

California Highway Safety Plan 2023

Fiscal Year 2023

October 1, 2022 to September 30, 2023



**CALIFORNIA OFFICE OF
TRAFFIC SAFETY**

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



Dear Fellow Californians:

The 2023 Highway Safety Plan (HSP) is our state's blueprint to foster a safe, equitable, and accessible transportation system. This year, the California Office of Traffic Safety (OTS) allocated approximately \$108 million in federal transportation safety funds to support grant programs throughout the state. In all, 376 grants will go towards addressing alcohol and drug-impaired driving, bicycle and pedestrian safety, distracted driving, and occupant protection. In addition, the HSP dedicates funds for programs that improve how agencies collect and report data, provide the latest tools for emergency medical personnel to rescue and treat crash victims, and prioritize traffic safety enforcement for the most dangerous and unlawful driver behaviors.

The harsh reality is that we are experiencing a crisis on our roads – one that requires taking a bolder, more innovative approach that will save lives and reverse historic increases in traffic deaths. Early estimates of traffic deaths for 2021 project 4,258 deaths in California, nearly 10 percent of all traffic deaths in the country last year. The projected 42,915 people killed in car crashes on our nation's roads in 2021 are a 16-year high. Impaired drivers and excessive speeding are resulting in more serious and deadly crashes. The pandemic revealed just how much of a problem we are facing.

Earlier this year, the U.S. Department of Transportation (USDOT) released the National Roadway Safety Strategy, which outlines actions – new programs, improvements to existing programs, and foundational principles in the Safe System Approach – to help guide traffic safety in the right direction over the next few years. The OTS is doing everything possible to execute comprehensive traffic safety measures as part of the Safe System Approach. A critical piece of safe roads for all is looking at our programs through an equity lens. The OTS actively sought programs that promote and institutionalize equity. For the first time, we asked agencies how they plan to implement equitable traffic safety practices for the most marginalized, underserved, and vulnerable communities.

The OTS also continues to expand our Law Enforcement Liaison (LEL) program. The LELs are subject matter experts in the field who provide important guidance and perspective on best practices throughout our law enforcement agency grant programs. This year, the OTS Traffic Safety Law Enforcement Forum brought together more than 200 law enforcement personnel to collaborate on and discuss all available data-driven, evidence-based strategies. We recognize the importance of bringing together traffic safety partners through all levels of government. Going forward, we will host forums, roundtables and strategy sessions with key stakeholders addressing all of our critical priority areas.

The OTS is committed to a safety culture that orients people with the benefits of slowing down, allows bicyclists and pedestrians safe access to streets, and ultimately creating a more forgiving transportation system that adds multiple layers of protection so we do not continue to lose countless lives in preventable crashes. But we can't do this alone. We must all work together through all levels of government, non-profit and community-based organizations, the public, and the private sector, to achieve meaningful results.

Everyone plays a role in forging a safe path forward.

Sincerely,

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

BARBARA L. ROONEY
Director, California Office of Traffic Safety

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CHAPTER 1



INTRODUCTION AND HIGHLIGHTS



INTRODUCTION AND HIGHLIGHTS

Experiencing A Crisis

During 2021, an estimated 42,915 people died on our nation's roads, a 10.5 percent increase over 2020, and a 10.7 percent increase in California. It is the highest annual percentage increase in nearly 50 years. People drove less, but did so more recklessly, with dangerously elevated levels of excessive speeding and impairment continuing. Reversing this alarming trend requires decisive action. The 2023 Highway Safety Plan (HSP) by the California Office of Traffic Safety (OTS) includes actions that take advantage of all strategies available to reduce deaths and serious injuries on California's roads. The HSP closely aligns with guiding principles of the statewide Strategic Highway Safety Plan (SHSP) and serves as the state's roadmap toward the OTS vision of a California where everyone will "Go Safely." We are experiencing a crisis and solving it does not just rest with transportation professionals and government agencies. We must maximize community support for lasting improvements that make streets safer and more accessible.

The Roadway Safety Problem

- Traffic deaths and serious injuries are unacceptable.
- More than 350,000 people died on our nation's roads over the last decade (2011-2020).
- Traffic fatalities and the fatality rate declined for 30 years, but plateaued a decade ago and started trending in the wrong direction, particularly in 2020.
- Traffic deaths are not the status quo; they are preventable. Everyone deserves to feel safe and go safely when they travel in their communities.
- From 2010 to 2018, impaired driving related deaths and serious injuries in California increased by 35 percent.
- Impaired driving remains one of the leading causes of deadly crashes, accounting for 30 percent of all traffic deaths in California in 2020. Deadly crashes due to Impaired driving increased 20 percent from 2019 to 2020.
- We have a speeding problem – 75 percent of drivers in the 2022 California Traffic Safety survey listed "speeding/aggressive driving" as the biggest safety concern. The number of citations to drivers speeding more than 100 miles per hour nearly doubled (93 percent) from 2019 to 2020.
- Too many pedestrians are being struck and killed by drivers in vehicles. An estimated 7,485 people nationwide were hit and killed in 2021 – the most pedestrian deaths in a single year in 40 years and an average of 20 deaths every day. SUVs and pickup trucks are more popular than ever in the U.S., but also more deadly to pedestrians because of their size. The faster a vehicle is traveling when striking a pedestrian, the greater the risk for serious injury or death.
- Equity is foundational to transportation. Traffic deaths disproportionately impact Black and Hispanic residents compared to White/Non-Hispanic populations. We must integrate equity into all of our traffic safety programs, ensuring that the most marginalized and historically underserved are not further impacted by inequitable transportation policies and practices.

How We Get There

- The HSP is our roadmap for evidence-based strategies, countermeasures, performance measures, and targets that support investments in programs that will provide meaningful actions and results.
- The Safe System Approach is a guiding strategy to address roadway safety. The Safe System Approach encompasses all roadway safety interventions required to achieve our goal of zero deaths.

- Engagement with residents and traffic safety advocacy groups are critical to improving safety for bicyclists and pedestrians and strengthening collaboration with all levels of government.
- We must address community needs and priorities to make all communities safe for all road users, regardless of race, ethnicity, or socio-economic status.
- We will support complete streets planning that prioritizes the safety of people of all ages and abilities and provides convenient transportation options.
- We must shift social norms around speeding by demonstrating the benefits of slowing down.
- Traffic enforcement should be prioritized for the most dangerous and unlawful driver behaviors, such as speeding and impairment. We will continue to use data and evidence-based strategies to plan enforcement activities that are equitable and support community needs.
- We will embrace driver assistance technology and other technological innovations that account for driver mistakes and help reduce crashes.

Highlights

The OTS is well-positioned to implement new safety programs and expand upon existing grant programs to confront the spike in traffic deaths on our roads. The traffic safety community will continue to work together to make progress in the difficult task of eliminating traffic deaths.



The OTS programs closely align with the U.S. Department of Transportation's National Roadway Safety Strategy, outlining a comprehensive approach all levels of government can take to reduce deaths and serious injuries.

There are many programs that support the role of driver responsibility and behavior, and a combination of equitable enforcement of traffic laws, education, and public outreach, which will remain into FY 2023.

Caltrans, the CHP, and the OTS: Collaboration in Action

Beginning in FY 2022 and continuing through FY 2024, the OTS Marketing and Public Affairs team is working collaboratively with the California Department of Transportation (Caltrans) to supplement awareness, education, and outreach programs – a partnership that nearly doubles funding for statewide campaigns that promote work zone safety and other behavioral changes on roads. Our paid media efforts now reach every corner of the state, with additional co-branded safety messages about highway work zone safety, wrong way driving and high-risk holiday periods.



The OTS will continue to fund multiple, vital grant programs through the California Highway Patrol (CHP). The CHP-funded programs include:

- Enhanced enforcement patrols and public awareness campaigns.
- Traffic safety skills and training courses for high-risk populations.
- Distribution of traffic safety equipment, such as bicycle helmets and reflective gear, to people in need.
- Education and enforcement campaigns targeting speeding and aggressive driving behaviors, including street racing and sideshows.
- New and older driver education, as well as youth activities demonstrating the consequences and dangers of driving under the influence.
- Child safety seat installation training.



“Go Safely” Game Plan

The OTS expanded partnerships with sports and entertainment venues to encourage fans to plan ahead and commit to a “go safely game plan.”

Current partners include the Sacramento Kings, Sacramento Republic FC, Bally Sports, and Oakland Arena. Anti-DUI, sober driving messages appear during events, on venue websites, mobile apps, and social media channels. The goal of the education campaign is to remind the public to get to and from events safely by “choosing a sober way to go,” which is always a win-win.



Coming Together: Traffic Safety Partners

The OTS’s Traffic Safety Law Enforcement Forum in May 2022 brought together more than 200 law enforcement leaders to share best practices and develop effective strategies for addressing impaired driving, speeding and all other dangerous driver behaviors. Representatives from the California State Transportation Agency (CalSTA), NHTSA Region 9, and the CHP discussed the state’s most critical traffic safety issues and how to best address them. It will take consistent and thoughtful collaboration with all of our traffic safety partners to reach our goal of zero traffic deaths. The OTS will continue to convene forums in FY 2023 with key stakeholders that address all of our traffic safety priorities.



Southern California Association of Governments (SCAG) “Mini-Grants” Program

A community-oriented service project funded through SCAG helped secure nearly \$2 million for permanent infrastructure changes and Safe Routes to School programming. The Muscoy Sidewalks for Safety Coalition installed temporary crosswalks, bus shelters and curb extensions, creating opportunities to test road designs and build awareness around the unincorporated San Bernardino County community’s traffic safety issues. SCAG’s mini-grants program awards up to \$15,000 for service projects intended to increase safety in historically disadvantage areas. In FY 2021, SCAG awarded more than 30 mini-grants and will fund additional projects for FY 2022.



Safe System Approach Integration into Grant Programs

The University of California, Berkeley’s Safe Transportation Research and Education Center (SafeTREC) and Cal Walks are using the Safe System Approach principles to engage residents and traffic safety advocates to develop action plans to improve safety in their communities. The Community Pedestrian and Bicycle Safety Training Program (CPBST) is a statewide active transportation and community engagement project that supports complete streets plans and addresses the community’s traffic safety needs and priorities.

The CPBST program looks at historical disinvestments in certain communities, and helps residents strengthen collaboration with local leaders. This provides community members with the necessary tools to inform planning, policy and decision-making within their community, ultimately allowing the public to have a key role in creating lasting safety improvements.

Minor Decoy Operations and Social Norming: Underage Drinking Prevention

The OTS continues to place priority funding toward teen and young adult education about the dangers of underage drinking and drug use. Through social norming campaigns developed by students, the OTS worked with Friday Night Live Partnership (FNLP) to encourage retailers to commit to adding safeguards preventing youth access to alcohol. This includes checking identification, employee training to detect fake IDs, display notices regarding ID requirements for alcohol purchases, and stickers on alcohol products that remind customers that providing alcohol to someone under 21 is illegal.

The OTS provides funding for the California Department of Alcoholic Beverage Control (ABC) to conduct minor decoy operations that involve the delivery of alcoholic beverages for off-site consumption using third-party applications. Since the ABC began delivery decoy operations during the onset of the pandemic, the ABC has been able to reduce the violation rate from around 75 percent to approximately 20 percent.



- 30 percent of all traffic deaths in California in 2020 involved a driver with a blood alcohol concentration (BAC) over the legal limit of .08 percent.
- Young drivers (ages 16-20) are 17 times more likely to die in a crash when they have a blood alcohol concentration of .08 percent than when they have not been drinking.
- Teen drivers are nearly three times as likely as drivers 20 or older to be in a deadly crash.

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 2021 signing of the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs 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 2023 outreach was adapted to a virtual environment. The OTS held two live outreach workshops and posted one to the webpage for potential applicants to view at their convenience. The live virtual workshops had 528 attendees, and the video had 275 views. The OTS also sent out an application announcement email which was distributed to 3,176 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, 2022, the OTS received 390 grant applications for FY 2023 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 11 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 Department of 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 crashes 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 2023 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 2021, there were 27,462,109 licensed drivers and 36,229,205 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 FY 2022 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 2023 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 FY22 HSP	Data Source*/ FY22 Progress Results	On Track to Meet FY22 Target YES/ NO/In-Progress
C-1) Total Traffic Fatalities	5-year	2018-2022	3,491.8	2016-2020 FARS 3,817.0	In Progress
C-2) Serious Injuries in Traffic Crashes	5-year	2018-2022	16,704.2	2016-2020 SWITRS 15,069.2	In Progress
C-3) Fatalities/VMT	5-year	2018-2022	1.042	2016-2020 FARS 1.144	In Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2022	613	2020 FARS 756	In Progress
C-5) Alcohol-Impaired Driving Fatalities	Annual	2022	816	2020 FARS 1,159	In Progress
C-6) Speeding-Related Fatalities	Annual	2022	1,000	2020 FARS 1,228	In Progress
C-7) Motorcyclist Fatalities	Annual	2022	391	2020 FARS 539	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2022	34	2020 FARS 35	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2022	324	2020 FARS 405	In Progress
C-10) Pedestrian Fatalities	Annual	2022	954	2020 FARS 986	In Progress
C-11) Bicyclist Fatalities	Annual	2022	122	2020 FARS 129	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	96.4%	2020 State Survey 96.0%	In Progress
Drug-Impaired Driving Drivers Killed in Crashes That Tested Positive for Drug Involvement	Annual	2022	57.4%	2019 FARS 50.0%	In Progress
Observed Distracted Driving Using a Handheld Cell Phone or Texting (State Survey)	Annual	2022	1.4%	2020 State Survey 1.64%	In Progress

Performance Report Progress

C-1) Total Traffic Fatalities - The status of the performance report measure is still “In-Progress” as the 2022 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 2022 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 2022 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 2022 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 2022 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 2022 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 2022 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 2022 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 2022 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 2022 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 2022 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 2022 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 2022 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 2022 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 but provide an opportunity for additional 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:

- Speed Management/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 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

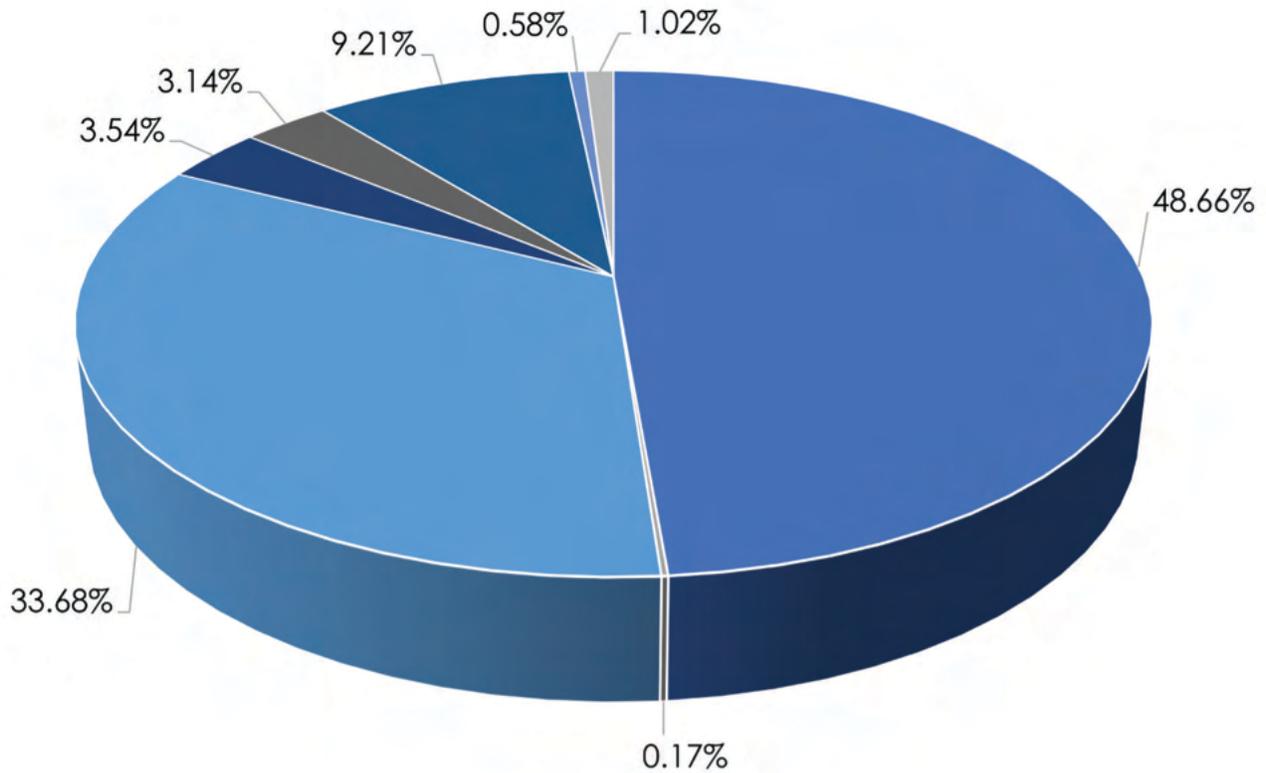
As outlined in NHTSA's "Traffic Safety Performance Measures for States and Federal Agencies", the OTS uses the templates, tools, and standardized language developed by NHTSA and the Governors Highway Safety Association (GHSA) for all core performance measures.

The OTS partners with 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 23 Highway Safety Plan		BASE YEARS					
		2016	2017	2018	2019	2020	
C-1	Traffic Fatalities Reduce total fatalities to 3,808.2 (2019 - 2023 rolling average) by 2023.	FARS Annual	3,837	3,884	3,798	3,719	3,847
		5-Year Rolling Avg.	3,279.8	3,463.4	3,601.6	3,725.0	3,817.0
C-2	Serious Injuries in Traffic Crashes Slow the anticipated increase of serious traffic injuries to 15,156.2 (2019 – 2023 rolling average) by 2023.	State Annual	13,171	14,201	16,158	16,443	15,373
		5-Year Rolling Avg.	11,437.2	12,104.6	13,203.4	14,293.0	15,069.2
C-3	Fatalities/100M VMT Slow the anticipated increase of fatalities/100 MVMT to 1.216 (2019 -2023 rolling average) by 2023.	FARS Annual	1.13	1.13	1.09	1.09	1.28
		5-Year Rolling Avg.	0.984	1.028	1.058	1.090	1.144
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions Slow the trending increase of unrestrained passenger vehicle occupant fatalities, all seat positions. Data shows there will be an increase of 6.09 percent from 756 to 802 by 2023.	FARS Annual	611	625	635	634	756
		5-Year Rolling Avg.	534	560	584	615	652
C-5	Alcohol-Impaired Driving Fatalities Reduce alcohol impaired driving fatalities 8.80 percent from 1,159 to 1,057 by 2023.	FARS Annual	1,114	1,141	1,116	966	1,159
		5-Year Rolling Avg.	920	983	1,030	1,048	1,099
C-6	Speeding-Related Fatalities Reduce speeding-related fatalities 3.99 percent from 1,228 to 1,179 by 2023.	FARS Annual	1,151	1,164	1,000	1,108	1,228
		5-Year Rolling Avg.	1,025	1,067	1,068	1,091	1,130
C-7	Motorcyclist Fatalities Reduce motorcyclist fatalities by 5.75 percent from 539 to 508 by 2023.	FARS Annual	576	578	523	491	539
		5-Year Rolling Avg.	500	527	539	532	541
C-8	Unhelmeted Motorcyclist Fatalities Reduce unhelmeted motorcyclist fatalities 17.14 percent from 35 to 29 by 2023.	FARS Annual	28	45	34	28	35
		5-Year Rolling Avg.	28	31	31	32	34
C-9	Drivers Age 20 or Younger involved in Fatal Crashes Reduce drivers age 20 or younger involved in fatal crashes 3.21 percent from 405 to 392 by 2023.	FARS Annual	448	424	395	363	405
		5-Year Rolling Avg.	385	403	411	407	407
C-10	Pedestrian Fatalities Reduce pedestrian fatalities 7.20 percent from 986 to 915 by 2023.	FARS Annual	933	940	978	1,011	986
		5-Year Rolling Avg.	770	827	876	936	970
C-11	Bicyclist Fatalities Reduce bicyclist fatalities 9.30 percent from 129 to 117 by 2023.	FARS Annual	155	145	165	143	129
		5-Year Rolling Avg.	139	142	146	149	147
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.9 percentage points from 96.0 percent (2020 observation) to 96.9 percent by 2023.	State Annual					
			96.5%	96.2%	95.9%	96.0%	96.0%
	Drug-Impaired Driving To slow the anticipated increase of California drivers killed in crashes that tested positive for drug involvement and maintain the 2019 calendar base year of 50 percent by December 31, 2023.	FARS Annual					
			43%	42%	43%	50%	N/A
	Distracted Driving (State Survey) Reduce the number of California drivers observed using a handheld cell phone use of handheld cell phone or texting by 0.6 percentage points from 1.6 percent to 1.0 percent by 2023.	State Annual					
			7.6%	3.6%	4.5%	2.0%	1.6%

**PLANNED FUND DISTRIBUTION
BY FUND TYPE
\$122,182,536**



- 164AL - 48.66% / \$59,453,914
- 402 - 33.68% / \$41,155,309
- 405c TR - 3.14% / \$3,832,806
- 405f MC - 0.58% / \$711,000
- 1906 - 0.17% / \$203,148
- 405b OP - 3.54% / \$4,323,203
- 405d AL - 9.21% / \$11,253,156
- 405h PS - 1.02% / \$1,250,000

FEDERAL SHARE TO LOCAL

164AL: State 38.68% / \$22,995,341
402: State 44.27% / \$18,218,903
State Funds \$806,250

Local 61.32% / \$36,458,573
Local 55.73% / \$22,936,406

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.

1906 – Racial Profiling Prohibition Grants:

Section 1906 establishes a grant program available to encourage States to enact and enforce a law that prohibits the use of racial profiling in highway law enforcement, and to maintain and allow public inspection of statistical information for each motor vehicle stop in the State regarding the race and ethnicity of the driver and any passengers.

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:

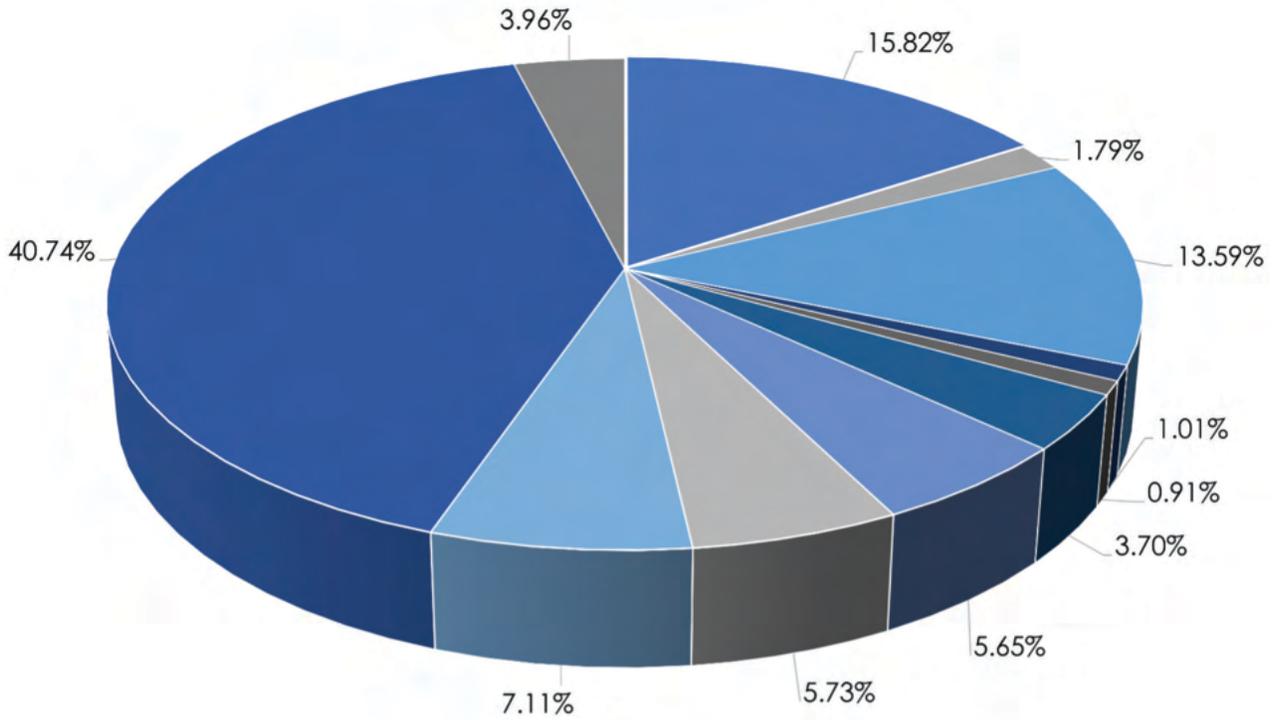
States may use funds only for: training of law enforcement officials on State laws applicable to pedestrian and bicycle safety; enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety; or public education and awareness programs designed 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
\$122,182,536**



- Alcohol-Impaired Driving - 15.82% / \$19,326,646
- Distracted Driving - 1.79% / \$2,184,820
- Drug-Impaired Driving - 13.59% / \$16,600,734
- Emergency Medical Services - 1.01% / \$1,229,653
- Motorcycle Safety - 0.91% / \$1,111,000
- Occupant Protection - 3.70% / \$4,523,203
- Program Planning and Administration - 5.65% / \$6,901,315
- Public Relations - 5.73% / \$7,000,000
- Pedestrian Safety/Bicycle Safety - 7.11% / \$8,683,988
- Police Traffic Services - 40.74% / \$49,780,140
- Traffic Records/Roadway Safety - 3.96% / \$4,841,037

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:

- Developing a comprehensive, data driven traffic safety program that form meaningful public participation and engagement from affected communities
- Ensuring that data-driven enforcement programs foster effective community collaboration to increase public safety
- Reviewing applications for recommendation and developing the grants to be funded
- Conducting risk assessments of grant applications
- Monitoring grants by reviewing quarterly claims and quarterly performance reports, evaluating accomplishments, and conducting grant performance reviews
- 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 44 full-time positions 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 instruction 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 AR 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 fulfill 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	\$5,687,110
B.	TRAVEL EXPENSES	\$98,993
C.	CONTRACTUAL SERVICES	\$1,927,935
D.	EQUIPMENT	\$68,855
E.	OTHER DIRECT COSTS INDIRECT COSTS	\$924,073
F.	INDIRECT COSTS	\$543,730
	TOTAL OTS BUDGET	\$9,712,507
	LESS: STATE SHARE	(\$806,250)
	FEDERAL SHARE	\$8,906,257
LESS:	AMOUNT CHARGEABLE TO PROGRAM AREAS	\$6,901,315
	TOTAL: FEDERAL SHARE OF P&A CHARGED TO 402PA-22	\$2,004,942

DETAILED BREAKDOWN OF PROGRAM AREA COSTS			
FUNDING	PROBLEM SOLUTION PLAN (PSP)	COST	PERCENT
164AL-23	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$3,301,690	47.84%
402AL-23	State/Community Highway Safety Grant Program	\$673,671	9.76%
402DD-23	State/Community Highway Safety Grant Program	\$130,794	1.90%
402EM-23	State/Community Highway Safety Grant Program	\$73,614	1.07%
402MC-23	State/Community Highway Safety Grant Program	\$66,510	0.96%
402PS-23	State/Community Highway Safety Grant Program	\$513,881	7.45%
402PT-23	State/Community Highway Safety Grant Program	\$1,652,896	23.95%
402TR-23	State/Community Highway Safety Grant Program	\$17,478	0.25%
402OP-23	State/Community Highway Safety Grant Program	\$270,782	3.92%
405c TR-23	National Priority Safety Programs	\$200,000	2.90%
		\$6,901,315	100.00%

Program Overview

The focus of the FY 2023 public relations, advertising and marketing plan is to raise awareness of safe driving behaviors that promotes a safety culture where everyone will “Go Safely.” The OTS will conduct year-round education outreach campaigns focused on serious traffic safety issues through paid and earned media, social media, and robust media relations to drive behavior change.

The various education and paid media traffic safety initiatives will include:

- Impaired driving (alcohol, marijuana, over-the-counter drugs, prescription medications and illicit drugs)
- Pedestrian and bicycle safety
- Distracted driving
- Speeding and aggressive driving
- Occupant protection (seat belts/child safety seats)
- Motorcycle safety
- E-Scooter and E-Bike safety
- School bus safety
- Highway workzone safety
- Wrong-Way driving
- Safe System Approach
- Emerging infrastructure and vehicle technology

All campaigns will be conducted in collaboration and partnership with Caltrans and other key traffic safety partners. The FY 2023 public relations, advertising and marketing program will feature multi-faceted education campaigns that focus on enhancing the safety of all road users, especially bicyclists, pedestrians, and highway workers, who do not have the same protections vehicle occupants have. All campaigns will feature Safe System Approach principles that are the framework of a strategy that reinforces multiple layers of protection for everyone on the road.

Diverse and Equitable Approach

When implementing our public relations, advertising, and marketing, we will be thoughtful of diverse representation in all traffic safety messages and use culturally appropriate messages for specific viewers. Representation matters, and our community engagement will be conducted with equity in mind. All of our actions will be sensitive to community desires and strive to include voices from every community and people of all incomes, races, and socio-economic backgrounds. This includes targeted outreach to organizations, businesses, and communities where English is not their first language, and in areas where traffic safety has had a disproportionate impact, particularly Black and Brown neighborhoods.

Performance Goals

- Reduce impaired driving incidents and increase use of alternate transportation after consuming alcohol or drugs.
- Increase understanding of bicyclist rights and responsibilities and reduce driver right-of-way violations.
- Increase compliance with the handsfree cell phone law.
- Inform the public about appropriate child safety seat use and increase seat belt use rate among vehicle passengers.
- Educate the public about e-bike and e-scooter regulations, rules and best riding practices to increase more safe interactions with drivers.
- Perform targeted outreach to the state's diverse, but often underrepresented, communities, including African-American, Asian-American Pacific Islander (AAPI), and Hispanic populations.
- Integrate "Go Safely" campaign messaging in all public relations, advertising and marketing efforts to increase brand awareness and agency recognition with traffic safety campaign themes, including:
 - Don't Let Drunk Drive, Go Safely Game Plan (Alcohol-Impaired Driving)
 - Don't Drive the High-Way (Drug-Impaired Driving)
 - Get Off Your Apps (Distracted Driving)
 - Share the Road. Share the Responsibility. (Bicycle and Pedestrian Safety)
 - Slow the Fast Down (Speeding)
 - Check Twice for Motorcycles (Motorcycle Safety)
 - Click It or Ticket (Seat Belt Safety)
 - The Right Seat (Child Passenger Safety)
- Provide regularly updated information, materials, and resources on gosafelyca.org. Promote the gosafelyca.org website as a one-stop hub for all campaign advertising, educational materials, research and resources, including materials and messaging in Spanish.
- Leverage partnership with Caltrans to amplify paid and earned media education throughout the state, including non-traditional media markets (outside Bay Area, Los Angeles, San Diego, and Sacramento designated market areas).
- Maximize budgets to execute robust media plans that coincide with national safety months, enforcement periods, and holidays for maximum exposure and awareness.
- Utilize traffic safety messages across all types of digital platforms, including mobile applications, websites, online videos, streaming and gaming services, as well as social media.
- Secure additional, free promotional support and materials from media partners.
- Increase earned media coverage to extend reach and frequency of safety messages that positions the OTS as the state's subject matter expert in transportation safety.
- Collaborate with and in coordination with transportation planning agencies, non-profits, community groups and other traffic safety advocacy organizations on safety campaigns implemented at the regional and local level.
- Maximize OTS subrecipients and partners to extend campaign messaging.
- Create regular social media content that supports OTS programs, activities, and initiatives.
- Encourage public engagement on OTS' social media channels through interactive and relevant messaging.
- Expand partnerships with sports, entertainment and race venues that promote sober driving "Go Safely" game plans for fans and attendees.

- Conduct outreach efforts with bars, restaurants, and other relevant public and private partners which may include:
 - Car dealerships
 - Community centers
 - Health care settings
 - K-12 schools, community and 4-year colleges
 - Driving schools
 - Insurance companies
 - Motorcycle clubs
 - Regional transportation planning agencies
 - Ride-hailing, taxi and livery cab services
 - Shipping and delivery companies
 - State, county, and local agencies
 - Non-profits and other traffic safety advocacy groups
 - Teen centers
 - Trucking associations
- Develop educational and informational materials that support subrecipients, the public, and other partnership efforts.

Subrecipient Outreach and Support

The OTS public relations, advertising and marketing programs supports nearly 400 traffic safety grants with hundreds of agencies throughout the state. This partner support allows for continuity and consistency of messaging, as well as additional earned and paid media coverage that increases awareness of OTS-funded activities.

The OTS public relations, advertising and marketing support will continue to include:

- Earned and paid media plans
- Social media best practices and strategies
- Custom “go safely” brand messaging
- Press release templates, talking points, fact sheets, tip cards and flyers
- Social media toolkits, graphics, and videos
- Lesson plans and age-specific traffic safety curriculum
- Digital banners, traffic reads, video public service announcements
- Graphic design and video production
- Educational videos

The OTS subrecipients and partners are at the heart of what we do to reduce fatalities and injuries on California roads. The OTS information network is a way to connect subrecipients, partners, and the general public to resources and information that helps them make smart, informed choices about how they travel.

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.

In California traffic fatalities increased 3.4 percent from 2019 to 2020 and 6.8 percent nationally. 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 increased 3.4 percent from 3,719 in 2019 to 3,847 in 2020.
- Serious traffic injuries decreased 6.5 percent from 16,443 in 2019 to 15,373 in 2020.
- Alcohol-impaired driving fatalities increased 20.0 percent from 966 in 2019 to 1,159 in 2020.
- Speeding-related fatalities increased 10.8 percent from 1,108 in 2019 to 1,228 in 2020.
- Motorcyclist fatalities increased 9.8 percent from 491 in 2019 to 539 in 2020.
- Drivers age 20 or younger involved in fatal crashes increased 11.6 percent from 363 in 2019 to 405 in 2020.
- Pedestrian fatalities decreased 2.5 percent from 1,011 in 2019 to 986 in 2020.
- Bicyclist fatalities decreased 9.8 percent from 143 in 2019 to 129 in 2020.

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

For the FY 2023 grant cycle, the OTS is promoting collaborative enforcement for local law enforcement agencies. This effort provides funding for agencies to conduct collaborative DUI, street racing and sideshow, and other 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 2020, someone died from an alcohol-impaired driving crash every 45 minutes. There was an increase in the number of alcohol-impaired driving fatalities and rate per 100 million VMT in the United States between 2019 and 2020.

The United States Department of Transportation uses the Safe System Approach to work towards zero roadway fatalities and serious injuries. The Safe System Approach recognizes human mistakes and vulnerabilities and designs a system with many redundancies in place to protect everyone. The Federal Highway Administration names safe road users, safe vehicles, safe speeds, safe roads, and post-crash care as key elements of a Safe System. These elements together create multiple layers of protection to improve safety.

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 11,654 people killed in alcohol-impaired crashes in 2020, a 14.3 percent increase from 10,196 in 2019.
- Alcohol-impaired driving fatality rate per 100 million VMT increased 29.0 percent from 0.31 in 2019 to 0.40 in 2020.
- All 50 states have laws that make it illegal to drive with a BAC of .08 grams per deciliter (g/dL). 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 people driving vans, experienced an increase in the number of alcohol-impaired drivers involved in fatal crashes from 2019 to 2020.
- Of the 53,890 drivers involved in fatal crashes nationally in 2020, only 21,408 drivers, or

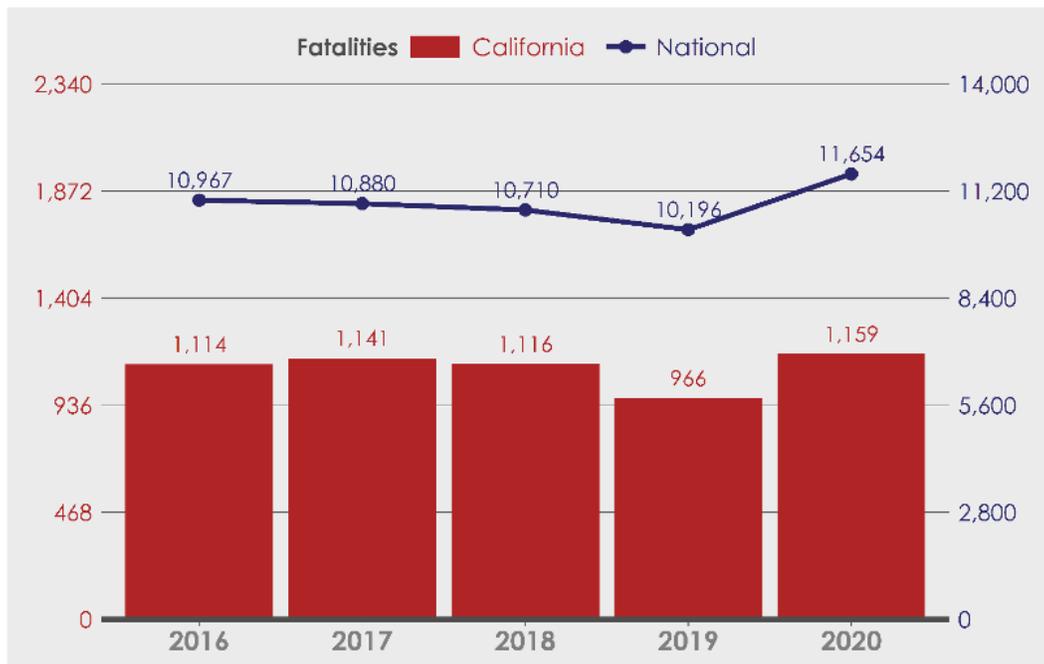
39.7 percent, had known BAC test results. Across all states, the percentage of drivers with known BAC test results ranged from 7.3 in Massachusetts to 86.2 percent in South Dakota.

- In the United States in 2020, alcohol-impaired driving fatalities as a proportion of all traffic fatalities increased from 28.1 percent in 2019 to 30.0 percent in 2020.

California

- In California, there were 1,159 people killed in alcohol-impaired crashes in 2020, a 20.0 percent increase from 966 in 2019.
- In California, of the 3,847 motor vehicle fatalities in 2020, 30.1 percent involved a driver with a BAC of .08 or higher. This is slightly higher than the national average of 30.0 percent.
- California only reported BAC results for 35.5 percent of drivers involved in a fatal crash in 2020, which is lower than the national average of 39.7 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, 56.3 percent had known BAC test results compared to only 21.1 percent of drivers that survived. The comparable national figures were 59.2 percent and 23.1 percent, respectively.
- In 2021, Californians were asked about their top traffic safety concerns in the California Traffic Safety Survey sponsored by the Office of Traffic Safety. The third-most frequently cited safety problem was “Drunk Driving,” reported by 68.7 percent of the drivers and accounting for 17.5 percent of responses, a slight decrease from 17.9 percent of responses in 2020 and an increase from 9.2 percent of responses in 2019.

Alcohol-Impaired Fatality Trends



Source: FARS 2016 – 2019 Final File, 2020 ARF

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 2020. These numbers are the products of UCB SafeTREC analysis.

Fatal and Serious Injury Alcohol-Involved Crashes by County

- Kern, Los Angeles, Orange, Riverside, Sacramento, San Bernardino, and San Diego counties had the highest number of alcohol-impaired fatal injuries. These same seven counties, with the inclusion of San Joaquin, also had the highest number of alcohol-involved serious injuries.
- Alpine, Amador, Colusa, Modoc, Plumas, Sierra, Tehama, and Trinity counties had the highest rate of alcohol-impaired fatal injuries per 100k population. Similarly, Alpine, Sierra, and Trinity counties also had high alcohol-involved serious injury rates per 100k population. Other counties with high rates of alcohol-involved serious injuries were Calaveras, Inyo, Mendocino, Siskiyou, and Tuolumne counties.

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

- Expectedly, the vast majority, 77.5 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 (5.6 percent) and improper turning (5.1 percent) were the most frequent PCFs recorded.

Crash Types for Alcohol-Involved Fatal and Serious Injury Crashes

- Hit object was the most prevalent type of alcohol-involved crash at 37.3 percent. This was followed by rear end crashes at 14.9 percent, broadside at 13.3 percent, and head-on at 11.6 percent.

Time and Day of Alcohol-Involved Fatal and Serious Injuries

- The number of alcohol-impaired fatalities was highest from 3 PM to 9 PM, with 44.8% of fatalities occurring during this period. The day with the most alcohol-impaired fatalities was Friday, with 22.8 percent, followed by Sunday, with 18.7 percent. The peak period was at the intersection of these two patterns: 68 fatalities, 5.9 percent of the total, occurred between 6PM and 9PM on Friday.
- The pattern of alcohol-involved serious injuries was somewhat different. The time of day with the highest numbers was 9PM to midnight with 25.3 percent of serious injuries, followed by 6PM to 9 PM and midnight to 3 AM, with 21.5 percent and 21.2 percent respectively. Together they comprised 68.0 percent of all alcohol-involved serious injuries. The days with the most alcohol-involved serious injuries were Sunday and Saturday, with 23.7 percent and 21.7 percent, respectively. The peak period was on Sunday from midnight to 3 AM, with 230 serious injuries, or 7.2 percent of the total.
- 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-impaired fatal and alcohol-involved serious injury victims were predominantly male. The largest demographic of fatalities was male victims age 15 to 24, with 22.9 percent of fatally injured victims, while the largest demographic of serious injuries was males 25 to 34, who comprised 21.5 percent of seriously injured victims.
- Race was not reported for 39.4 percent of the alcohol-impaired driving fatalities. Of the 704 fatalities with a known race, 80.2 percent (or 564) were white.

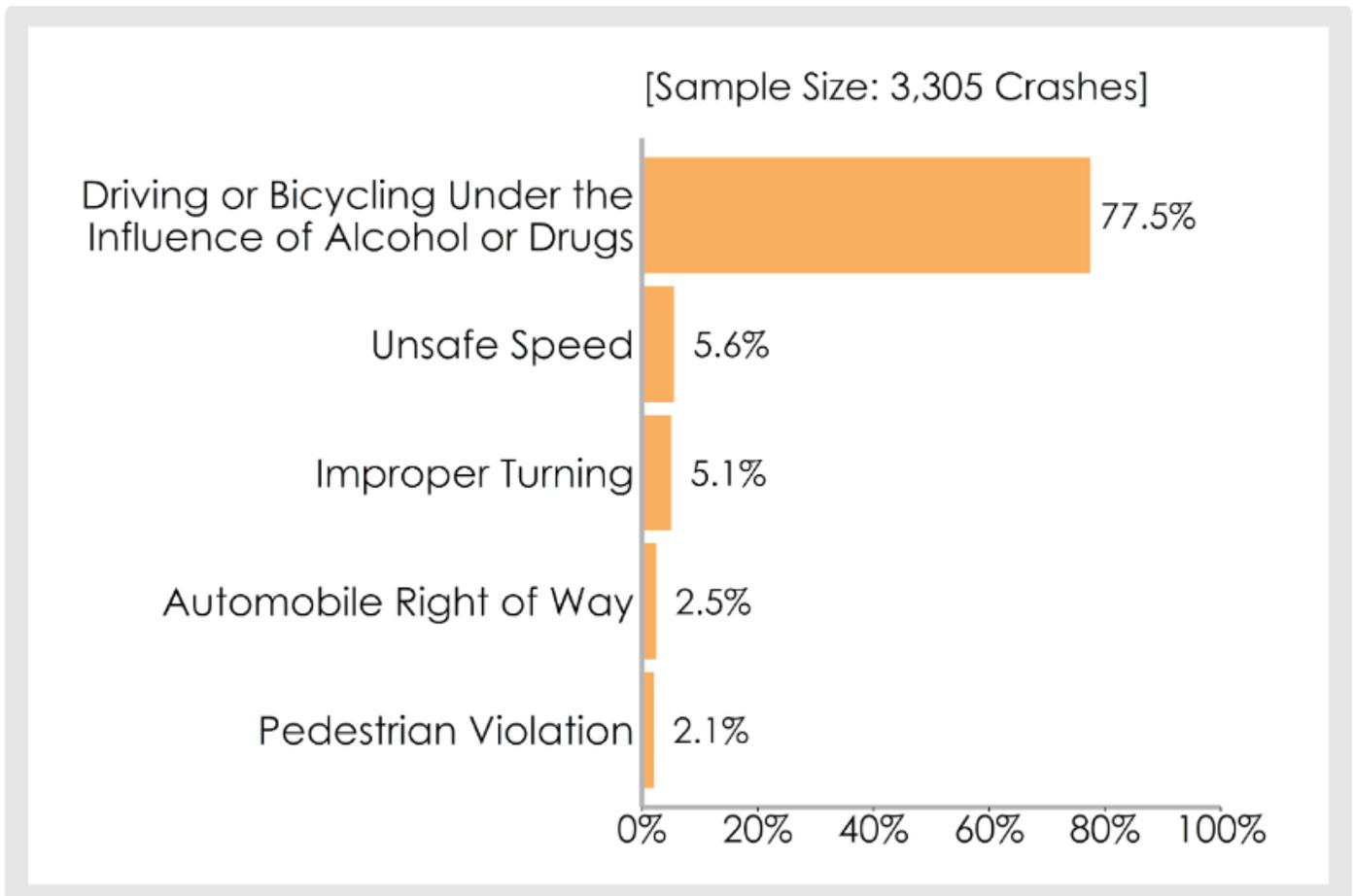
Crash Location for Fatal Alcohol-Impaired Victims

- About two-thirds, 68.7 percent, of alcohol-impaired fatalities occurred in urban areas compared to 31.1 percent on rural roads. However only about 18.5 percent of travel took place on rural roads in 2019.
- The type of roadway with the greatest share of alcohol-impaired fatalities was non-interstate principal arterials at 38.4 percent, followed by non-interstate minor arterials at 23.5 percent and non-interstate collectors at 15.4 percent.

Vehicle Type for Fatally Injured Victims of Alcohol-Impaired Crashes

- In 2020, passenger cars were involved in 48.1 percent of alcohol-impaired fatalities followed by non-motor vehicle occupants at 16.1 percent, motorcycles at 12.6 percent, and utility vehicles at 10.5 percent.

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



Source: Provisional SWITRS 2020

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measure

Reduce alcohol-impaired driving fatalities 8.80 percent from the preliminary final FARS number of 1,159 to 1,057 by December 31, 2023.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	164 AL	Minimum Penalties for Repeat Offenders and Driving While Intoxicated	\$19,326,646

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 21](#) 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 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.

Grant	Agency	Fund	Amount
AL23002	California Department of Alcoholic Beverage Control	164 AL	\$723,651
AL23007	California Highway Patrol	164 AL	\$2,600,000
AL23011	Santa Cruz County Health Services Agency	164 AL	\$255,000
AL23024	Tulare County Office of Education	164 AL	\$270,000

Grant	Agency/Title/Description
AL23002	California Department of Alcoholic Beverage Control
	DUI Awareness and Underage Drinking Prevention Program
	The California Department of Alcoholic Beverage Control (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, parents, school, and community presentations will be conducted to educate families of the dangers of alcohol-impaired driving.
AL23007	California Highway Patrol
	Teen Impaired Driving Education (TIDE) IV
	The California Highway Patrol (CHP) will publicize the Every 15 Minutes (E15M) program, Sober Graduation events, and other CHP impaired driving reduction education programs aimed at teens by conducting informational presentations to high schools, community-based organizations, local law enforcement, fire departments, and/or health departments in California. The CHP will facilitate E15M programs, Sober Graduation events, and other CHP impaired driving reduction education programs to schools unable to participate in the full E15M program, and distribute educational materials emphasizing the consequences of impaired driving.
AL23011	Santa Cruz County Health Services Agency
	Arrive Sober/Llegar Sobrio
	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 young 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.
AL23024	Tulare County Office of Education
	FNL Youth: Steering Social Norms to Prevent Underage Drinking
	Through the statewide network of Friday Night Live (FNL) chapters, the CFNLP will engage youth in their choice of year-long environmental prevention projects: positive social norms or underage alcohol access. Disturbingly, adolescent alcohol use rates have remained steady during the pandemic despite barriers caused by stay-at-home orders and not being of age to purchase alcohol legally (National Institutes of Health, 2021). This youth-led data-driven project will engage young people to change behaviors and create safer communities by shifting social norms through multi-media campaigns and reducing alcohol access through strategic partnerships with local merchants. Campaigns will utilize environmental prevention tactics, tools, training, and assistance, designed to support youth and adult partners to tackle underage drinking.

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 (TRACE) 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, TRACE investigations/trainings, and School Officers Bringing Educational Resources.

Grant	Agency	Fund	Amount
AL23003	California Department of Alcoholic Beverage Control	164 AL	\$3,000,000
AL23006	California Highway Patrol	164 AL	\$300,000
AL23005	California Highway Patrol	164 AL	\$5,900,000
AL23004	California Highway Patrol	164 AL	\$400,000

Grant	Agency/Title/Description
AL23003	California Department of Alcoholic Beverage Control
	Alcohol Enforcement and Education Program
	The Department of Alcoholic Beverage Control (ABC) will expand its efforts to achieve the ongoing goal of reducing youth access to alcohol by combining enforcement with training and educational programs. Enforcement training grants will be awarded by ABC to local law enforcement agencies. ABC Agents will continue to conduct Target Responsibility for Alcohol Connected Emergencies (TRACE) investigations/training along with a vast variety of enforcement programs. ABC will continue offering free on-site and online Licensee Education on Alcohol and Drugs (LEAD) trainings.
AL23006	California Highway Patrol
	Driving Under the Influence (DUI) Warrant Service Team Effort (WaSTE) XIII
	The California Highway Patrol (CHP) will implement a statewide driving under the influence (DUI) warrant service program. The Department will provide training and warrant service operations will be determined by statistical data to identify counties with a high number of outstanding DUI warrants.
AL23005	California Highway Patrol
	Don't Drive Impaired (DDI)
	The California Highway Patrol (CHP) will implement a 12-month statewide grant to combat fatal/injury crashes attributed to driving under the influence (DUI). Grant activities include sobriety/driver license checkpoints, DUI saturation patrols, 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.
AL23004	California Highway Patrol
	Regional Campaign Against Impaired Drivers IX
	The California Highway Patrol (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 driving under the influence (DUI) of alcohol in the CHP Amador and El Cajon 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.

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 as 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
AL23020	San Joaquin Collaborative Courts	164 AL	\$625,000
AL23009	San Mateo County Superior Court	164 AL	\$450,000
AL23023	Superior Court of California, County of Fresno	164 AL	\$600,000

Grant	Agency/Title/Description
AL23020	San Joaquin Collaborative Courts
	Dedicated Impaired-Driving Superior Court Program
	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 multiple offenders to be actively supervised by the court and county probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by the state.
AL23009	San Mateo County Superior Court
	Dedicated Impaired-Driving Superior Court Program
	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 multiple offenders to be actively supervised by the court and county probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by the state.
AL23023	Superior Court of California, County of Fresno
	Dedicated Impaired-Driving Superior Court Program
	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 multiple offenders to be actively supervised by the court and county probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by the state.

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
AL23001	Butte County Probation Department	164 AL	\$155,000
AL23012	Contra Costa County Probation Department	164 AL	\$398,845
AL23008	Fresno County Probation Department	164 AL	\$331,889
AL23013	Kern County Probation Department	164 AL	\$163,835
AL23014	Los Angeles County Probation Department	164 AL	\$378,462
AL23015	Marin County Probation Department	164 AL	\$175,458
AL23016	Placer County Probation Department	164 AL	\$158,000
AL23017	Sacramento County Probation Department	164 AL	\$560,000
AL23018	San Bernardino County Probation Department	164 AL	\$620,000
AL23019	San Diego County Probation Department	164 AL	\$450,000
AL23010	Santa Barbara County Probation Department	164 AL	\$178,000
AL23021	Solano County Probation Department	164 AL	\$292,506
AL23022	Sonoma County Probation Department	164 AL	\$220,000
AL23025	Tulare County Probation Department	164 AL	\$121,000

Grant	Agency/Title/Description
Various	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.



DISTRACTED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

NHTSA defines distracted driving as activities that divert attention away from safe driving. This may include talking on the phone, texting, eating or drinking, manipulating audio systems, etc. According to the National Safety Council, cell phones remain a top distraction because of the length of time they are used by drivers on a daily basis.

The United States Department of Transportation uses the Safe System Approach to work towards zero roadway fatalities and serious injuries. The Safe System Approach recognizes that people may make unsafe decisions, such as driving distracted, or may have momentary lapses of attention, in which this approach designs a system with redundancies in place to protect everyone. The Federal Highway Administration names safe road users, safe vehicles, safe speeds, safe roads, and post-crash care as key elements of a Safe System. These elements together create multiple layers of protection to improve safety.

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

In 2020, there were 3,142 fatalities in distraction-involved crashes, defined by NHTSA as a crash involving at least one driver who was distracted. This comprised 8.1 percent of all traffic fatalities in 2020 and a 0.7 percent increase from 3,119 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 2020, NOPUS observed 2.6 percent of vehicle drivers to be talking on handheld phones, down from 2.9 percent in 2019. The 2.6 percent of drivers observed holding mobile devices to their ears translates to an estimated 354,415 drivers at a typical daylight moment in 2020. Breaking down handheld device in 2020 use by age, 2.6 percent among drivers ages 16-24, 2.8 percent among drivers ages 25-69, and 0.6 percent among drivers 70 and older.

NOPUS also observed a decrease of drivers manipulating handheld devices between 2019 (2.9 percent) and 2020 (2.8 percent). Of these drivers in 2020, 4.3 percent were among those ages 16-24, 2.8 percent were among drivers ages 25-69, and 0.5 percent were among drivers 70 and older.

The 2020 Traffic Safety Culture Index by the American Automobile Association (AAA) Foundation for Traffic Safety found:

- Reading (94.9 percent) or typing (95.5 percent) on a hand-held device was viewed as "extremely or very dangerous," while 79.7 percent of respondents viewed holding and talking on a hand-held cell phone to be as dangerous.
- Only 20.2 percent reported that technology that allows hands-free use of their phones, such as Bluetooth or CarPlay, is extremely or very dangerous to use while driving.
- Almost one-quarter of respondents, 22.7 percent, reported typing or sending a text/email on a hand-held cell phone at least once in the past 30 days while driving.

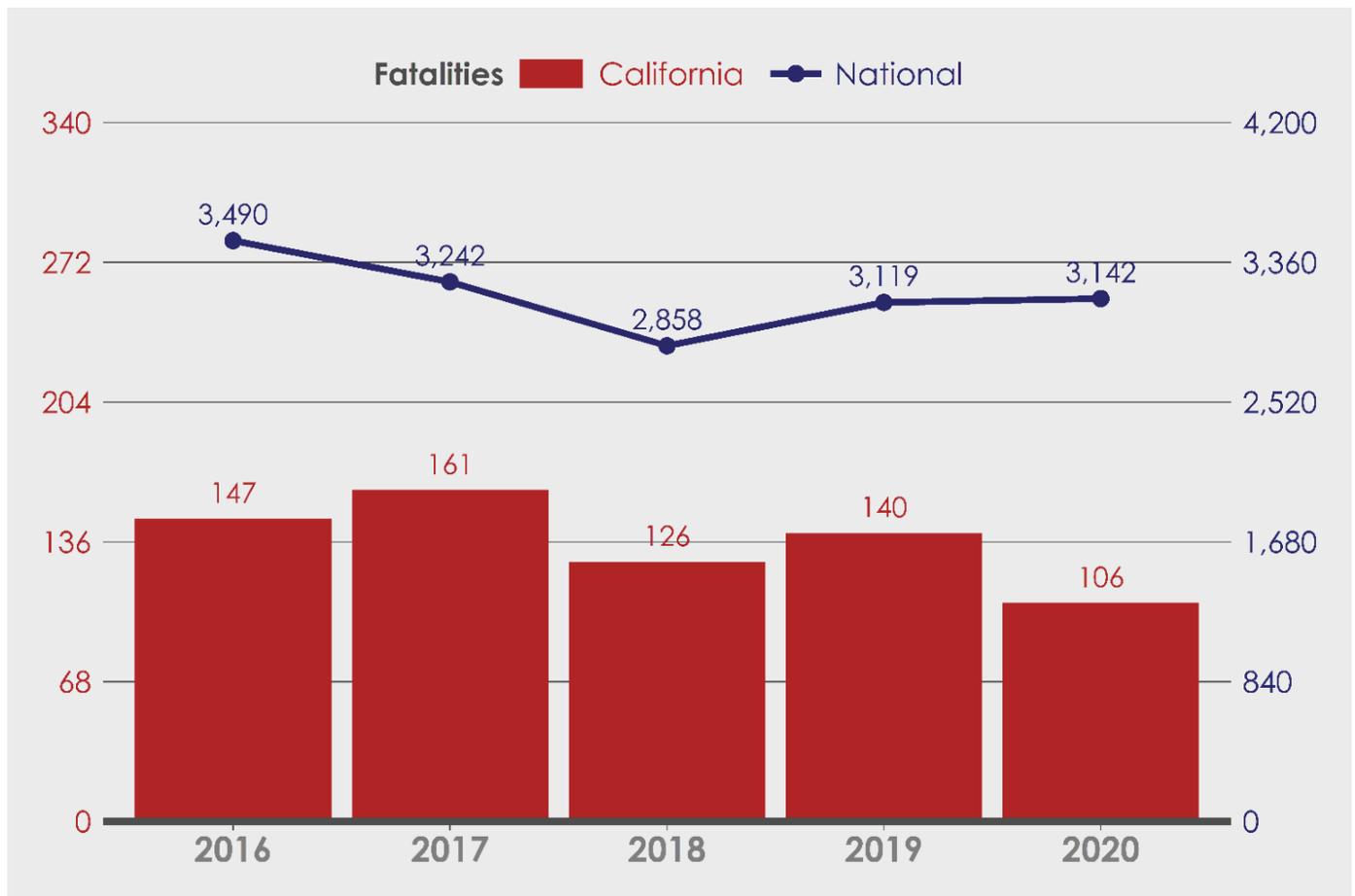
California

Distracted driving fatalities decreased 24.3 percent in California from 2019 to 2020. There were 140 deaths in 2019 compared to 106 in 2020.

In 2021, the OTS sponsored the 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.

- “Distracted Driving because of Texting” was the most frequently-reported response, reported by 74.3 percent of respondents to be among their top safety concerns and comprising 18.9 percent of all responses.
- Over half, 51.9 percent, of respondents reported that they have been hit or nearly hit by a driver who was talking or texting on a cell phone.
- About one-third, 33.9 percent, indicated that they “Regularly” or “Sometimes” used an electronic device while driving in the past 30 days.

Distracted Driving Fatality Trends



Source: FARS 2016-2019; FARS ARF 2020

State-level Analysis

The figures in this section refer to passenger vehicle occupants fatally injured in a distracted driving crash in California in 2020. These numbers are the products of UCB SafeTREC analysis of the FARS ARF 2020 dataset.

Fatal Distracted Driving Crashes

- By number, the counties with the greatest number of fatal injuries in 2020 were concentrated in southern California in Los Angeles, Riverside, San Diego, San Bernardino, and Orange counties, along with Stanislaus and Sacramento counties.
- By rate, the highest fatal injuries in 2020 were in the small counties where one injury affects the rate significantly. Inyo, Amador, Lassen, Siskiyou, Nevada, Kings, Stanislaus, and Yuba, all had elevated rates by population.
- Twenty-seven of 58 counties recorded zero fatalities related to distracted driving in 2020.

Time and Day of Distracted Driving Fatal Injuries

- Distracted driving fatalities in 2020 were most common on Tuesdays, with 23.6 percent of fatalities, followed by Mondays, with 17.9 percent of fatalities, and Saturdays with 16.0 percent of fatalities. Distracted driving fatalities occurred throughout the day, but were somewhat more common between noon and midnight, with 68.9 percent of fatalities.

Fatal Distracted Driving Victim Demographics

- The age category with the greatest number of distracted driving fatalities was age 35-44, with 18.9 percent of distracted driving fatalities. The next most common age category of distracted driving fatalities was 45-54, with 17.0 percent of fatalities. About two-thirds, 68.9 percent, of distracted driving fatalities were male.
- For 37.7 percent of distracted driving fatalities, race was unknown. Of the victims with known race, 83.3 percent were white and 10.6 percent were Black or African American.

Crash Location for Fatal Distracted Driving Victims

- A majority, 69.8 percent, of distracted driving fatalities occurred in urban areas while 30.2 percent occurred in rural areas. For comparison, about 18.5 percent of travel took place on rural roads in 2020.
- Almost half of distracted driving fatalities, 46.2 percent, occurred on non-interstate principal arterial roadways, followed by non-interstate minor arterials, 23.6 percent.

Vehicle Type for Fatally Injured Victims of Distracted Driving Crashes

- Over one-third, 39.6 percent, of distracted driving fatalities were non-motor vehicle occupants, such as pedestrians and bicyclists, and 38.7 percent were passenger cars.

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 2020 calendar base year of 1.6 percent to 1.0 percent by December 31, 2023.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	402 DD	State/Community Highway Safety Grant Program	\$2,184,820

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 21](#) 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 a 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
DD23007	California Department of Alcoholic Beverage Control	402 DD	\$294,000
DD23002	California Highway Patrol	402 DD	\$875,000
DD23003	Long Beach Department of Health and Human Services	402 DD	\$190,000
DD22004	Los Angeles County Public Health Department	402 DD	\$170,000
DD22005	Riverside County Public Health Department	402 DD	\$230,000
DD22006	San Luis Obispo County Behavioral Health Department	402 DD	\$100,820

Grant	Agency/Title/Description
DD23007	California Department of Alcoholic Beverage Control
	Teen Traffic Safety Program
	The California Department of Alcoholic Beverage Control (ABC) will expand a teen traffic safety program throughout the State with a comprehensive approach to reducing teen crashes in California. ABC will contract with a teen driver safety education group to expand teen traffic safety best practices while implementing seat belt safety, distracted driving awareness, and underage drinking prevention programming throughout the State.
DD23002	California Highway Patrol
	Teen Distracted Driving (TDD) II
	The California Highway Patrol will implement a 12-month statewide grant focusing on distracted driving among teens. The grant will provide enhanced enforcement and a broad public awareness, educational, and social media campaign. Teen drivers are increasingly distracted by mobile devices such as cellular telephones (and associated texting), causing 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.
DD23003	Long Beach Department of Health and Human Services
	Distracted Driving Education & Prevention Program
	To ensure equity and reach a wider segment of those most at risk for distracted driving, the city of Long Beach (CLB), will build upon the success of its distracted driving prevention program by introducing innovative strategies to address the inequities of our underserved populations. The program, which emphasizes youth and young adult education, will implement data-driven strategies and interventions to reduce the incidence of death and injury caused by distracted driving. The CLB will work collaboratively with other City departments, OTS funded projects and community partners to leverage resources and ensure a coordinated approach to reducing traffic related injuries and fatalities throughout Long Beach.

Grant	Agency/Title/Description
DD23004	Los Angeles County Public Health Department
	Los Angeles County Teen Distracted Driving Grant
	The Division of Chronic Disease and Injury Prevention will collaborate with Maternal, Child, Adolescent Health to propose a new strategy in spreading distracted driving education and outreach to high school students. The program will continue to grow and expand internal structure and school partnerships to host and lead workshops throughout the county.
DD23005	Riverside County Public Health Department
	Be Wiser Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program
	The Riverside University Health System - Public Health (RUHS - Public Health), seeks to reduce the number of persons killed or injured due to teen impaired and distracted driving as well as speeding. This will be achieved by expanding the existing Be Wiser Program. 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, including the consequences of speeding, 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 and speeding.
DD23006	San Luis Obispo County Behavioral Health Department
	San Luis Obispo County Youth Traffic Safety Initiative
	The San Luis Obispo County Youth Traffic Safety Initiative is 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 (SLOBHD) will continue its work reaching youth and community members by implementing strategies 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 at local high schools and the Cuesta College and Cal Poly San Luis Obispo campuses.

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
- 2.1 Communications and Outreach for Distracted Driving

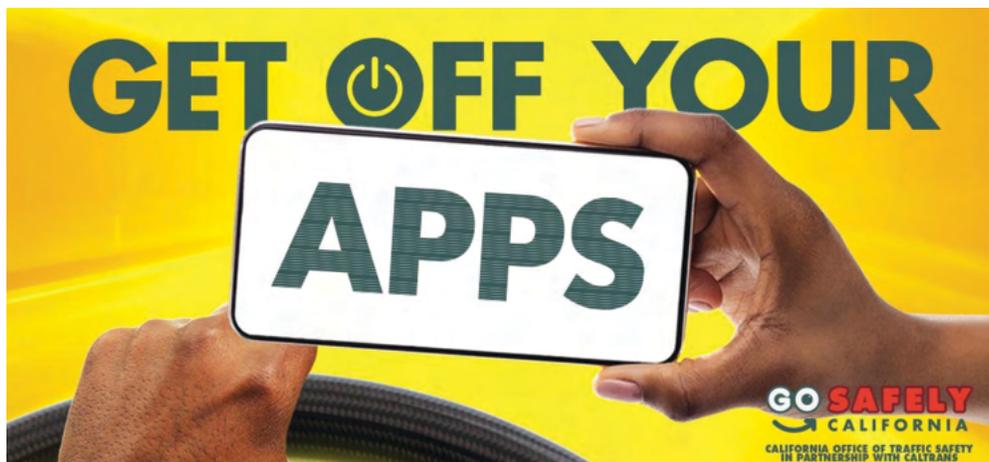
National campaigns such as April’s Distracted Driving Awareness Month will also be supported.

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
DD23001	California Highway Patrol	402 DD	\$325,000

Grant	Agency/Title/Description
DD23001	California Highway Patrol
	Adult Distracted Drivers (ADD) XIII
	The California Highway Patrol (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 25.3 percent of the nation's 38,824 fatalities in 2020 were related to drug-involved driving. Driving can be impaired by a variety of legal and illegal drugs, substances, and medications. The effect of specific drugs on behavior and driving skills vary considerably depending on how they act in the brain and are metabolized. They can slow reaction time, decrease coordination, increase aggressive and reckless driving, impair cognitive function, or cause drowsiness. All of these effects can contribute to crash risk.

Studies suggest that poly-drug use or combining alcohol and drugs can inflate the level of driver impairment and crash risk. There is variation across jurisdictions in the frequency of testing suspected impaired drivers for drugs, consistency in laboratory drug testing practices, and capacity of law enforcement personnel. Despite challenges in identifying causality and impairment, there is general consensus that many drugs impair driving. Preliminary data from an ongoing NHTSA study of alcohol and drug prevalence during the COVID-19 pandemic found some significant increases in the prevalence of drugs detected in blood among fatally and seriously injured drivers, motorcyclists, and pedestrians when comparing the last quarter of 2019 and the first quarter of 2020 to the second, third, or fourth quarters of 2020. As of February 2022, nearly three-quarters of states, including California, have legalized medical-use of cannabis products and over one-third allow recreational cannabis, increasing concerns about traffic safety. According to the National Institute on Drug Abuse, aside from alcohol, cannabis is the most frequently detected drug in drivers who are in crashes.

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

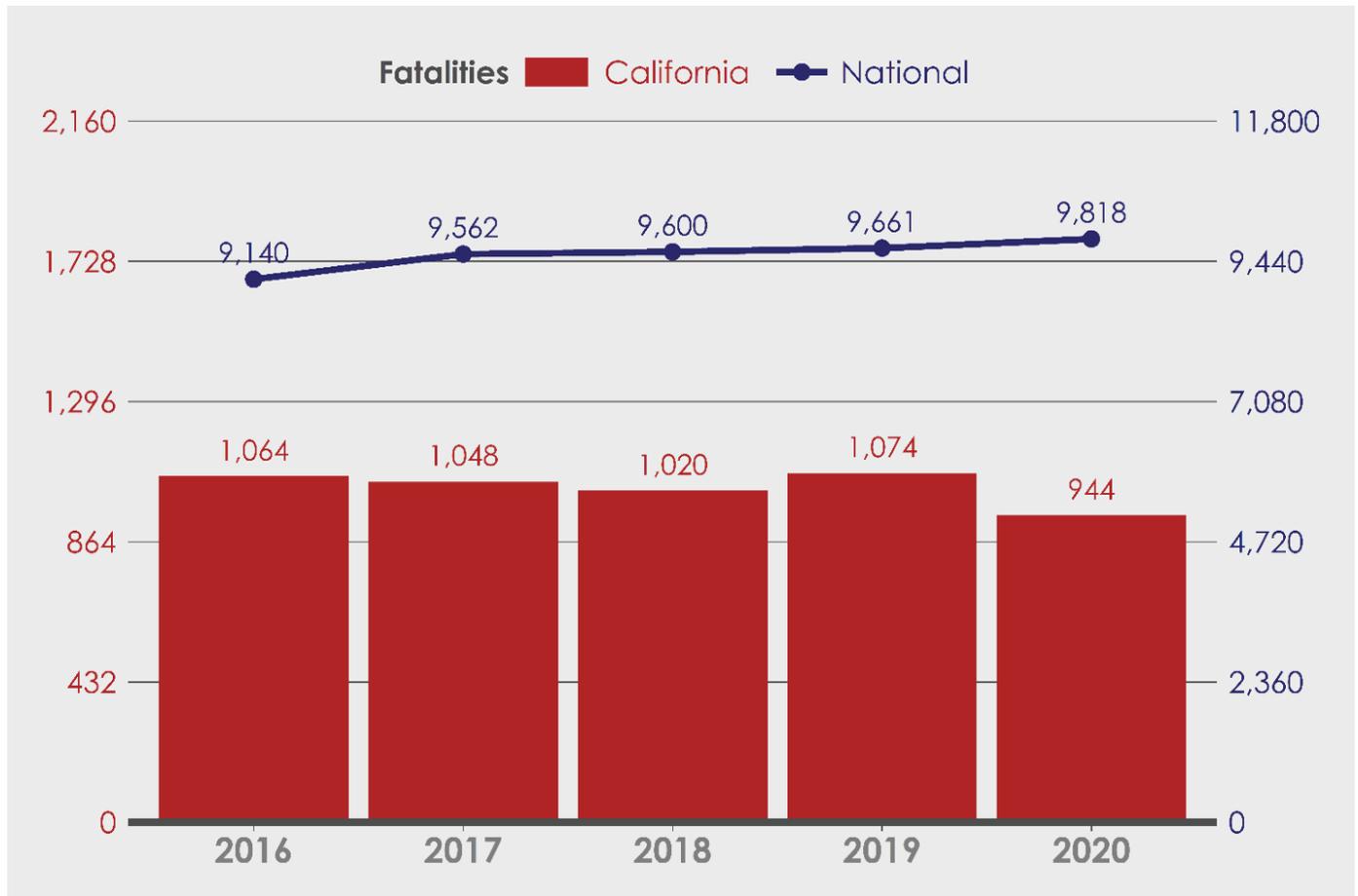
National

- In the United States, 9,818 people were killed in drug-involved crashes in 2020, a 1.6 percent increase from 9,661 in 2019, and a 7.4 percent increase from 9,140 in 2016.
- In 2020, of fatally injured drivers with known drug tests, 53.1 percent were positive for drugs – legal and illegal.
- In 2020, the National Survey of Drug Use and Health found that 37.0 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.

California

- In California, there were 944 fatalities in drug-involved crashes in 2020, a 1.2 percent decrease from 1,074 in 2019 and a 1.1 percent decrease from 1,064 in 2016.
- In 2020, of fatally injured drivers with known drug tests, 55.2 percent were positive for drugs – legal and illegal.
- According to the 2021 California Traffic Safety Survey, over half (51.9 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 37.2 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 counties with the highest number of fatalities in a drug-involved crash were Fresno, Kern, Los Angeles, Orange, Riverside, Sacramento, San Bernardino, and San Diego Counties. Similarly, the counties with the highest number of serious injuries in a drug-involved crash were Orange, Los Angeles, Riverside, Sacramento, San Bernardino, and San Diego.
- Per capita, the counties with the highest rate of fatalities in a drug-involved crash were Amador, Colusa, Lake, Lassen, Mendocino, Plumas, Sierra, and Trinity. Similarly, the counties with the highest rate of fatalities per capita in a drug-involved crash were Colusa and Mendocino, in addition to Glenn, Humboldt, Mono, Sutter, Siskiyou, and Tehama.

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 (82.6 percent).

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

- The most common crash type was hit object at 34.0 percent, followed by head-on at 16.6 percent, and broadside at 16.2 percent each.

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

- Almost half (45.2 percent) of all drug-involved driving fatalities occurred during the weekend, from 6pm Friday to 5:59am Monday.
- Similarly, over one-third (37.4 percent) of all drug-involved driving serious injuries occurred during the weekend, from 6pm Friday to 5:59am Monday.

Drug-Involved Driving Fatal and Serious Injury Victim Demographics

- Across most age groups, males were more likely to be killed than females in a drug-involved injury crash; males accounted for 75.7 percent of all fatalities. The age groups 15-24 and 25-34 accounted for 20.0 percent and 28.6 percent of all drug-involved crash fatalities, respectively.
- Similarly, across all age groups, males were more likely to be seriously injured than females in a drug-involved injury crash; males accounted for 66.9 percent of all fatalities. The age groups 15-24 and 25-34 accounted for 21.4 percent and 28.0 percent of serious injuries from drug-involved crashes, respectively.
- Race was unknown for 28.8 percent of those killed in a drug-involved crash. Among victims killed in drug-involved crashes with a known race, most were white (83.0 percent).

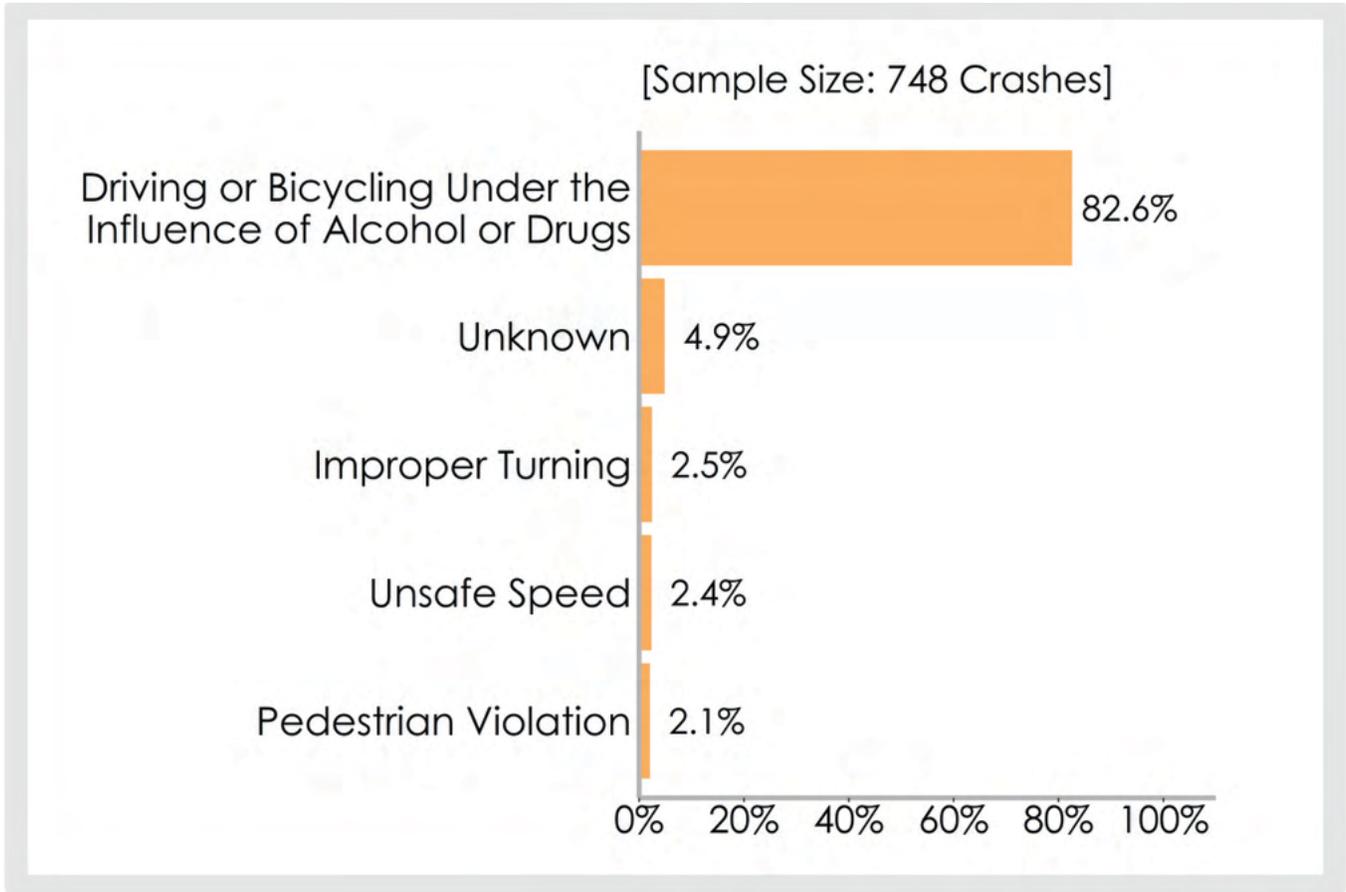
Crash Location for Fatal Drug-Involved Driving Crash Victims

- 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).

Vehicle Type in Fatal Drug-Involved Driving Crashes

- Passenger cars were involved in 49.2 percent of drug-involved driving fatalities.
- Passenger vehicles, including motor vehicles weighing 10,000 pounds or less and passenger cars and light trucks (SUVs, pickup trucks, vans, and other light trucks) were involved in 73.6 percent of drug-involved driving fatalities.

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



Source: Provisional SWITRS 2020



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 and maintain the 2019 calendar base year of 50 percent by December 31, 2023.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	402 PT	State/Community Highway Safety Grant Program	\$107,500
2023	405d AL	Impaired Driving Countermeasures Grants	\$11,253,156
2023	164 AL	Minimum Penalties for Repeat Offenders and Driving While Intoxicated	\$5,240,078

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 21](#) 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
DI23011	Long Beach Department of Health and Human Services	405d AL	\$250,000
DI23017	Riverside County Public Health Department	402 PT	\$107,500
DI23026	University of California, Irvine	405d AL	\$250,000

Grant	Agency/Title/Description
DI23011	Long Beach Department of Health and Human Services
	Drug Impaired Driving Prevention Program
	The City of Long Beach will maximize funds to advance health equity through city-wide public awareness and continue to take the lead in developing data-driven strategies to reach our most vulnerable and underserved populations. Taking strides to increase sustainability, build capacity, and ensure an equitable approach to reducing preventable traffic related injuries and fatalities throughout Long Beach, will effectively engage community based organizations, City departments and other OTS funded projects to coordinate activities that address the trends and incidence of death and injury caused by drug-impaired driving.
DI23017	Riverside County Public Health Department
	College Communities Against Drunk, Drugged, and Distracted Driving
	Riverside University Health System - Public Health (RUHS-Public Health), seeks to provide prevention education and resources to local college campuses in efforts to reduce the number of persons killed or injured due to alcohol, drug- impaired and distracted driving. The program will include collaboration with community and advocacy groups to provide 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 with community partners.
DI23026	University of California, Irvine
	UC Irvine Virtual Ambassador Driving While Impaired Education Program
	Virtual Ambassador (VA) Program in the University of California Irvine (UCI) that creates channels on social media platforms and uses UCI Student Influencers and volunteer UCI students as Virtual Ambassadors to campaign against DUI. VAs use their personal networks to reach out to young drivers and get them valid information. Program will expand in four areas: <ul style="list-style-type: none"> - Increase number of Student Influencers and target a broader population - Expand the program to TikTok and Instagram in addition to our current Twitter and Facebook feeds - Expand the focus area to include content on recreational and medical Marijuana in addition to ongoing content on alcohol and drugs - Promotion of the program within the UCI community and in UCI Medical Center.

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 evidential breath testing devices and update the software system used with these devices.
- 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
DI23008	Contra Costa County Sheriff's Department	405d AL	\$237,500
DI23006	Orange County Sheriff's Department	405d AL	\$150,000
DI23022	San Diego County Sheriff's Crime Lab	405d AL	\$991,000
DI23007	Santa Clara County District Attorney's Crime Laboratory	405d AL	\$449,800

Grant	Agency/Title/Description
DI23008	Contra Costa County Sheriff's Department
	Toxicology Unit Support of DUID Cases
	The Contra Costa County Office of the Sheriff-Forensic Services Division (FSD) will use funds to replace a toxicology biohood, purchase consumables to support current and new toxicology testing, and provide validation services to expand testing capability of driving under the influence of drugs (DUID) cases. The FSD is an ANSI National Accreditation Board (ANAB) accredited crime laboratory providing forensic services to over 20 law enforcement agencies in a County with a population exceeding one million residents. The biohood will replace an outdated version currently in use. The consumables will be used for both current LC-MS/MS testing and method validation. The external validation services will expand toxicology testing while allowing the FSD to provide efficient and timely results to our law enforcement partners. Using an external vendor for validation services maximizes the time unit staff can spend working on DUID cases.
DI23006	Orange County Sheriff's Department
	Drug Prevalence in DUI Drivers
	The Orange County Crime Laboratory will continue to work collaboratively to provide exceptional forensic toxicology services by improving drug detection methods and elevating the expertise of forensic scientists. 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 (BAC). 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.
DI23022	San Diego County Sheriff's Crime Lab
	Improved Drug-Impaired Driving Toxicology Testing
	The San Diego County Sheriff's Regional Crime Laboratory (SDCSRCL) is committed to improving forensic toxicology services to all stakeholders in San Diego County. The SDCSRCL currently contracts with a third-party laboratory to perform toxicology testing while building an in-house toxicology program. The testing performed by the contract laboratory does not meet the National Safety Council's Alcohol, Drugs and Impairment Division's (NSC-ADID) minimum recommendations of Tier I testing for all DUI cases. This grant will improve forensic toxicology services by funding NSC-ADID recommended toxicology screening on DUI samples submitted to the contract laboratory, a continuation of the funding from the 2021 grant. Additionally, this grant will continue to fund the activities of two Criminalist II positions as part of the SDCSRCL's ongoing commitment to an in-house toxicology program.

Grant	Agency/Title/Description
DI23007	Santa Clara County District Attorney's Crime Laboratory
	Improving Evidential Breath Alcohol Program Infrastructure in Santa Clara County
	Funding shall be used to improve the infrastructure of the evidential breath alcohol testing program within Santa Clara County serving a population of approximately two million residents. This will be achieved by purchasing software updates to evidential breath alcohol testing instruments, purchasing a breath alcohol management system for instrument records and maintenance, accuracy checks, subject test records, operator training records, and purchasing additional evidential breath alcohol testing instruments to rotate through field site use.

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 1,000 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 1,000 law enforcement personnel.
- Fund Drug Recognition Evaluator (DRE) school and certification instruction, training at least 340 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 education professionals.
- Advance the Traffic Safety Resource Prosecutor (TSRP) program by continuing the collaborative efforts with the Orange County District Attorney's office as well as other County District Attorney's Offices, 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 multiple County District Attorney's Office as well as 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
DI23001	California Highway Patrol	164 AL	\$2,500,000
DI23013	Los Angeles County District Attorney's Office	164 AL	\$1,584,520
DI23005	Orange County District Attorney's Office	164 AL	\$887,390
DI23018	Sacramento County District Attorney's Office	164 AL	\$268,168

Grant	Agency/Title/Description
DI23001	California Highway Patrol
	DRUG RECOGNITION EVALUATOR (DRE) PROGRAM 2023
	The California Highway Patrol (CHP) will implement a Drug Recognition Evaluator (DRE) statewide training project. This program intends to provide instructor training classes, conduct DRE 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 CHP uniformed personnel.
DI23013	Los Angeles County District Attorney's Office
	Alcohol and Drug Impaired Driver Training and Vertical Prosecution Program
	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.



Grant	Agency/Title/Description
DI23005	Orange County District Attorney's Office
	California Traffic Safety Resource Prosecutor Training Network
	The Orange County District Attorney's Office will assign a specialized team to implement the California Traffic Safety Resource 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, collision 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.
DI23018	Sacramento County District Attorney's Office
	DUI/DUID Misdemeanor Prosecution, Education and Outreach
	The Sacramento County District Attorney's (DA's) Office will dedicate one prosecutor to be responsible for misdemeanor Driving Under the Influence (DUI) / Driving Under the Influence of Drugs (DUID) cases; accomplish ongoing training opportunities; mentor newly appointed prosecutors on the successful prosecution of DUI/DUID cases; conduct bi-annually roundtable discussions and provide training to law enforcement agencies on new DUI/DUID laws and investigation techniques; provide outreach on DUI/DUID prevention to adults and youth to include podcasts; and distribute informational materials to those charged with DUI/DUID offenses in an effort to prevent recidivism.

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 offenders.

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
DI23002	Fresno County District Attorney's Office	405d AL	\$500,000
DI23003	Monterey County District Attorney's Office	405d AL	\$602,500
DI23004	Orange County District Attorney's Office	405d AL	\$1,329,655
DI23009	El Dorado County District Attorney's Office	405d AL	\$356,112
DI23010	Kern County District Attorney's Office	405d AL	\$585,000
DI23012	Los Angeles City Attorney's Office	405d AL	\$969,369
DI23014	Madera County District Attorney's Office	405d AL	\$205,200
DI23015	Marin County District Attorney's Office	405d AL	\$465,000
DI23016	Riverside County District Attorney's Office	405d AL	\$659,000
DI23019	San Bernardino County District Attorney's Office	405d AL	\$617,600
DI23020	San Diego City Attorney's Office	405d AL	\$270,000
DI23021	San Diego County District Attorney's Office	405d AL	\$733,650
DI23023	Solano County District Attorney's Office	405d AL	\$363,000
DI23024	Sonoma County District Attorney's Office	405d AL	\$464,132
DI23025	Tulare County District Attorney's Office	405d AL	\$179,400
DI23027	Ventura County District Attorney's Office	405d AL	\$427,117
DI23028	Yolo County District Attorney's Office	405d AL	\$198,121

Grant	Agency/Title/Description
Various	Various (See chart above)
	Alcohol and Drug Impaired Driver Vertical Prosecution Program
	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.

EMERGENCY MEDICAL SERVICES

PROBLEM IDENTIFICATION AND DATA ANALYSIS

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

The United States Department of Transportation uses the Safe System Approach to bring roadway fatalities and serious injuries to zero. The Safe System Approach recognizes human mistakes and vulnerabilities, and designs a system with many redundancies in place to protect everyone. The Federal Highway Administration (FHWA) names "Post-Crash Care" as a key element of a Safe System. Specifically, post-crash care refers to emergency first response and transport to medical facilities, as well as forensic analysis of the crash site and traffic incident management.

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, specifically upgrading from an analog to a digital system. Next Generation 911 (NG911) improves success and reliability of the 911 system by allowing users to securely send text messages, videos, and photos to 911, and in turn allow 911 dispatchers to transmit this information along with location information to first responders. NG911 will allow first responders to more accurately locate crash victims to assess their injuries, thereby improving patient outcomes.

National

In 2020, there were 38,824 people killed in motor vehicle crashes and countless more who were injured on United States roadways. As seen in the Haddon Matrix, increased coordination between first responders, hospitals, and other traffic safety stakeholders, enhanced training, and EMS system improvements would increase survivability from a crash. In emergency medicine, the quicker a traumatic injury victim receives medical attention, the better the chance of preventing death. Improved timeliness and technologies, proximity to care, and roadway access increase a victim's chance of survivability.

Each crash puts motorists and first responders at risk of secondary crashes while also increasing congestion. In response, the Federal Highway Administration (FHWA) developed the national Traffic Incident Management (TIM) Responder Training to help transportation agencies and first responders establish coordinated processes to quickly detect, respond to, and remove traffic incidents to restore traffic capacity and flow as quickly and safely as possible. TIM became the national standard of practice for law enforcement, EMS, and others responding to roadway incidents. Through 2020, more than half a million responders, primarily those working on interstates and high-speed roads, were trained to clear traffic incidents. The latest FHWA Everyday Counts 6 (EDC-6) initiative introduces a new enhanced next-generation TIM (NextGen TIM) with an emphasis on local agencies and off-interstate applications. Specifically, it integrates emerging technologies, tools, and training to improve incident detection and reduce safety response and clearance times.

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 were more typical for less-populated 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 serving 30 counties in rural areas with extensive tourism; a multi-county EMS agency is defined as an entity of three or more counties.

As of April 2021, the state's trauma center network consisted 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 farther 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.

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

Preliminary data indicate that there were 3,558 fatal crashes and 13,162 serious injury crashes on California roadways in 2020. This means that responders were at risk of injury while responding to over 45 fatal or serious injury crashes each day. In 2021, California extended “Move Over, Slow Down” provisions to apply to local streets and roads in addition to freeways. Despite this, first responders continue to be killed in the line of duty. As of July 2021, California had 27,296 first responders trained in TIM, which represented 38.3 percent of the state’s first responder workforce. California ranked 30th in terms of percent of the workforce trained in TIM and was one of 25 states who fell below the national goal of 45 percent or more responders trained. By improving TIM training, California could reduce traffic crashes related to stopped vehicles and the subsequent 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, 2023.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	402 EM	State/Community Highway Safety Grant Program	\$1,229,653

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 21](#) 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 replacement equipment.

Grant	Agency	Fund	Amount
EM23004	Buena Vista Rancheria of the Me-Wuk Indians	402 EM	\$55,000
EM23001	Calimesa Fire Department	402 EM	\$41,703
EM23005	Deer Springs Fire Protection District	402 EM	\$99,920
EM23006	Dunsmuir Fire Department	402 EM	\$150,000
EM23007	Ebbetts Pass Fire District	402 EM	\$72,000
EM23002	Foresthill Fire Protection District	402 EM	\$50,000
EM23003	Graton Fire Protection District	402 EM	\$100,000
EM23008	Madera County Fire Department	402 EM	\$42,510
EM23009	Merced County Fire Department	402 EM	\$91,262
EM23010	Paso Robles Department of Emergency Services	402 EM	\$117,000
EM23011	Pismo Beach Fire Department	402 EM	\$46,000
EM23012	Tehama County Fire Department	402 EM	\$39,419
EM23013	Templeton Fire and Emergency Services	402 EM	\$20,000
EM23014	Tuolumne County Fire Department	402 EM	\$82,949
EM23015	Turlock Rural Fire Protection District	402 EM	\$167,255
EM23016	Vista City Manager Office	402 EM	\$28,850
EM23017	Wilton Fire Protection District	402 EM	\$25,785

Grant	Agency/Title/Description
Various	Various (See chart above)
	Regional Crash Response and Extrication Improvement Program
	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.

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 2020, motorcyclists comprised 14.4 percent of all traffic deaths in the United States.

The primary countermeasures used to address this problem include motorcycle helmet laws and other helmet-oriented programs, rider training and licensing programs, vehicle enhancements, including anti-lock braking technology, rider conspicuity programs, campaigns to increase other road users' awareness of motorcycles, and campaigns to reduce impaired riding. The United States Department of Transportation uses the Safe System Approach to work towards zero roadway fatalities and serious injuries. The Safe System Approach recognizes that people may make unsafe decisions or may have momentary lapses of attention, and designs a roadway system with redundancies in place to protect everyone. The Federal Highway Administration names safe road users, safe vehicles, safe speeds, safe roads, and post-crash care as key elements of a Safe System. These elements together create multiple layers of protection to improve safety.

The 2020 National Occupant Protection Use Survey (NOPUS) reported that DOT-compliant helmet use among all motorcyclists in the United States (riders and passengers) decreased to 64.9 percent in 2021, not statistically different at the 0.05 level from 69.0 percent in 2020. In states with a universal helmet law, which requires all motorcyclists to use a helmet, the known helmet use rate increased to 86.1 percent in 2021, not statistically significant from 84.0 percent in 2020.

Analyses presented in the motorcycle program area include fatal and serious injuries to drivers and passengers riding two- and three-wheel motorcycles, mopeds, motorized scooters, motorized bicycles, off-road motorcycles, and other motor-driven cycles. Motorcycle crashes are defined as a crash where one or more victims is a motorcycle driver or passenger.

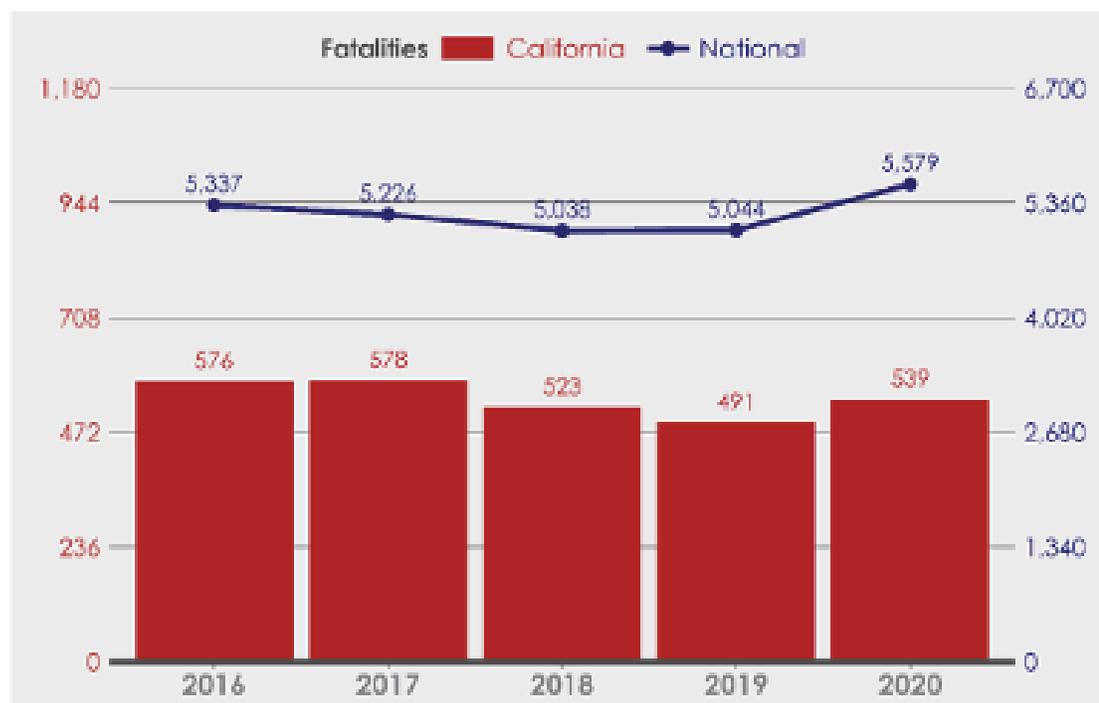
National

- In 2020, there were 5,579 motorcyclist fatalities in the United States, an increase of 535 deaths, or 10.6 percent from 2019.
- In 2020, drivers of most vehicle types saw increases in the number of alcohol-impaired drivers involved in fatal crashes compared to 2019, including motorcyclists, who saw a 4.4 percent increase.
- In urban areas, motorcyclist deaths increased by 7.8 percent between 2019 and 2020. In rural areas, they increased by 11.0 percent during the same time period. Thirty percent of motorcyclists involved in fatal crashes in 2019 were not properly licensed.

California

- From 2019 to 2020, California also saw an increase in motorcycle fatalities. In 2020, there were 539 deaths, up 9.8 percent from 491 in 2019.

Motorcycle Fatality Trends



Source: FARS 2016-2019, FARS ARF 2020

State-level Analysis

The figures in this section refer to drivers and passengers of motorcycles fatally and seriously injured in a crash in California in 2020. These numbers are the products of UCB SafeTREC analysis.

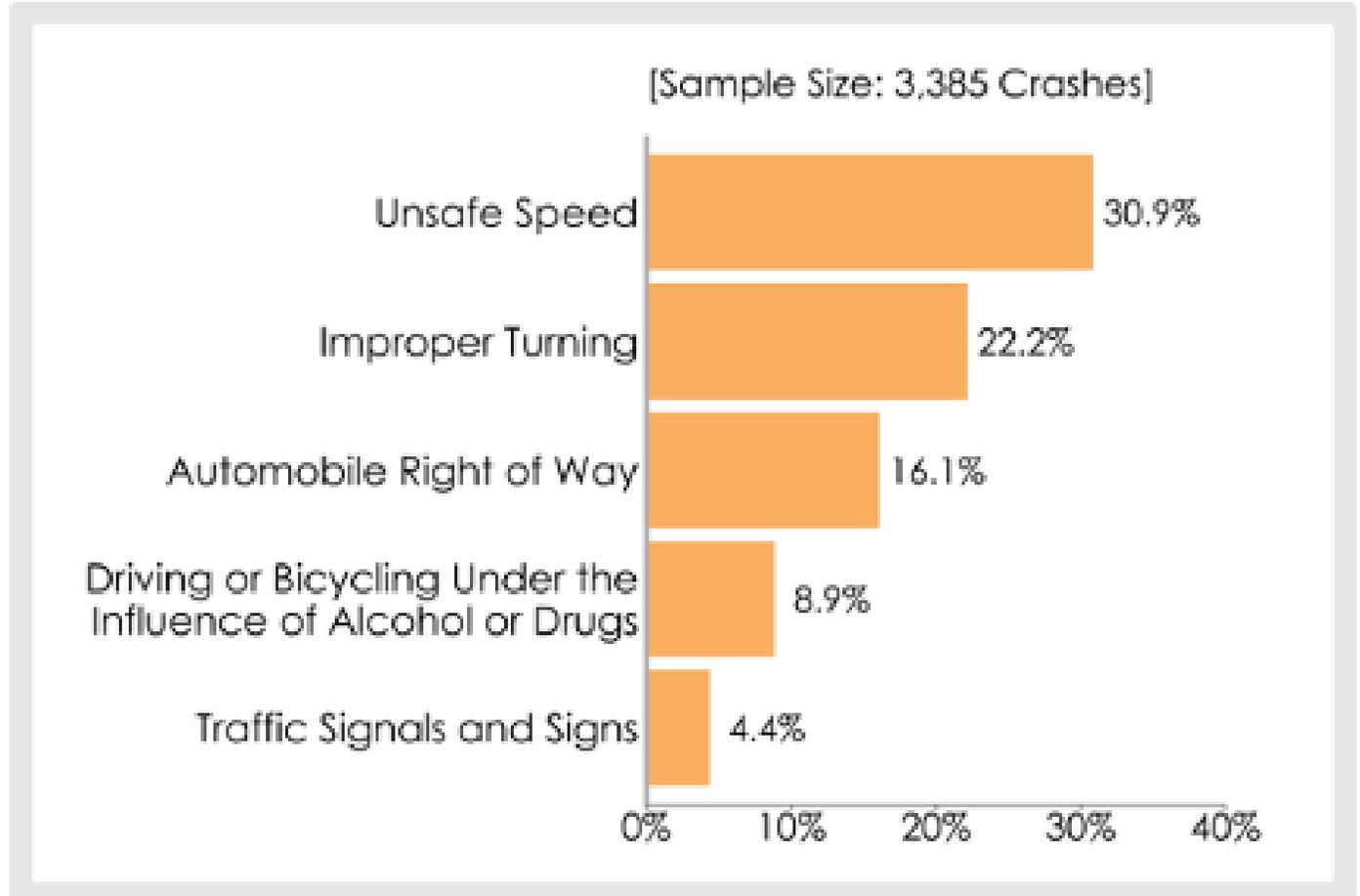
Fatal and Serious Injury Motorcycle Crashes by County

- Los Angeles, San Diego, Riverside, San Bernardino, Orange, and Kern counties in Southern California, as well as Sacramento County in Northern California, had the highest number of fatal injuries among motorcyclists. Similarly, the counties of Los Angeles, San Diego, Riverside, San Bernardino, Orange, Kern, and Sacramento, along with Alameda had the highest number of serious injuries among motorcyclists.
- The rural counties of Lassen, Colusa, Amador, Calaveras, Tuolumne, Napa, San Benito, and Kern had the highest rates of fatal injuries per capita by county. The rural counties of Del Norte, Trinity, Sierra, Alpine, Calaveras, Mono, Mariposa, and Inyo had the highest rates of serious injuries per capita by county.
- Kern County experienced both high numbers and rates per capita of motorcyclist fatalities.

Primary Crash Factors of Motorcycle Fatal and Serious Injury Crashes

- Unsafe speed (30.9 percent), followed by improper turning (22.2 percent), and right-of-way violations by automobiles (16.1 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 2020

Crash Types for Motorcycle Fatal and Serious Injury Crashes

- Broadside crashes (25.1 percent) and overturned crashes (21.0 percent) were the most frequent crash types for fatal and serious injury motorcycle crashes.

Time and Day of Motorcycle Crash Fatal and Serious Injuries

- In 2020, the number of fatally and seriously injured motorcyclists was markedly higher between 3pm and 6pm, comprising 21.9 percent of the fatal and 25.5 percent of serious motorcyclist injuries. The time periods noon to 3pm and 6pm to 9pm also had higher numbers with 37.1 percent of fatal and 40.3 percent of serious injuries, respectively.
- Motorcyclist fatalities and serious injuries were elevated during the day on Saturdays and Sundays between 9am and 9pm, accounting for 30.0 percent of fatal and 32.3 percent of serious injuries in 2020.

Motorcycle Crash Fatal and Serious Injury Victim Demographics

- The vast majority of fatal (93.7 percent) and serious injury (90.5 percent) motorcycle crash victims were males. The age category with the greatest number of victims, men or women, was ages 25 to 34, comprising 26.0 percent of motorcycle fatalities and 28.6 percent of motorcycle serious injury victims.
- Race was not reported for 34.5 percent of the motorcyclist fatalities. Of the 353 fatalities with a known race, 51.2 percent (or 181) were white.

Crash Location for Motorcycle Crash Victims

- Over two-thirds (67.2 percent) of motorcycle crash fatal injuries occurred in urban areas, compared to 32.3 percent on rural roads. Approximately 18.5 percent of travel took place on rural roads in 2020.
- Over one-third (39.0 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 (26.7 percent) and non-interstate collectors (16.9 percent).



HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measures

Reduce motorcyclist fatalities 5.75 percent from the 2020 preliminary final FARS number of 539 to 508 by December 31, 2023.

Reduce unhelmeted motorcyclist fatalities 17.14 percent from the 2020 preliminary final FARS number of 35 to 29 by December 31, 2023.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	402 MC	State/Community Highway Safety Grant Program	\$400,000
2023	405f	Motorcycle Safety Grants	\$711,000

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 21](#) 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 “Ride to Live” through Anaheim, Coronado, Hawthorne, Ontario, Rialto, and Upland Police Departments, as well as 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
MC23004	Anaheim Police Department	405f MC	\$67,000
MC23001	California Highway Patrol	402 MC	\$400,000
MC23001	California Highway Patrol	405f MC	\$300,000
MC23005	Coronado Police Department	405f MC	\$65,000
MC23002	Hawthorne Police Department	405f MC	\$120,000
MC23003	Ontario Police Department	405f MC	\$28,000
MC23006	Rialto Police Department	405f MC	\$31,000
MC23007	San Francisco Municipal Transportation Agency	405f MC	\$75,000
MC23008	Upland Police Department	405f MC	\$25,000

Grant	Agency/Title/Description
MC23001	California Highway Patrol
	Get Educated And Ride Safe (GEARS) V
	The California Highway Patrol (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.
MC23007	San Francisco Municipal Transportation Agency
	Vision Zero Motorcycle Safety Program
	The San Francisco Municipal Transportation Agency (SFMTA) Vision Zero Motorcycle Safety Program is a partnership that plays a critical role in raising awareness among motorcycle riders and drivers, promoting safer motorcycle riding behavior, and helping decrease the number of motorcycle-related severe injuries and fatal crashes. SFMTA will distribute educational materials to the community and offer free hands-on trainings.
Various	Various (see chart above)
	Motorcycle Education Grants
	The motorcycle training program is designed to reduce fatalities and injuries resulting from motorcycle crashes. The training offers a free 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, seventy-five percent of the class is dedicated to students performing exercises hands-on and in a controlled, supervised manner.

OCCUPANT PROTECTION

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Restraint devices such as seat belts are a key element of motor vehicle occupant protection systems. Each year, NHTSA conducts the National Occupant Protection Use Survey (NOPUS) that measures, among many variables, the daytime use of seat belts by occupants age eight and older. The 2020 NOPUS reported that seat belt use was 90.3 percent among front-seat passengers, a slight decrease from the 90.7 percent observed in 2018. This change, along with the changes in subsets such as time of day or day of the week, was not statistically significant.

The United States Department of Transportation uses the Safe System Approach to work towards zero roadway fatalities and serious injuries. The Safe System Approach recognizes human mistakes and vulnerabilities, and designs a system with many elements in place to protect everyone. The Federal Highway Administration names safe road users, safe vehicles, safe speeds, safe roads, and post-crash care as key elements of a Safe System. Proper use of seat belts and other occupant safety devices is an important component of the “Safer Vehicles” and “Safer People” layers of protection.

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 addresses aging road users and child passenger safety.

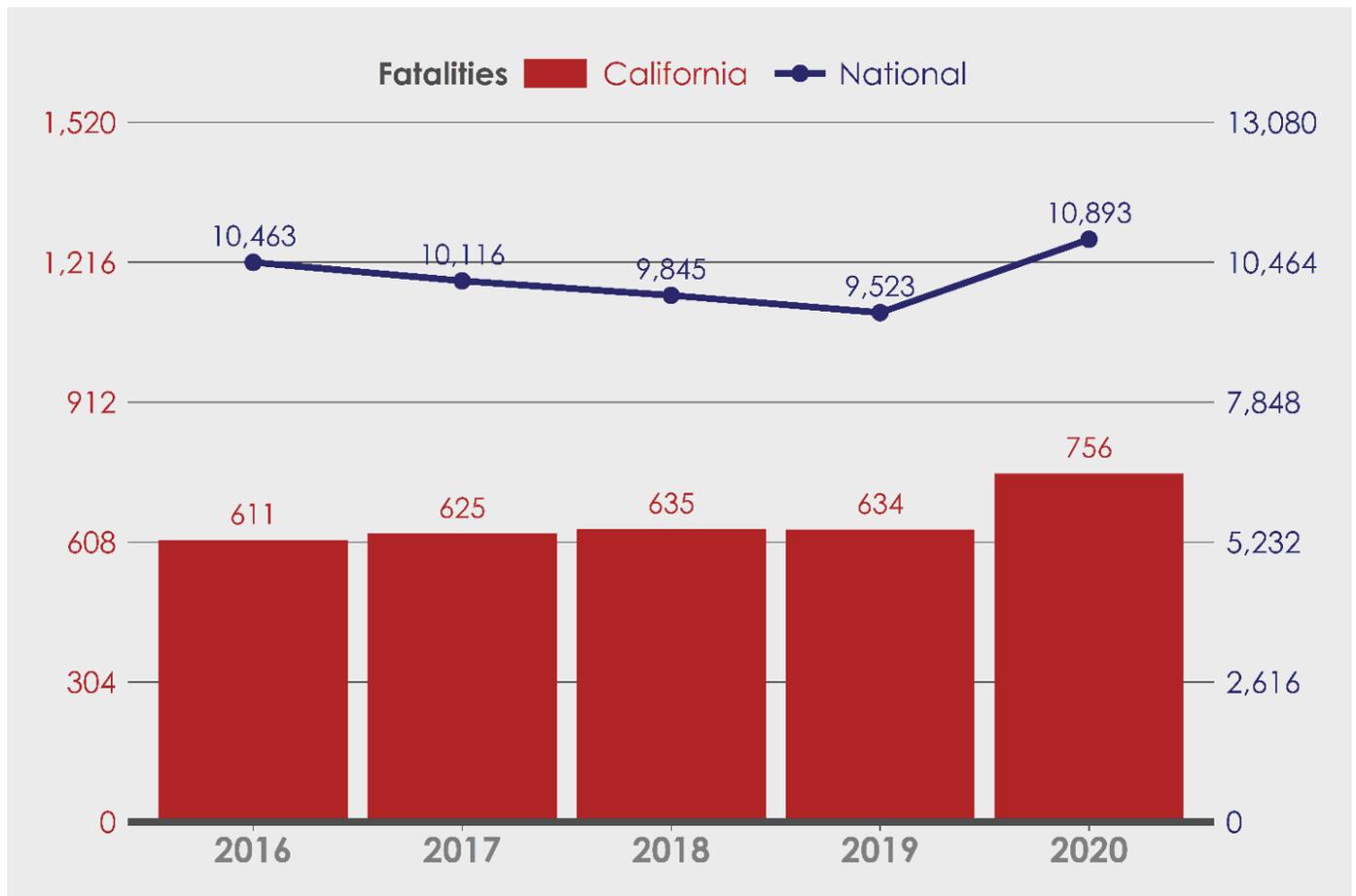
National

- Seat belt use among vehicle occupants in the western region of the United States slightly decreased from 94.5 percent in 2019 to 93.8 percent in 2020.
- In the United States, there were 10,983 unrestrained passenger vehicle occupants killed in traffic crashes in 2020, a 14.4 percent increase from 9,523 in 2019.
- In 2020, of the 21,376 passenger vehicle occupants with known restraint use killed in motor vehicle traffic crashes, 10,893 or 51.0 percent were known to be unrestrained.
- In 2020, daytime restraint use was higher than nighttime restraint use; 58.3 percent of passenger vehicle occupants with known restraint use involved in a nighttime fatal crash were unrestrained, compared with 43.7 percent involved in a daytime crash who were unrestrained.

California

- In California, there were 756 unrestrained occupants killed in traffic crashes in 2020, a 19.2 percent increase from 634 in 2019.
- 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 did not conduct a seat belt survey in 2020.
- California's front seat belt use rate for those aged 5 and older has been greater than 95.0 percent from 2015 to 2019.
- According to the Behavioral Risk Factor Surveillance System, 97.6 percent of respondents in 2020 reported that they always or nearly always wear a seat belt. This is not a significant change from 97.4 percent in 2018.

Unrestrained Occupant Fatality Trends



Source: FARS 2016 – 2019 Final File, 2020 ARF

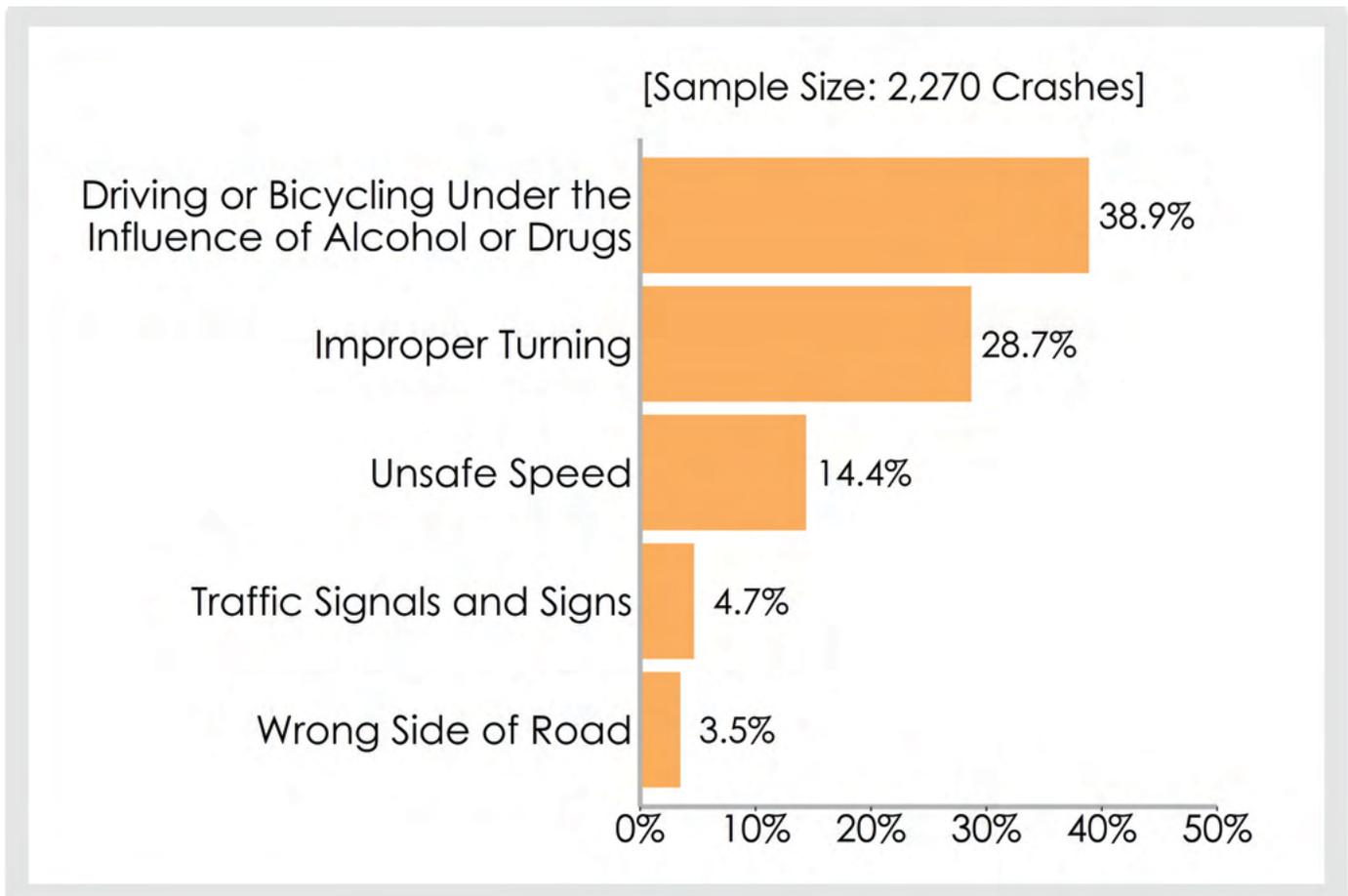
Primary Crash Factors of Unrestrained Occupant Fatal and Serious Injury Crashes

- In California in 2020, the top five primary crash factors for fatal and serious injury unrestrained occupant crashes were driving or bicycling under the influence of alcohol or drugs (38.9 percent), improper turning (28.7 percent), unsafe speed (14.4 percent), traffic signals and signs (4.7 percent), and wrong side of the road (3.5 percent). The primary crash factor does not indicate which party is at fault.

Primary Crash Factors of Unrestrained Occupant Fatal and Serious Injury Crashes

- In California in 2020, the top five primary crash factors for fatal and serious injury unrestrained occupant crashes were driving or bicycling under the influence of alcohol or drugs (38.9 percent), improper turning (28.7 percent), unsafe speed (14.4 percent), traffic signals and signs (4.7 percent), and wrong side of the road (3.5 percent). The primary crash factor does not indicate which party is at fault.

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



Source: Provisional SWITRS 2020

CHILD PASSENGER SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

On average, almost three children age 14 and under were killed daily in traffic crashes in 2020. Across the age spectrum, child motor vehicle fatalities have decreased, with the highest decrease in fatalities among the 1-3-year-old age group (28.2 percent decrease from 262 in 2010 to 188 in 2019). These fatality trends are in part due to child safety seats and lap/shoulder seat belt use. Of the 4,188 child passenger vehicle occupants with known restraint use who survived fatal crashes in 2019, 3,415 or 81.5 percent were restrained.

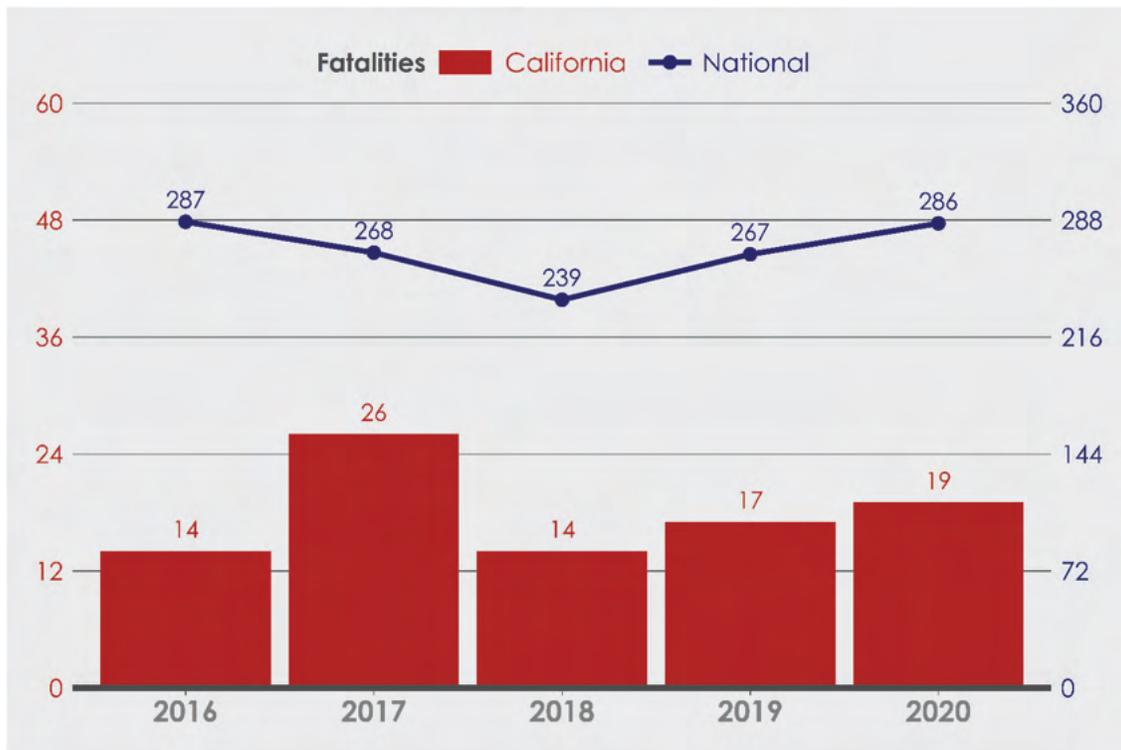
National

- In the United States in 2020, there were 1,093 fatalities among children age 14 and under, an increase of 2.7 percent from 1,064 in 2019.
- In 2020, there were 286 unrestrained children age 14 and younger killed in the United States in traffic crashes. This is a 7.1 percent increase from 267 unrestrained child fatalities in 2019.

California

- In California, the number of fatally injured children aged 14 and under increased 11.8 percent from 17 in 2019 to 19 in 2020. It is important to note that the number of fatalities is relatively small and subject to variability.
- Serious injuries to children aged 14 and under increased from 103 in 2019 to 116 in 2020, a 12.6 percent increase.
- 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

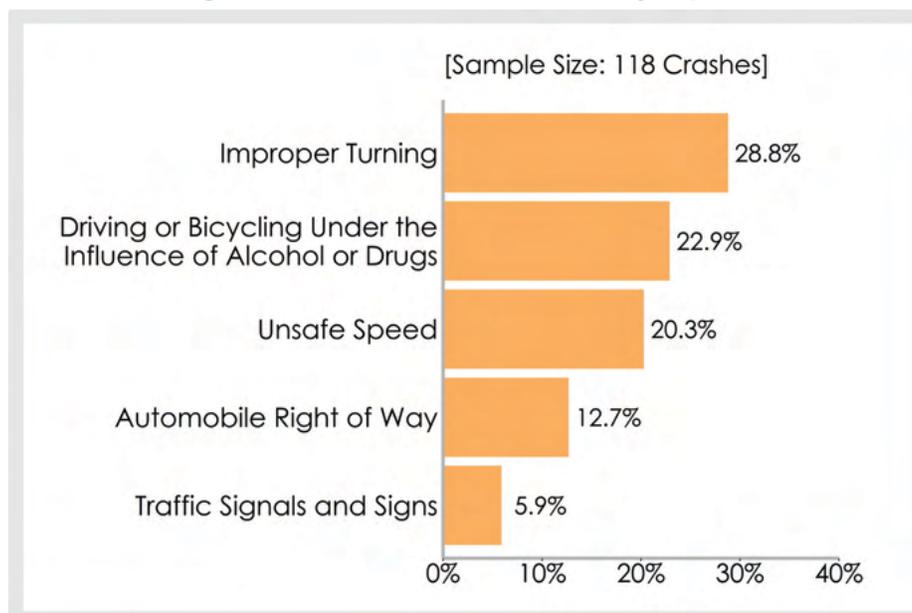


Source: FARS 2016 – 2019 Final File, 2020 ARFF

Primary Crash Factors of Child Passenger Fatal and Serious Injury Crashes

- In 2020, the top five primary crash factors for fatal and serious injury crashes with unrestrained child passengers age 14 and under were improper turning (28.8 percent), driving or bicycling under the influence of alcohol or drugs (22.9 percent), unsafe speed (20.3 percent), automobile right of way (12.7 percent), and traffic signals and signs (5.9 percent). The primary crash factor does not indicate which party is at fault.

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



Source: Provisional SWITRS 2020

AGING ROAD USERS

PROBLEM IDENTIFICATION AND DATA ANALYSIS

The older adult population in the United States age 65 and older is expected to almost double between 2016 and 2060, from 49 million to 95 million. In 2020, there were 6,549 people age 65 and older killed in traffic crashes in the United States; this accounted for 16.9 percent of all traffic fatalities. Drivers 65 and older involved in fatal crashes decreased by 9.8 percent between 2019 and 2020.

As drivers age, physical and mental changes including reduced visual acuity, increased fragility, restricted movement, and cognitive impairment may result in driving impairments.

The United States Department of Transportation uses the Safe System Approach to work towards zero roadway fatalities and serious injuries. The Safe System Approach recognizes human mistakes and vulnerabilities, and designs a system with many redundancies in place to protect everyone. Lowering speeds to reduce the impact of kinetic energy transfer in crashes may provide special benefit to older adults, as increased fragility exacerbates the severity of traffic injuries and the likelihood of death.

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

National

- In 2020, 6,549 adults age 65 and older were killed in motor vehicle crashes, a decrease of 9.8 percent from 7,261 fatalities in 2019.
- Adults 65 and older were the only age group to see a decline in fatalities between 2019 and 2020.

California

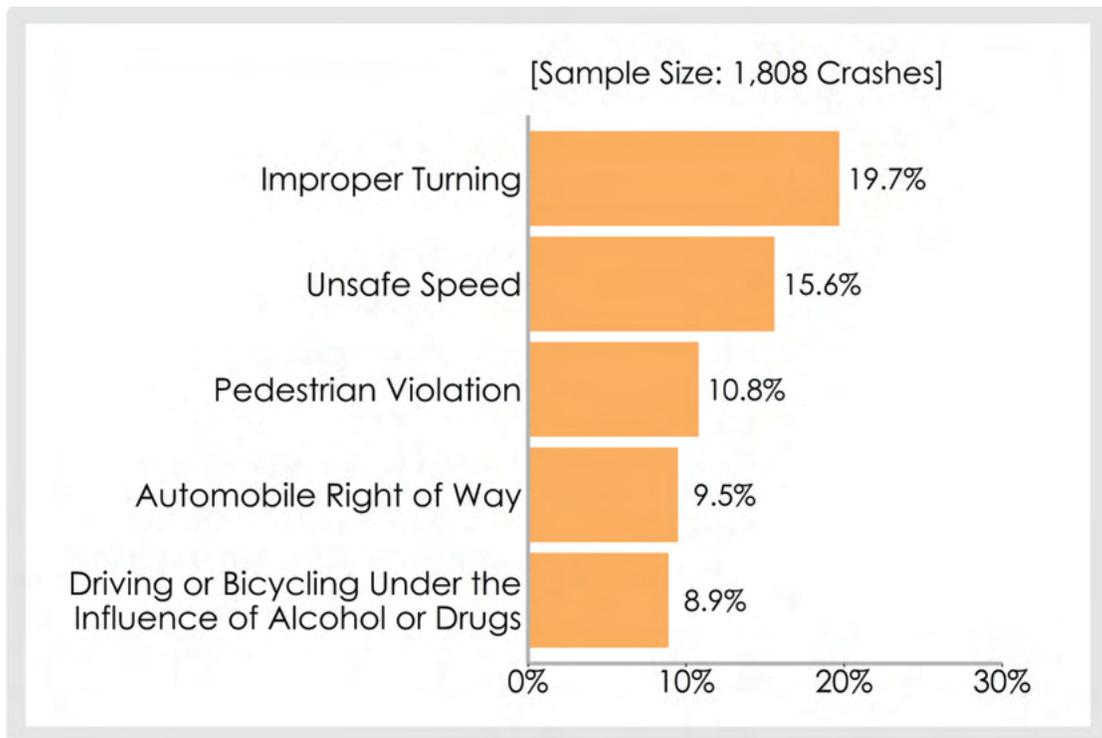
- In 2020, there were 536 people age 65 and older killed in traffic crashes in California, which is a 19.0 percent decrease from 662 in 2019.
- In 2020, 19.0 percent (or 187) pedestrians killed in traffic crashes were older adults. Older adults accounted for 14.2 percent of pedestrians seriously injured in a traffic crash.
- In 2020, 17.2 percent of all licensed drivers in California were 65 and older.
- At 19.7 percent Improper turning was the most frequent Primary Crash Factor resulting in fatal and serious injury to those 65 and older in 2020, followed by unsafe speed at 15.6 percent. Driving or bicycling under the influence of alcohol or drugs was a factor in 8.9 percent of crashes.

Aging Road User Fatality Trends



Source: FARS 2016-2019, FARS ARF 2020

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



Source: Provisional SWITRS 2020

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measures

Slow the trending increase of unrestrained passenger vehicle occupant fatalities, all seat positions. Data shows there will be an increase of 6.09 percent from the 2020 preliminary final FARS number of 756 to 802 by December 31, 2023.

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.9 percentage point from 96.0 percent (2020 observation) to 96.9 percent by December 31, 2023.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	402 OP	State/Community Highway Safety Grant Program	\$200,000
2023	405b OP	Occupant Protection	\$4,323,203

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 21](#) 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
OP23004	California Highway Patrol	402 OP	\$200,000

Grant	Agency/Title/Description
OP22016	California Highway Patrol
	Keeping Everyone Safe (KEYS) XIV
	The California Highway Patrol (CHP) will implement a 12-month statewide grant project to address the need for established safety and mobility programs for older drivers to prevent injuries and fatalities. The grant project seeks to promote the program statewide by using multidisciplinary community-based collaborative groups. These groups will assess the issues and make recommendations to address the needs of the senior driving community. The collaborative groups will include members from public and private organizations including law enforcement personnel, health and aging professionals, transportation agency representatives, and other stakeholders. The CHP will continue to partner with the Department of Motor Vehicles to educate the motoring public with specific emphasis upon older drivers.

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) 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 Communications and Outreach Strategies for Older Children
- 6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use
- 7.2 Other Strategies 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
OP23008	Anaheim Police Department	405b OP	\$91,875
OP23001	Butte County Public Health Department	405b OP	\$199,000
OP23006	Community Action Partnership	405b OP	\$255,350
OP23009	Contra Costa County Health Services	405b OP	\$97,478
OP23010	Huntington Beach Police Department	405b OP	\$52,353
OP23011	Irvine Police Department	405b OP	\$26,625
OP23012	Los Angeles Community Investment for Families	405b OP	\$155,500
OP23013	Los Angeles County Public Health Department	405b OP	\$241,500
OP23014	Merced Police Department	405b OP	\$30,000
OP23015	Riverside County Public Health Department	405b OP	\$235,000
OP23016	Sacramento County Health and Human Services Department	405b OP	\$65,000
OP23017	San Joaquin County Public Health Services	405b OP	\$102,785
OP23018	San Luis Obispo Public Health Department	405b OP	\$101,915
OP23007	Santa Cruz County Health Services Agency	405b OP	\$68,934
OP23019	Solano County Health and Social Services	405b OP	\$125,000
OP23020	Stanislaus County Health Services Agency	405b OP	\$119,000
OP23021	Sutter County Children & Families Commission	405b OP	\$97,750
OP23022	Torrance Fire Department	405b OP	\$128,703
OP23023	Trinity County Public Health Department	405b OP	\$53,094
OP23024	University of California Irvine Police Department	405b OP	\$90,000
OP23025	Ventura County Fire Department	405b OP	\$74,210
OP23026	Yolo County Health and Human Services Agency	405b OP	\$226,000
OP23027	Yuba County Health and Human Services Department	405b OP	\$85,500

Grant	Agency/Title/Description
	Various (See chart above)
Various	<p data-bbox="315 184 734 218">Child Passenger Safety Program</p> <p data-bbox="315 226 1430 445">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 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 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.
- 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 Enforcement
- 2.2 Integrated Nighttime Seat Belt Enforcement
- 5.1 Short High-Visibility Child Restraint/Booster 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
OP23002	California Department of Public Health	405b OP	\$520,000
OP23003	California Highway Patrol	405b OP	\$800,000

Grant	Agency/Title/Description
OP23002	California Department of Public Health
	Vehicle Occupant Safety Program (VOSP)
	The California Department of Public Health's (CDPH) Vehicle Occupant Safety Program (VOSP) will coordinate child passenger safety (CPS) and youth occupant protection (OP) efforts across California for children ages 0-16 years. 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 and youth OP 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/OP educational resources statewide.
OP23003	California Highway Patrol
	California Restraint Safety Education And Training (CARSEAT) VI
	The California Highway Patrol (CHP) will conduct a 12-month traffic safety grant focusing on community outreach and enforcement measures to increase seat belt and child safety restraint usage. The grant goals are to reduce the number of fatalities and injuries in traffic 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.

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

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

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
OP23005	California State University, Fresno	405b OP	\$280,631

Grant	Agency/Title/Description
OP23005	California State University, Fresno
	Statewide Observational Restraint Usage Survey
	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 15 counties accounting for 85%+ of fatalities on California roadways will be sampled. Standard error will not exceed 2.5%. The data on usage rates will be collected in the Spring (100 sites) and Summer (100 sites) of 2023. 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 90 high schools. Lastly, an infant/child restraint usage survey at 90 sites across the state will also be completed.

PEDESTRIAN AND BICYCLE SAFETY

PEDESTRIAN SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Everyone is a pedestrian, whether or not walking is one's primary mode of travel. In 2020, pedestrian deaths accounted for 16.8 percent of all crash fatalities in the United States and nearly one-quarter (24.3 percent) of pedestrian fatalities involved a hit-and-run crash. From 2011 to 2020, pedestrian fatalities increased 46.2 percent while other traffic deaths only increased by 14.4 percent. From 2019 to 2020, pedestrian fatalities increased 3.9 percent, despite a 13.2 percent reduction in driving. Compared with all other racial categories, American Indian/Alaska Native persons had a substantially higher per-capita rate of fatalities among pedestrians. Black persons had the second highest rate of pedestrian traffic deaths. National preliminary 2021 data suggests that this trend will continue in the near future, reporting that 8,730 people died in roadway fatalities in the first quarter, a 10.5 percent increase from the same period in 2020. These increases are a continuation of a longer trend of increasing pedestrian fatalities, especially at night.

Larger vehicles cause more severe injuries when they strike pedestrians; and according to the Insurance Institute for Highway Safety are more likely to be involved in a turning crash. When compared with passenger cars, pickups had the greatest increase, 269.6 percent, in the odds of being involved in a crash that killed a pedestrian while turning left. Minivans and large vans had the next largest odds increase, 172.0 percent, while pickups and SUVs were associated with a 93.6 percent increase. Pickups and SUVs were also associated with significantly increased odds of killing a pedestrian in a right turn crash compared to a car at 88.6 percent and 63.4 percent, respectively.

The United States Department of Transportation uses the Safe System Approach to work towards zero roadway fatalities and serious injuries. The Safe System Approach recognizes that people may make unsafe decisions and designs a system with many redundancies in place to protect everyone, especially the most vulnerable road users. The Federal Highway Administration names safe road users, safe vehicles, safe speeds, safe roads, and post-crash care as key elements of a Safe System. These elements together create multiple layers of protection to improve safety.

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 includes 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

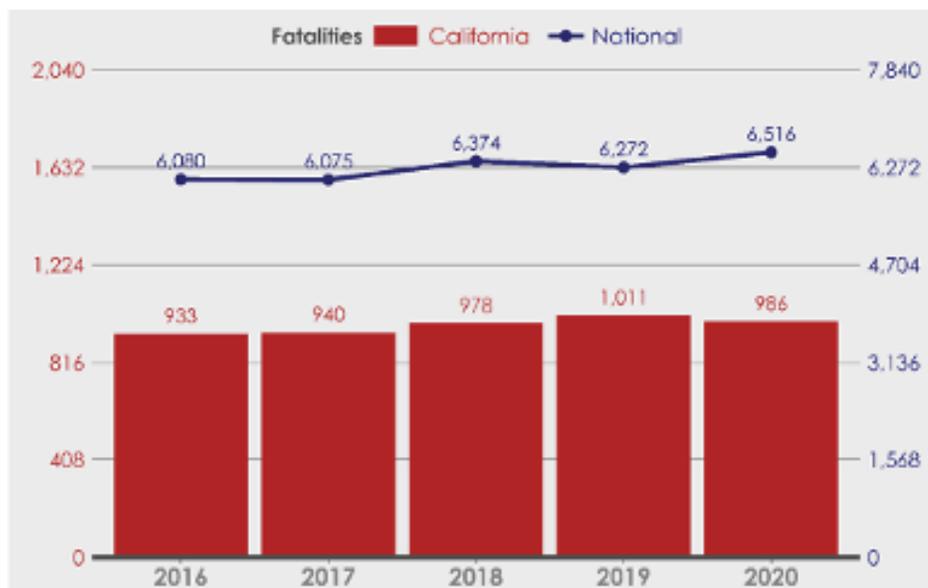
- NHTSA reports that 17 pedestrians died every day, averaging a pedestrian fatality every 1.3 hours in traffic crashes in 2020.
- Pedestrian fatalities increased 3.9 percent from 6,272 in 2019 to 6,516 in 2020.

California

- Most recently, pedestrian fatalities decrease 2.5 percent from 1,011 in 2019 to 986 in 2020.

- However, pedestrian fatalities rose 5.7 percent from 933 in 2016 to 986 in 2020.
- In the 2021 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 54.5 percent and “cars not stopping” was reported by 48.4 percent of respondents. “Distracted Drivers (by cell phones)” was reported by 38.2 percent of respondents.

Pedestrian Fatality Trends



Source: FARS 2016-2019; FARS ARF 2020

Fatal and Serious Injury Pedestrian Crashes by County

- The counties with the highest numbers of pedestrian fatalities were Fresno, Los Angeles, Orange, Riverside, San Bernardino, San Diego, Sacramento, and Santa Clara. Per capita, the counties with the highest rate of pedestrian fatalities were Butte, Colusa, Fresno, Imperial, Lake, Lassen, Madera, and Sutter.
- Similarly, the counties with the highest numbers of pedestrian serious injuries were Los Angeles, Orange, Riverside, Sacramento, San Bernardino, and San Diego, as well as Alameda and San Francisco. Per capita, the counties with the highest rate of pedestrian serious injuries were Amador, Del Norte, Humboldt, Los Angeles, San Francisco, Stanislaus, and Yuba.
- Five counties had no pedestrian fatalities or serious injuries in 2020, including Alpine, Modoc, Mono, Sierra, and Trinity.

Primary Crash Factors of Pedestrian Fatal and Serious Injury Crashes

- The most common primary crash factor in a pedestrian fatal and serious injury crash was pedestrian violations, at 53.1 percent, followed by pedestrian right-of-way violations at 15.7 percent. Pedestrian violations occur when a pedestrian commits a violation, whereas a pedestrian right-of-way is defined as when a pedestrian’s right-of-way is violated. However, neither indicates which party is at fault for the crash.

Time and Day of Pedestrian Fatal and Serious Injuries

- Half (50.7 percent) of all pedestrian deaths occurred at night, between 6pm and midnight. The largest proportion of pedestrian deaths in 2020 occurred on Thursday and Friday (16.4 percent and 15.4 percent, respectively). Pedestrian deaths were most frequent in January and December (10.8 percent and 10.2 percent, respectively).

- Similarly, nearly half (48.0 percent) of all pedestrian serious injuries occurred at night, between 6pm and midnight. The largest proportion of pedestrian serious injuries occurred on Friday and Saturday (16.2 percent and 15.3 percent, respectively).

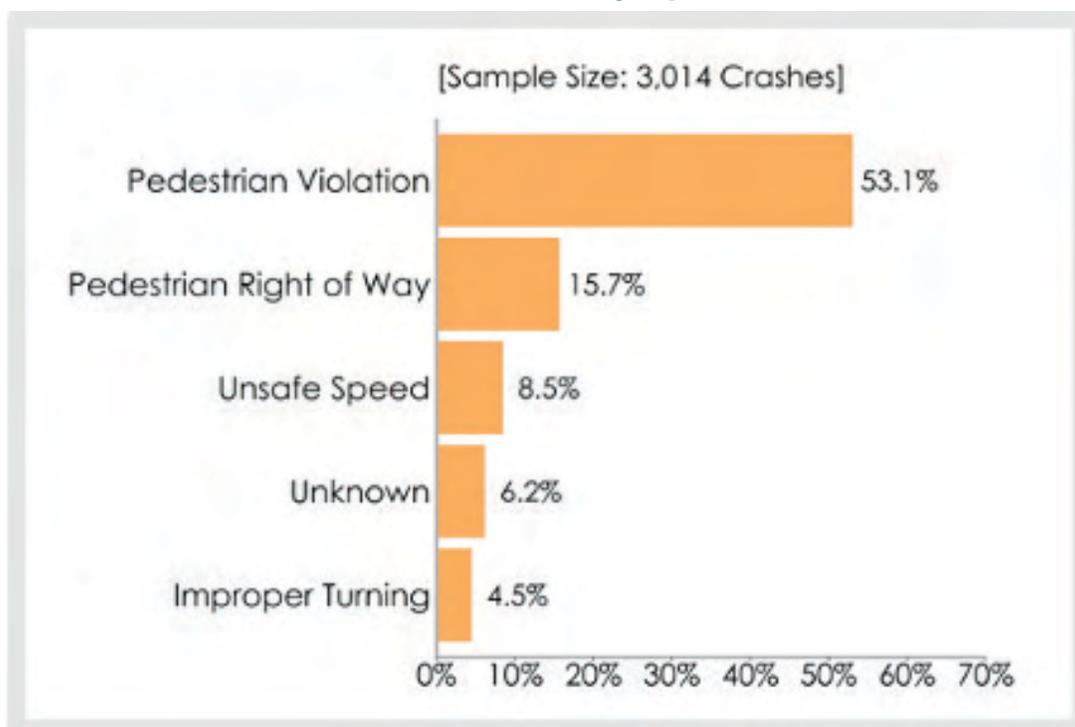
Pedestrian Fatal and Serious Injury Victim Demographics

- Seventy-two percent of the pedestrians killed in traffic crashes were male. Across all age groups, more male pedestrians died than female pedestrians. The age groups with the highest number of pedestrian fatalities were age 25 to 34 (18.9 percent) and age 55 to 64 (17.8 percent).
- Nearly two-thirds (64.4 percent) of the pedestrians seriously injured in traffic crashes were male. Across most age groups, more male pedestrians were seriously injured than female pedestrians. Similarly, the age groups with the highest number of pedestrian serious injuries were age 25 to 34 (21.5 percent), followed by age 35 to 44 (16.2 percent) and by age 55 to 64 (15.8 percent).
- Race was unknown in FARS for 39.8 percent, or 392 of the pedestrian fatalities. Of the 594 fatalities with a known race, about 74.6 percent were white, followed by 16.0 percent Black or African American.

Crash Location for Fatally-Injured Pedestrians Pedestrian Victims

- The vast majority (89.5 percent) of pedestrian fatalities occurred in urban areas compared to 10.4 percent in rural areas.
- Almost three-quarters (70.5 percent) of all pedestrian fatalities occurred on non-interstate principal or minor arterial roadways.
- 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 2020

BICYCLE SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

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. In 2020, there were 938 bicyclists killed in a traffic crash in the United States. American Indian/Alaska Native persons had the highest per capita rate of bicyclists deaths, followed by Black and Hispanic persons; the differential was smaller than for other categories of traffic deaths by race.

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

The United States Department of Transportation uses the Safe System Approach to work towards zero roadway fatalities and serious injuries. The Safe System Approach recognizes that people may make unsafe decisions and designs a system with many redundancies in place to protect everyone, especially the most vulnerable road users. The Federal Highway Administration names safe road users, safe vehicles, safe speeds, safe roads, and post-crash care as key elements of a Safe System. These elements together create multiple layers of protection to improve safety.

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.

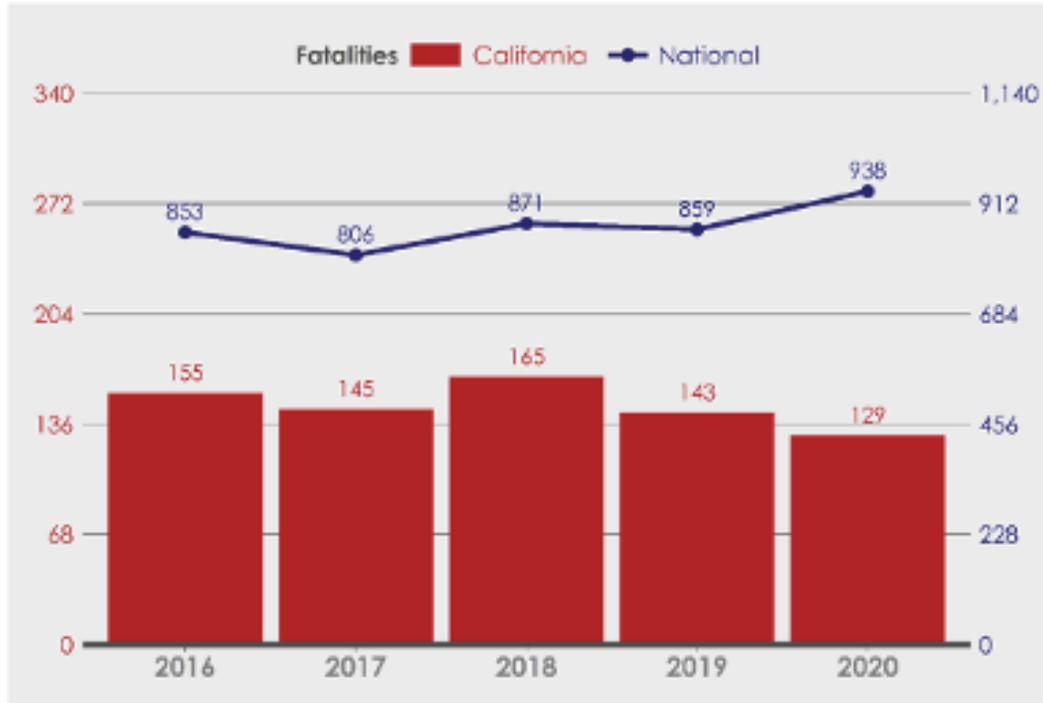
National

- Bicycling fatalities increased 9.2 percent from 859 in 2019 to 938 in 2020.
- Bicycle fatalities represented 2.4 percent of the total number of traffic fatalities in 2020.
- In 2020, 17.4 percent of bicyclists killed in a traffic crash had a BAC of .08 g/dL or higher.

California

- Bicycling fatalities decreased 9.8 percent from 143 fatalities in 2019 to 129 fatalities in 2020.
- Bicycle fatalities represented 3.4 percent of the total number of traffic fatalities in 2020.
- In 2020, 17.8 percent of bicyclists 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 2021 California Traffic Safety Survey, only 62.2 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 2016-2019, FARS ARF 2020

Fatal and Serious Injury Bicycle Crashes by County

- Bicycle fatalities were highest in Fresno, Orange, Riverside, San Diego, San Joaquin, and Santa Clara counties. Per capita, bicycle fatalities were similarly high in Fresno and San Joaquin, along with in Butte, Humboldt, Lake, Napa, Tulare, and Yolo counties. Thirty counties had zero bicycle fatalities.
- Similar to fatalities, bicycle serious injuries were highest in Los Angeles, Orange, San Diego, and Santa Clara counties, in addition to Alameda, Sacramento, and Santa Barbara counties. Per capita, bicycle serious injuries were highest in Alpine, Humboldt, Marin, Mono, Sierra, San Luis Obispo, Santa Barbara, and Santa Cruz counties. Nine counties reported zero bicycle serious injuries.
- Nine counties reported no bicycle fatalities or serious injuries.

Crash Types for Bicycling Fatal and Serious Injury Crashes

- The top bicycle fatal and serious injury crash types were broadside (29.7 percent) followed by non-specified “other” crashes (26.9 percent).

Time and Day of Bicycling Fatal and Serious Injuries

- Of bicycling deaths, 45.0 percent occurred at night, between 6pm and midnight. The largest proportion of bicycling deaths occurred on Friday and Sunday (17.1 percent and 17.8 percent, respectively).
- Similarly, 42.4 percent of bicycling serious injuries occurred at night, between 6pm and midnight with another 34.1 percent occurring between 9am and noon. The largest proportion of bicycling serious injuries occurred on Tuesday and Friday (15.0 percent and 16.2 percent, respectively).

Bicycling Fatal and Serious Injury Victim Demographics

- Of bicyclists killed in traffic crashes, 80.6 percent were male. Across most age groups, more male bicyclists died than female bicyclists. The age groups with the highest number of bicyclist fatalities were age 55 to 64 (27.1 percent), followed by the 35 to 44 and the 45 to 54 age groups (15.5 percent and 16.3 percent, respectively).
- Similarly, of bicyclists seriously injured in a traffic crash, 84.2 percent were male. Across all age groups, more male bicyclists were seriously injured than female bicyclists. Similarly, the age groups with the highest number of bicyclist serious injuries were ages 55 to 64 (19.1 percent), followed by the 25 to 34 and 45 to 54 age groups (17.4 percent and 16.5 percent, respectively).
- Race was unknown in FARS for 45.0 percent, or 58 of the bicyclist fatalities. Of the 71 fatalities with a known race, about 81.8 percent were white.

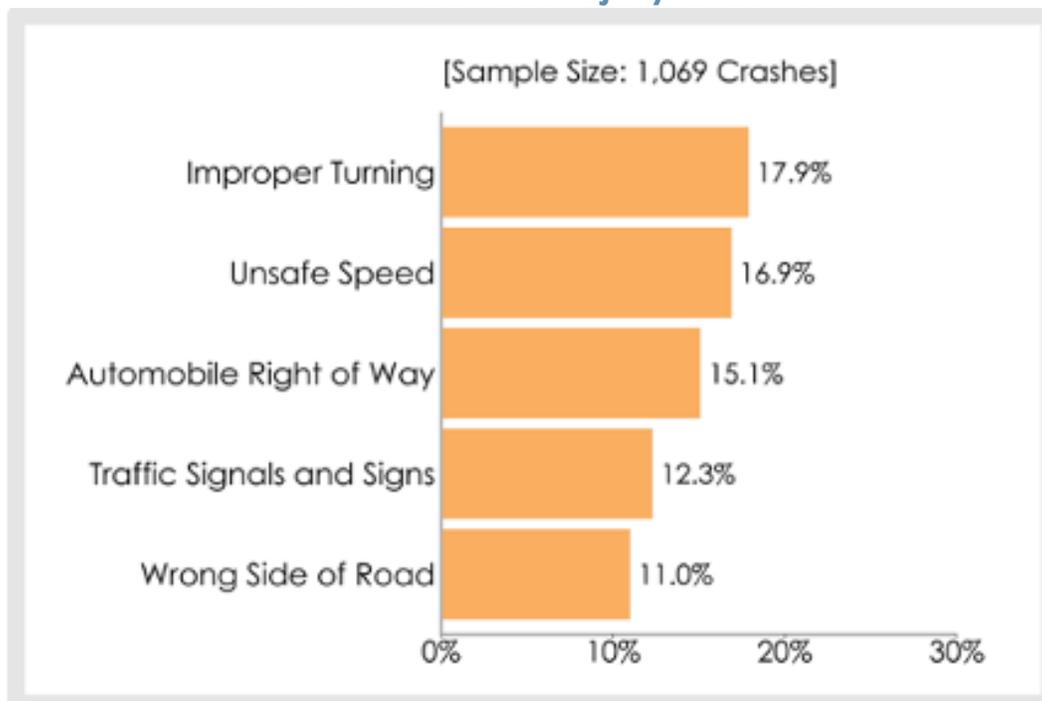
Crash Location for Fatally-Injured Bicycling Victims

- The vast majority (89.1 percent) of bicyclist fatalities occurred in urban areas compared to 10.9 percent in rural areas.
- Of bicyclist fatalities, 42.6 percent occurred on non-interstate principal arterials followed by non-interstate minor arterials and non-interstate collector roads (25.6 percent and 22.5 percent, respectively).

Primary Crash Factors of Bicycling Fatal and Serious Injury Crashes

- The top five primary crash factors for bicycling fatal and serious injury crashes were improper turning (17.9 percent), unsafe speed (16.9 percent, automobile right-of-way (15.1 percent), traffic signals and signs (12.3 percent), and wrong side of the road (11.0 percent). The primary crash factor does not indicate which party is at fault.

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



Source: Provisional SWITRS 2020

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measures

- Reduce pedestrian fatalities 7.20 percent from the 2020 preliminary final FARS number of 986 to 915 by December 31, 2023.
- Reduce bicyclist fatalities 9.30 percent from the 2020 preliminary final FARS number of 129 to 117 by December 31, 2023.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	402 PS	State/Community Highway Safety Grant Program	\$7,333,988
2023	405c TR	State Traffic Safety Information System Improvements	\$100,000
2023	405h PS	Non-Motorized Safety	\$1,250,000

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 21](#) 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
PS23035	University of California, Berkeley - SafeTREC	402 PS	\$555,500
PS23036	University of California, Berkeley - SafeTREC	402 PS	\$1,592,000
PS23040	University of California, Berkeley - SafeTREC	402 PS	\$260,000

Grant	Agency/Title/Description
PS23035	University of California, Berkeley - SafeTREC
	Complete Streets Safety Assessments
	To reduce the number of fatalities of pedestrians and bicyclists, and to reduce the injuries and severity of collisions on California's roadways, Safe Transportation Research and Education Center (SafeTREC) will provide free expert technical assistance to California's local agency staff in the form of Complete Streets Safety Assessments (CSSA).
PS23036	University of California, Berkeley - SafeTREC
	Community Pedestrian and Bicycle Safety Program
	The Community Pedestrian and Bicycle Safety Program (CPBSP) is a collection of active transportation community engagement programs that work in communities disproportionately affected by pedestrian and bicycle traffic crashes, many of which are low-income, limited English proficiency, and people of color. The CPBSP aims to reduce fatal and serious injuries to people who walk and bike on California roadways. Using evidence-based approaches to traffic safety, the CPBSP (1) builds the capacity of community partners by conducting training and outreach to communities throughout the State, (2) supports ongoing relationships to strengthen relationships between the community and agencies to achieve sustainable outcomes, and (3) provides tangible resources that communities can use to support safety goals. In fiscal year 2021, the CPBSP pivoted to the Safe System framework and adapted it to better serve the needs of individuals and organizations at the forefront of grassroots efforts.
PS23040	University of California, Berkeley - SafeTREC
	Tribal Road Safety Assessments
	The target population this grant intends to serve consists of road users within and in the vicinity of federally recognized tribes in California. During our work with this target population we have recognized the following issues: (i) High rates of traffic injury within and in the vicinity of tribal areas; (ii) Inadequate resources for infrastructure, education, enforcement; (iii) Limited resources for preparing proposals for improving safe mobility; (iv) Lack of coordination of tribes and agencies in the vicinity of tribal areas. Our strategy is to: (i) Conduct 12 Safety Assessments for tribal communities, which will include intensive community engagement to involve tribal members and to identify the issues most relevant to members; (ii) Tailor assessments to optimize attracting potential resources, e.g., coordinate with criteria for funding opportunities, and provide technical assistance in applications for funding; (iii) Coordinate when appropriate with surrounding jurisdictions.

Countermeasure Strategy

(PS) Education/Public Awareness

Project Safety Impacts and Linkage

- Provide classroom education, bicycle rodeos, community events, educational presentations, and workshops to promote the safety of pedestrian and bicyclists within the community.
- 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 engagement 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
- 2.3 Pedestrian Safety Walking School Buses
- 3.1 Pedestrian Safety Impaired Pedestrians: Communications and Outreach
- 4.3 Pedestrian Safety Conspicuity Enhancement
- 4.4 Pedestrian Safety Enforcement Strategies
- 4.7 Pedestrian Safety University Educational Campaign
- 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
- 4.2 Bicycle Safety Share the Road Awareness Programs

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. Enhanced enforcement will also be conducted which will focus on motorist behavior around pedestrians and bicyclists.

Grant	Agency	Fund	Amount
PS23001	Butte County Public Health Department	402 PS	\$97,684
PS23002	California Highway Patrol	405h PS	\$1,250,000
PS23003	Community Action Partnership	402 PS	\$125,000
PS23004	Fresno (PARCS)	402 PS	\$125,000
PS23005	Modesto Police Department	402 PS	\$42,500
PS23006	Monterey Park Police Department	402 PS	\$25,000
PS23007	Santa Ana Public Works Agency	402 PS	\$156,000
PS23008	Santa Clara Public Works Department	402 PS	\$25,000
PS23009	Santa Cruz County Health Services Agency	402 PS	\$220,000
PS23010	Anaheim Police Department	402 PS	\$52,500
PS23011	Bakersfield Police Department	402 PS	\$33,000
PS23012	Elk Grove Public Works	402 PS	\$100,000
PS23013	Escondido Police Department	402 PS	\$25,000
PS23014	Huntington Beach Police Department	402 PS	\$44,035
PS23015	Long Beach Department of Health and Human Services	402 PS	\$308,094
PS23016	Los Angeles Community Investment for Families	402 PS	\$225,437
PS23017	Los Angeles County Public Health Department	402 PS	\$150,000
PS23018	Merced Police Department	402 PS	\$40,000
PS23019	Pasadena Police Department	402 PS	\$36,514
PS23020	Pasadena Transportation Department	402 PS	\$87,000
PS23020	Pasadena Transportation Department	405c TR	\$100,000
PS23021	Pomona Police Department	402 PS	\$47,304
PS23022	Rancho Cordova Public Works Department	402 PS	\$36,900
PS23023	Redondo Beach Police Department	402 PS	\$40,000
PS23024	Riverside County Public Health Department	402 PS	\$204,000
PS23025	Sacramento County Office of Education	402 PS	\$190,000
PS23026	Salinas Police Department	402 PS	\$110,233
PS23027	San Buenaventura Public Works Department	402 PS	\$52,588
PS23028	San Diego Police Department	402 PS	\$240,000
PS23029	San Gabriel Police Department	402 PS	\$25,000
PS23030	San Jose Department of Transportation	402 PS	\$120,000
PS23031	San Luis Obispo Public Health Department	402 PS	\$190,853
PS23032	San Mateo County Office of Education	402 PS	\$260,576
PS23033	Southern California Association of Governments	402 PS	\$1,188,005
PS23034	Stanislaus County Health Services Agency	402 PS	\$126,000
PS23037	University of California, Davis Police Department	402 PS	\$71,250
PS23038	Watsonville Police Department	402 PS	\$43,895
PS23039	Yuba County Health and Human Services Department	402 PS	\$62,120

Grant	Agency/Title/Description
PS23002	California Highway Patrol
	Bicycle and Pedestrian Safety, Education, Enforcement, and Awareness program
	The California Highway Patrol (CHP) will conduct a 12-month statewide grant to reduce pedestrian- and bicyclist-involved crashes and victims. This project includes enhanced enforcement and public awareness education focusing on pedestrian and bicyclist traffic safety, including motorist behavior when in the presence of pedestrians and bicyclists, and the importance of being visible when traveling during hours of darkness. Enforcement operations and educational efforts include impaired and/or distracted walking and bicycling. Objectives will provide enhanced enforcement in problematic locations, comprehensive traffic safety educational events, rodeos, and community informational sessions. Officers will collaborate with community and advocacy groups, distribute bicycle helmets and other safety equipment, and disseminate pedestrian and bicyclist educational material. Grant activities include training for departmental personnel regarding active transportation skills for pedestrians and bicyclists.
PS23012	Elk Grove Public Works
	Educational Bike Safety Campaign for Young Riders
	Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving pedestrians and bicyclists. The funded strategies will include developing and implementing an awareness and educational campaign to teach youth bicyclists and their caregivers techniques for identifying and safely navigating the variety of bicycle facility types present in the City of Elk Grove. Guidance in understanding the rules of the road and providing best practices for riding in different traffic conditions will further educate bicyclists in the 'under 15' age group, as well as help prevent more commonly observed collisions. 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, Safe System Approach, and working with community-based organizations are highly encouraged to prevent fatalities and injuries of vulnerable non-motorized road users.
Various	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, Safe System Approach, and working with community based organizations are highly encouraged to prevent fatalities and injuries of vulnerable non-motorized road users.

PROBLEM IDENTIFICATION AND DATA ANALYSIS

A speeding-related crash is defined as one where a driver is driving in excess of the posted speed limit, racing, or driving too fast for the conditions. In the United States, in 2020, over one in four (29.0 percent) traffic fatalities involved speeding, a rate that increased after plateauing in the late 2010s following a decline earlier in the 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.

The United States Department of Transportation uses the Safe System Approach to work towards zero roadway fatalities and serious injuries. The Safe System Approach recognizes human mistakes and vulnerabilities, and designs a system with many redundancies in place to protect everyone. The Federal Highway Administration names safe road users, safe vehicles, safe speeds, safe roads, and post-crash care as key elements of a Safe System. These elements together create multiple layers of protection to improve safety.

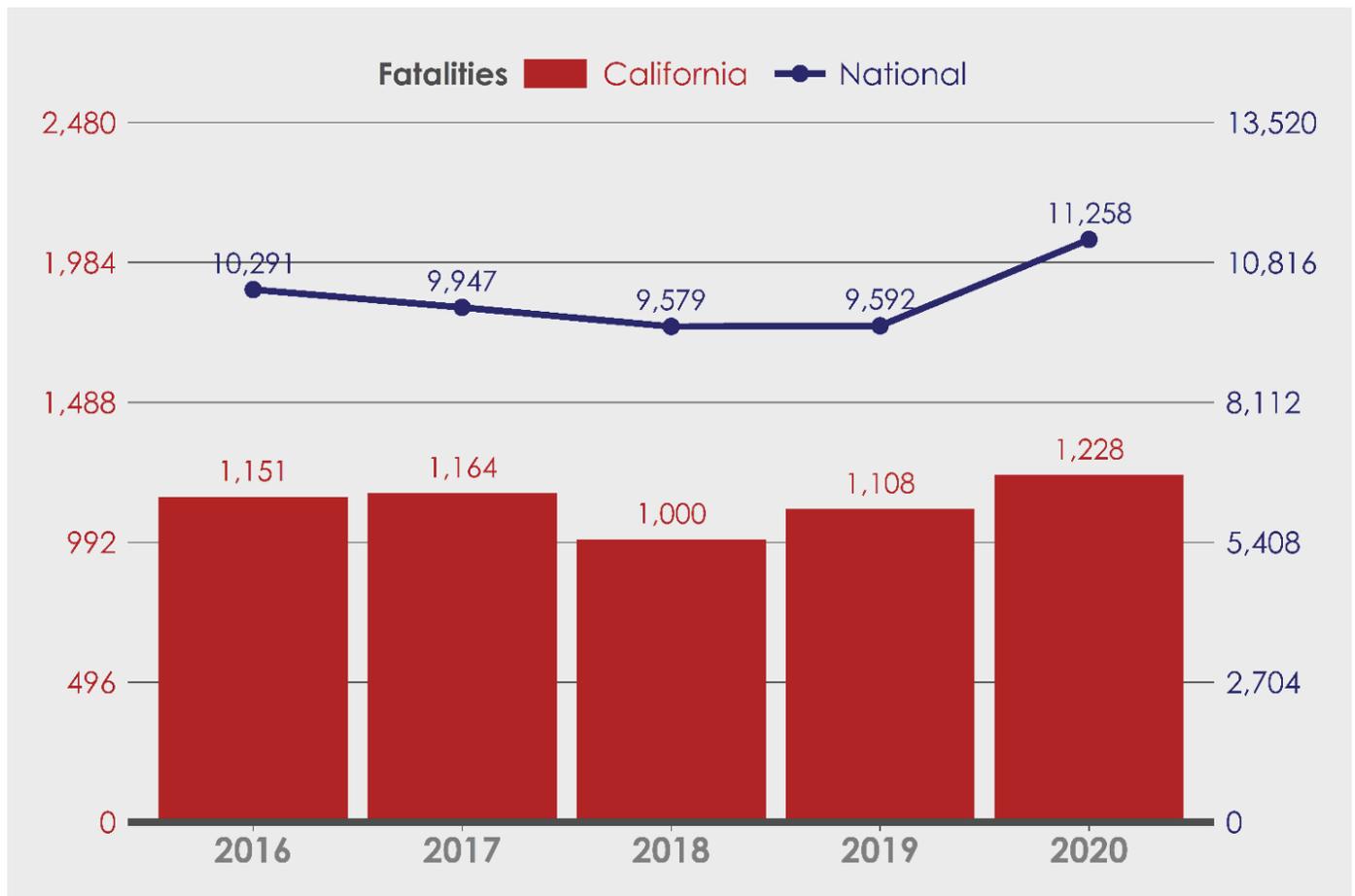
National

- In the United States, there were 11,258 people killed in a speeding-related traffic crash in 2020, a 17.4 percent increase from 9,592 in 2019. This is the highest number of speeding-related fatalities since 2008.
- 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, 39.1 percent had a BAC of .08 or higher compared to only 16.8 percent of non-speeding drivers involved in fatal crashes in 2020.
- In 2020, 54.4 percent of speeding passenger vehicle drivers involved in fatal crashes were known to be restrained, compared to 78.6 percent of non-speeding drivers.
- In 2020, 33.6 percent of motorcycle riders involved in fatal crashes were speeding, a larger proportion than any other vehicle type.
- According to AAA's 2020 Traffic Safety Culture Index, about half (45.1 percent) of drivers reported driving 15 miles per hour (mph) over the speed limit on freeways and about one-third (35.3 percent) reported driving 10 mph over the speed limit on residential streets in the past 30 days. This self-reported behavior differed from respondents' beliefs about social disapproval of speeding. In response, 83.5 percent of drivers believed that people important to them would somewhat or completely disapprove of speeding by more than 15 mph on a freeway, and 91 percent believed that people important to them would somewhat or completely disapprove of speeding by over 10 mph on a residential street.

California

- In California, there were 1,228 people killed in speeding-related traffic crashes in 2020, a 10.8 percent increase from 1,108 in 2019, and a 6.7 percent increase from 1,151 in 2016.
- In 2020, 31.9 percent of California's 3,847 motor vehicle fatalities were speeding-related.
- The 2021 OTS Traffic Safety Survey reported that 32.8 percent of drivers surveyed perceive that it is safe to drive 10 mph over the speed limit on freeways; this is a significant decrease from 35.9 in 2020 ($p < .05$). When asked about the safety of driving 5 mph over the speed limit in a residential area, 23.5 percent of drivers surveyed believe it is safe; this is not significantly different from 25.6 percent in 2020. The survey also found “speeding and aggressive driving” was the second-most commonly mentioned safety problem on California roadways, comprising 18.8 percent of responses. Speeding and aggressive driving has been among the top three concerns consistently since 2010.

Speeding-Related Fatality Trends



Source: FARS 2016-2019 Final File; 2020 ARF

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 2020. 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 injuries were in Fresno, Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, and San Joaquin counties. The highest rate of speeding-related fatal injuries per population were concentrated in more rural parts of California in Calaveras, Del Norte, Lassen, Modoc, Plumas, Sierra, and Trinity counties.
- Serious injuries followed a similar pattern. The highest number of speeding-related serious injuries were in Alameda, Los Angeles, Orange, Riverside, Sacramento, San Bernardino, San Diego, and Santa Clara counties. The highest rate of speeding-related serious injuries per population were concentrated in more rural parts of California in Alpine, Del Norte, Inyo, Modoc, Mono, Sierra, Siskiyou, and Trinity 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 (35.0 percent) of speeding-related crashes were rear end crashes. Other common crash types for speeding-related crashes were hitting an object at 23.7 percent and overturned vehicle at 13.7 percent.

Time and Day of Speeding-Related Fatal and Serious Injuries

- Over half (51.6 percent) of fatal injuries from speeding occurred between 6 PM and 3 AM. About one-third (36.3 percent) of fatal and serious injuries occurred on weekends. The peak period was 6 PM to 9 PM on Friday evening, with 45 fatal injuries, 3.7 percent of the total.
- Serious injuries seem to be concentrated earlier in the day. Over half (54.0 percent) of serious injuries from speeding occurred between noon and 9 PM. About one-third (35.2 percent) of fatal and serious injuries occurred on weekends. The peak period was 3 PM to 6 PM on Sunday evening, with 111 serious injuries, 3.6 percent of the total.

Speeding-Related Fatal and Serious Injury Crash Victim Demographics

- Just over three-quarters (77.5 percent) of fatally injured speeding-related crash victims were males. About half (50.4 percent) of all fatal and seriously injured speeding-related crash victims were aged 15 to 34.
- Serious injury demographics were very similar. About three-quarters (73.1 percent) of seriously injured speeding-related crash victims were males. Just under half (49.0 percent) of all fatal and seriously injured speeding-related crash victims were aged 15 to 34.
- Race was not reported for 39.1 percent of the speeding-related fatalities. Of the 748 fatalities with a known race, 77.3 percent (or 578) were white.

Crash Location of Speeding-Related Fatal Injury Crash Victims

- About three-quarters (73.7 percent) of speeding-related fatalities occurred in urban areas compared to 26.1 percent on rural roads. However only about 18.5 percent of travel took place on rural roads in 2020.
- Over one-third (38.5 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 24.5 percent, interstates at 15.5 percent, and non-interstate collectors at 13.4 percent.

HIGHWAY SAFETY STRATEGIES, PLANNED ACTIVITIES, AND PROJECTS

Associated Performance Measures

- Reduce the actual number of traffic fatalities 0.9 percent from 3,847 to 3,814 by December 31, 2023.
- Reduce speeding-related fatalities 3.99 percent from the preliminary final FARS number of 1,228 to 1,179 by December 31, 2023.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	164AL	Minimum Penalties for Repeat Offenders and Driving While Intoxicated	\$27,585,500
2023	402 PT	State/Community Highway Safety Grant Program	\$22,194,640

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 21](#) of the HSP.

Countermeasure Strategy

(PT) Education/Public Awareness

Project Safety Impact and Linkage between Program Area

- Conduct research on the development of driving skills for older novice drivers to identify and understand the needs of older novice drivers.
- Fund traffic safety education classes and materials to educate newly licensed drivers and their parents on the driving dangers typically encountered by their age group and California driving laws.
- Fund Spanish traffic safety educational material through a CHP grant that provides education to the Hispanic population.
- Implement a traffic safety program to bring education and awareness to tribal lands residents in California.
- 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
PT23002	California Department of Motor Vehicles – Research & Development	402 PT	\$156,000
PT23003	California Highway Patrol	402 PT	\$550,000
PT23005	California Highway Patrol	402 PT	\$425,000
PT23010	California Highway Patrol	402 PT	\$250,000
PT23075	Shasta County Health and Human Services Agency	402 PT	\$278,445
PT23188	University of California, San Diego	402 PT	\$360,000

Grant	Agency/Title/Description
PT23002	California Department of Motor Vehicles - Research & Development Development of Driving Skill Among Older Novice Drivers
	Research on the development of driving skill has focused almost exclusively on younger novice drivers, those younger than age 18. However, only an estimated 20% of new California licenses are issued to drivers younger than age 18. While there is an expansive literature on how younger novice drivers develop skill and factors affecting their risk of crash involvement, similar research focusing on older novice drivers is extremely limited. As a result, there is little empirical work to guide the development of programs that would affect older novice drivers. As more states expand their graduated licensure programs to also include older novice drivers, there is an increasing need to better understand the needs of adult novice drivers and how they differ from younger novice drivers. The proposed work would address this knowledge gap by surveying adult novice drivers about their experiences learning to drive and post-licensure driving habits.
PT23003	California Highway Patrol Start Smart Teen Driver Safety Education Program XV
	The California Highway Patrol will implement a traffic safety grant specifically focused on providing newly licensed teen drivers, 15-19 years of age, and their parents, with enhanced driver education classes emphasizing the dangers typically encountered by their age group. Class facilitators will provide education on primary crash factors involving teens, safe and defensive driving practices, and California driving laws.

Grant	Agency/Title/Description
PT23005	California Highway Patrol
	El Protector - Spanish Traffic Education Program (STEP) II
	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.
PT23010	California Highway Patrol
	California Highway Patrol (CHP) Native-Tribal Traffic Education Program (TTEP)
	The California Highway Patrol will implement a proactive program designed to bring traffic safety education to the population on tribal lands in the Northern, Valley, and Golden Gate Divisions. Public information officers will disseminate traffic safety information, conduct traffic safety presentations at appropriate venues, and participate in community and tribal cultural events. The goal is to provide traffic safety education to the tribal lands residents of California to reduce crashes and save lives.
PT23075	Shasta County Health and Human Services Agency
	Shasta Drives Safe
	The Shasta County Health and Human Services Agency - Public Health will implement Shasta Drives Safe to educate teens and adults about the dangers and consequences of drug-impaired driving and distracted driving and educate elementary and junior high school communities about pedestrian safety. The county-wide project will provide community education and encourage behavior change to promote driving responsibly and riding safely as passengers. This will be accomplished through educational campaigns, distribution of educational materials, web-based videos, Instagram and Facebook messaging, on-campus events at high schools and colleges, partnering with DMV, bars and marijuana retailers, work with a graphic designer to develop campaign materials, and DUID presentations at continuation high schools where we can reach the most disadvantaged and at-risk students.
PT23188	University of California, San Diego
	Statewide Traffic Safety Education and Training
	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. Promote online video trainings and LMS trainings to traffic safety professionals. 4. Convert remaining Train-the-Trainer curricula to online videos.

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 traffic 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

Grant	Agency	Fund	Amount
PT23077	Alameda County Sheriff's Office	164AL	\$165,000
PT23077	Alameda County Sheriff's Office	402PT	\$135,000
PT23078	Alhambra Police Department	164AL	\$85,000
PT23078	Alhambra Police Department	402PT	\$35,000
PT23079	Anaheim Police Department	164AL	\$230,000
PT23079	Anaheim Police Department	402PT	\$195,000
PT23080	Anderson Police Department	164AL	\$32,000
PT23080	Anderson Police Department	402PT	\$25,000
PT23081	Arcadia Police Department	164AL	\$30,000
PT23081	Arcadia Police Department	402PT	\$20,000
PT23082	Arroyo Grande Police Department	164AL	\$30,000
PT23082	Arroyo Grande Police Department	402PT	\$28,000
PT23083	Azusa Police Department	164AL	\$50,000
PT23083	Azusa Police Department	402PT	\$70,000
PT23084	Bakersfield Police Department	164AL	\$350,000
PT23084	Bakersfield Police Department	402PT	\$180,000
PT23085	Baldwin Park Police Department	164AL	\$90,000
PT23085	Baldwin Park Police Department	402PT	\$55,000
PT23086	Bell Gardens Police Department	164AL	\$50,000
PT23086	Bell Gardens Police Department	402PT	\$30,000
PT23087	Bell Police Department	164AL	\$35,000
PT23087	Bell Police Department	402PT	\$50,000
PT23088	Berkeley Police Department	164AL	\$80,000
PT23088	Berkeley Police Department	402PT	\$100,000
PT23089	Beverly Hills Police Department	164AL	\$45,000
PT23089	Beverly Hills Police Department	402PT	\$25,000
PT23090	Brea Police Department	164AL	\$40,000
PT23090	Brea Police Department	402PT	\$35,000
PT23091	Brentwood Police Department	164AL	\$50,000
PT23091	Brentwood Police Department	402PT	\$51,000
PT23092	Buena Park Police Department	164AL	\$95,000
PT23092	Buena Park Police Department	402PT	\$55,000
PT23093	Burbank Police Department	164AL	\$70,000
PT23093	Burbank Police Department	402PT	\$50,000

Grant	Agency	Fund	Amount
PT23094	Burlingame Police Department	164AL	\$40,000
PT23094	Burlingame Police Department	402PT	\$40,000
PT23014	Campbell Police Department	164AL	\$40,000
PT23014	Campbell Police Department	402PT	\$35,000
PT23015	Carlsbad Police Department	164AL	\$60,000
PT23015	Carlsbad Police Department	402PT	\$53,000
PT23016	Cathedral City Police Department	164AL	\$30,000
PT23016	Cathedral City Police Department	402PT	\$20,000
PT23017	Central Marin Police Authority	164AL	\$25,000
PT23017	Central Marin Police Authority	402PT	\$38,000
PT23018	Ceres Police Department	164AL	\$35,000
PT23018	Ceres Police Department	402PT	\$25,000
PT23019	Chino Police Department	164AL	\$100,000
PT23019	Chino Police Department	402PT	\$60,000
PT23020	Chula Vista Police Department	164AL	\$385,000
PT23020	Chula Vista Police Department	402PT	\$125,000
PT23021	Citrus Heights Police Department	164AL	\$89,000
PT23021	Citrus Heights Police Department	402PT	\$63,000
PT23022	Claremont Police Department	164AL	\$49,000
PT23022	Claremont Police Department	402PT	\$45,000
PT23023	Clovis Police Department	164AL	\$50,000
PT23023	Clovis Police Department	402PT	\$30,000
PT23024	Colton Police Department	164AL	\$100,000
PT23024	Colton Police Department	402PT	\$63,000
PT23095	Concord Police Department	164AL	\$100,000
PT23095	Concord Police Department	402PT	\$75,000
PT23096	Corona Police Department	164AL	\$123,000
PT23096	Corona Police Department	402PT	\$47,000
PT23097	Costa Mesa Police Department	164AL	\$175,000
PT23097	Costa Mesa Police Department	402PT	\$90,000
PT23098	Culver City Police Department	164AL	\$67,000
PT23098	Culver City Police Department	402PT	\$43,000
PT23099	Cypress Police Department	164AL	\$55,000
PT23099	Cypress Police Department	402PT	\$26,000
PT23100	Delano Police Department	164AL	\$33,000
PT23100	Delano Police Department	402PT	\$47,000
PT23101	Desert Hot Springs Police Department	164AL	\$75,000
PT23101	Desert Hot Springs Police Department	402PT	\$30,000
PT23102	Downey Police Department	164AL	\$170,000
PT23102	Downey Police Department	402PT	\$130,000

Grant	Agency	Fund	Amount
PT23103	Dublin Police Department	164AL	\$40,000
PT23103	Dublin Police Department	402PT	\$25,000
PT23104	El Cajon Police Department	164AL	\$45,000
PT23104	El Cajon Police Department	402PT	\$85,000
PT23105	El Centro Police Department	164AL	\$32,000
PT23105	El Centro Police Department	402PT	\$18,000
PT23106	El Monte Police Department	164AL	\$115,000
PT23106	El Monte Police Department	402PT	\$60,000
PT23107	Elk Grove Police Department	164AL	\$100,000
PT23107	Elk Grove Police Department	402PT	\$115,000
PT23108	Emeryville Police Department	164AL	\$23,000
PT23108	Emeryville Police Department	402PT	\$25,000
PT23109	Escondido Police Department	164AL	\$380,000
PT23109	Escondido Police Department	402PT	\$105,000
PT23025	Eureka Police Department	164AL	\$25,000
PT23025	Eureka Police Department	402PT	\$25,000
PT23026	Fairfield Police Department	164AL	\$90,000
PT23026	Fairfield Police Department	402PT	\$95,000
PT23027	Firebaugh Police Department	164AL	\$20,000
PT23027	Firebaugh Police Department	402PT	\$30,000
PT23028	Folsom Police Department	164AL	\$42,000
PT23028	Folsom Police Department	402PT	\$21,000
PT23029	Fontana Police Department	164AL	\$217,000
PT23029	Fontana Police Department	402PT	\$110,000
PT23030	Fountain Valley Police Department	164AL	\$50,000
PT23030	Fountain Valley Police Department	402PT	\$20,000
PT23031	Fremont Police Department	164AL	\$60,000
PT23031	Fremont Police Department	402PT	\$37,000
PT23032	Fresno Police Department	164AL	\$375,000
PT23032	Fresno Police Department	402PT	\$125,000
PT23033	Fullerton Police Department	164AL	\$205,000
PT23033	Fullerton Police Department	402PT	\$80,000
PT23034	Garden Grove Police Department	164AL	\$185,000
PT23034	Garden Grove Police Department	402PT	\$140,000
PT23035	Gardena Police Department	164AL	\$90,000
PT23035	Gardena Police Department	402PT	\$40,000
PT23036	Gilroy Police Department	164AL	\$55,000
PT23036	Gilroy Police Department	402PT	\$40,000
PT23037	Glendale Police Department	164AL	\$200,000
PT23037	Glendale Police Department	402PT	\$85,000

Grant	Agency	Fund	Amount
PT23038	Glendora Police Department	164AL	\$57,000
PT23038	Glendora Police Department	402PT	\$40,000
PT23039	Hawthorne Police Department	164AL	\$115,000
PT23039	Hawthorne Police Department	402PT	\$70,000
PT23040	Hayward Police Department	164AL	\$93,000
PT23040	Hayward Police Department	402PT	\$117,000
PT23041	Hemet Police Department	164AL	\$75,000
PT23041	Hemet Police Department	402PT	\$40,000
PT23042	Hollister Police Department	164AL	\$40,000
PT23042	Hollister Police Department	402PT	\$30,000
PT23110	Huntington Beach Police Department	164AL	\$635,000
PT23110	Huntington Beach Police Department	402PT	\$155,000
PT23111	Huntington Park Police Department	164AL	\$30,000
PT23111	Huntington Park Police Department	402PT	\$20,000
PT23112	Inglewood Police Department	164AL	\$140,000
PT23112	Inglewood Police Department	402PT	\$110,000
PT23113	Irvine Police Department	164AL	\$250,000
PT23113	Irvine Police Department	402PT	\$120,000
PT23114	Irwindale Police Department	164AL	\$45,000
PT23114	Irwindale Police Department	402PT	\$35,000
PT23115	King City Police Department	164AL	\$30,000
PT23115	King City Police Department	402PT	\$20,000
PT23116	La Habra Police Department	164AL	\$70,000
PT23116	La Habra Police Department	402PT	\$60,000
PT23117	La Mesa Police Department	164AL	\$55,000
PT23117	La Mesa Police Department	402PT	\$45,000
PT23118	Laguna Beach Police Department	164AL	\$70,000
PT23118	Laguna Beach Police Department	402PT	\$40,000
PT23119	Lincoln Police Department	164AL	\$25,000
PT23119	Lincoln Police Department	402PT	\$25,000
PT23120	Livermore Police Department	164AL	\$67,000
PT23120	Livermore Police Department	402PT	\$53,000
PT23121	Lodi Police Department	164AL	\$75,000
PT23121	Lodi Police Department	402PT	\$75,000
PT23122	Lompoc Police Department	164AL	\$25,000
PT23122	Lompoc Police Department	402PT	\$25,000
PT23123	Long Beach Police Department	164AL	\$255,000
PT23123	Long Beach Police Department	402PT	\$175,000
PT23124	Los Angeles County Sheriff's Department	164AL	\$1,371,000
PT23124	Los Angeles County Sheriff's Department	402PT	\$579,000

Grant	Agency	Fund	Amount
PT23125	Los Angeles Police Department	164AL	\$3,615,000
PT23125	Los Angeles Police Department	402PT	\$1,600,000
PT23126	Los Banos Police Department	164AL	\$30,000
PT23126	Los Banos Police Department	402PT	\$20,000
PT23127	Madera Police Department	164AL	\$75,000
PT23127	Madera Police Department	402PT	\$30,000
PT23128	Manhattan Beach Police Department	164AL	\$40,000
PT23128	Manhattan Beach Police Department	402PT	\$20,000
PT23129	Manteca Police Department	164AL	\$54,000
PT23129	Manteca Police Department	402PT	\$57,000
PT23130	Marysville Police Department	164AL	\$38,000
PT23130	Marysville Police Department	402PT	\$27,000
PT23131	Mendota Police Department	164AL	\$20,000
PT23131	Mendota Police Department	402PT	\$15,000
PT23132	Menifee Police Department	164AL	\$63,000
PT23132	Menifee Police Department	402PT	\$46,000
PT23133	Menlo Park Police Department	164AL	\$30,000
PT23133	Menlo Park Police Department	402PT	\$40,000
PT23134	Merced Police Department	164AL	\$60,000
PT23134	Merced Police Department	402PT	\$40,000
PT23043	Mill Valley Police Department	164AL	\$6,000
PT23043	Mill Valley Police Department	402PT	\$22,000
PT23044	Milpitas Police Department	164AL	\$55,000
PT23044	Milpitas Police Department	402PT	\$20,000
PT23045	Modesto Police Department	164AL	\$300,000
PT23045	Modesto Police Department	402PT	\$140,000
PT23046	Monrovia Police Department	164AL	\$50,000
PT23046	Monrovia Police Department	402PT	\$38,000
PT23047	Montclair Police Department	164AL	\$20,000
PT23047	Montclair Police Department	402PT	\$15,000
PT23048	Montebello Police Department	164AL	\$75,000
PT23048	Montebello Police Department	402PT	\$47,000
PT23049	Monterey Park Police Department	164AL	\$62,000
PT23049	Monterey Park Police Department	402PT	\$127,000
PT23050	Mountain View Police Department	164AL	\$50,000
PT23050	Mountain View Police Department	402PT	\$50,000
PT23051	Murrieta Police Department	164AL	\$75,000
PT23051	Murrieta Police Department	402PT	\$40,000
PT23052	Napa Police Department	164AL	\$85,000
PT23052	Napa Police Department	402PT	\$35,000

Grant	Agency	Fund	Amount
PT23053	National City Police Department	164AL	\$78,000
PT23053	National City Police Department	402PT	\$72,000
PT23054	Newark Police Department	164AL	\$60,000
PT23054	Newark Police Department	402PT	\$40,000
PT23055	Newport Beach Police Department	164AL	\$240,000
PT23055	Newport Beach Police Department	402PT	\$110,000
PT23056	Novato Police Department	164AL	\$55,000
PT23056	Novato Police Department	402P	\$58,000
PT23057	Oakland Police Department	164AL	\$274,500
PT23057	Oakland Police Department	402PT	\$225,500
PT23058	Oceanside Police Department	164AL	\$185,000
PT23058	Oceanside Police Department	402PT	\$140,000
PT23059	Ontario Police Department	164AL	\$530,000
PT23059	Ontario Police Department	402PT	\$170,000
PT23060	Orange County Sheriff's Department	164AL	\$380,000
PT23060	Orange County Sheriff's Department	402PT	\$170,000
PT23135	Orange Police Department	164AL	\$205,000
PT23135	Orange Police Department	402PT	\$95,000
PT23136	Oxnard Police Department	164AL	\$325,000
PT23136	Oxnard Police Department	402PT	\$175,000
PT23137	Pacifica Police Department	164AL	\$49,000
PT23137	Pacifica Police Department	402PT	\$26,000
PT23138	Palm Springs Police Department	164AL	\$105,000
PT23138	Palm Springs Police Department	402PT	\$41,000
PT23139	Parlier Police Department	164AL	\$28,000
PT23139	Parlier Police Department	402PT	\$12,000
PT23140	Pasadena Police Department	164AL	\$372,000
PT23140	Pasadena Police Department	402PT	\$143,000
PT23141	Paso Robles Police Department	164AL	\$36,000
PT23141	Paso Robles Police Department	402PT	\$20,000
PT23142	Petaluma Police Department	164AL	\$150,000
PT23142	Petaluma Police Department	402PT	\$50,000
PT23143	Pismo Beach Police Department	164AL	\$45,000
PT23143	Pismo Beach Police Department	402PT	\$10,000
PT23144	Pittsburg Police Department	164AL	\$70,000
PT23144	Pittsburg Police Department	402PT	\$60,000
PT23145	Placerville Police Department	164AL	\$30,000
PT23145	Placerville Police Department	402PT	\$20,000
PT23146	Pleasanton Police Department	164AL	\$30,000
PT23146	Pleasanton Police Department	402PT	\$20,000

Grant	Agency	Fund	Amount
PT23147	Pomona Police Department	164AL	\$350,000
PT23147	Pomona Police Department	402PT	\$135,000
PT23148	Porterville Police Department	164AL	\$60,000
PT23148	Porterville Police Department	402PT	\$40,000
PT23149	Rancho Cordova Police Department	164AL	\$75,000
PT23149	Rancho Cordova Police Department	402PT	\$45,000
PT23150	Redding Police Department	164AL	\$100,000
PT23150	Redding Police Department	402PT	\$48,000
PT23151	Redlands Police Department	164AL	\$80,000
PT23151	Redlands Police Department	402PT	\$50,000
PT23152	Redondo Beach Police Department	164AL	\$115,000
PT23152	Redondo Beach Police Department	402PT	\$35,000
PT23153	Redwood City Police Department	164AL	\$65,000
PT23153	Redwood City Police Department	402PT	\$55,000
PT23154	Rialto Police Department	164AL	\$225,000
PT23154	Rialto Police Department	402PT	\$150,000
PT23155	Richmond Police Department	164AL	\$160,000
PT23155	Richmond Police Department	402PT	\$75,000
PT23156	Ridgecrest Police Department	164AL	\$50,000
PT23156	Ridgecrest Police Department	402PT	\$30,000
PT23157	Riverside County Sheriff's Department	164AL	\$1,270,000
PT23157	Riverside County Sheriff's Department	402PT	\$530,000
PT23158	Riverside Police Department	164AL	\$230,000
PT23158	Riverside Police Department	402PT	\$195,000
PT23159	Rocklin Police Department	164AL	\$40,000
PT23159	Rocklin Police Department	402PT	\$30,000
PT23160	Rohnert Park Department of Public Safety	164AL	\$30,000
PT23160	Rohnert Park Department of Public Safety	402PT	\$26,000
PT23161	Roseville Police Department	164AL	\$100,000
PT23161	Roseville Police Department	402PT	\$75,000
PT23162	Sacramento Police Department	164AL	\$280,000
PT23162	Sacramento Police Department	402PT	\$270,000
PT23163	Salinas Police Department	164AL	\$104,000
PT23163	Salinas Police Department	402PT	\$56,000
PT23164	San Bernardino County Sheriff's Department	164AL	\$800,000
PT23164	San Bernardino County Sheriff's Department	402PT	\$250,000
PT23165	San Bernardino Police Department	164AL	\$330,000
PT23165	San Bernardino Police Department	402PT	\$200,000
PT23166	San Bruno Police Department	164AL	\$50,000
PT23166	San Bruno Police Department	402PT	\$30,000

Grant	Agency	Fund	Amount
PT23167	San Diego County Sheriff's Department	164AL	\$370,000
PT23167	San Diego County Sheriff's Department	402PT	\$130,000
PT23168	San Diego Police Department	164AL	\$900,000
PT23168	San Diego Police Department	402PT	\$400,000
PT23169	San Francisco Police Department	164AL	\$62,000
PT23169	San Francisco Police Department	402PT	\$104,000
PT23170	San Gabriel Police Department	164AL	\$50,000
PT23170	San Gabriel Police Department	402PT	\$35,000
PT23171	San Jose Police Department	164AL	\$175,000
PT23171	San Jose Police Department	402PT	\$75,000
PT23172	San Luis Obispo Police Department	164AL	\$75,000
PT23172	San Luis Obispo Police Department	402PT	\$47,000
PT23173	San Mateo County Sheriff's Office	164AL	\$200,000
PT23173	San Mateo County Sheriff's Office	402PT	\$100,000
PT23061	San Mateo Police Department	164AL	\$100,000
PT23061	San Mateo Police Department	402PT	\$30,000
PT23062	San Pablo Police Department	164AL	\$32,000
PT23062	San Pablo Police Department	402PT	\$21,000
PT23063	San Rafael Police Department	164AL	\$80,000
PT23063	San Rafael Police Department	402PT	\$58,000
PT23064	San Ramon Police Department	164AL	\$15,000
PT23064	San Ramon Police Department	402PT	\$20,000
PT23065	Sanger Police Department	164AL	\$25,000
PT23065	Sanger Police Department	402PT	\$15,000
PT23066	Santa Ana Police Department	164AL	\$400,000
PT23066	Santa Ana Police Department	402PT	\$180,000
PT23067	Santa Barbara County Sheriff's Department	164AL	\$55,000
PT23067	Santa Barbara County Sheriff's Department	402PT	\$30,000
PT23068	Santa Barbara Police Department	164AL	\$120,000
PT23068	Santa Barbara Police Department	402PT	\$80,000
PT23069	Santa Cruz Police Department	164AL	\$45,000
PT23069	Santa Cruz Police Department	402PT	\$52,000
PT23070	Santa Maria Police Department	164AL	\$250,000
PT23070	Santa Maria Police Department	402PT	\$90,000
PT23071	Santa Monica Police Department	164AL	\$110,000
PT23071	Santa Monica Police Department	402PT	\$180,000
PT23072	Santa Paula Police Department	164AL	\$35,000
PT23072	Santa Paula Police Department	402PT	\$42,000
PT23073	Santa Rosa Police Department	164AL	\$160,000
PT23073	Santa Rosa Police Department	402PT	\$130,000

Grant	Agency	Fund	Amount
PT23074	Seal Beach Police Department	164AL	\$45,000
PT23074	Seal Beach Police Department	402PT	\$35,000
PT23076	Sierra Madre Police Department	164AL	\$20,000
PT23076	Sierra Madre Police Department	402PT	\$10,000
PT23174	Signal Hill Police Department	164AL	\$60,000
PT23174	Signal Hill Police Department	402PT	\$30,000
PT23175	Simi Valley Police Department	164AL	\$89,000
PT23175	Simi Valley Police Department	402PT	\$46,000
PT23176	Soledad Police Department	164AL	\$25,000
PT23176	Soledad Police Department	402PT	\$25,000
PT23177	South Gate Police Department	164AL	\$115,000
PT23177	South Gate Police Department	402PT	\$60,000
PT23178	South Lake Tahoe Police Department	164AL	\$25,000
PT23178	South Lake Tahoe Police Department	402PT	\$40,000
PT23179	South Pasadena Police Department	164AL	\$32,000
PT23179	South Pasadena Police Department	402PT	\$23,000
PT23180	South San Francisco Police Department	164AL	\$60,000
PT23180	South San Francisco Police Department	402PT	\$45,000
PT23181	Stockton Police Department	164AL	\$300,000
PT23181	Stockton Police Department	402PT	\$200,000
PT23182	Sunnyvale Department of Public Safety	164AL	\$60,000
PT23182	Sunnyvale Department of Public Safety	402PT	\$40,000
PT23183	Susanville Police Department	164AL	\$30,000
PT23183	Susanville Police Department	402PT	\$20,000
PT23184	Torrance Police Department	164AL	\$120,000
PT23184	Torrance Police Department	402PT	\$50,000
PT23185	Turlock Police Department	164AL	\$40,000
PT23185	Turlock Police Department	402PT	\$30,000
PT23186	Tustin Police Department	164AL	\$70,000
PT23186	Tustin Police Department	402PT	\$55,000
PT23187	Union City Police Department	164AL	\$65,000
PT23187	Union City Police Department	402PT	\$15,000
PT23189	Upland Police Department	164AL	\$100,000
PT23189	Upland Police Department	402PT	\$100,000
PT23190	Vacaville Police Department	164AL	\$80,000
PT23190	Vacaville Police Department	402PT	\$40,000
PT23191	Vallejo Police Department	164AL	\$75,000
PT23191	Vallejo Police Department	402PT	\$75,000
PT23192	Ventura County Sheriff's Department	164AL	\$300,000
PT23192	Ventura County Sheriff's Department	402PT	\$192,000

Grant	Agency	Fund	Amount
PT23193	Ventura Police Department	164AL	\$105,000
PT23193	Ventura Police Department	402PT	\$105,000
PT23194	Vernon Police Department	164AL	\$65,000
PT23194	Vernon Police Department	402PT	\$25,000
PT23195	Visalia Police Department	164AL	\$120,000
PT23195	Visalia Police Department	402PT	\$80,000
PT23196	Watsonville Police Department	164AL	\$40,000
PT23196	Watsonville Police Department	402PT	\$35,000
PT23197	West Covina Police Department	164AL	\$48,000
PT23197	West Covina Police Department	402PT	\$38,000
PT23198	West Sacramento Police Department	164AL	\$50,000
PT23198	West Sacramento Police Department	402PT	\$45,000
PT23199	Westminster Police Department	164AL	\$65,000
PT23199	Westminster Police Department	402PT	\$55,000
PT23200	Whittier Police Department	164AL	\$150,000
PT23200	Whittier Police Department	402PT	\$92,000
PT23201	Winters Police Department	164AL	\$20,000
PT23201	Winters Police Department	402PT	\$30,000
PT23202	Woodland Police Department	164AL	\$63,000
PT23202	Woodland Police Department	402PT	\$37,000
PT23203	Yuba City Police Department	164AL	\$125,000
PT23203	Yuba City Police Department	402PT	\$45,000

Grant	Agency/Title/Description
Various	Various (See chart above)
	Selective Traffic Enforcement Program (STEP)
	Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other 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.

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 Description

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
PT23004	California Highway Patrol	402 PT	\$1,500,000
PT23006	California Highway Patrol	402 PT	\$350,000
PT23007	California Highway Patrol	402 PT	\$125,000
PT23008	California Highway Patrol	402 PT	\$462,695
PT23009	California Highway Patrol	402 PT	\$225,000
PT23012	California Highway Patrol	402 PT	\$2,000,000
PT23013	California Highway Patrol	402 PT	\$100,000
PT23011	California Highway Patrol	402 PT	\$125,000

Grant	Agency/Title/Description
PT23004	California Highway Patrol
	SIDESHOW, TAKEOVER, RACING, EDUCATION AND ENFORCEMENT TASKFORCE (STREET)
	The California Highway Patrol (CHP) 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 sideshows, takeovers, and racing. Grant activities will include task force undercover operations, proactive patrol operations, local high school presentations, and a public awareness campaign.
PT23006	California Highway Patrol
	Focused High-Crash Reduction (FHCR) X
	The California Highway Patrol (CHP) will conduct a regional 12-month traffic safety grant project focused on the Top 5 primary crash factors in the CHP San Andreas and Quincy 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.
PT23007	California Highway Patrol
	Safe On All Roads (SOAR)
	The California Highway Patrol (CHP) Santa Barbara and Buellton Areas will conduct activities to reduce the number of fatal and injury traffic crashes and victims where driving under the influence, speed, and improper turning are the primary crash factors within the California Highway Patrol Santa Barbara and Buellton Area jurisdiction. Grant activities will include enforcement activities and traffic safety educational presentations.
PT23008	California Highway Patrol
	Grant Administration Program (GAP) 2023
	This 12-month grant provides funding for 2 analysts and 1 accounting officer at the California Highway Patrol to manage Office of Traffic Safety-funded traffic safety grants.
PT23009	California Highway Patrol
	Templeton Traffic Alliance Safety Corridors (TASC) IV
	The California Highway Patrol (CHP) will conduct traffic safety corridor activities focusing on speed-caused traffic crashes and primary crash factors attributed to unsafe speed, improper turns, and unsafe lane change violations within the CHP Templeton Area. A public education and awareness campaign will be implemented to include social media safety messages within the Templeton 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 Area. The task force will identify and implement short- and/or long-term solutions individually tailored to the CHP Templeton Area by comprehensively evaluating both causes and possible remedies.
PT23012	California Highway Patrol
	Speed Prevention Education and Enforcement Deterrence (SPEED)
	The California Highway Patrol (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.

Grant	Agency/Title/Description
PT23013	California Highway Patrol
	South Lake Tahoe Safety Project (SAFE TAHOE)
	The California Highway Patrol (CHP) South Lake Tahoe Area will conduct activities to reduce the number of fatal and injury traffic crashes and victims where speed and improper turning are the primary crashes factors within the California Highway Patrol South Lake Tahoe Area jurisdiction. Grant activities will include enforcement activities, traffic safety educational presentations, and public awareness.
PT23011	California Highway Patrol
	Santa Cruz Pedestrian and Bicyclist Safety Project
	The Santa Cruz Area will conduct activities to reduce the number of fatal and injury traffic crashes and victims involving pedestrians and bicyclists within the California Highway Patrol Santa Cruz Area jurisdiction. Grant activities will include enforcement activities and traffic safety educational presentations.



TRAFFIC RECORDS

Program Overview

The California traffic records program supports continuous efforts toward the highest quality California traffic records data, which is essential for data driven and science-based decisions and strategies for reducing the number of fatalities and injuries on California roads. The California traffic records system encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic records data. At the core of the State's traffic records system is information comprised of crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance data. The goal is to have an accurate, complete, timely, uniform, integrated, and accessible traffic records system data in California to continuously improve safety on its roadways.

Traffic Records Coordinating Committee

California has an active two-tiered Traffic Records Coordinating Committee (TRCC), that includes a multidisciplinary membership (managers, collectors, and users of traffic safety data systems) from various departments and agencies, primarily those responsible for the State's core traffic records systems: CHP, Caltrans, OTS, CDPH, DMV, California Judicial Council, California Emergency Medical Services Authority (EMSA), California Department of Health Care Access and Information (HCAI), NHTSA, SafeTREC, FHWA, as well as a representative from a local agency.

The TRCC executive level members consist of the Directors (or designees), primarily from the agencies representing the core traffic record systems, who are voting members of the committee. They meet on an annual basis or as needed. The TRCC technical level members collaborate and work on the new and existing strategies and project ideas for improving the quality of the State's traffic records system. Most of the TRCC committee's data improvement ideas and strategies are specified in the California Strategic Traffic Safety Data Plan (CSTSDP), which is developed and regularly updated by the TRCC. The CSTSDP plan outlines goals and objectives, and identifies projects designed to address specific deficiencies of the California traffic records system data, including those identified in the 2021 California Traffic Records Assessment, and those identified in the Strategic Highway Safety Plan (SHSP). The TRCC technical level members meet every other month or more frequently if needed.

The TRCC committee members played a major role in the completion of the 2021 California Traffic Records Assessment, which was performed through the NHTSA's self-assessment tool over several months in early 2021. The TRCC members representing the core traffic records systems had a responsibility to provide responses and suggested evidence (back-up documentation) for all questions related to their traffic records system components. The 2021 Traffic Records Assessment resulted in a list of recommendations for each of the six components of the California traffic records system. These recommendations were included in the CSTSDP plan and will be used in determining future strategies to improve the California traffic records system.

Crash Data System

Of the six components of the California traffic records system, the crash data system is the most important for the identification of traffic safety problems related to crashes, and for the development and implementation of the solutions to eliminate and/or reduce crashes, especially those resulting in fatalities and injuries. The CHP is responsible for managing the Statewide Integrated Traffic Records System (SWITRS), which is the primary centralized data repository for crash records in California. The SWITRS data system collects and stores data on crashes involving injuries and fatalities that are reported to CHP by the State and local law enforcement agencies, which is required by California law. Data on crashes resulting in property damage only is not reportable to CHP by California statute. However, when such data are reported to the CHP, it will also be included in the SWITRS system.

The OTS remains supportive of different strategies to improve the quality attributes of the State's crash data system, including assistance to CHP with continued efforts to improve the timeliness, accuracy, and completeness of the SWITRS data system. In addition, the OTS continues to provide major financial support and assistance to local law enforcement agencies to electronically transfer their crash reports to the SWITRS system, and, in general, to improve and modernize their own traffic records databases.

Countermeasures and Strategies

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 CHP 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 21.4 percent from the 2021 calendar base year total of 70 agencies to 85 reports by December 31, 2023.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2023	1906	Racial Profiling Prohibition Grants	\$203,148
2023	402	State/Community Highway Safety Grant Program	\$1,105,083
2023	405c TR	State Traffic Safety Information System Improvements	\$3,532,806

For match and local share see the Planned Fund Distribution by Fund Type chart on [page 21](#) 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.
- Comply with pending administrative regulation changes, analyze CHP specific stop data for trends, and purchase equipment necessary to ensure the collection and reporting of CHP stop data to the California Department of Justice.

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
TR23008	Arroyo Grande Police Department	405c TR	\$109,000
TR23009	Burbank Police Department	405c TR	\$25,000
TR23001	California Department of Motor Vehicles - Research & Development	405c TR	\$121,000
TR23002	California Department of Public Health	405c TR	\$723,433
TR23003	California Highway Patrol	1906	\$203,148
TR23004	California Highway Patrol	405c TR	\$66,009
TR23005	California State Polytechnic University, Pomona	405c TR	\$276,562
TR23006	Glendale Police Department	405c TR	\$29,000
TR23010	Los Banos Police Department	405c TR	\$43,600
TR23007	Santa Barbara County Sheriff's Department	405c TR	\$52,000
TR23012	Signal Hill Police Department	405c TR	\$24,800
TR23013	Torrance Police Department	405c TR	\$90,500
TR23019	University of California, Berkeley - SafeTREC	405c TR	\$295,500
TR23021	Upland Police Department	405c TR	\$21,000
TR23022	Ventura Police Department	405c TR	\$63,000
TR23023	Ventura Police Department	405c TR	\$66,300

Grant	Agency/Title/Description
TR23001	California Department of Motor Vehicles - Research & Development
	Expand the Driver License Application Management Information System The mobility afforded by a driver license broadens economic, educational, and social opportunities. The state of California endeavors to provide equal access to licensure for all Californians, but there is no method of examining whether licensing processes are equitable for different groups of applicants. The state lacks a comprehensive system for tracking licensing process measures, which would be useful for identifying opportunities to improve licensing programs broadly and for identifying and addressing potential inequities in licensing opportunities and outcomes. The proposed project would develop a system to monitor licensing process measure by geographic region and for various applicant groups (e.g., age 18+). The comprehensive system for tracking licensing process measures proposed here would be critically useful for assessing the empirical impact of license screening tests (i.e., knowledge and drive tests) on driver competency, and therefore would improve traffic safety.
TR23002	California Department of Public Health
	Crash Medical Outcomes Data Project The CMOD Project, using a public health approach, integrates crash through medical outcomes data to develop data-driven resources intended to help reduce crash-related injuries and deaths. Working with a variety of partners, CMOD leverages existing data sources to link data, improve data completeness, and enhance the ability to use data to create actionable information to prevent crash-related injuries and deaths. This integrated data system is used to identify traffic safety problems and potential solutions so that California can move towards zero traffic fatalities and serious injuries. CMOD also provides technical assistance to local health jurisdictions and other safety partners to improve the quality and completeness of primary data sources so that they may be used to generate data-driven prevention strategies.

Grant	Agency/Title/Description
TR23003	California Highway Patrol
	Demographic Analysis Reporting and Transparency
	The California Highway Patrol (CHP) will implement a 12-month program to update the demographic and stop data reporting software to comply with pending administrative regulation changes, analyze CHP specific stop data for trends, and purchase equipment necessary to ensure the collection and reporting of CHP stop data to the California Department of Justice.
TR23004	California Highway Patrol
	Fatality Analysis Reporting Systems (FARS) Backlog Project VIII
	The California Highway Patrol (CHP) will implement a 12-month program utilizing personnel overtime for qualified CHP Support Service Section, Fatality Analysis Reporting System (FARS) Unit staff to process fatal traffic crash reports into the Records Based Information Solutions database for the National Highway Traffic Safety Administration releases of the Annual file and Final file of FARS data.
TR23005	California State Polytechnic University, Pomona
	Statewide Collision Data Analysis, Research Studies and Ranking Program
	Cal Poly Pomona Department of Civil Engineering will perform the EB analysis of statewide collision data and provide city and county rankings. Three rankings will be calculated which include EB-based crash number, potential safety improvement, and relative risk. The department will also conduct trend analysis for calculating statewide performance measure targets. In addition, the department will collect the data from various agencies and conduct the QA/QC to ensure data accuracy. Moreover, the department will respond to other studies and/or requests required by OTS or the general public. Finally, the department will perform other analysis related with travel behavior, motorcycle risk, and hazardous location ranking of selected cities.
TR23019	University of California, Berkeley - SafeTREC
	TIMS: Improve Data Quality & Accessibility
	The Transportation Injury Mapping System (TIMS) has been established as an important resource for crash data and mapping applications to aid traffic safety initiatives, including statewide and Traffic Records goals, in California. This project proposes to 1) upgrade the geocoding system using the latest available technologies; (2) geocode all non-final SWITRS data quarterly and manually geocode any non-geocoded SWITRS after each quarterly data update; (3) translate the platform into Spanish; (4) develop a standardized printable PDF format; and (5) continue administration of the site in order to improve data quality and accessibility of the TIMS website.
Various	Various (see chart above)
	Traffic Records Improvement Project
	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.

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 fatality 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
TR23011	Marin County Public Works Department	405c TR	\$45,000
TR23015	University of California, Berkeley - SafeTREC	405c TR	\$241,500

Grant	Agency/Title/Description
TR23011	Marin County Public Works Department
	Traffic Records System As reporting data and the software to manage data have evolved, the new traffic records system will improve the ability to report on current crash related data and to develop print ready reports to make timely decisions on traffic safety and facilitate identification of priority intersections and corridors.
TR23015	University of California, Berkeley - SafeTREC
	Street Story: Community-level Data Collection and Engagement Crash data is critical to ensuring data-driven decision-making, planning, and programming. Qualitative data, too, plays a role in understanding the safety problem. Street Story collects local, qualitative information about transportation safety that is often not present in traditional traffic safety datasets, and allows users to query and see 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. This project will expand on this tool and increase efforts to crowdsource data on 1) crashes; 2) near misses; 3) hazardous places; or 4) safe-feeling places.

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.
- 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.

Grant	Agency	Fund	Amount
TR23016	University of California, Berkeley - SafeTREC	405c TR	\$101,250
TR23017	University of California, Berkeley - SafeTREC	402 PT	\$1,105,083
TR23017	University of California, Berkeley - SafeTREC	405c TR	\$714,917
TR23018	University of California, Berkeley - SafeTREC	405c TR	\$237,800
TR23020	University of California, Santa Barbara	405c TR	\$185,635

Grant	Agency/Title/Description
TR23016	University of California, Berkeley - SafeTREC
	CATSIP: California Active Transportation Safety Website
	SafeTREC will update and enhance CATSIP with the following: county-wide pedestrian and bicycle data, California laws and policies; expanded resources on micromobility, the Safe System/Vision Zero approach to road safety, and the role of media and road safety; upcoming active transportation events, webinars, and funding opportunities; and interactive content like video, blogs and Safety Stories to CATSIP. Users will also be able to access new traffic safety content on: 1) the intersection of safety, accessibility, and equity; 2) the Safe System Approach in practice; and 3) examples of infrastructure improvements for informing safety data outreach (including quick-builds, temporary demonstrations, traffic calming, etc.). Overall, the CATSIP website will be enhanced to be a valuable and engaging hub for both new and returning users for promoting safe, equitable and accessible walking, biking and rolling.
TR23017	University of California, Berkeley - SafeTREC
	SafeTREC: Data Systems, Education, and Technical Assistance for California
	SafeTREC proposes to improve traffic records by conducting Data Analysis, Technical Assistance, Education and Outreach. We will analyze statewide fatal and injury traffic crash data and trends; research, develop, and disseminate innovative information and best practices in traffic safety and traffic records; develop web resources to help stakeholders maximize the use of data to target traffic safety programs; provide technical assistance; 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 educate the next generation of traffic safety professionals with expertise in and commitment to traffic safety.
TR23018	University of California, Berkeley - SafeTREC
	Data Driven Traffic Safety Heat Map for California
	SafeTREC aims to develop and release a new website which includes an interactive web map tool utilizing crash data from the SWITRS, demographics and equity (household income) data from the US Census, and OTS-led traffic safety activities and grants across California. The tool will provide a statewide and local level choropleth (color-based) map with charts and tables to support a data-driven approach to identifying high risk and underserved populations throughout California.
TR23020	University of California, Santa Barbara
	Statewide Data Study Project
	UC Santa Barbara's (UCSB) team has developed an approach to estimating the percentage of total trips taken by walking and bicycling in each Californian city and uses these data to calculate incidents per 1 million miles traveled by foot or by bike. UCSB will apply the method we have developed for consistent, accurate, and repeatable estimation of the level of walking and bicycling to all California cities to ensure the OTS investments are optimal, equitable, and saving the largest numbers of lives.

CHAPTER 4

APPENDIX



APPENDIX A – CERTIFICATIONS AND ASSURANCES

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2023 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: 2023

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.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A Unique Entity identifier;
- 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;
 - 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))

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

06/29/2022

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 2022. Fatality analyses are based on 2016 to 2019 final FARS data and the 2020 FARS ARF as of March 2022. Serious injury and some fatality analyses are based on 2016 to 2018 SWITRS data and provisional 2019 and 2020 SWITRS data. Population data is from the California Department of Finance, 2021.

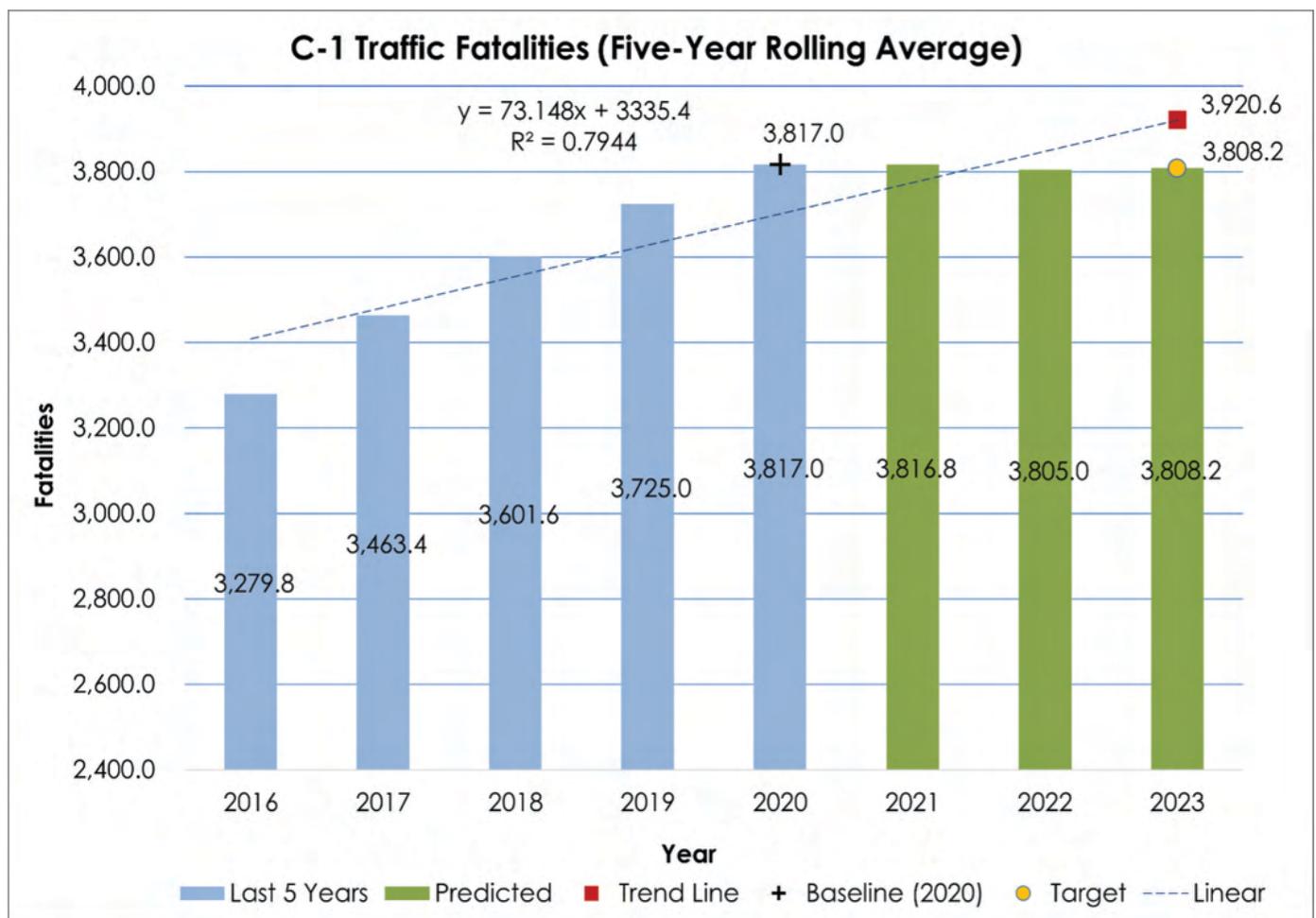
APPENDIX C – PERFORMANCE MEASURE CHARTS

C-1 Traffic Fatalities (FARS)

Target: Based on the 2016-2020 five-year rolling average, traffic fatalities will decrease 0.2 percent from an average of 3,817.0 to 3,808.2 (2019-2023) by December 31, 2023.

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.

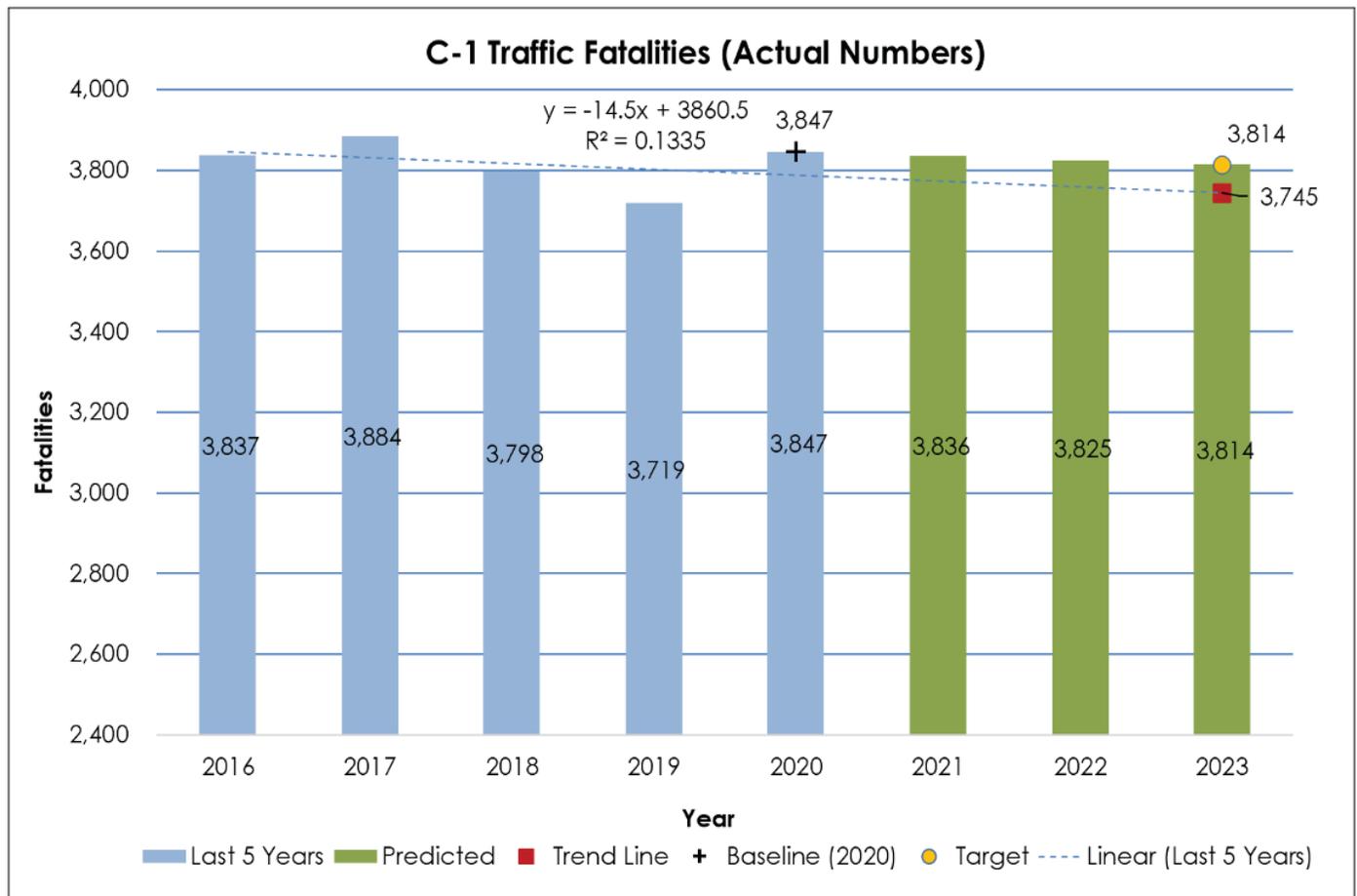


C-1 Traffic Fatalities

Target: Based on 2016-2020 actual number, traffic fatalities will decrease 0.9 percent from 3,847 to 3,814 by December 31, 2023.

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.

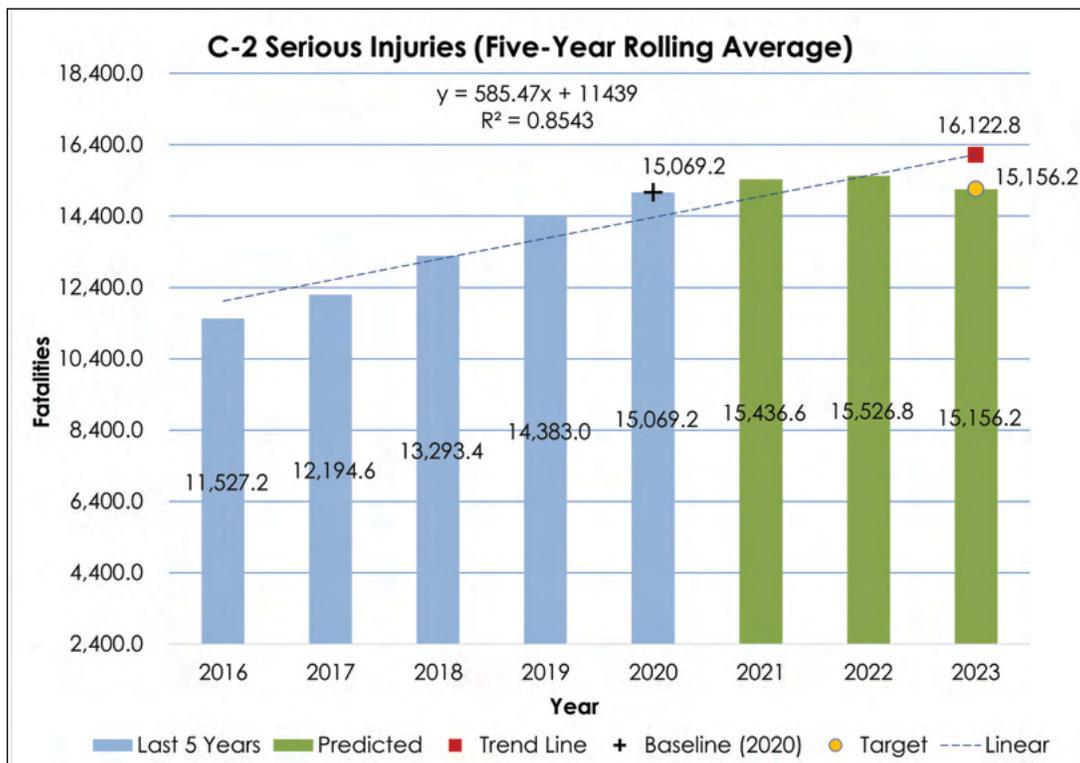
*Performance Measures (C1-C3) are Core Performance Measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.



C-2 Serious Traffic Injuries (SWITRS)

Target: Based on the 2016-2020 five-year rolling average, serious injuries will increase 0.6 percent from an average of 15,069.2 to 15,156.2 (2019-2023) by December 31, 2023. This increase is below the linear trend line of 16,122.8. The predicted actual number of serious traffic injuries will decrease from 15,373 in 2020 to 14,305 in 2023.

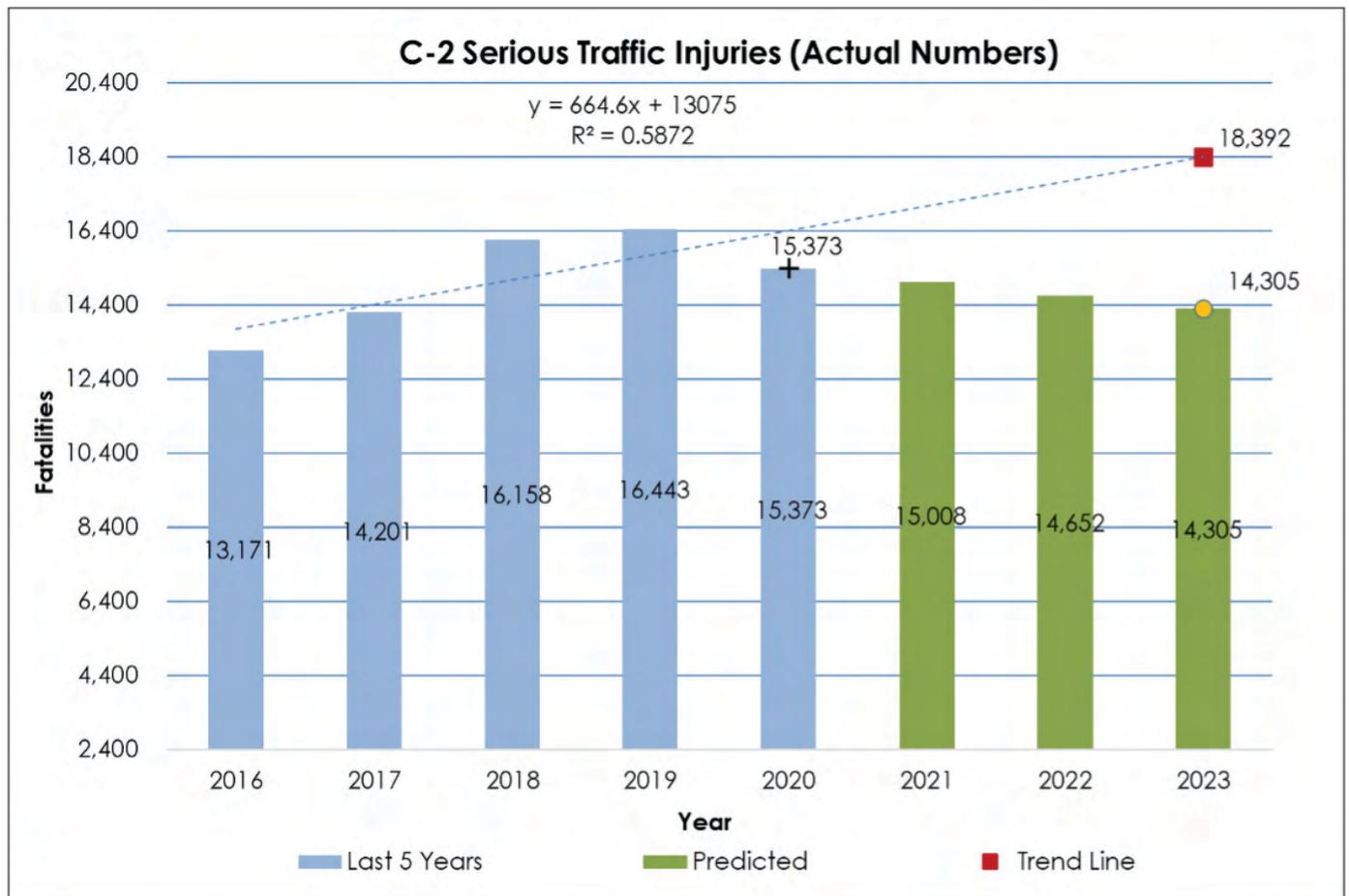
Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will help slow the recent upward trend in traffic fatalities and injuries. The definition of Serious Injuries 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 (SWITRS)

Target: Based on 2016-2020 actual number, serious traffic injuries will decrease by 7.0 percent from 15,373 to 14,305 by December 31, 2023.

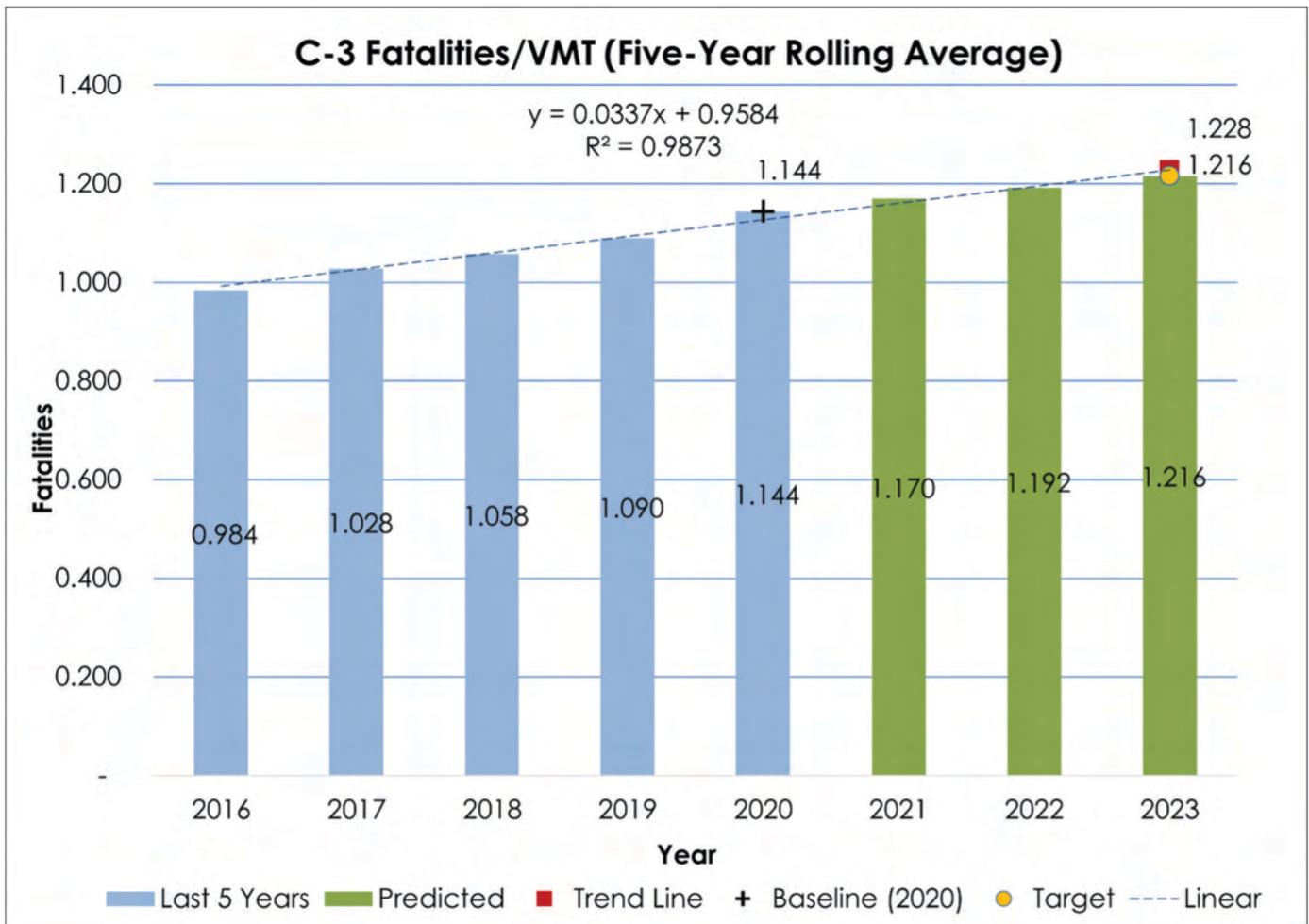
Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will help slow the recent upward trend in traffic fatalities and injuries. The definition of Serious Injuries 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-3 Fatalities/VMT (FARS/FHWA)

Target: Based on the 2016-2020 five-year rolling average, fatalities/VMT will increase 0.072 percentage points from an average of 1.144 to 1.216 (2019-2023) by December 31, 2023. The predicted actual number of fatalities/VMT will decrease from 1.28 in 2020 to 1.21 in 2023.

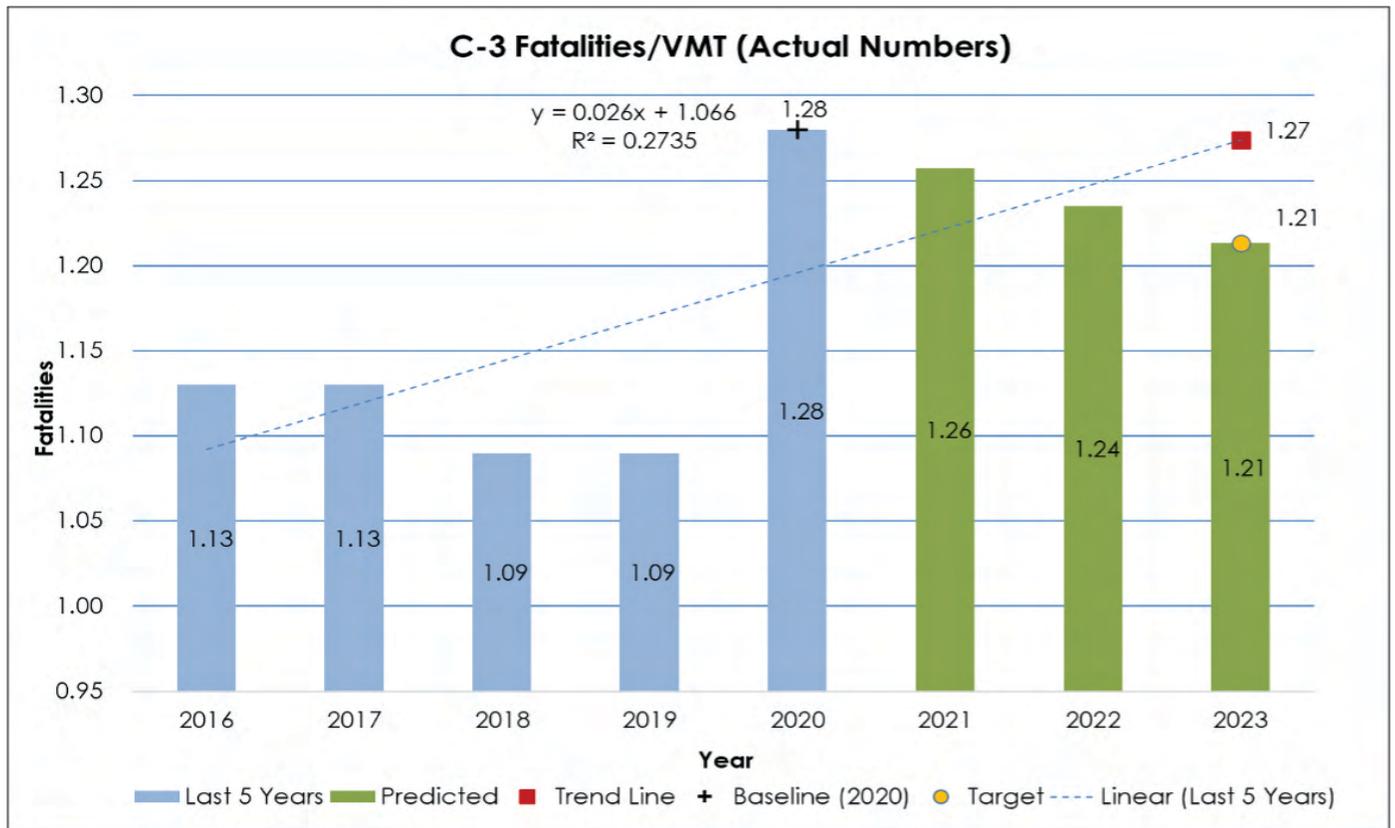
Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in traffic fatalities and injuries. In addition, in April of 2021 California 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 2016-2020 actual number, fatalities per 100 million vehicle miles traveled will decrease 0.07 percentage points from 1.28 to 1.21 by December 31, 2023.

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.

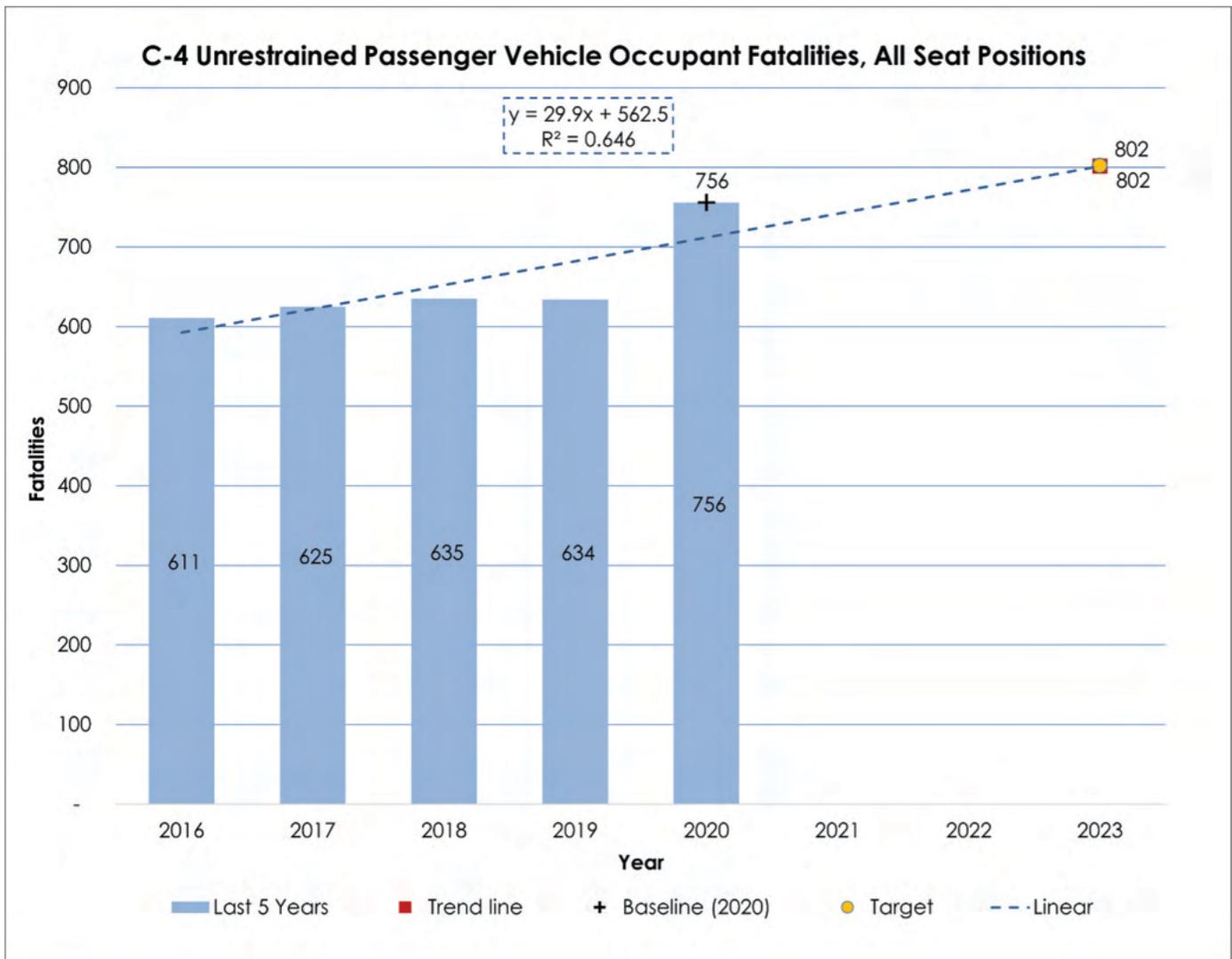


C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

Goal: Slow the trending increase of unrestrained passenger vehicle occupant fatalities, all seat positions. Data shows there will be an increase of 6.09 percent from the 2020 preliminary final FARS number of 756 to 802 by December 31, 2023.

Justification: The performance target was selected by using a linear trend line based on the 2016-2020 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in slowing the anticipated increase 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.

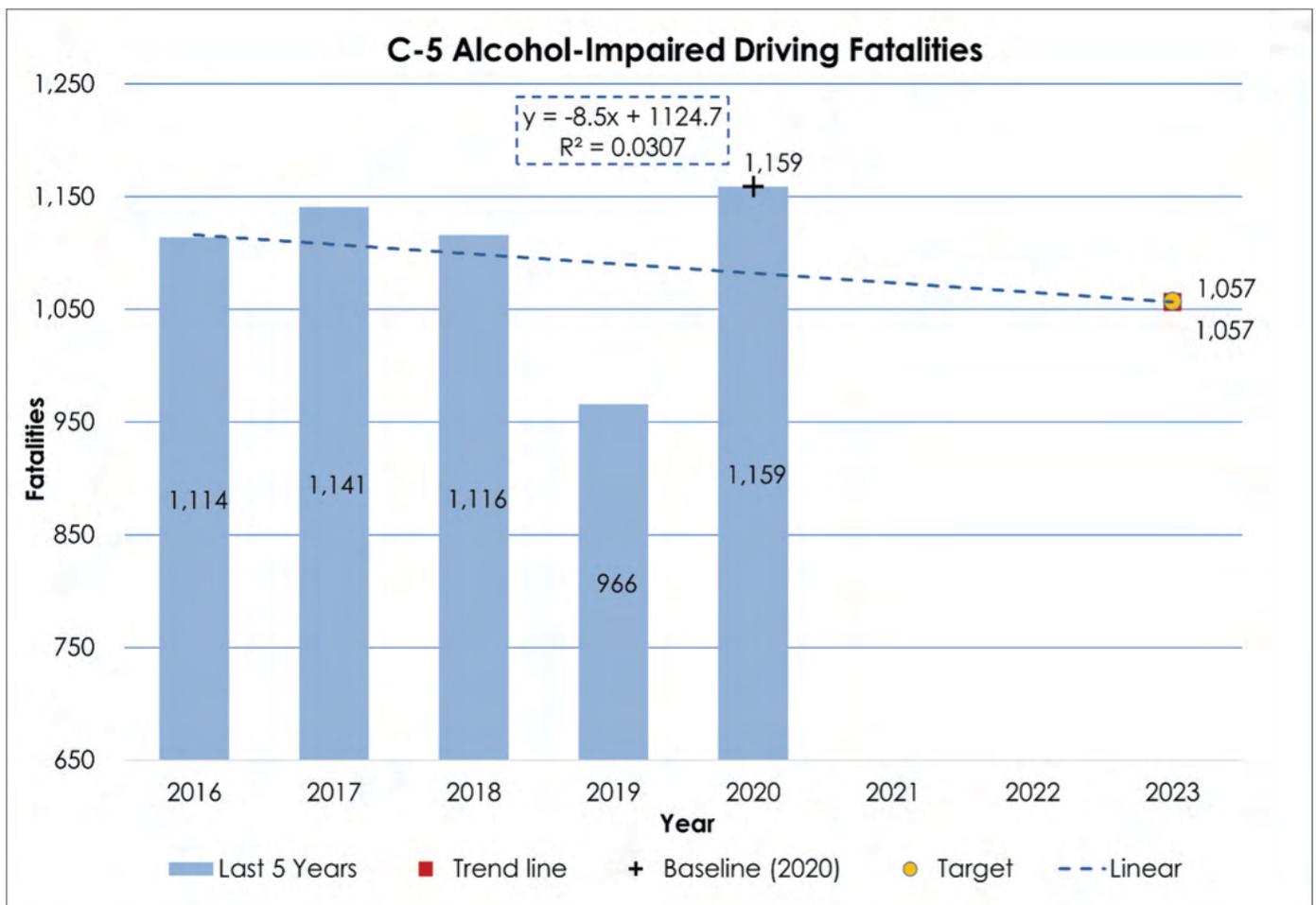


C-5 Alcohol-Impaired Driving Fatalities (FARS)

Goal: Reduce alcohol-impaired driving fatalities 8.80 percent from the 2020 preliminary final FARS number of 1,159 to 1,057 by December 31, 2023.

Justification: The performance target was selected by using a linear trend line based on the 2016-2020 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 2023 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.

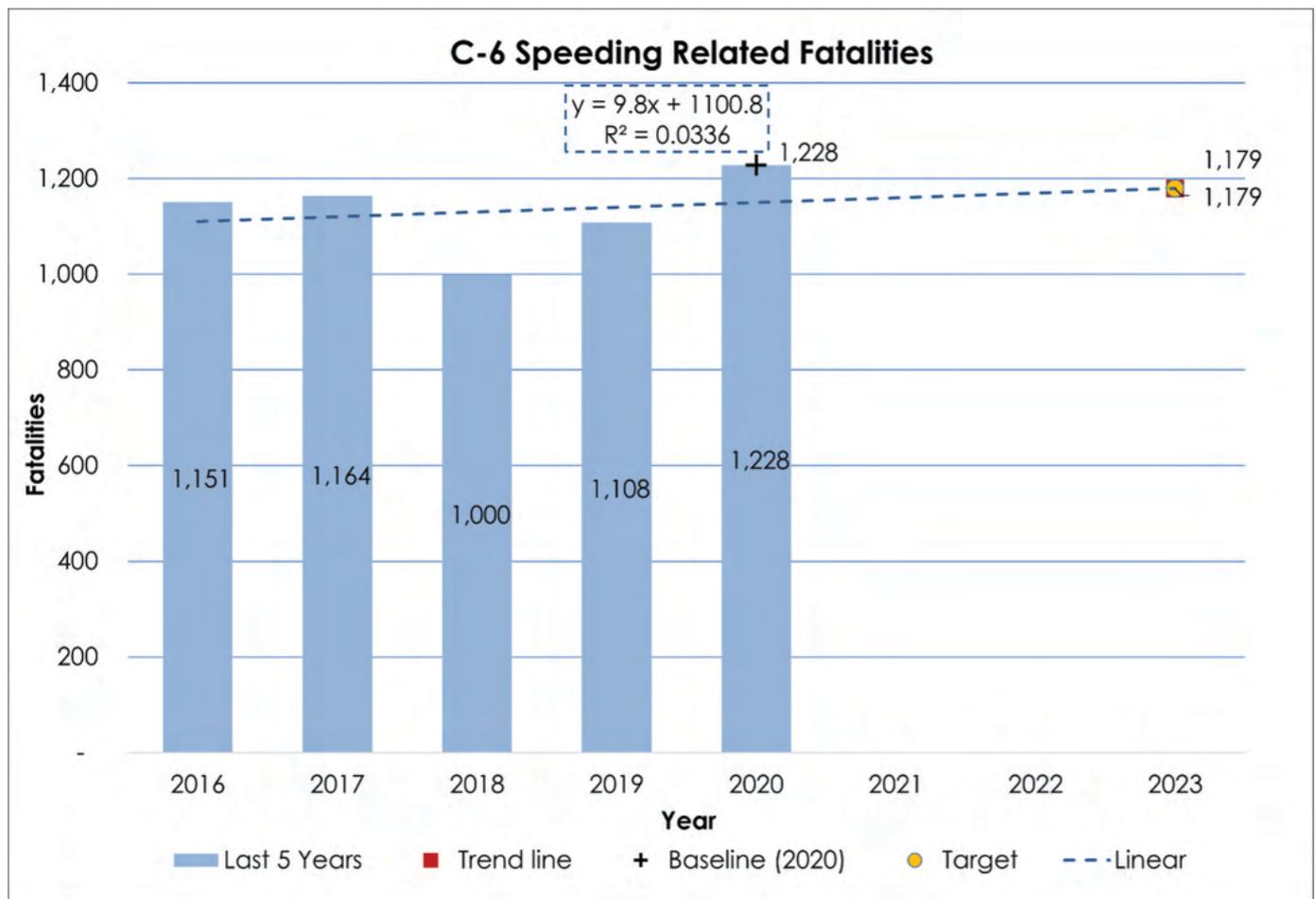


C-6 Speeding-Related Fatalities (FARS)

Goal: Reduce speeding-related fatalities 3.99 percent from the 2020 preliminary final FARS number of 1,228 to 1,179 by December 31, 2023.

Justification: The performance target was selected by using a linear trend line based on the 2016-2020 and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a 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 decrease in fatalities in this category.

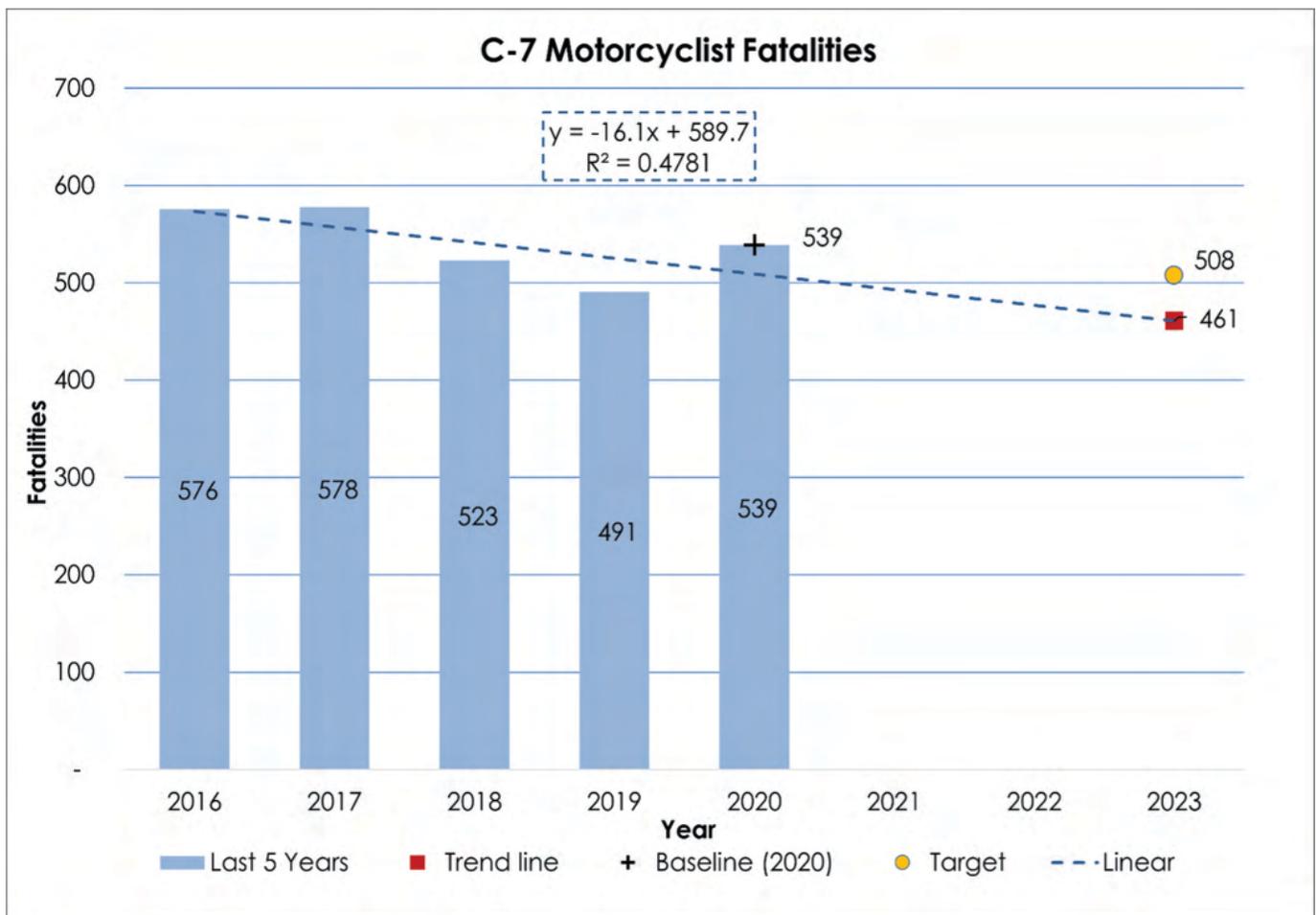


C-7 Motorcyclist Fatalities (FARS)

Goal: Reduce motorcyclist fatalities 5.75 percent from the 2020 preliminary final FARS number of 539 to 508 by December 31, 2023.

Justification: The performance target was selected by using a linear trend line based on the 2016-2020 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category.

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

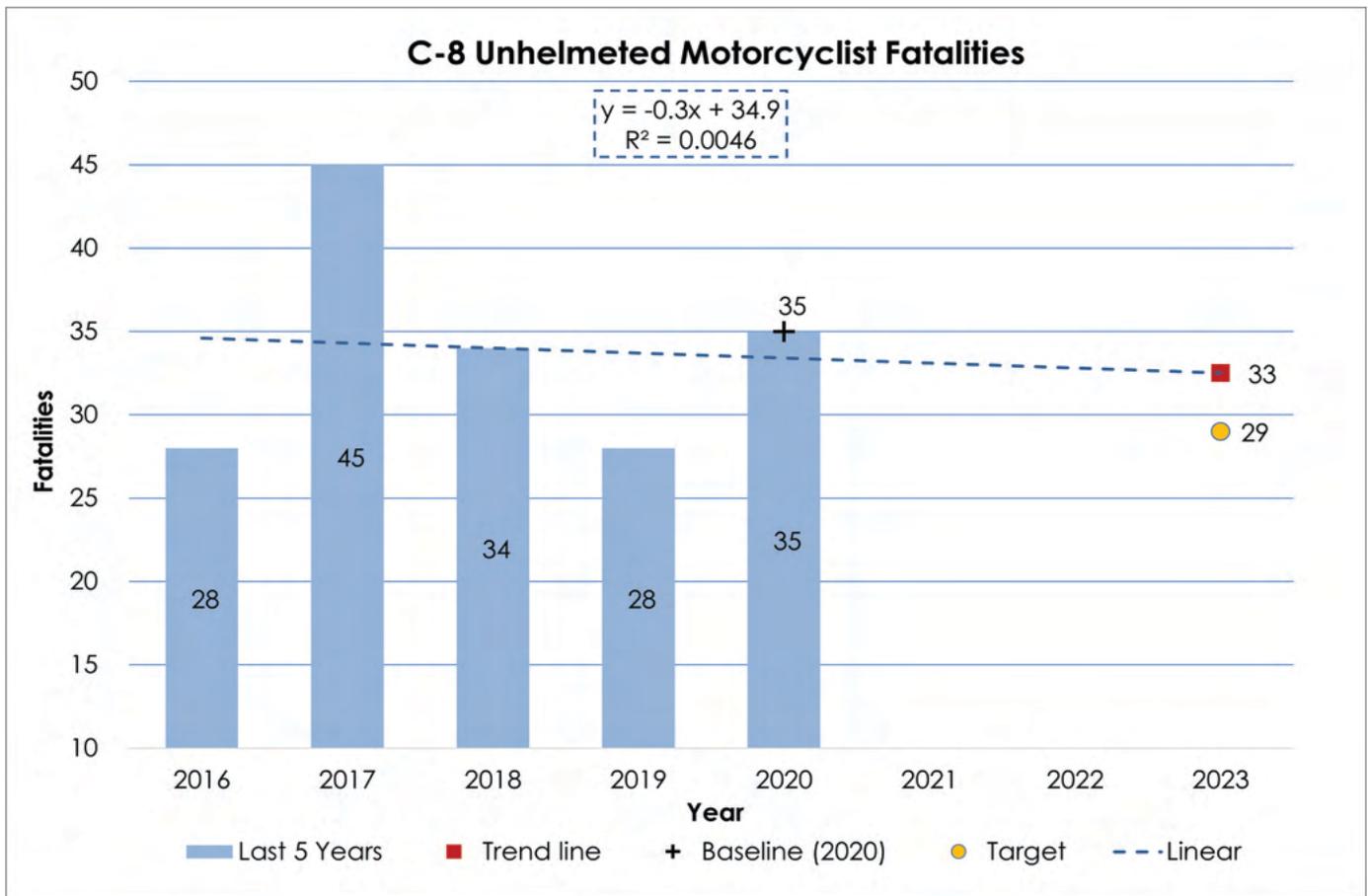


C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Goal: Reduce unhelmeted motorcyclist fatalities 17.14 percent from the 2020 preliminary final FARS number of 35 to 29 by December 31, 2023.

Justification: The performance target was selected by using a linear trend line based on the 2016-2020 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in decreasing the 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.

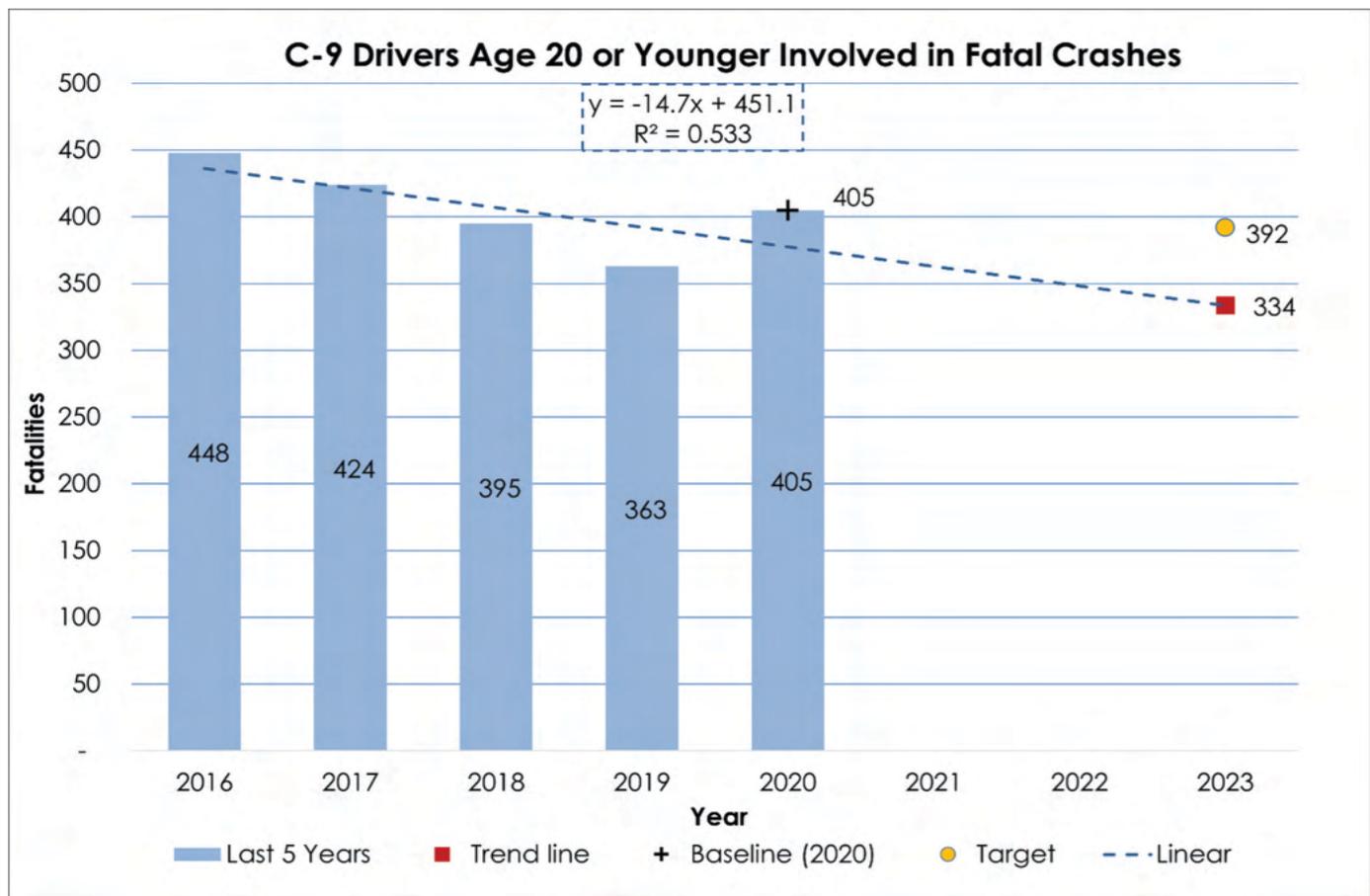


C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Goal: Reduce drivers age 20 or younger involved in fatal crashes 3.21 percent from the 2020 preliminary final FARS number of 405 to 392 by December 31, 2023.

Justification: The performance target was selected by using a linear trend line based on the 2016-2020 data and an analysis of expected grant performance. California foresees that a decrease will occur 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.

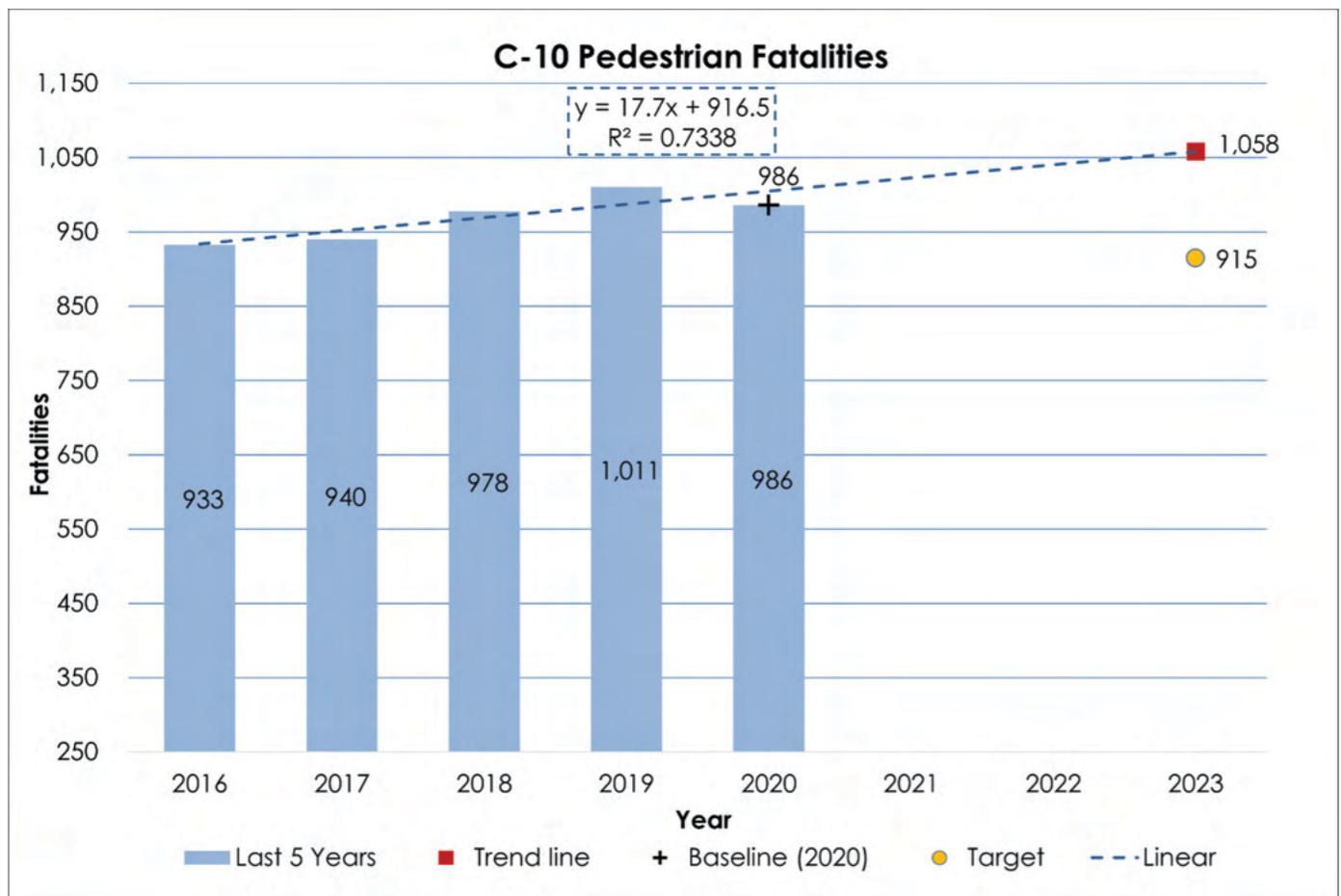


C-10 Pedestrian Fatalities (FARS)

Goal: Reduce pedestrian fatalities 7.20 percent from the 2020 preliminary final FARS number of 986 to 915 by December 31, 2023.

Justification: The performance target was selected by using a linear trend line based on the 2016-2020 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease 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.

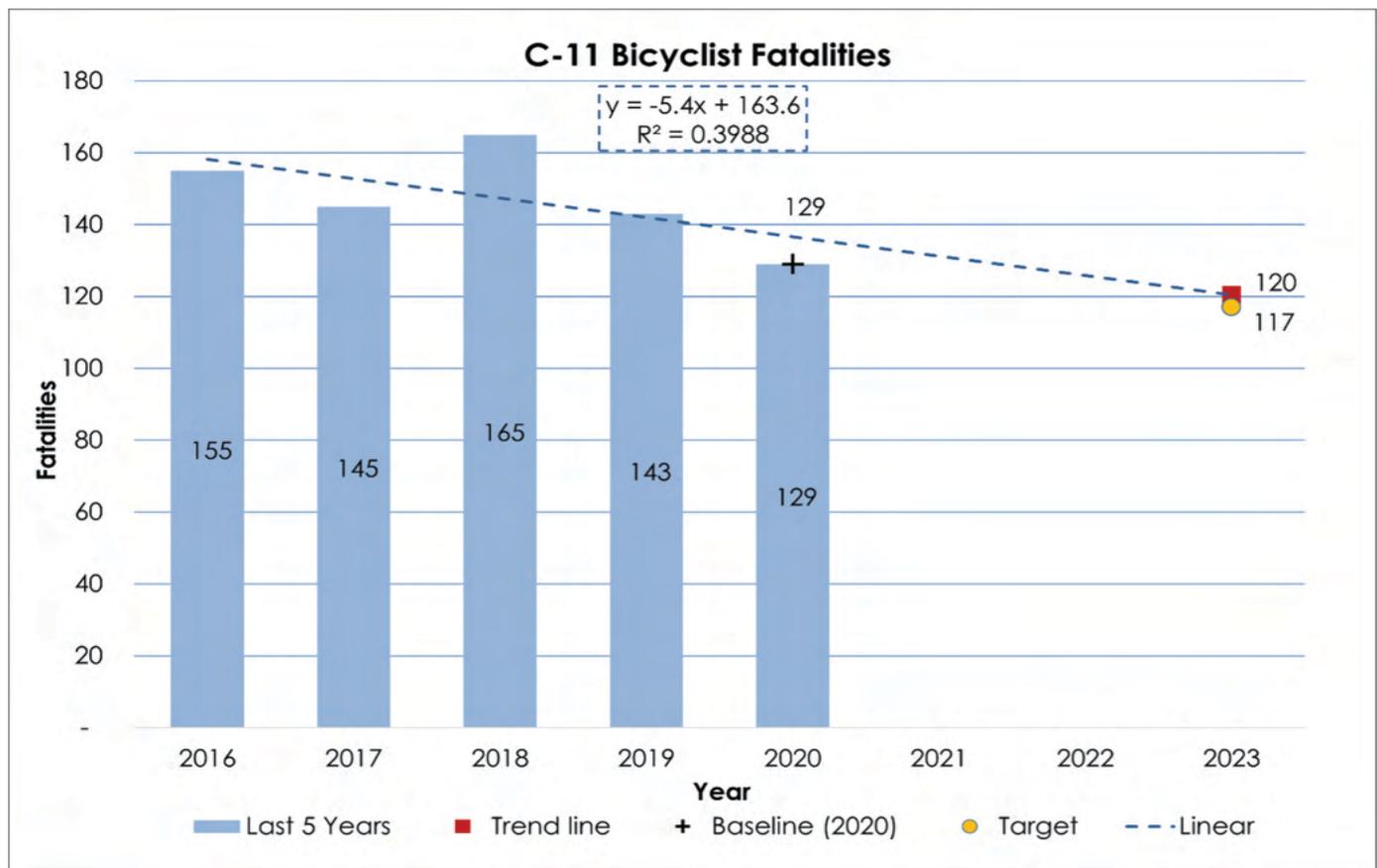


C-11 Bicyclist Fatalities (FARS)

Goal: Reduce bicyclist fatalities 9.30 percent from the 2020 preliminary final FARS number of 129 to 117 by December 31, 2023.

Justification: The performance target was selected by using a linear trend line based on the 2016-2020 data 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: 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.

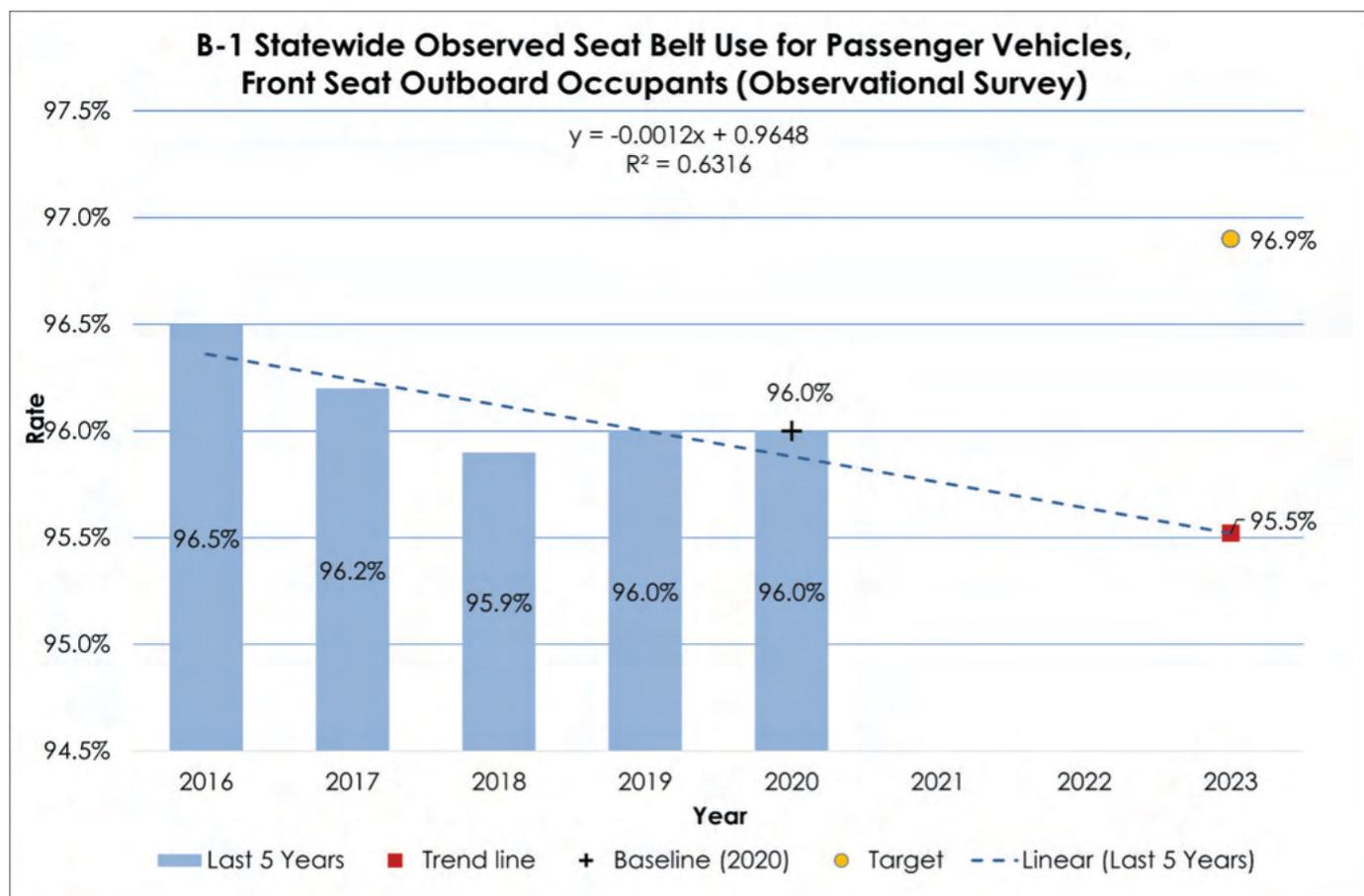


B-1 Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (Observational Survey)

Goal: Increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.9 percentage points from 96.0 percent (2020 observation) to 96.9 percent by December 31, 2023.

Justification: The performance target was selected by using the 2020 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 maintaining a high use rate 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.

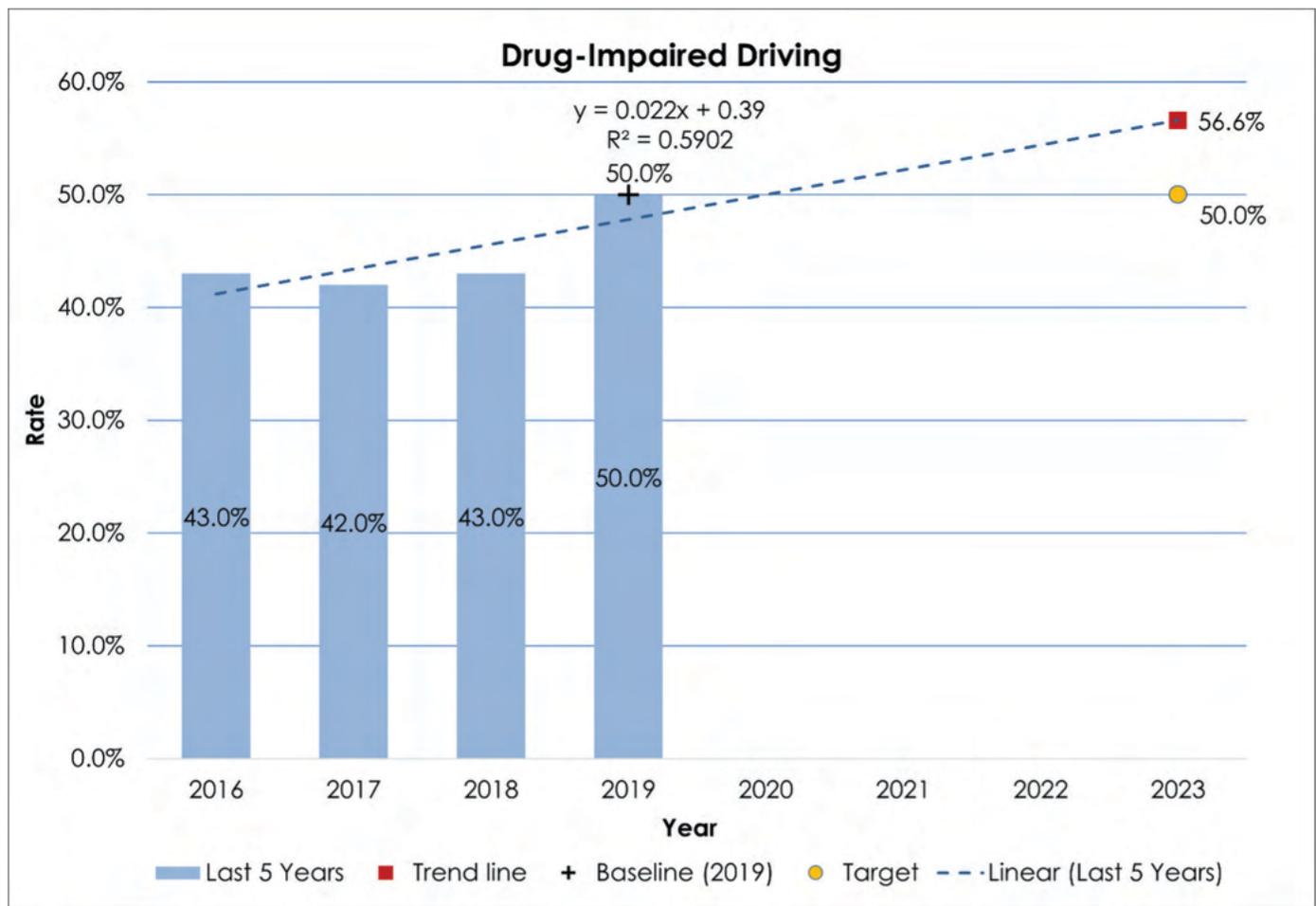


Drug-Impaired Driving (FARS)

Goal: To slow the anticipated increase of California drivers killed in crashes that tested positive for drug involvement and maintain the 2019 calendar base year of 50 percent by December 31, 2023.

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.

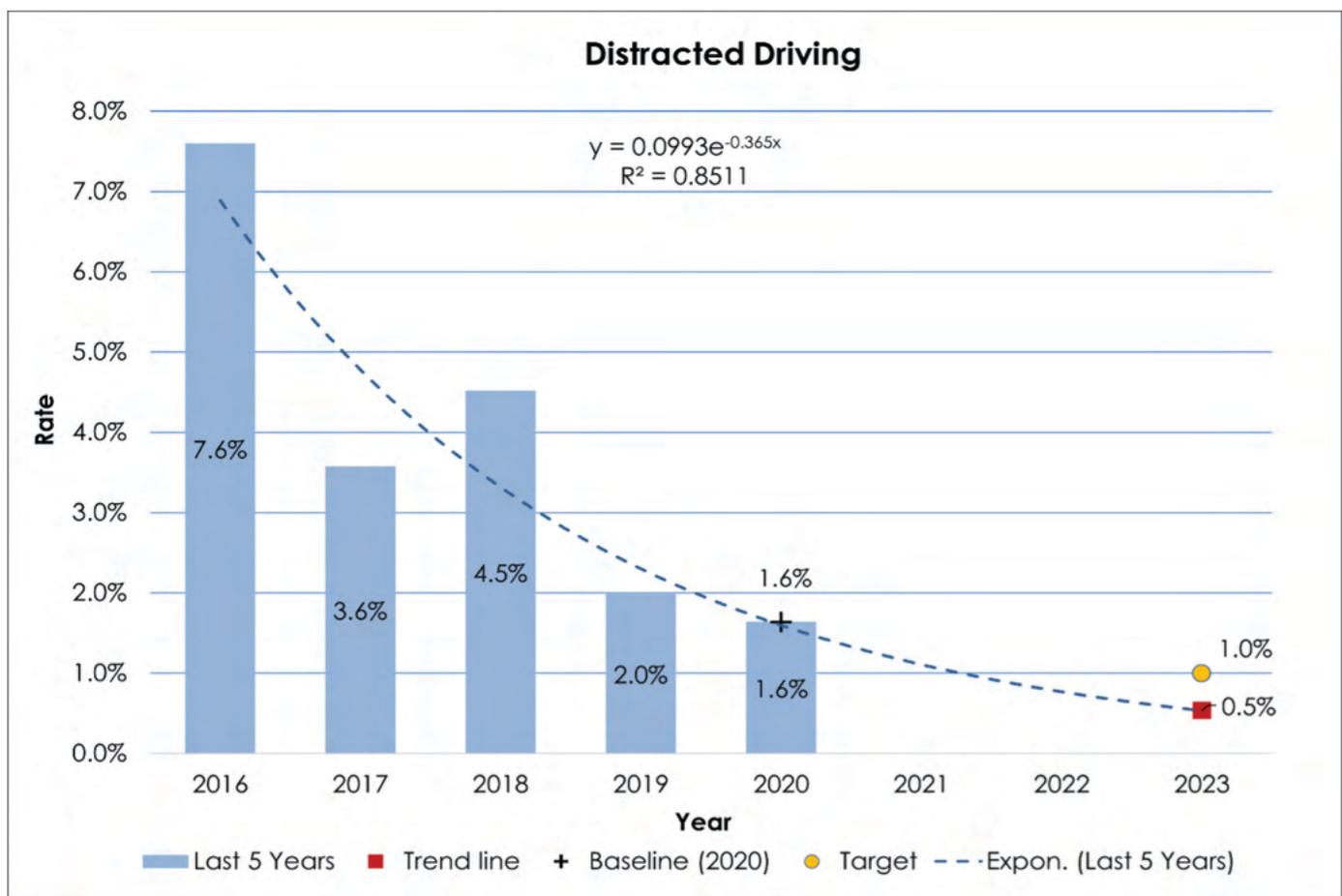


Distracted Driving (Survey)

Goal: Reduce the number of California drivers observed using a handheld cell phone or texting by 0.6 percentage points from the 2020 calendar base year of 1.6 percent to 1.0 percent by December 31, 2023.

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, 2023.

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 21.4 percent from the 2021 calendar base year total of 70 reporting agencies to 85 reporting agencies by December 31, 2023.

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 2023 GRANTS

Grant	Agency	Fund	Amount
AL23001	Butte County Probation Department	164AL	\$155,000
AL23002	California Department of Alcoholic Beverage Control	164AL	\$723,651
AL23003	California Department of Alcoholic Beverage Control	164AL	\$3,000,000
AL23004	California Highway Patrol	164AL	\$400,000
AL23005	California Highway Patrol	164AL	\$5,900,000
AL23006	California Highway Patrol	164AL	\$300,000
AL23007	California Highway Patrol	164AL	\$2,600,000
AL23008	Fresno County Probation Department	164AL	\$331,889
AL23009	San Mateo County Superior Court	164AL	\$450,000
AL23010	Santa Barbara County Probation Department	164AL	\$178,000
AL23011	Santa Cruz County Health Services Agency	164AL	\$255,000
AL23012	Contra Costa County Probation Department	164AL	\$398,845
AL23013	Kern County Probation Department	164AL	\$163,835
AL23014	Los Angeles County Probation Department	164AL	\$378,462
AL23015	Marin County Probation Department	164AL	\$175,458
AL23016	Placer County Probation Department	164AL	\$158,000
AL23017	Sacramento County Probation Department	164AL	\$560,000
AL23018	San Bernardino County Probation Department	164AL	\$620,000
AL23019	San Diego County Probation Department	164AL	\$450,000
AL23020	San Joaquin Collaborative Courts	164AL	\$625,000
AL23021	Solano County Probation Department	164AL	\$292,506
AL23022	Sonoma County Probation	164AL	\$220,000
AL23023	Superior Court of California, County of Fresno	164AL	\$600,000
AL23024	Tulare County Office of Education	164AL	\$270,000
AL23025	Tulare County Probation Department	164AL	\$121,000
		Subtotal	\$19,326,646

Grant	Agency	Fund	Amount
DD23001	California Highway Patrol	402DD	\$325,000
DD23002	California Highway Patrol	402DD	\$875,000
DD23003	Long Beach Department of Health and Human Services	402DD	\$190,000
DD23004	Los Angeles County Public Health Department	402DD	\$170,000
DD23005	Riverside County Public Health Department	402DD	\$230,000
DD23006	San Luis Obispo County Behavioral Health Department	402DD	\$100,820
DD23007	California Department of Alcoholic Beverage Control	402DD	\$294,000
		Subtotal	\$2,184,820

Grant	Agency	Fund	Amount
DI23001	California Highway Patrol	164AL	\$2,500,000
DI23002	Fresno County District Attorney's Office	405d AL	\$500,000
DI23003	Monterey County District Attorney's Office	405d AL	\$602,500
DI23004	Orange County District Attorney's Office	405d AL	\$1,329,655
DI23005	Orange County District Attorney's Office	164AL	\$887,390
DI23006	Orange County Sheriff's Department	405d AL	\$150,000
DI23007	Santa Clara County District Attorney's Crime Laboratory	405d AL	\$449,800
DI23008	Contra Costa County Sheriff's Department	405d AL	\$237,500
DI23009	El Dorado County District Attorney's Office	405d AL	\$356,112
DI23010	Kern County District Attorney's Office	405d AL	\$585,000
DI23011	Long Beach Department of Health and Human Services	405d AL	\$250,000
DI23012	Los Angeles City Attorney's Office	405d AL	\$969,369
DI23013	Los Angeles County District Attorney's Office	164AL	\$1,584,520
DI23014	Madera County District Attorney's Office	405d AL	\$205,200
DI23015	Marin County District Attorney's Office	405d AL	\$465,000
DI23016	Riverside County District Attorney's Office	405d AL	\$659,000
DI23017	Riverside County Public Health Department	402PT	\$107,500
DI23018	Sacramento County District Attorney's Office	164AL	\$268,168
DI23019	San Bernardino County District Attorney's Office	405d AL	\$617,600
DI23020	San Diego City Attorney's Office	405d AL	\$270,000
DI23021	San Diego County District Attorney's Office	405d AL	\$733,650
DI23022	San Diego County Sheriff's Crime Lab	405d AL	\$991,000
DI23023	Solano County District Attorney's Office	405d AL	\$363,000
DI23024	Sonoma County District Attorney's Office	405d AL	\$464,132
DI23025	Tulare County District Attorney's Office	405d AL	\$179,400
DI23026	University of California, Irvine	405d AL	\$250,000
DI23027	Ventura County District Attorney's Office	405d AL	\$427,117
DI23028	Yolo County District Attorney's Office	405d AL	\$198,121
		Subtotal	\$16,600,734

Grant	Agency	Fund	Amount
EM23001	Calimesa Fire Department	402EM	\$41,703
EM23002	Foresthill Fire Protection District	402EM	\$50,000
EM23003	Graton Fire Protection District	402EM	\$100,000
EM23004	Buena Vista Rancheria of the Me-Wuk Indians	402EM	\$55,000
EM23005	Deer Springs Fire Protection District	402EM	\$99,920
EM23006	Dunsmuir Fire Department	402EM	\$150,000
EM23007	Ebbetts Pass Fire District	402EM	\$72,000
EM23008	Madera County Fire Department	402EM	\$42,510
EM23009	Merced County Fire Department	402EM	\$91,262
EM23010	Paso Robles Department of Emergency Services	402EM	\$117,000
EM23011	Pismo Beach Fire Department	402EM	\$46,000
EM23012	Tehama County Fire Department	402EM	\$39,419
EM23013	Templeton Fire and Emergency Services	402EM	\$20,000
EM23014	Tuolumne County Fire Department	402EM	\$82,949
EM23015	Turlock Rural Fire Protection District	402EM	\$167,255
EM23016	Vista City Manager Office	402EM	\$28,850
EM23017	Wilton Fire Protection District	402EM	\$25,785
		Subtotal	\$1,229,653

Grant	Agency	Fund	Amount
MC23001	California Highway Patrol	402MC	\$400,000
MC23001	California Highway Patrol	405f MC	\$300,000
MC23002	Hawthorne Police Department	405f MC	\$120,000
MC23003	Ontario Police Department	405f MC	\$28,000
MC23004	Anaheim Police Department	405f MC	\$67,000
MC23005	Coronado Police Department	405f MC	\$65,000
MC23006	Rialto Police Department	405f MC	\$31,000
MC23007	San Francisco Municipal Transportation Agency	405f MC	\$75,000
MC23008	Upland Police Department	405f MC	\$25,000
		Subtotal	\$1,111,000

Grant	Agency	Fund	Amount
OP23001	Butte County Public Health Department	405b OP	\$199,000
OP23002	California Department of Public Health	405b OP	\$520,000
OP23003	California Highway Patrol	405b OP	\$800,000
OP23004	California Highway Patrol	402OP	\$200,000
OP23005	California State University, Fresno	405b OP	\$280,631
OP23006	Community Action Partnership	405b OP	\$255,350
OP23007	Santa Cruz County Health Services Agency	405b OP	\$68,934
OP23008	Anaheim Police Department	405b OP	\$91,875
OP23009	Contra Costa County Health Services	405b OP	\$97,478
OP23010	Huntington Beach Police Department	405b OP	\$52,353
OP23011	Irvine Police Department	405b OP	\$26,625
OP23012	Los Angeles Community Investment for Families	405b OP	\$155,500
OP23013	Los Angeles County Public Health Department	405b OP	\$241,500
OP23014	Merced Police Department	405b OP	\$30,000
OP23015	Riverside County Public Health Department	405b OP	\$235,000
OP23016	Sacramento County Health and Human Services Department	405b OP	\$65,000
OP23017	San Joaquin County Public Health Services	405b OP	\$102,785
OP23018	San Luis Obispo Public Health Department	405b OP	\$101,915
OP23019	Solano County Health and Social Services	405b OP	\$125,000
OP23020	Stanislaus County Health Services Agency	405b OP	\$119,000
OP23021	Sutter County Children & Families Commission	405b OP	\$97,750
OP23022	Torrance Fire Department	405b OP	\$128,703
OP23023	Trinity County Public Health Department	405b OP	\$53,094
OP23024	University of California Irvine Police Department	405b OP	\$90,000
OP23025	Ventura County Fire Department	405b OP	\$74,210
OP23026	Yolo County Health and Human Services Agency	405b OP	\$226,000
OP23027	Yuba County Health and Human Services Department	405b OP	\$85,500
		Subtotal	\$4,523,203

Grant	Agency	Fund	Amount
PA23001	Office of Traffic Safety	164AL	\$3,301,690
PA23001	Office of Traffic Safety	402AL	\$673,671
PA23001	Office of Traffic Safety	402DD	\$130,794
PA23001	Office of Traffic Safety	402EM	\$73,614
PA23001	Office of Traffic Safety	402MC	\$66,510
PA23001	Office of Traffic Safety	402PS	\$513,881
PA23001	Office of Traffic Safety	402PT	\$1,652,896
PA23001	Office of Traffic Safety	405TR	\$17,478
PA23001	Office of Traffic Safety	402OP	\$270,782
PA23001	Office of Traffic Safety	405c TR	\$200,000
		Subtotal	\$6,901,315

Grant	Agency	Fund	Amount
PR23001	Office of Traffic Safety	402PT	\$4,000,000
PR23001	Office of Traffic Safety	164AL	\$3,000,000
		Subtotal	\$7,000,000

Grant	Agency	Fund	Amount
PS23001	Butte County Public Health Department	402PS	\$97,684
PS23002	California Highway Patrol	405h PS	\$1,250,000
PS23003	Community Action Partnership	402PS	\$125,000
PS23004	Fresno (PARCS)	402PS	\$125,000
PS23005	Modesto Police Department	402PS	\$42,500
PS23006	Monterey Park Police Department	402PS	\$25,000
PS23007	Santa Ana Public Works Agency	402PS	\$156,000
PS23008	Santa Clara Public Works Department	402PS	\$25,000
PS23009	Santa Cruz County Health Services Agency	402PS	\$220,000
PS23010	Anaheim Police Department	402PS	\$52,500
PS23011	Bakersfield Police Department	402PS	\$33,000
PS23012	Elk Grove Public Works	402PS	\$100,000
PS23013	Escondido Police Department	402PS	\$25,000
PS23014	Huntington Beach Police Department	402PS	\$44,035
PS23015	Long Beach Department of Health and Human Services	402PS	\$308,094
PS23016	Los Angeles Community Investment for Families	402PS	\$225,437
PS23017	Los Angeles County Public Health Department	402PS	\$150,000
PS23018	Merced Police Department	402PS	\$40,000
PS23019	Pasadena Police Department	402PS	\$36,514
PS23020	Pasadena Transportation Department	402PS	\$87,000
PS23020	Pasadena Transportation Department	405c TR	\$100,000
PS23021	Pomona Police Department	402PS	\$47,304
PS23022	Rancho Cordova Public Works Department	402PS	\$36,900
PS23023	Redondo Beach Police Department	402PS	\$40,000
PS23024	Riverside County Public Health Department	402PS	\$204,000
PS23025	Sacramento County Office of Education	402PS	\$190,000
PS23026	Salinas Police Department	402PS	\$110,233
PS23027	San Buenaventura Public Works Department	402PS	\$52,588
PS23028	San Diego Police Department	402PS	\$240,000
PS23029	San Gabriel Police Department	402PS	\$25,000
PS23030	San Jose Department of Transportation	402PS	\$120,000
PS23031	San Luis Obispo Public Health Department	402PS	\$190,853
PS23032	San Mateo County Office of Education	402PS	\$260,576
PS23033	Southern California Association of Governments	402PS	\$1,188,005
PS23034	Stanislaus County Health Services Agency	402PS	\$126,000
PS23035	University of California, Berkeley - SafeTREC	402PS	\$555,500
PS23036	University of California, Berkeley - SafeTREC	402PS	\$1,592,000

Grant	Agency	Fund	Amount
PS23037	University of California, Davis Police Department	402PS	\$71,250
PS23038	Watsonville Police Department	402PS	\$43,895
PS23039	Yuba County Health and Human Services Department	402PS	\$62,120
PS23040	University of California, Berkeley - SafeTREC	402PS	\$260,000
		Subtotal	\$8,683,988

Grant	Agency	Fund	Amount
PT23002	California Department of Motor Vehicles - Research & Development	402PT	\$156,000
PT23003	California Highway Patrol	402PT	\$550,000
PT23004	California Highway Patrol	402PT	\$1,500,000
PT23005	California Highway Patrol	402PT	\$425,000
PT23006	California Highway Patrol	402PT	\$350,000
PT23007	California Highway Patrol	402PT	\$125,000
PT23008	California Highway Patrol	402PT	\$462,695
PT23009	California Highway Patrol	402PT	\$225,000
PT23010	California Highway Patrol	402PT	\$250,000
PT23011	California Highway Patrol	402PT	\$125,000
PT23012	California Highway Patrol	402PT	\$2,000,000
PT23013	California Highway Patrol	402PT	\$100,000
PT23014	Campbell Police Department	164AL	\$40,000
PT23014	Campbell Police Department	402PT	\$35,000
PT23015	Carlsbad Police Department	164AL	\$60,000
PT23015	Carlsbad Police Department	402PT	\$53,000
PT23016	Cathedral City Police Department	164AL	\$30,000
PT23016	Cathedral City Police Department	402PT	\$20,000
PT23017	Central Marin Police Authority	164AL	\$25,000
PT23017	Central Marin Police Authority	402PT	\$38,000
PT23018	Ceres Police Department	164AL	\$35,000
PT23018	Ceres Police Department	402PT	\$25,000
PT23019	Chino Police Department	164AL	\$100,000
PT23019	Chino Police Department	402PT	\$60,000
PT23020	Chula Vista Police Department	164AL	\$385,000
PT23020	Chula Vista Police Department	402PT	\$125,000
PT23021	Citrus Heights Police Department	164AL	\$89,000
PT23021	Citrus Heights Police Department	402PT	\$63,000
PT23022	Claremont Police Department	164AL	\$49,000
PT23022	Claremont Police Department	402PT	\$45,000
PT23023	Clovis Police Department	164AL	\$50,000
PT23023	Clovis Police Department	402PT	\$30,000
PT23024	Colton Police Department	164AL	\$100,000
PT23024	Colton Police Department	402PT	\$63,000
PT23025	Eureka Police Department	164AL	\$25,000
PT23025	Eureka Police Department	402PT	\$25,000
PT23026	Fairfield Police Department	164AL	\$90,000
PT23026	Fairfield Police Department	402PT	\$95,000

Grant	Agency	Fund	Amount
PT23027	Firebaugh Police Department	164AL	\$20,000
PT23027	Firebaugh Police Department	402PT	\$30,000
PT23028	Folsom Police Department	164AL	\$42,000
PT23028	Folsom Police Department	402PT	\$21,000
PT23029	Fontana Police Department	164AL	\$217,000
PT23029	Fontana Police Department	402PT	\$110,000
PT23030	Fountain Valley Police Department	164AL	\$50,000
PT23030	Fountain Valley Police Department	402PT	\$20,000
PT23031	Fremont Police Department	164AL	\$60,000
PT23031	Fremont Police Department	402PT	\$37,000
PT23032	Fresno Police Department	164AL	\$375,000
PT23032	Fresno Police Department	402PT	\$125,000
PT23033	Fullerton Police Department	164AL	\$205,000
PT23033	Fullerton Police Department	402PT	\$80,000
PT23034	Garden Grove Police Department	164AL	\$185,000
PT23034	Garden Grove Police Department	402PT	\$140,000
PT23035	Gardena Police Department	164AL	\$90,000
PT23035	Gardena Police Department	402PT	\$40,000
PT23036	Gilroy Police Department	164AL	\$55,000
PT23036	Gilroy Police Department	402PT	\$40,000
PT23037	Glendale Police Department	164AL	\$200,000
PT23037	Glendale Police Department	402PT	\$85,000
PT23038	Glendora Police Department	164AL	\$57,000
PT23038	Glendora Police Department	402PT	\$40,000
PT23039	Hawthorne Police Department	164AL	\$115,000
PT23039	Hawthorne Police Department	402PT	\$70,000
PT23040	Hayward Police Department	164AL	\$93,000
PT23040	Hayward Police Department	402PT	\$117,000
PT23041	Hemet Police Department	164AL	\$75,000
PT23041	Hemet Police Department	402PT	\$40,000
PT23042	Hollister Police Department	164AL	\$40,000
PT23042	Hollister Police Department	402PT	\$30,000
PT23043	Mill Valley Police Department	164AL	\$6,000
PT23043	Mill Valley Police Department	402PT	\$22,000
PT23044	Milpitas Police Department	164AL	\$55,000
PT23044	Milpitas Police Department	402PT	\$20,000
PT23045	Modesto Police Department	164AL	\$300,000
PT23045	Modesto Police Department	402PT	\$140,000
PT23046	Monrovia Police Department	164AL	\$50,000
PT23046	Monrovia Police Department	402PT	\$38,000

Grant	Agency	Fund	Amount
PT23047	Montclair Police Department	164AL	\$20,000
PT23047	Montclair Police Department	402PT	\$15,000
PT23048	Montebello Police Department	164AL	\$75,000
PT23048	Montebello Police Department	402PT	\$47,000
PT23049	Monterey Park Police Department	164AL	\$62,000
PT23049	Monterey Park Police Department	402PT	\$127,000
PT23050	Mountain View Police Department	164AL	\$50,000
PT23050	Mountain View Police Department	402PT	\$50,000
PT23051	Murrieta Police Department	164AL	\$75,000
PT23051	Murrieta Police Department	402PT	\$40,000
PT23052	Napa Police Department	164AL	\$85,000
PT23052	Napa Police Department	402PT	\$35,000
PT23053	National City Police Department	164AL	\$78,000
PT23053	National City Police Department	402PT	\$72,000
PT23054	Newark Police Department	164AL	\$60,000
PT23054	Newark Police Department	402PT	\$40,000
PT23055	Newport Beach Police Department	164AL	\$240,000
PT23055	Newport Beach Police Department	402PT	\$110,000
PT23056	Novato Police Department	164AL	\$55,000
PT23056	Novato Police Department	402PT	\$58,000
PT23057	Oakland Police Department	164AL	\$274,500
PT23057	Oakland Police Department	402PT	\$225,500
PT23058	Oceanside Police Department	164AL	\$185,000
PT23058	Oceanside Police Department	402PT	\$140,000
PT23059	Ontario Police Department	164AL	\$530,000
PT23059	Ontario Police Department	402PT	\$170,000
PT23060	Orange County Sheriff's Department	164AL	\$380,000
PT23060	Orange County Sheriff's Department	402PT	\$170,000
PT23061	San Mateo Police Department	164AL	\$100,000
PT23061	San Mateo Police Department	402PT	\$30,000
PT23062	San Pablo Police Department	164AL	\$32,000
PT23062	San Pablo Police Department	402PT	\$21,000
PT23063	San Rafael Police Department	164AL	\$80,000
PT23063	San Rafael Police Department	402PT	\$58,000
PT23064	San Ramon Police Department	164AL	\$15,000
PT23064	San Ramon Police Department	402PT	\$20,000
PT23065	Sanger Police Department	164AL	\$25,000
PT23065	Sanger Police Department	402PT	\$15,000
PT23066	Santa Ana Police Department	164AL	\$400,000
PT23066	Santa Ana Police Department	402PT	\$180,000

Grant	Agency	Fund	Amount
PT23067	Santa Barbara County Sheriff's Department	164AL	\$55,000
PT23067	Santa Barbara County Sheriff's Department	402PT	\$30,000
PT23068	Santa Barbara Police Department	164AL	\$120,000
PT23068	Santa Barbara Police Department	402PT	\$80,000
PT23069	Santa Cruz Police Department	164AL	\$45,000
PT23069	Santa Cruz Police Department	402PT	\$52,000
PT23070	Santa Maria Police Department	164AL	\$250,000
PT23070	Santa Maria Police Department	402PT	\$90,000
PT23071	Santa Monica Police Department	164AL	\$110,000
PT23071	Santa Monica Police Department	402PT	\$180,000
PT23072	Santa Paula Police Department	164AL	\$35,000
PT23072	Santa Paula Police Department	402PT	\$42,000
PT23073	Santa Rosa Police Department	164AL	\$160,000
PT23073	Santa Rosa Police Department	402PT	\$130,000
PT23074	Seal Beach Police Department	164AL	\$45,000
PT23074	Seal Beach Police Department	402PT	\$35,000
PT23075	Shasta County Health and Human Services Agency	402PT	\$278,445
PT23076	Sierra Madre Police Department	164AL	\$20,000
PT23076	Sierra Madre Police Department	402PT	\$10,000
PT23077	Alameda County Sheriff's Office	164AL	\$165,000
PT23077	Alameda County Sheriff's Office	402PT	\$135,000
PT23078	Alhambra Police Department	164AL	\$85,000
PT23078	Alhambra Police Department	402PT	\$35,000
PT23079	Anaheim Police Department	164AL	\$230,000
PT23079	Anaheim Police Department	402PT	\$195,000
PT23080	Anderson Police Department	164AL	\$32,000
PT23080	Anderson Police Department	402PT	\$25,000
PT23081	Arcadia Police Department	164AL	\$30,000
PT23081	Arcadia Police Department	402PT	\$20,000
PT23082	Arroyo Grande Police Department	164AL	\$30,000
PT23082	Arroyo Grande Police Department	402PT	\$28,000
PT23083	Azusa Police Department	164AL	\$50,000
PT23083	Azusa Police Department	402PT	\$70,000
PT23084	Bakersfield Police Department	164AL	\$350,000
PT23084	Bakersfield Police Department	402PT	\$180,000
PT23085	Baldwin Park Police Department	164AL	\$90,000
PT23085	Baldwin Park Police Department	402PT	\$55,000

Grant	Agency	Fund	Amount
PT23086	Bell Gardens Police Department	164AL	\$50,000
PT23086	Bell Gardens Police Department	402PT	\$30,000
PT23087	Bell Police Department	164AL	\$35,000
PT23087	Bell Police Department	402PT	\$50,000
PT23088	Berkeley Police Department	164AL	\$80,000
PT23088	Berkeley Police Department	402PT	\$100,000
PT23089	Beverly Hills Police Department	164AL	\$45,000
PT23089	Beverly Hills Police Department	402PT	\$25,000
PT23090	Brea Police Department	164AL	\$40,000
PT23090	Brea Police Department	402PT	\$35,000
PT23091	Brentwood Police Department	164AL	\$50,000
PT23091	Brentwood Police Department	402PT	\$51,000
PT23092	Buena Park Police Department	164AL	\$95,000
PT23092	Buena Park Police Department	402PT	\$55,000
PT23093	Burbank Police Department	164AL	\$70,000
PT23093	Burbank Police Department	402PT	\$50,000
PT23094	Burlingame Police Department	164AL	\$40,000
PT23094	Burlingame Police Department	402PT	\$40,000
PT23095	Concord Police Department	164AL	\$100,000
PT23095	Concord Police Department	402PT	\$75,000
PT23096	Corona Police Department	164AL	\$123,000
PT23096	Corona Police Department	402PT	\$47,000
PT23097	Costa Mesa Police Department	164AL	\$175,000
PT23097	Costa Mesa Police Department	402PT	\$90,000
PT23098	Culver City Police Department	164AL	\$67,000
PT23098	Culver City Police Department	402PT	\$43,000
PT23099	Cypress Police Department	164AL	\$55,000
PT23099	Cypress Police Department	402PT	\$26,000
PT23100	Delano Police Department	164AL	\$33,000
PT23100	Delano Police Department	402PT	\$47,000
PT23101	Desert Hot Springs Police Department	164AL	\$75,000
PT23101	Desert Hot Springs Police Department	402PT	\$30,000
PT23102	Downey Police Department	164AL	\$170,000
PT23102	Downey Police Department	402PT	\$130,000
PT23103	Dublin Police Department	164AL	\$40,000
PT23103	Dublin Police Department	402PT	\$25,000
PT23104	El Cajon Police Department	164AL	\$45,000
PT23104	El Cajon Police Department	402PT	\$85,000
PT23105	El Centro Police Department	164AL	\$32,000
PT23105	El Centro Police Department	402PT	\$18,000

Grant	Agency	Fund	Amount
PT23106	El Monte Police Department	164AL	\$115,000
PT23106	El Monte Police Department	402PT	\$60,000
PT23107	Elk Grove Police Department	164AL	\$100,000
PT23107	Elk Grove Police Department	402PT	\$115,000
PT23108	Emeryville Police Department	164AL	\$23,000
PT23108	Emeryville Police Department	402PT	\$25,000
PT23109	Escondido Police Department	164AL	\$380,000
PT23109	Escondido Police Department	402PT	\$105,000
PT23110	Huntington Beach Police Department	164AL	\$635,000
PT23110	Huntington Beach Police Department	402PT	\$155,000
PT23111	Huntington Park Police Department	164AL	\$30,000
PT23111	Huntington Park Police Department	402PT	\$20,000
PT23112	Inglewood Police Department	164AL	\$140,000
PT23112	Inglewood Police Department	402PT	\$110,000
PT23113	Irvine Police Department	164AL	\$250,000
PT23113	Irvine Police Department	402PT	\$120,000
PT23114	Irwindale Police Department	164AL	\$45,000
PT23114	Irwindale Police Department	402PT	\$35,000
PT23115	King City Police Department	164AL	\$30,000
PT23115	King City Police Department	402PT	\$20,000
PT23116	La Habra Police Department	164AL	\$70,000
PT23116	La Habra Police Department	402PT	\$60,000
PT23117	La Mesa Police Department	164AL	\$55,000
PT23117	La Mesa Police Department	402PT	\$45,000
PT23118	Laguna Beach Police Department	164AL	\$70,000
PT23118	Laguna Beach Police Department	402PT	\$40,000
PT23119	Lincoln Police Department	164AL	\$25,000
PT23119	Lincoln Police Department	402PT	\$25,000
PT23120	Livermore Police Department	164AL	\$67,000
PT23120	Livermore Police Department	402PT	\$53,000
PT23121	Lodi Police Department	164AL	\$75,000
PT23121	Lodi Police Department	402PT	\$75,000
PT23122	Lompoc Police Department	164AL	\$25,000
PT23122	Lompoc Police Department	402PT	\$25,000
PT23123	Long Beach Police Department	164AL	\$255,000
PT23123	Long Beach Police Department	402PT	\$175,000
PT23124	Los Angeles County Sheriff's Department	164AL	\$1,371,000
PT23124	Los Angeles County Sheriff's Department	402PT	\$579,000
PT23125	Los Angeles Police Department	164AL	\$3,615,000
PT23125	Los Angeles Police Department	402PT	\$1,600,000

Grant	Agency	Fund	Amount
PT23126	Los Banos Police Department	164AL	\$30,000
PT23126	Los Banos Police Department	402PT	\$20,000
PT23127	Madera Police Department	164AL	\$75,000
PT23127	Madera Police Department	402PT	\$30,000
PT23128	Manhattan Beach Police Department	164AL	\$40,000
PT23128	Manhattan Beach Police Department	402PT	\$20,000
PT23129	Manteca Police Department	164AL	\$54,000
PT23129	Manteca Police Department	402PT	\$57,000
PT23130	Marysville Police Department	164AL	\$38,000
PT23130	Marysville Police Department	402PT	\$27,000
PT23131	Mendota Police Department	164AL	\$20,000
PT23131	Mendota Police Department	402PT	\$15,000
PT23132	Menifee Police Department	164AL	\$63,000
PT23132	Menifee Police Department	402PT	\$46,000
PT23133	Menlo Park Police Department	164AL	\$30,000
PT23133	Menlo Park Police Department	402PT	\$40,000
PT23134	Merced Police Department	164AL	\$60,000
PT23134	Merced Police Department	402PT	\$40,000
PT23135	Orange Police Department	164AL	\$205,000
PT23135	Orange Police Department	402PT	\$95,000
PT23136	Oxnard Police Department	164AL	\$325,000
PT23136	Oxnard Police Department	402PT	\$175,000
PT23137	Pacifica Police Department	164AL	\$49,000
PT23137	Pacifica Police Department	402PT	\$26,000
PT23138	Palm Springs Police Department	164AL	\$105,000
PT23138	Palm Springs Police Department	402PT	\$41,000
PT23139	Parlier Police Department	164AL	\$28,000
PT23139	Parlier Police Department	402PT	\$12,000
PT23140	Pasadena Police Department	164AL	\$372,000
PT23140	Pasadena Police Department	402PT	\$143,000
PT23141	Paso Robles Police Department	164AL	\$36,000
PT23141	Paso Robles Police Department	402PT	\$20,000
PT23142	Petaluma Police Department	164AL	\$150,000
PT23142	Petaluma Police Department	402PT	\$50,000
PT23143	Pismo Beach Police Department	164AL	\$45,000
PT23143	Pismo Beach Police Department	402PT	\$10,000
PT23144	Pittsburg Police Department	164AL	\$70,000
PT23144	Pittsburg Police Department	402PT	\$60,000
PT23145	Placerville Police Department	164AL	\$30,000
PT23145	Placerville Police Department	402PT	\$20,000

Grant	Agency	Fund	Amount
PT23146	Pleasanton Police Department	164AL	\$30,000
PT23146	Pleasanton Police Department	402PT	\$20,000
PT23147	Pomona Police Department	164AL	\$350,000
PT23147	Pomona Police Department	402PT	\$135,000
PT23148	Porterville Police Department	164AL	\$60,000
PT23148	Porterville Police Department	402PT	\$40,000
PT23149	Rancho Cordova Police Department	164AL	\$75,000
PT23149	Rancho Cordova Police Department	402PT	\$45,000
PT23150	Redding Police Department	164AL	\$100,000
PT23150	Redding Police Department	402PT	\$48,000
PT23151	Redlands Police Department	164AL	\$80,000
PT23151	Redlands Police Department	402PT	\$50,000
PT23152	Redondo Beach Police Department	164AL	\$115,000
PT23152	Redondo Beach Police Department	402PT	\$35,000
PT23153	Redwood City Police Department	164AL	\$65,000
PT23153	Redwood City Police Department	402PT	\$55,000
PT23154	Rialto Police Department	164AL	\$225,000
PT23154	Rialto Police Department	402PT	\$150,000
PT23155	Richmond Police Department	164AL	\$160,000
PT23155	Richmond Police Department	402PT	\$75,000
PT23156	Ridgecrest Police Department	164AL	\$50,000
PT23156	Ridgecrest Police Department	402PT	\$30,000
PT23157	Riverside County Sheriff's Department	164AL	\$1,270,000
PT23157	Riverside County Sheriff's Department	402PT	\$530,000
PT23158	Riverside Police Department	164AL	\$230,000
PT23158	Riverside Police Department	402PT	\$195,000
PT23159	Rocklin Police Department	164AL	\$40,000
PT23159	Rocklin Police Department	402PT	\$30,000
PT23160	Rohnert Park Department of Public Safety	164AL	\$30,000
PT23160	Rohnert Park Department of Public Safety	402PT	\$26,000
PT23161	Roseville Police Department	164AL	\$100,000
PT23161	Roseville Police Department	402PT	\$75,000
PT23162	Sacramento Police Department	164AL	\$280,000
PT23162	Sacramento Police Department	402PT	\$270,000
PT23163	Salinas Police Department	164AL	\$104,000
PT23163	Salinas Police Department	402PT	\$56,000
PT23164	San Bernardino County Sheriff's Department	164AL	\$800,000
PT23164	San Bernardino County Sheriff's Department	402PT	\$250,000
PT23165	San Bernardino Police Department	164AL	\$330,000
PT23165	San Bernardino Police Department	402PT	\$200,000

Grant	Agency	Fund	Amount
PT23166	San Bruno Police Department	164AL	\$50,000
PT23166	San Bruno Police Department	402PT	\$30,000
PT23167	San Diego County Sheriff's Department	164AL	\$370,000
PT23167	San Diego County Sheriff's Department	402PT	\$130,000
PT23168	San Diego Police Department	164AL	\$900,000
PT23168	San Diego Police Department	402PT	\$400,000
PT23169	San Francisco Police Department	164AL	\$62,000
PT23169	San Francisco Police Department	402PT	\$104,000
PT23170	San Gabriel Police Department	164AL	\$50,000
PT23170	San Gabriel Police Department	402PT	\$35,000
PT23171	San Jose Police Department	164AL	\$175,000
PT23171	San Jose Police Department	402PT	\$75,000
PT23172	San Luis Obispo Police Department	164AL	\$75,000
PT23172	San Luis Obispo Police Department	402PT	\$47,000
PT23173	San Mateo County Sheriff's Office	164AL	\$200,000
PT23173	San Mateo County Sheriff's Office	402PT	\$100,000
PT23174	Signal Hill Police Department	164AL	\$60,000
PT23174	Signal Hill Police Department	402PT	\$30,000
PT23175	Simi Valley Police Department	164AL	\$89,000
PT23175	Simi Valley Police Department	402PT	\$46,000
PT23176	Soledad Police Department	164AL	\$25,000
PT23176	Soledad Police Department	402PT	\$25,000
PT23177	South Gate Police Department	164AL	\$115,000
PT23177	South Gate Police Department	402PT	\$60,000
PT23178	South Lake Tahoe Police Department	164AL	\$25,000
PT23178	South Lake Tahoe Police Department	402PT	\$40,000
PT23179	South Pasadena Police Department	164AL	\$32,000
PT23179	South Pasadena Police Department	402PT	\$23,000
PT23180	South San Francisco Police Department	164AL	\$60,000
PT23180	South San Francisco Police Department	402PT	\$45,000
PT23181	Stockton Police Department	164AL	\$300,000
PT23181	Stockton Police Department	402PT	\$200,000
PT23182	Sunnyvale Department of Public Safety	164AL	\$60,000
PT23182	Sunnyvale Department of Public Safety	402PT	\$40,000
PT23183	Susanville Police Department	164AL	\$30,000
PT23183	Susanville Police Department	402PT	\$20,000
PT23184	Torrance Police Department	164AL	\$120,000
PT23184	Torrance Police Department	402PT	\$50,000
PT23185	Turlock Police Department	164AL	\$40,000
PT23185	Turlock Police Department	402PT	\$30,000

Grant	Agency	Fund	Amount
PT23186	Tustin Police Department	164AL	\$70,000
PT23186	Tustin Police Department	402PT	\$55,000
PT23187	Union City Police Department	164AL	\$65,000
PT23187	Union City Police Department	402PT	\$15,000
PT23188	University of California, San Diego	402PT	\$360,000
PT23189	Upland Police Department	164AL	\$100,000
PT23189	Upland Police Department	402PT	\$100,000
PT23190	Vacaville Police Department	164AL	\$80,000
PT23190	Vacaville Police Department	402PT	\$40,000
PT23191	Vallejo Police Department	164AL	\$75,000
PT23191	Vallejo Police Department	402PT	\$75,000
PT23192	Ventura County Sheriff's Department	164AL	\$300,000
PT23192	Ventura County Sheriff's Department	402PT	\$192,000
PT23193	Ventura Police Department	164AL	\$105,000
PT23193	Ventura Police Department	402PT	\$105,000
PT23194	Vernon Police Department	164AL	\$65,000
PT23194	Vernon Police Department	402PT	\$25,000
PT23195	Visalia Police Department	164AL	\$120,000
PT23195	Visalia Police Department	402PT	\$80,000
PT23196	Watsonville Police Department	164AL	\$40,000
PT23196	Watsonville Police Department	402PT	\$35,000
PT23197	West Covina Police Department	164AL	\$48,000
PT23197	West Covina Police Department	402PT	\$38,000
PT23198	West Sacramento Police Department	164AL	\$50,000
PT23198	West Sacramento Police Department	402PT	\$45,000
PT23199	Westminster Police Department	164AL	\$65,000
PT23199	Westminster Police Department	402PT	\$55,000
PT23200	Whittier Police Department	164AL	\$150,000
PT23200	Whittier Police Department	402PT	\$92,000
PT23201	Winters Police Department	164AL	\$20,000
PT23201	Winters Police Department	402PT	\$30,000
PT23202	Woodland Police Department	164AL	\$63,000
PT23202	Woodland Police Department	402PT	\$37,000
PT23203	Yuba City Police Department	164AL	\$125,000
PT23203	Yuba City Police Department	402PT	\$45,000
		Subtotal	\$49,780,140

Grant	Agency	Fund	Amount
TR23001	California Department of Motor Vehicles - Research & Development	405c TR	\$121,000
TR23002	California Department of Public Health	405c TR	\$723,433
TR23003	California Highway Patrol	1906	\$203,148
TR23004	California Highway Patrol	405c TR	\$66,009
TR23005	California State Polytechnic University, Pomona	405c TR	\$276,562
TR23006	Glendale Police Department	405c TR	\$29,000
TR23007	Santa Barbara County Sheriff's Department	405c TR	\$52,000
TR23008	Arroyo Grande Police Department	405c TR	\$109,000
TR23009	Burbank Police Department	405c TR	\$25,000
TR23010	Los Banos Police Department	405c TR	\$43,600
TR23011	Marin County Public Works Department	405c TR	\$45,000
TR23012	Signal Hill Police Department	405c TR	\$24,800
TR23013	Torrance Police Department	405c TR	\$90,500
TR23015	University of California, Berkeley - SafeTREC	405c TR	\$241,500
TR23016	University of California, Berkeley - SafeTREC	405c TR	\$101,250
TR23017	University of California, Berkeley - SafeTREC	402PT	\$1,105,083
TR23017	University of California, Berkeley - SafeTREC	405c TR	\$714,917
TR23018	University of California, Berkeley - SafeTREC	405c TR	\$237,800
TR23019	University of California, Berkeley - SafeTREC	405c TR	\$295,500
TR23020	University of California, Santa Barbara	405c TR	\$185,635
TR23021	Upland Police Department	405c TR	\$21,000
TR23022	Ventura Police Department	405c TR	\$63,000
TR23023	Vernon Police Department	405c TR	\$66,300
		Subtotal	\$4,841,037

APPENDIX E – EQUIPMENT LIST

Grant	Agency	Item Name	Units	Unit Cost	Fund
TR23008	Arroyo Grande Police Department	Complete Electronic Citation Data Collection System	1	\$54,000	405c
TR23008	Arroyo Grande Police Department	Complete Traffic Crash Database System	1	\$30,200	405c
PT23083	Azusa Police Department	Police Motorcycle	1	\$35,000	402PT
PT23084	Bakersfield Police Department	DUI Trailer	1	\$50,000	164AL
PT23084	Bakersfield Police Department	Police Motorcycle	2	\$38,000	402PT
PT23085	Baldwin Park Police Department	Light Tower Trailer	1	\$7,500	164AL
EM23004	Buena Vista Rancheria of the Me-Wuk Indians	Fully Equipped Extrication System	1	\$48,540	402EM
EM23004	Buena Vista Rancheria of the Me-Wuk Indians	Rope Line Levy System	1	\$6,000	402EM
PT23094	Burlingame Police Department	Changeable Message Sign Trailer with Radar	1	\$19,000	402PT
PT23012	California Highway Patrol	Radar Trailer	5	\$12,000	402PT
EM23001	Calimesa Fire Department	Fully Equipped Extrication System	1	\$41,703	402EM
PT23015	Carlsbad Police Department	Vehicle Speed Feedback Sign	2	\$6,000	402PT
PT23021	Citrus Heights Police Department	Light Tower Trailer	1	\$17,000	164AL
PT23024	Colton Police Department	Radar Trailer	1	\$13,000	402PT
DI23008	Contra Costa County Sheriff's Department	Toxicology Biohood	1	\$18,000	405d AL
PT23096	Corona Police Department	DUI Trailer	1	\$45,000	164AL
EM23005	Deer Springs Fire Protection District	Fully Equipped Extrication System	2	\$49,960	402EM
PT23100	Delano Police Department	Changeable Message Sign Trailer with Radar	1	\$18,000	402PT
PT23101	Desert Hot Springs Police Department	Light Tower Trailer	2	\$5,800	164AL
PT23102	Downey Police Department	Changeable Message Sign Trailer with Radar	1	\$15,000	402PT
EM23006	Dunsmuir Fire Department	Fully Equipped Extrication System	3	\$50,000	402EM
EM23007	Ebbetts Pass Fire District	Fully Equipped Extrication System	2	\$36,000	402EM
PT23104	El Cajon Police Department	Changeable Message Sign Trailer with Radar	1	\$19,000	402PT
PT23106	El Monte Police Department	Changeable Message Sign Trailer	1	\$15,000	402PT
PT23027	Firebaugh Police Department	Radar Trailer	1	\$9,000	402PT
EM23002	Foresthill Fire Protection District	Fully Equipped Extrication System	1	\$50,000	402EM
EM23003	Grafton Fire Protection District	Fully Equipped Extrication System	2	\$50,000	402EM
PT23042	Hollister Police Department	Radar Trailer	1	\$7,800	402PT
PT23117	La Mesa Police Department	Vehicle Speed Feedback Sign	1	\$6,000	402PT
PT23120	Livermore Police Department	Electric Police Motorcycle	1	\$28,000	164AL
PT23124	Los Angeles County Sheriff's Department	DUI Trailer	1	\$45,000	164AL
PT23125	Los Angeles Police Department	Changeable Message Sign Trailer with Radar	2	\$20,000	402PT
PT23125	Los Angeles Police Department	Restroom Trailer	1	\$20,000	164AL
TR23010	Los Banos Police Department	Complete Electronic Citation Data Collection System	1	\$43,600	405c TR
EM23008	Madera County Fire Department	Fully Equipped Extrication System	1	\$42,510	402EM
PT23129	Manteca Police Department	Radar Trailer	1	\$12,000	402PT
TR23011	Marin County Public Works Department	Traffic Crash Database System	1	\$45,000	405c TR
PT23132	Menifee Police Department	Changeable Message Sign Trailer	1	\$20,000	402PT
EM23009	Merced County Fire Department	Fully Equipped Extrication System	2	\$45,631	402EM
PT23134	Merced Police Department	Radar Trailer	1	\$6,000	402PT
PT23049	Monterey Park Police Department	Police Motorcycle	1	\$40,000	402PT
PT23049	Monterey Park Police Department	Radar Trailer	1	\$13,000	402PT
PT23053	National City Police Department	Police Motorcycle	1	\$40,000	402PT
PT23055	Newport Beach Police Department	Changeable Message Sign Trailer with Radar	1	\$20,000	402PT
PT23056	Novato Police Department	Changeable Message Sign Trailer with Radar	1	\$20,000	402PT
PT23059	Ontario Police Department	DUI Trailer	1	\$45,000	164AL

Grant	Agency	Item Name	Units	Unit Cost	Fund
PT23136	Oxnard Police Department	Vehicle Speed Feedback Sign	4	\$5,425	402PT
PT23138	Palm Springs Police Department	DUI Trailer	1	\$45,000	164AL
PT23140	Pasadena Police Department	DUI Trailer	1	\$45,000	164AL
PS23020	Pasadena Transportation Department	Traffic Crash Database System/Electronic Citation System Upgrade/Interface	1	\$100,000	405c TR
EM23010	Paso Robles Department of Emergency Services	Air Bag Lift System	1	\$10,688	402EM
EM23010	Paso Robles Department of Emergency Services	Combi-tool	1	\$14,000	402EM
EM23010	Paso Robles Department of Emergency Services	Fully Equipped Extrication System	2	\$42,156	402EM
EM23011	Pismo Beach Fire Department	Fully Equipped Extrication System	1	\$46,000	402EM
PT23147	Pomona Police Department	DUI Trailer	1	\$45,000	164 AL
PT23154	Rialto Police Department	Police Motorcycle	2	\$19,000	402PT
PT23157	Riverside County Sheriff's Department	DUI Supply Trailer	1	\$10,000	164 AL
PT23161	Roseville Police Department	Changeable Message Sign Trailer with Radar	1	\$18,000	402PT
PT23058	Sacramento Police Department	Police Motorcycle	4	\$40,000	402PT
PT23164	San Bernardino County Sheriff's Department	DUI Trailer	1	\$45,000	164 AL
PS23030	San Jose Department of Transportation	Bicycle Rodeo Trailer	1	\$10,000	402PS
PT23173	San Mateo County Sheriff's Office	Breathalyzer	3	\$15,000	164 AL
PT23063	San Rafael Police Department	Radar Trailer	1	\$13,000	402PT
TR23007	Santa Barbara County Sheriff's Department	Complete Electronic Citation Data Collection System	1	\$29,000	405c TR
TR23007	Santa Barbara County Sheriff's Department	Complete Traffic Crash Database System	1	\$23,000	405c TR
DI23007	Santa Clara County District Attorney's Crime Laboratory	Breathe Alcohol Instrument Software	1	\$110,000	405d AL
DI23007	Santa Clara County District Attorney's Crime Laboratory	Custom Integration to LIMS System Software	1	\$40,000	405d AL
DI23007	Santa Clara County District Attorney's Crime Laboratory	Evidential Breath Alcohol Testing Devices	4	\$15,000	405d AL
PT23069	Santa Cruz Police Department	Changeable Message Sign Trailer with Radar	1	\$12,000	402PT
PT23072	Santa Paula Police Department	Changeable Message Sign Trailer with Radar	1	\$19,000	402PT
PT23175	Simi Valley Police Department	Changeable Message Sign Trailer	1	\$11,000	164AL
PT23177	South Gate Police Department	DUI Trailer	1	\$40,000	164AL
PT23177	South Gate Police Department	Radar Trailer	1	\$10,000	402PT
PT23178	South Lake Tahoe Police Department	Radar Trailer	2	\$10,000	402PT
EM23012	Tehama County Fire Department	Fully Equipped Extrication System	1	\$39,419	402EM
EM23013	Templeton Fire and Emergency Services	Deluxe Stabilization Kit	1	\$20,000	402EM
TR23013	Torrance Police Department	Complete Electronic Citation Data Collection System	1	\$90,500	405c TR
EM23014	Tuolumne County Fire Department	Fully Equipped Extrication System	2	\$41,475	402EM
PT23185	Turlock Police Department	Radar Trailer	1	\$10,000	402PT
EM23015	Turlock Rural Fire Protection District	Air Bag Lift System	2	\$18,776	402EM
EM23015	Turlock Rural Fire Protection District	Combi-tool	2	\$13,627	402EM
EM23015	Turlock Rural Fire Protection District	Fully Equipped Extrication System	2	\$51,224	402EM
PT23186	Tustin Police Department	Vehicle Speed Feedback Sign	1	\$6,000	402PT
PT23189	Upland Police Department	Vehicle Speed Feedback Sign	2	\$5,250	402PT
PT23191	Vallejo Police Department	Changeable Message Sign Trailer with Radar	1	\$20,000	402PT
PT23192	Ventura County Sheriff's Department	GloBug Lighting System	2	\$7,000	164AL
TR23022	Ventura Police Department	Complete Electronic Citation Data Collection System	1	\$38,000	405c TR
TR23023	Vernon Police Department	Complete Electronic Citation Data Collection System	1	\$66,300	405c TR
EM23016	Vista City Manager Office	Air Bag Lift System	1	\$28,850	402EM
EM23017	Wilton Fire Protection District	Combi-tool	1	\$17,615	402EM
PT23203	Yuba City Police Department	DUI Trailer	1	\$45,000	164AL

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

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