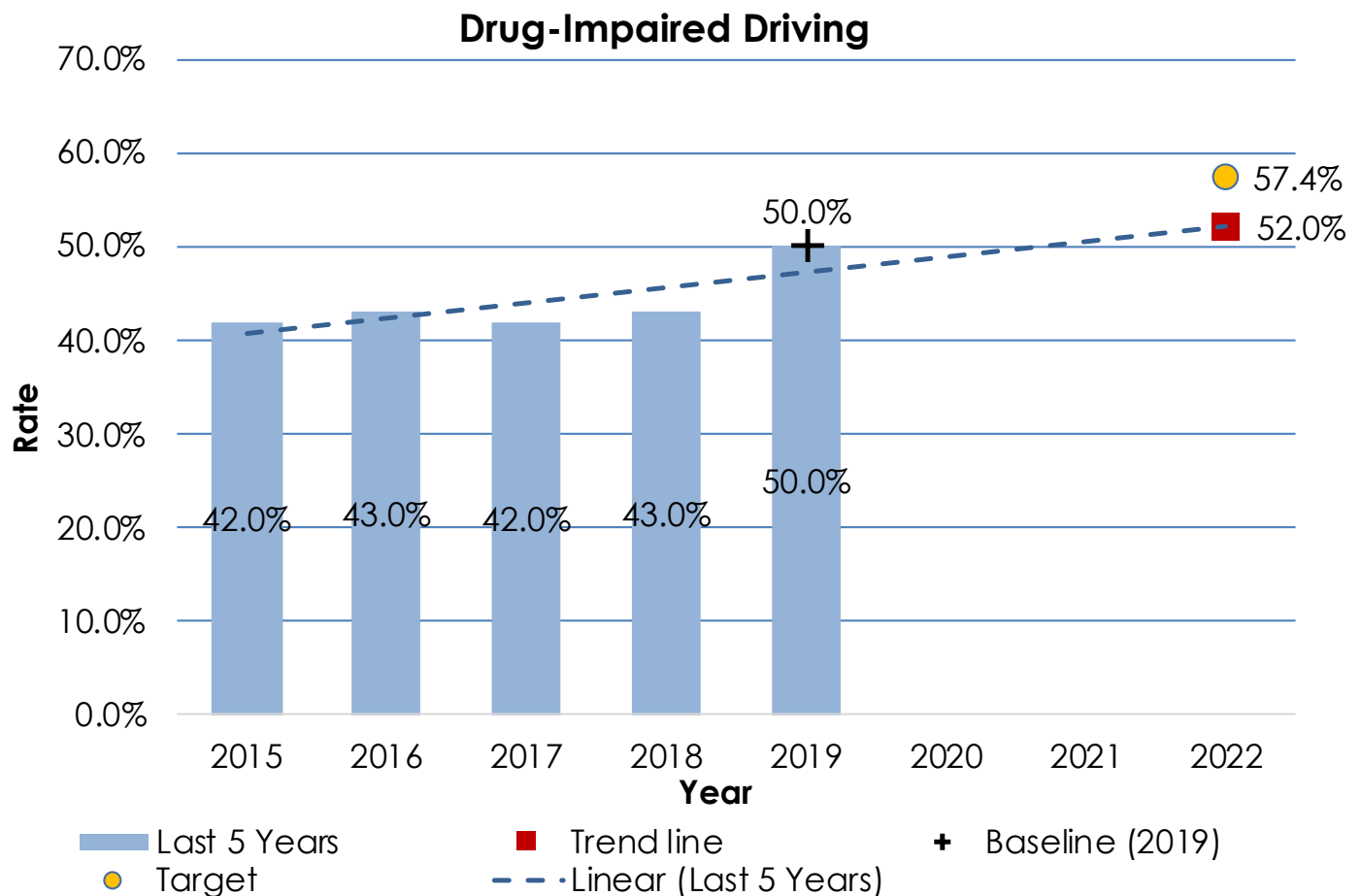


Drug-Impaired Driving (FARS)

Goal: To slow the anticipated increase of California drivers killed in crashes that tested positive for drug involvement. The data shows an increase of 7.4 percentage points from the 2019 calendar base year of 50 percent to 57.4 percent by December 31, 2022.

Justification: The performance target was selected by using the 2019 calendar year as the baseline. The trend line anticipates an increase in drug-impaired fatalities. With the legalization of recreational marijuana in California, and the increase in DUID testing we know that DUID fatalities will rise. With the OTS efforts, including the California Impaired Driving Plan and selected grants for funding, as well as efforts from the CHP Cannabis Tax Fund Grant Program, we hope to slow the anticipated increase of DUID fatalities.

Countermeasures: Funded countermeasures to reduce DUID will include meetings with expert stakeholders, funding educational programming and training for health care and educational professionals, funding ARIDE and DRE training for law enforcement, funding Vertical Prosecution programs, funding the Traffic Safety Resource Prosecutor program, and training for large county laboratories.

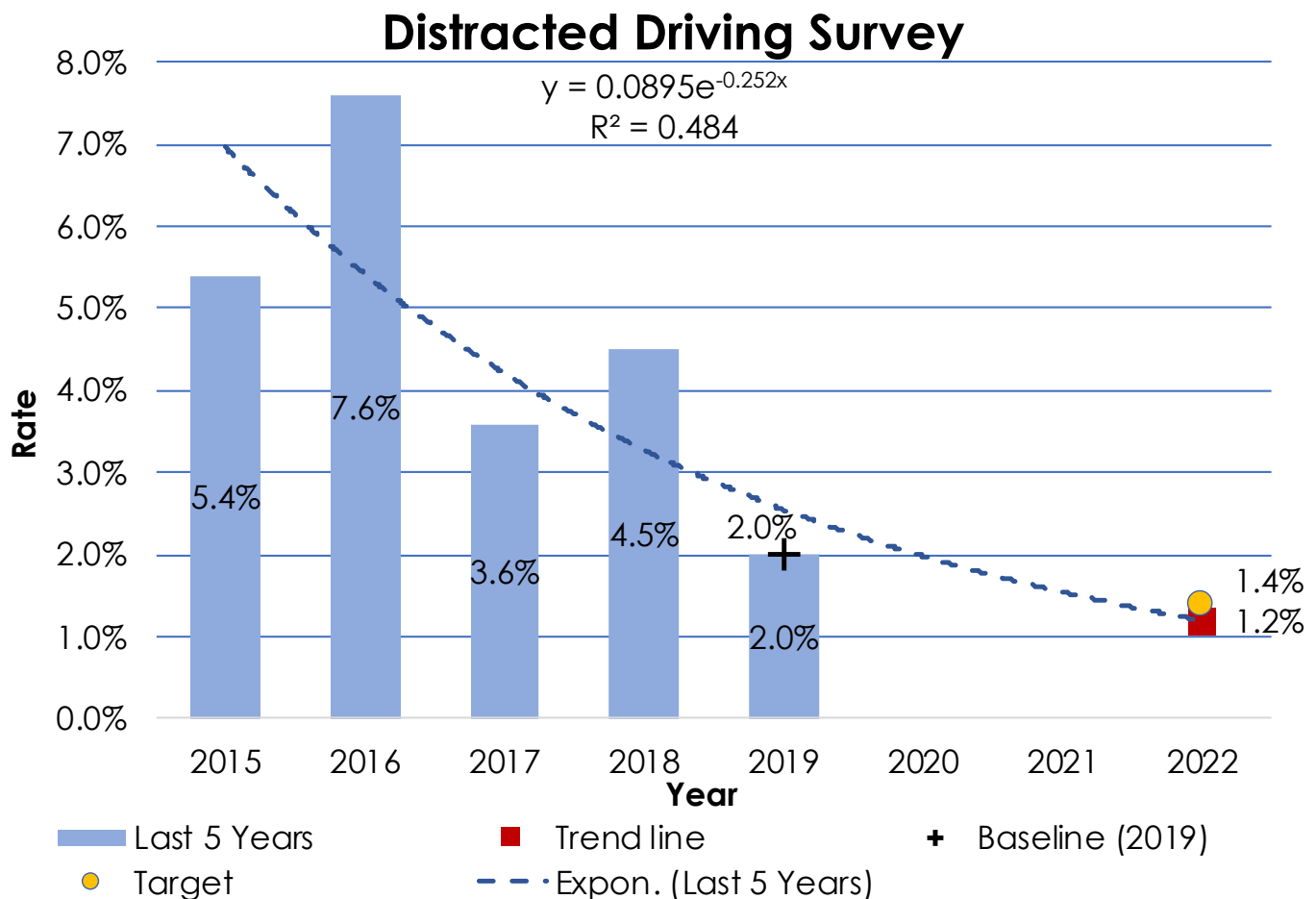


Distracted Driving (Survey)

Goal: Reduce the number of California drivers observed using a handheld cell phone or texting by 0.6 percentage points from the 2019 calendar base year of 2.0 percent to 1.4 percent by December 31, 2022.

Justification: The performance target was selected by using the 2019 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 continually lower the percent of Californians observed using a handheld cell phone.

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.



Emergency Medical Services

Goal: Decrease the average extrication time from the time of arrival at the crash site to transport by December 31, 2022.

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. California foresees that the grants chosen for funding will result in a decrease in this category.

Traffic Records

Goal: Increase the number of law enforcement agencies that submit crash reports electronically to SWITRS by 33.3 percent from the 2020 calendar base year total of 45 reporting agencies to 60 reporting agencies by December 31, 2022.

Justification: It is anticipated that law enforcement agencies will continue efforts to transmit electronic reports to SWITRS. California foresees that the grants chosen for funding will result in an increase in this category.

APPENDIX D – LIST OF ALL FISCAL YEAR 2022 GRANTS

Grant	Agency	Fund	Amount
AL22001	Butte County Probation Department	164 AL	\$145,000
AL22002	California Department of Alcoholic Beverage Control	164 AL	\$226,152
AL22003	California Department of Alcoholic Beverage Control	164 AL	\$2,825,664
AL22004	California Department of Alcoholic Beverage Control	164 AL	\$398,452
AL22005	California Highway Patrol	164 AL	\$2,000,000
AL22006	California Highway Patrol	164 AL	\$5,500,000
AL22007	California Highway Patrol	164 AL	\$400,000
AL22008	California Highway Patrol	164 AL	\$300,000
AL22009	Contra Costa County Probation Department	164 AL	\$389,700
AL22010	Los Angeles County Probation Department	164 AL	\$370,000
AL22011	Marin County Probation Department	164 AL	\$170,064
AL22012	Placer County Probation Department	164 AL	\$135,500
AL22013	San Diego County Probation Department	164 AL	\$335,000
AL22014	San Joaquin Collaborative Courts	164 AL	\$623,000
AL22015	San Joaquin County Probation Department	164 AL	\$123,500
AL22016	Solano County Probation Department	164 AL	\$287,125
AL22017	Superior Court of California, County of Fresno	164 AL	\$538,427
AL22018	Tulare County Office of Education	164 AL	\$272,000
AL22019	Tulare County Probation Department	164 AL	\$115,230
AL22020	San Mateo County Superior Court	164 AL	\$445,088
AL22021	Santa Barbara County Probation Department	164 AL	\$176,912
AL22022	Kern County Probation Department	164 AL	\$180,000
AL22023	Fresno County Probation Department	164 AL	\$325,000
AL22024	Sacramento County Probation Department	164 AL	\$492,553
AL22025	San Bernardino County Probation Department	164 AL	\$440,000
		Subtotal	\$17,214,367

Grant	Agency	Fund	Amount
DD22001	California Department of Alcoholic Beverage Control	402 DD	\$294,152
DD22002	California Highway Patrol	402 DD	\$837,000
DD22003	California Highway Patrol	402 DD	\$550,000
DD22004	Long Beach Department of Health and Human Services	402 DD	\$180,000
DD22005	Los Angeles County Public Health Department	402 DD	\$170,000
DD22006	San Luis Obispo County Behavioral Health Department	402 DD	\$76,000
DD22007	California Highway Patrol	402 DD	\$300,000
DD22008	Riverside County Public Health Department	402 DD	\$237,000
		Subtotal	\$2,644,152

Grant	Agency	Fund	Amount
DI22001	Contra Costa County Sheriff's Department	405d AL	\$80,000
DI22002	El Dorado County District Attorney's Office	405d AL	\$345,654
DI22003	Los Angeles City Attorney's Office	405d AL	\$912,050
DI22004	Los Angeles County District Attorney's Office	405d AL	\$1,559,350
DI22005	Marin County District Attorney's Office	405d AL	\$474,905
DI22006	Monterey County District Attorney's Office	405d AL	\$526,000
DI22007	Orange County District Attorney's Office	405d AL	\$1,111,503
DI22008	Orange County District Attorney's Office	405d AL	\$833,392
DI22009	Orange County Sheriff's Department	405d AL	\$299,850
DI22010	San Diego City Attorney's Office	405d AL	\$244,008
DI22011	San Diego County District Attorney's Office	405d AL	\$530,600
DI22012	San Diego County Sheriff's Crime Lab	405d AL	\$505,723
DI22013	San Francisco Public Health Department	405d AL	\$190,222
DI22014	Shasta County Health and Human Services Agency	402 PT	\$253,000
DI22015	Solano County District Attorney's Office	405d AL	\$271,000
DI22016	Sonoma County District Attorney's Office	405d AL	\$325,298
DI22017	Tulare County District Attorney's Office	405d AL	\$175,000
DI22018	University of California, Irvine	405d AL	\$200,000
DI22019	Ventura County District Attorney's Office	405d AL	\$371,500
DI22020	Yolo County District Attorney's Office	405d AL	\$192,698
DI22021	California Highway Patrol	405d AL	\$2,000,000
DI22022	Santa Cruz County Health Services Agency	405d AL	\$225,000
DI22023	Kern County District Attorney's Office	405d AL	\$576,910
DI22024	Long Beach Department of Health and Human Services	405d AL	\$215,000
DI22025	Fresno County District Attorney's Office	405d AL	\$505,500
DI22026	Riverside County District Attorney's Office	405d AL	\$430,000
DI22027	Riverside County Public Health Department	402 PT	\$107,500
DI22028	Sacramento County District Attorney's Office	405d AL	\$266,738
DI22029	San Bernardino County District Attorney's Office	405d AL	\$553,000
		Subtotal	\$14,281,401

Grant	Agency	Fund	Amount
EM22001	Butte County Fire Department	402 EM	\$34,400
EM22002	Daggett Fire Department	402 EM	\$25,000
EM22003	Downieville Fire Protection District	402 EM	\$38,000
EM22004	Ebbetts Pass Fire District	402 EM	\$106,539
EM22005	Lookout Volunteer Fire Department	402 EM	\$50,000
EM22006	Madera County Fire Department	402 EM	\$70,000
EM22007	Petaluma Fire Department	402 EM	\$114,000
EM22008	Rancho Santa Fe Fire Protection District	402 EM	\$15,182
EM22009	South Santa Clara County Fire District	402 EM	\$85,736
EM22010	Tehama County Fire Department	402 EM	\$60,000
EM22011	Templeton Fire and Emergency Services	402 EM	\$38,000
EM22012	Tuolumne County Fire Department	402 EM	\$136,000
EM22013	Wilton Fire Protection District	402 EM	\$15,000
EM22014	Cameron Park Fire Department	402 EM	\$31,790
EM22015	Atascadero Fire & Emergency Services	402 EM	\$82,000
EM22016	Hollister Fire Department	402 EM	\$114,000
EM22017	Live Oak	402 EM	\$35,000
EM22018	Gold Ridge Fire Protection District	402 EM	\$152,000
EM22019	River Delta Fire District	402 EM	\$17,490
		Subtotal	\$1,220,137

Grant	Agency	Fund	Amount
MC22001	Coronado Police Department	405f MC	\$50,000
MC22002	Rialto Police Department	405f MC	\$29,000
MC22003	San Francisco Municipal Transportation Agency	405f MC	\$100,000
MC22004	Upland Police Department	405f MC	\$24,000
MC22005	California Highway Patrol	402 MC	\$555,000
MC22005	California Highway Patrol	405f MC	\$195,000
MC22006	Anaheim Police Department	405f MC	\$55,000
MC22007	Hawthorne Police Department	405f MC	\$111,000
MC22008	Riverside County Sheriff's Department	405f MC	\$36,000
		Subtotal	\$1,155,000

Grant	Agency	Fund	Amount
OP22001	Butte County Public Health Department	405b OP	\$153,000
OP22002	California Department of Public Health	405b OP	\$400,000
OP22003	Community Action Partnership	405b OP	\$250,000
OP22004	Contra Costa County Health Services	405b OP	\$90,300
OP22005	Los Angeles County Public Health Department	405b OP	\$144,000
OP22006	Los Angeles Housing and Community Investment Department	405b OP	\$151,000
OP22007	San Joaquin County Public Health Services	405b OP	\$97,000
OP22008	Solano County Health and Social Services	405b OP	\$105,000
OP22009	Stanislaus County Health Services Agency	405b OP	\$110,000
OP22010	Torrance Fire Department	405b OP	\$120,000
OP22011	Trinity County Public Health Department	405b OP	\$35,000
OP22012	Ventura County Fire Department	405b OP	\$71,000
OP22013	Yolo County Health and Human Services Agency	405b OP	\$175,000
OP22014	Yuba County Health and Human Services Department	405b OP	\$73,000
OP22015	California Highway Patrol	405b OP	\$725,000
OP22016	California Highway Patrol	402 OP	\$150,000
OP22017	California State University, Fresno	405b OP	\$272,702
OP22018	San Luis Obispo Public Health Department	405b OP	\$72,100
OP22019	Santa Cruz County Health Services Agency	405b OP	\$53,000
OP22020	Anaheim Police Department	405b OP	\$85,000
OP22021	Riverside County Public Health Department	405b OP	\$220,000
OP22022	Sacramento County Health and Human Services Department	405b OP	\$62,000
		Subtotal	\$3,614,102

Grant	Agency	Fund	Amount
PA22001	Office of Traffic Safety	402 PS	\$450,843
PA22001	Office of Traffic Safety	402 MC	\$65,401
PA22001	Office of Traffic Safety	402 OP	\$204,645
PA22001	Office of Traffic Safety	405c TR	\$200,000
PA22001	Office of Traffic Safety	402 TR	\$76,599
PA22001	Office of Traffic Safety	402 PT	\$1,361,743
PA22001	Office of Traffic Safety	164 AL	\$2,493,450
PA22001	Office of Traffic Safety	402 DD	\$149,723
PA22001	Office of Traffic Safety	402 PA	\$1,400,040
PA22001	Office of Traffic Safety	402 EM	\$69,089
PA22001	Office of Traffic Safety	402 AL	\$795,760
		Subtotal	\$7,267,293

Grant	Agency	Fund	Amount
PR22001	Office of Traffic Safety	402 PT	\$4,000,000
PR22001	Office of Traffic Safety	164 AL	\$3,000,000
		Subtotal	\$7,000,000

Grant	Agency	Fund	Amount
PS22001	Butte County Public Health Department	402 PS	\$77,000
PS22002	California Highway Patrol	405h PS	\$1,250,000
PS22003	Community Action Partnership	402 PS	\$125,000
PS22004	Culver Public Works Department	402 PS	\$75,000
PS22005	Los Angeles Department of Transportation	402 PS	\$125,000
PS22006	Los Angeles Housing and Community Investment Department	402 PS	\$235,000
PS22007	Modesto Police Department	402 PS	\$62,500
PS22008	Monterey County Health Department	402 PS	\$100,000
PS22009	Oxnard Police Department	402 PS	\$25,700
PS22010	Pomona Police Department	402 PS	\$44,600
PS22011	Redondo Beach Police Department	402 PS	\$55,000
PS22012	San Buenaventura Public Works Department	402 PS	\$44,000
PS22013	San Diego Police Department	402 PS	\$240,000
PS22014	San Jose Department of Transportation	402 PS	\$110,000
PS22015	San Luis Obispo Public Health Department	402 PS	\$160,200
PS22016	Solano Transportation Authority	402 PS	\$155,000
PS22017	Southern California Association of Governments	402 PS	\$1,250,000
PS22018	Stanislaus County Health Services Agency	402 PS	\$105,000
PS22019	Sunnyvale Department of Public Safety	402 PS	\$36,000
PS22020	University of California, Berkeley - SafeTREC	402 PS	\$1,537,250
PS22021	University of California, Berkeley - SafeTREC	402 PS	\$480,000
PS22022	Watsonville Police Department	402 PS	\$45,800
PS22023	Yuba County Health and Human Services Department	402 PS	\$57,700
PS22024	San Mateo County Office of Education	402 PS	\$135,000
PS22025	Santa Ana Public Works Agency	402 PS	\$100,000
PS22026	Santa Cruz County Health Services Agency	402 PS	\$170,000
PS22027	Santa Cruz Public Works Department	402 PS	\$60,000
PS22028	Anaheim Police Department	402 PS	\$63,000
PS22029	Bakersfield Police Department	402 PS	\$33,000
PS22030	Huntington Beach Police Department	402 PS	\$42,800
PS22031	La Mesa Police Department	402 PS	\$25,000
PS22032	Long Beach Department of Health and Human Services	402 PS	\$302,500
PS22033	Escondido Police Department	402 PS	\$25,000
PS22034	Fresno (PARCS)	402 PS	\$125,000
PS22035	Riverside County Public Health Department	402 PS	\$210,000
PS22036	Sacramento County Office of Education	402 PS	\$175,000
PS22037	Salinas Police Department	402 PS	\$100,000
		Subtotal	\$7,962,050

Grant	Agency	Fund	Amount
PT22001	Brentwood Police Department	164 AL	\$50,000
PT22001	Brentwood Police Department	402 PT	\$35,000
PT22002	Buena Park Police Department	164 AL	\$104,000
PT22002	Buena Park Police Department	402 PT	\$50,000
PT22003	Burbank Police Department	164 AL	\$60,000
PT22003	Burbank Police Department	402 PT	\$40,000
PT22004	Burlingame Police Department	164 AL	\$30,000
PT22004	Burlingame Police Department	402 PT	\$20,000
PT22005	California Department of Motor Vehicles - Research & Development	402 PT	\$121,000
PT22006	California Highway Patrol	402 PT	\$443,000
PT22007	California Highway Patrol	402 PT	\$400,000
PT22008	Claremont Police Department	164 AL	\$50,000
PT22008	Claremont Police Department	402 PT	\$42,000
PT22009	Clovis Police Department	164 AL	\$48,000
PT22009	Clovis Police Department	402 PT	\$25,000
PT22010	Colton Police Department	164 AL	\$90,000
PT22010	Colton Police Department	402 PT	\$50,000
PT22011	Concord Police Department	164 AL	\$86,000
PT22011	Concord Police Department	402 PT	\$49,000
PT22012	Corona Police Department	164 AL	\$108,000
PT22012	Corona Police Department	402 PT	\$46,000
PT22013	Costa Mesa Police Department	164 AL	\$165,000
PT22013	Costa Mesa Police Department	402 PT	\$85,000
PT22014	Culver City Police Department	164 AL	\$63,000
PT22014	Culver City Police Department	402 PT	\$42,000
PT22015	Cypress Police Department	164 AL	\$53,000
PT22015	Cypress Police Department	402 PT	\$25,000
PT22016	Delano Police Department	164 AL	\$30,000
PT22016	Delano Police Department	402 PT	\$20,000
PT22017	Desert Hot Springs Police Department	164 AL	\$69,000
PT22017	Desert Hot Springs Police Department	402 PT	\$25,000
PT22018	Downey Police Department	164 AL	\$150,000
PT22018	Downey Police Department	402 PT	\$120,000
PT22019	Dublin Police Department	164 AL	\$40,000
PT22019	Dublin Police Department	402 PT	\$25,000
PT22020	El Cajon Police Department	402 PT	\$103,000
PT22020	El Cajon Police Department	164 AL	\$30,000
PT22021	El Centro Police Department	164 AL	\$40,000
PT22021	El Centro Police Department	402 PT	\$10,000
PT22022	Long Beach Police Department	164 AL	\$200,000
PT22022	Long Beach Police Department	402 PT	\$175,000
PT22022	Long Beach Police Department	405d AL	\$5,000

Grant	Agency	Fund	Amount
PT22023	Los Angeles County Sheriff's Department	164 AL	\$1,264,323
PT22023	Los Angeles County Sheriff's Department	402 PT	\$579,322
PT22024	Los Angeles Police Department	164 AL	\$3,540,000
PT22024	Los Angeles Police Department	402 PT	\$1,536,000
PT22025	Madera Police Department	164 AL	\$70,000
PT22025	Madera Police Department	402 PT	\$25,000
PT22026	Manhattan Beach Police Department	164 AL	\$30,000
PT22026	Manhattan Beach Police Department	402 PT	\$20,000
PT22027	Manteca Police Department	164 AL	\$40,000
PT22027	Manteca Police Department	402 PT	\$35,000
PT22028	Marysville Police Department	402 PT	\$36,000
PT22028	Marysville Police Department	164 AL	\$25,000
PT22029	Menifee Police Department	164 AL	\$60,000
PT22029	Menifee Police Department	402 PT	\$20,000
PT22030	Menlo Park Police Department	402 PT	\$40,000
PT22030	Menlo Park Police Department	164 AL	\$30,000
PT22031	Merced Police Department	402 PT	\$65,000
PT22031	Merced Police Department	164 AL	\$45,000
PT22032	Mill Valley Police Department	402 PT	\$22,000
PT22032	Mill Valley Police Department	164 AL	\$6,000
PT22033	Milpitas Police Department	164 AL	\$30,000
PT22033	Milpitas Police Department	402 PT	\$20,000
PT22034	Modesto Police Department	164 AL	\$290,000
PT22034	Modesto Police Department	402 PT	\$140,000
PT22035	Monrovia Police Department	402 PT	\$68,000
PT22035	Monrovia Police Department	164 AL	\$40,000
PT22036	Montebello Police Department	164 AL	\$75,000
PT22036	Montebello Police Department	402 PT	\$40,000
PT22037	Monterey Park Police Department	402 PT	\$60,000
PT22037	Monterey Park Police Department	164 AL	\$54,000
PT22038	Mountain View Police Department	402 PT	\$42,000
PT22038	Mountain View Police Department	164 AL	\$33,000
PT22039	Murrieta Police Department	164 AL	\$60,000
PT22039	Murrieta Police Department	402 PT	\$30,000
PT22040	National City Police Department	164 AL	\$72,000
PT22040	National City Police Department	402 PT	\$31,000
PT22041	Newark Police Department	164 AL	\$40,000
PT22041	Newark Police Department	402 PT	\$30,000
PT22042	Newport Beach Police Department	164 AL	\$155,000
PT22042	Newport Beach Police Department	402 PT	\$65,000
PT22042	Newport Beach Police Department	405d AL	\$50,000
PT22043	Novato Police Department	164 AL	\$55,000
PT22043	Novato Police Department	402 PT	\$33,000
PT22044	Oakdale Police Department	164 AL	\$25,000
PT22044	Oakdale Police Department	402 PT	\$25,000

Grant	Agency	Fund	Amount
PT22045	Oakland Police Department	164 AL	\$274,500
PT22045	Oakland Police Department	402 PT	\$225,500
PT22046	Oceanside Police Department	402 PT	\$155,000
PT22046	Oceanside Police Department	164 AL	\$148,000
PT22046	Oceanside Police Department	405d AL	\$10,000
PT22047	Ontario Police Department	164 AL	\$300,000
PT22047	Ontario Police Department	402 PT	\$170,000
PT22048	Orange County Sheriff's Department	164 AL	\$275,000
PT22048	Orange County Sheriff's Department	402 PT	\$170,000
PT22048	Orange County Sheriff's Department	405d AL	\$55,500
PT22049	Orange Police Department	164 AL	\$196,000
PT22049	Orange Police Department	402 PT	\$95,000
PT22050	Oxnard Police Department	164 AL	\$280,000
PT22050	Oxnard Police Department	402 PT	\$170,000
PT22051	Pacifica Police Department	164 AL	\$40,000
PT22051	Pacifica Police Department	402 PT	\$20,000
PT22052	Palm Springs Police Department	164 AL	\$95,000
PT22052	Palm Springs Police Department	402 PT	\$35,000
PT22053	Pasadena Police Department	164 AL	\$205,500
PT22053	Pasadena Police Department	402 PT	\$133,500
PT22054	Paso Robles Police Department	164 AL	\$30,000
PT22054	Paso Robles Police Department	402 PT	\$20,000
PT22055	Petaluma Police Department	164 AL	\$25,000
PT22055	Petaluma Police Department	402 PT	\$25,000
PT22056	Pittsburg Police Department	164 AL	\$50,000
PT22056	Pittsburg Police Department	402 PT	\$40,000
PT22057	Placerville Police Department	164 AL	\$35,000
PT22057	Placerville Police Department	402 PT	\$19,000
PT22058	Pomona Police Department	164 AL	\$275,000
PT22058	Pomona Police Department	402 PT	\$145,000
PT22059	Porterville Police Department	164 AL	\$60,000
PT22059	Porterville Police Department	402 PT	\$40,000
PT22060	Rancho Cordova Police Department	164 AL	\$51,000
PT22060	Rancho Cordova Police Department	402 PT	\$33,000
PT22061	Redding Police Department	164 AL	\$200,000
PT22061	Redding Police Department	402 PT	\$35,000
PT22062	Redlands Police Department	402 PT	\$56,000
PT22062	Redlands Police Department	164 AL	\$47,000
PT22063	Redondo Beach Police Department	164 AL	\$70,000
PT22063	Redondo Beach Police Department	402 PT	\$30,000
PT22064	Redwood City Police Department	164 AL	\$70,000
PT22064	Redwood City Police Department	402 PT	\$52,000
PT22065	Rialto Police Department	164 AL	\$130,000
PT22065	Rialto Police Department	402 PT	\$104,000
PT22065	Rialto Police Department	405d AL	\$12,000

Grant	Agency	Fund	Amount
PT22066	San Bernardino Police Department	164 AL	\$285,000
PT22066	San Bernardino Police Department	402 PT	\$160,000
PT22067	San Bruno Police Department	164 AL	\$50,000
PT22067	San Bruno Police Department	402 PT	\$45,000
PT22068	San Diego County Sheriff's Department	164 AL	\$300,000
PT22068	San Diego County Sheriff's Department	402 PT	\$140,000
PT22069	San Diego Police Department	164 AL	\$900,000
PT22069	San Diego Police Department	402 PT	\$400,000
PT22070	San Fernando Police Department	164 AL	\$30,000
PT22070	San Fernando Police Department	402 PT	\$25,000
PT22071	San Francisco Police Department	402 PT	\$105,000
PT22071	San Francisco Police Department	164 AL	\$70,000
PT22072	San Gabriel Police Department	164 AL	\$46,000
PT22072	San Gabriel Police Department	402 PT	\$30,000
PT22073	San Jose Police Department	164 AL	\$125,000
PT22073	San Jose Police Department	402 PT	\$75,000
PT22074	San Leandro Police Department	164 AL	\$35,000
PT22074	San Leandro Police Department	402 PT	\$25,000
PT22075	San Luis Obispo Police Department	164 AL	\$75,000
PT22075	San Luis Obispo Police Department	402 PT	\$45,000
PT22076	Santa Maria Police Department	164 AL	\$210,000
PT22076	Santa Maria Police Department	402 PT	\$80,000
PT22077	Santa Monica Police Department	402 PT	\$160,000
PT22077	Santa Monica Police Department	164 AL	\$105,000
PT22078	Santa Paula Police Department	164 AL	\$30,000
PT22078	Santa Paula Police Department	402 PT	\$20,000
PT22079	Santa Rosa Police Department	164 AL	\$160,000
PT22079	Santa Rosa Police Department	402 PT	\$140,000
PT22080	Seal Beach Police Department	402 PT	\$37,000
PT22080	Seal Beach Police Department	164 AL	\$28,000
PT22081	Signal Hill Police Department	164 AL	\$50,000
PT22081	Signal Hill Police Department	402 PT	\$25,000
PT22082	Simi Valley Police Department	164 AL	\$77,000
PT22082	Simi Valley Police Department	402 PT	\$42,000
PT22083	South Gate Police Department	164 AL	\$50,000
PT22083	South Gate Police Department	402 PT	\$50,000
PT22084	South Lake Tahoe Police Department	164 AL	\$30,000
PT22084	South Lake Tahoe Police Department	402 PT	\$26,000
PT22085	South Pasadena Police Department	164 AL	\$30,000
PT22085	South Pasadena Police Department	402 PT	\$20,000
PT22086	South San Francisco Police Department	164 AL	\$70,000
PT22086	South San Francisco Police Department	402 PT	\$55,000
PT22087	Stockton Police Department	164 AL	\$275,000
PT22087	Stockton Police Department	402 PT	\$125,000

Grant	Agency	Fund	Amount
PT22088	Sunnyvale Department of Public Safety	164 AL	\$42,000
PT22088	Sunnyvale Department of Public Safety	402 PT	\$38,000
PT22089	Susanville Police Department	402 PT	\$30,000
PT22089	Susanville Police Department	164 AL	\$20,000
PT22090	Torrance Police Department	164 AL	\$98,000
PT22090	Torrance Police Department	402 PT	\$60,000
PT22091	Tracy Police Department	402 PT	\$29,000
PT22091	Tracy Police Department	164 AL	\$21,000
PT22092	Turlock Police Department	164 AL	\$40,000
PT22092	Turlock Police Department	402 PT	\$20,000
PT22093	Tustin Police Department	164 AL	\$69,000
PT22093	Tustin Police Department	402 PT	\$42,000
PT22094	Union City Police Department	164 AL	\$50,000
PT22094	Union City Police Department	402 PT	\$10,000
PT22095	University of California, San Diego	402 PT	\$300,000
PT22096	Upland Police Department	164 AL	\$90,000
PT22096	Upland Police Department	402 PT	\$80,000
PT22097	Vacaville Police Department	164 AL	\$70,000
PT22097	Vacaville Police Department	402 PT	\$30,000
PT22098	Vallejo Police Department	164 AL	\$61,000
PT22098	Vallejo Police Department	402 PT	\$41,000
PT22099	Ventura County Sheriff's Department	402 PT	\$213,500
PT22099	Ventura County Sheriff's Department	164 AL	\$182,000
PT22100	Ventura Police Department	164 AL	\$105,000
PT22100	Ventura Police Department	402 PT	\$100,000
PT22101	Vernon Police Department	164 AL	\$55,000
PT22101	Vernon Police Department	402 PT	\$20,000
PT22102	Visalia Police Department	164 AL	\$175,000
PT22102	Visalia Police Department	402 PT	\$60,000
PT22103	Walnut Creek Police Department	402 PT	\$30,000
PT22103	Walnut Creek Police Department	164 AL	\$20,000
PT22104	Watsonville Police Department	164 AL	\$40,000
PT22104	Watsonville Police Department	402 PT	\$40,000
PT22105	West Sacramento Police Department	164 AL	\$50,000
PT22105	West Sacramento Police Department	402 PT	\$35,000
PT22106	Westminster Police Department	164 AL	\$60,000
PT22106	Westminster Police Department	402 PT	\$47,000
PT22107	Whittier Police Department	164 AL	\$122,000
PT22107	Whittier Police Department	402 PT	\$87,000
PT22108	Winters Police Department	402 PT	\$30,000
PT22108	Winters Police Department	164 AL	\$20,000
PT22109	Woodland Police Department	164 AL	\$38,000
PT22109	Woodland Police Department	402 PT	\$29,000
PT22110	Yuba City Police Department	164 AL	\$50,000
PT22110	Yuba City Police Department	402 PT	\$42,500

Grant	Agency	Fund	Amount
PT22111	California Highway Patrol	402 PT	\$2,000,000
PT22112	California Highway Patrol	402 PT	\$100,000
PT22113	California Highway Patrol	402 PT	\$350,000
PT22114	California Highway Patrol	402 PT	\$800,000
PT22115	California Highway Patrol	402 PT	\$225,000
PT22116	Carlsbad Police Department	164 AL	\$60,000
PT22116	Carlsbad Police Department	402 PT	\$48,000
PT22117	Cathedral City Police Department	164 AL	\$30,000
PT22117	Cathedral City Police Department	402 PT	\$20,000
PT22118	Central Marin Police Authority	402 PT	\$36,000
PT22118	Central Marin Police Authority	164 AL	\$25,000
PT22119	Ceres Police Department	164 AL	\$35,000
PT22119	Ceres Police Department	402 PT	\$25,000
PT22120	Chino Police Department	164 AL	\$100,000
PT22120	Chino Police Department	402 PT	\$60,000
PT22121	Chula Vista Police Department	164 AL	\$300,000
PT22121	Chula Vista Police Department	402 PT	\$120,000
PT22122	Citrus Heights Police Department	164 AL	\$110,000
PT22122	Citrus Heights Police Department	402 PT	\$95,000
PT22123	San Marino Police Department	402 PT	\$25,000
PT22123	San Marino Police Department	164 AL	\$25,000
PT22124	San Mateo County Sheriff's Office	402 PT	\$110,000
PT22124	San Mateo County Sheriff's Office	164 AL	\$105,000
PT22125	San Mateo Police Department	164 AL	\$55,000
PT22125	San Mateo Police Department	402 PT	\$30,000
PT22126	San Pablo Police Department	164 AL	\$36,000
PT22126	San Pablo Police Department	402 PT	\$24,000
PT22127	San Rafael Police Department	164 AL	\$60,000
PT22127	San Rafael Police Department	402 PT	\$45,000
PT22128	San Ramon Police Department	402 PT	\$30,000
PT22128	San Ramon Police Department	164 AL	\$20,000
PT22129	Sanger Police Department	164 AL	\$30,000
PT22129	Sanger Police Department	402 PT	\$20,000
PT22130	Santa Ana Police Department	164 AL	\$375,000
PT22130	Santa Ana Police Department	402 PT	\$161,000
PT22131	Santa Barbara County Sheriff's Department	164 AL	\$50,000
PT22131	Santa Barbara County Sheriff's Department	402 PT	\$28,000
PT22132	Santa Barbara Police Department	164 AL	\$125,000
PT22132	Santa Barbara Police Department	402 PT	\$103,000
PT22133	Santa Clara Police Department	164 AL	\$45,000
PT22133	Santa Clara Police Department	402 PT	\$30,000
PT22134	Santa Cruz Police Department	164 AL	\$45,000
PT22134	Santa Cruz Police Department	402 PT	\$40,000
PT22135	Alameda County Sheriff's Office	164 AL	\$165,000
PT22135	Alameda County Sheriff's Office	402 PT	\$135,000

Grant	Agency	Fund	Amount
PT22136	Alhambra Police Department	164 AL	\$83,000
PT22136	Alhambra Police Department	402 PT	\$44,000
PT22137	Anaheim Police Department	164 AL	\$229,000
PT22137	Anaheim Police Department	402 PT	\$193,000
PT22138	Anderson Police Department	164 AL	\$30,000
PT22138	Anderson Police Department	402 PT	\$22,000
PT22139	Antioch Police Department	164 AL	\$35,000
PT22139	Antioch Police Department	402 PT	\$25,000
PT22140	Arcadia Police Department	164 AL	\$30,000
PT22140	Arcadia Police Department	402 PT	\$20,000
PT22141	Arroyo Grande Police Department	164 AL	\$25,000
PT22141	Arroyo Grande Police Department	402 PT	\$25,000
PT22142	Atascadero Police Department	402 PT	\$30,000
PT22142	Atascadero Police Department	164 AL	\$20,000
PT22143	Azusa Police Department	402 PT	\$50,000
PT22143	Azusa Police Department	164 AL	\$48,000
PT22144	Bakersfield Police Department	164 AL	\$300,000
PT22144	Bakersfield Police Department	402 PT	\$100,000
PT22145	Baldwin Park Police Department	164 AL	\$65,000
PT22145	Baldwin Park Police Department	402 PT	\$45,000
PT22146	Beaumont Police Department	164 AL	\$30,000
PT22146	Beaumont Police Department	402 PT	\$20,000
PT22147	Bell Gardens Police Department	164 AL	\$45,000
PT22147	Bell Gardens Police Department	402 PT	\$40,000
PT22148	Bell Police Department	164 AL	\$45,000
PT22148	Bell Police Department	402 PT	\$35,000
PT22149	Berkeley Police Department	402 PT	\$100,000
PT22149	Berkeley Police Department	164 AL	\$80,000
PT22150	Beverly Hills Police Department	164 AL	\$60,000
PT22150	Beverly Hills Police Department	402 PT	\$32,000
PT22151	Brea Police Department	164 AL	\$41,000
PT22151	Brea Police Department	402 PT	\$30,000
PT22152	Hollister Police Department	164 AL	\$35,000
PT22152	Hollister Police Department	402 PT	\$15,000
PT22153	Huntington Beach Police Department	164 AL	\$635,000
PT22153	Huntington Beach Police Department	402 PT	\$153,000
PT22154	Huntington Park Police Department	164 AL	\$30,000
PT22154	Huntington Park Police Department	402 PT	\$20,000
PT22155	Inglewood Police Department	164 AL	\$135,000
PT22155	Inglewood Police Department	402 PT	\$110,000
PT22156	Irvine Police Department	164 AL	\$250,000
PT22156	Irvine Police Department	402 PT	\$120,000
PT22157	Irwindale Police Department	402 PT	\$60,000
PT22157	Irwindale Police Department	164 AL	\$30,000

Grant	Agency	Fund	Amount
PT22158	King City Police Department	402 PT	\$15,000
PT22158	King City Police Department	164 AL	\$35,000
PT22159	La Habra Police Department	164 AL	\$68,000
PT22159	La Habra Police Department	402 PT	\$50,000
PT22160	La Mesa Police Department	164 AL	\$60,000
PT22160	La Mesa Police Department	402 PT	\$36,000
PT22161	Laguna Beach Police Department	164 AL	\$64,500
PT22161	Laguna Beach Police Department	402 PT	\$42,500
PT22162	Lathrop Police Department	164 AL	\$30,000
PT22162	Lathrop Police Department	402 PT	\$20,000
PT22163	Livermore Police Department	164 AL	\$45,000
PT22163	Livermore Police Department	402 PT	\$25,000
PT22164	Lodi Police Department	164 AL	\$75,000
PT22164	Lodi Police Department	402 PT	\$20,000
PT22165	Lompoc Police Department	164 AL	\$25,000
PT22165	Lompoc Police Department	402 PT	\$25,000
PT22166	El Monte Police Department	164 AL	\$105,000
PT22166	El Monte Police Department	402 PT	\$45,000
PT22167	Elk Grove Police Department	164 AL	\$120,000
PT22167	Elk Grove Police Department	402 PT	\$80,000
PT22168	Escondido Police Department	164 AL	\$380,000
PT22168	Escondido Police Department	402 PT	\$105,000
PT22169	Fairfield Police Department	164 AL	\$90,000
PT22169	Fairfield Police Department	402 PT	\$85,000
PT22170	Folsom Police Department	164 AL	\$45,000
PT22170	Folsom Police Department	402 PT	\$18,000
PT22171	Fontana Police Department	164 AL	\$200,000
PT22171	Fontana Police Department	402 PT	\$130,000
PT22172	Fountain Valley Police Department	164 AL	\$30,000
PT22172	Fountain Valley Police Department	402 PT	\$20,000
PT22173	Fremont Police Department	164 AL	\$60,000
PT22173	Fremont Police Department	402 PT	\$55,000
PT22174	Fresno Police Department	164 AL	\$575,000
PT22174	Fresno Police Department	402 PT	\$125,000
PT22175	Fullerton Police Department	164 AL	\$204,000
PT22175	Fullerton Police Department	402 PT	\$76,000
PT22176	Garden Grove Police Department	164 AL	\$150,000
PT22176	Garden Grove Police Department	402 PT	\$128,000
PT22177	Gardena Police Department	164 AL	\$90,000
PT22177	Gardena Police Department	402 PT	\$35,000
PT22178	Gilroy Police Department	164 AL	\$50,000
PT22178	Gilroy Police Department	402 PT	\$40,000

Grant	Agency	Fund	Amount
PT22179	Glendale Police Department	164 AL	\$200,000
PT22179	Glendale Police Department	402 PT	\$83,000
PT22180	Glendora Police Department	164 AL	\$49,000
PT22180	Glendora Police Department	402 PT	\$35,000
PT22181	Hawthorne Police Department	402 PT	\$125,000
PT22181	Hawthorne Police Department	164 AL	\$100,000
PT22182	Hayward Police Department	402 PT	\$110,000
PT22182	Hayward Police Department	164 AL	\$90,000
PT22183	Hemet Police Department	164 AL	\$50,000
PT22183	Hemet Police Department	402 PT	\$30,000
PT22184	Richmond Police Department	164 AL	\$180,000
PT22184	Richmond Police Department	402 PT	\$55,000
PT22185	Ridgecrest Police Department	164 AL	\$45,000
PT22185	Ridgecrest Police Department	402 PT	\$25,000
PT22186	Riverside County Sheriff's Department	164 AL	\$700,000
PT22186	Riverside County Sheriff's Department	402 PT	\$500,000
PT22187	Riverside Police Department	164 AL	\$210,000
PT22187	Riverside Police Department	402 PT	\$190,000
PT22188	Rocklin Police Department	164 AL	\$32,000
PT22188	Rocklin Police Department	402 PT	\$29,000
PT22189	Rohnert Park Department of Public Safety	402 PT	\$34,000
PT22189	Rohnert Park Department of Public Safety	164 AL	\$30,000
PT22190	Sacramento Police Department	164 AL	\$270,000
PT22190	Sacramento Police Department	402 PT	\$130,000
PT22191	Salinas Police Department	402 PT	\$90,000
PT22191	Salinas Police Department	164 AL	\$65,000
PT22192	San Bernardino County Sheriff's Department	164 AL	\$350,000
PT22192	San Bernardino County Sheriff's Department	402 PT	\$170,000
		Subtotal	\$42,614,145

Grant	Agency	Fund	Amount
TR22001	California Department of Public Health	405c TR	\$600,000
TR22002	California Department of Transportation	405c TR	\$1,000,000
TR22003	Montebello Police Department	405c TR	\$45,000
TR22004	Pasadena Police Department	405c TR	\$123,900
TR22005	Pomona Police Department	405c TR	\$25,000
TR22006	Porterville Police Department	405c TR	\$60,000
TR22007	Rialto Police Department	405c TR	\$76,000
TR22008	San Luis Obispo Police Department	405c TR	\$79,000
TR22009	South Gate Police Department	405c TR	\$25,000
TR22010	Stockton Police Department	405c TR	\$25,000
TR22011	Suisun City Police Department	405c TR	\$13,500
TR22012	University of California San Diego, DBMI	405c TR	\$163,679
TR22013	University of California, Berkeley - SafeTREC	402 PT	\$1,027,524
TR22013	University of California, Berkeley - SafeTREC	405c TR	\$699,276
TR22014	University of California, Berkeley - SafeTREC	405c TR	\$100,000
TR22015	University of California, Berkeley - SafeTREC	405c TR	\$361,000
TR22016	University of California, Berkeley - SafeTREC	405c TR	\$240,000
TR22017	University of California, Santa Barbara	405c TR	\$179,865
TR22018	Upland Police Department	405c TR	\$23,000
TR22019	West Covina Police Department	405c TR	\$25,000
TR22020	California Highway Patrol	405c TR	\$58,131
TR22021	California State Polytechnic University, Pomona	405c TR	\$275,466
TR22022	Campbell Police Department	405c TR	\$68,300
TR22023	Ceres Police Department	405c TR	\$43,000
TR22024	Chula Vista Police Department	405c TR	\$65,000
TR22025	Claremont Police Department	405c TR	\$8,600
TR22026	San Marino Police Department	405c TR	\$69,100
TR22027	San Pablo Police Department	405c TR	\$40,000
TR22028	San Ramon	405c TR	\$40,000
TR22029	Santa Maria Police Department	405c TR	\$25,000
TR22030	Alameda Police Department	405c TR	\$35,300
TR22031	Atascadero Police Department	405c TR	\$46,310
TR22032	Baldwin Park Police Department	405c TR	\$30,000
TR22033	Irvine Police Department	405c TR	\$25,900
TR22034	Kensington Police Department	405c TR	\$16,000
TR22035	King City Police Department	405c TR	\$62,500
TR22036	Glendale Police Department	405c TR	\$29,000
TR22037	Riverside Police Department	405c TR	\$25,000
TR22038	Rocklin Police Department	405c TR	\$58,000
		Subtotal	\$5,912,351

APPENDIX E – EQUIPMENT LIST

Grant	Agency	Item Name	Units	Unit Cost	Fund
TR22030	Alameda Police Department	Complete Electronic Citation Data Collection System	1	\$26,300	405c TR
PT22136	Alhambra Police Department	Changeable Message Sign Trailer with Radar	1	\$15,000	402PT
PT22137	Anaheim Police Department	Vehicle Speed Feedback Sign	3	\$6,000	402PT
PT22138	Anderson Police Department	Vehicle Speed Feedback Sign	1	\$6,000	402PT
PT22141	Arroyo Grande Police Department	Radar Trailer	1	\$9,000	402PT
EM22015	Atascadero Fire & Emergency Services	Fully Equipped Extrication System	2	\$38,000	402EM
PT22142	Atascadero Police Department	Radar Trailer	1	\$10,000	402PT
TR22031	Atascadero Police Department	Complete Electronic Citation/Traffic Crash Data Collection System	1	\$46,310	405c TR
PT22143	Azusa Police Department	Changeable Message Sign Trailer with Radar	1	\$16,500	402PT
PT22147	Bell Gardens Police Department	Changeable Message Sign Trailer with Radar	1	\$20,000	402PT
OP22001	Butte County Public Health Department	Utility Trailer	1	\$10,000	405b OP
PT22111	California Highway Patrol	Radar Trailer	5	\$10,000	402PT
EM22014	Cameron Park Fire Department	Combi-tool	2	\$15,895	402EM
TR22022	Campbell Police Department	Complete Electronic Citation/Traffic Crash Data Collection System	1	\$68,300	405c TR
PT22116	Carlsbad Police Department	Changeable Message Sign Trailer	1	\$9,000	402PT
PT22118	Central Marin Police Authority	Radar Trailer	1	\$11,000	402PT
TR22023	Ceres Police Department	Complete Electronic Citation Data Collection System	1	\$27,100	405c TR
PT22120	Chino Police Department	Changeable Message Sign Trailer with Radar	1	\$16,000	402PT
PT22122	Citrus Heights Police Department	Vehicle Speed Feedback Sign	5	\$6,000	402PT
PT22008	Claremont Police Department	Radar Trailer	1	\$11,000	402PT
PT22010	Colton Police Department	Vehicle Speed Feedback Sign	1	\$6,000	402PT
PT22012	Corona Police Department	DUI Trailer	1	\$35,000	164AL
EM22002	Daggett Fire Department	Combi-tool	2	\$12,500	402EM
PT22017	Desert Hot Springs Police Department	DUI Trailer	1	\$25,000	164AL
EM22003	Downieville Fire Protection District	Fully Equipped Extrication System	1	\$38,000	402EM
EM22004	Ebbetts Pass Fire District	Fully Equipped Extrication System	3	\$35,513	402EM
PT22020	El Cajon Police Department	Police Motorcycle	1	\$40,000	402PT
PT22166	El Monte Police Department	Radar Trailer	1	\$10,000	402PT
PT22168	Escondido Police Department	Changeable Message Sign Trailer with Radar	1	\$18,000	402PT
PT22173	Fremont Police Department	Vehicle Speed Feedback Sign	1	\$5,000	402PT
EM22018	Gold Ridge Fire Protection District	Fully Equipped Extrication System	4	\$38,000	402EM
PT22181	Hawthorne Police Department	Police Motorcycle	1	\$40,000	402PT
EM22016	Hollister Fire Department	Fully Equipped Extrication System	3	\$38,000	402EM
PT22156	Irvine Police Department	Event Data Recorder Kit	1	\$9,500	402PT
PT22157	Irwindale Police Department	Police Motorcycle	1	\$40,000	402PT
TR22034	Kensington Police Department	Complete Traffic Crash Database System	1	\$16,000	405c TR
TR22035	King City Police Department	Complete Traffic Crash Database System	1	\$40,000	405c TR
EM22017	Live Oak	Fully Equipped Extrication System	1	\$32,000	402EM
EM22005	Lookout Volunteer Fire Department	Air Bag Lift System	2	\$6,000	402EM
EM22005	Lookout Volunteer Fire Department	Fully Equipped Extrication System	1	\$38,000	402EM
PT22024	Los Angeles Police Department	Desktop Breath Testers	4	\$10,000	164AL
PT22024	Los Angeles Police Department	Changeable Message Sign Trailer with Radar	2	\$18,000	402PT

Grant	Agency	Item Name	Units	Unit Cost	Fund
EM22006	Madera County Fire Department	Fully Equipped Extrication System	2	\$35,000	402EM
PT22025	Madera Police Department	DUI Supply Trailer	1	\$10,000	164AL
PT22028	Marysville Police Department	Radar Trailer	1	\$11,000	402PT
PT22031	Merced Police Department	Police Motorcycle	1	\$40,000	402PT
PT22034	Modesto Police Department	Radar Trailer	1	\$10,000	402PT
PT22035	Monrovia Police Department	Police Motorcycle	1	\$40,000	402PT
PT22044	Oakdale Police Department	Radar Trailer	1	\$11,000	402PT
PT22047	Ontario Police Department	Vehicle Speed Feedback Sign	3	\$5,503	402PT
DI22009	Orange County Sheriff's Department	Gas Chromatograph Mass Spectrometer	1	\$150,000	405d AL
PT22052	Palm Springs Police Department	DUI Trailer	1	\$35,000	164AL
TR22004	Pasadena Police Department	Complete Electronic Citation/Traffic Crash Data Collection System	1	\$123,900	405c TR
EM22007	Petaluma Fire Department	Fully Equipped Extrication System	3	\$38,000	402EM
PT22058	Pomona Police Department	Changeable Message Sign Trailer with Radar	1	\$16,300	402PT
TR22006	Porterville Police Department	Complete Traffic Crash Database System	1	\$60,000	405c TR
EM22008	Rancho Santa Fe Fire Protection District	Air Bag Lift System	1	\$8,000	402EM
TR22007	Rialto Police Department	Complete Electronic Citation Data Collection System	1	\$49,200	405c TR
EM22019	River Delta Fire District	Air Bag Lift System	1	\$10,770	402EM
PT22186	Riverside County Sheriff's Department	Event Data Recorder Kit	1	\$6,200	402PT
TR22038	Rocklin Police Department	Complete Electronic Citation Data Collection System	1	\$58,000	405c TR
PT22189	Rohnert Park Department of Public Safety	Radar Trailer	1	\$11,000	402PT
PT22191	Salinas Police Department	Police Motorcycle	1	\$40,000	402PT
PT22067	San Bruno Police Department	Changeable Message Sign Trailer with Radar	1	\$18,000	402PT
TR22008	San Luis Obispo Police Department	Complete Electronic Citation/Traffic Crash Data Collection System	1	\$54,200	405c TR
TR22026	San Marino Police Department	Complete Electronic Citation Data Collection System	1	\$60,000	405c TR
TR22028	San Ramon	Complete Electronic Citation/Traffic Crash Data Collection System	1	\$40,000	405c TR
PT22132	Santa Barbara Police Department	Police Motorcycle	1	\$40,000	402PT
PT22079	Santa Rosa Police Department	Changeable Message Sign Trailer	1	\$15,500	402PT
PT22080	Seal Beach Police Department	Changeable Message Sign Trailer with Radar	1	\$18,000	402PT
PT22083	South Gate Police Department	Radar Trailer	1	\$10,000	402PT
EM22009	South Santa Clara County Fire District	Air Bag Lift System	2	\$8,094	402EM
EM22009	South Santa Clara County Fire District	Fully Equipped Extrication System	2	\$34,774	402EM
PT22089	Susanville Police Department	Changeable Message Sign Trailer	1	\$10,000	402PT
EM22010	Tehama County Fire Department	Combi-tool	4	\$15,000	402EM
EM22011	Templeton Fire and Emergency Services	Fully Equipped Extrication System	1	\$38,000	402EM
EM22012	Tuolumne County Fire Department	Combi-tool	4	\$15,000	402EM
EM22012	Tuolumne County Fire Department	Fully Equipped Extrication System	2	\$38,000	402EM
PT22099	Ventura County Sheriff's Department	Police Motorcycle	1	\$40,000	402PT
PT22104	Watsonville Police Department	Changeable Message Sign Trailer	1	\$14,500	402PT
EM22013	Wilton Fire Protection District	Combi-tool	1	\$15,000	402EM
PT22110	Yuba City Police Department	Radar Trailer	1	\$8,300	402PT

APPENDIX F – ACRONYM GLOSSARY

Acronym	Description
AAA	American Automobile Association (Distracted Driving)
ABC	Alcoholic Beverage Control
ACS	American College of Surgeons
AR	Annual Report
ARF	Annual Release File
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
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
DD	Distracted Driving
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	Department of Transportation
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
DUI MIS	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
FFATA	Federal Funding Accounting and Transparency Act
FHWA	Federal Highway Administration
FY	Fiscal Year
g/dL	Grams Per Deciliter
GEMS	Grant Electronic Management System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GPR	Grantee Performance Review
GR	Governor's Representative for Highway Safety
HOT	Habitual Offender Tracking
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan

Acronym	Description
HVE	High Visibility Enforcement
IT Assoc	Information Technology Associate
ITS II	Information Technology Specialist II
IMPACT	Informed Merchants Preventing Alcohol Related Crime Tendencies
MADD	Mothers Against Drunk Driving
MPH	Miles Per Hour
NCSA	National Center for Statistics & Analysis
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OP	Occupant Protection
OTS	Office of Traffic Safety
PCF	Primary Crash Factor
PSA	Public Service Announcement
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
TIM	Traffic Incident Management
TIMS	Transportation Injury Mapping System
TRCC	Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutor
TR	Traffic Records
TRIP	Traffic Records Improvement Project
US	United States
VMT	Vehicle Miles Traveled

APPENDIX G – REFERENCES

AAA Foundation for Traffic Safety (2020, June). 2019 Traffic Safety Culture Index. AAA Foundation for Traffic Safety. <https://aaaafoundation.org/wp-content/uploads/2020/06/2019-Traffic-Safety-Culture-Index.pdf>

AAA Foundation for Traffic Safety (2020). 2019 Traffic Safety Culture Index (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety. <https://aaaafoundation.org/2019-traffic-safety-culture-index/>. Accessed April 9, 2021.

California Department of Transportation. (2020, December). California Public Road Data 2019.

California Emergency Medical Services Authority. (2021, April). California Designated & ACS Verified Trauma Centers. Accessed April 2021. https://ems.ca.gov/wp-content/uploads/sites/71/2021/04/California-Designated-ACS-Verified-Trauma-Centers_2021_4_15.xlsx

California Office of Traffic Safety (2020). California Impaired Driving Plan. Elk Grove, CA.

California State University, Fresno. (Summer, 2018). Summer 2018 Seat Belt Usage Report. California Office of Traffic Safety. <https://www.ots.ca.gov/wp-content/uploads/sites/67/2018/11/2018-OTS-Restraint-Usage-Summer-Report.pdf>

Center for Behavioral Health Statistics and Quality. (2020). 2019 NSDUH Detailed Tables. Substance Abuse and Mental Health Services Administration, Rockville, MD. <https://www.samhsa.gov/data/report/2019-nsduh-detailed-tables>.

Choi, J., Tay, R., Kim, S., and Jeong, S. Turning movements, vehicle offsets and ageing drivers driving behaviour at channelized and unchannelized intersections. *Accident Analysis & Prevention*, Volume 108, November 2017, Pages 227-233. <https://www.sciencedirect.com/science/article/pii/S0001457517303093>

Chonga, S., Poulosb, R., Olivier, J., Watsona, W.L., Grzebietaa, R. Relative injury severity among vulnerable non-motorised road users: Comparative analysis of injury arising from bicycle-motor vehicle and bicycle-pedestrian crashes. *Accident Analysis and Prevention*. 42 (2010) 290–296

Emergency Responder Safety Institute (2021). ESRI Struck-by-Vehicle Fatality Incidents data – as of April 12, 2021.

Emergency Responder Safety Institute (2020). ESRI Struck-by-Vehicle Fatality Incidents data – as of December 31, 2020.

Emergency Responder Safety Institute (2019). ESRI Struck-by-Vehicle Fatality Spreadsheet.
Ewald & Wasserman Research Consultants, LLC. (2020, September). California Traffic Safety Survey 2020 Data

Analysis and Comparison with 2010-2019 Survey Data Results. Elk Grove, CA: California Office of Traffic Safety. Accessed April 9, 2021.

Ewald & Wasserman Research Consultants, LLC. (2020, July). California Traffic Safety Survey 2020. Elk Grove, CA: California Office of Traffic Safety.

Federal Highway Administration. Highway Statistics 2019. Accessed April 2021. <https://www.fhwa.dot.gov/policyinformation/statistics/2019>

Governors Highway Safety Association (GHSA). (2020, February). Spotlight on Safety: Pedestrian Traffic Fatalities by State, 2019 Preliminary Data. <https://www.ghsa.org/sites/default/files/2020-02/GHSA-Pedestrian-Spotlight-FINAL-rev2.pdf>

Governors Highway Safety Association. (2017) A Right to the Road: Understanding & Addressing Bicyclist Safety. <https://www.ghsa.org/sites/default/files/2017-09/2017BicyclistSafetyReport-FINAL.pdf>

Grembek, O. (2020, June). Injury crashes in California during COVID-19: Observations & Questions. Berkeley, CA: UC Berkeley Safe Transportation Research and Education Center. Accessed April 2021. <https://safetrec.berkeley.edu/news/injury-crashes-california-during-covid-19-observations-questions>

Insurance Institute for Highway Safety. (2021, April). Older Drivers. Accessed April 2021. <https://www.iihs.org/topics/older-drivers>

Lombardi, D. A., Horrey, W.J., and Courtney, T.K. Age-related differences in fatal intersection crashes in the United States. *Accident Analysis and Prevention* 99 (2017) 20–29. <https://www.sciencedirect.com/science/article/pii/S0001457516303918>

National Center for Statistics and Analysis. (2021, January). Children: 2018 data (revised). (Traffic Safety Facts. Report No. DOT HS 812 887). Washington, DC: National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2020, December). Overview of motor vehicle crashes in 2019. (Report No. DOT HS 813 060). Washington, DC: National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2020, November). Motorcycles: 2018 data (Traffic Safety Facts. Report No. DOT HS 812 979). Washington, DC: National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2020, July). Bicyclists and Other Cyclists: 2018 Data (Report No. DOT HS 812 884). Washington, DC: National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2020, April). *Distracted driving 2018* (Research Note. Report No. DOT HS 812 926). National Highway Traffic Safety Administration. Accessed April 9, 2021.

National Center for Statistics and Analysis. (2020, April). *Seat Belt Use in 2019—Use Rates in the States and Territories* (Traffic Safety Facts Crash Stats. Report No. DOT HS 812 947). Washington, DC: National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2020, April). *Speeding: 2018 data* (Traffic Safety Facts. DOT HS 812 932). Washington, DC: National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2020, March). *Pedestrians: 2018 Data* (Report No. DOT HS 812 850). Washington, DC: National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2020, March). *Teens and Distracted Driving 2018*. (Report No. DOT HS 812 931). National Highway Traffic Safety Administration. Accessed April 9, 2021.

National Center for Statistics and Analysis. (2019, December). *Seat belt use in 2019 – Overall Results*. Traffic Safety Facts Research Note. Report No. DOT HS 812 875). National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2019, October). *Driver electronic device use in 2018* (Traffic Safety Facts Research Note. Report No. DOT HS 812 818). Washington, DC: National Highway Traffic Safety Administration. Accessed April 9, 2021.

National Center for Statistics and Analysis. (2019, March). *Lives Saved in 2017 by Restraint Use and Minimum-Drinking-Age Laws*. Traffic Safety Facts Research Note. Report No. DOT HS 812 683). National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2012). *Analysis of the Proximity of Fatal Motor Vehicle Crash Locations to the Availability of Helicopter Emergency Medical Service Response*. (Traffic Safety Facts. DOT HS 811 542). Washington, DC: National Highway Traffic Safety Administration.

National Highway Traffic Safety Administration. (2016). *The Road Ahead: National Highway Traffic Safety Administration Strategic Plan, 2016-2020*. (DOT HS 812 343). Washington, DC: National Highway Traffic Safety Administration.

National Safety Council. <https://www.nsc.org/road-safety/safety-topics/distracted-driving/cell-phone-distracted-driving>. Accessed April 9, 2021.

National TIM Responder Training Program Implementation Training Status Report. (2021, February). Washington, DC: Federal Highway Administration.

Raymond, P., Searcy, S., Miller, S., & Redden, C. (2018, October). *Additional analysis of National Child Restraint Use Special Study: Characteristics of those not restrained* (Report No. DOT HS 812 477). Washington, DC: National Highway Traffic Safety Administration.

Runyan C.W. Using the Haddon matrix: introducing the third dimension. *Injury Prevention* 1998;4:302-307.

SHRP-2 TIM 4-Hour Responder Training Course. (2017, June). Available here: <https://dot.ca.gov/programs/traffic-operations/tim/responder-course>.

State Traffic Safety Information (STSI). *Traffic Safety Performance (Core Outcome) Measures For California*. Washington, DC: National Highway Traffic Safety Administration. <https://cdan.nhtsa.gov/STSI.htm>

Subramanian, R. (2002, January; Revised 2002, October). *Transitioning to Multiple Imputation – A New Method to Impute Missing Blood Alcohol Concentration (BAC) values in FARS*. (DOT HS 809 403). Washington, DC: National Highway Traffic Safety Administration.

Substance Abuse and Mental Health Services Administration (SAMHSA). *National Survey on Drug Use and Health, 2019*. Public online Data Analysis System (PDAS). Accessed April 19, 2021. Available here: <https://pdas.samhsa.gov/#/survey/NSDUH-2019-DS0001>

Tefft, B.C., *Impact speed and a pedestrian's risk of serious injury or death*. *Accid Anal Prev*. 2013. 50:871-8. doi: 10.1016/j. aap.2012.07.022. <https://www.ncbi.nlm.nih.gov/pubmed/22935347> Accessed April 2018.

U.S. Census Bureau, *ACS DEMOGRAPHIC AND HOUSING ESTIMATES, 2019: ACS 1-Year Estimates Data Profiles*. Accessed April 2021. <https://data.census.gov/cedsci/table?q=United%20States&g=0100000US&tid=ACSD-P1Y2019.DP05>

U.S. Department of Transportation, *Federal Highway Administration, Highway Statistics* (Washington, DC: Annual Issues), chart VMT-421C, available at <https://www.fhwa.dot.gov/policyinformation/statistics/2019/vmt421c.cfm> as of April 12, 2021.

Vespa, J., Medina, L., and Armstrong, D. (2020, Feb - Revised). *Demographic Turning Points for the United States: Population Projections for 2020 to 2060*. United States Census Bureau. <https://www.census.gov/content/dam/Census/library/publications/2020/demo/p25-1144.pdf> Accessed April 2021.



California Highway Safety Plan 2022



CALIFORNIA OFFICE OF TRAFFIC SAFETY

