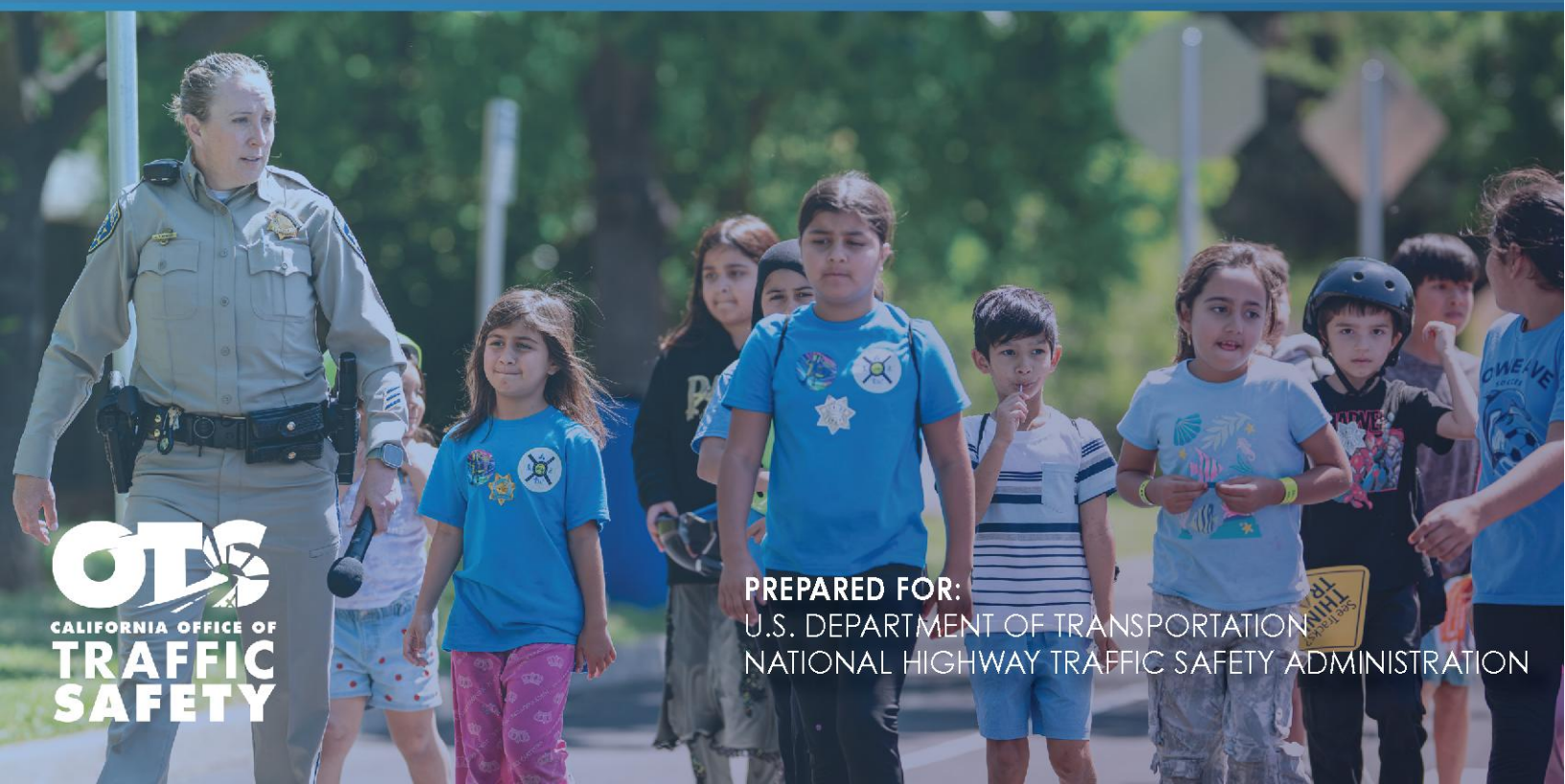




2027-2029
CALIFORNIA HIGHWAY SAFETY PLAN





CALIFORNIA OFFICE OF TRAFFIC SAFETY

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



MISSION

Deliver traffic safety programs to prevent people from being killed and seriously injured in California.

VISION

All people will be safe on California roads.

State of California
California Office of Traffic Safety
2208 Kausen Drive, Suite 300 Elk Grove, CA 95758
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Gavin Newsom, *Governor*
Stephanie Dougherty, *Director*

Dear Fellow Californians:

The California Office of Traffic Safety (OTS) and our state, local, regional, and federal partners have a shared mission to save lives, reduce serious injuries, and enhance safety for all road users. California's 2027–2029 Triennial Highway Safety Plan (3HSP) establishes the state's highway safety program goals for the upcoming three-year period. The 2027-2029 3HSP outlines California's data-driven performance targets and the evidence-based approaches we will take to address our most significant and emerging traffic safety issues.

In October 2025, the California State Transportation Agency (CalSTA) and California Health and Human Services Agency released a first-in-the-nation Joint Secretary's Policy on Road Safety. The policy affirms the Safe System Approach (SSA) as California's guiding framework and integrates public health-based, injury prevention principles to advance transportation safety. The policy also sets an aspirational, interim goal to reduce fatalities and serious injuries on California roads by 30 percent by 2035. The 2027-2029 3HSP supports the policy by funding prevention-first programs grounded in SSA elements including safe roads, safe people, safe speeds, safe vehicles, and post-crash care.

Our collective efforts to put safety first are starting to move the needle. According to the National Highway Traffic Safety Administration (NHTSA), traffic fatalities in California declined by 7 percent in 2024 compared to 2023. While we continue to make progress, far too many people are killed using our roads. In 2024 alone, approximately 11 people were killed and about 46 people were seriously injured every day on California roads.

These numbers are stark reminders of why building a stronger, more pro-social safety culture is essential. The Go Safely Movement, Traffic Safety Champion program and other positive-engagement efforts are rooted in shared responsibility — encouraging organizations, communities, and families to step forward to champion community-led change, look out for one another and play a role in everyday safety.

Another key component of the 2027-2029 3HSP is providing communities with the opportunity to share safety concerns and shape traffic safety programs. The OTS will continue to advance a community-by-community engagement strategy rooted in partnerships with regional and local entities who know their communities best. Additionally, we will prioritize partnerships with non-traditional partners and other community-based organizations whose perspectives help us identify the most effective, locally informed strategies to address road safety.

California's positive momentum in enhancing traffic safety shows how much can be achieved when collaboration, innovation, and data-driven efforts come together. Everyone, regardless of how they travel, deserves to arrive at their destination safely. Achieving this expectation requires a comprehensive and coordinated approach. The OTS remains committed to implementing proven countermeasures, advancing innovation, and building a culture of safety where zero deaths and serious injuries is the only acceptable number.

Go Safely, California.

Stephanie Dougherty

STEPHANIE DOUGHERTY
Director, California Office of Traffic Safety

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Chapter 1

INTRODUCTION AND HIGHLIGHTS



OUR MOMENTUM TOWARDS ZERO DEATHS AND SERIOUS INJURIES

The California Office of Traffic Safety (OTS) and its transportation partners remain focused on the urgent mission of saving lives and reducing serious injuries on the state's roadways. Targeted strategies at the state, regional, and local levels are contributing to measurable progress towards these safety goals.

According to the National Highway Traffic Safety Administration (NHTSA), traffic fatalities in California declined by 7 percent in 2024, marking the first time California saw less than 4,000 people killed in traffic crashes since 2020. Other indicators of this positive downward trend include:

- **14.6 percent decrease in people killed on California roads from 2022 to 2024**: In 2024, 3,876 people were killed on California roads, down from the pandemic high of 4,539 people killed in 2022.
- **8.6 percent decrease in alcohol-involved fatal crashes from 2022 to 2024**: In 2024, 1,311 people were killed on California roads in alcohol-involved crashes, down from the 1,435 people killed in 2022.
- **21.0 percent decrease in speeding-related fatal crashes from 2022 to 2024**: In 2024, 1,139 people were killed in speed-related crashes on California roads, down from 1,443 people killed in 2022.
- **10.1 percent decrease in people struck and killed while walking from 2022 to 2024**: In 2024, 1,090 people were struck and killed while walking on California roads, down from 1,213 people killed while walking in 2022.

While encouraging to see a decline from the pandemic-era rise in traffic fatalities, more work is still needed to reduce serious injuries and fatalities to the only acceptable number – zero. It will take a comprehensive approach – doubling down on proven countermeasure strategies, investing in innovation, building a pro-active safety culture, and expanding strategic partnerships – to make the OTS vision that all people will be safe on California roads a reality.

This Triennial Highway Safety Plan (3HSP) draws upon the foundational principles of the Safe System Approach (SSA), as well as priorities set at the national level in the NHTSA's Pathways to Safer Streets and California's Joint Secretary's Policy on Road Safety and Strategic Highway Safety Plan (SHSP).

Joint Secretary's Policy on Road Safety: 30 Percent by 2035

In October 2025, the California State Transportation Agency (CalSTA) and California Health and Human Services Agency released the Joint Secretary's Policy on Road Safety. The policy affirms the SSA as the state's guiding framework, integrates the public health principles of injury prevention practice and sets an aspirational, interim goal to reduce fatalities and serious injuries by 30 percent by 2035.



The OTS is leading the way to support the policy by funding innovative, prevention-first programs that incorporate elements of the SSA that work in concert in the broader goal of saving lives. The OTS will also focus on strengthening cross-sector partnerships and integrating public health practices – with consideration to the broader social, economic, and environmental systems that shape daily life. This includes identifying opportunities to act on upstream factors that influence exposure to risk, the likelihood of crashes, and the severity of resulting injuries.

2025-2029 California Strategic Highway Safety Plan

Working in conjunction with other statewide safety plans and programs, the 2025-2029 Strategic Highway Safety Plan (SHSP) provides a collaborative framework to eliminate traffic deaths and serious injuries through coordination across all road safety partners.



California SHSP SSA Wheel

Both the OTS 3HSP and SHSP embrace the SSA by recognizing that fatal and serious injury crashes are the result of complex interactions among multiple system elements. Strategies that strengthen all elements of the system – including safe vehicles, safe people, safe roads, safe speeds, and post-crash care – are essential to enhancing roadway safety.

California's SHSP SSA wheel also includes a systemic element of safer land use, which recognizes that land use decisions and development patterns have an impact on our ability to create a safe and more accessible road system for all people.

NHTSA's Pathways to Safer Streets

The OTS will explore opportunities to align with the NHTSA's Pathways to Safer Streets initiative that calls for action to reduce fatalities and serious injuries through eight core pathways. The plan focuses on reengaging law enforcement, reducing excessive speeding and preventing impaired and distracted driving. It also calls out strategies to expand prehospital blood transfusion programs, boost occupant protection, strengthen state partnerships and mobilize strategic partnerships with organizations at the national, state, and local level.

Implementing Proven Countermeasures and Accelerating Innovation

The OTS remains committed to funding proven behavioral safety countermeasures while also exploring new innovations that show promise in addressing key roadway safety challenges. Our approach integrates core behavioral safety strategies, including public awareness campaigns, targeted education, data-informed enforcement, and other comprehensive strategies to prevent, deter, and address unsafe behaviors and advance a safer transportation system for all road users.

Countermeasure strategies that will be implemented as part of the 2027-2029 3HSP, include:

- High-visibility enforcement and public education, coupled with other safety strategies, to deter speeding and reckless driving and reduce distraction.
- Comprehensive impaired driving programs – including education, enforcement, vertical prosecution, probation, and toxicology programs – to reinforce norms around sober driving, hold suspected impaired drivers accountable and reduce driving under the influence (DUI) recidivism.
- Motorcycle safety initiatives, such as rider training and helmet promotion to support safer riding behaviors and, and targeted enforcement to increase motorcyclist safety.
- Occupant protection activities to increase proper seat belt use by all vehicle occupants and child passenger safety through child safety seat check-ups, distribution of car seats to families in need, and training child passenger safety technicians.
- Education and outreach for young drivers and older road users to encourage safe mobility at all ages.
- Pedestrian and bicyclist safety efforts – including hands-on training, workshops, helmet distributions, and community walk and biking audits – to promote the safety of people walking and rolling.
- Education and initiatives to promote awareness and compliance with "Slow Down, Move Over" laws, helping to protect roadside workers, first responders and other people on the roadside.

- Emergency medical services training, extrication equipment, prehospital blood programs, and other innovations will strengthen on-scene care and improve crash survivability.
- Enhancing traffic records systems and data to enable proactive analysis of safety trends and issues, guide program development and evaluate program effectiveness.

Pro-Social Safety Culture and Collaborative Partnerships

The OTS is committed to fostering a pro-social traffic safety culture that puts people first and makes safety an everyday habit and shared expectation. This culture is strengthened when safety becomes a collective priority—from organizations and policies to communities, families, and individuals.

Through initiatives like the Go Safely Movement and the Traffic Safety Champion Program, the OTS promotes values and behaviors centered on looking out for one another and building a safety-first mindset. We will continue to grow partnerships that advance collaborative safety initiatives and strengthen safety culture in communities across the state.





The 2027-2029 3HSP is driven by the OTS vision that all people will be safe on California roads. In communities throughout the state, we are working together, to enhance road safety, so that getting to your destination safely is never a concern, whether you drive, bike, walk, roll, or ride as a passenger. Through collaboration and partnership, our shared commitment to saving lives will help everyone arrive at their destination safely.

Chapter 2

HIGHWAY SAFETY PLANNING PROCESS AND OVERALL PROBLEM IDENTIFICATION

HIGHWAY SAFETY PLANNING PROCESS

The 3HSP describes California's highway safety problem through an analysis of geospatial and sociodemographic data, identifies countermeasure strategies, provides qualitative, and quantitative measurements to determine goal and objective attainments, and demonstrates collaborative efforts among partners throughout the state to better serve at-risk communities and enhance safety for all road users. The 3HSP is designed to meet the requirements of California Vehicle Code (CVC) Section 2900 and 23 Code of Federal Regulations (CFR) Part 1300.11.

The 3HSP sets out a three-year road map for California's data-driven highway safety program, inclusive of strategies and targets that use proven countermeasures to help address unsafe behaviors such as speeding, impaired, and distracted driving that are contributing factors in serious injury and fatal motor vehicle crashes. The OTS also develops an Annual Grant Application (AGA) which includes all projects programmed for each annual funding cycle.

FEDERAL FISCAL YEAR - ANNUAL OTS FUNDING CYCLE	
October	New Fiscal Year Begins Announce and Implement New Grants
November **December**	Prepare Annual Report (AR) for Prior Fiscal Year Review Final Quarterly Reports and Claims for Prior Fiscal Year Conduct Grant Funding Workshops for Upcoming Fiscal Year Open Application Announcement
January	Applications Due to the OTS
February **March** **April**	Evaluate and Prioritize Applications Conduct Subrecipient Risk Assessments Finalize Funding Decisions for Applications
May	Develop 3HSP Develop AGA
June **July**	Notify Subrecipients of Tentative Grant Awards Begin Developing Grant Agreements Submit 3HSP to NHTSA Submit AGA to NHTSA
August	Review Draft Grant Agreements Receive 3HSP Approval from NHTSA
September	Fiscal Year Ends Finalize Grant Agreements Receive AGA Approval from NHTSA

Activities related to the 3HSP are conducted on a triennial basis rather than annually.

Grants Outreach

As part of the annual grant cycle, the OTS conducts in-person and virtual grant funding application workshops and posts a workshop recording to the OTS website for potential applicants to view at their convenience. The OTS also sends out application announcement emails to various contacts during the open application period where applicants can submit applications in the OTS's Grant Electronic Management System (GEMS).

Throughout the year, outreach is conducted by routine communication, collaboration, and engagement with traffic safety partners. In addition to ongoing collaboration with law enforcement agencies, local governments, and community organizations, the OTS works closely with other partners such as public health departments, judicial agencies, and advocacy groups to enhance traffic safety initiatives. The OTS also actively participates in various statewide traffic safety programs, including the California SHSP, task forces, educational campaigns, and data-driven projects aimed at reducing crashes and promoting safer roads. This collaborative approach ensures that OTS outreach efforts are comprehensive and effective, leveraging the expertise and resources of diverse stakeholders.

The OTS Grant Coordinators monitor subrecipient performance and conduct continuous outreach 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 conditions.

Selection Process

The OTS grant program emphasizes a community-based approach providing communities the flexibility to structure highway safety programs in a manner that both meets their traffic safety needs based on crash, geospatial, and sociodemographic data and is consistent with the statewide goals. 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 at-risk and overrepresented areas.

The OTS screens applications against several criteria including potential traffic safety impact, completeness and relevance of crash data and supporting statistics, clarity, depth, and anticipated impact of the identified traffic safety problem and proposed solution, reasonableness of the funding request in alignment with proposed objectives, past performance history, and the amount of funding available. Applications are carefully evaluated and selected for maximum statewide impact. The OTS application review process ensures that the selected grants will meet statewide performance goals as outlined in the 3HSP.

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

Program/Grant Development

The OTS grants to subrecipients address federally designated traffic safety priority program areas that include distracted driving, impaired driving, emergency medical services, motorcyclist safety, occupant protection, pedestrian and bicyclist safety, and traffic records. These grants draw upon strategies recommended by the NHTSA's Countermeasures That Work and NHTSA Uniform Guidelines for State Highway Safety Programs, as well as national and statewide best practices, and are measured against aggressive yet attainable goals.

Stakeholders

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 CalSTA and partners with agencies such as the California Highway Patrol (CHP), the Department of Motor Vehicles (DMV), the California Department of Transportation (Caltrans), and the California 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 3HSP and the OTS programs.

Public Engagement

Engaging the public on traffic safety issues and consulting on potential solutions is an essential part of California's highway safety program. The OTS conducts public participation and engagement activities throughout the highway safety planning process to inform the development of programs that are meaningful, targeted, and effective.

The OTS focuses on a community-by-community engagement strategy that leverages support from local partners who know their communities best to shape engagement activities. The objectives of the OTS public participation and engagement efforts include:

1. Conduct meaningful engagement at community events.
2. Raise awareness about the OTS programs available to address traffic safety concerns.
3. Establish relationships with community-based organizations, non-profits, non-traditional partners, and other community leaders to seek input on how to best address traffic safety needs.

4. Establish relationships and seek input from tribal and rural communities to identify ways to address traffic safety concerns in communities that have not traditionally received grant funding or participated in the highway safety planning process.

Whether at farmers' markets, malls, festivals, community centers, forums, community meetings, bike safety trainings or open streets events, the OTS continues "meet people where they are at" to actively listen to community members on their perceived traffic safety issues. The OTS also engages in other safety planning processes and programs conducted by local, regional, and state entities to further understand community needs.

The public input and perspectives gathered through this outreach and engagement help to inform the development and implementation of public awareness and education programs, selection and implementation of countermeasure strategies, and allocation of resources, as well as future efforts to undertake and expand programs and partnerships.

OTS Program Planning and Grant Operations

The OTS is organized by nine statewide program areas: Communications and Public Affairs, Distracted Driving, Emergency Medical Services, Impaired Driving, Motorcyclist Safety, Occupant Protection, Pedestrian and Bicyclist Safety, Speeding and Other Risky Behaviors, and Traffic Records.

Within the Program Planning and Grant Operations Division, there are fifteen Grant Coordinators, three Grant Operations Managers, and five Traffic Safety Specialists. The program area assignments provide OTS Grant Coordinators with the ability to review and analyze applications from agencies with similar traffic safety problems at the statewide level. This statewide review process helps build synergy within the program areas and results in more comprehensive local grant programs. The Traffic Safety Specialists are subject matter experts in their assigned area(s) and work collaboratively with the Grant Coordinators, along with state and local partners, to develop programs that contribute to meeting the goals of our countermeasure strategies and are impactful in at-risk communities.

DATA & PROBLEM IDENTIFICATION

The OTS uses a broad array of data sources, including geospatial, demographic, roadway, crash, and enforcement data, to analyze traffic safety needs, identify emerging problem areas and validate safety issues identified in grant proposals. These data sources not only come from the core components of California's State Traffic Records Systems (TRS), but also from other repositories at the local, county, and federal level, encompassing crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance files.

The OTS continually expands these data sources to better understand traffic safety impacts throughout California and to support data-driven decision-making statewide. As technology continues to evolve, the OTS is exploring emerging data sources and analytical tools such as telematics data and predictive crash analytics to enhance early problem detection, refine risk modeling, and support more proactive traffic safety strategies. Traffic safety data sources and additional information are available in Appendix B.

The analysis of the information from these data sources guides the OTS in conducting the problem identification process, which involves analyzing the data through three perspectives: magnitudes, trends, and characteristics. Magnitude analysis uses raw counts and rates to determine the scale of the problem. Trend analysis identifies systemic crash trajectories over time. Characteristics analysis investigates the key attributes associated with over-represented crash patterns. Examples of such characteristics may include road user attributes (age groups, driver behavior, vulnerable road users), vehicle attributes (by year, make, or body style), crash attributes (primary crash factor (PCF), safety equipment use, roadway features), environmental conditions (weather, lighting, land use), and temporal factors (time of day, day of week, season).

By using data from multiple sources and applying them to the problem identification process, the OTS can prioritize high-risk focus areas, support the data-driven allocation of funds, and inform targeted countermeasure selection.

State Demographic Analysis

Geographically, California is located along the western coast, bordered by Oregon to the North, Nevada to the East, Arizona to the Southeast, and Mexico to the South.

According to California Department of Finance (DOF), California has a population of more than 39 million people distributed over 58 counties and 483 municipalities. The number of Californians under the age of 20 represent 25 percent of the population, 58 percent are between the ages of 20 and 64, and 17 percent are 65 or older. According to the United States Census Bureau, approximately 40.8 percent of the population is Hispanic or Latino, 33.6 percent is white alone, 17.0 percent Asian, and 6.4 percent African American.

California has a total of 177,606 miles of maintained roads. This includes 81,180 miles of city streets, 67,421 miles of county roads, 15,017 miles of state highways, 13,427 miles managed by federal agencies, and 561 miles overseen by other state agencies. The state consists of 143,550 square miles of rural land and 12,304 square miles of urban land.

As of January 2026, there were 28,173,816 licensed drivers and 36,190,654 registered vehicles in California. In 2025, these vehicles collectively traveled 325,566,000,000 miles, with Caltrans reporting increasing monthly vehicle miles traveled (VMT) on the state highway system.

DESCRIPTION OF ANALYSIS OF CALIFORNIA'S OVERALL PROBLEM

Traffic fatalities are a public health and safety crisis. To combat this, the United States and California have aligned their roadway safety activities and actions with the SSA, prioritizing designs and interventions to prevent fatal and serious injury outcomes in the event of a crash. Since 2015, the national number of fatalities annually has exceeded 35,000, with California consistently accounting for approximately 10 percent of the nation's fatalities.

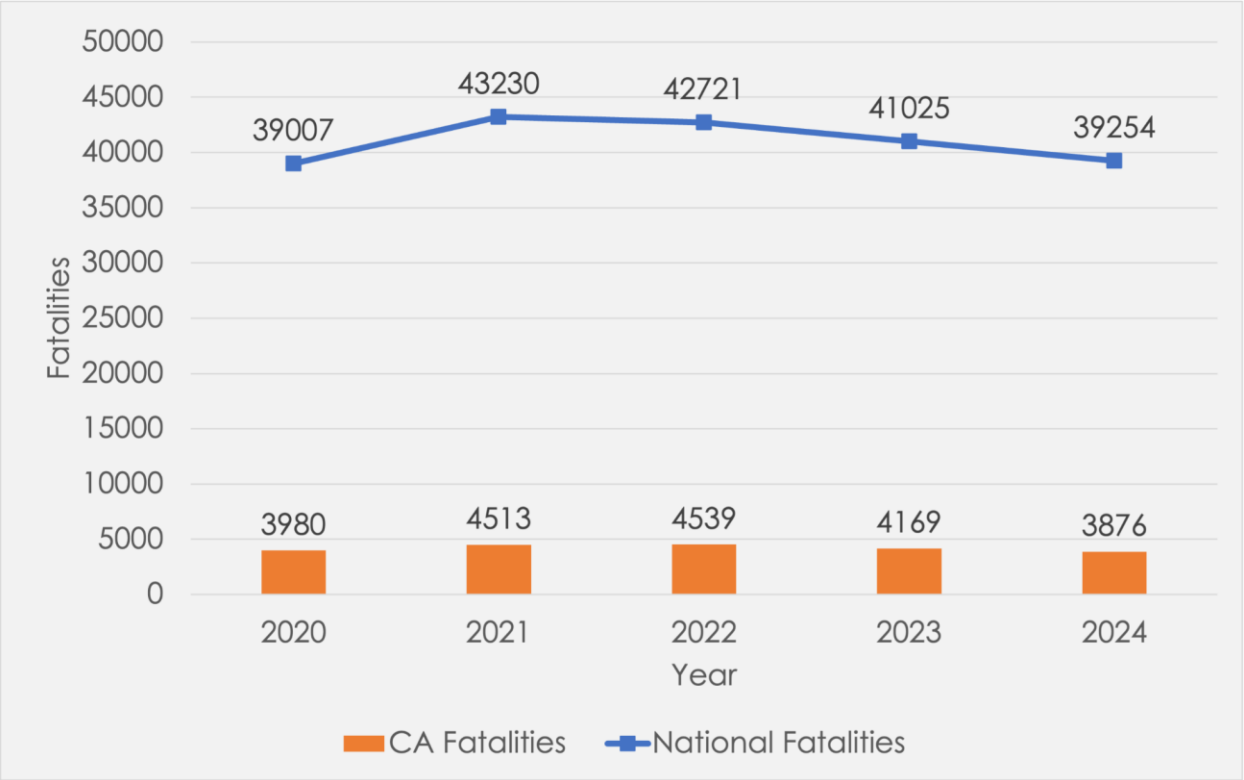
National

- In 2024, 39,254 people were killed in motor vehicle traffic crashes in the United States, a 4.3 percent decrease from 41,025 traffic fatalities in 2023.
- In 2024, there was a fatality rate of 1.19 fatalities per 100 million VMT, a 5.6 percent decrease from 1.26 in 2023.
- In 2024, estimated 2.42 million people were injured in motor vehicle traffic crashes, a 0.8 percent decrease from 2.44 million in 2023. This decrease was not statistically significant.

California

- In California, 3,876 people were killed in motor vehicle crashes on California roadways in 2024. This represents a 7.0 percent decrease from 2023 and a 4.2 percent increase from 2019.
- Alcohol-impairment was the most prominent factor across all crash fatalities statewide, accounting for nearly 34 percent of deaths. Speeding followed at approximately 29 percent of deaths. Pedestrian and bicyclist crashes combined accounted for more than 32 percent of fatalities.
- The 2025 California Traffic Safety Survey reported the most frequently given answer to the question about the most important factor resulting in traffic injuries/fatalities was "Driver Behavior" (48.4 percent), followed by "Speeding Vehicles" (27.8 percent), accounting for 76.2 percent of all responses.

Statewide Fatality Trends



Source: FARS 2020-2023 Final File & 2024 ARF

State-level Analysis

The figures in this section refer to crashes resulting in fatal or serious injuries in California in 2024. These numbers are the products of University of California, Berkeley Safe Transportation Research and Education Center (UCB SafeTREC) analysis.

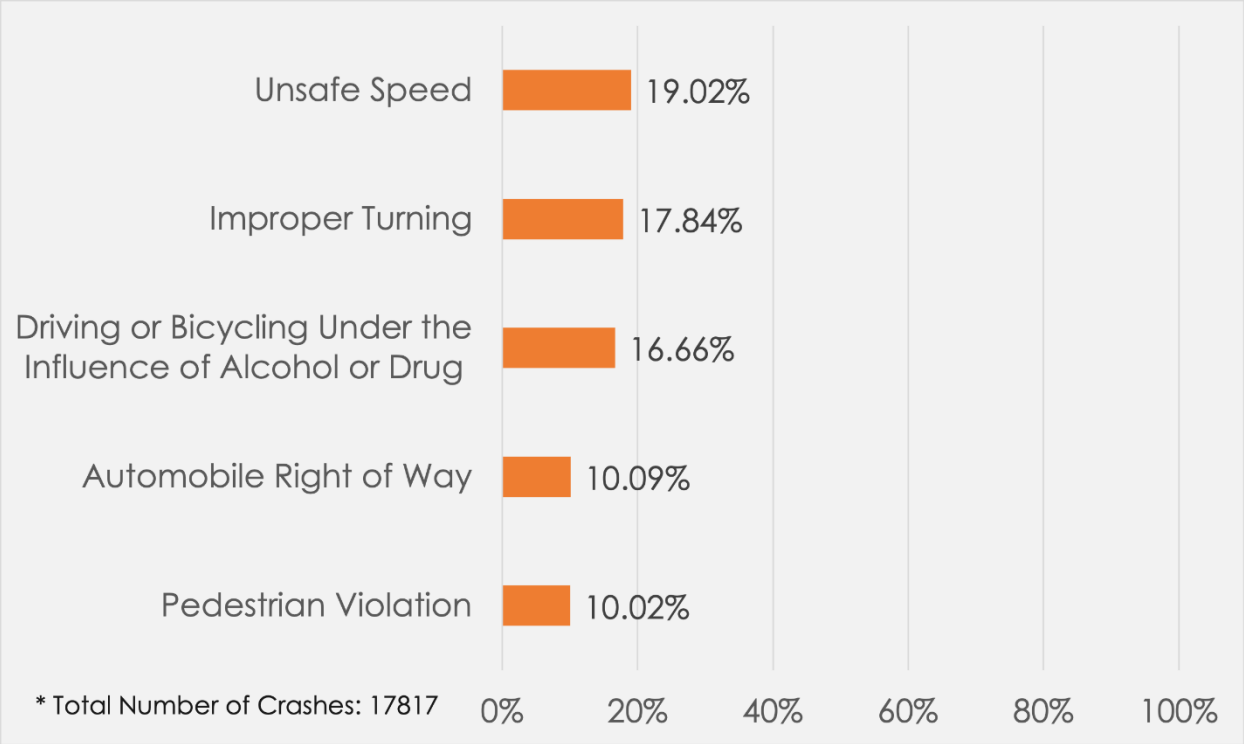
Fatalities and Serious Injuries by County

- Los Angeles, San Bernardino, San Diego, Riverside, and Orange counties had the greatest number of fatalities across all motor vehicle traffic crashes in California, respectively. Inyo County had the highest rate of fatalities across all motor vehicle traffic crashes in California per 100k population, followed by Alpine, Modoc, Mono, and Trinity, respectively.
- The county with the highest number of serious injuries was Los Angeles with 4,421 total serious injuries in 2024; Los Angeles is followed by San Diego, Riverside, San Bernardino, and Orange. Alpine County had the highest rate of serious injuries per 100k population, followed by Mono, Trinity, Inyo, and Sierra counties.

Primary Crash Factors for Fatal and Serious Injury Crashes

- Unsafe speed was the PCF for the highest percentage of all fatal and serious injury crashes across California in 2024 (19.02 percent). This is closely followed by improper turning (17.8 percent) and driving or bicycling under the influence of alcohol or drugs (16.7 percent).

Top Five Primary Crash Factors of Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2024

Time and Day of Fatal and Serious Injury Crashes

The number of fatal crashes was highest from 6 p.m. to midnight, with over one-third (35.1 percent) of crashes occurring during this period. The day with the most fatal crashes was Sunday, with 17.7 percent, followed by Saturday, with 17.4 percent. The peak period, with 150 crashes and 3.9 percent of the total, occurred between midnight and 3 a.m. on Sunday.

Most serious injury crashes occurred in the afternoon and evening hours of the day. The three-hour period with the highest number of serious injury crashes was 6 p.m. to 9 p.m., with 2,642 total crashes. More than half of all serious injury crashes occurred between 3 p.m. and midnight. The day of week with the highest number of serious injury crashes was Saturday, with 2,350 crashes, closely followed by Sunday and Friday; 46.7 percent of all serious injury crashes occurred on Friday through Sunday. The peak period was Saturday from 9 p.m. to midnight with 426 crashes, 3 percent of the total.

Fatal and Serious Injury Victim Demographics

- Race was not reported for 76.4 percent of fatalities in traffic crashes statewide. Of the 916 fatalities with a known race, 79 percent (or 724) were white.
- Fatal crash victims were predominantly male (74.1 percent). The largest demographic of fatalities was male victims aged 25 to 34, with 15.2 percent of fatally injured victims. Regardless of gender, most crash victims were between the ages of 25 to 34 (20.3 percent).
- Serious injury victims were predominantly male (67.2 percent). The largest demographic of serious injuries was males 25 to 34 (15.9 percent).

Crash Location for Fatal Crashes

- Almost three-quarters (72.5 percent) of all fatal crashes occurred in urban areas compared to over one-quarter (27.2 percent) that occurred on rural roads. For comparison, about 18.8 percent of travel took place on rural roads in 2024.
- The type of roadway with the greatest share of fatal crashes was non-interstate principal arterials (other) at 29.5 percent, followed by non-interstate minor arterials at 23.3 percent and interstates at 14.4 percent.

Crash Types for Fatal and Serious Injury Crashes

- Broadside was the most prevalent type of crash leading to fatal and serious injuries statewide at 21.4 percent. This was followed by hit object crashes at 20.2 percent, vehicle-pedestrian crashes at 18.7 percent, and rear end crashes at 12.2 percent.

Geospatial Analysis

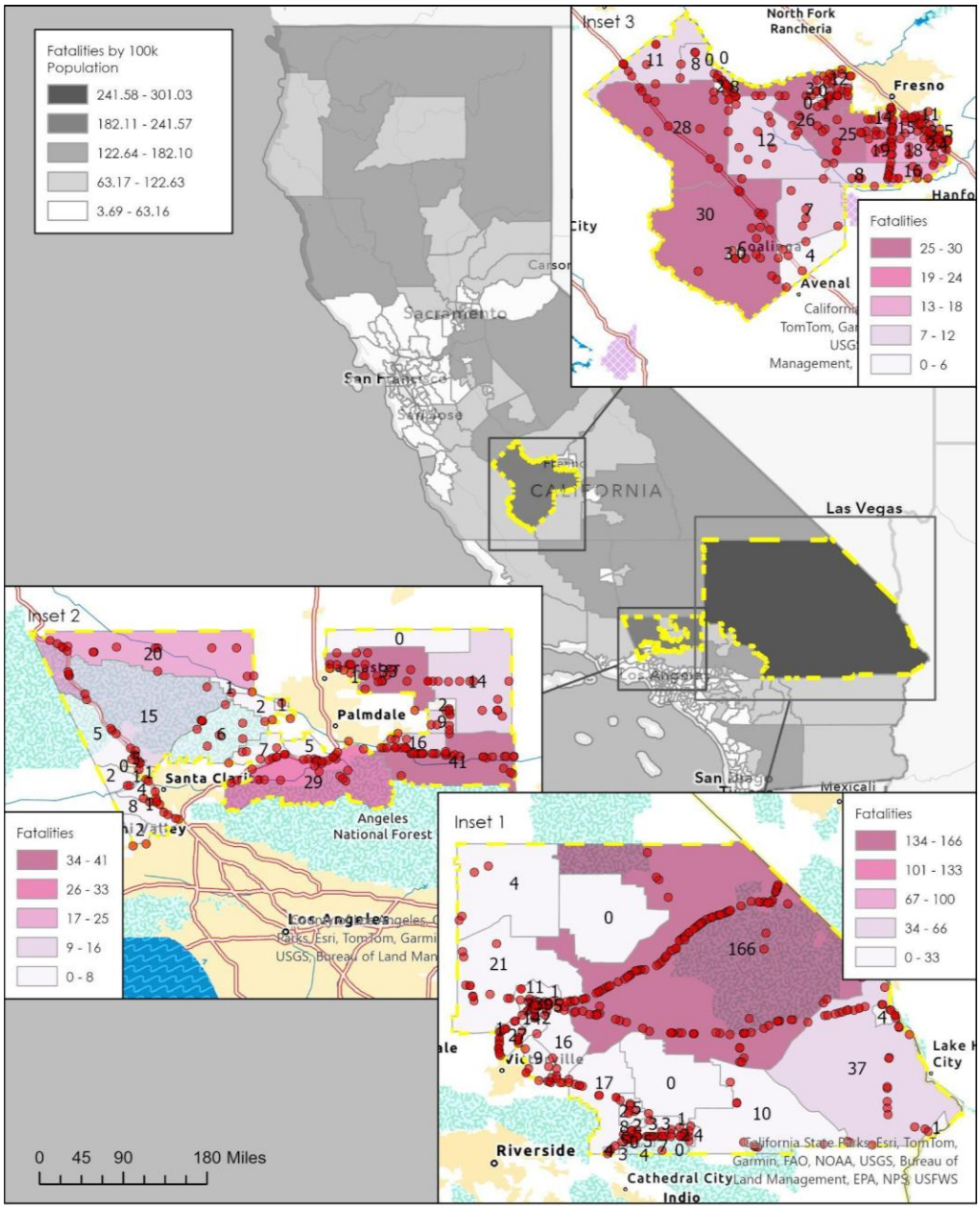
To provide more detailed geospatial analysis as part of the 3HSP, a regional traffic safety analysis was conducted using the past five years of crash data. The map below illustrates the distribution of crash fatalities from 2020 to 2024 across California by region, with darker gray indicating a greater concentration on fatalities relative to population.[1] It also shows a detailed view of the three regions with the highest fatality per capita rate by census tract, illustrating where the fatal crashes occurred within the region. This analysis is repeated throughout the program area summaries.

[1] The geospatial region used in this analysis is a Public Use Microdata Area (PUMA), which is a Census Bureau-defined geographic area with a population of at least 100,000 and not more than 200,000 people. The crash and victim data in this section are based on FARS 2020-2024.

The three regions with the highest number of fatalities per capita over the years 2020-2024 were:

- San Bernardino County (Northeast) - Twentynine Palms & Barstow Cities (See inset 1) with 301.03 fatalities per 100k population
- Los Angeles County (North/Unincorporated) - Castaic (See inset 2) with 227.62 fatalities per 100k population
- Fresno County (West) - Selma, Kerman & Coalinga Cities (See inset 3) with 204.20 fatalities per 100k population

Choropleth Map of Traffic Fatalities in California (2020-2024)



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

Chapter 3

PERFORMANCE PLAN

PERFORMANCE PLAN

Priority Funding Strategies

The OTS is committed to allocating priority funding to agencies that increase traffic safety educational efforts, provide integrated traffic enforcement with a priority on DUI and Driving Under the Influence of Drugs (DUID) and other reckless driving, and encourage 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 are 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 will include an increased focus on enforcement and educational presentations on impaired driving, speeding, teen driving, distracted driving, and bicycle and pedestrian safety. These educational interactions with law enforcement increase safety and 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 also wants to ensure that grant funding is allocated to high crash areas in the state. To accomplish this, the OTS 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.

Process for Developing Targets

In January 2025, NHTSA published a revised performance management framework for State Highway Safety Offices to utilize in their 3HSP. After a thorough review of this updated framework, the OTS has selected 17 Performance Measures to guide the 3HSP—comprised of 7 Universal Core, 5 Strategic Core, and 5 State-Developed measures.

In May 2024, the FHWA and NHTSA released a final rule waiving the requirement that the three common measures (number of fatalities, rate of fatalities, and number of serious injuries) between the Highway Safety Improvement Program (HSIP) and the State's 3HSP must be identical, as previously mandated by 23 CFR 490.209(a)(1).

Although States are no longer required to submit identical common performance measures, the OTS and Caltrans have maintained collaboration when selecting targets for the three common core performance measures for the 3HSP and HSIP. This ongoing partnership encourages alignment between the focus areas and safety objectives of the 3HSP and HSIP.

FY 2027-2029 Triennial Highway Safety Plan – Performance Plan Chart

			BASE YEARS				
	UNIVERSAL CORE PERFORMANCE MEASURES **Units are in bold on the top left of each row*		**2020**	**2021**	**2022**	**2023**	**2024**
UC-1	**Traffic Fatalities**	FARS Annual	3,980	4,513	4,539	4,169	3,876
	Reduce total fatalities 20.63 percent from 4,215 to 3,345 (2025 – 2029 rolling average) by 2029.	5-Year Rolling Avg.	3,844	3,979	4,110	4,184	4,215
UC-2	**Serious Injuries in Traffic Crashes**	State Annual	15,392	18,084	17,916	16,760	16,640
	Reduce serious traffic injuries 9.54 percent from 16,958 to 15,340 (2025 – 2029 rolling average) by 2029.	5-Year Rolling Avg.	15,179	16,056	16,799	16,919	16,958
UC-3	**Fatalities/100M VMT (rate)**	FARS Annual	1.33	1.45	1.44	1.32	1.19
	Reduce fatalities/100M VMT 26.9 percent from 1.34 to 0.98 (2025 - 2029 rolling average) by 2029.	5-Year Rolling Avg.	1.15	1.22	1.27	1.32	1.34

	UNIVERSAL CORE PERFORMANCE MEASURES *Units are in bold on the top left of each row		BASE YEARS				
			2020	2021	2022	2023	2024
UC-4	**Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions** Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 23.71 percent from 755 to 576 by 2029.	FARS Annual	782	919	853	797	755
UC-5	**Alcohol-Impaired Driving Fatalities** Reduce alcohol-impaired driving fatalities 17.69 percent from 1,311 to 1,079 by 2029.	FARS Annual	1,183	1,435	1,419	1,316	1,311
UC-6	**Speeding-Related Fatalities** Reduce speeding-related fatalities 10.18 percent from 1,139 to 1,023 by 2029.	FARS Annual	1,295	1,590	1,443	1,357	1,139
UC-7	**Pedestrian Fatalities** Reduce pedestrian fatalities 11.93 percent from 1,090 to 960 by 2029.	FARS Annual	1,013	1,179	1,213	1,150	1,090

	STRATEGIC CORE PERFORMANCE MEASURES *Units are in bold on the top left of each row*		BASE YEARS				
			2020	2021	2022	2023	2024
SC-1	**Bicyclist Fatalities** Reduce bicyclist fatalities 22.47 percent from 163 to 128 by 2029.	FARS Annual	136	134	183	151	163
SC-2	**Motorcyclist Fatalities** Reduce motorcyclist fatalities 6.13 percent from 522 to 490 by 2029.	FARS Annual	559	611	649	598	522
SC-3	**Drivers Age 20 or Younger involved in Fatal Crashes** Reduce drivers age 20 or younger involved in fatal crashes 11.57 percent from 458 to 405 by 2029.	FARS Annual	419	518	482	449	458
SC-4	**Drivers Age 65 and Older involved in Fatal Crashes** Reduce drivers age 65 and older involved in fatal crashes 12.87 percent from 272 to 237 by 2029.	FARS Annual	252	299	303	318	272
SC-6	**Roadside Fatalities** Reduce roadside fatalities 8.33 percent from 192 to 176 by 2029.	FARS Annual	183	206	228	191	192

	STATE-DEVELOPED PERFORMANCE MEASURES *Units are in bold on the top left of each row		BASE YEARS				
			2020	2021	2022	2023	2024
SD-1	**Emergency Medical Services** Reduce the number of fatalities that were alive at scene when emergency services arrived but later died by 3.24 percent from 35.19 percent to 34.05 percent by 2029.	FARS Annual	36.31%	33.30%	35.15%	35.04%	35.19%
SD-2	**Drug-Impaired Driving** Reduce California drivers killed in crashes that tested positive for drug involvement by 16.98 percent from the 2024 calendar base year of 53 percent to 44 percent by 2029.	FARS Annual	55%	51%	51%	55%	53%
SD-3	**Distracted Driving** Reduce the number of California drivers observed using a handheld cell phone or texting by 17.71 percent from the 2025 calendar base year rate of 4.46 percent to 3.67 percent by 2029.	Annual State Survey	1.64% (2021)	3.15% (2022)	3.64% (2023)	2.92% (2024)	4.46% (2025)

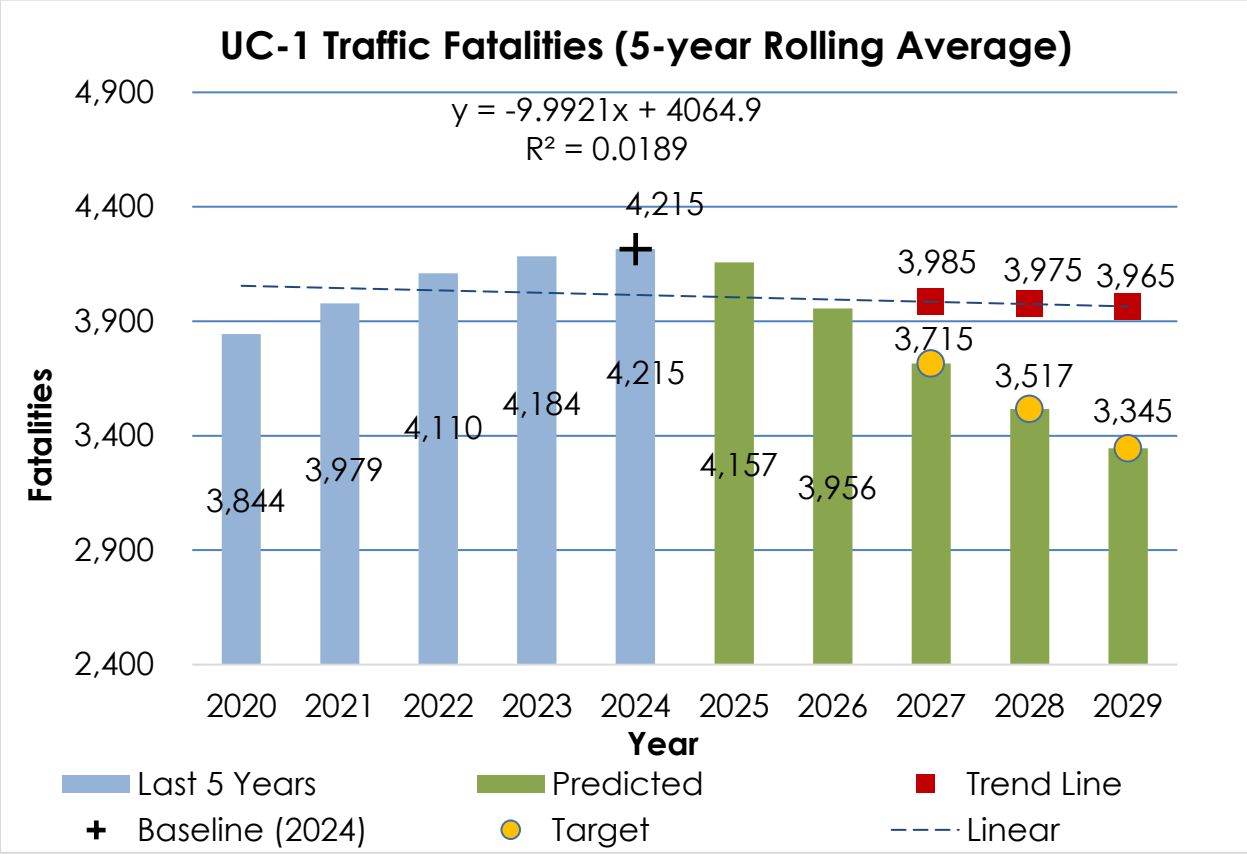
	STATE-DEVELOPED PERFORMANCE MEASURES *Units are in bold on the top left of each row		BASE YEARS				
			2020	2021	2022	2023	2024
SD-4	**Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants** Increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 5.26 percentage points from 93.25 percent (2024 observation) to 98.51 percent by 2029.	Annual State Survey	97.1% (2021)	93.30% (2022)	96.21% (2023)	97.54% (2024)	93.25% (2025)
SD-5	**Traffic Records** Increase the percentage of crash reports electronically submitted by local law enforcement agencies to SWITRS by 48.5 percent from 50.50 percent in 2025 to 75 percent by 2029.	State Annual	20.50% (2021)	31.35% (2022)	40.00% (2023)	40.19% (2024)	50.50% (2025)

PERFORMANCE MEASURE CHARTS

UC-1 Traffic Fatalities (FARS)

Performance Measure: Based on the 2020-2024 five-year rolling average, reduce traffic fatalities by 20.63 percent from an average of 4,215 to 3,345 (2025-2029) by December 31, 2029. The annual traffic fatality targets have an annual reduction of 4.87 percent (see chart on next page).

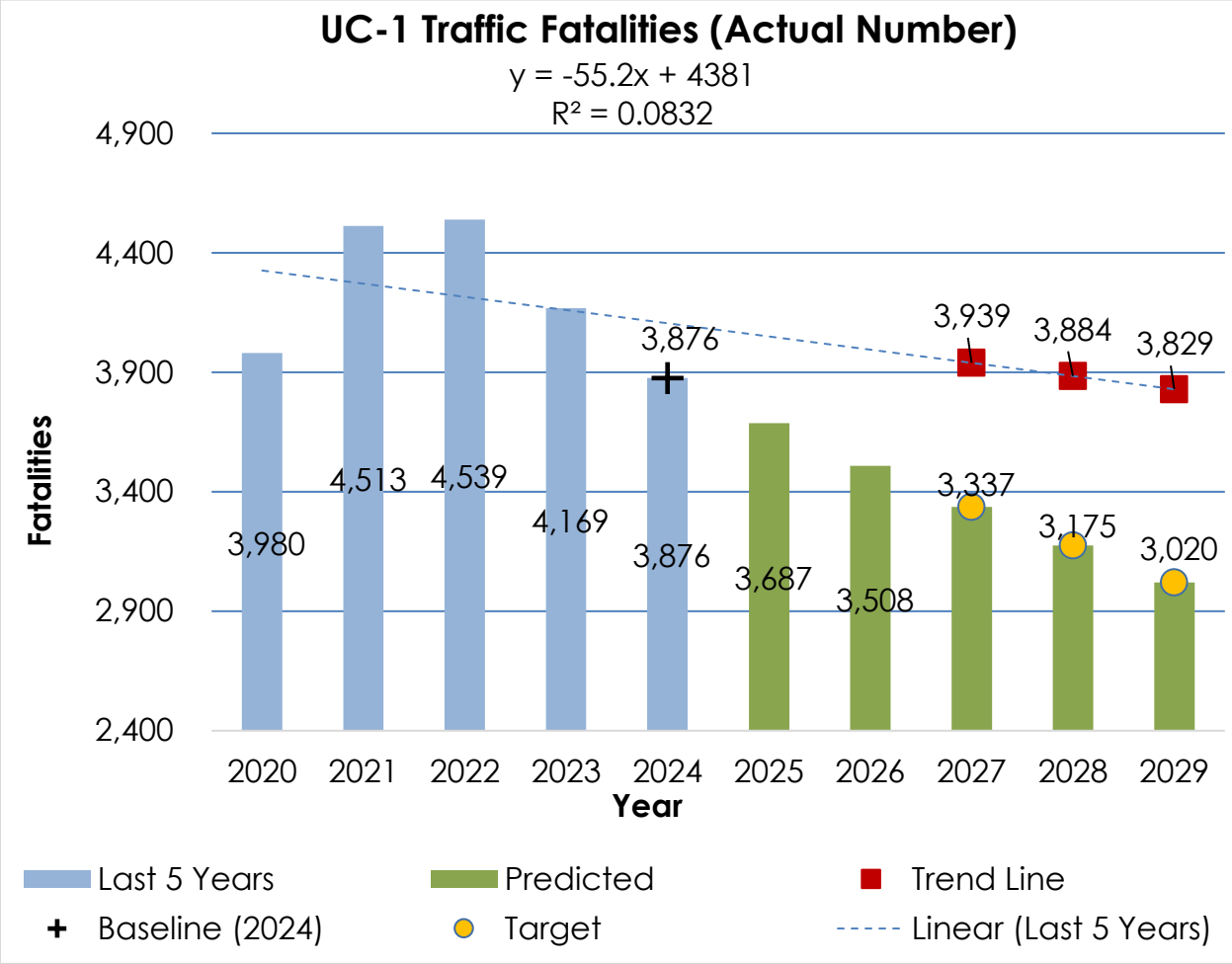
Justification: California has chosen to use the five-year rolling average as the basis for establishing the performance target. California foresees that the planned countermeasure strategies in the 2027-2029 3HSP will reverse the upward trend in traffic fatalities. In addition, statewide and local projects through the SHSP, the HSIP, and regional and local plans are anticipated to result in reductions in fatalities and serious injuries on California roads.



UC-1 Traffic Fatalities (FARS)

Performance Measure: Based on 2020-2024 actual numbers, annual traffic fatalities will decrease 22.08 percent from 3,876 in 2024 to 3,020 by December 31, 2029.

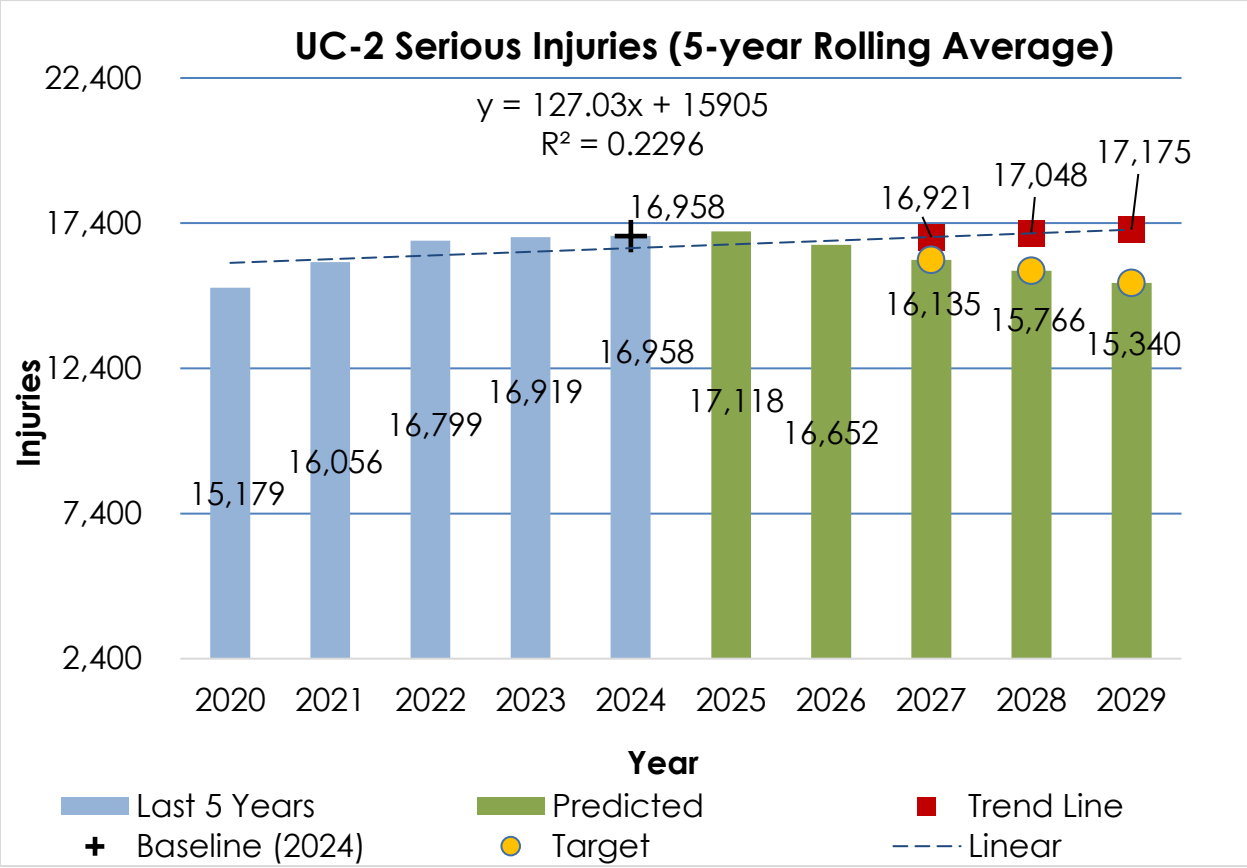
Justification: California foresees that the planned countermeasure strategies in the 2027-2029 3HSP will support the downward trend in traffic fatalities. In addition, statewide and local projects through the SHSP, the HSIP, and regional and local plans are anticipated to result in reductions in fatalities and serious injuries on California roads.



UC-2 Serious Traffic Injuries (SWITRS)

Performance Measure: Based on the 2020-2024 five-year rolling average, reduce serious injuries by 9.54 percent from an average of 16,958 to 15,340 (2025-2029) by December 31, 2029. The annual serious traffic injury targets have an annual reduction of 2.69 percent (see the graph on the next page).

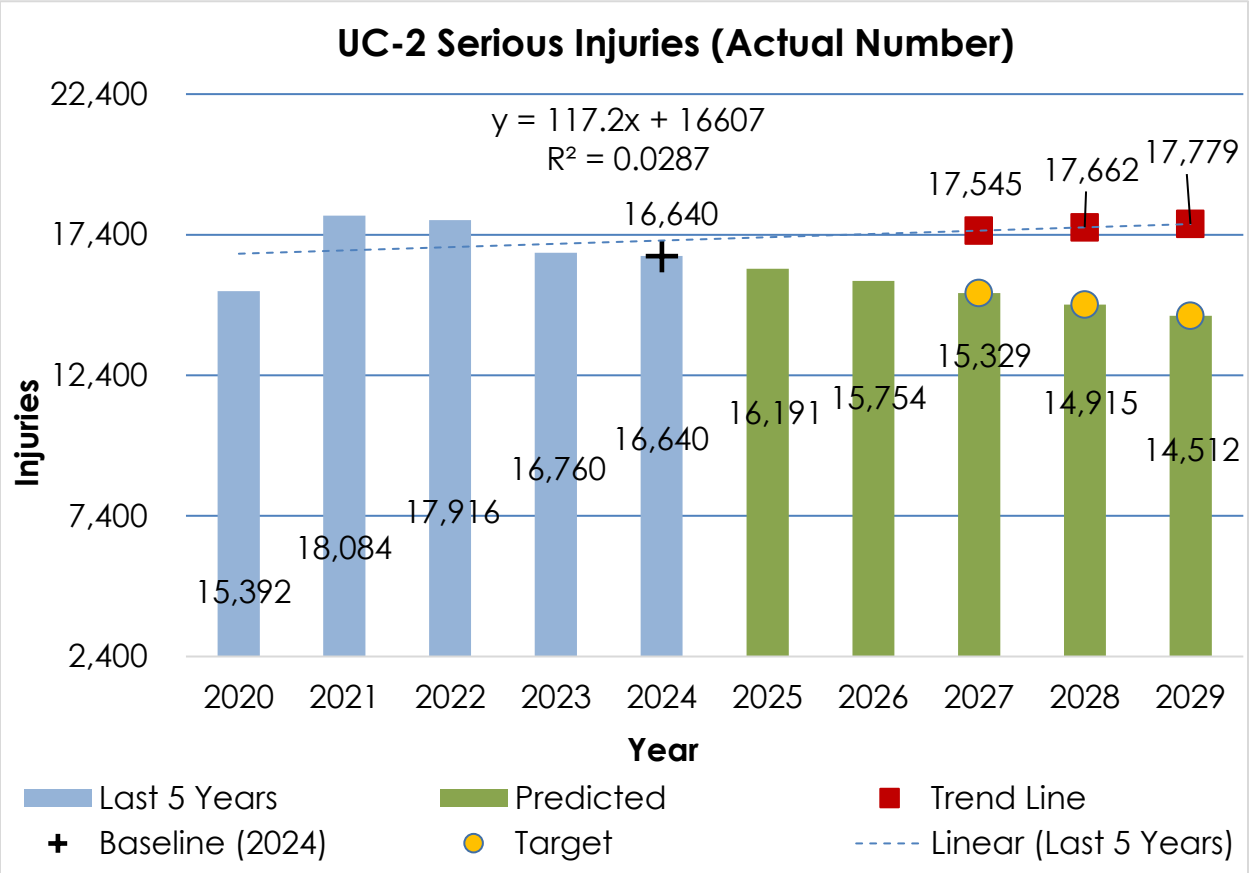
Justification: California has chosen to use the five-year rolling average as the basis for establishing the performance target. California foresees that the planned countermeasure strategies in the 2027-2029 3HSP will reverse the upward trend in serious traffic injuries. In addition, statewide and local projects through the SHSP, HSIP, and regional and local safety plans are anticipated to result in further reductions in fatalities and serious injuries on California roads.



UC-2 Serious Traffic Injuries (SWITRS)

Performance Measure: Based on 2020-2024 actual numbers, serious traffic injuries will decrease by 12.79 percent from 16,640 in 2024 to 14,512 by December 31, 2029.

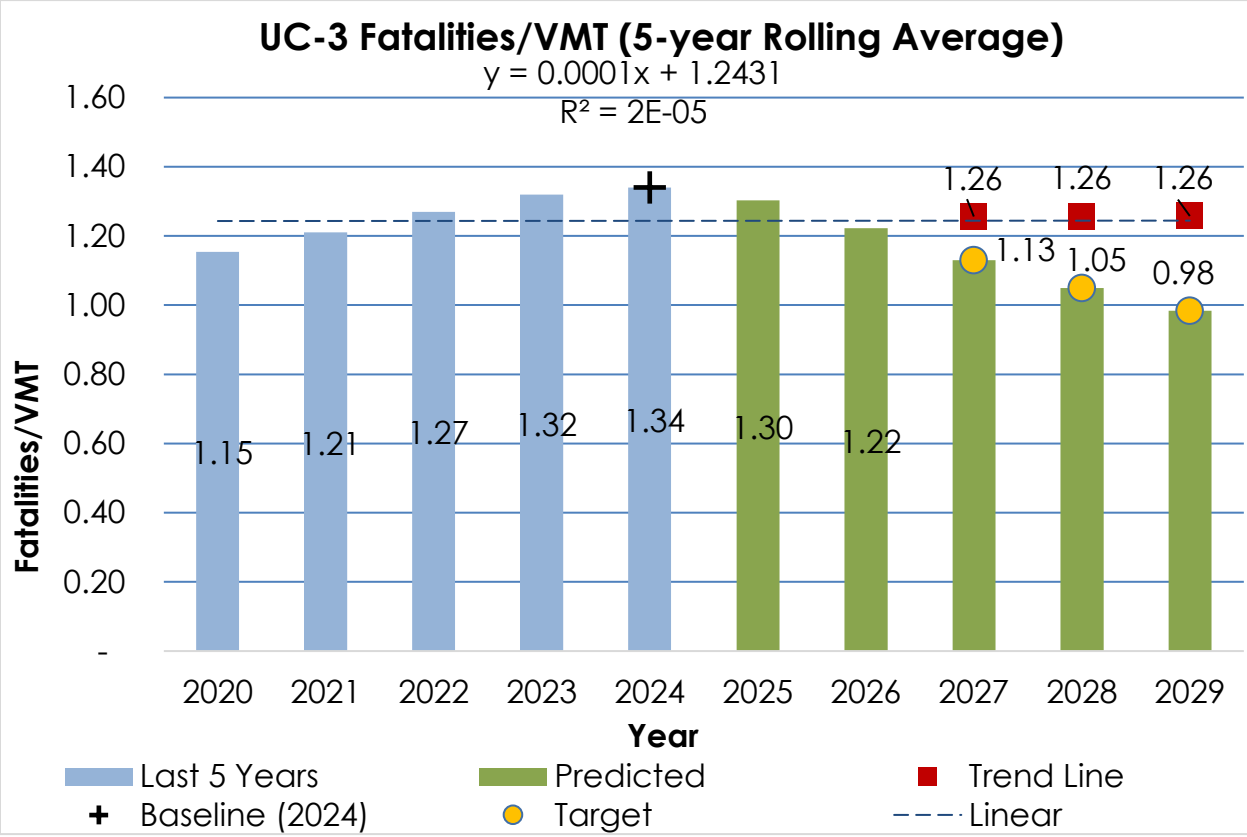
Justification: California foresees that the planned countermeasure strategies in the 2027-2029 3HSP will support the downward trend in serious traffic injuries. In addition, statewide and local projects through the SHSP, HSIP, and regional and local safety plans are anticipated to result in further reductions in fatalities and serious injuries on California roads.



UC-3 Fatalities/Vehicle Miles Traveled (VMT) (FARS/FHWA)

Performance Measure: Based on the 2020-2024 five-year rolling average, reduce fatalities/VMT by 27.4 percent from an average of 1.34 to 0.98 (2025-2029) by December 31, 2029. The annual fatalities/VMT targets have an annual reduction of 6.29 percent (see the graph on the next page).

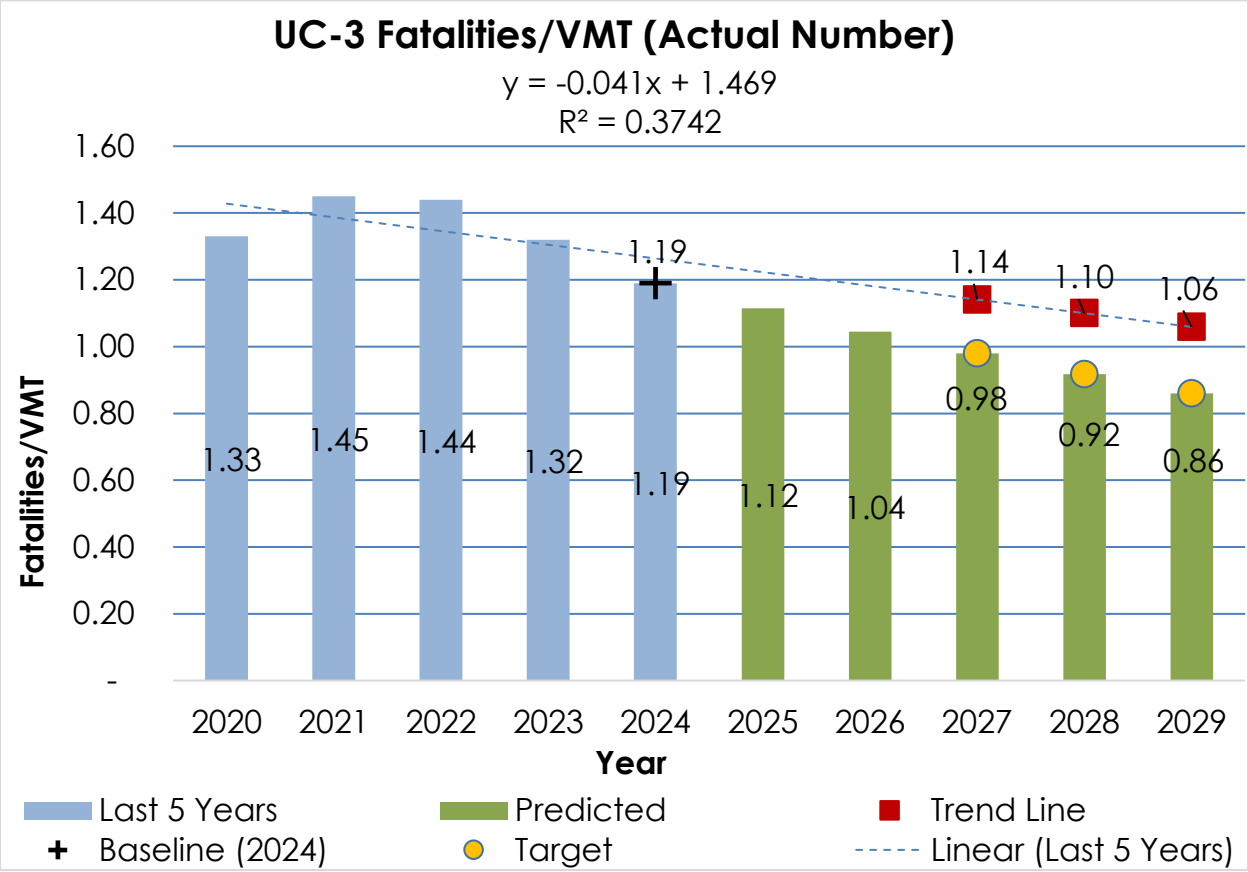
Justification: California has chosen to use the five-year rolling average as the basis for establishing the performance target. California foresees that the planned countermeasure strategies will reverse the recent upward trend in fatalities/VMTs. In addition, statewide and local projects through the SHSP, HSIP, and regional and local safety plans are anticipated to result in further reductions in fatalities/VMTs on California roads.



UC-3 Fatalities/VMT (FARS/FHWA)

Performance Measure: Based on 2020-2024 actual number, fatalities per 100 million VMT will decrease 27.73 percent from 1.19 to 0.86 by December 31, 2029.

Justification: California foresees that the planned countermeasure strategies will support the recent downward trend in fatalities/VMTs. In addition, statewide and local projects through the SHSP, HSIP, and regional and local safety plans are anticipated to result in further reductions in fatalities/VMTs on California roads.

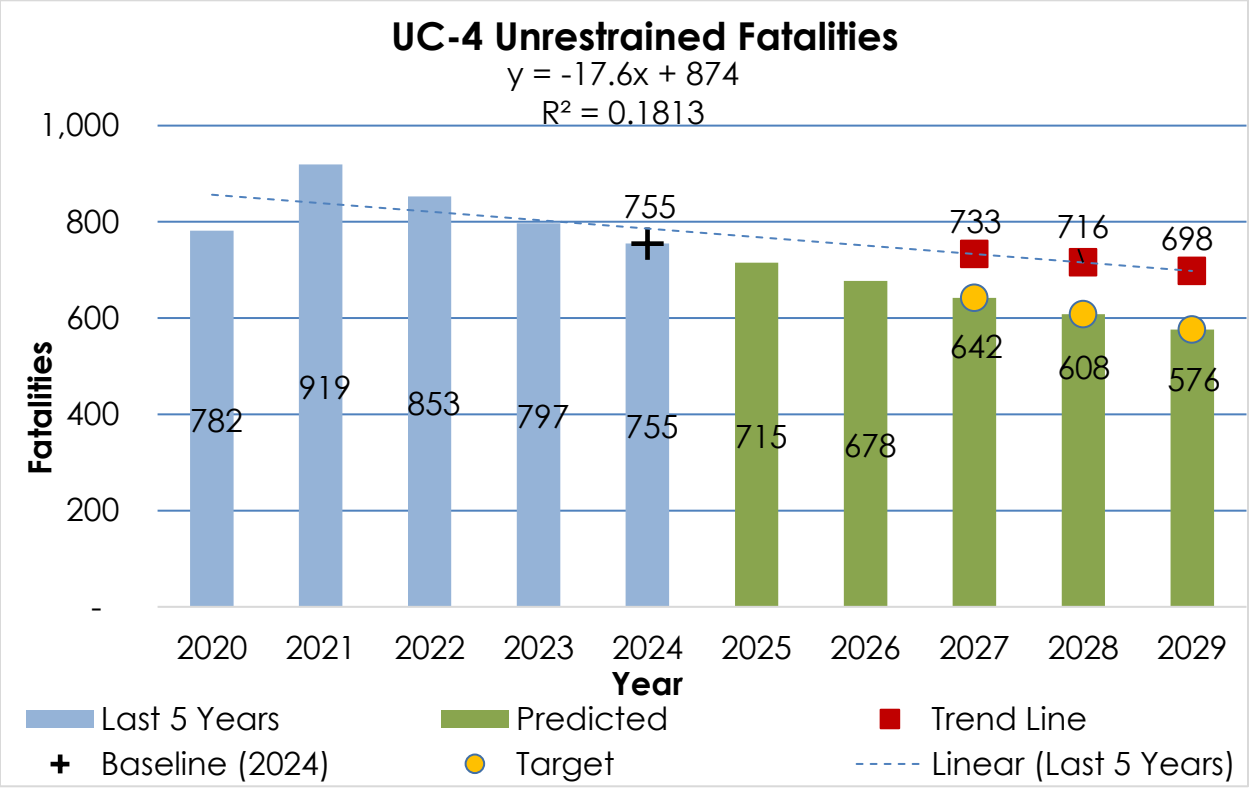


UC-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

Performance Measure: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 23.70 percent from the 2024 preliminary final FARS number of 755 to 576 by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will support the recent downward trend.

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 populations, supporting NHTSA standardized child passenger safety technician and instructor training programs, providing child passenger safety educational resources to law enforcement and other agencies, funding and distributing child safety seats to communities that are at-risk, and providing a toll-free child passenger safety helpline in English and languages other than English.

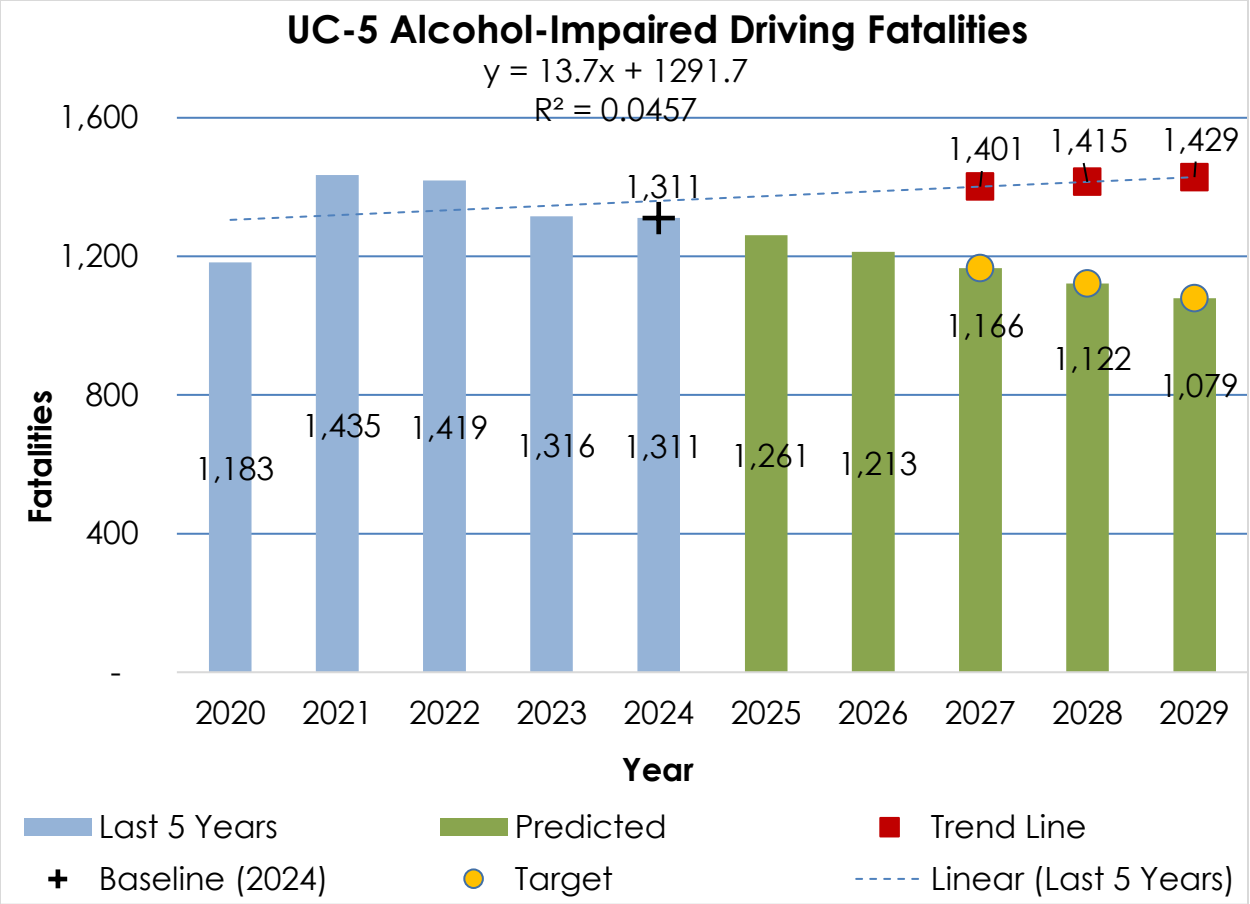


UC-5 Alcohol-Impaired Driving Fatalities (FARS)

Performance Measure: Reduce alcohol-impaired driving fatalities by 17.69 percent from the 2024 preliminary final FARS number of 1,311 to 1,079 by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will support the recent downward trend.

Countermeasures: Funded countermeasures to reduce alcohol-impaired fatalities include DUI education and prevention programs and collaborative enforcement funding in STEP grants that will result in additional DUI enforcement for areas of the state that do not have resources within their own agency to conduct high visibility operations. Additionally, the OTS has also developed an Impaired Driving Strategic Plan that provides additional countermeasures for local authorities to evaluate within their jurisdictions.

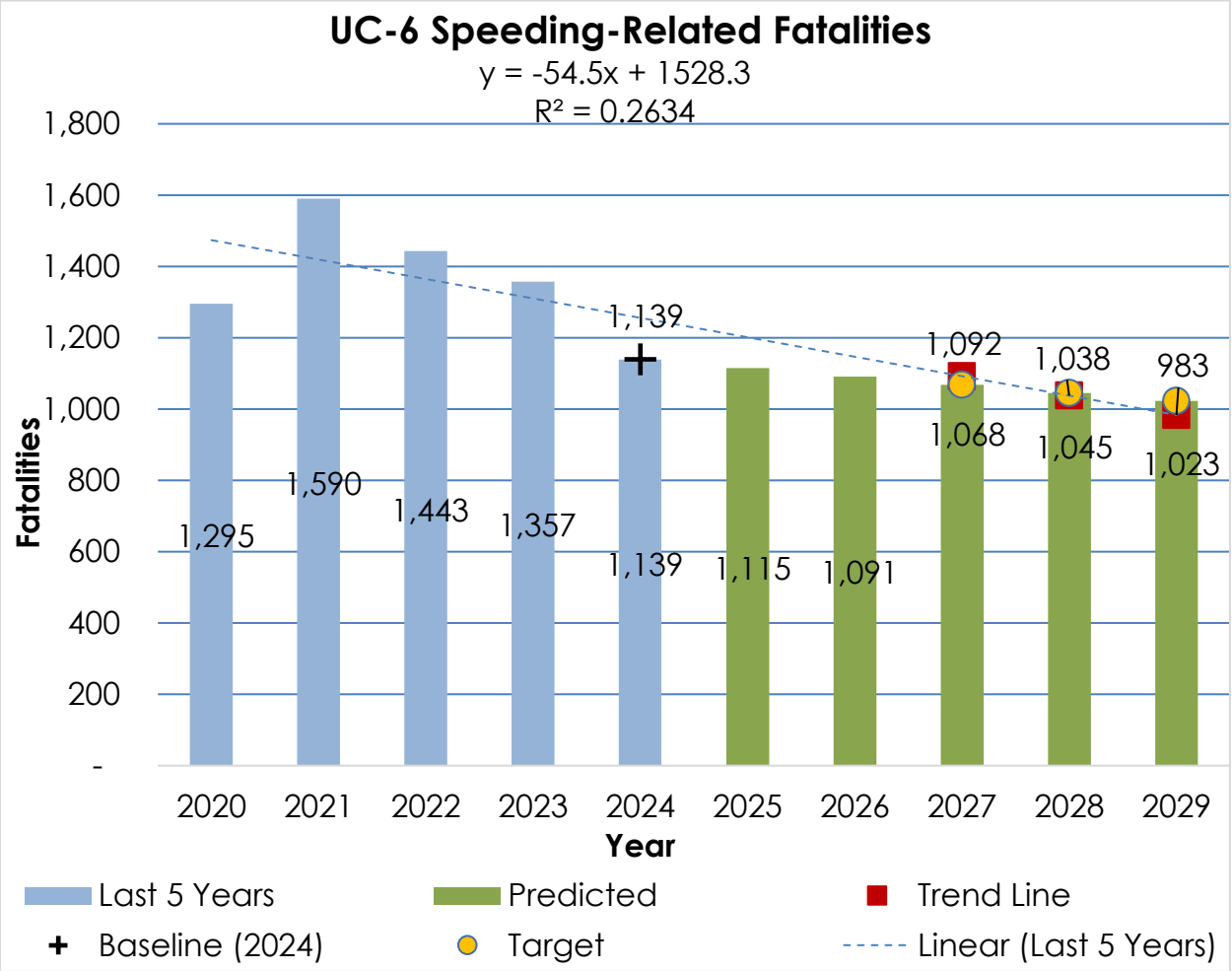


UC-6 Speeding-Related Fatalities (FARS)

Performance Measure: Reduce speeding-related fatalities by 10.18 percent from the 2024 preliminary final FARS number of 1,139 to 1,023 by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will support the recent downward trend.

Countermeasures: Funded countermeasures to reduce speeding-related fatalities include education and public awareness campaigns and high-visibility enforcement. Additionally, the SHSP will develop action items specifically for speeding and aggressive driving. Many cities 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.

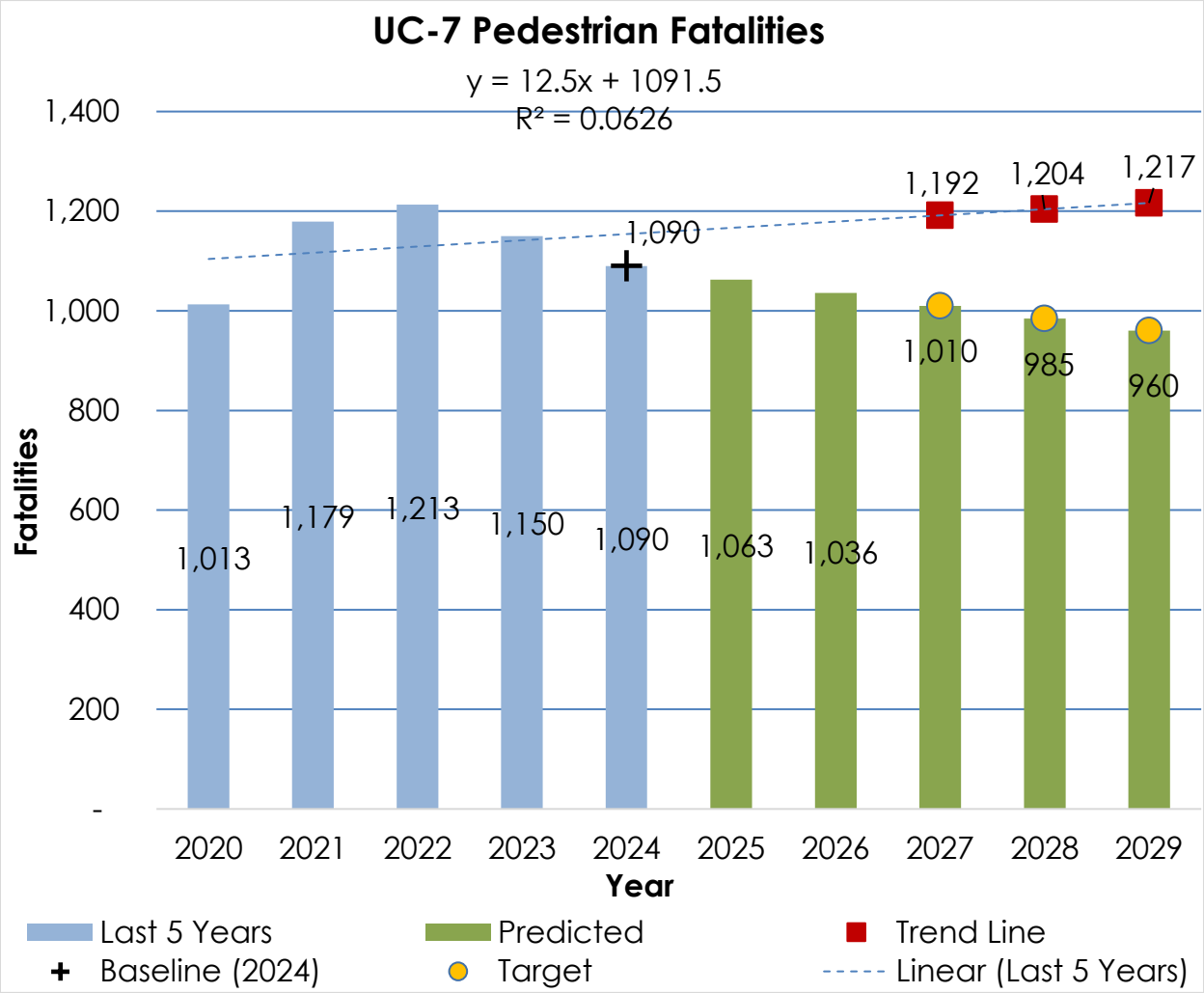


UC-7 Pedestrian Fatalities (FARS)

Performance Measure: Reduce pedestrian fatalities by 11.93 percent from the 2024 preliminary final FARS number of 1,090 to 960 by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will support the recent downward trend.

Countermeasures: Caltrans provides grant funding for the Active Transportation Program to address bicycle and pedestrian safety issues in communities and developed an action plan for bicycle and pedestrian safety. Additionally, the SHSP will develop action items specifically for pedestrian safety.

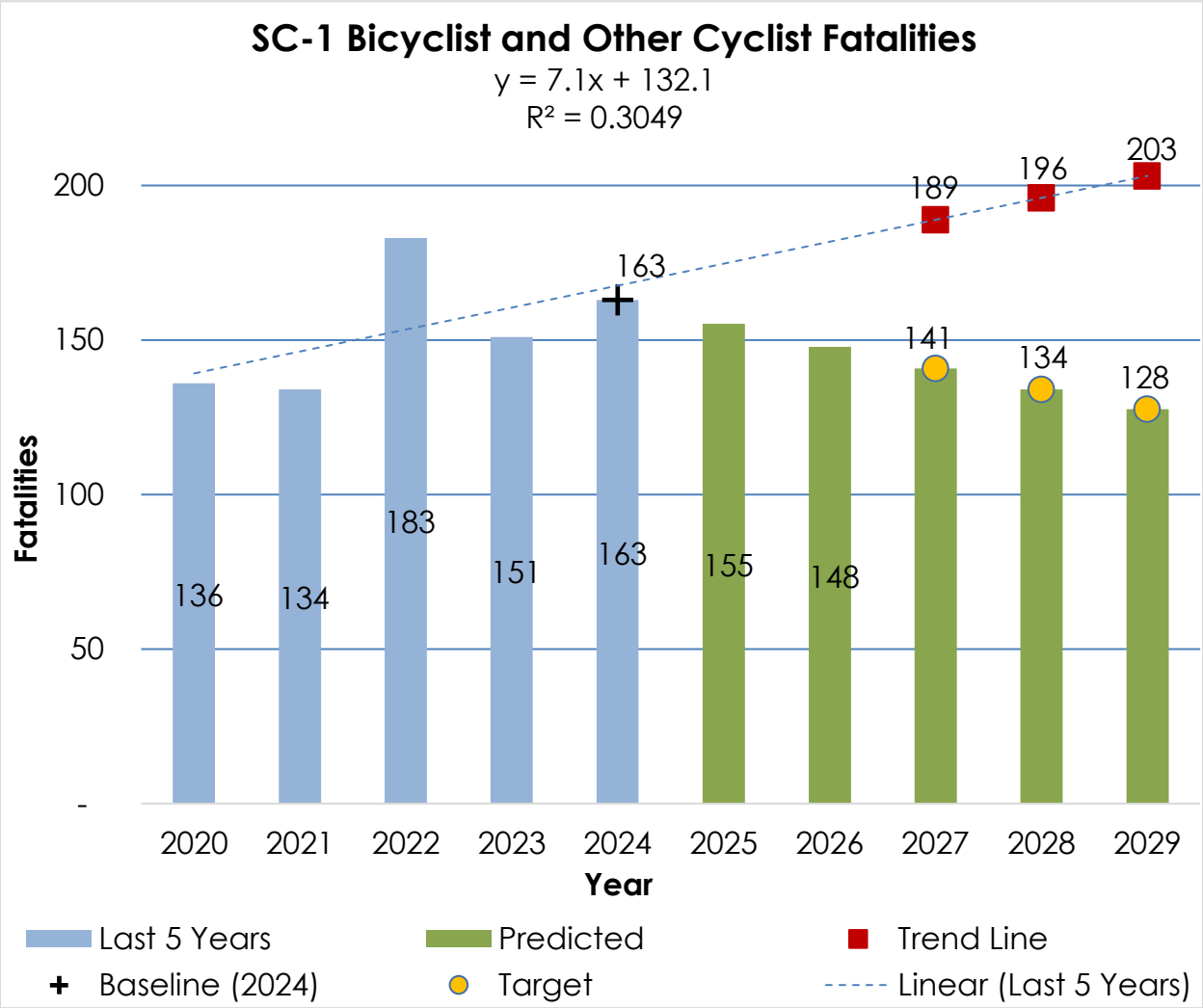


SC-1 Bicyclist and Other Cyclist Fatalities (FARS)

Performance Measure: Reduce bicyclist and other cyclist fatalities by 22.47 percent from the 2024 preliminary final FARS number of 163 to 128 by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will slow the recent upward trend.

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 will develop action items specifically for bicycle and other cyclists' safety.

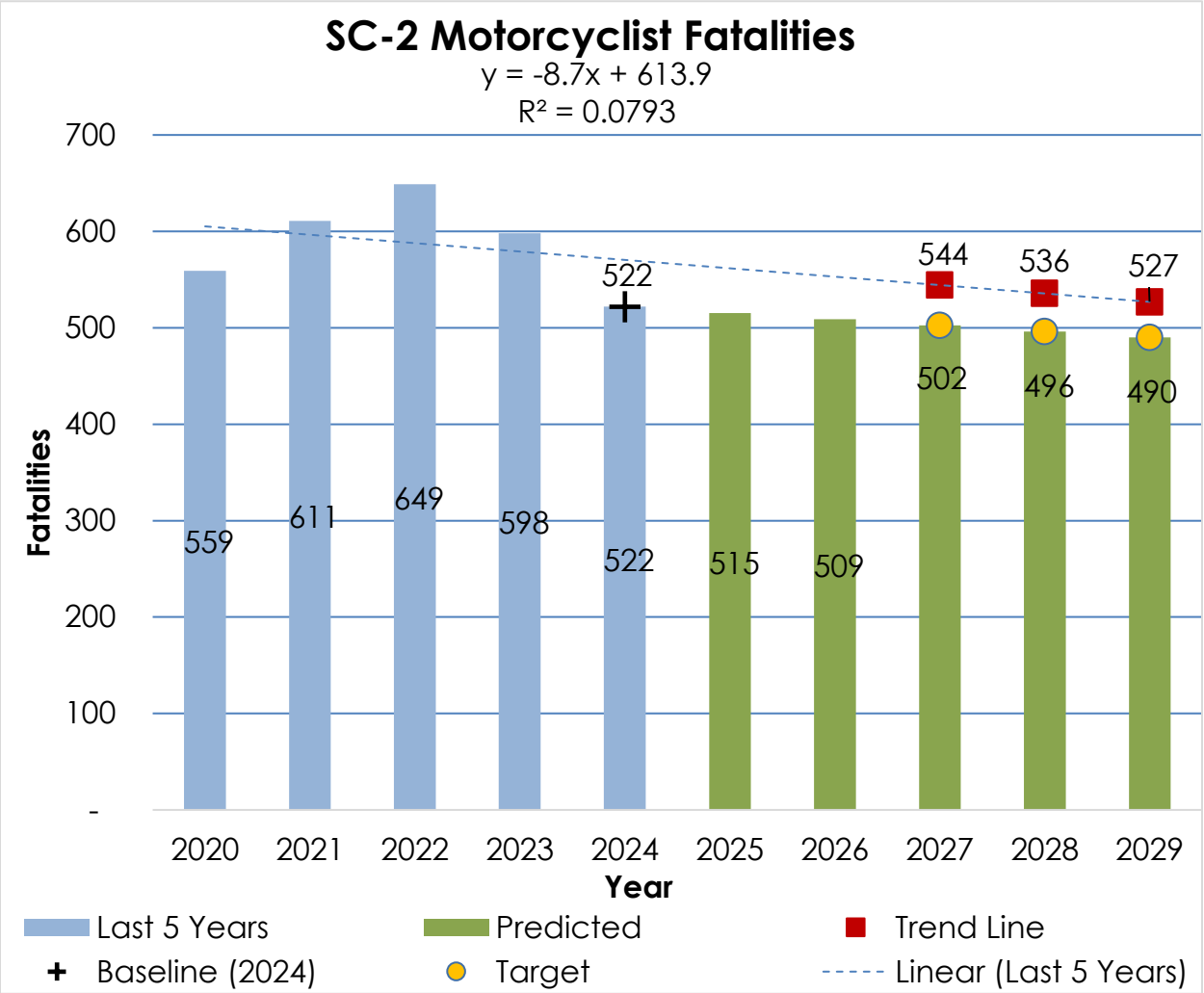


SC-2 Motorcyclist Fatalities (FARS)

Performance Measure: Reduce motorcyclist fatalities by 6.13 percent from the 2024 preliminary final FARS number of 522 to 490 by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will support the recent downward trend.

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

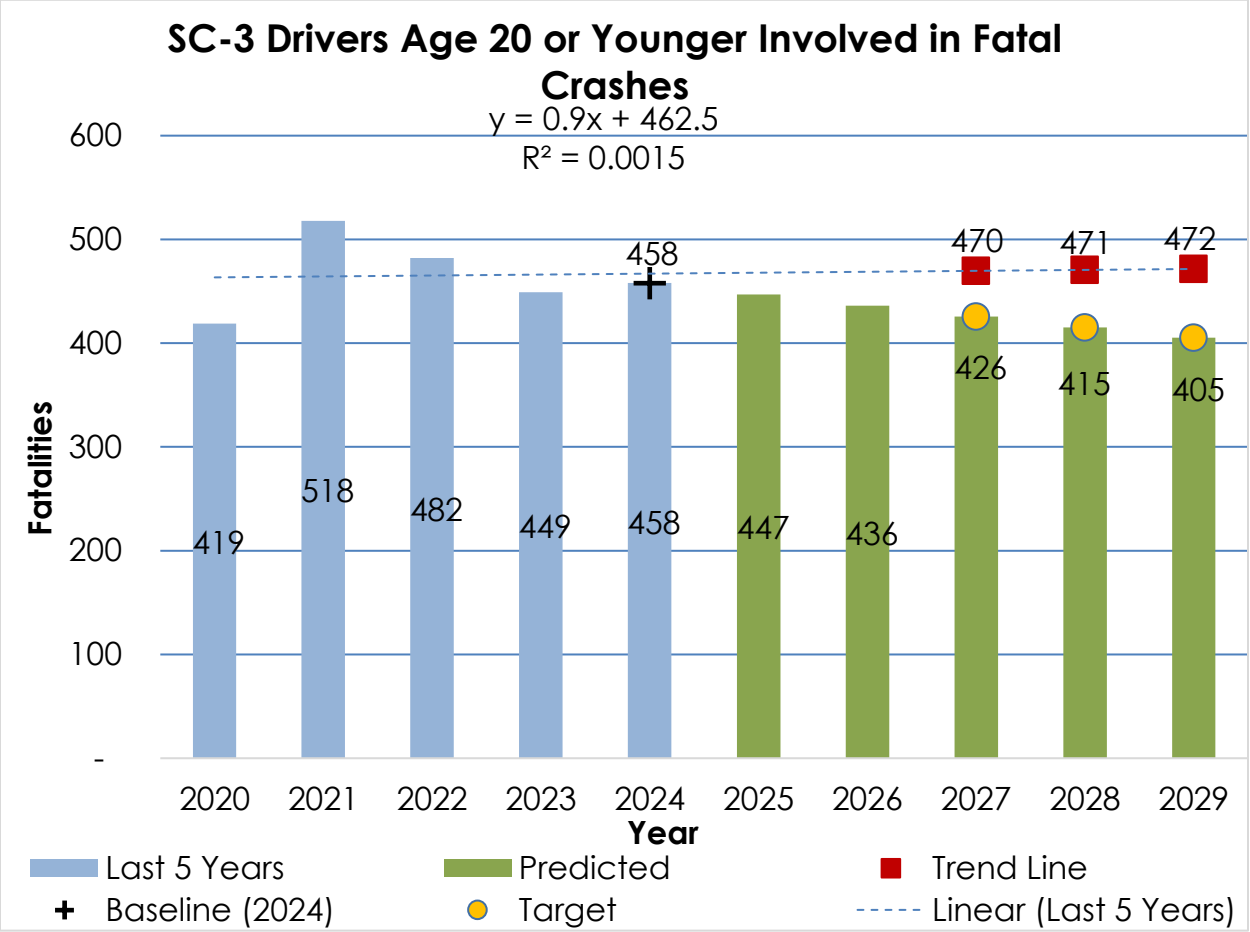


SC-3 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Performance Measure: Reduce the number of drivers age 20 or younger involved in fatal crashes by 11.57 percent from the 2024 preliminary final FARS number of 458 to 405 by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will slow the recent upward trend.

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. The OTS continues to fund proven teen education programs and enforcement for Shoulder Tap and Minor Decoy operations that will contribute to the efforts to reach drivers age 20 or younger.

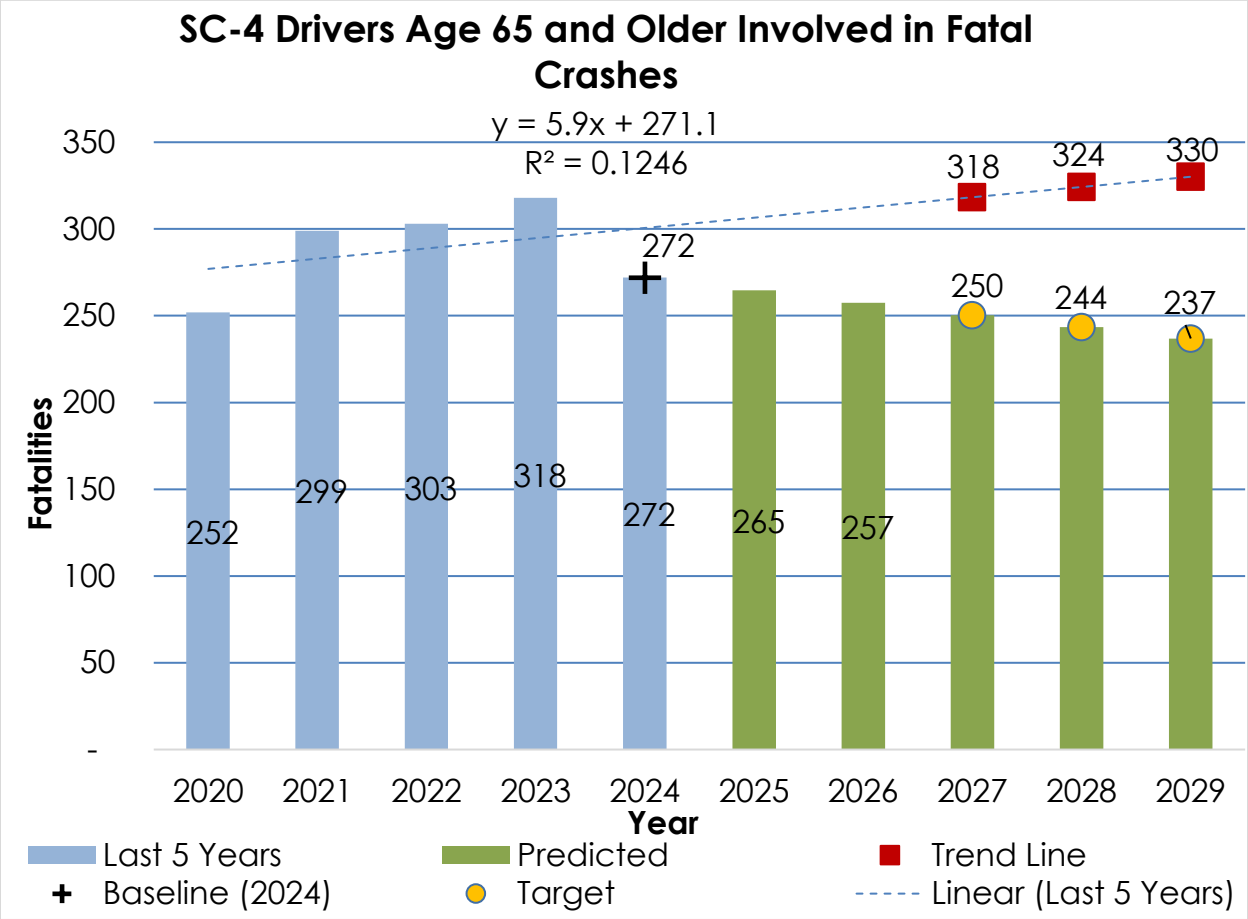


SC-4 Drivers Age 65 and Older Involved in Fatal Crashes (FARS)

Performance Measure: Reduce the number of drivers age 65 and older involved in fatal crashes by 12.87 percent from the 2024 preliminary final FARS number of 272 to 237 by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will support the recent downward trend.

Countermeasures: Funded countermeasures to reduce the number of drivers age 65 and older involved in fatal crashes will include educational activities to ensure all programs are results oriented. The OTS continues to fund proven education programs that will contribute to the efforts to reach drivers age 65 and older.

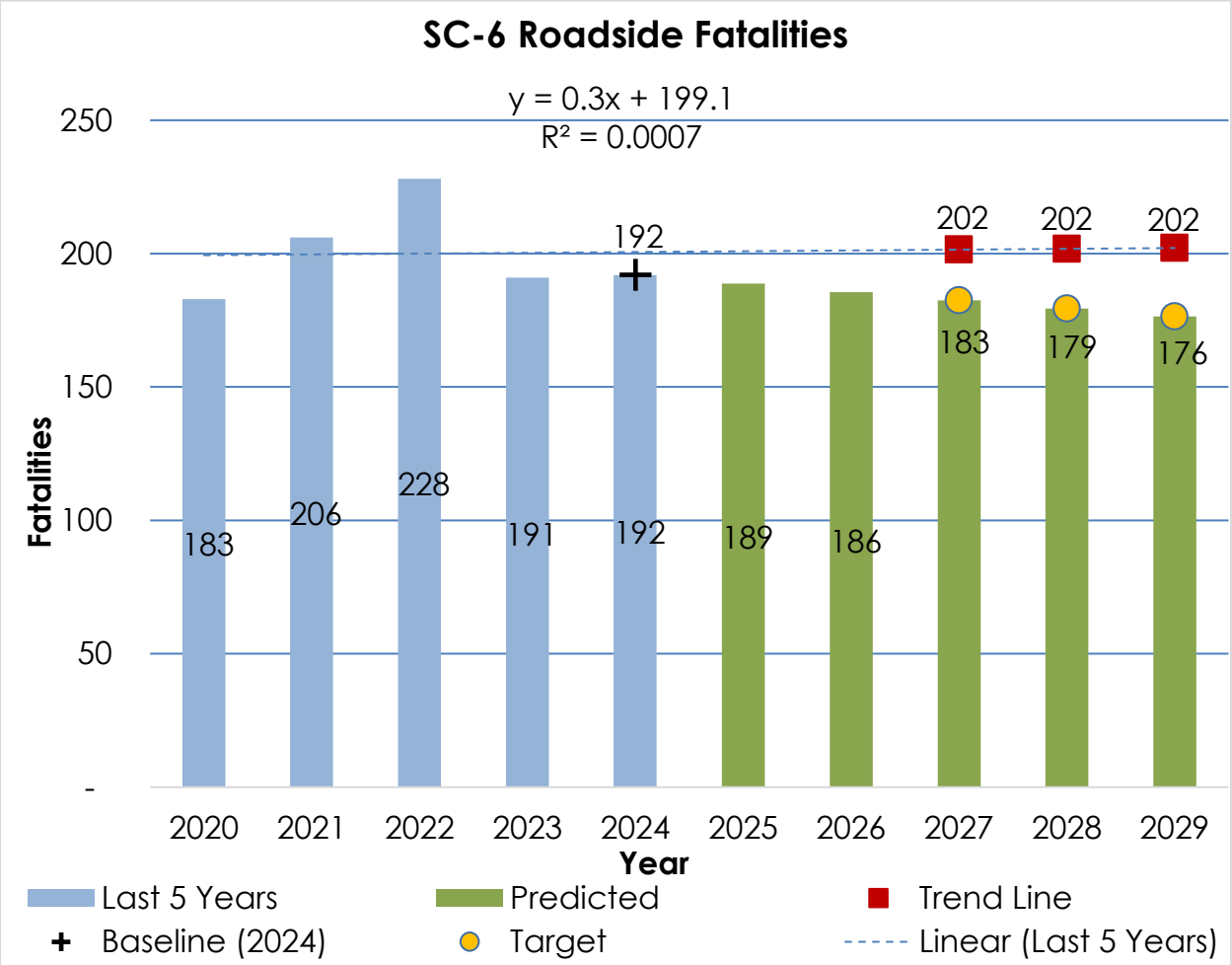


SC-6 Roadside Fatalities (First Responders, Tow-Truck Drivers, Roadway Crew)

Performance Measure: Reduce the number of roadside fatalities (first responders, tow truck drivers, roadway crew) by 8.33 percent from the 2024 preliminary final FARS number of 192 to 176 by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will reverse the recent upward trend.

Countermeasures: Funded countermeasures to reduce the number of roadside fatalities will include the use of digital alert technology that informs drivers of upcoming first responders on the roadside as well as support of the expanded Slow Down, Move Over law.

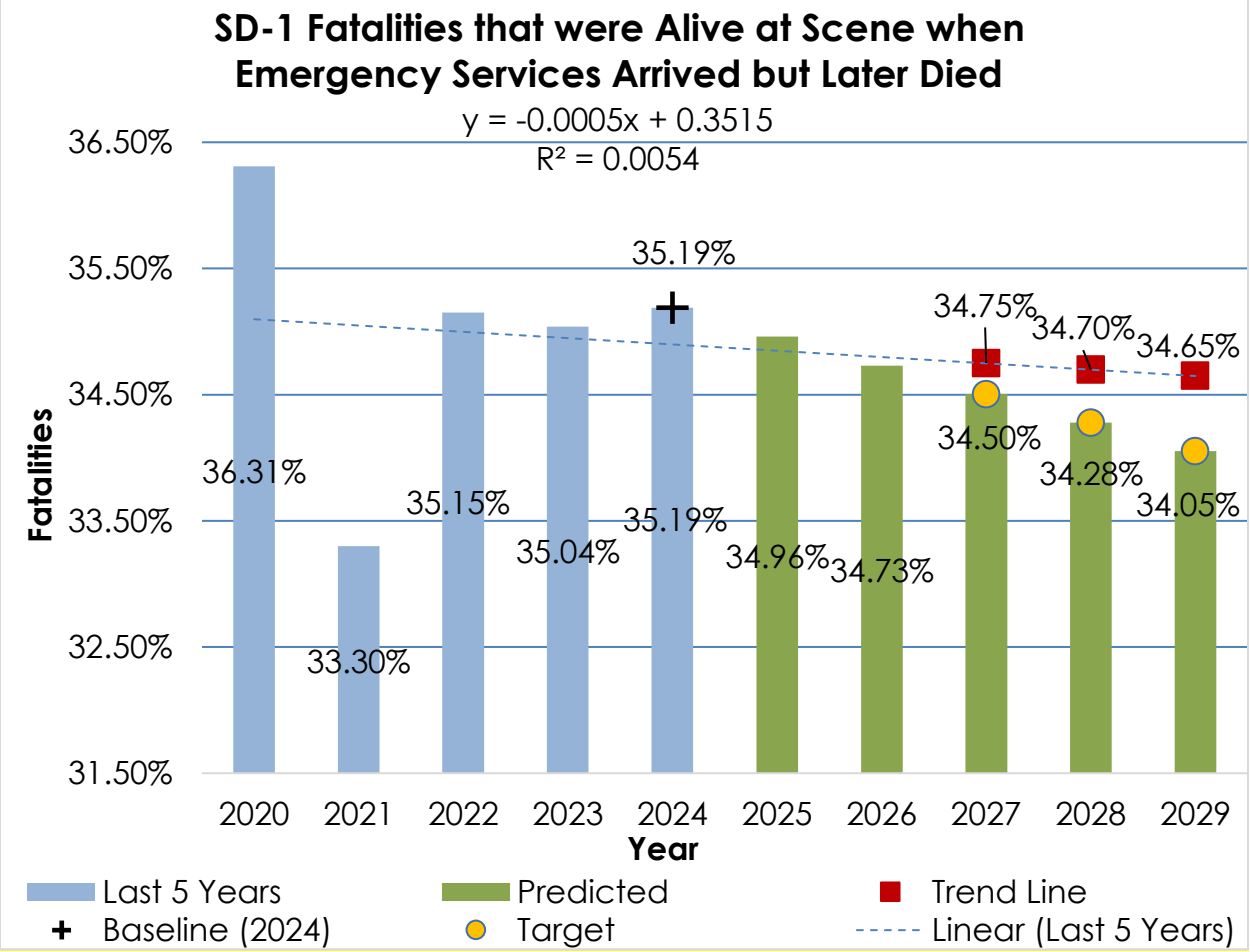


SD-1 Emergency Medical Services

Performance Measure: Reduce the number of fatalities who were alive at scene when emergency services arrived but later died by 3.24 percent relative to the 2024 preliminary final FARS number, reducing it from 35.19 percent to 34.05 percent by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will reverse the recent upward trend.

Countermeasures: Funded countermeasures to decrease the number of fatalities that were alive at scene when emergency services arrived but later died will include a variety of programs to advance post-crash care. The OTS will fund extrication equipment for fire departments as well as prehospital blood transfusion programs and other post-crash care strategies.

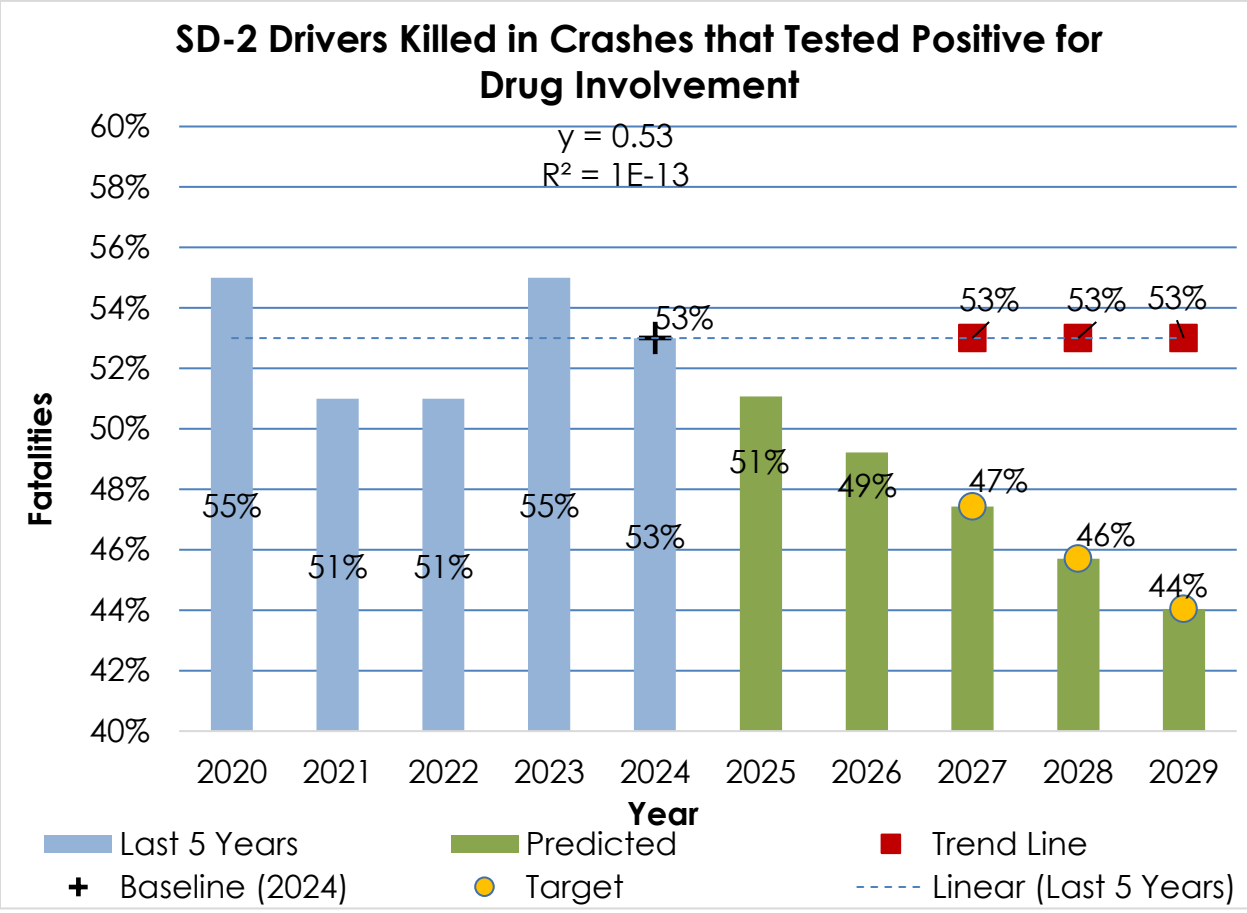


SD-2 Drug-Impaired Driving (FARS)

Performance Measure: Reduce the number of California drivers killed in crashes who tested positive for drug involvement by 16.98 percent relative to the 2024 calendar base year, reducing it from 53 percent to 44 percent by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2020-2024 data and an analysis of expected grant performance. California foresees that the OTS efforts, including the California Impaired Driving Plan and planned countermeasure strategies, as well as efforts from the CHP Cannabis Tax Fund Grant Program, will support the recent downward trend.

Countermeasures: Funded countermeasures to reduce DUID will include meetings with expert stakeholders, funding educational programming and training for health care and educational professionals, funding Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Evaluator (DRE) training for law enforcement, funding Vertical Prosecution programs, funding the Traffic Safety Resource Prosecutor program, and training for county laboratories.

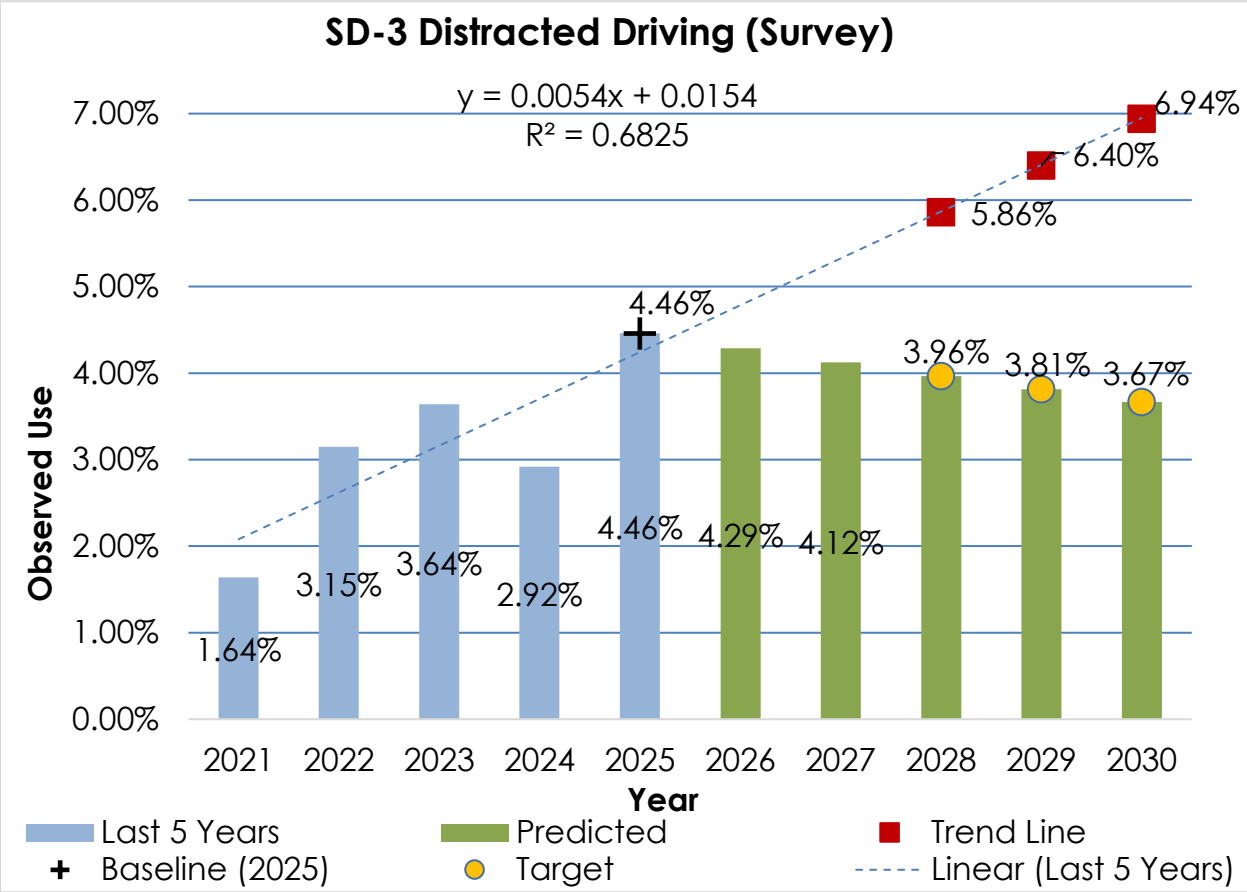


SD-3 Distracted Driving (Survey)

Performance Measure: Reduce the number of California drivers observed using a handheld cell phone or texting by 17.71 percent relative to the 2025 observed rate, reducing it from 4.46 percent to 3.67 percent by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2021-2025 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will reverse the recent upward trend.

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.

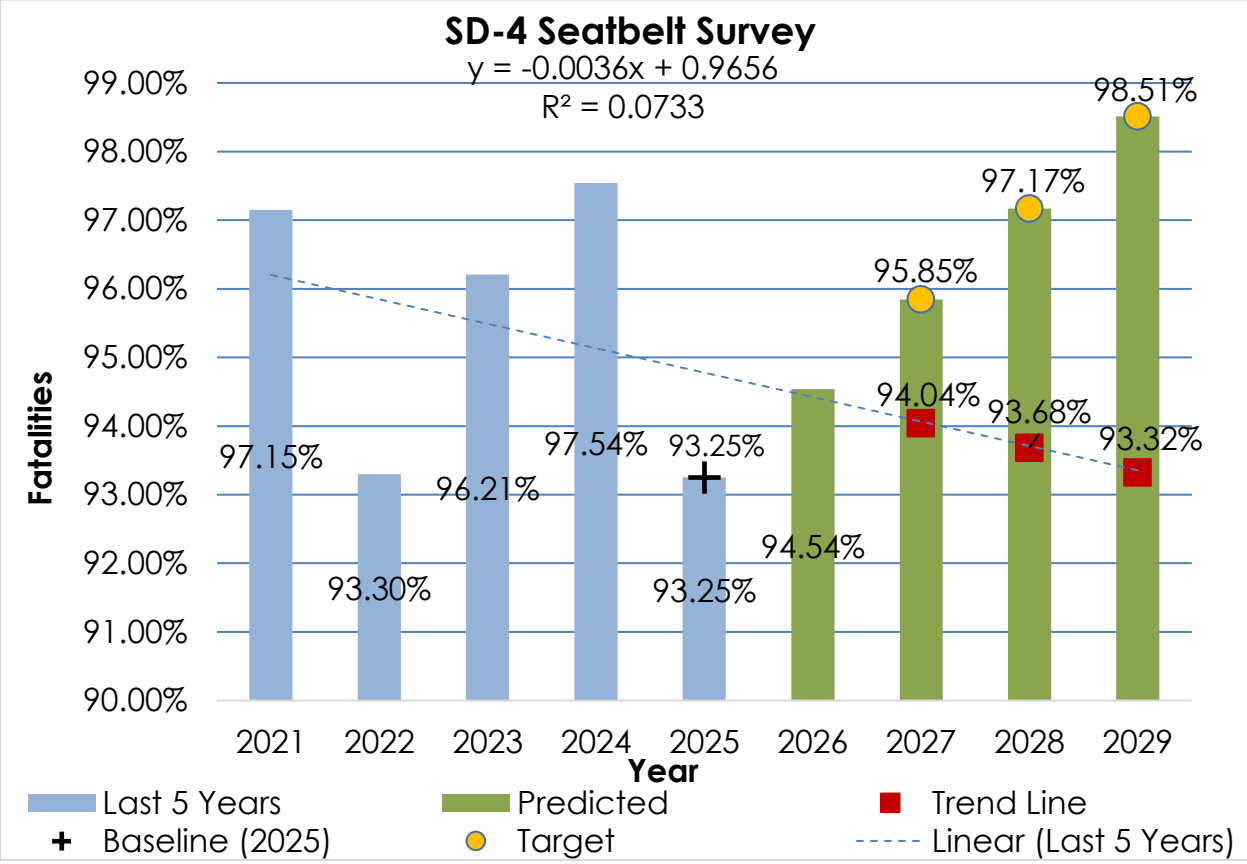


SD-4 Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (Observational Survey)

Performance Measure: Increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 5.26 percentage points from the 2025 observed rate of 93.25 percent to 98.51 percent by December 31, 2029.

Justification: The performance target was selected by using a linear trend line based on the 2021-2025 data and an analysis of expected grant performance. California foresees that the planned countermeasure strategies will reverse the recent downward trend.

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 " Child Passenger Safety Awareness Week" campaigns.



SD-5 Traffic Records

Performance Measure: Increase the percentage of crash reports electronically submitted by local law enforcement agencies to SWITRS by 48.5 percent relative to the 2025 calendar base year, increasing from 50.5 percent to 75.0 percent by December 31, 2029.

Justification: It is anticipated that an increased number of local law enforcement agencies will adopt an electronic solution for reporting their crashes to SWITRS. Therefore, California will continue to provide grant funding to support electronic submission of crash reports as well as coordinate with CHP on outreach and other technical support for the electronic submission of crash reports.

Chapter 4

PROGRAM AREA PROBLEM IDENTIFICATION AND COUNTERMEASURE STRATEGIES

PLANNING AND ADMINISTRATION PROGRAM

Program Overview

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

- Developing and preparing the 3HSP and the AGA
- Developing a comprehensive, data driven traffic safety program that fosters meaningful PP&E from affected communities
- Ensuring that data-driven enforcement programs foster effective community collaboration to increase public safety
- Administering a call for grant applications annually including grant application workshops and webinars
- Reviewing grant applications for recommendations and developing the grant agreements to be funded
- Conducting risk assessments of grant applications and grant awards to determine funding and monitoring levels
- Monitoring grants by reviewing quarterly claims and quarterly performance reports, evaluating accomplishments, and conducting grant performance reviews
- Contracting with the DOF to conduct subrecipient compliance audits
- Preparing program and grant reports as mandated by Federal and State requirements
- Participating in the SHSP challenge area meetings and various traffic safety committees and task forces that support the administration of our federal grant programs and implementation of federally mandated plans
- Creating public awareness campaigns and providing staff and spokespersons for all national annual campaigns
- Providing fiscal and operational training to grant personnel on an annual basis
- Maintaining and providing continuous improvements to GEMS, including changes in alignment with updated state and federal regulations and programs
- Conducting traffic safety seminars for all grant subrecipients, other traffic safety stakeholders and the public
- Conducting workshops on highway safety grants and procedures for participation
- Performing fiscal, accounting and budget functions associated with the highway safety grant program administration

Current Organization and Staff

The OTS is comprised of fifty-three (53) 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.

The Program Planning and Grant Operations Division oversees the development of the 3HSP, the AR, and implementation of the grants with state and local subrecipient. The Administrative Services Division encompasses fiscal, budgets, business services, and clerical support. The Technology Division maintains and enhances the office's core systems and applications, including GEMS, to ensure efficient workflows and reliable daily operations. It oversees security, infrastructure, identity and access management, and other technology services and procurements. The Communications and Public Affairs Division is responsible for the development, oversight, and execution of media campaigns related to outreach, PP&E, public relations, social media, and the OTS community engagement efforts. The Chief Traffic Records Officer provides executive level-leadership and oversight of California's TRS and Traffic Records Coordinating Committee (TRCC), with goal of maintaining a comprehensive, accurate, timely, uniform, integrated, and accessible TRS to support effective statewide safety decision-making.

Training and Development

Training for OTS staff 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 performance of 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 the OTS employees. Examples of some of the training programs include:

- NHTSA Highway Safety Grants Management – 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. Staff also attend other TSI training courses to expand their knowledge of specific traffic safety program areas and highway safety program administration.
- Professional Development – The OTS staff are provided in-person and virtual professional development opportunities including trainings offered by the State of California and partner agencies such as law enforcement agencies, NHTSA Region 9, and others. These courses increase knowledge in areas such as information technology (software and hardware), project management, quality assurance, and core business skillsets.

- 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 management, supervision, and support services for the activities necessary to operate the traffic safety program for the State of California. The performance measures to support this goal include:

- Developing, coordinating, monitoring, and administratively evaluating traffic safety grants identified in the AGA.
- Submitting the federally required 3HSP and AGA by the established due dates.
- Utilizing all available means for enhancing and advancing the California traffic safety program.

Planning and Administration Costs

Costs that have a state match include the salaries of the GR, management, fiscal, information technology unit, clerical support personnel, and most operating costs. 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 federal grant program area. Additionally, funding is used to contract with Caltrans for personnel and miscellaneous administrative services.

The OTS will be using Program Cost Allocations (PCA) to pay for the OTS staff positions. The PCAs are based on funded dollar amounts of grants allocated to each fund and will be entered into FI$Cal, the statewide financial system for California. A PCA spreadsheet will be provided to NHTSA at the start of each new Federal Fiscal Year and any time there are staff changes or movement.

COMMUNICATIONS AND PUBLIC AFFAIRS PROGRAM

Program Overview

The Communications and Public Affairs Program advances a positive road safety culture that aligns with the OTS vision that all people will be safe on California roads. The OTS Communications and Public Affairs Program acts as the state's voice for safer travel, through all modes of transportation. In partnership with Caltrans, "Go Safely, California" is a statewide education and encouragement initiative that emphasizes safe behaviors and looking out for others using our roads.

To drive behavior change around the state's biggest traffic safety challenges, the OTS Communications and Public Affairs Program leads a comprehensive set of education, outreach, community engagement, and public affairs strategies. This includes implementing statewide public education and awareness campaigns, developing partnerships with public and private organizations with a shared vision for safe roads, conducting outreach and engagement events with community-based organizations serving at-risk populations, running targeted mass media campaigns with appropriate messages tailored to the targeted audience, and gaining meaningful public input that helps inform OTS-funded programs and traffic safety messages.

The OTS works jointly with Caltrans to develop and deliver statewide media campaigns, secure paid partnerships, and conduct media relations and community outreach and engagement activities. Pooling the OTS resources with Caltrans helps supplement public relations, media, and education programs, and expands paid media campaigns to every corner of the state.

The key traffic safety messages include:

- **Safe System Approach**: Increase public knowledge on the guiding paradigm to traffic safety and how departments like the OTS are advancing elements such as safer speeds, safer roads, and safer people.
- **Collaboration in Action**: Working with a broad range of organizations, government agencies and other traffic safety partners amplifies our impact and enhances our collective capacity to promote safe travel in every community.

- **The "Go Safely" Movement**: A call to action that inspires people to take everyday actions that keep people safe on roads. The "Go Safely Movement" is rooted in a sense of shared responsibility in safety at every level, from organizations to communities and families. By fostering values and norms that prioritize looking out for one another, we create a movement where people feel connected to the larger goal of saving lives on our roads.
- **"Go Safely, California"**: People use transportation in one form or another every day. "Go Safely, California" is how we communicate and encourage all people to be safe on roads.

The key behavioral safety focus area messages will include:

- Impaired Driving
- Distracted Driving
- Speeding
- Bicyclist and Pedestrian Safety
- Occupant Protection (seat belts/child safety seats)
- Motorcyclist Safety
- Teen and Older Driver Safety
- Vehicle Recalls and Other Regular Maintenance Vehicle Safety
- E-Scooter, E-Bike Safety and Other Micromobility/Microtransit
- School Bus Safety
- Highway Work Zone Safety
- California's "Move Over" Law and other Traffic Safety Laws
- Wrong-Way Driving
- New and Emerging Infrastructure, Vehicle Technology (e.g., advanced driver assistance system, autonomous vehicles)

Performance Goals

- Inform and educate California residents about safe travel behaviors, with particular emphasis on safe driving behaviors.
- Be a go-to source and one-stop shop for traffic safety tips, resources, and educational materials.
- Work with traffic safety partners, safety advocacy groups, community-based organizations, and other grassroots organizations to promote behavioral safety and establish a strong road safety culture within their communities.
- Connect and engage with hard-to-reach communities most impacted by traffic fatalities and serious injuries. Build relationships with trusted sources in communities to gather insight on best ways to provide traffic safety resources that also help inform our programs.
- Execute youth and teen education programs that focus on impactful messaging and real-life experiences that instill safe road habits.

- Use outreach and engagement tactics to increase public knowledge and awareness of traffic safety programs.
- Maintain open and cooperative relationships with media outlets to improve community awareness of the OTS programs.
- Conduct focus groups, surveys, and solicit input from communities to develop community-specific traffic safety messages and programs.
- Develop public and private partnerships that result in local communities, government agencies, businesses, and other entities with ongoing awareness and education about traffic safety.
- Increase overall public recognition of "Go Safely, California" initiative that defines the OTS as a reputable and trusted source for traffic safety information.

The OTS Communications and Public Affairs Program will continue to integrate pro-social "Go Safely" messages that focuses on positive actions that individuals and organizations can take to make a difference in traffic safety. The traffic safety campaign themes will include:

- Think Before You Drink, Go Safely Game Plan, Don't Be the 'I' in DUI (Impaired Driving)
- Distracted Driving Kills (Distracted Driving)
- Bicyclists/Pedestrians Are People. Watch for People (Bicyclist and Pedestrian Safety)
- Slow the Fast Down (Anti-Speeding)
- Go Safely Movement/We Are Human (General, SSA Principles)
- Empty Chair Club (General)
- Be Work Zone Alert/Highway Heroes (Work Zone Safety)

Actions

- Develop Paid Media Plans that target specific audiences through traditional and digital channels, such as cell phone display messages, social media, online videos, digital/print billboards, bus shelters, transit stop posters, live traffic, radio, television, and non-digital traffic safety message placements.
- Regularly update information, materials, and resources on gosafelyca.org.
- Promote the gosafelyca.org website as a one-stop hub for all public education materials, tips, information, and resources.
- Maximize budgets to execute robust media plans that coincide with national safety months, maximum enforcement periods, and holidays for increased exposure and awareness.
- Secure additional, free media placements and informational materials from media and advertising 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 traffic 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.
- Organize small-group discussions or "pop-up" meetings with residents in communities most impacted by traffic fatalities and serious injuries to listen to their concerns and help inform all the OTS programs.
- Leverage the OTS subrecipients and other safety partners to amplify traffic safety messaging.
- Create regular social media content that supports the OTS programs, activities, and initiatives.
- Encourage public engagement on OTS' social media channels through interactive and relevant messaging.
- Conduct meaningful PP&E activities in communities most at-risk of traffic fatalities and serious injuries that help inform the OTS-funded projects that best meet the needs of communities.
- Regularly provide grant subrecipients, traffic safety partners and the public with social media toolkits, news release templates, and other informational resources to promote traffic safety messages.
- Provide monthly recaps of the OTS engagements and updates on new informational materials on the Go Safely, California website.
- Use "Influencers" to assist with pushing out information and promoting the OTS message as recognized, trusted sources for information that resonates with specific target audiences.
- Develop new educational content highlighting new laws, infrastructure countermeasures, and other innovative tactics to improve road safety, particularly for people biking and walking.
- Work with community partners to solicit feedback on safety messages for specific audiences, as well as educational resources that meet community needs.

The OTS Communications and Public Affairs Program supports nearly 500 traffic safety grants with hundreds of partners throughout the state on an annual basis. This partner support allows for continuity and consistency of messaging, as well as additional earned and paid media coverage that increases awareness of the OTS-funded activities.

The OTS Communications and Public Affairs team values collaboration and partnership. The OTS will continue to work with grant subrecipients and other organizations who are committed to the urgent mission of saving lives and making our roads safe for all.

HIGHWAY SAFETY COUNTERMEASURE STRATEGIES

Associated Performance Measure

Reduce the actual number of traffic fatalities by 22.08 percent from the 2024 preliminary final FARS number of 3,876 to 3,020 by December 31, 2029.

Reduce the actual number of serious traffic injuries by 12.79 percent from the 2024 preliminary final SWITRS number of 16,640 to 14,512 by December 31, 2029.

Planned Federal Funds for Communications and Public Relations

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2027-2029	164 AL	Minimum Penalties for Repeat Offenders and Driving While Intoxicated	$12,000,000
2027-2029	402	State/Community Highway Safety Grant Program	$9,000,000
2027-2029	405(e)	National Priority Safety Program (Distracted Driving)	$3,000,000

Countermeasure Strategy

(PR) Public Relations/Advertising/Marketing

Linkage Between Problem Identification and Countermeasure Strategy

Based on the need to provide meaningful public engagement, education, outreach and traffic safety messaging to Californians, the OTS will use this countermeasure strategy to guide program implementation to reduce traffic fatalities and injuries. The OTS Communications and Public Affairs Program will continue to include:

- Earned and Paid Media Plans
- Social Media Best Practices and Strategies
- "Go Safely California" Safety Culture Messaging
- News Release Templates, Talking Points, Fact Sheets, Tip Cards, and Flyers
- Social Media Toolkits, Graphics, and Videos
- Age-specific traffic safety education presentations and other informational content
- Digital display messages, traffic reads, and video public service announcements
- Educational videos
- Public Relations, Media Relations, and Communication Plan support

Citation/Justification

These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work." (NHTSA defines countermeasure effectiveness in this document using a five-star rating system – five stars is the highest rating, indicating the countermeasure is "demonstrated to be effective by several high-quality evaluations with consistent results," whereas one star is the lowest rating where the countermeasure "[has] no evaluation evidence, but adheres to principles of human behavior and may be effective if implemented well.") These countermeasure strategies are also supported by Highway Safety Program Guidelines No. 3 Motorcycle Safety, No. 8 Impaired Driving, No. 13 Older Driver Safety, No. 14 Pedestrian and Bicycle Safety, No. 15 Traffic Enforcement Services, No. 19 Speed Management, and No. 20 Occupant Protection.

- Alcohol-Impaired Driving
  - Mass Media Campaigns
    - The effectiveness of this countermeasure is two stars. However, mass media campaigns have been shown to produce measurable results, such as increased recall of messages and changes in behavior, when run in conjunction with high-visibility or ongoing enforcement activities. Additionally, the 2024 California Impaired Driving Plan calls for the implementation of education, communications campaigns and other outreach activities to educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving. All paid media and public awareness campaigns are evidence-based, data driven, with messaging in locations with a demonstrated need for identified traffic safety programs.
  - Alternative Transportation
    - The effectiveness of this countermeasure is three stars.
  - Zero Tolerance Law Enforcement
    - The effectiveness of this countermeasure is three stars.
- Seat Belts and Child Restraints
  - Short-Term, High Visibility Seat Belt Law Enforcement and Child Passenger Safety Law Enforcement
    - The effectiveness of this countermeasure is five stars.
  - Communication Strategies for Low-Belt-Use Groups as Part of HVE
    - The effectiveness of this countermeasure is four stars.
- Speeding and Speed Management, High-Visibility Enforcement
    - The effectiveness of this countermeasure is four stars.
- Distracted Driving
  - GDL Passenger Limits for Young Drivers
    - The effectiveness of this countermeasure is five stars.
  - High-Visibility Cell Phone Enforcement
    - The effectiveness of this countermeasure is four stars.

Paid media campaigns will be used to support National High Visibility Enforcement Campaigns including National Distracted Driving Awareness Month in April, a Speed Reduction Campaign in July and August, Motorcycle Safety Month in May, and Pedestrian Safety Month in October.

Description of Considerations

California's efforts to reduce traffic injuries and fatalities through Communications and Public Affairs Program activities will be driven by the efforts in the counties and cities most at-risk of fatal and serious injury crashes. Meaningful public engagement and collaboration efforts will be conducted through the OTS, partnerships with state and local government agencies, as well as non-traditional partners who present an innovative approach to reducing traffic crashes.

DISTRACTED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Distracted driving is any activity that diverts attention from driving, which includes momentary lapses of attention that can lead to fatal and serious injuries on the roadway. Distractions generally fall into three main categories: visual (eyes off the road), manual (hands off the wheel), and cognitive (mind off driving). Some distracted driving behaviors involve a combination of the three. Examples of distracted driving include talking or texting on phones, eating and drinking, talking to people inside the vehicle, or manipulating the entertainment or navigation systems.

The SSA recognizes human vulnerabilities and acknowledges that people may make mistakes, including momentary lapses of attention, that can lead to fatal and serious injury crashes on the roadway. Analyses presented in the distracted driving program area are defined by a driver's inattention to driving due to some other activity.

National

- In 2024, there were 3,208 fatalities in distraction-affected crashes, defined by NHTSA as a crash involving at least one driver who was distracted. This represents a 2.3 percent decrease from 3,283 fatalities in 2023.
- Distraction-affected crashes comprised 8.2 percent of all fatal traffic injuries in 2024.
- The National Occupant Protection Use Survey (NOPUS), which provides data on driver use of electronic devices in the United States, observed three prominent types of driver electronic device use while driving. These include "holding phones to their ears", "speaking with visible headsets on", and "visibly manipulating handheld devices".
- In 2023, the NOPUS found that the percentages of drivers holding cell phones to their ears while driving remain unchanged at 2.1 percent, holding steady from the 2022 level. This behavior appears to have plateaued following a consistent downward trend observed since 2018.
- The 2023 NOPUS found that there was an increase in driver handheld cell phone use among drivers between the ages of 16-24, from 2.4 percent in 2022 to 2.7 percent in 2023. This represents a departure from the steady downward trend between 2014 and 2020. In contrast, driver handheld cell phone use among drivers ages 70 and older decreased from 1.2 percent in 2022 to 0.7 percent in 2023.
- The 2023 NOPUS also found that there was a slight decrease in drivers visibly manipulating handheld devices from 3.1 percent in 2022 to 3.0 percent in 2023. Driver manipulation of handheld devices continued to be

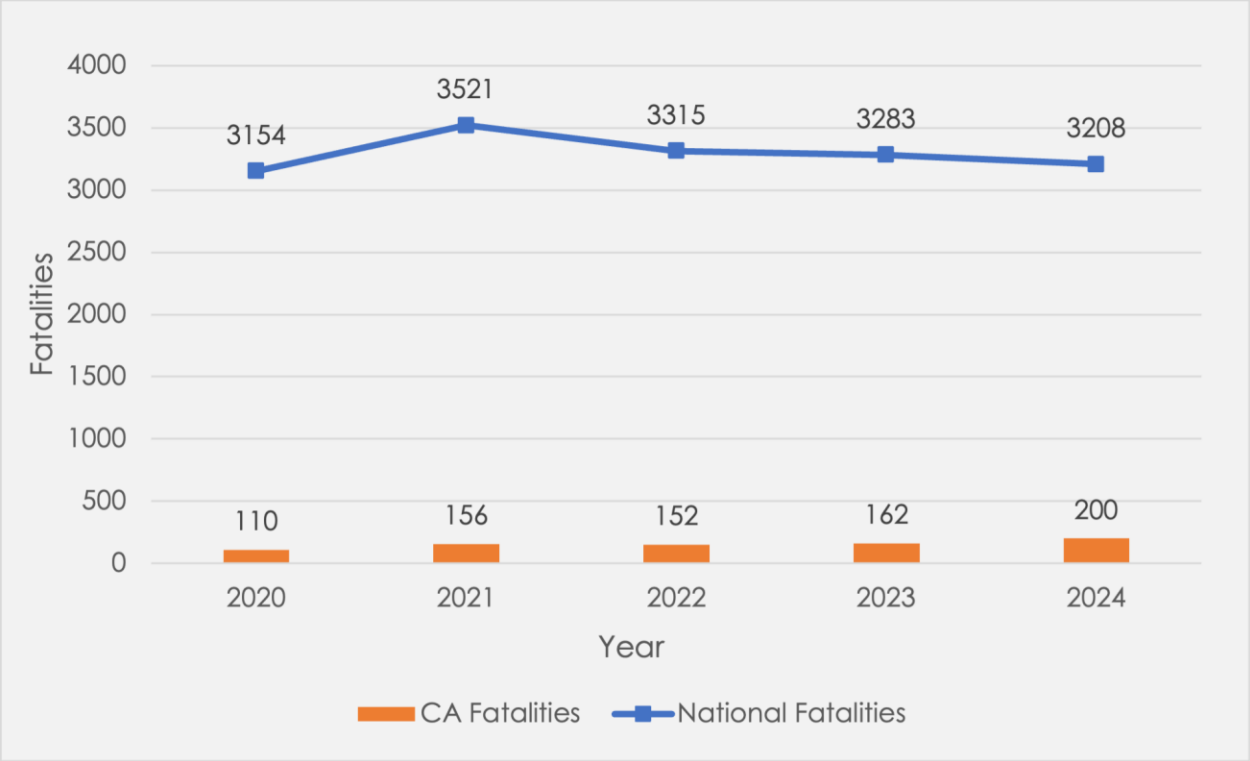
highest among drivers between the ages of 16-24 compared to other age groups. An estimated 7.7 percent of drivers between the ages of 16-24 were found to be visibly manipulating handheld devices in 2023, which is the highest percentage since NHTSA started collecting this data in 2005.

- The 2024 Traffic Safety Culture Index by the American Automobile Association (AAA) Foundation for Traffic Safety found:
    - Drivers scrolling through social media while driving on a cell phone, manually texting or emailing on a cell phone, and reading on a cell phone are perceived as "extremely or very dangerous" by 96.5 percent, 94.3 percent, and 90.2 percent of survey respondents in 2024, respectively. These represent an increase from 2023, when manually texting or emailing on a cell phone and reading on a cell phone were indicated as "extremely or very dangerous" by 93.2 and 93.3 percent of respondents, respectively. The "scrolling through social media while driving" variable was not captured in the survey in 2023.
    - Over half (59.4 percent) reported that they used hands-free technology to talk, text, or email while driving.
    - Despite the high proportion of respondents that recognize the risk of texting or emailing while driving, 28.1 percent of drivers reported manually typing or sending a text/email while driving in the past 30 days before the survey.
    - The survey also asked respondents to identify top concerns on United States roads through an open-ended question. Of the top five concerns, driver distraction, including phone or technology use and inattention to the road and surroundings, was the highest, with 24 percent of respondents indicating that this was their top concern on roadways.

California

- There were 200 distracted driving fatalities in California in 2024, an increase of 23.5 percent from 162 in 2023.
- An observational study conducted in 2025 found that 4.46 percent of drivers in California were using a device while behind the wheel, marking a rise from 2.92 percent reported in the prior year.
- The OTS-sponsored 2025 California Traffic Safety Survey found that "distracted driving because of texting" was viewed as a significant safety concern by 71.4 percent of survey respondents. Respondents identified "distracted driving because of texting" and "distracted driving because of talking" as two of the top six biggest safety problems on California roadways.

Distracted Driving Fatality Trends



Source: FARS 2020 – 2023 Final File & 2024 ARF

State-level Analysis

The figures in this section refer to persons fatally or seriously injured in a distracted driving crash in California in 2024. These numbers are the products of UCB SafeTREC analysis.

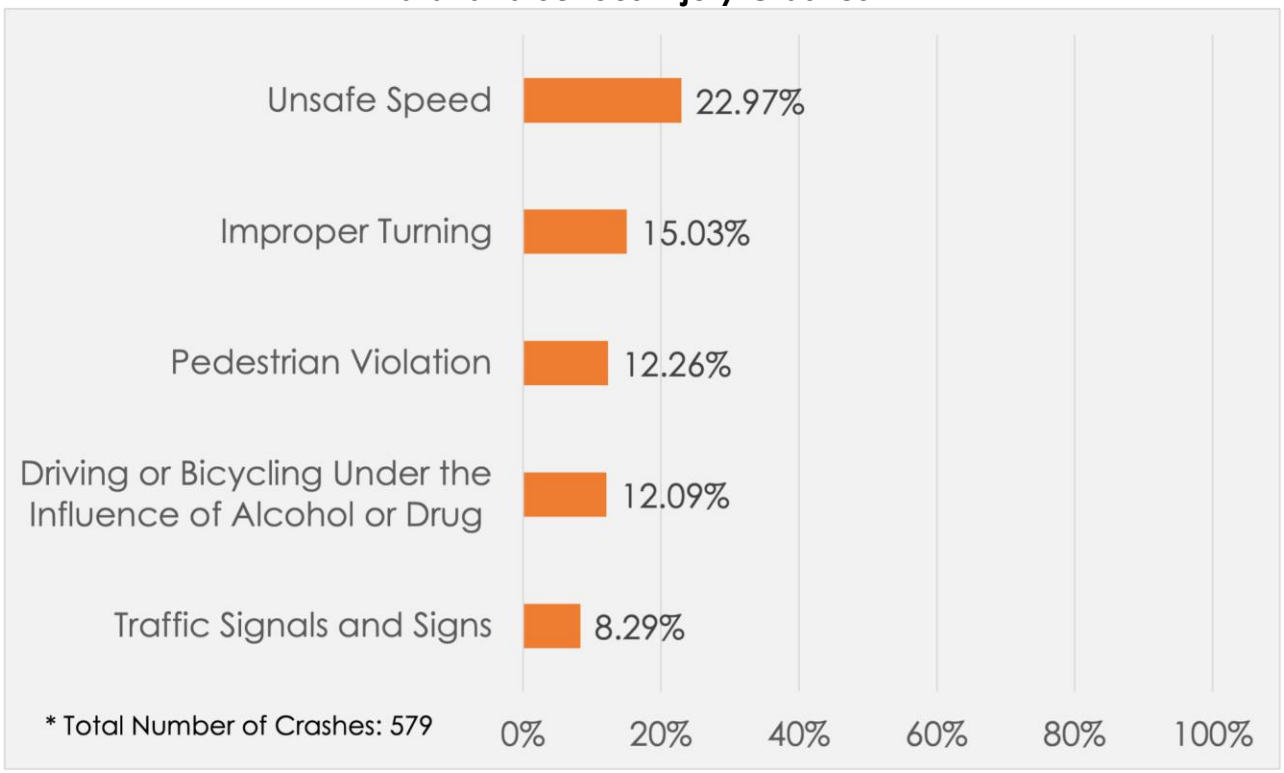
Distracted Driving Fatalities and Serious Injuries by County

- By number, the counties with the greatest number of fatalities in 2024 were Los Angeles, San Diego, Riverside, San Bernardino, and Orange counties, respectively. Per capita, the highest rate of fatalities in 2024 was in Glenn County, followed by Mariposa, Inyo, Del Norte, and Amador counties.
- Of California's 58 counties, almost 30 percent (or 17 counties) recorded zero fatalities related to distracted driving in 2024.
- Los Angeles, San Diego, Riverside, Santa Clara, and Alameda counties all had more than 20 distracted driving serious injury crashes in 2024.
- Plumas County had the highest serious injury rates per 100k population, followed by Mono, Lassen, Trinity, Mariposa, Inyo, and Butte counties.

Primary Crash Factors of Distracted Driving Fatal and Serious Injury Crashes

- The top three PCF for distracted driving crashes in 2024 were classified as unsafe speed (23.0 percent), improper turning (15.0 percent), and pedestrian violation (12.3 percent).

Top Five Primary Crash Factors of Distracted Driving Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2024

Crash Types for Distracted Driving Fatal and Serious Injury Crashes

- Vehicle-pedestrian was the most prevalent type of fatal or serious injury distracted driving crash at 28.2 percent. This was followed by rear end crashes at 18.0 percent, broadside at 16.6 percent, and hit object at 15.4 percent.

Time and Day of Distracted Driving Fatal and Serious Injury Crashes

- The days of the week with the most distracted driving fatal crashes were Thursday (18.5 percent), followed by Saturday (15.0 percent), Wednesday (14.5 percent), and Friday (14.0 percent). The time of day with the greatest number of fatal crashes was 6 p.m. to 9 p.m. followed by 9 p.m. to midnight, at 18.5 percent and 18.0 percent. The peak time was Friday night, with 5.5 percent of crashes occurring between 9 p.m. and midnight.

- Nearly 40 percent of serious injury distracted driving crashes were concentrated between 3 p.m. and 9 p.m., split evenly (19.4 percent each) between the two three-hour windows from 3 p.m. to 6 p.m. and 6 p.m. to 9 p.m. Monday, Thursday, and Saturday were the days of the week with the highest number of serious injury crashes, making up 15.7 percent, 15.1 percent, and 15.1 percent of total crashes, respectively.

Fatal and Serious Injury Distracted Driving Victim Demographics

- The age category with the greatest number of distracted driving fatalities was ages 25-34, with 18.5 percent of distracted driving fatalities. The next most common age categories of distracted driving fatalities were 35-44 and 15-24, with 17.0 and 15.0 percent of fatalities, respectively. A majority (72.0 percent) of distracted driving fatalities were male.
- The most common age group for seriously injured victims of distracted driving crashes was 15-24, with 22.6 percent of serious injuries, followed by 25-34, with 21.5 percent. Of the victims with known gender, a majority (59.7 percent) of distracted driving serious injury victims were male.
- For 78.5 percent of distracted driving fatalities, race was unknown. Of the 43 victims with known race, 79.1 percent were white and 16.3 percent were Black or African American.

Crash Location for Fatal Distracted Driving Crashes

- Almost three-fourths (73.5 percent) of distracted driving fatal crashes occurred in urban areas, while about one-fourth (26.5) percent occurred in rural areas. For comparison, about 18.8 percent of travel took place on rural roads in 2024.
- About one-third (33.0 percent) of distracted driving crashes occurred on principal arterial roads, followed by minor arterial roads (24.5 percent).

Geospatial Analysis

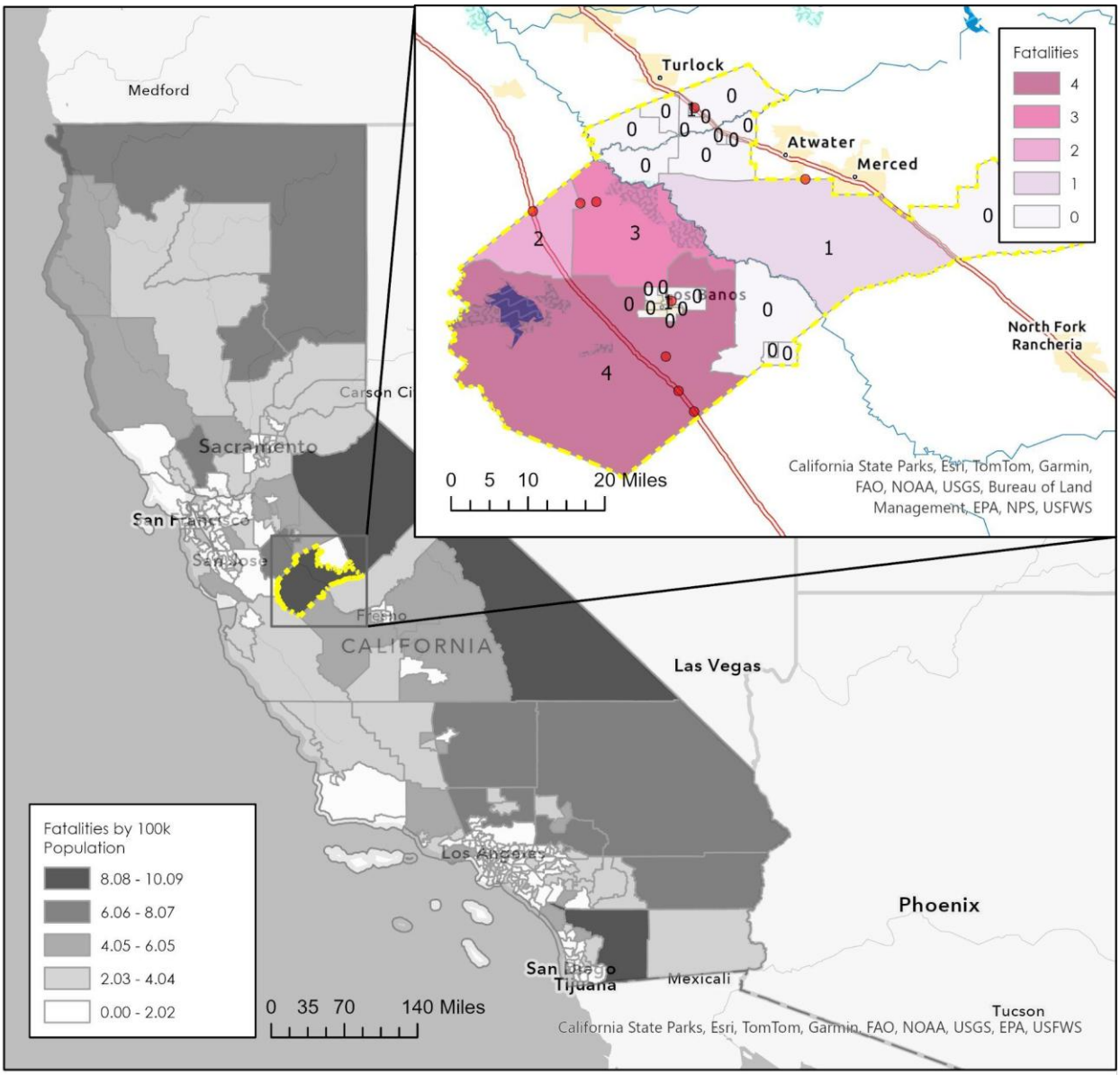
This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. This visualization illustrates how distracted driving fatalities are distributed in California relative to population and highlights the region with the greatest concentration of fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Distracted Driving Crash Fatalities per Capita

The geospatial region used in this analysis is a Public Use Microdata Area (PUMA), which is a Census Bureau-defined geographic area with a population of at least 100,000 people and not more than 200,000 people. The socio-demographic data comes from 2020-2024 ACS 5-Year Estimates. The crash and victim data in this section are based on FARS fatalities in distracted driving crashes from the most recent five years of data, 2020-2024.

The PUMA region with the greatest rate of distracted driving fatalities per capita was Merced County (West & South) – Los Banos & Livingston Cities PUMA (see map below). Many of these fatalities occurred on Interstate 5. The majority of the population in this PUMA was Hispanic or Latino, averaging 67.6 percent from 2020 to 2024, which is greater than the statewide average proportion of 40.2 percent over the same period. The average median household income in this area from 2020 to 2024 was $67,169, below the state average of $99,122.

Choropleth Map of Fatalities in Distracted Driving Crashes



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

From 2020 to 2024, there were 9 total distracted driving fatal crashes and 12 fatalities in this region. Over half of these crashes, 55.6 percent, were on rural roads and 33.3 percent occurred on an Interstate. The time of day with the most crashes was 9 p.m. to midnight, with 44.4 percent of crashes, and the day of the week with the most crashes was Saturday, with 33.3 percent of crashes.

Among the fatalities in these distracted driving crashes, 75.0 percent were male. The most common age was from 60 to 69, comprising 33.3 percent of fatalities.

HIGHWAY SAFETY COUNTERMEASURE STRATEGIES

Associated Performance Measures

Reduce the percentage of California drivers observed using a handheld cell phone or texting by 17.71 percent relative to the 2025 observed rate, reducing it from 4.46 percent to 3.67 percent by December 31, 2029.

Planned Federal Funds for Distracted Driving

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2027-2029	402	State/Community Highway Safety Grant Program	$1,000,000
2027-2029	405e DDA	Distracted Driving	$4,500,000
2027-2029	405e DDL	Distracted Driving	$2,500,000
2027-2029	Flex 405e DDA	State/Community Highway Safety Grant Program	$3,900,000
2027-2029	Flex 405e DDL	State/Community Highway Safety Grant Program	$2,400,000

Countermeasure Strategy

(DD) Education and Public Awareness

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for distracted driving fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce distracted driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Fund education programs for teens on distracted and reckless driving.
- Fund traffic safety presentations to educate youth and the general public on the dangers of different types of distractions including interacting with passengers or pets, using a phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.
- Encourage public health departments to collaborate with community partners and other state and local departments to implement distracted driving education and awareness programs.
- Provide Distracted Driver public awareness messaging through changeable message signs on California highways.
- Fund education and training programs that promote safety for teen drivers using interactive education and training as well as hands-on skills-based driver safety training.

- Fund awareness, education and training programs that promote California's hands-free driving law.

Citation/Justification

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

- Enforcement – High-Visibility Cell Phone Enforcement
  - The effectiveness of this countermeasure is four stars.
- Communications and Outreach for Distracted Driving
  - The Governors Highway Safety Association (GHSA) report, Directing Drivers' Attention: A State Highway Safety Office Roadmap for Combating Distracted Driving, provides 29 action-oriented recommendations for State Highway Safety Offices (SHSOs) to address distracted driving, including state laws, data collection, education and public outreach, enforcement, and partnerships to reduce distracted driving crashes. These recommendations include working with non-SHSO partners to implement distracted driving education programs, educating the public about distracted driving laws, and teaching youth and all passengers to effectively speak up when a driver is distracted.

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

Description of Considerations

California's efforts to reduce distracted driving fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the rural counties identified in the problem identification) to implement education programs, public awareness campaigns, and enhanced enforcement efforts. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local and state government agencies as well as non-traditional partners who present an innovative approach to reducing distracted driving crashes.

Countermeasure Strategy

(DD) Enforcement

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for distracted driving fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce distracted driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Fund law enforcement agencies to enforce distracted driving laws.
- Enlist the assistance of state and local law enforcement agencies to conduct "zero tolerance" enforcement operations during April's National Distracted Driving Awareness Month.
- Fund traffic safety presentations to educate youth and the general public on the dangers of different types of distractions including interacting with passengers or pets, using a phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.
- Provide Distracted Driver public awareness messaging through changeable message signs on California highways.
- Fund awareness, education and training programs that promote California's hands-free driving law.

Citation/Justification

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

- Enforcement – High-Visibility Cell Phone Enforcement
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National campaigns such as April's Distracted Driving Awareness Month will also be supported.

Description of Considerations

California's efforts to reduce distracted driving fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants that focus on the counties and cities with the highest number of fatalities or fatality rates (including the rural counties identified in the problem identification) to conduct enforcement operations, educational presentations, and public awareness campaigns. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local and state government agencies who present an innovative approach to reducing distracted driving crashes.

EMERGENCY MEDICAL SERVICES

PROBLEM IDENTIFICATION AND DATA ANALYSIS

EMS play a vital role in post-crash by delivering rapid, high-quality care that can dramatically reduce fatalities and serious injuries. Research consistently shows that well-coordinated trauma systems improve survival rates for patients with severe injuries by up to 25 percent, and county-level integrated trauma care systems can reduce crash fatality rates by as much as 50 percent. Emerging innovations such as prehospital blood transfusion programs and advanced field stabilization techniques are further strengthening the chain of survival and improving outcomes, especially in rural and high-risk regions.

Post-crash care is identified as a core element of the SSA and encompasses the entire emergency response continuum: timely 911 activation, coordinated first responder and EMS deployment, field triage, lifesaving interventions, transport to appropriate trauma centers, and systematic Traffic Incident Management (TIM). It also includes critical activities such as forensic crash investigation and data collection to inform future prevention strategies. Strengthening these components helps to ensure that individuals involved in severe crashes receive the right care at the right time, ultimately saving more lives.

The Haddon Matrix applies basic principles of public health to motor vehicle-related injuries. The matrix evaluates factors in the pre-crash, crash, and post-crash phases to understand how the driver, vehicle, environment, and social influence outcomes. Specifically, it highlights the components that shape prevention, injury severity, and survivability. For EMS, key factors include response time, proximity to an appropriate trauma center, and access to first responders equipped with the necessary training and tools. Increasingly, this also includes advanced on-scene interventions—such as prehospital blood administration and enhanced field resuscitation techniques—which can stabilize critically injured patients earlier in the care continuum and significantly improve survival odds.



Source: TSI.

The national 911 system was implemented over 50 years ago to provide efficient public access to emergency assistance. While effective, the 911 system is transitioning to Next Generation 911 (NG911), upgrading from an analog to a digital system. State and local 911 authorities are replacing legacy 911 technology with internet protocol (IP)-based infrastructure to support new system capabilities and improve interoperability, security, and system resilience. The NG911 system improves the success and reliability of the 911 system by allowing users to securely send text messages, videos, and photos to 911, and in turn allows 911 dispatchers to transmit this information along with location information to first responders. It allows first responders to more accurately locate crash victims to assess their injuries, thereby improving patient outcomes.

National

In 2024, there were 39,254 people killed in motor vehicle crashes across United States roadways. The estimated number of people injured in crashes decreased in 2024 to 2.42 million, falling 0.8 percent from 2.44 million in 2023. Rural areas face barriers and challenges relating to transportation safety and access to EMS. In 2024, over one-third (41.1 percent) of traffic fatalities were in rural areas, substantially higher than the 20 percent of the United States population residing there and 31 percent of VMT there. Nearly two-thirds (62.7 percent) of fatalities

in rural areas were in roadway-departure crashes compared to 35.7 percent in urban areas. Victims of crashes in rural areas face longer times for EMS response and transport to a hospital.

According to the Haddon Matrix, greater coordination among all parties involved—from the initial 911 call to dispatch, first responders, hospitals, and additional traffic safety stakeholders—along with improved training and enhancements to the EMS system, could significantly increase crash survivability. 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 increases a victim's chance of survivability.

The Pathways to Safer Streets initiative by the NHTSA highlights the importance of expanding prehospital blood transfusion programs. The initiative identifies prehospital blood transfusion as one of the most promising innovations in post-crash care, with research indicating a 37 percent reduction in mortality among trauma patients experiencing severe hemorrhage.

Each crash puts motorists and first responders at-risk of secondary crashes while also increasing congestion. In response, the FHWA developed the National 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. This training became the national standard of practice for law enforcement, EMS, and others responding to roadway incidents. As of October 2025, over 800,000 responders across the United States completed TIM training to clear traffic incidents. The latest FHWA Everyday Counts 7 (EDC-7) initiative continues to promote Next-Generation TIM technologies to improve safety for crash responders, including smart emergency vehicle lighting and queue warning solutions. EDC-7 also features an initiative to improve nighttime visibility, via traffic control devices and properly designed lighting, to reduce traffic fatalities.

California

State Emergency Medical Services (EMS) System

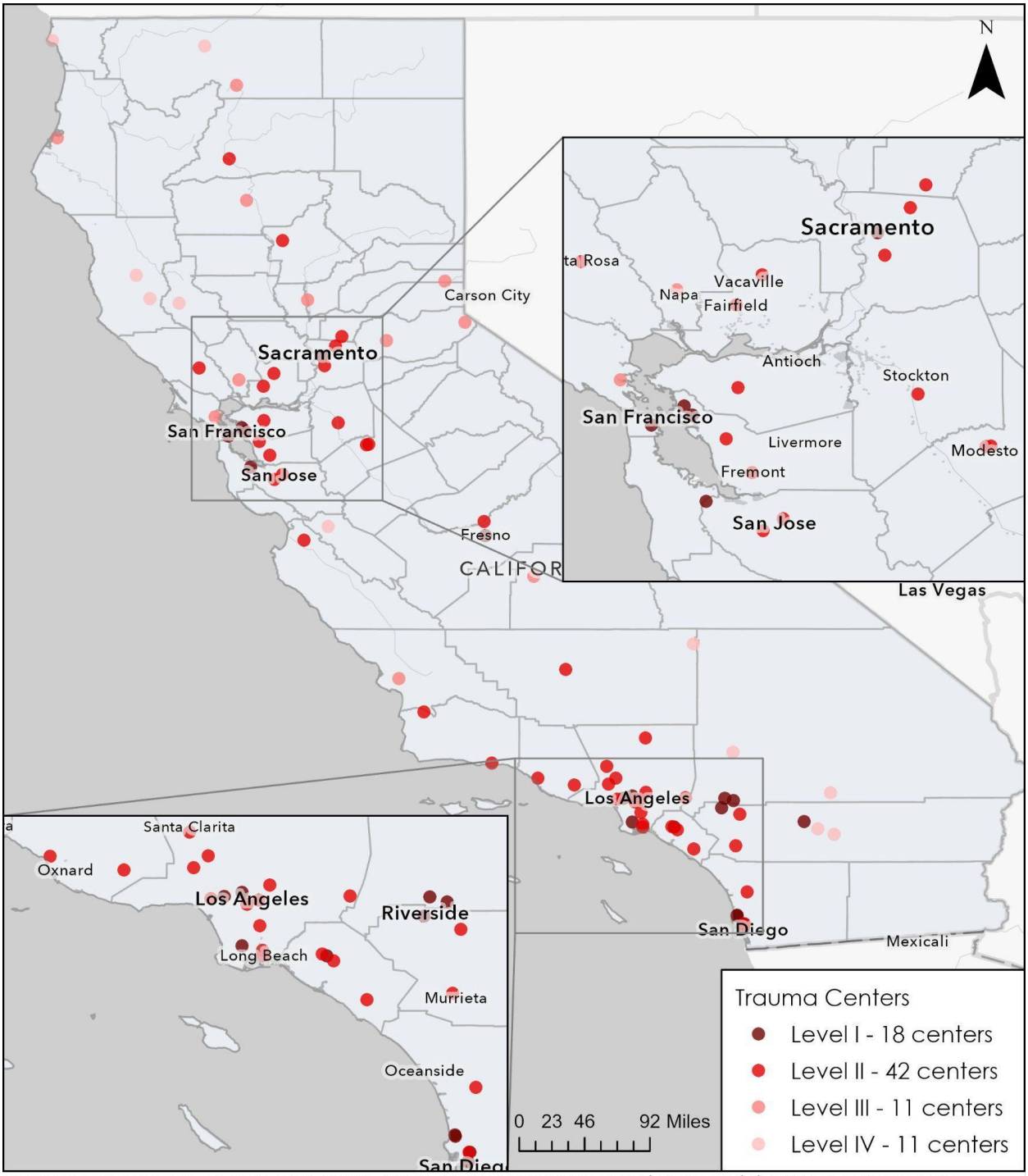
California's EMS system is coordinated through 34 Local EMS Agencies (LEMSAs) that collectively serve all 58 counties. These agencies operate under two primary organizational models: seven regional EMS systems and 26 single-county systems. Regional EMS systems—made up of three or more counties—are more common in less-populated rural areas, where sharing resources supports service sustainability and accommodates the needs of communities with significant geographic spread and seasonal tourism. In contrast, single-county systems

tend to be found in more urbanized, densely populated counties where local infrastructure and call volumes support independent administration.

California's trauma center network is made up of Level I through Level IV trauma centers, with Level I offering the most advanced care and Level IV providing basic care. As of February 2026, the state's trauma center network consisted of 82 designated trauma centers (Level I-IV) and admitted over 117,000 trauma patients per year, though not all related to motor vehicle crashes. Almost three-quarters of the designated trauma centers (73.2 percent) offer Level I or Level II trauma services alongside other comprehensive resources needed for providing definitive care. Over one-fifth (23.2 percent) of the designated trauma centers are designated pediatric trauma centers. Of the 60 licensed hospitals designated as a Level I or Level II trauma center, over one-fifth (23.3 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, the LEMSA, or both.

Equity in access to EMS is a significant concern. Rural California faces more barriers to trauma care due to limited access to higher level trauma centers and farther distances to definitive care. The map below shows locations of Level I-IV trauma centers in California. Five of the single-county EMS systems do not have a designated trauma center within their jurisdiction, however, they do have approved trauma plans. Tribal communities in California may face long EMS response times due to the distance from crash sites to responders. SB 156, enacted in 2021, has increased broadband access to rural and tribal areas, which may help reduce these delays. The Tribal Broadband Connectivity Program adds $3 billion for broadband infrastructure and related programs on tribal lands nationwide. Together, these programs offer infrastructure, funding, and training to improve tribal EMS operations, ensure reliable communication, support telehealth, enhance coordination, and bridge the digital divide for better emergency care.

Level I-IV Trauma Centers in California as of February 2026



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

State Traffic Incident Management

Preliminary data indicates that there were 3,549 fatal crashes and 14,268 serious injury crashes on California roadways in 2024. This means that responders were at risk of injury while responding to about 48 fatal or serious injury crashes each day. In 2021, California extended "Slow Down, Move Over" provisions to apply to local streets and roads in addition to freeways. The law's provisions were expanded in 2026 to require drivers to move over or slow down for all stopped vehicles on the side of the road displaying flashing hazard lights or other warning device such as cones or flares.

Despite this, first responders continue to be killed in the line of duty. As of May 2026, California had 34,678 first responders trained in TIM, which represented 40.0 percent of the state's first responder workforce. By expanding TIM training, California could reduce traffic crashes related to stopped vehicles and the subsequent risk of secondary crashes.

HIGHWAY SAFETY COUNTERMEASURE STRATEGIES

Associated Performance Measure

Reduce the percentage of fatalities who were alive at scene when emergency services arrived but later died by 3.24 percent relative to the 2024 preliminary final FARS number, reducing it from 35.19 percent to 34.05 percent by December 31, 2029.

Planned Federal Funds for Emergency Medical Services

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2027-2029	402 EM	State/Community Highway Safety Grant Program	$7,500,000
2027-2029	405h	Preventing Roadside Deaths	$2,000,000

Countermeasure Strategy

(EMS) First Responder Equipment

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for survivability in traffic crash victims, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to increase survivability in traffic crash victims. Grants awarded under this countermeasure strategy may include some of the following activities.

- Fund the purchase of hydraulic and e-draulic extrication equipment.
- Promote state-certified extrication training programs.
- Promote community involvement in traffic safety.
- Support training tools, programs, and evaluation for first responders to provide medical care timely and efficiently to a victim at the scene of a traffic crash.
- Fund advances in the ability to provide medical care to a victim at the scene of a traffic crash to improve survivability and measure the impacts of the advances in medical care.
- Fund the purchase and implementation of programming and software that will manage, track, and support the management of pre-hospital blood programs and blood products to ensure timely use.
- Fund the purchase of equipment that will be used for refrigeration, storage, and other essential elements of a pre-hospital blood program
- Fund blood products to be used in a pre-hospital blood program.
- Support the training of EMS staff in pre-hospital blood management and implementation to ensure the successful implementation or expansion of the pre-hospital blood program.

- Fund the purchase of e-digital alerting technology, educating the public about roadside safety, law enforcement, and traffic safety data collection.

Citation/Justification
The countermeasure strategy draws upon countermeasures listed by NHTSA's Office of EMS as effective Post-Crash-Care-Countermeasures. These documented countermeasures include the importance of timely onsite care for the victim, including rapid extrication and prehospital blood transfusion, as well as timely transport to definitive care. Although these countermeasure strategies are not included in NHTSA's "Countermeasures That Work," they are on the forefront of advancements in the EMS program area.

Based on the Battery-Powered Rescue Tools for Vehicle Extrications Focus Group Report, access to updated extrication equipment allows emergency responders to assist the victims of traffic crashes as soon as possible and start providing medical care. This countermeasure reduces the time needed for extrication during the golden hour, therefore increasing survivability.

Based on The Golden Hour: The Critical Time Between Life and Death | Think Global Health publication, the importance of providing life-saving medical intervention immediately after a traffic crash occurs increases the chances of survival. This countermeasure increases the ability to provide timely and specialized medical care to a victim at the scene of a traffic crash, therefore increasing survivability.

Digital alerting has been found to be an effective countermeasure at reducing motorist speed and hard braking events near roadside incidents through research conducted by Purdue University. Additional research from the University of Michigan found advance warning systems like digital alerting reduced the likelihood of crashes by 90 percent compared to traditional lights and sirens alone.

Description of Considerations
California's efforts to increase survivability of traffic crash victims will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest response and extrication time (including the rural counties and tribal communities identified in the problem identification) to improve EMS response to traffic crash victims and to increase survivability in traffic crash victims. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local and state EMS agencies who present an innovative approach to increasing survivability of traffic crash victims.

IMPAIRED DRIVING
ALCOHOL-IMPAIRED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

All 50 states have laws that make it illegal to drive with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher. In 2018, Utah lowered its BAC limit to .05 g/dL. While alcohol-impaired driving fatalities have fallen significantly in the last three decades across the nation, NHTSA reports that alcohol-impaired driving still comprises a large percentage of traffic injuries and fatalities. On average in 2024, someone died from an alcohol-impaired driving crash every 44 minutes in the United States. There was a decrease in the number of alcohol-impaired driving fatalities and rate per 100 million VMT in the United States between 2023 and 2024 from 0.38 to 0.36 fatalities per 100 million VMT.

Analyses from FARS presented for this program area are derived from crashes that involve at least one driver or motorcyclist with a BAC of .08 or greater. 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. To identify crashes involving alcohol-impaired drivers with at least .08 BAC in FARS, UCB SafeTREC applied the multiple imputation method outlined in NHTSA's Transitioning to Multiple Imputation – A New Method to Impute Missing Blood Alcohol Concentration (BAC) values in FARS (DOT HS 809 403). Analyses from SWITRS presented in this program area refer to alcohol involvement and include fatal and serious injury crashes where law enforcement reported a driver (including motorcycle operators), to have been drinking. [2]

National

- In the United States, there were 11,904 people killed in alcohol-impaired crashes in 2024, a 3.9 percent decrease from 12,382 in 2023.
- The alcohol-impaired driving fatality rate per 100 million VMT decreased 5.3 percent from 0.38 in 2023 to 0.36 in 2024.
- Of the 57,939 drivers involved in fatal crashes nationally in 2023, only 21,115 drivers, or 36.4 percent, had known BAC test results. Across all states, the percentage of drivers with known BAC test results ranged from 7.6 in Mississippi to 89.2 percent in Montana.

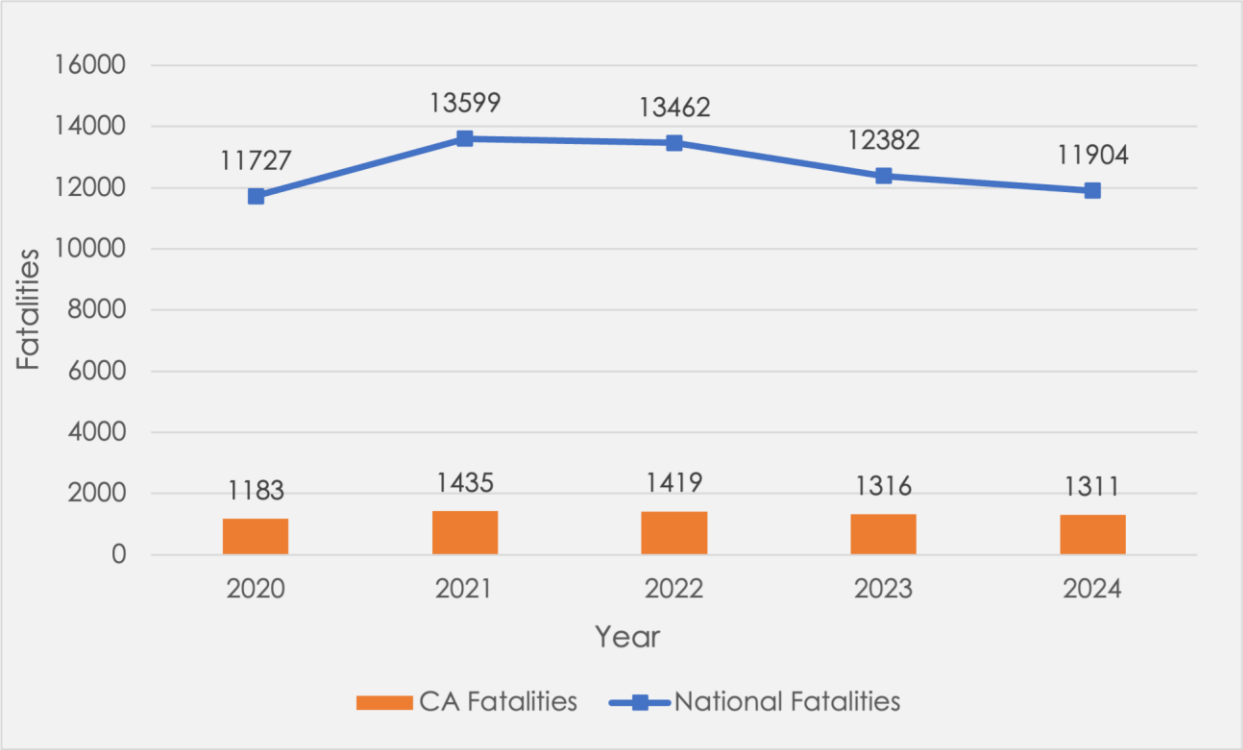
[2] Total fatalities may not match due to the rounding when using the multiple imputation method for calculating alcohol-involved fatalities.

- Drivers of passenger cars, SUVs, pickups, vans, and motorcycles all experienced a decrease in the number of alcohol-impaired drivers involved in fatal crashes from 2023 to 2024. Passenger cars saw the greatest decrease in the number of alcohol-impaired drivers involved in a fatal crash; vans saw the largest percentage decrease. On the other hand, drivers of large trucks experienced a 26 percent increase in the number of alcohol-impaired drivers involved in fatal crashes from 178 in 2023 to 224 in 2024.
- In the United States in 2024, alcohol-impaired driving fatalities as a proportion of all traffic fatalities increased slightly from 30.2 percent in 2023 to 30.3 percent in 2024.

California

- In California, there were 1,311 people killed in alcohol-impaired crashes in 2024, a 0.4 percent decrease from 1,316 in 2023.
- In California, of the 3,876 traffic fatalities in 2024, 33.8 percent involved a driver with a BAC of .08 or higher. This is higher than the national average of 30.3 percent.
- In 2023, California reported BAC results for only 26.5 percent of drivers involved in fatal crashes, which is below the national average of 36.4 percent of drivers with known BAC test results. BAC testing rates were higher for drivers who died than for those who survived; however, California's rates for both groups were still lower than the national averages. Among drivers who died, 43.3 percent had known BAC test results, compared to just 16 percent of surviving drivers. Nationally, the comparable figures were 58.6 percent for deceased drivers and 18.9 percent for surviving drivers.
- The California DUI Management Information System maintained by the DMV provides information about arrests, convictions, and sanctions related to impaired driving. In 2021, the most recent year with complete data, there were 110,017 DUI arrests, an increase of 14.6 percent from 2020, and 81,248 DUI convictions, an increase of 18.5 percent from 2020. The DUI conviction rate in 2020 was 66.6 percent, the lowest rate going back to at least 2011. There were 157,868 DUI license actions, including both pre-conviction administrative *per se* actions and postconviction suspensions or revocations, a 29.3 percent decrease from 2019. The 1-year recidivism rate of first-time DUI offenders in 2020 was 4.4 percent, the highest rate recorded since 2008.

Alcohol-Impaired Fatality Trends



Source: FARS 2020 – 2023 Final File & 2024 ARF

State-level Analysis

The figures in this section refer to all victims including drivers, passengers, bicyclists, and pedestrians fatally injured in an alcohol-impaired crash in California in 2024. These numbers are the products of UCB SafeTREC analysis.

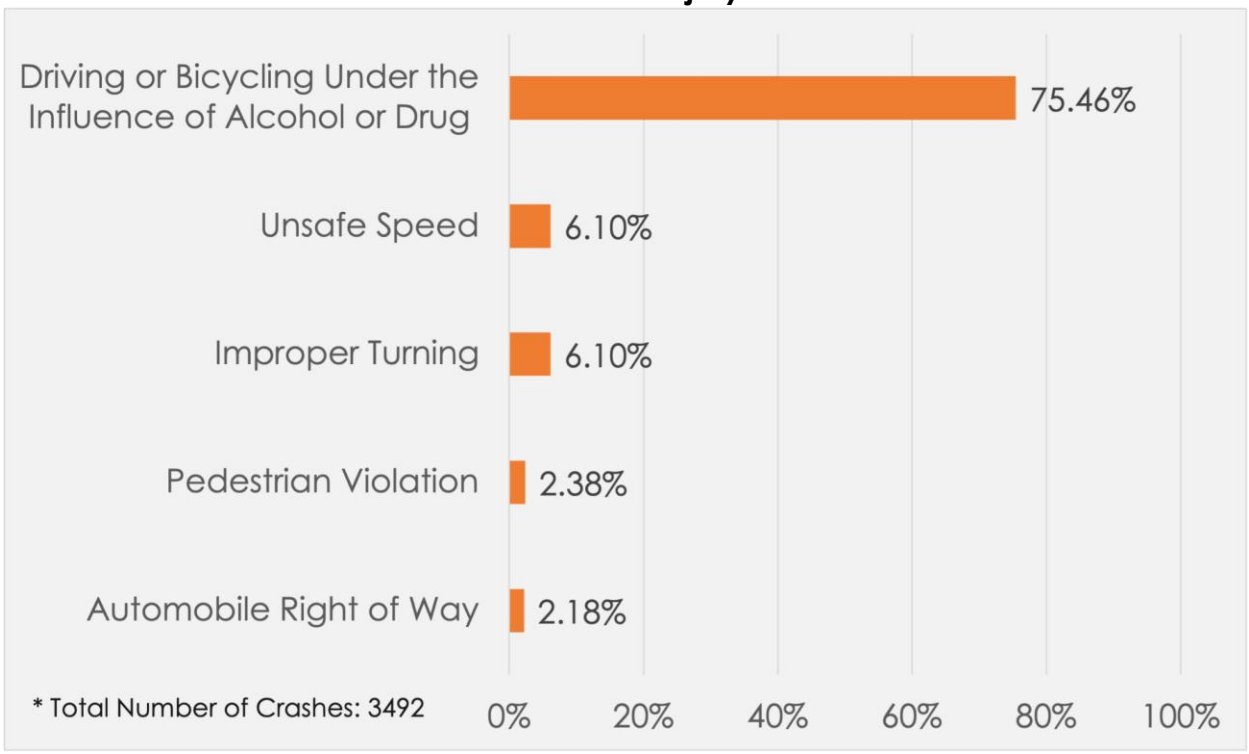
Alcohol-Impaired Fatalities and Alcohol-Involved Serious Injuries County

- Los Angeles, San Bernardino, and Riverside counties had more than 100 alcohol-impaired fatalities. Inyo County had the highest rate of alcohol-impaired fatalities per 100k population, followed by Colusa, Glenn, Trinity, and Amador.
- Los Angeles, San Diego, San Bernardino, and Riverside all had 200 or more alcohol-involved serious injuries. Alpine County had the highest alcohol-involved serious injury rate per 100k population. Other counties with high rates of alcohol-involved serious injuries were Colusa, Inyo, Sierra, and Lake counties.

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

- Expectedly, the vast majority, 75.5 percent, of the PCF for alcohol-involved crashes were classified as driving or bicycling under the influence of alcohol or drugs. Following that PCF, unsafe speed (6.1 percent) and improper turning (6.1 percent) were the most frequent PCFs recorded.

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



Source: Provisional SWITRS 2024

Crash Types for Alcohol-Involved Fatal and Serious Injury Crashes

- Hit object was the most prevalent type of alcohol-involved crash at 34.0 percent. This was followed by rear end crashes at 15.7 percent, then broadside at 14.5 percent, and head-on crashes at 13.0 percent.

Time and Day of Alcohol-Impaired Fatal and Alcohol-Involved Serious Injury Crashes

- The number of alcohol-impaired fatal crashes was highest from 9 p.m. to 3 a.m., with 50.2 percent of crashes occurring during this period. The day with the most alcohol-impaired fatal crashes was Sunday, with 24.3 percent, followed by Saturday, with 20.5 percent. The peak period, with 104 crashes, 8.0 percent of the total, occurred between midnight and 3 a.m. on Sunday.
- The pattern of alcohol-involved serious injury crashes was similar. The time of day with the highest numbers was midnight to 3 a.m. with 23.3 percent of serious injuries, followed by 9 p.m. to midnight, with 23.1 percent. The days with the most alcohol-involved serious injury crashes were Saturday and Sunday, with 22.7 and 22.2 percent, respectively. The peak period was on Sunday from midnight to 3 a.m., with 196 serious injury crashes, or 7.4 percent of the total.

Alcohol-Impaired Fatal and Alcohol-Involved Serious Injury Victim Demographics

- Alcohol-impaired fatal and alcohol-involved serious injury victims were predominantly male. The largest demographic of fatalities was male victims aged 25 to 34, with 19.4 percent of fatally injured victims, and the largest demographic of serious injuries was also males 25 to 34, who comprised 18.2 percent of seriously-injured victims.
- Race was not reported for 76.9 percent of the alcohol-impaired driving fatalities. Of the 300 fatalities with a known race, 83.8 percent (or 253) were white.

Crash Location for Fatal Alcohol-Impaired Crashes

- Almost three quarters (70.4 percent) of alcohol-impaired fatal crashes occurred in urban areas compared to 29.3 percent on rural roads. For comparison, about 18.8 percent of travel took place on rural roads in 2024.
- The type of roadway with the greatest share of alcohol-impaired fatal crashes was non-interstate principal arterials (other) at 27.1 percent, followed by non-interstate minor arterials at 23.1 percent and interstates at 15.0 percent.

Geospatial Analysis

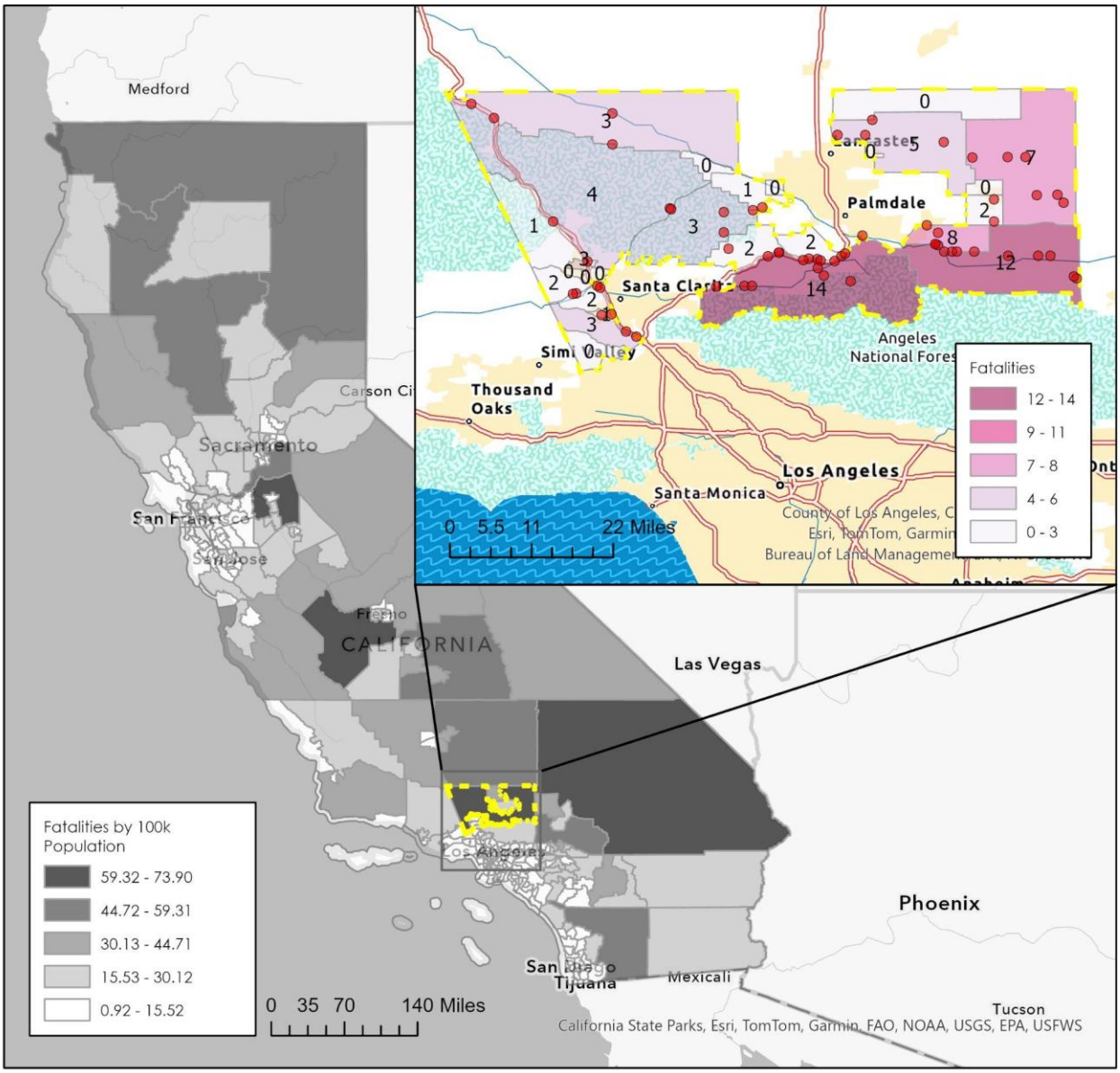
This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. The visualization below illustrates how alcohol-impaired fatalities are distributed in California relative to population and highlights the region with the greatest concentration of fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Alcohol-impaired Crash Fatalities per Capita

The geospatial region used in this analysis is a PUMA, which is a Census Bureau-defined geographic area with a population of at least 100,000 and not more than 200,000 people. The socio-demographic data is derived from 2020-2024 ACS 5 Year Estimates. The crash and victim data in this section are based on FARS fatalities in alcohol-impaired crashes from the most recent five years of data, 2020-2024.

The PUMA region with the greatest rate of alcohol-impaired fatalities per capita was Los Angeles County (North/Unincorporated) – Castaic PUMA (see map below). Many of these fatalities occurred on the state routes, SR-14 and SR-138, in this region. The population of this area was majority Hispanic or Latino, averaging 41.3 percent Hispanic or Latino from 2020 to 2024, which is about equal to the statewide average proportion of 40.2 percent over the same period. The average median household income in this area from 2020 to 2024 was $114,291, above the state average of $99,122.

Choropleth Map of Fatalities in Alcohol-impaired Crashes



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

From 2020 to 2024, there were 64 total alcohol-impaired fatal crashes and 75 fatalities in this region. The vast majority, 75.0 percent, of these crashes were on rural roads. In terms of roadway types, major collectors accounted for 48.4 percent of crashes. The time of day with the most crashes was 9 p.m. to midnight, with 23.4 percent of crashes, closely followed by midnight to 3 a.m. and 6 p.m. to 9 p.m., each accounting for 21.9 percent of the crashes. The day of the week with the most crashes was Sunday, with 20.3 percent of crashes followed by Saturday with 18.6 percent of crashes, and Friday with 15.6 percent of crashes.

Among the fatalities in these alcohol-impaired crashes, 85.3 percent were male. The most common age was from 20 to 29, comprising almost one-third (30.7 percent) of fatalities, and the second-most-common age was 30 to 39, with 25.3 percent of fatalities.

DRUG-IMPAIRED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Drug-involved driving consists of driving under the influence of illicit, prescription, or over-the-counter drugs. Polysubstance abuse, or the use of multiple drugs at the same time, is an emerging concern identified by the National Traffic Safety Board (NTSB). Driving can be negatively affected by a variety of legal and illegal drugs, including over-the-counter medications. The effect of specific drugs on behavior and driving skills varies considerably depending on how they act in the brain and are metabolized. Drugs 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. The NTSB monitors concerns for roadway safety that stem from drug-involvement due to cannabis and other drugs. In an effort to mitigate drug-involved driving, the NTSB makes recommendations that include strengthening systems that document and track drug use.

As of June 2026, 40 states, three United States territories, and the District of Columbia have approved some type of medical cannabis statute and 24 states have legalized the recreational use of cannabis, including California. In the United States, the use of cannabis while driving is an emerging roadway safety concern. Prescription and over-the-counter medications may pose a risk for drug-involved driving. Increasing drivers' awareness of the risks associated with legal substances, such as cannabis, prescription medicine, and over-the-counter medications is key to reducing drug-involved driving.

When analyzing the NHTSA Fatality Analysis Reporting System (FARS), it is important to note that testing procedures for drug use can lack uniformity, but there is a nationally recognized framework and training standards that guide enforcement. This includes coding standards that are implemented through FARS analyst training to ensure drug test results in fatal crashes are recorded consistently. In part, this is due to differing drug-testing protocols, which are determined at the local level. Additional variance results from disparate testing protocols across forensic laboratories. Policies that determine who is tested and when they are tested also vary across state guidelines.

Analyses from FARS presented in the Drug-Involved 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 in serious injuries where law enforcement reported the driver to be under the influence of drugs. Crashes in this program area are defined as where one or more drivers tested positive for a drug that could cause

impairment or were reported as driving under the influence of drugs, depending on which data set is used. Specific terminology used by FARS and SWITRS is as follows: SWITRS - Under Drug Influence; and FARS - Police Reported Drug Involvement. This data element identifies the results from a drug test.

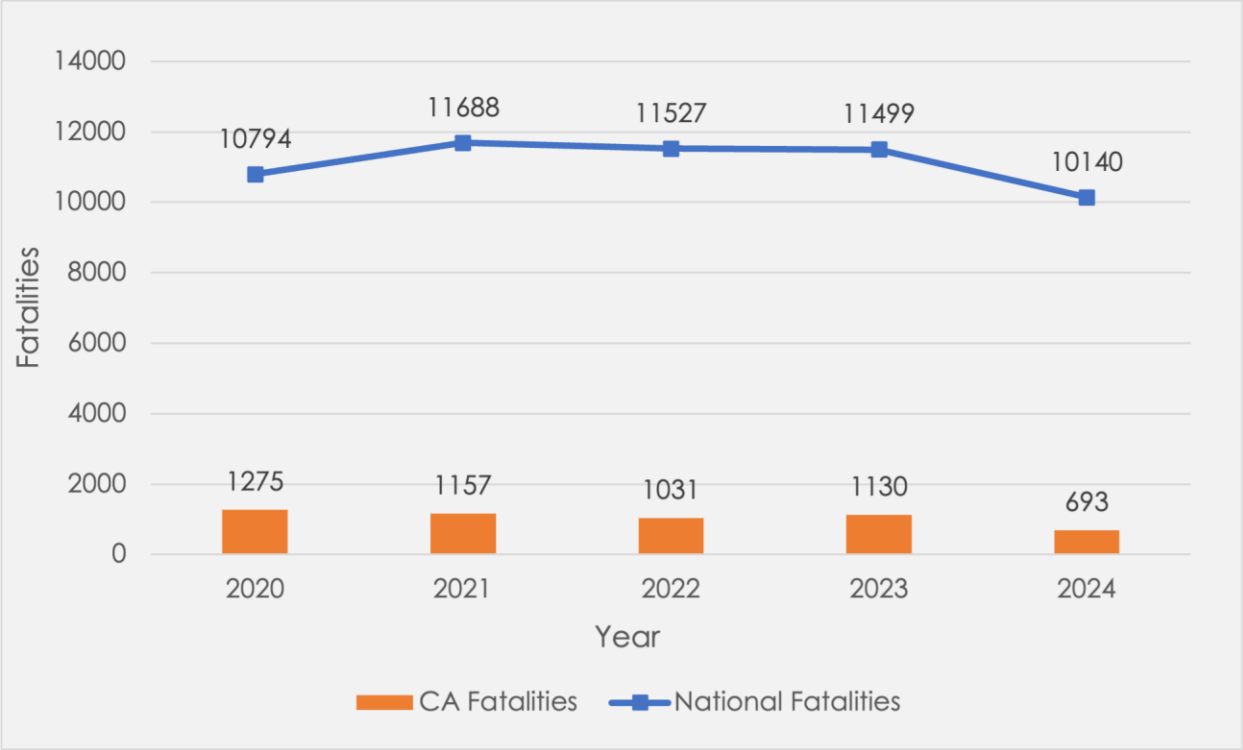
National

- In the United States, 10,140 people were killed in drug-involved crashes in 2024, an 11.8 percent decrease from 11,499 in 2023.
- In 2024 in the United States, of fatally injured drivers with known drug tests, 46.6 percent were positive for drugs – legal and illegal.
- In 2024, over one in four (25.8 percent) traffic fatalities involved drugs in the United States.
- In 2022, the AAA Foundation for Traffic Safety reported that drivers who received a warning about medication were 18 percent less likely to report having driven within two hours of taking that medication.
- According to AAA's 2024 Traffic Safety Culture Index report, 70.0 percent of respondents considered driving shortly (within an hour) after using marijuana to be very or extremely dangerous and 85.1 percent considered driving after using potentially impairing prescription drugs to be very or extremely dangerous. Very few respondents reported driving after using marijuana or potentially impairing prescription drugs, at 6.4 percent and 3.0 percent respectively.

California

- In California, there were 693 fatalities in drug-involved crashes in 2024, a 38.7 percent decrease from 1,130 in 2023. Note that this difference could, in part, be due to the fact that 2024 data is preliminary.
- In 2024 in California, of fatally injured drivers with known drug tests, 41.4 percent were positive for drugs – legal and illegal.
- In 2024, almost one-fifth (17.9 percent) of California's 3,876 traffic fatalities involved drugs.
- According to the 2025 California Traffic Safety Survey, half of all respondents (54.5 percent) believe that driving under the influence of drugs (including marijuana, prescription, and illegal) is a "Very Big Problem."

Drug-Impaired Fatality Trends



Source: FARS 2020 – 2023 Final File & 2024 ARF

State-level Analysis

The figures in this section refer to drivers, passengers, bicyclists, and pedestrians fatally or seriously injured in a drug-related crash in California in 2024. These numbers are the products of UCB SafeTREC analysis.

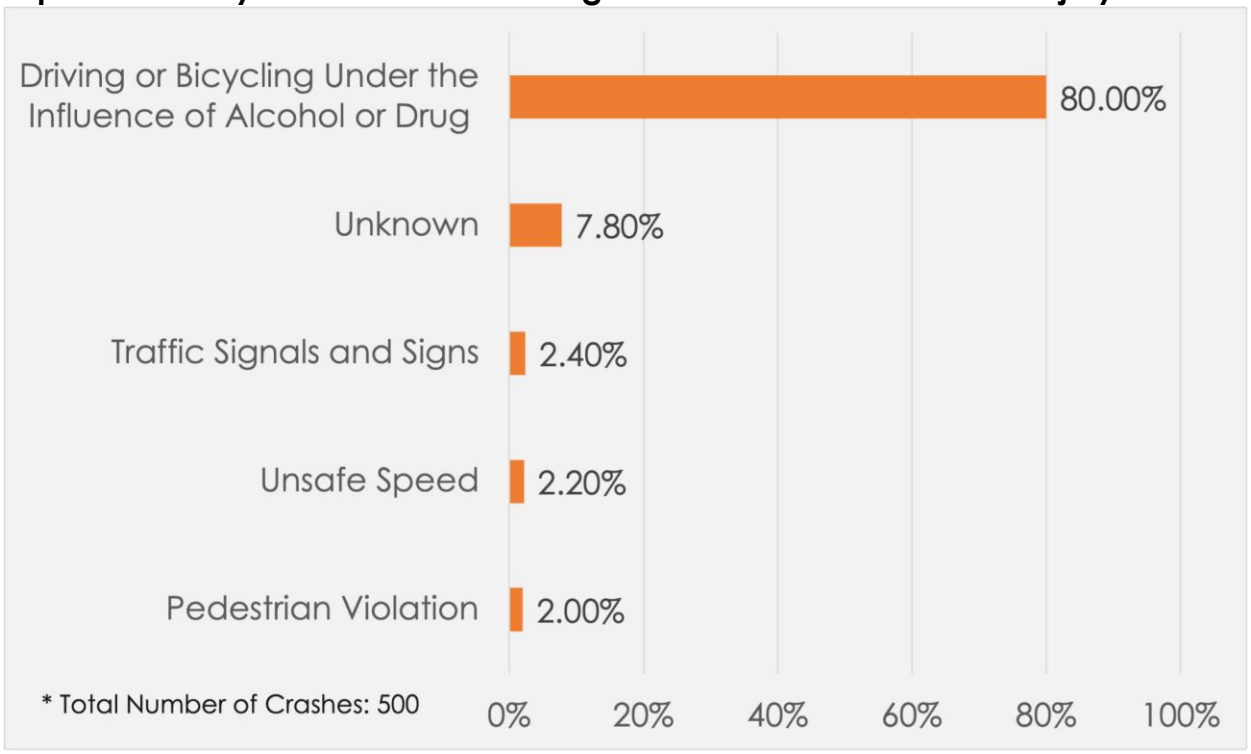
Drug-Involved Driving Fatalities and Serious Injuries by County

- The counties with the highest number of fatalities are Riverside, San Diego, Fresno, Sacramento, and Kern counties. Per capita, the counties with the highest rate of fatalities in a drug-involved crash were Alpine, Lake, Amador, Colusa, and Butte counties.
- The counties with the highest number of serious injuries in drug-involved crashes were Los Angeles, San Diego, San Bernardino, Riverside, and Orange counties. The counties with the highest rate of serious injuries per capita were Mariposa, Tuolumne, Humboldt, Siskiyou, and Colusa counties.
- Eight counties reported no fatal or serious injuries in drug-involved crashes, including Del Norte, Inyo, Modoc, Mono, Plumas, Sierra, Tehama, and Trinity counties.

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

- As expected, the top PCF was driving or bicycling under the influence of alcohol or drugs (80.0 percent), followed by unknown PCF (7.8 percent), and traffic signals and signs (2.4 percent).

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



Source: Provisional SWITRS 2024

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

- The most common crash type was hit object at 33.0 percent, followed by broadside at 21.4 percent and rear end at 14.2 percent each.

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

- Almost half (46.0 percent) of all drug-involved fatal crashes occurred from 6 p.m. Friday to 6 a.m. Monday.
- Over one-third (37.8 percent) of all drug-involved serious injury crashes occurred from 6 p.m. Friday to 6 a.m. Monday.

Drug-Involved Driving Fatal and Serious Injury Crash Victim Demographics

- Across most age groups, males were more likely to be killed than females in a drug-involved crash; males accounted for 74.9 percent of all fatalities. Males between the ages of 15-34 accounted for 32.8 percent of all fatalities in drug-involved crashes.

- Across each age group older than 15, males were more likely to be seriously injured than females in a drug-involved crash; males accounted for 61.2 percent of all serious injuries. The age groups 15-24 and 25-34 accounted for 24.0 percent and 20.9 percent, respectively.
- Race was unknown in 70.4 percent of those killed in a drug-involved crash that resulted in a fatality. Among victims killed in drug-involved crashes with a known race, most were white (79.5 percent).

Crash Location for Fatal Drug-Involved Driving Crashes

- Approximately two-thirds (64.8 percent) of fatal drug-involved crashes occurred on urban roads compared to 35.2 percent on rural roads.
- The most common roadway type for fatal drug-involved crashes was Minor Arterial (24.8 percent) followed by Other Principal Arterial (24.5 percent).

Geospatial Analysis

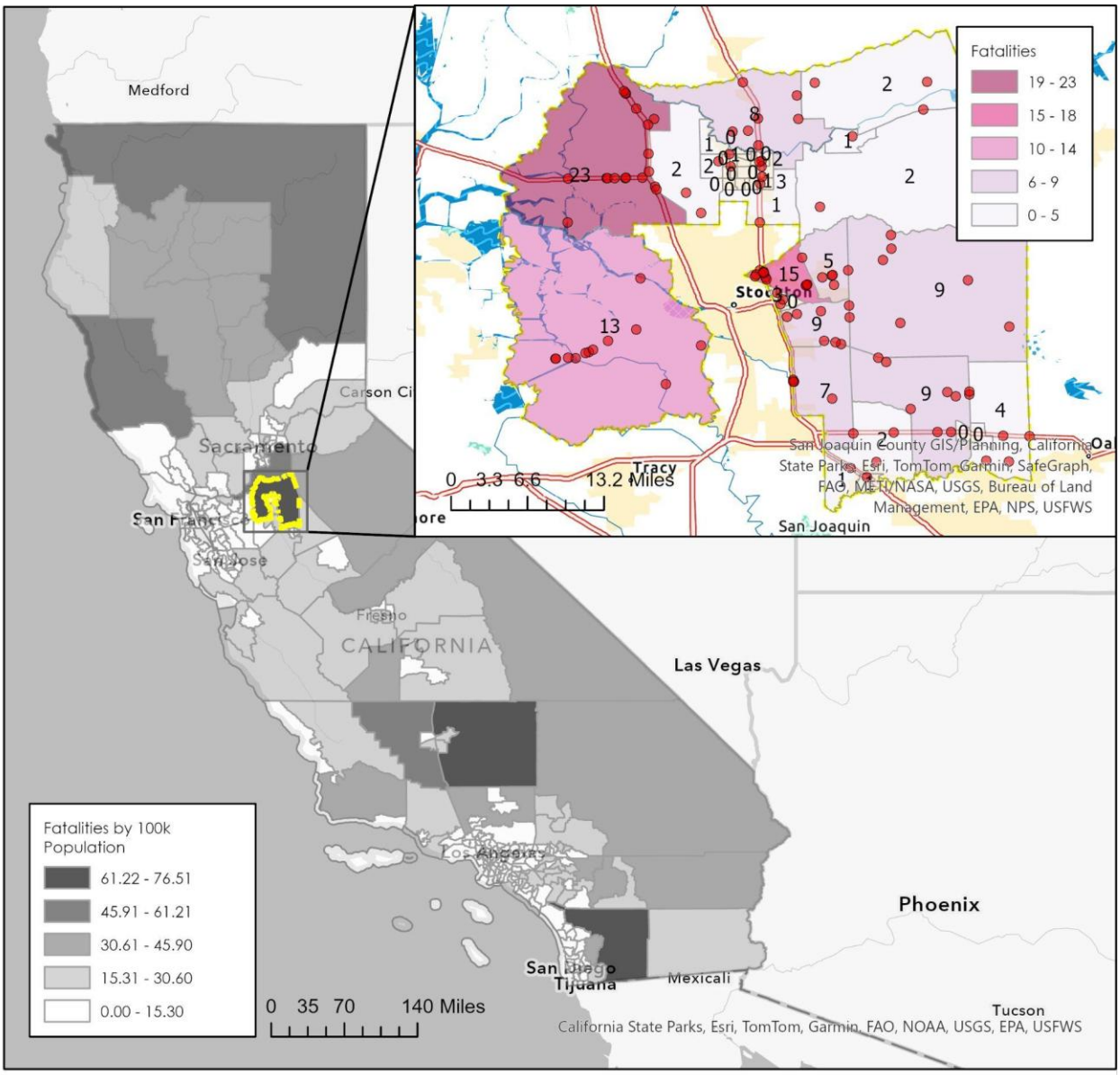
This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. This visualization illustrates how drug-involved fatalities are distributed in California relative to population and highlights the region with the greatest concentration of drug-involved fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Drug-involved Crash Fatalities per Capita

The geospatial region used in this analysis is a PUMA, which is a Census Bureau-defined geographic area with a population of at least 100,000 people and not more than 200,000 people. The socio-demographic data comes from 2020-2024 ACS 5 Year Estimates. The crash and victim data in this section are based on FARS fatalities in drug-involved crashes from the most recent five years of data, 2020-2024.

The PUMA region with the greatest rate of drug-involved fatalities per capita was San Joaquin County (East) – Lodi, Ripon & Escalon Cities PUMA (see map below). Many of these fatalities were concentrated on rural principal arterials. The population of this area was majority white, averaging 46.9 percent white from 2020 to 2024, which is greater than the statewide average proportion of 33.8 percent over the same period. The average median household income in this area from 2020 to 2024 was $90,366, below the state average of $99,122.

Choropleth Map of Fatalities in Drug-involved Crashes



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

From 2020 to 2024, there were 110 total drug-involved fatal crashes resulting in 127 fatalities in this region. Over two-thirds (69.1 percent) of these crashes were on rural roads and about one-third (33.6 percent) occurred on principal arterials. The time of day with the most crashes was 3 a.m. to 6 p.m., with 17.3 percent of crashes, and the day of the week with the most crashes was Sunday, with 20.9 percent of crashes.

Among the fatalities in these drug-involved crashes, 78.0 percent were male. The most common age was from 20 to 29, comprising 32.3 percent of fatalities, and the second-most-common age was 30 to 39, with 22.0 percent of fatalities.

HIGHWAY SAFETY COUNTERMEASURE STRATEGIES

Associated Performance Measure

Reduce alcohol-impaired driving fatalities by 17.69 percent from the 2024 preliminary final FARS number of 1,311 to 1,079 by December 31, 2029.

Reduce the percentage of California drivers killed in crashes who tested positive for drug involvement by 16.98 percent relative to the 2024 calendar base year, reducing it from 53 percent to 44 percent by December 31, 2029.

Planned Federal Funds for Impaired Driving

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2027-2029	164 ID	Minimum Penalties for Repeat Offenders and Driving While Intoxicated	$40,000,000
2027-2029	405d ID	Impaired Driving Countermeasures Grants	$70,000,000
2027-2029	Flex 405e DDL	Distracted Driving Laws	$1,500,000

Countermeasure Strategy

(ID) Education/Public Awareness

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for impaired driving fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce both alcohol and drug-impaired driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Develop data-driven strategies to reach at-risk population on the dangers of driving while impaired.
- Conduct community-based education and outreach to the public regarding the dangers of impaired driving, including a social marketing campaign.
- Fund statewide priority youth education programs such as "Every 15 Minutes," "Sober Graduation," and "Friday Night Live" programs.
- Fund community-based organizations for 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.

- Fund education and awareness campaigns to be conducted at middle schools, high schools, and colleges as well as public health safety events to discourage driving while under the influence of alcohol, cannabis, prescription, and illicit drugs, or any combination of impairing substances.
- Fund local, county-wide programs to build capacity for prevention utilizing community resources, awareness campaigns, interactive online programs, peer to peer engagement and other evidence-based approaches.
- Increase public awareness through earned and social media stressing the dangers of driving while under the influence of alcohol, cannabis, prescription, and illicit drugs, or any combination of impairing substances.
- 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.
- Continue a traffic safety program to bring education and awareness to Native communities in California.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 8 Impaired Driving. These countermeasures are based on the following programs listed in NHTSA's "Countermeasures That Work" for Alcohol-Impaired Driving:

- Mass-Media Campaigns
    - Although this is a two star countermeasure, the description for this strategy notes that mass media campaigns are an essential part of other deterrence and prevention countermeasures that depend on public knowledge to be effective. Highway Safety Program Guideline No. 8 Impaired Driving and the 2024 California Impaired Driving Plan call for the implementation of education, communication and other activities to educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving.
- Education Regarding Medications
    - This is a one star countermeasure, however prevention is supported by the Highway Safety Program Guideline No. 8 Impaired Driving and is a proven and effective community and outreach program that encourages the use of transportation alternatives to reduce impaired driving crashes.

- Underage Drinking and Driving Youth Programs
    - Based on the 2024 California Impaired Driving Plan calls for the implementation of education, communications campaigns, and other outreach activities to educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving. All education and public awareness campaigns are evidence-based, data driven, with education and messaging in locations with a demonstrated need for traffic safety programs identified in the 3HSP.

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

Description of Considerations
California's efforts to reduce impaired driving fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to implement education programs and public awareness campaigns. Consideration will be given to all counties and cities throughout the state to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with state and local government agencies as well as non-traditional partners who present an innovative approach to reducing impaired driving crashes.

Countermeasure Strategy
(ID) Enforcement

Linkage Between Problem Identification and Countermeasure Strategy
Based on the problem identification for impaired driving fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce impaired driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Support CHP to conduct enhanced DUI enforcement and DUI warrant operations with an emphasis in areas of overrepresented fatal impairment related crashes.
- Conduct increased DUI enforcement, such as DUI/Driver's License (DL) checkpoints, DUI saturation patrols, DUI 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.

- 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.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 8 Impaired Driving. These countermeasures are based on the following programs listed in NHTSA's "Countermeasures That Work" for Alcohol-Impaired Driving:

- Enforcement - Publicized Sobriety Checkpoints
  - The effectiveness of this countermeasure is five stars.
- Enforcement - High-Visibility Saturation Patrols
  - The effectiveness of this countermeasure is four stars.
- Enforcement - Alcohol Measurement Devices
  - The effectiveness of this countermeasure is four stars.
- Designated Drivers
  - Based on the 2024 California Impaired Driving Plan a designed driver program is a proven and effective community and media outreach program that encourages the use of a designated sober driver to reduce impaired driving crashes.
- Enforcement - Alcohol Vendor Compliance Checks
  - The effectiveness of this countermeasure is three stars.
- Minimum Drinking Age 21 Laws
  - The effectiveness of this countermeasure is five stars.
- Youth Programs
  - The 2024 California Impaired Driving Plan calls for the implementation of education, communications campaigns, and other outreach activities to educate the public on the effects of alcohol and other drugs, limit the availability of alcohol and other drugs, and discourage those impaired by alcohol and other drugs from driving. All education and public awareness campaigns are evidence-based, data driven, with education and messaging in locations with a demonstrated need for traffic safety programs identified in the 3HSP.

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

Description of Considerations
California's efforts to reduce impaired driving fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants that will focus in the counties and cities with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to implement education programs, public awareness campaigns, and enforcement operations. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with state and local government entities who present an innovative approach to reducing impaired driving crashes.

Countermeasure Strategy

(ID) Equipment

Linkage Between Problem Identification and Countermeasure Strategy
Based on the problem identification for impaired driving fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce impaired driving fatalities. Grants awarded under this countermeasure strategy may include the following activity.

- Purchase toxicology equipment to enhance the testing capability of DUI and DUID cases including increasing sample preparation efficiency to allow for more throughput of samples for analysis.
- Fund hours for validation of new equipment and testing blood samples for impairing substances.
- Support training for personnel on the proper use of new equipment or emerging toxicological trends.

Citation/Justification
The countermeasure strategy is supported by the Highway Safety Program Guideline No. 8 Impaired Driving. The 2024 California Impaired Driving Plan and the CHP Report to the Legislature Senate Bill 94 addresses improving the testing capability of impaired drivers which remains a focus to reduce impaired driving crashes, save lives, and assist in meeting the performance target. The OTS will continue efforts to lead and support the strategies outlined in the California Impaired Driving Plan.

Description of Considerations
California's efforts to reduce impaired driving fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to purchase equipment to advance DUI testing capabilities. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with agencies responsible for testing samples of DUI cases who present an innovative approach to reducing impaired driving crashes.

Countermeasure Strategy

(ID) Evaluation

Linkage Between Problem Identification and Countermeasure Strategy
Based on the problem identification for impaired driving fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce alcohol and drug impaired driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Funding allows crime laboratories to continue the improvement of drug detection by testing all DUI offenders for drug types and concentrations in blood samples.
- Expansion of testing capabilities and the improvement of forensic toxicology services for DUI and DUID cases.
- Continue to improve drug detection methods in alcohol- and drug-impaired driving.
- Evaluate the prevalence of drug and alcohol use in seriously injured roadway users.
- Support training for personnel on the proper use of equipment or emerging toxicological trends.

Citation/Justification
The 2024 California Impaired Driving Plan and the CHP Report to the Legislature Senate Bill 94 addresses improving the testing capability of impaired drivers which remains a focus to reduce impaired driving crashes, saving lives, and assisting in meeting the performance target. The OTS will continue efforts to lead and support the strategies outlined in the California Impaired Driving Plan.

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

Description of Considerations
California's efforts to reduce impaired driving fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the rural counties identified in the problem identification) to enhance the toxicology testing capabilities in impaired driving cases. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local and state crime laboratory agencies as well as research partners who present an innovative approach to reducing impaired driving crashes.

Countermeasure Strategy

(ID) Judicial

Linkage Between Problem Identification and Countermeasure Strategy
Based on the problem identification for impaired driving fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce impaired driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

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

Citation/Justification
The countermeasure strategy is supported by the Highway Safety Program Guideline No. 8 Impaired Driving. These countermeasures are based on the following programs listed in NHTSA's "Countermeasures That Work" for Alcohol-Impaired Driving:

- DWI Courts
    - The effectiveness of this countermeasure is four stars.
- Alcohol Problem Assessment and Treatment
    - The effectiveness of this countermeasure is five stars.
- Alcohol Screening and Brief Intervention
    - The effectiveness of this countermeasure is five stars.

- Prosecution and Adjudication Sanctions
    - Based on the 2024 California Impaired Driving Plan this countermeasure is proven to saving lives and can assist in meeting the performance target.
- DWI Offender Monitoring
    - The effectiveness of this countermeasure is four stars.

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

Description of Considerations
California's efforts to reduce impaired driving fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to implement specialized DUI Court models to reduce recidivism among DUI offenders. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local superior courts, local probation departments, local behavioral health departments, and local law enforcement agencies who present an innovative approach to reducing impaired driving crashes.

Countermeasure Strategy
(ID) Probation

Linkage Between Problem Identification and Countermeasure Strategy
Based on the problem identification for impaired driving fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce impaired driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Reduce the risk of DUI recidivism through intensive supervision of DUI offenders 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 distribute DUI Be on the Lookout (BOLO) reports.

Citation/Justification
The countermeasure strategy is supported by the Highway Safety Program Guideline No. 8 Impaired Driving. These countermeasures are based on the following programs listed in NHTSA's "Countermeasures That Work" for Impaired Driving:

- Prosecution and Adjudication Sanctions
  - Based on the 2024 California Impaired Driving Plan this countermeasure is proven to saving lives and can assist in meeting the performance target.
- DWI Offender Monitoring
  - The effectiveness of this countermeasure is four stars.
- Alcohol Problem Assessment and Treatment
  - The effectiveness of this countermeasure is five stars.
- Alcohol Screening and Brief Intervention
  - The effectiveness of this countermeasure is five stars.

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

Description of Considerations
California's efforts to reduce impaired driving fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to implement programs that will provide intense probation supervision for high-risk felony and repeat DUI offenders. Consideration will be given to all counties throughout the state, to help achieve the performance targets. Best practices will be shared through our partnerships with local probation departments who present an innovative approach to reducing impaired driving crashes.

Countermeasure Strategy

(ID) Training

Linkage Between Problem Identification and Countermeasure Strategy
Based on the problem identification for impaired driving fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce impaired driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Increase detection of suspected impaired drivers to increase the likelihood of DUI convictions and act as an effective deterrent to impaired driving.
- Fund basic Standardized Field Sobriety Test (SFST) classes and SFST instructor classes, for law enforcement personnel.

- Fund ARIDE classes for law enforcement personnel.
- Fund DRE school and certification instruction and DRE instructor classes for law enforcement personnel.
- Fund DRE recertification classes for law enforcement personnel.
- Fund alcohol wet lab and field certification training for Peace Officers Standards and Training DRE Academies.
- Increase the number of certified DRE's and recertify DRE's statewide as necessary.
- Fund Drug Impairment Training for Educational Professional (DITEP) and other drug education training for health care and educational professionals.
- Advance the Traffic Safety Resource Prosecutor (TSRP) program by continuing the collaborative efforts with City Attorney Offices and County District Attorney's Offices, who provide a training network for prosecutors, law enforcement, and toxicologists.
- Training for Driver Safety Hearing Officers to reinforce the administrative concepts that form the basis for making quality decisions regarding the licensing of an individual and provide the most current information on work processes, new trends and/or case law.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 8 Impaired Driving and No. 12 Prosecutor Training. The 2024 California Impaired Driving Plan and the CHP Report to the Legislature Senate Bill 94 addresses the need to increase the number of law enforcement officers that have been trained to detect impaired drivers which remains a focus to reduce impaired driving crashes, saving lives, and assisting in meeting the performance target. The OTS will continue efforts to lead and support the strategies outlined in the California Impaired Driving Plan.

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

Description of Considerations

California's efforts to reduce impaired driving fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the rural counties identified in the problem identification) to enhance detection of impaired drivers and increase convictions in DUI and DUID cases. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local and state law enforcement agencies as well as local prosecution partners who present an innovative approach to reducing impaired driving crashes.

Countermeasure Strategy

(ID) Vertical Prosecution

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for impaired driving fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce impaired driving fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- 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 support the prosecution of the DUI and DUID cases.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 7 Judicial and Court Services. Based on Responsibility.org's Critical DUI System Reforms: Prosecution publication and the 2024 California Impaired Driving Plan, the vertical prosecution model encourages prosecutors to be dedicated to DUI adjudication, allow for the creation of specialized units which can gain the knowledge and skills needed to be effective when trying these complex cases, and lead to successful prosecutions of DUI offenders. This countermeasure strategy improves the collaboration between law enforcement, prosecutors, and toxicologists and is proven to reduce impaired driving crashes, saving lives, and assisting in meeting the performance target.

Description of Considerations

California's efforts to reduce impaired driving fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the rural counties identified in the problem identification) to increase the conviction rate in DUI and DUID cases as a deterrent to impaired driving. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local prosecution agencies who present an innovative approach to reducing impaired driving crashes.

MOTORCYCLIST SAFETY

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 2024, motorcyclists comprised 15.9 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 motorcyclists, and campaigns to reduce impaired riding.

The 2023 NOPUS reported that Department of Transportation (DOT)-compliant helmet use among all motorcyclists in the United States (riders and passengers) increased to 73.8 percent in 2023, not statistically different at the 0.05 level from 66.5 percent in 2022. In states with a universal helmet law, which requires all motorcyclists to use a helmet, the known helmet use rate increased to 82.7 percent in 2023, not statistically significant from 81.5 percent in 2022.

Analyses presented in the motorcyclist 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.

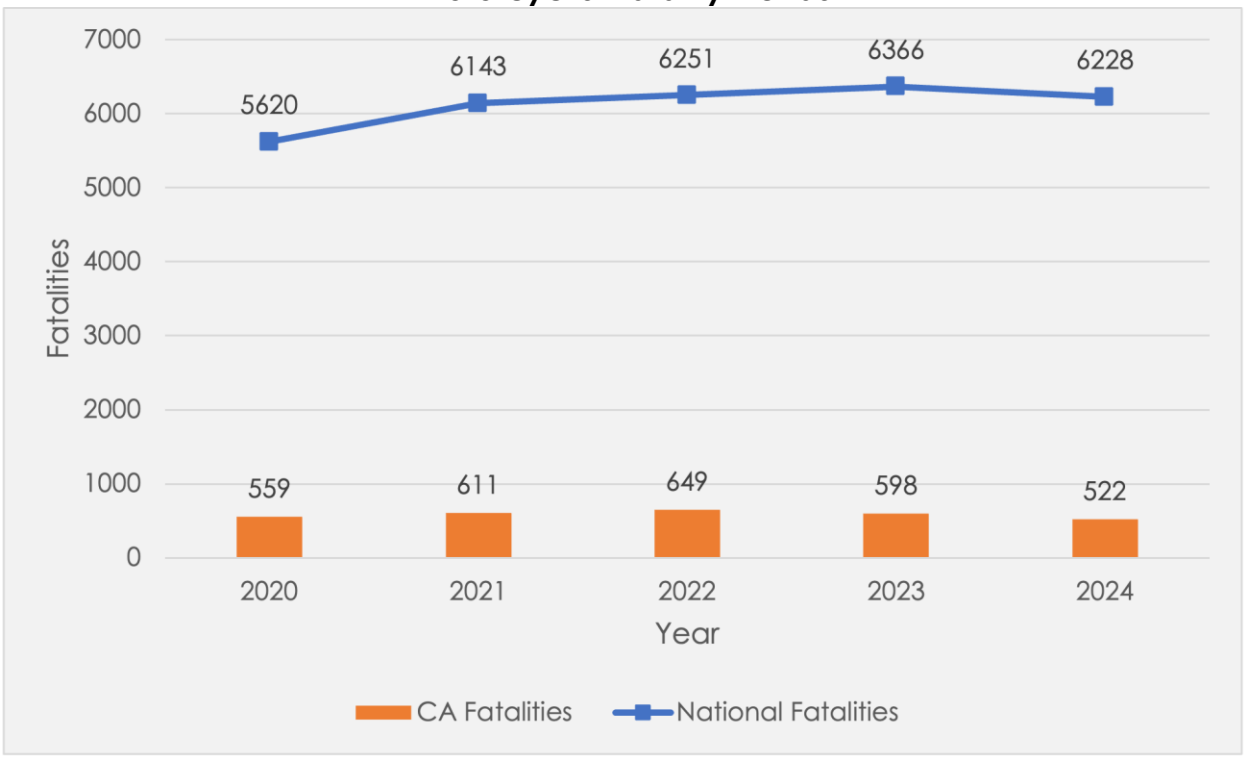
National

- In 2024, there were 6,228 motorcyclist fatalities in the United States, a decrease of 138 deaths, or 2.2 percent from 2023.
- In the United States in 2024, alcohol-impaired motorcyclist fatal crashes saw a three percent decreases compared to 2023 data, reducing from 1,656 in 2023 to 1,606 in 2024.
- In urban areas, fatal crashes involving motorcyclists decreased by 0.7 percent between 2024 and 2023. In rural areas, they decreased by 5.2 percent during the same time period.

California

- From 2023 to 2024, California saw a decrease in motorcyclist fatalities. In 2024, there were 522 deaths, down 12.7 percent from 598 in 2023.

Motorcyclist Fatality Trends



Source: FARS 2020 – 2023 Final File & 2024 ARF

State-level Analysis

The figures in this section refer to drivers and passengers on motorcycles fatally and seriously injured in a crash in California in 2024. These numbers are the products of UCB SafeTREC analysis.

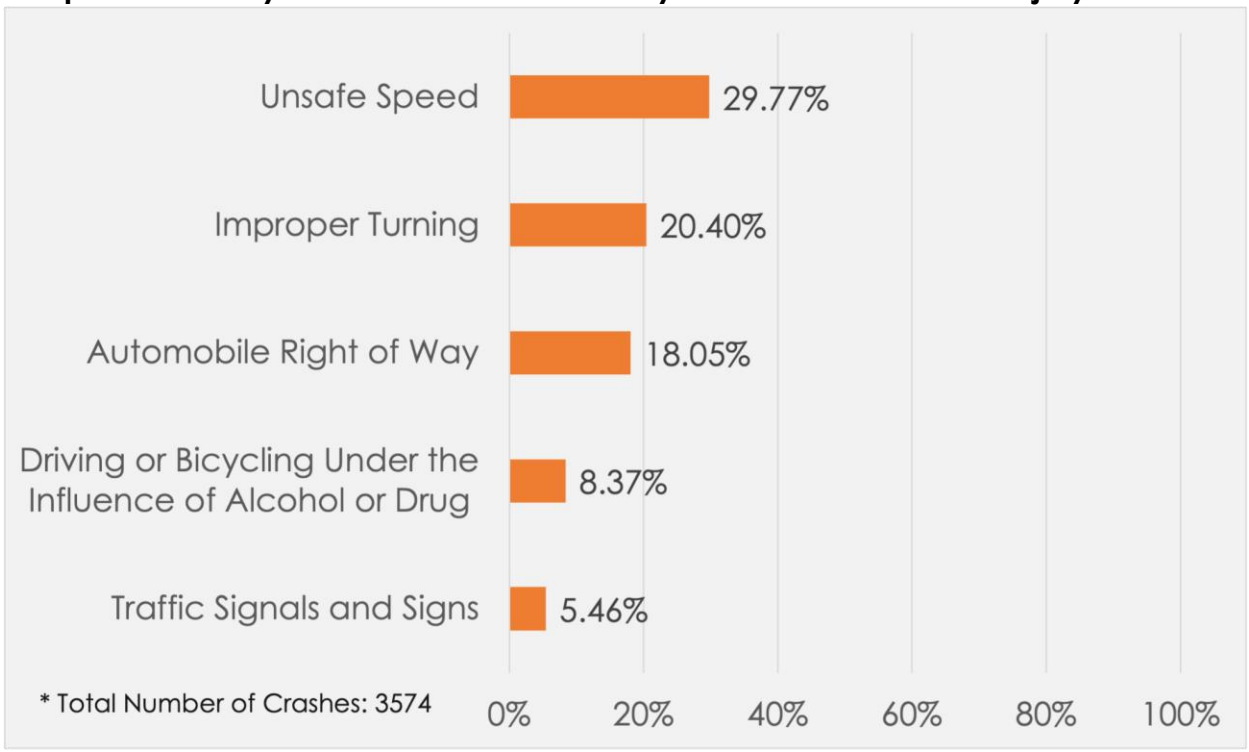
Fatal and Serious Injury Motorcycle Crashes by County

- Los Angeles County had the highest number of fatalities among motorcyclists with 89 fatalities. San Diego, Riverside, San Bernardino, and Orange counties all had more than 40 fatally injured motorcyclists. Alpine County had the highest rates of motorcyclist fatalities per capita by county, followed by Modoc, Calaveras, Lassen, and Trinity counties.
- Los Angeles County also had the greatest number of seriously injured motorcyclists with 800. San Diego, Riverside, Orange, San Bernardino, and Sacramento counties all had more than 100 seriously injured motorcyclists. Alpine County had the highest rate of serious injuries per capita by county, followed by Sierra, Trinity, Inyo, and Plumas counties.

Primary Crash Factors of Motorcycle Fatal and Serious Injury Crashes

- Unsafe speed (29.8 percent) was the most frequent PCF for fatal and serious injury motorcycle crashes, followed by improper turning (20.4 percent), and right-of-way violations by automobiles (18.1 percent).

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



Source: Provisional SWITRS 2024

Crash Types for Motorcycle Fatal and Serious Injury Crashes

- Broadside crashes (28.9 percent) and overturned crashes (17.3 percent) were the most frequent crash types for fatal and serious injury motorcycle crashes.

Time and Day of Motorcycle Fatal and Serious Injury Crashes

- In 2024, the number of fatal motorcycle crashes was markedly higher during the 3 p.m. to 6 p.m. and 6 p.m. to 9 p.m. time periods. There were 209 total fatalities from 3 p.m. to 9 p.m., comprising 40.0 percent of fatal motorcycle crashes. Saturday and Sunday were the days of the week with the highest number of fatal motorcycle crashes; they accounted for 34.9 percent of crashes in 2024.
- Serious injury motorcycle crashes followed a similar pattern. A quarter of crashes (25.9 percent) occurred between 3 p.m. and 6 p.m. Saturdays and Sundays had the most serious injury crashes, with 34.7 percent combined. The peak period was on Sunday from 3 p.m. to 6 p.m., with 131 serious injury crashes, 4.3 percent of all crashes.

Motorcycle Fatal and Serious Injury Crash Victim Demographics

- The vast majority of fatal (93.9 percent) and serious injury (89.0 percent) motorcycle crash victims were males. The age category with the greatest number of victims was males aged 25 to 34, comprising 21.5 percent of motorcycle fatalities and 23.6 percent of motorcycle serious injury victims.
- Race was not reported for 80.5 percent of the motorcyclist fatalities. Of the 102 fatalities with a known race, 79.4 percent (or 81) were white.

Crash Location for Fatal Motorcycle Crashes

- Almost three-quarters (74.5 percent) of fatal motorcycle crashes occurred in urban areas, compared to 25.5 on rural roads in 2024. For comparison, approximately 18.8 percent of travel by any vehicle type took place on rural roads in 2024.
- Over one-quarter (31.0 percent) of all fatal motorcycle crashes occurred on non-interstate minor arterials. The next most common locations for fatal motorcycle crashes were non-interstate other principal arterials (24.1 percent) and non-interstate major collectors (14.9 percent).

Geospatial Analysis

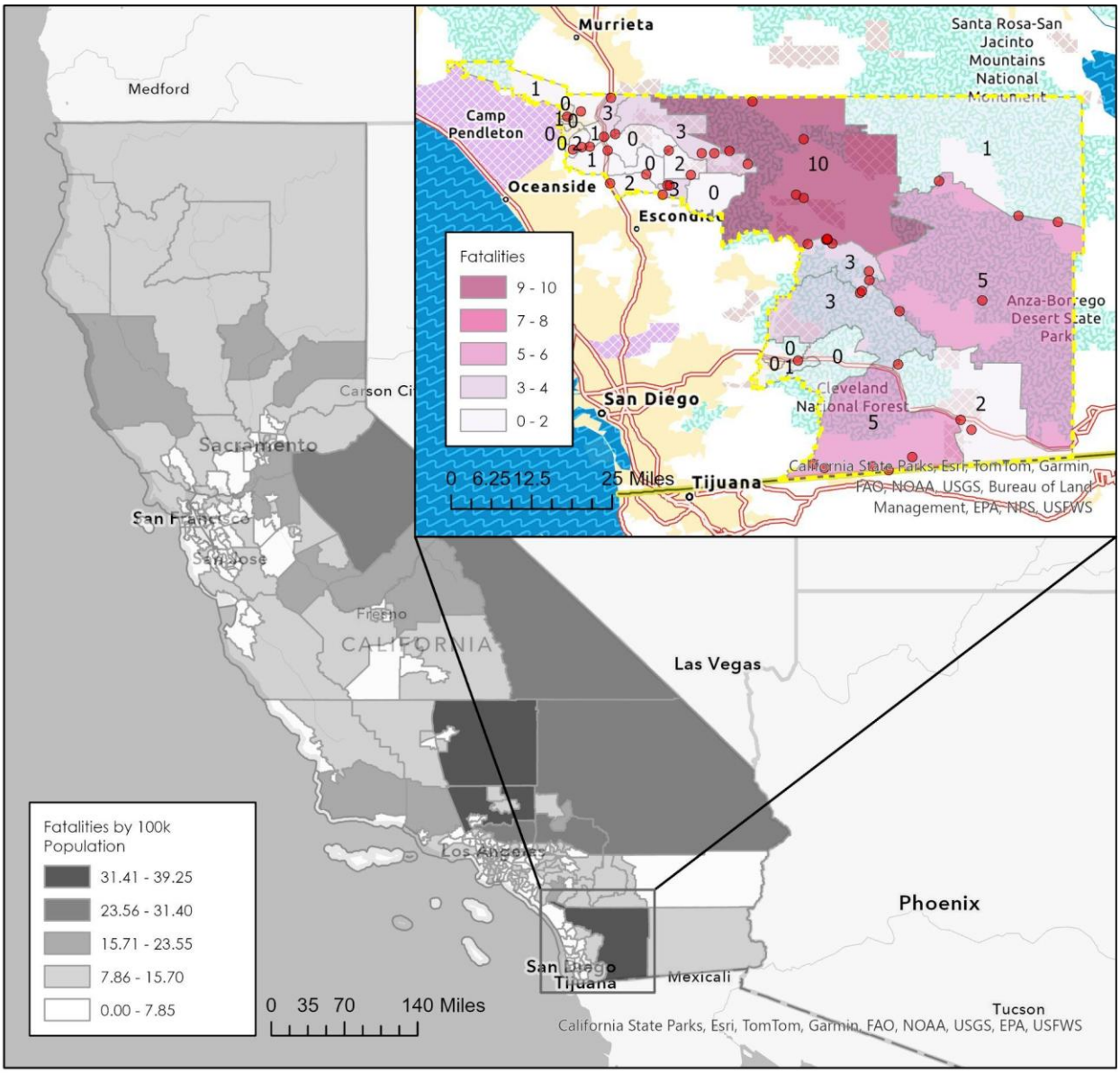
This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. The visualization below illustrates how motorcyclist fatalities are distributed in California relative to population and highlights the region with the greatest concentration of fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Motorcycle Crash Fatalities per Capita

The geospatial region used in this analysis is a PUMA, which is a Census Bureau-defined geographic area with a population of at least 100,000 and not more than 200,000 people. The socio-demographic data is derived from 2020-2024 ACS 5 Year Estimates. The crash and victim data in this section are based on FARS fatalities in motorcycle crashes from the most recent five years of data, 2020-2024.

The PUMA region with the greatest rate of motorcyclist fatalities per capita was San Diego County (North & East) – Fallbrook, Alpine & Valley Center PUMA (see map below). Many of these fatalities occurred on rural roads in this area, with most of the crashes occurring on State Routes 76, 78, or 79. The population of this area was majority white, averaging 53.5 percent white from 2020 to 2024, which is greater than the statewide average proportion of 33.8 percent over the same period. The average median household income in this area from 2020 to 2024 was $105,716, above the state average of $99,122.

Choropleth Map of Fatalities in Motorcycle Crashes



Source: FARS 2020-2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

From 2020 to 2024, there were 49 total motorcycle fatal crashes and 49 fatalities in this region. Almost all of these crashes, 83.7 percent, were on rural roads and almost two-third (61.2 percent) occurred on a minor arterial. The time of day with most crashes was 3 p.m. to 6 p.m., with 26.5 percent of crashes. Most crashes occurred on weekends, with 57.1 percent of crashes occurring on Saturday or Sunday.

Among the fatalities in these motorcycle crashes, 89.8 percent were male. The most common age was from 30 to 39, comprising 34.7 percent of fatalities.

HIGHWAY SAFETY COUNTERMEASURE STRATEGIES

Associated Performance Measures

Reduce motorcyclist fatalities by 6.13 percent from the 2024 preliminary final FARS number of 522 to 490 by December 31, 2029.

Planned Federal Funds for Motorcyclist Safety

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2027-2029	402 MC	State/Community Highway Safety Grant Program	$1,000,000
2027-2029	405f	Motorcyclist Safety Grants	$2,300,000

Countermeasure Strategy

(MC) Education/Public Awareness/Enforcement

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for motorcyclist fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce motorcyclist fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Fund hands-on motorcyclist safety training courses through local law enforcement agencies, motor instructors will conduct educational training for the general public and law enforcement personnel.
- Fund 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.
- Fund highly publicized motorcyclist 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 motorcyclist safety education and public awareness programs to promote safe riding and educate the public on the dangers and consequences of reckless driving behaviors.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 3 Motorcycle Safety. These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Motorcycle Safety:

- Motorcycle Helmet Use Promotion Programs
    - This is a one star countermeasure, however based on NHTSA Traffic Safety Facts 2023 Data Motorcycles, 2025 (DOT HS 813 732) wearing a helmet is the single most effective way to protect from a head injury, and this countermeasure is proven to save lives and can assist in meeting the performance target.
- Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions
    - The effectiveness of this countermeasure is three stars.
- Motorcycle Rider Training
    - This is a two star countermeasure, however based on the Motorcycle Safety Foundation's, Facing the Challenge of Measuring Rider Ed Outcomes – 2005 SMSA Conference (Paper); and the Motorcycle Safety Foundation's, Preliminary Look at Safety Critical Events From the Motorcyclists' Perspective (Paper), this countermeasure is proven to saving lives and can assist in meeting the performance target.
- Communication Campaigns Aimed to Increase Motorist Awareness of Motorcyclists
    - This is a one star countermeasure, however based on the Johns Hopkins International Injury Research Unit, Evidence Synthesis on Road Safety Communication Strategies from October 2024, media was tested and found to be an effective deterrent, this countermeasure is proven to saving lives and can assist in meeting the performance target.

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

Description of Considerations

California's efforts to reduce motorcyclist fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to implement education, public awareness, and enforcement efforts. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with law enforcement agencies or other government entities who present an innovative approach to reducing motorcycle crashes.

OCCUPANT PROTECTION

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Restraint devices such as seat belts are a key element of motor vehicle occupant protection systems. Each year, NHTSA conducts the NOPUS that measures, among many variables, the daytime use of seat belts by occupants aged eight and older. The 2024 NOPUS reported that seat belt use was 91.2 percent among front-seat passenger vehicle occupants, a decrease from the 91.9 percent observed in 2023. Seat belt use decreased significantly in several categories, including among occupants in "not clear weather" conditions, traveling during weekday rush hours, in states with secondary/no enforcement laws, and occupants in pickup trucks.

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 analysis that addresses child passenger safety.

National

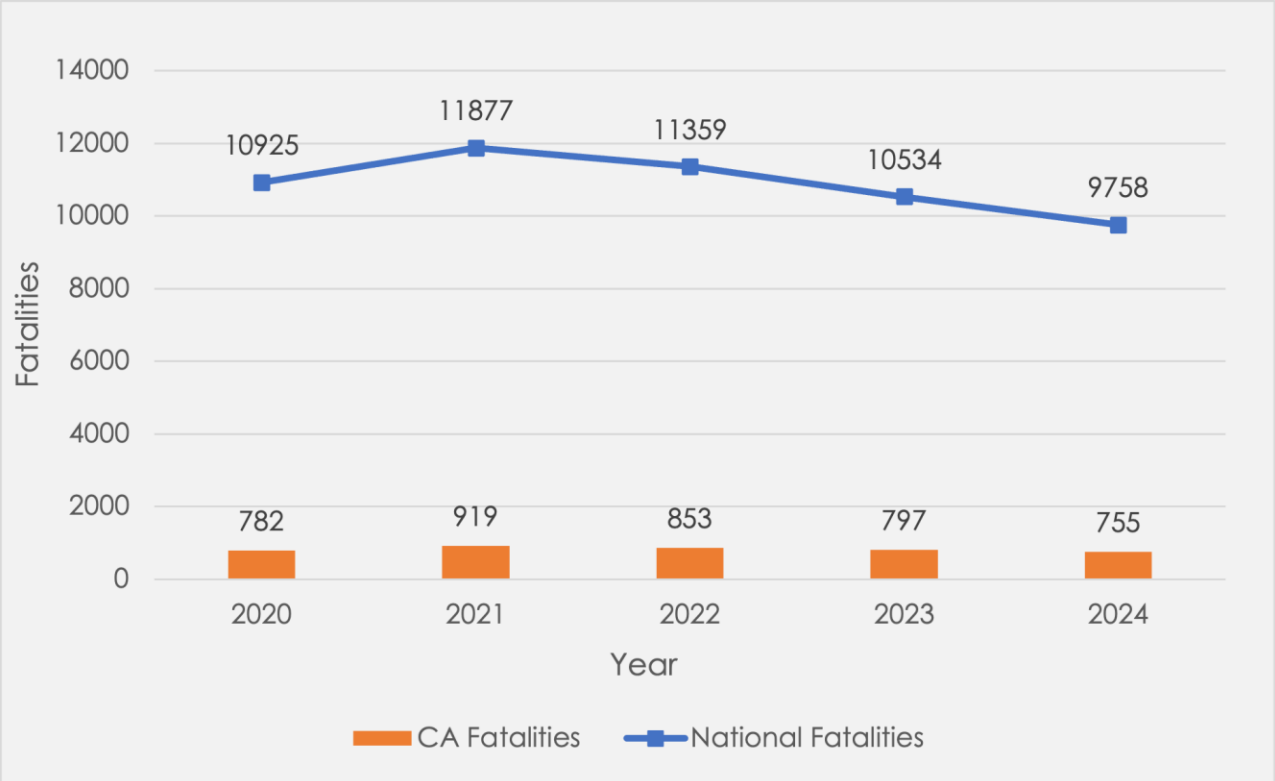
- Seat belt use among vehicle occupants in the western region of the United States decreased from 96.5 percent in 2023 to 95.0 percent in 2024.
- In the United States, there were 9,758 unrestrained passenger vehicle occupants killed in traffic crashes in 2024, a 7.4 percent decrease from 10,533 in 2023.
- In 2024, of the 20,160 passenger vehicle occupants with known restraint use killed in motor vehicle traffic crashes, 9,758 or 48.4 percent were known to be unrestrained.
- In 2024, daytime restraint use was higher than nighttime restraint use; 56.0 percent of passenger vehicle occupants with known restraint use involved in a nighttime fatal crash were unrestrained, compared with 41.0 percent involved in a daytime crash who were unrestrained.

California

- In California, there were 755 unrestrained occupants killed in traffic crashes in 2024, a 5.3 percent decrease from 797 in 2023.
- California's front seat belt use rate for those ages 5 and older has been greater than 95.0 percent from 2019 to 2024, apart from 2020 when no survey was conducted.
- In 2025, California's front seat belt use was observed to be 93.25 percent which is above the national rate of 91.3 percent.

- According to the Behavioral Risk Factor Surveillance System, which is administered by the Centers for Disease Control and Prevention (CDC), with state health departments, 96.4 percent of respondents in 2023 reported that they always or nearly always wear a seat belt. This is a decrease from 2020, the previous year for which this data was collected, when 97.6 percent of respondents reported that they always or nearly always wear a seat belt.

Unrestrained Occupant Fatality Trends



Source: FARS 2020 – 2023 Final File & 2024 ARF

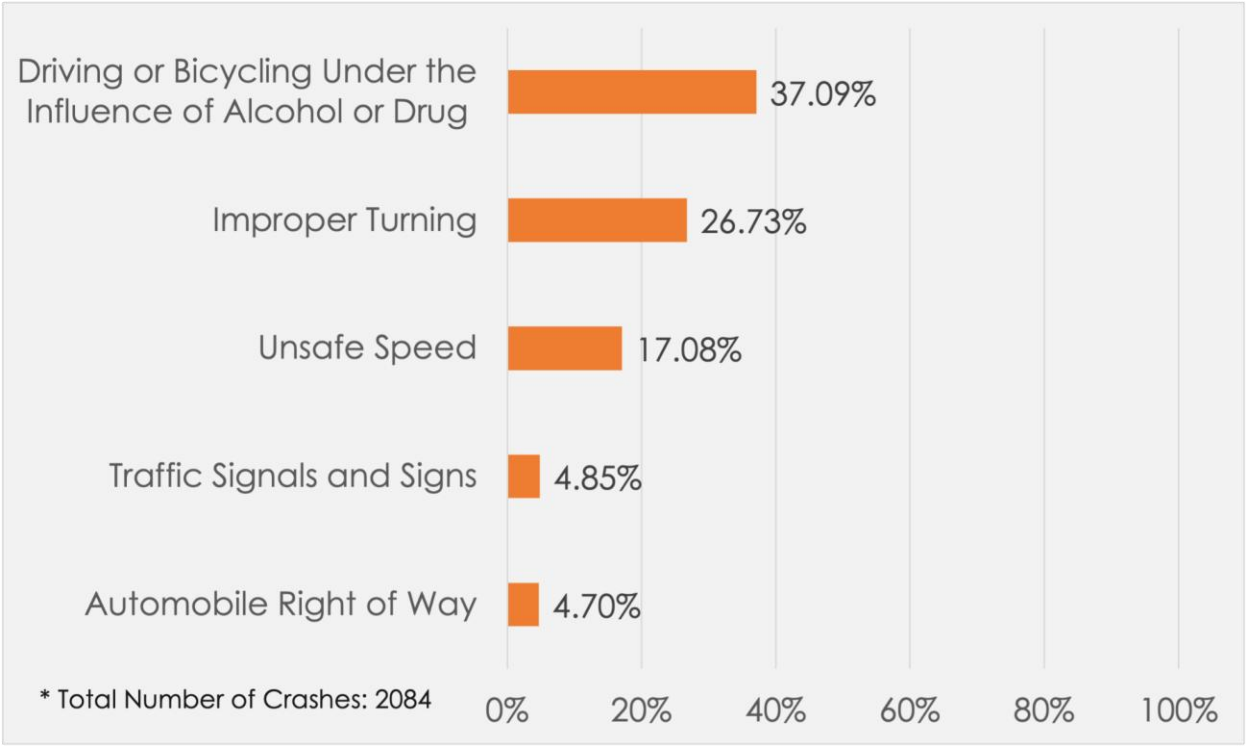
State-level Analysis

The figures in this section refer to crashes where one or more occupants in a passenger vehicle was unrestrained and fatally or seriously injured in California in 2024. These numbers are the products of UCB SafeTREC analysis.

Primary Crash Factors of Unrestrained Occupant Fatal and Serious Injury Crashes

- In California in 2024, the top PCFs for unrestrained occupant fatal and serious injury crashes were driving or bicycling under the influence of alcohol or drugs (37.1 percent), improper turning (26.7 percent), and unsafe speed (17.1 percent).

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



Source: Provisional SWITRS 2024

Geospatial Analysis

This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. The visualization below illustrates how unrestrained occupant fatalities are distributed in California relative to population and highlights the region with the greatest concentration of fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Unrestrained Occupant Crash Fatalities per Capita

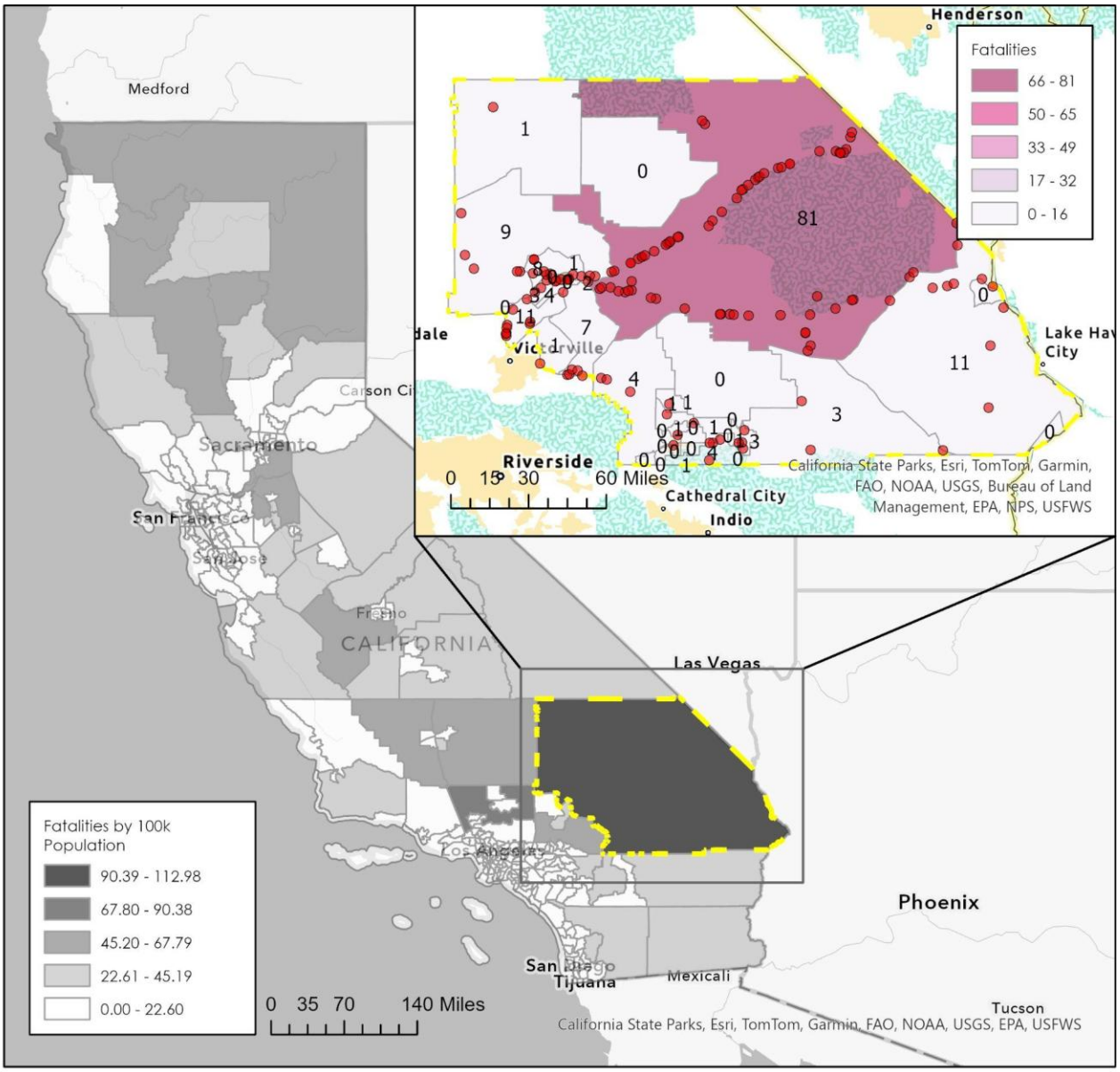
The geospatial region used in this analysis is a PUMA, which is a Census Bureau-defined geographic area with a population of at least 100,000 and not more than 200,000 people. The socio-demographic data is derived from 2020-2024 ACS 5 Year Estimates. The crash and victim data in this section are based on FARS fatalities in unrestrained occupant crashes from the most recent five years of data, 2020-2024.

The PUMA region with the greatest rate of unrestrained occupant fatalities per capita was San Bernardino County (Northeast) – Twentynine Palms and Barstow Cities PUMA (see map below). Many of these fatalities were concentrated on

the desert highways, I-15 and I-40, in this region. Approximately half of the population of this area was white, averaging 48.3 percent white from 2020 to 2024, which is greater than the statewide average proportion of 33.8 percent over the same period. The average median household income in this area from 2020 to 2024 was $61,021, below the state average of $99,122.

This PUMA also had the greatest number of unrestrained child passenger fatalities in 2020-2024, which are a subset of unrestrained occupant crash fatalities. A map of the fatal unrestrained child passenger crashes can be found in the Child Passenger Safety section.

Choropleth Map of Fatalities in Unrestrained Occupant Crashes



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

From 2020 to 2024, there were 140 total fatal crashes involving unrestrained occupants, resulting in 161 fatalities in this region. Of these fatalities, 149 were unrestrained occupants. The vast majority, 82.9 percent, of these crashes were on rural roads and almost half (46.4 percent) occurred on an interstate. Crashes were distributed throughout the day, with 16.4 percent occurring from 9 p.m. to midnight. The day of the week with the most crashes was Friday, with 21.4 percent of crashes.

Among the fatalities in these unrestrained occupant crashes, 72.5 percent were male. The most common age was from 20 to 30, comprising 24.8 percent of fatalities.

CHILD PASSENGER SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

On average, three children ages 14 and under were killed daily in traffic crashes in 2023. Across different age groups amongst children under 15, the number of motor vehicle fatalities have both decreased and increased over the past decade. The greatest decrease in the number of fatalities from 2014 to 2023 was among 4-7 year-olds (32.3 percent decrease from 310 in 2014 to 210 in 2023) and the greatest increase in fatalities was among the under-1 year-old age group (22.6 percent increase from 53 in 2014 to 65 in 2023). In 2023, 86.3 percent of child passengers in fatal crashes who survived were restrained, compared to 57.4 percent of child passengers in fatal crashes who were killed.

Child passenger safety includes making sure that children are appropriately restrained and in the right seat. Ensuring proper child passenger safety involves several key components: children must always be buckled in a child safety seat, booster seat, or seat belt that is appropriate for their age, weight, and height. Infants and toddlers should be placed in rear-facing car seats until they reach the maximum height or weight allowed by state law and the child safety seat manufacturer. As children grow, they transition to forward-facing seats and then to booster seats until the vehicle seat belt fits correctly. It is important to follow manufacturer and vehicle guidelines for installation and use, and to check that the seat is installed properly. Education and awareness about these practices are critical to preventing injuries and fatalities among child passengers.

National

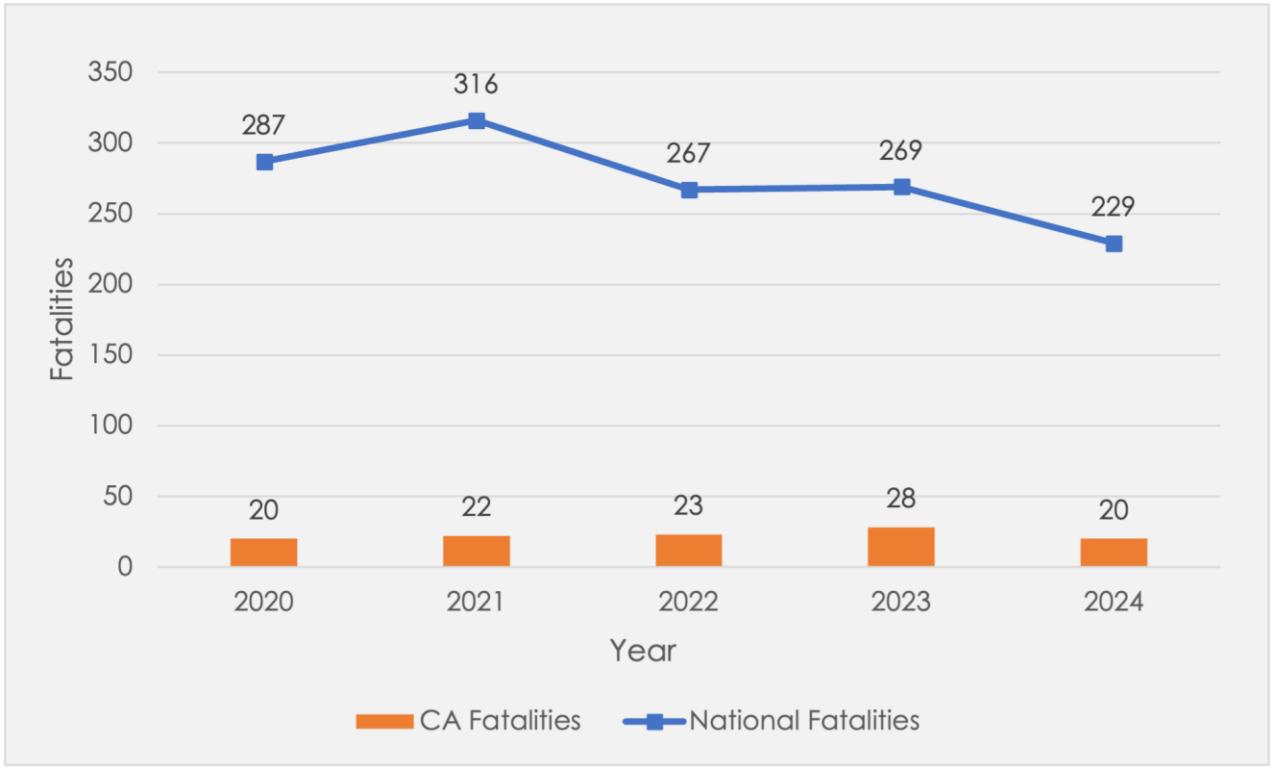
- In 2024, there were 677 fatalities among children age 14 and under, a decrease of 3.8 percent from 704 in 2023.
- In 2024, there were 229 unrestrained children age 14 and under killed in the United States in traffic crashes. This is a 14.9 percent decrease from 269 unrestrained child fatalities in 2023.

California

- In California, the number of fatally injured unrestrained children age 14 and under decreased 28.6 percent from 28 in 2023 to 20 in 2024.
- Serious injuries to unrestrained children age 14 and under decreased from 106 in 2023 to 91 in 2024, a 14.2 percent decrease.
- 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 (CVC § 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 (CVC § 27363).

- Effective January 1, 2027, Assembly Bill 435 requires children ages 8 to 16 years old to pass all steps of the 5-step test before they can safely use a seat belt without a booster seat.

Unrestrained Child Passenger Fatality Trends



Source: FARS 2020 – 2023 Final File & 2024 ARF

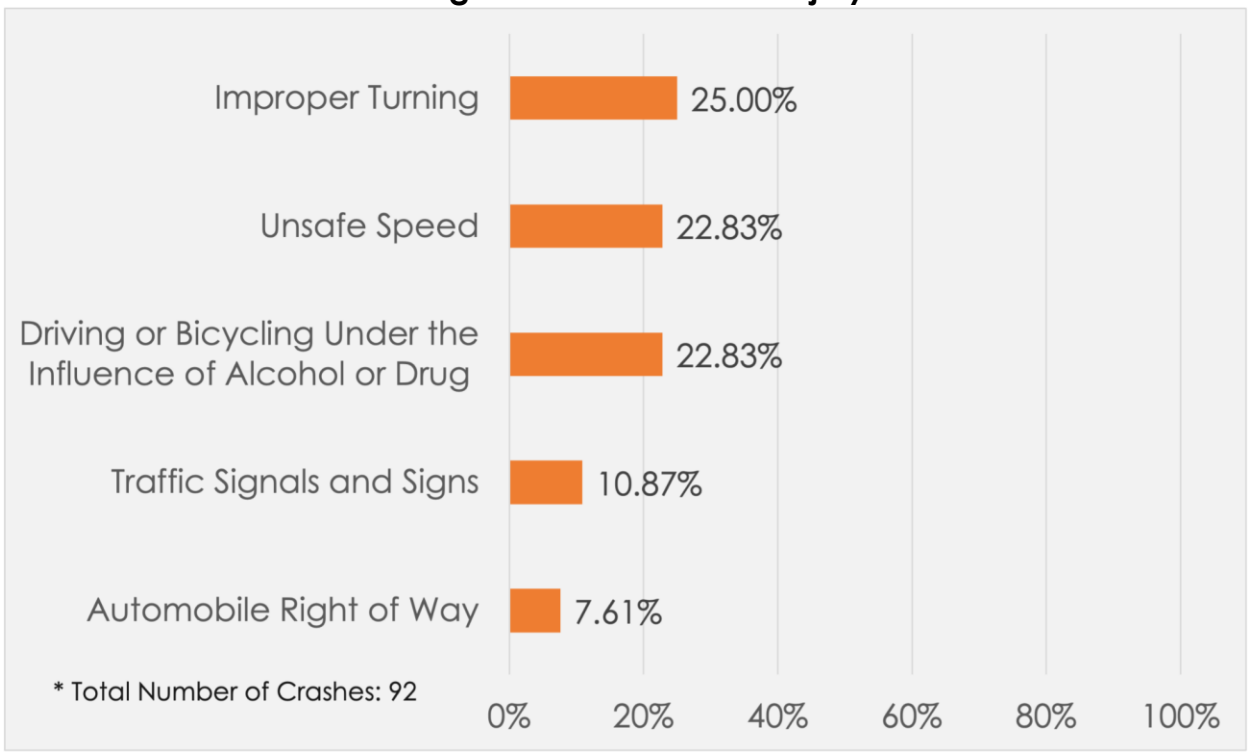
State-level Analysis

The figures in this section refer to crashes where one or more children age 14 and under occupants in a passenger vehicle were unrestrained fatally or seriously injured in California in 2024. These numbers are the products of UCB SafeTREC analysis.

Primary Crash Factors of Child Passenger Fatal and Serious Injury Crashes

- In 2024, the top PCFs for fatal and serious injury crashes with unrestrained child passengers age 14 and under were improper turning (25.0 percent), unsafe speed (22.8 percent), and driving or bicycling under the influence of alcohol or drugs (22.8 percent).

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



Source: Provisional SWITRS 2024

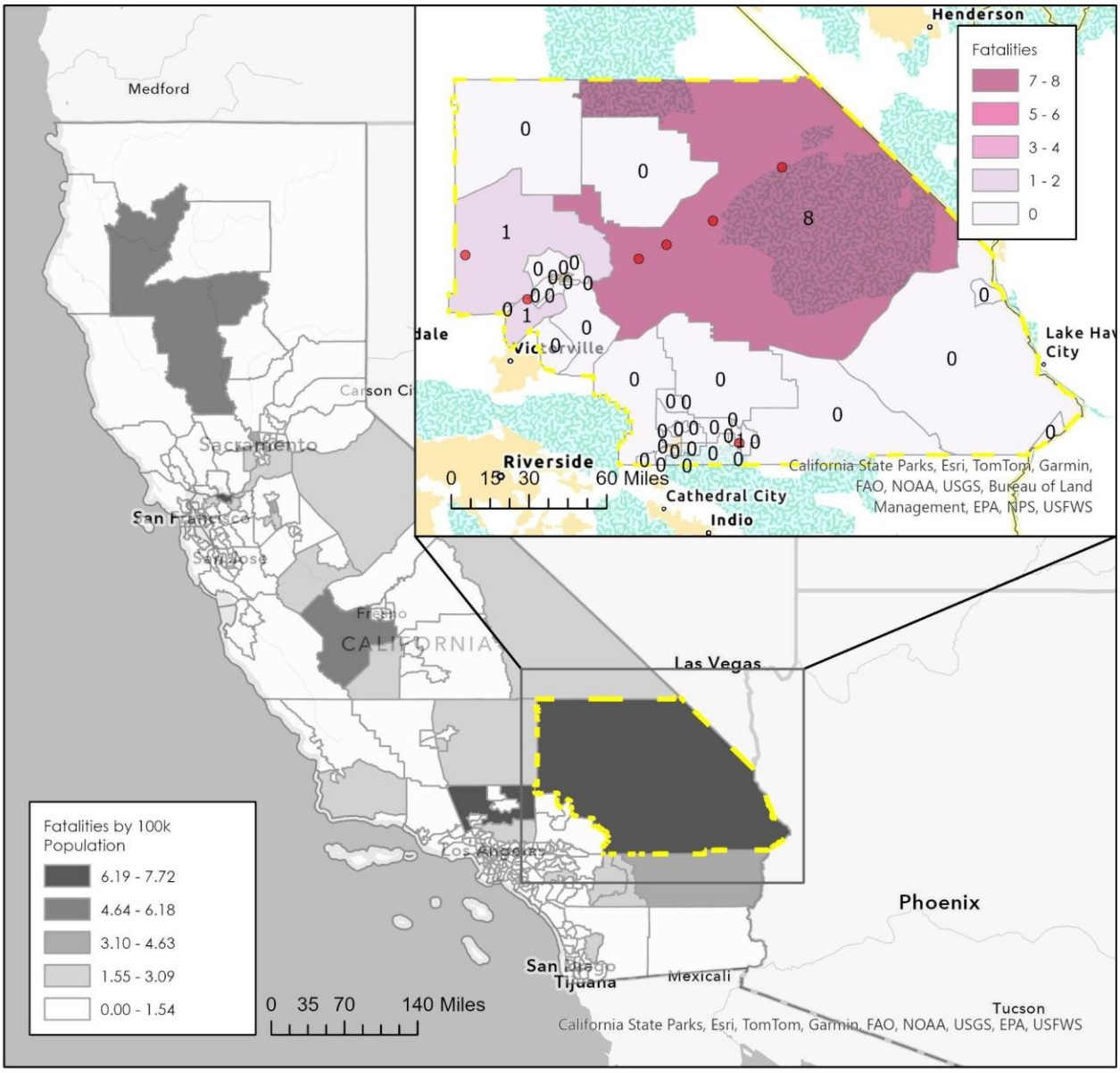
Geospatial Analysis

This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. The visualization below illustrates how unrestrained child passenger fatalities are distributed in California relative to population and highlights the region with the greatest concentration of fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Unrestrained Child Passenger Crash Fatalities

The geospatial analysis of unrestrained child passenger fatalities is closely tied to that of unrestrained occupant fatalities, since the former is a subset of the latter. There were 113 unrestrained child passenger fatalities in California in 2020 to 2024, resulting in a data set that is spread too thinly across the state for detailed geospatial analysis. The map below shows the top PUMA, with a total of 7 unrestrained child passenger fatal crashes. This is the same top PUMA as the full set of unrestrained occupant fatalities, analysis of which can be found in the Occupant Protection section.

Choropleth Map of Fatalities in Unrestrained Child Passenger Crashes



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

AGING ROAD USERS

PROBLEM IDENTIFICATION AND DATA ANALYSIS

The older adult population in the United States aged 65 and older is expected to nearly double between 2016 and 2060, from 49.2 million to almost 95 million people, respectively. In 2024, there were 8,019 people aged 65 and older killed in traffic crashes in the United States; this accounted for 20.4 percent of all traffic fatalities.

As drivers age, physical and mental changes, including reduced visual acuity, increased fragility, restricted movement, and cognitive impairment, may, directly and indirectly, affect driving.

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

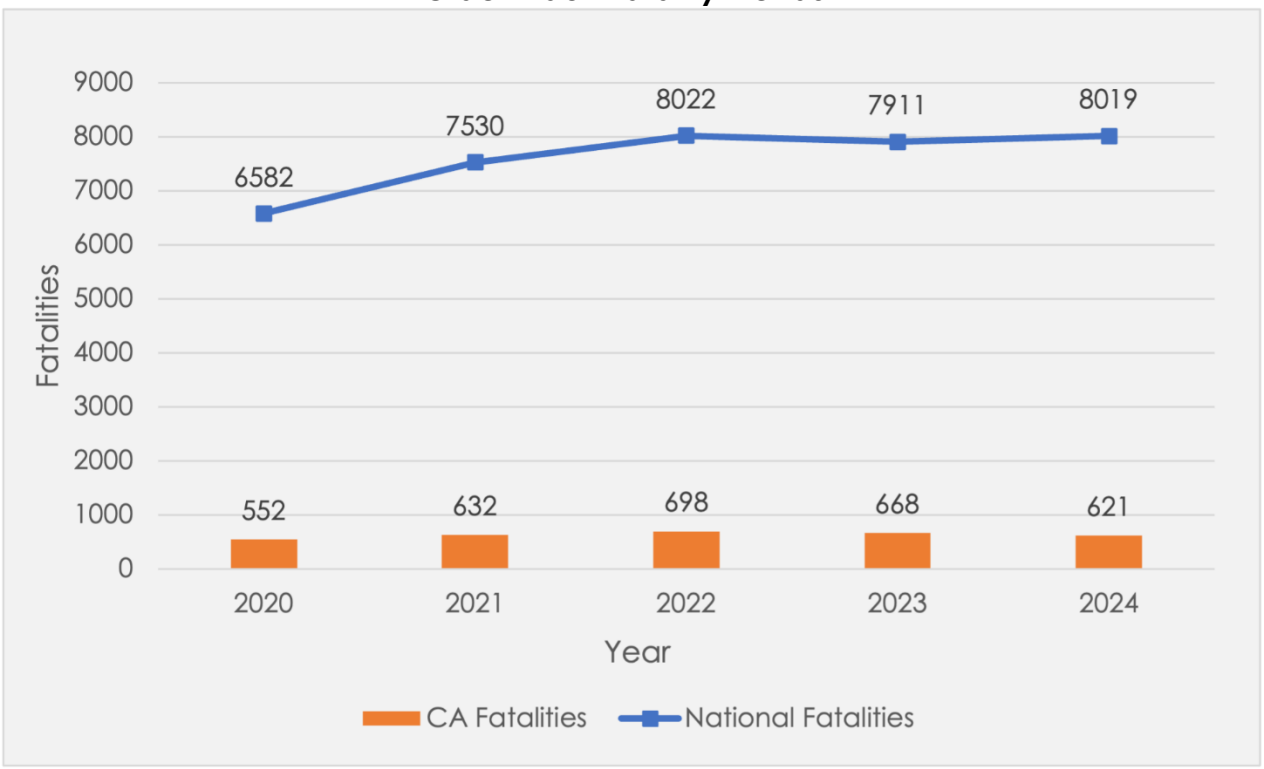
National

- In 2024, 8,019 adults aged 65 and older were killed in motor vehicle crashes, an increase of 1.4 percent from 7,911 fatalities in 2023.
- In 2024, 54,386 adults 65 and older were licensed drivers, accounting for 22.7 percent of all drivers.

California

- In 2024, there were 621 people aged 65 and older killed in traffic crashes in California, which is a 7.0 percent decrease from 668 in 2023.
- In 2024, 21.8 percent (or 238) of pedestrians killed in traffic crashes were older adults.
- Of older adults killed in traffic crashes in 2024, 38.3 percent were pedestrians.

Older Adult Fatality Trends



Source: FARS 2020 – 2023 Final File & 2024 ARF

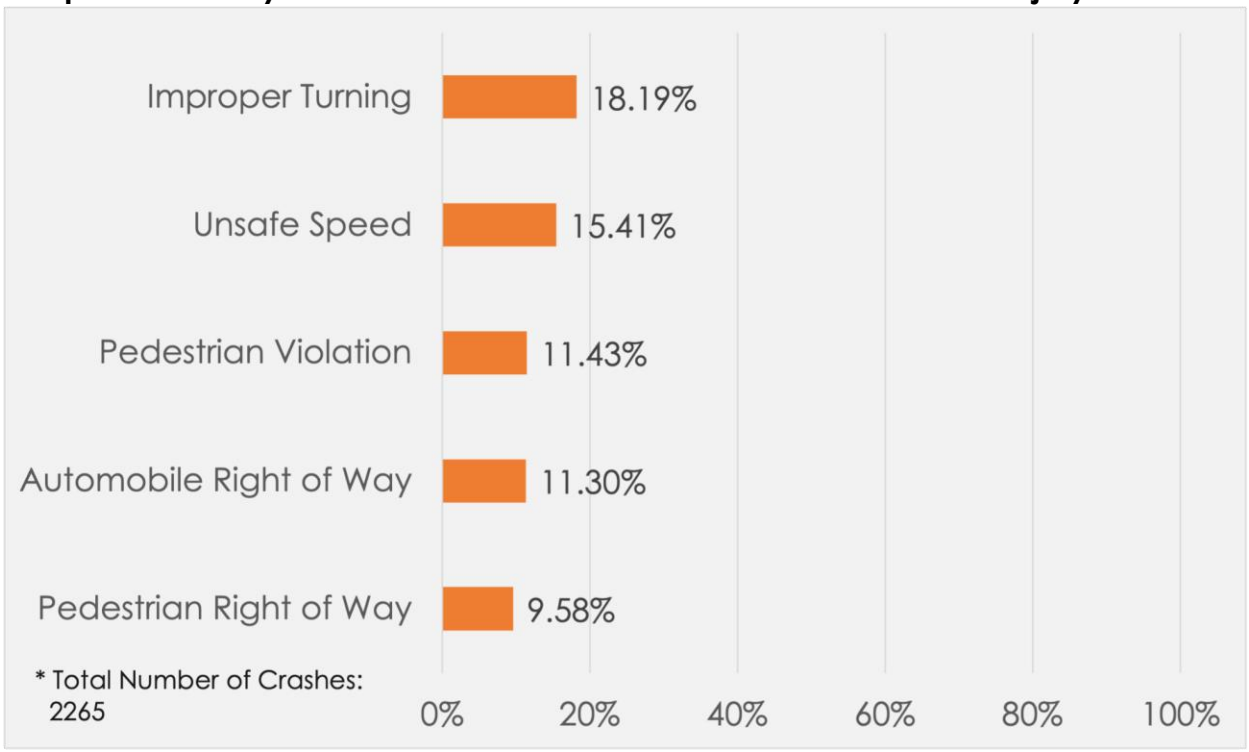
State-level Analysis

The figures in this section refer to fatal and serious injuries to drivers, passengers, bicyclists, pedestrians, and other non-motor vehicle occupants aged 65 and older in California in 2024. These numbers are the products of UCB SafeTREC analysis.

Primary Crash Factors of Older Adult Fatal and Serious Injury Crashes

- Improper turning (18.2 percent) and unsafe speed (15.4 percent) were the most frequent PCF for crashes in which an older adult suffered a fatal or serious injury. Pedestrian violation was the next most common PCF (11.4 percent).

Top Five Primary Crash Factors of Older Adult Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2024

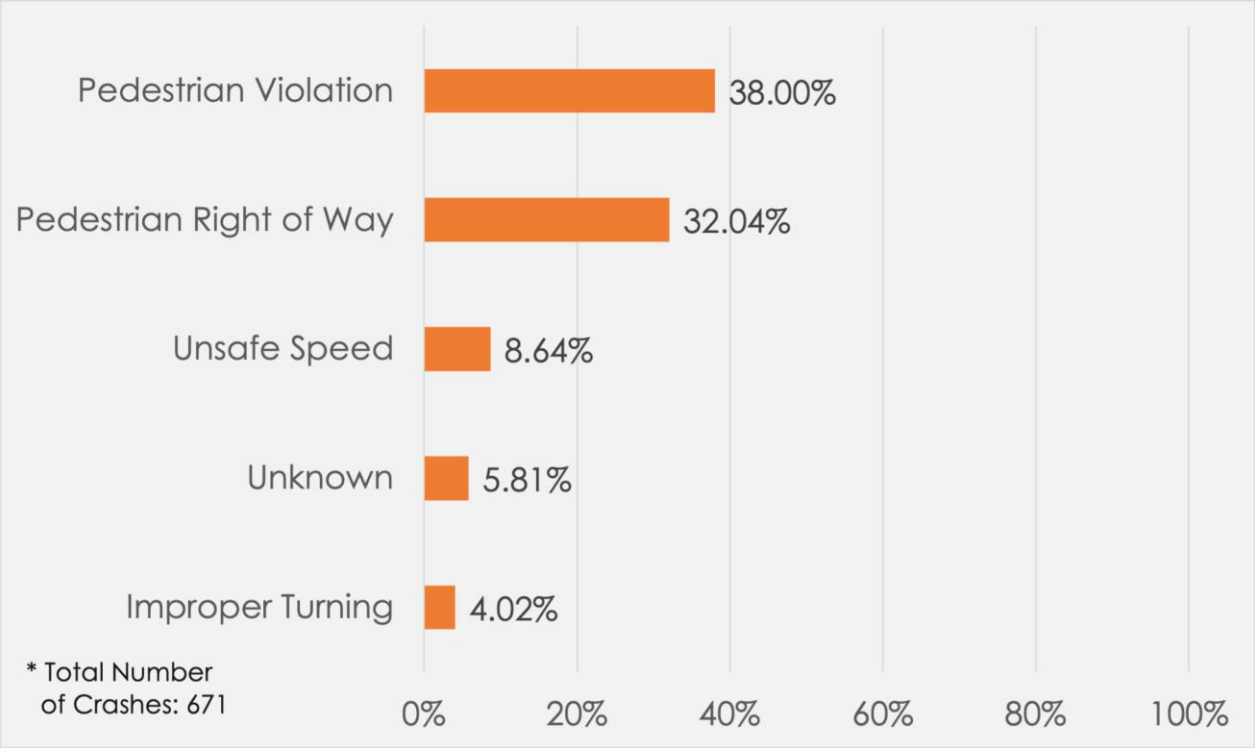
Older Adult Pedestrian Fatalities and Serious Injuries

- Of older adults who suffered serious injuries in traffic crashes, older adult pedestrians accounted for 25.0 percent.

Primary Crash Factors of Older Adult Pedestrian Fatal and Serious Injury Crashes

- Among crashes in which an older adult pedestrian suffered a fatal or serious injury, pedestrian violation (38.0 percent) was the most frequent PCF in 2024, followed by pedestrian right of way (32.0 percent). Unsafe speed was a factor in 8.6 percent of crashes.

Top Five Primary Crash Factors of Older Adult Pedestrian Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2024

Geospatial Analysis

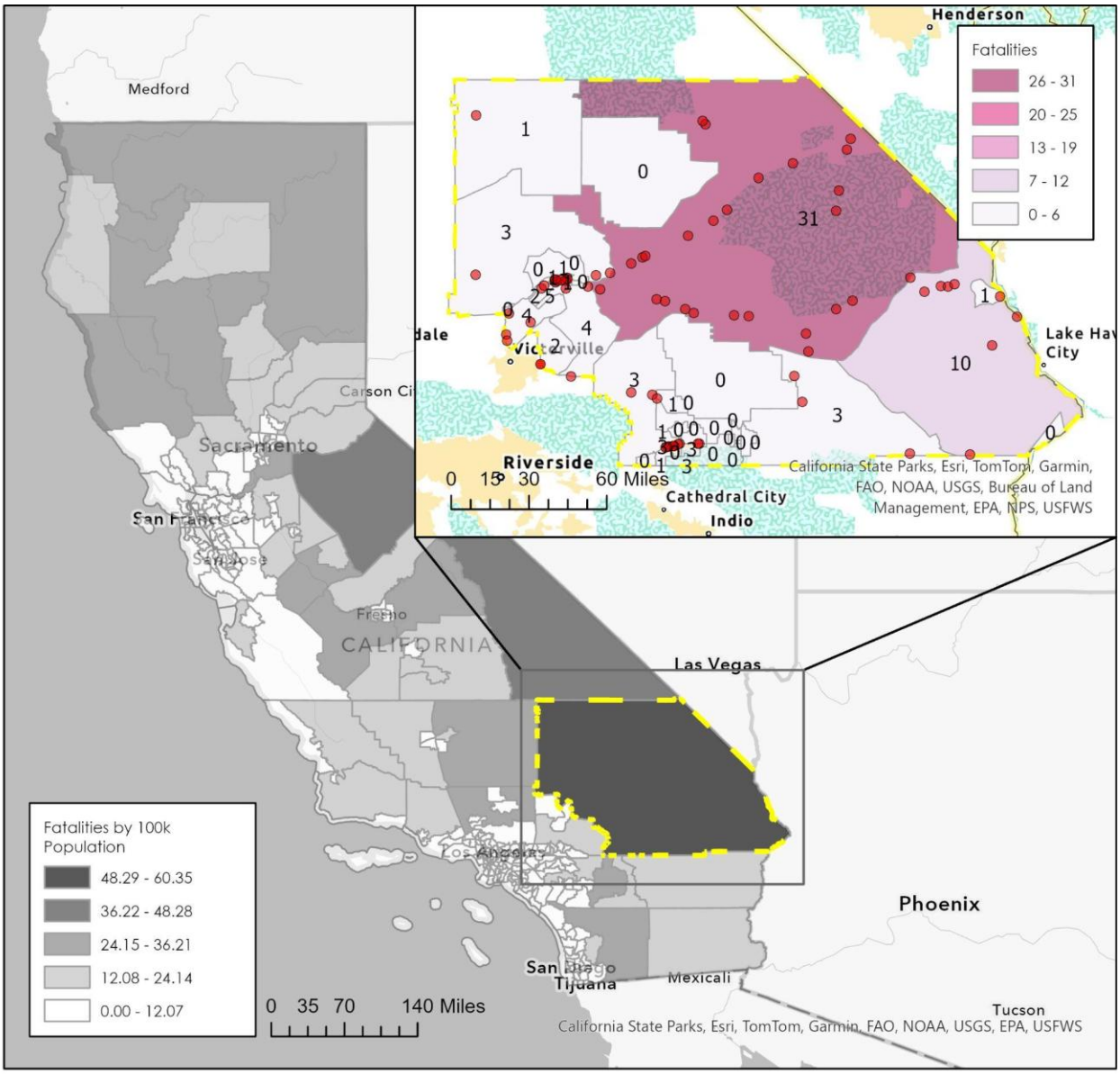
This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. This visualization illustrates how older adult fatalities are distributed in California relative to population and highlights the region with the greatest concentration of fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Older Adult Crash Fatalities per Capita

The geospatial region used in this analysis is a PUMA, which is a Census Bureau-defined geographic area with a population of at least 100,000 people and not more than 200,000 people. The socio-demographic data comes from 2020-2024 ACS 5 Year Estimates. The crash and victim data in this section are based on FARS fatalities in older adult crashes from the most recent five years of data, 2020-2024.

The PUMA region with the greatest rate of older adult fatalities per capita was San Bernardino County (Northeast) – Twentynine Palms and Barstow Cities PUMA (see map below). Many of these fatalities were concentrated on the desert highways, I-15 and I-40, in this region. The population of this area was majority white, averaging 48.3 percent white from 2020 to 2024, which is greater than the statewide average proportion of 33.8 percent over the same period. In this area, older adults comprised 15.4 percent of the population on average, similar to the California average proportion of 15.6 percent. The average median household income in this area from 2020 to 2024 was $61,021, below the state average of $99,122.

Choropleth Map of Older Adult Fatalities in Crashes



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

From 2020 to 2024, there were 73 total older adult fatal crashes resulting in 86 total fatalities in this region. Of these fatalities, 75 were older adults. The vast majority, 71.2 percent, of these crashes were on rural roads and over one-third (42.5 percent) occurred on an interstate. The time of day with the most crashes was noon to 3 p.m., with 17.8 percent of crashes followed by 6 to 9 a.m., with 16.4 percent of crashes. The day of the week with the most crashes was Friday, with 24.7 percent of crashes.

Among the older adult fatalities in these older adult fatal crashes, 73.3 percent were male. Based on adults aged 65 and older, the most common age was from 65 to 69, comprising almost one-thirds (32.0 percent) of fatalities.

HIGHWAY SAFETY COUNTERMEASURE STRATEGIES

Associated Performance Measures

Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 23.70 percent from the 2024 preliminary final FARS number of 755 to 576 by December 31, 2029.

Increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 5.26 percentage points from the 2025 observed rate of 93.25 percent to 98.51 percent by December 31, 2029.

Reduce the number of drivers age 65 and older involved in fatal crashes by 12.87 percent from the 2024 preliminary final FARS number of 272 to 237 by December 31, 2029.

Planned Federal Funds for Occupant Protection

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2027-2029	402 OP	State/Community Highway Safety Grant Program	$700,000
2027-2029	405b OP	Occupant Protection	$22,000,000

Countermeasure Strategy

(OP) Aging Road Users

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for older adult fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce older adult fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- 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.
- Conduct law enforcement training on how to recognize older drivers whose driving abilities have declined.
- Train healthcare professionals and students preparing for careers in healthcare on Screening and Management of Age and Medically Related Driving Impairments.
- Increase public awareness and education through targeted presentations for older drivers.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 13 Older Driver Safety. These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Older Drivers:

- Formal Courses for Older Drivers (classroom only)
  - Based on the Development of a curriculum and roadside screening tool for Law enforcement identification of medical impairment in aging drivers research article, training courses are an effective tool and result in changes to knowledge regarding the medical impairments and reduced motor functions that occur when people age which saves lives.
  - General Communications and Education Based on the Clinician's Guide to Assessing and Counseling Older Drivers communication and education to older drivers regarding programs, resources, and assessments available is a key factor in saving lives and can assist in meeting the performance target.

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

Description of Considerations
California's efforts to reduce older adult fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the rural counties identified in the problem identification) to implement education programs and public awareness campaigns. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with state government agencies or other government entities who present an innovative approach to reducing crashes involving older adults.

Countermeasure Strategy

(OP) Local Education

Linkage Between Problem Identification and Countermeasure Strategy
Based on the problem identification for unrestrained occupant and child passenger fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce unrestrained occupant and child passenger fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Develop occupant protection educational programs to increase occupant protection use among at-risk populations.
- Urge the media to report occupant restraint usage as a part of every crash.
- Collaborate with traffic safety stakeholders to improve occupant protection educational outreach.
- Maintain the levels of child passenger safety technicians by providing NHTSA's standardized child passenger safety technician and instructor training programs, and renewal and update classes.
- Conduct NHTSA standardized child passenger safety certification training courses.
- Train new child passenger safety technicians.
- Provide child passenger safety recertification training to child passenger safety technicians.
- Provide technical webinars for child passenger safety instructors and technicians.
- Provide child passenger safety educational resources to law enforcement and other agencies.
- Conduct child safety seat education classes for professionals transporting children, caregivers, and parents.
- Conduct inspections to educate parents on the proper use of child safety seats in both rural and urban areas to at-risk families.

- Conduct child safety seat check-ups to educate on the proper use of child safety seats in both rural and urban areas to at-risk families.
- Provide child safety seats at no cost to families in need who receive child safety seat education.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 20 Occupant Protection. These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Seat Belts and Child Restraints:

- Other Strategies for Behavior Change - Programs for Older Children
  - The effectiveness of this countermeasure is three stars.
- Other Strategies for Behavior Change - Programs for Increasing Child Restraint and Booster Seat Use
  - The effectiveness of this countermeasure is two stars. According to Johns Hopkins "Evidence Synthesis on Interventions Targeting Child Restraint Systems Use," lack of knowledge about the effectiveness of child restraint systems, lack of awareness on proper restraint, and laws are factors influencing child restraint use practices. Education in combination with child restraint distribution, child passenger safety technician certification training has been proven effective.
- Other Strategies for Behavior Change - Child Restraint Inspection Stations
  - The effectiveness of this countermeasure is three stars.

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

Description of Considerations

California's efforts to reduce unrestrained occupant and child passenger fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates to implement education programs and public awareness campaigns. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local government agencies and non-traditional partners who present an innovative approach to reducing crashes involving unrestrained occupants and child passengers.

Countermeasure Strategy

(OP) Statewide Education

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for unrestrained occupant and child passenger fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce unrestrained occupant and child passenger fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Develop occupant protection educational programs to increase occupant protection use among at-risk populations.
- Urge the media to report occupant restraint usage as a part of every crash.
- Collaborate with traffic safety stakeholders to improve occupant protection educational outreach.
- Maintain the levels of child passenger safety technicians by providing NHTSA's standardized child passenger safety technician and Instructor Training Programs, and renewal and update classes.
- Train new child passenger safety technicians.
- Provide child passenger safety recertification training to child passenger safety technicians.
- Provide technical webinars for child passenger safety instructors and technicians.
- Provide child passenger safety educational resources to law enforcement and other agencies.
- Provide a toll-free child passenger safety helpline in English and languages other than English.
- Conduct child safety seat education classes for professionals transporting children, caregivers, and parents.
- Conduct inspections to educate on the proper use of child safety seats in both rural and urban areas to 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 at-risk families.
- Provide child safety seats to low-income families.
- Maintain an active network of partnerships between local, state, and national agencies.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 20 Occupant Protection. These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Seat Belts and Child Restraints:

- Enforcement - Short Term, High-Visibility Seat Belt Law Enforcement
    - The effectiveness of this countermeasure is five stars.

- Enforcement - Nighttime High Visibility Seat Belt Law Enforcement
    - The effectiveness of this countermeasure is four stars.
- Enforcement - Short-Term High-Visibility Child Passenger Safety Law Enforcement
    - The effectiveness of this countermeasure is five stars.
- Other Strategies for Behavior Change - Programs for Older Children
    - The effectiveness of this countermeasure is three stars.
- Other Strategies for Behavior Change - Programs for Increasing Child Restraint and Booster Seat Use
    - The effectiveness of this countermeasure is two stars. According to Johns Hopkins "Evidence Synthesis on Interventions Targeting Child Restraint Systems Use", lack of knowledge about the effectiveness of child restraint systems, lack of awareness on proper restraint, and law are factors influencing child restraint use practices. Education in combination with child restraint distribution, child passenger safety technician certification training has been proven effective.
- Other Strategies for Behavior Change - Child Restraint Inspection Stations
    - The effectiveness of this countermeasure is three stars.

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

Description of Considerations

California's efforts to reduce unrestrained occupant and child passenger fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates to implement education programs and public awareness campaigns. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local and state government agencies as well as non-traditional partners who present an innovative approach to reducing crashes involving unrestrained occupants and child passengers.

Countermeasure Strategy

(OP) Statewide Usage Surveys

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for unrestrained occupant fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce unrestrained occupant fatalities. Grants awarded under this countermeasure strategy may include the following activity.

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

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 20 Occupant Protection. Based on Uniform Criteria for State Observational Surveys of Seat Belt Use, the information gained from conducting statewide surveys of seat belt use provides guidance to determine if current programs are currently working as well as which programs listed in NHTSA's "Countermeasures That Work" for Seat Belts and Child Restraints are needed statewide.

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

Description of Considerations

California's efforts to reduce unrestrained occupant fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants that will conduct statewide restraint usage surveys. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets.

PEDESTRIAN AND BICYCLIST SAFETY

PEDESTRIAN SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Everyone is a pedestrian at some part of their day, regardless of their primary mode of travel. Unlike those traveling in vehicles with seat belts, air bags, and other safety features, pedestrians do not have the same level of protection and are more vulnerable every time they are on the road. In 2024, pedestrian deaths accounted for 18.0 percent of all crash fatalities in the United States. From 2014 to 2024, pedestrian fatalities increased by 44.2 percent.

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.

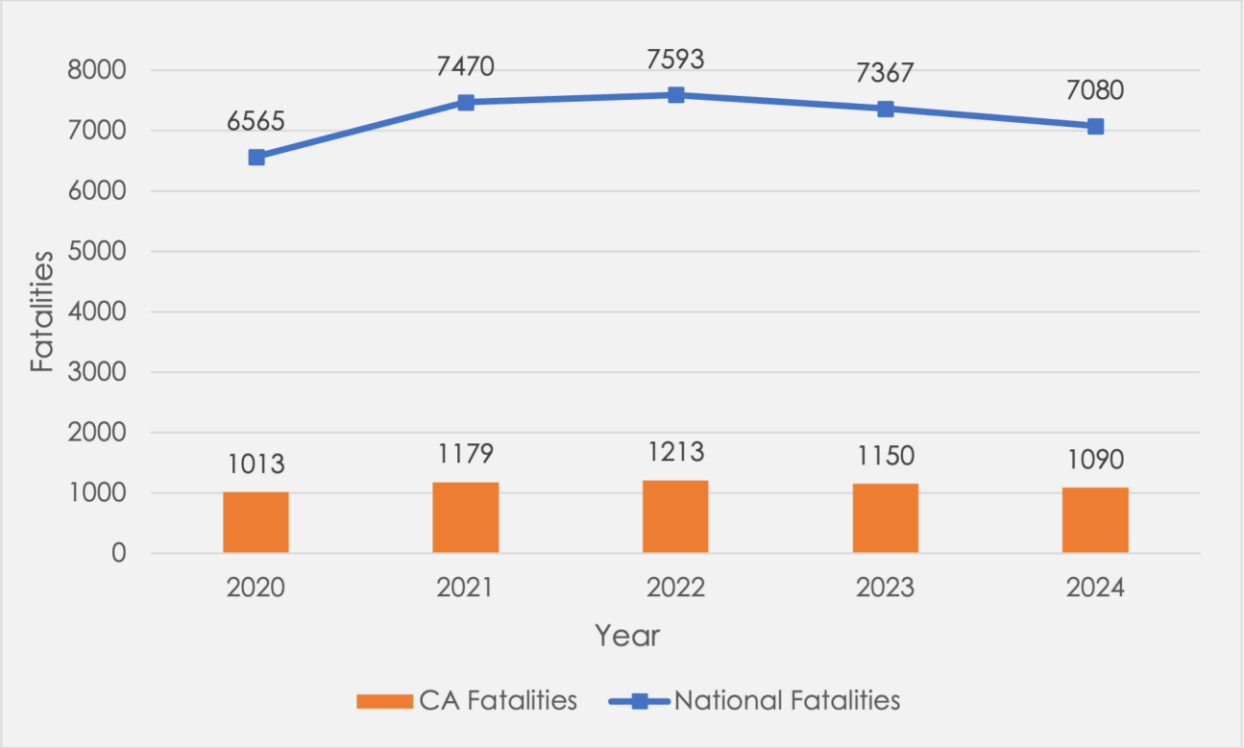
National

- NHTSA reports that almost 20 pedestrians died on average every day in 2024.
- Pedestrian fatalities decreased 3.9 percent from 7,367 in 2023 to 7,080 in 2024.

California

- There were 1,090 pedestrian fatalities in 2024, a 5.2 percent decrease from 1,150 in 2023. Over the prior five years, pedestrian fatalities rose by 7.8 percent from 1,011 in 2019 to 1,090 in 2024.
- In the 2025 Traffic Safety Survey conducted for the OTS, "cars going too fast" and "cars not stopping" were the most commonly reported safety problems experienced as pedestrians in the past six months, identified by 22.2 percent of respondents.

Pedestrian Fatality Trends



Source: FARS 2020-2023 Final File & 2024 ARF

State-level Analysis

The figures in this section refer to crashes where one or more pedestrians were fatally or seriously injured in California in 2024. These numbers are the products of UCB SafeTREC analysis.

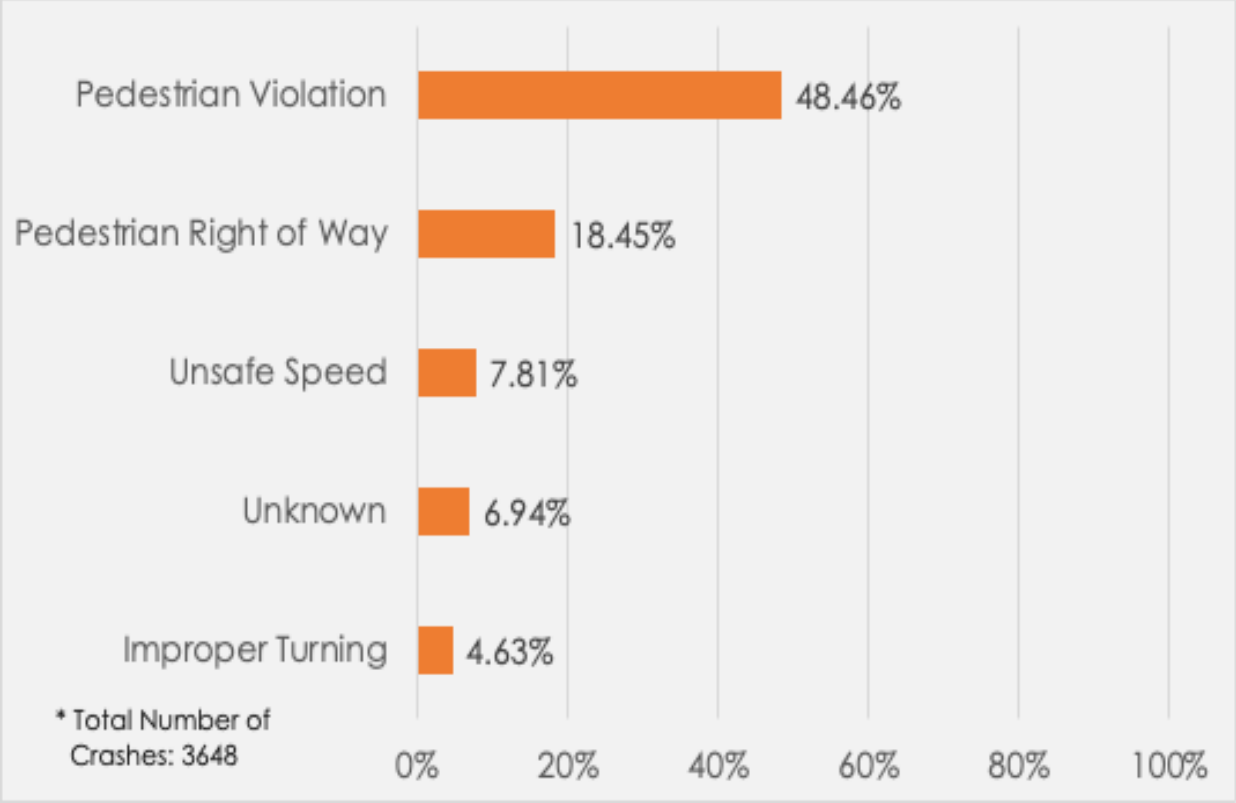
Fatal and Serious Injury Pedestrian Crashes by County

- The counties with the highest numbers of pedestrian fatalities were Los Angeles, San Diego, San Bernardino, Riverside, and Orange counties. The counties with the highest rate of pedestrian fatalities per capita were Lake, Glenn, Kern, Madera, and San Bernardino counties.
- The counties with the highest numbers of pedestrian serious injuries were Los Angeles, San Diego, Orange, and Sacramento counties. The counties with the highest rate of pedestrian serious injuries per capita were San Francisco, Butte, Inyo, Los Angeles, Merced, and Mendocino counties.
- Nine counties had no pedestrian fatalities or serious injuries in 2024, including Alpine, Colusa, Lassen, Mariposa, Modoc, Mono, Plumas, Sierra, and Siskiyou counties.

Primary Crash Factors of Pedestrian Fatal and Serious Injury Crashes

- The most common PCF in a pedestrian fatal and serious injury crash was pedestrian violations, at 48.5 percent, followed by pedestrian right-of-way violations at 18.5 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.

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



Source: Provisional SWITRS 2024

Time and Day of Pedestrian Fatal and Serious Injury Crashes

- Nearly half (49.3 percent) of all pedestrian-involved crashes occurred between 6 p.m. and midnight. Fridays and Saturdays had the largest proportion of pedestrian deaths with 171 (or 15.7 percent) and 166 crashes (15.2 percent) on each day.
- Similarly, nearly half (44.3 percent) of all pedestrian serious injury crashes occurred between 6 p.m. and midnight. The largest proportion of pedestrian serious injuries occurred on Friday and Saturday, accounting for 15.5 percent and 14.8 percent, respectively.

Pedestrian Fatal and Serious Injury Victim Demographics

- Nearly three-quarters (70.2 percent) of pedestrians killed in traffic crashes were male. The age group with the highest number of pedestrian fatalities was age 35 to 44 (20.3 percent), followed by age 25 to 34 (18.3 percent).
- About two-thirds (60.3 percent) of the pedestrians seriously injured in traffic crashes were male. Across most age groups, more male pedestrians were seriously injured than female pedestrians. The age groups with the highest number of pedestrian serious injuries were age 25 to 34 (19.4 percent) and age 35 to 44 at 17.1 percent.
- Race was unknown for 77.2 percent, or 841 of the pedestrian fatalities. Of the 249 fatalities with a known race, about 72.7 percent were white, followed by 16.1 percent Black or African American.

Crash Location for Fatal Pedestrian Crashes

- The vast majority (90.9 percent) of pedestrian fatalities occurred in urban areas compared to 8.6 percent in rural areas.
- The majority (58.8 percent) of all pedestrian-involved crashes occurred on non-interstate principal arterial or minor arterial roadways.

Geospatial Analysis

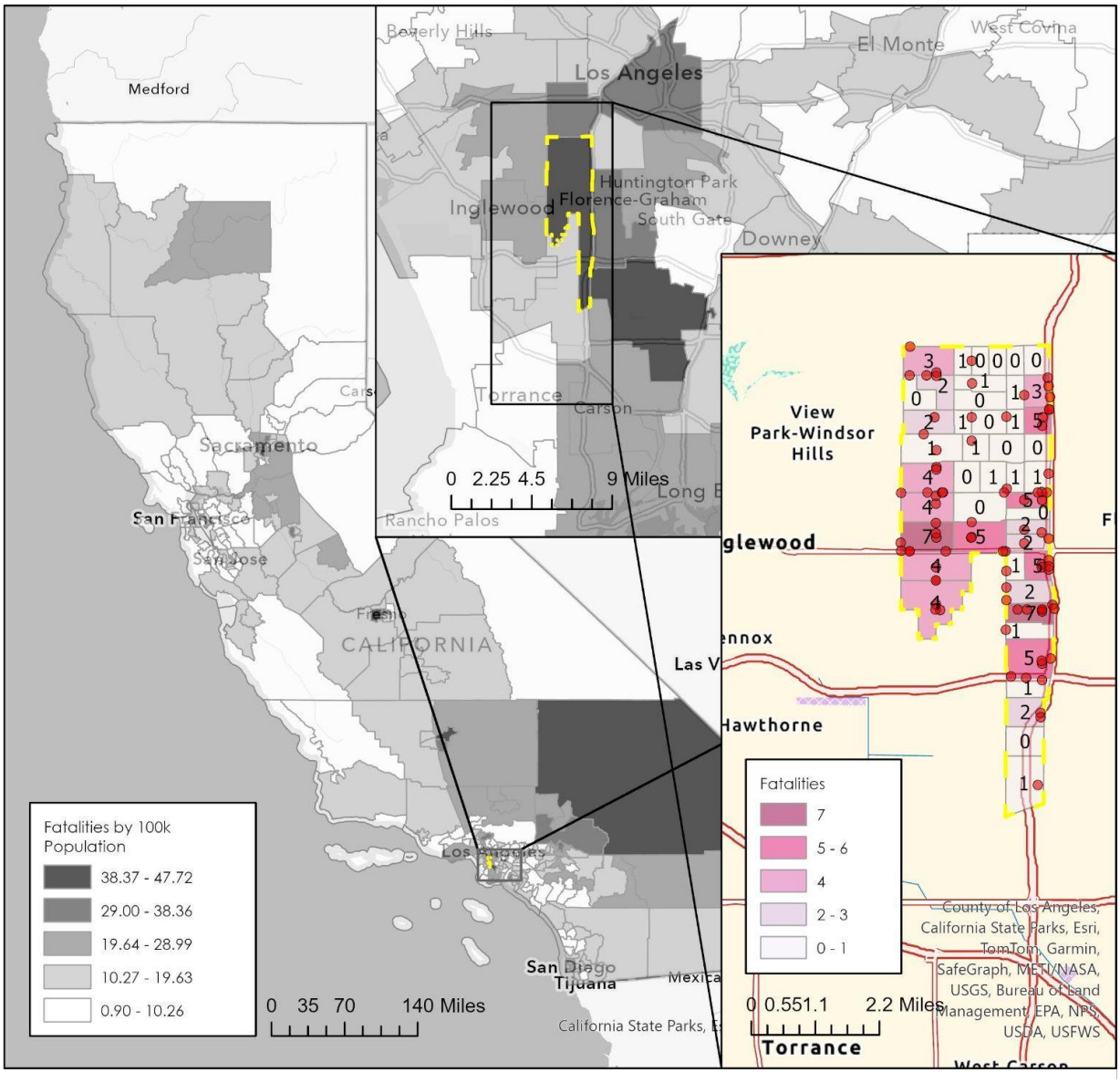
This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. The visualization below illustrates how pedestrian fatalities are distributed in California relative to population and highlights the region with the greatest concentration of fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Pedestrian Crash Fatalities per Capita

The geospatial region used in this analysis is a PUMA, which is a Census Bureau-defined geographic area with a population of at least 100,000 and not more than 200,000 people. The socio-demographic data is derived from 2020-2024 ACS 5 Year Estimates. The crash and victim data in this section are based on FARS fatalities in pedestrian crashes from the most recent five years of data, 2020-2024.

The PUMA region with the greatest rate of pedestrian fatalities per capita was Los Angeles County (South Central) – LA City (South Central/Westmont) PUMA (see map below). Most of these fatalities occurred on the major city streets in this area, such as Figueroa Street and Western Avenue. The population of this area was majority Hispanic or Latino, averaging 65.2 percent from 2020 to 2024, which is greater than the statewide average proportion of 40.2 percent over the same period. The average median household income in this area from 2020 to 2024 was $63,005, below the state average of $99,122.

Choropleth Map of Pedestrian Crash Fatalities



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

From 2020 to 2024, there were 85 total pedestrian fatal crashes and 87 fatalities in this region. All of these crashes were on urban roads and over half (60.0 percent) occurred on principal arterials. The time of day with the most crashes was 9 p.m. to midnight, accounting for almost one-third (29.4 percent) of crashes. The day of the week with the most crashes was Thursday, with 18.8 percent of crashes, while the weekend accounted for 35.3 percent of crashes.

Among the fatalities in these pedestrian crashes, over two-third (67.8 percent) were male. The most common age was from 60 to 69, accounting for almost a quarter (24.1 percent) of fatalities.

BICYCLIST SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Bicycling is becoming more popular across the country, for commuting, exercise, and leisure. Bicyclists face distinct safety challenges in traffic because they are physically unprotected and often share fast-moving roadways with much larger vehicles. In the event of a traffic crash between a motor vehicle and a bicycle, the bicyclist is the more vulnerable party and more likely to be injured or killed. In 2024, there were 1,103 bicyclists killed in traffic crashes in the United States.

Analyses presented in the bicyclist safety 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. Of note, starting in 2022, FARS figures include people on bicycles powered by pedals and/or motors. Previously, motorized bicycles were classified as motorcycles, and their operators and passengers were captured as motorists. With this new definition, any crashes involving only motorized bicycles will no longer be captured in FARS.

The growing use of electric bikes (e-bikes) and other e-devices is creating new mobility opportunities, along with emerging policy and safety considerations. Certain devices described as e-bikes may exceed legal power or speed limits. Some incidents involve younger or inexperienced riders who may lack experience, training, or proper safety gear. Although statewide data on e-bike risk remains limited, some medical providers note that higher-speed crashes involving e-bikes can lead to more serious injuries. Many of the countermeasures used to enhance bicyclist safety, such as infrastructure improvements and rider education, can also support safety for e-bike riders. Additional strategies may also be developed to focus on advancing safety for e-devices.

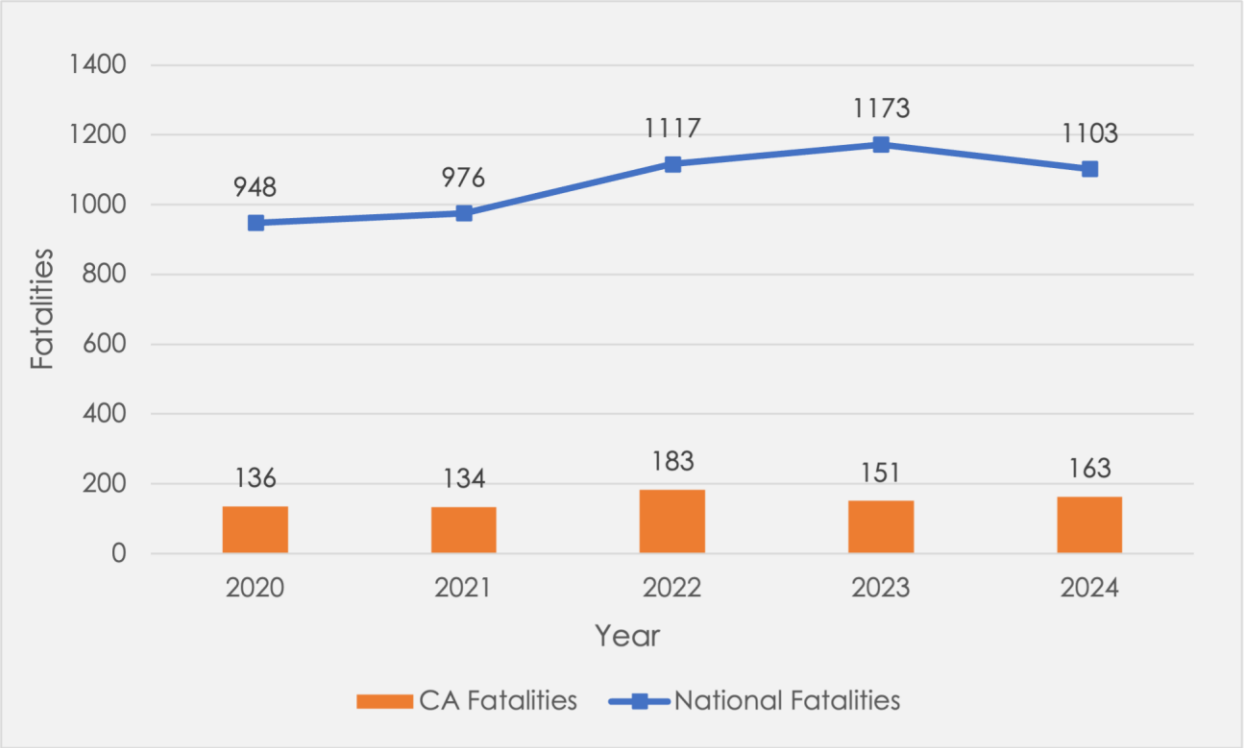
National

- Bicyclist fatalities decreased 6.0 percent from 1,173 in 2023 to 1,103 in 2024.
- Bicyclist fatalities represented 2.8 percent of the total number of traffic fatalities in 2024.
- Just two states - Florida and California – accounted for one-third (33.6 percent) of people killed while biking.

California

- In California, bicyclist fatalities increased 7.9 percent from 151 fatalities in 2023 to 163 in 2024.
- Bicyclist fatalities represented 4.2 percent of the total number of traffic fatalities in 2024 in California.
- In the 2025 Traffic Safety Survey conducted for the OTS, "cars going too fast" and "cars not stopping" were the most commonly reported safety problems experienced as bicyclists in the past six months, identified as a concern by 19.2 percent of respondents.
- Bicyclists are required to follow the CVC while riding on California roadways. Unless prohibited, bicyclists are allowed to ride in travel lanes. The 2025 California Traffic Safety Survey found that 57.1 percent of drivers surveyed believed it is legal for bicyclists to ride on roadways when there is not a bicycle lane present, a decrease from 61.3 percent of respondents in 2024.

Bicyclist Fatality Trends



Source: FARS 2020-2023 Final File & 2024 ARF

State-level Analysis

The figures in this section refer to crashes where one or more bicyclists were fatally or seriously injured in California in 2024. These numbers are the products of UCB SafeTREC analysis.

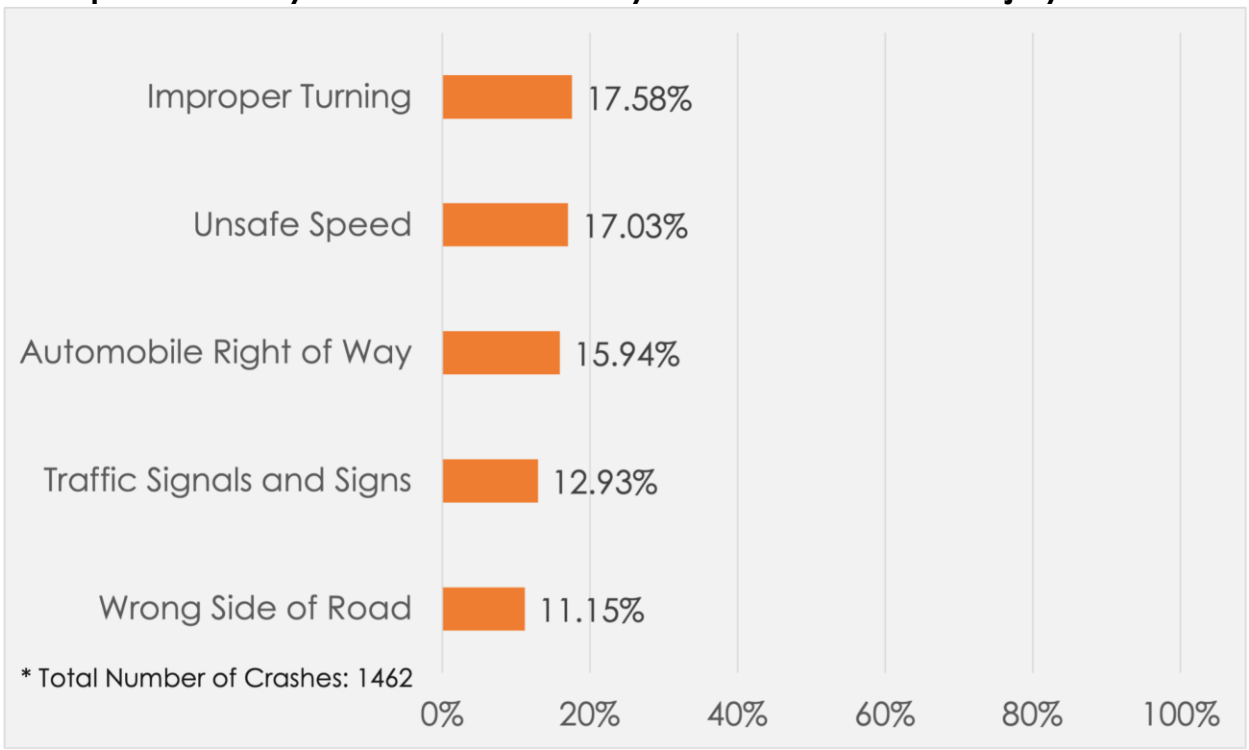
Fatal and Serious Injury Bicycle Crashes by County

- Bicyclist fatalities were highest in Los Angeles, Sacramento, Orange, San Diego, Kern, and Riverside counties. Bicycle fatalities per capita were highest in Modoc, Inyo, Del Norte, Lake, and Placer counties.
- Bicyclist serious injuries were highest in Los Angeles, Orange, San Diego, Sacramento, and Alameda counties. Bicyclist serious injuries per capita were highest in Alpine, Santa Barbara, Marin, Santa Cruz, and Humboldt counties.
- Seven counties reported no bicyclist fatalities or serious injuries, including Calaveras, Colusa, Glenn, Lassen, Mariposa, Sierra, and Trinity counties.

Primary Crash Factors of Bicycle Fatal and Serious Injury Crashes

- The top PCFs for bicycle fatal and serious injury crashes were improper turning (17.6 percent), unsafe speed (17.0 percent), and automobile right of way (15.9 percent), followed by traffic signals and signs (12.9 percent) and wrong side of road (11.1 percent).

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



Source: Provisional SWITRS 2024

Crash Types for Bicycle Fatal and Serious Injury Crashes

- The top bicycle fatal and serious injury crash types were broadside (36.8 percent) followed by "other" crashes (21.1 percent).

Time and Day of Bicycle Fatal and Serious Injury Crashes

- Of fatal bicycle crashes, 38.0 percent occurred between 6 p.m. and midnight. The largest proportion of bicyclist deaths occurred on Friday and Saturday (16.6 percent and 17.2 percent, respectively).
- Similarly, 41.5 percent of crashes involving serious injuries occurred between 3 p.m. to 9 p.m. The largest proportion of bicyclist serious injuries occurred on Tuesday (15.7 percent), followed by Thursday and Monday (15.2 percent and 15.1 percent, respectively).

Bicycle Fatal and Serious Injury Victim Demographics

- Of bicyclists killed in traffic crashes, 82.8 percent were male. The age groups with the highest number of bicyclist fatalities were age 45 to 54 (20.3 percent), followed by age 55 to 64 (19.6 percent) and age 35 to 44 (19.0 percent).
- Similarly, of bicyclists seriously injured in a traffic crash, 81.0 percent were male. The age groups with the highest number of bicyclist serious injuries were age 55 to 64 (17.4 percent), age 35 to 44 (16.3 percent), and age 45 to 54 (15.2 percent).
- Race was unknown in FARS for 80.4 percent, or 131 of the bicyclist fatalities. Of the 32 fatalities with a known race, 81.3 percent were white.

Crash Location for Fatal Bicycle Crashes

- The vast majority (90.2 percent) of fatal bicycle crashes occurred in urban areas compared to 9.8 percent in rural areas.
- Of fatal bicycle crashes, 37.4 percent occurred on principal arterials and 36.8 percent occurred on minor arterials.

Geospatial Analysis

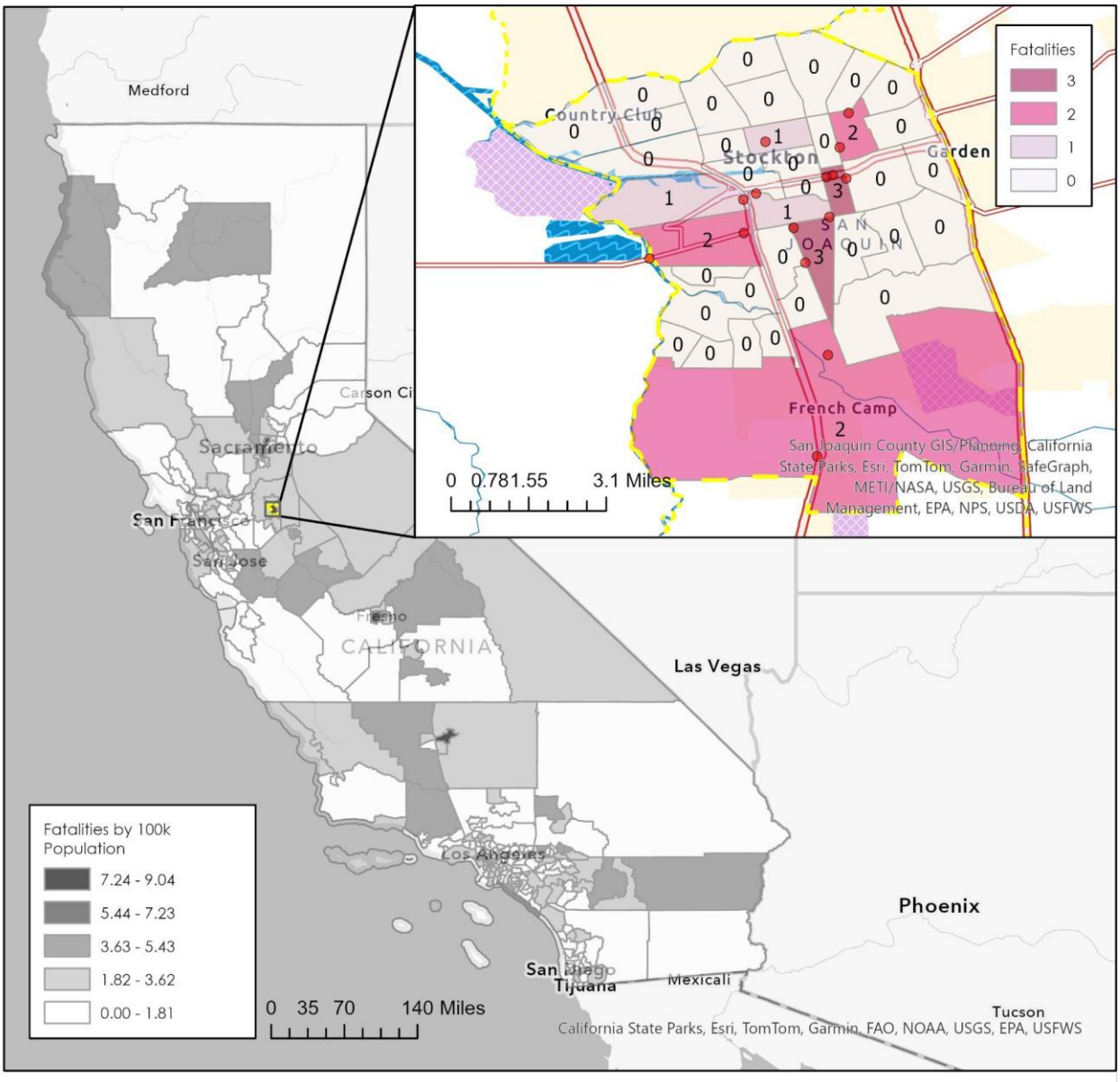
This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. The visualization below illustrates how bicyclist fatalities are distributed in California relative to population and highlights the region with the greatest concentration of fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Bicycle Crash Fatalities per Capita

The geospatial region used in this analysis is a PUMA, which is a Census Bureau-defined geographic area with a population of at least 100,000 and not more than 200,000 people. The socio-demographic data is derived from 2020-2024 ACS 5 Year Estimates. The crash and victim data in this section are based on FARS fatalities in bicycle crashes from the most recent five years of data, 2020-2024.

The PUMA region with the greatest rate of bicyclist fatalities per capita was San Joaquin County (Central) – Stockton City (South) PUMA (see map below). Most of these fatalities occurred on city streets in Stockton. The population of this area was majority Hispanic or Latino, averaging 61.8 percent Hispanic or Latino from 2020 to 2024, which is greater than the statewide average proportion of 40.2 percent over the same period. The average median household income in this area from 2020 to 2024 was $68,994, below the state average of $96,334.

Choropleth Map of Bicyclist Crash Fatalities



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

From 2020 to 2024, there were 15 total bicyclist fatal crashes and 15 fatalities in this region. All of these crashes were on urban roads and one third of crashes (33.3 percent) occurred on principal arterials. The time of day with the most crashes was 3 a.m. to 6 a.m., with 33.3 percent of crashes, and the day of the week with the most crashes was Monday, with 40.0 percent of crashes.

The majority of bicyclist fatalities in these crashes were male (86.7 percent). The most common age was from 30 to 39, comprising one-third (33.3 percent) of fatalities.

HIGHWAY SAFETY COUNTERMEASURE STRATEGIES

Associated Performance Measures

Reduce pedestrian fatalities by 11.93 percent from the 2024 preliminary final FARS number of 1,090 to 960 by December 31, 2029.

Reduce bicyclist and other cyclist fatalities by 22.47 percent from the 2024 preliminary final FARS number of 163 to 128 by December 31, 2029.

Planned Federal Funds for Pedestrian and Bicyclist Safety

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2027-2029	402 PS	State/Community Highway Safety Grant Program	$20,000,000
2027-2029	402 RS	State/Community Highway Safety Grant Program	$3,000,000
2027-2029	405g PS	Non-Motorized Safety	$12,100,000
2027-2029	Flex 405e DDA	State/Community Highway Safety Grant Program	$500,000

Countermeasure Strategy

(PS) Community Support/Technical Assistance

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for pedestrian and bicyclist fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce pedestrian and bicyclist fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Conduct outreach, site visits, trainings, and workshops, provide technical assistance, and encourage best practices for pedestrian and bicyclist safety at the community level.
- Fund UCB SafeTREC to facilitate sustained networks, engage and train communities on safer roadways for vulnerable road users, and conduct community workshops.
- Offer no-cost Pedestrian and Bicyclist Safety Assessments to cities and communities focusing on pedestrian and bicyclist safety issues and produce reports of these assessments.
- Conduct traffic safety assessments for tribal communities and provide technical assistance in funding opportunities.
- Provide support, technical assistance, and training resources to local communities in California that are implementing the SSA to support a holistic approach to roadway safety.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety. These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Pedestrian Safety and Bicycle Safety:

- Other Strategies for Behavior Change - Safe Routes to School
    - The effectiveness of this countermeasure is three stars.

The GHSA's Pedestrian Traffic Fatalities by State 2025 Preliminary Data (January – December), as well as the GHSA report, "Putting the Pieces Together: Addressing the Role of Behavioral Safety in the Safe System Approach," discusses the need for a comprehensive SSA that leverages engineering, public education, emergency response and enforcement to improve pedestrian 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.

Description of Considerations

California's efforts to reduce pedestrian and bicyclist fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to implement community assessment programs, community support, and technical assistance. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local and state government agencies as well as non-traditional

partners who present an innovative approach to reducing pedestrian and bicyclist crashes.

Countermeasure Strategy

(PS) Education/Public Awareness

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for pedestrian and bicyclist fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce pedestrian and bicyclist fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Provide classroom education, bicycle rodeos, community events, educational presentations, and workshops to promote the safety of pedestrians 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.
- Support temporary safety demonstrations and traffic safety pop ups to gather community feedback and educate the public on safety improvements in their communities.
- Expand awareness of the Disadvantaged Communities Active Transportation Planning Toolkit and other similar resources to the communities in which they serve.
- Continue community-based education workshops on pedestrian safety best practices, walkability, and community engagements to cities with high rates of pedestrian and bicyclist fatalities and injuries.
- Encourage collaboration among local traffic safety departments to increase safety of community members while walking or biking.
- Implement a program to encourage local jurisdictions to adopt the SSA.
- Conduct traffic safety strategies to reduce crashes that occur in and around college campuses in California.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 14 Pedestrian and Bicycle Safety. These countermeasure strategies are based on the following programs listed in NHTSA's "Countermeasures That Work" for Pedestrian Safety and Bicycle Safety:

- Other Strategies for Behavior Change - Elementary-Age Child Pedestrian Training
    - The effectiveness of this countermeasure is three stars.
- Other Strategies for Behavior Change - Safe Routes to School
    - The effectiveness of this countermeasure is three stars.
- Other Strategies for Behavior Change - Walking School Buses
    - The effectiveness of this countermeasure is three stars.
- Communications and Outreach Addressing Impaired Pedestrians
    - Based on the NHTSA's 2023 Pedestrians Traffic Safety Facts reducing alcohol-impaired drivers and pedestrians will save lives and assist in meeting the performance targets.
- Other Strategies for Behavior Change - Conspicuity Enhancement
    - The effectiveness of this countermeasure is two stars.
- Other Strategies for Behavior Change - Safe Routes to School
    - The effectiveness of this countermeasure is three stars.
- Bicycle Safety Education for Children
    - This is a two star countermeasure, however based on The Harstad Injury Prevention Study, comprehensive community-based programs, including education programs for children, have proven successful in increasing safety.
- Other Strategies for Behavior Change - Cycling Skills Clinics, Bike Fairs, Bike Rodeos
    - The effectiveness of this countermeasure is one star, however based on Safe Routes Partnership, research indicates that riding skills developed through repeated practice, real-world experience, and consistent school and community support have long term impacts. Programs that provide ongoing opportunities, such as bike trains, in-school education, and Learn to Ride classes are more effective at building confidence and encouraging safe, regular bicycling
- Bicycle Safety Education for Adult Cyclists
    - Based on An Organizer's Guide to Bicycle Rodeos (saferoutespartnership.org) an effective program addresses the behaviors that result in crashes and by developing the correct behavior, cyclists reduce their chance of being injured or killed.
- Other Strategies for Behavior Change - Promote Bicycle Helmet Use with Education
    - The effectiveness of this countermeasure is three stars.

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.

Description of Considerations

California's efforts to reduce pedestrian and bicyclist fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to implement a variety of education programs and public awareness campaigns. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local and state government agencies as well as non-traditional partners who present an innovative approach to reducing pedestrian and bicyclist crashes.

SPEEDING AND OTHER RISKY DRIVING BEHAVIORS

PROBLEM IDENTIFICATION AND DATA ANALYSIS

A speeding-related crash is defined as one where a driver is speeding, racing, driving too fast for the conditions, or driving in excess of the posted speed limit. In the United States, in 2024, over one in four (28.8 percent) fatalities involved speeding. 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. The SSA recognizes that humans are vulnerable, where reducing speed and limiting the transfer of kinetic energy from speed-related crashes can help to mitigate both the likelihood and severity of injury. Analyses presented in the speeding and other risky behaviors program area refer to speeding-related fatal and serious injuries.

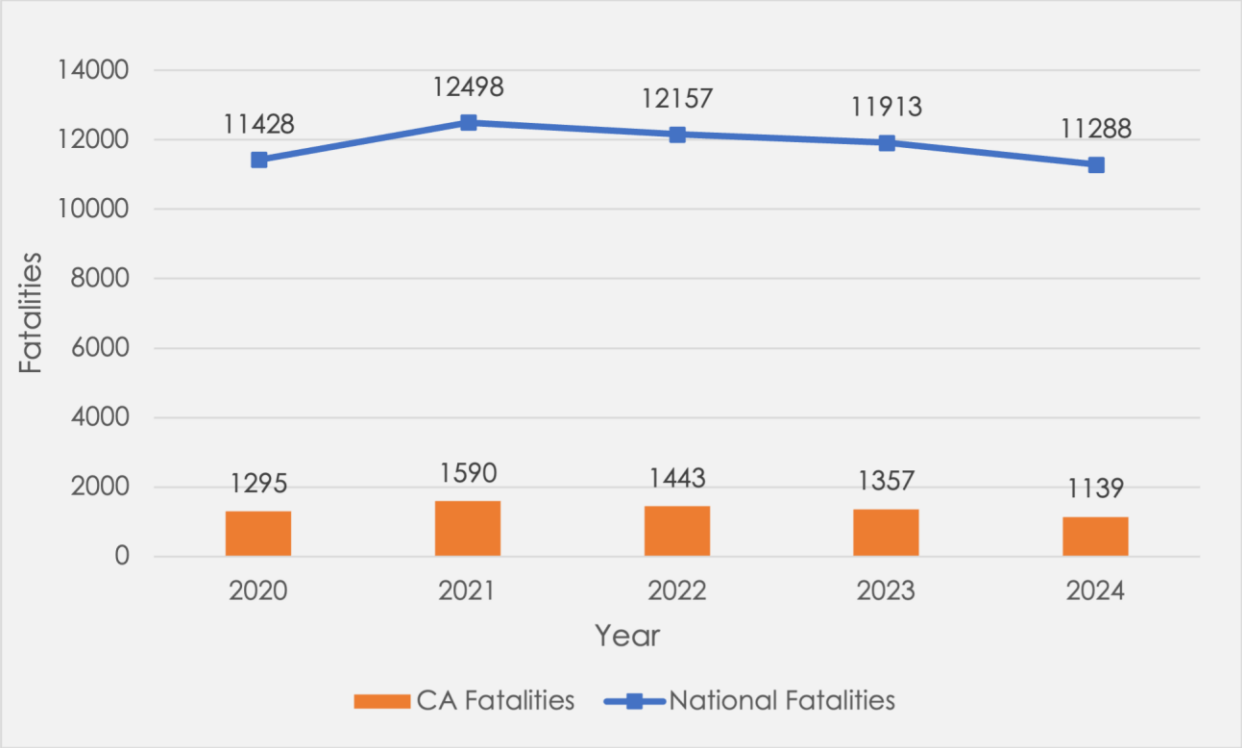
National

- In the United States, there were 11,288 people killed in speeding-related traffic crashes in 2024, a 5.3 percent decrease from 11,913 in 2023.
- Drivers involved in a speeding-related fatal crash were also more likely to engage in other risky behaviors compared to non-speeding drivers. Of all speeding drivers in fatal crashes, nearly two-thirds (62.0 percent) engaged in another risky behavior. Of the 7,439 speeding passenger car drivers involved in a fatal crash, 19.4 percent were alcohol-impaired, 21.6 percent were unrestrained, and 21.0 percent were alcohol-impaired and unrestrained.
- According to AAA's 2024 Traffic Safety Culture Index report, about half (50.2 percent) of drivers reported driving 15 miles per hour (mph) over the speed limit on freeways and over one-third (37.0 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 their responses, 81.8 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 91.0 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 1,139 people killed in speeding-related traffic crashes in 2024, a 16.1 percent decrease from 1,357 in 2023, and a 2.8 percent increase from 1,108 in 2019.
- In 2024, almost one-third (29.4 percent) of California's 3,876 motor vehicle fatalities were speeding-related.
- The 2025 OTS Traffic Safety Survey reported that 31.5 percent of drivers surveyed perceive that it is safe to drive 10 mph over the speed limit on freeways. When asked about the safety of driving over the speed limit in a residential area, 10.4 percent of drivers surveyed believe it is safe. The survey also found "speeding and aggressive driving" was the most commonly mentioned safety problem on California roadways, comprising 18.8 percent of responses. Speeding and aggressive driving has consistently been among the top three concerns of survey respondents since 2010.

Speeding-Related Fatality Trends



Source: FARS 2020-2023 Final File & 2024 ARF

State-level Analysis

The figures in this section refer to all victims including drivers, passengers, bicyclists, and pedestrians fatally or seriously injured in a speeding-related crash in California in 2024. These numbers are the products of UCB SafeTREC analysis.

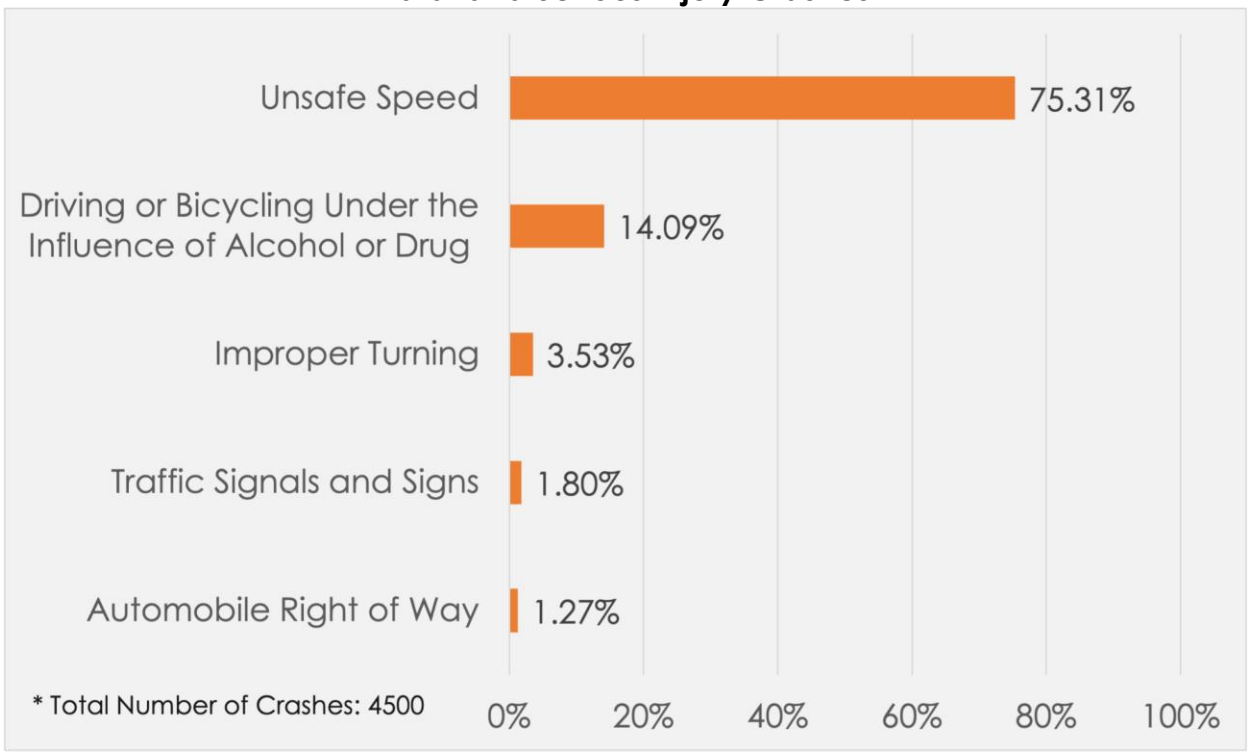
Speeding-Related Fatalities and Serious Injuries by County

- The county with the highest number of speeding-related fatalities was Los Angeles, followed by San Bernardino, Riverside, San Diego, Orange, and Fresno counties. The county with the highest rate of speeding-related fatalities per population was Alpine, followed by Mono, Colusa, Modoc, and Inyo counties.
- Serious injuries followed a similar pattern. The county with the highest number of speeding-related serious injuries was Los Angeles, followed by San Diego, San Bernardino, Orange, and Riverside counties. The highest rate of speeding-related serious injuries per population was in Alpine, followed by Trinity, Plumas, Siskiyou, and Colusa counties.

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

- This program area is defined by crashes in which unsafe speed was a primary or contributing factor; therefore, most of the crashes in this program area, 75.3 percent, had a PCF of unsafe speed. Following that PCF, driving or bicycling under the influence of alcohol or drugs (14.1 percent) was the most frequent PCF recorded.

Top Five Primary Crash Factors of Speeding-Related Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2024

Crash Types for Speeding-Related Fatal and Serious Injury Crashes

- About one-third (31.7 percent) of speeding-related crashes were rear end crashes. Other common crash types for speeding-related crashes were hitting an object at 24.6 percent and broadside at 11.1 percent.

Time and Day of Speeding-Related Fatal and Serious Injury Crashes

- Over one-third (36.4 percent) of speeding-related fatal crashes occurred between 9 p.m. and 3 a.m. Over one-third (38.0 percent) of speeding-related fatal crashes occurred on weekends. The peak period was midnight to 3 a.m. on Saturday morning, with 53 fatal crashes (4.7 percent), followed by 9 p.m. to midnight Saturday evening, with 48 crashes (4.2 percent)
- Serious injury crashes seem to be concentrated earlier in the day. The most common time of day for serious injury crashes from speeding was between 3 p.m. and 6 p.m. followed by 6 p.m. and 9 p.m., with 18.2 percent and 16.3 percent of serious injury crashes, respectively. About one-third (35.5 percent) of serious injury crashes occurred on weekends. The peak period was from Saturday 9 p.m. to midnight followed by Sunday from midnight to 3 a.m., with 114 and 113 crashes respectively, accounting for 6.3 percent of the total combined.

Speeding-Related Fatal and Serious Injury Crash Victim Demographics

- Over three-quarters (77.5 percent) of fatally injured speeding-related crash victims were males. Over one-third (39.0 percent) of all fatally injured speeding-related crash victims were males ages 15 to 34.
- Serious injury demographics were similar. Just under three-quarters (70.5 percent) of seriously injured speeding-related crash victims were males. Over one-third (35.7 percent) of all seriously injured speeding-related crash victims were males ages 15 to 34.
- Race was not reported for 75.9 percent of the speeding-related fatalities. Of the 275 fatalities with a known race, 75.3 percent (or 207) were white.

Crash Location of Speeding-Related Fatal Injury Crashes

- Over three-quarters (79.5 percent) of speeding-related fatal crashes occurred in urban areas compared to 20.3 percent on rural roads. For comparison, about 18.8 percent of travel took place on rural roads in 2024.
- Over one-quarter (29.3 percent) of all speeding-related fatal crashes occurred on non-interstate principal arterials. The next most common locations for speeding-related fatal crashes were non-interstate minor arterials at 25.1 percent, interstates at 13.7 percent, and non-interstate major collectors at 12.7 percent.

Geospatial Analysis

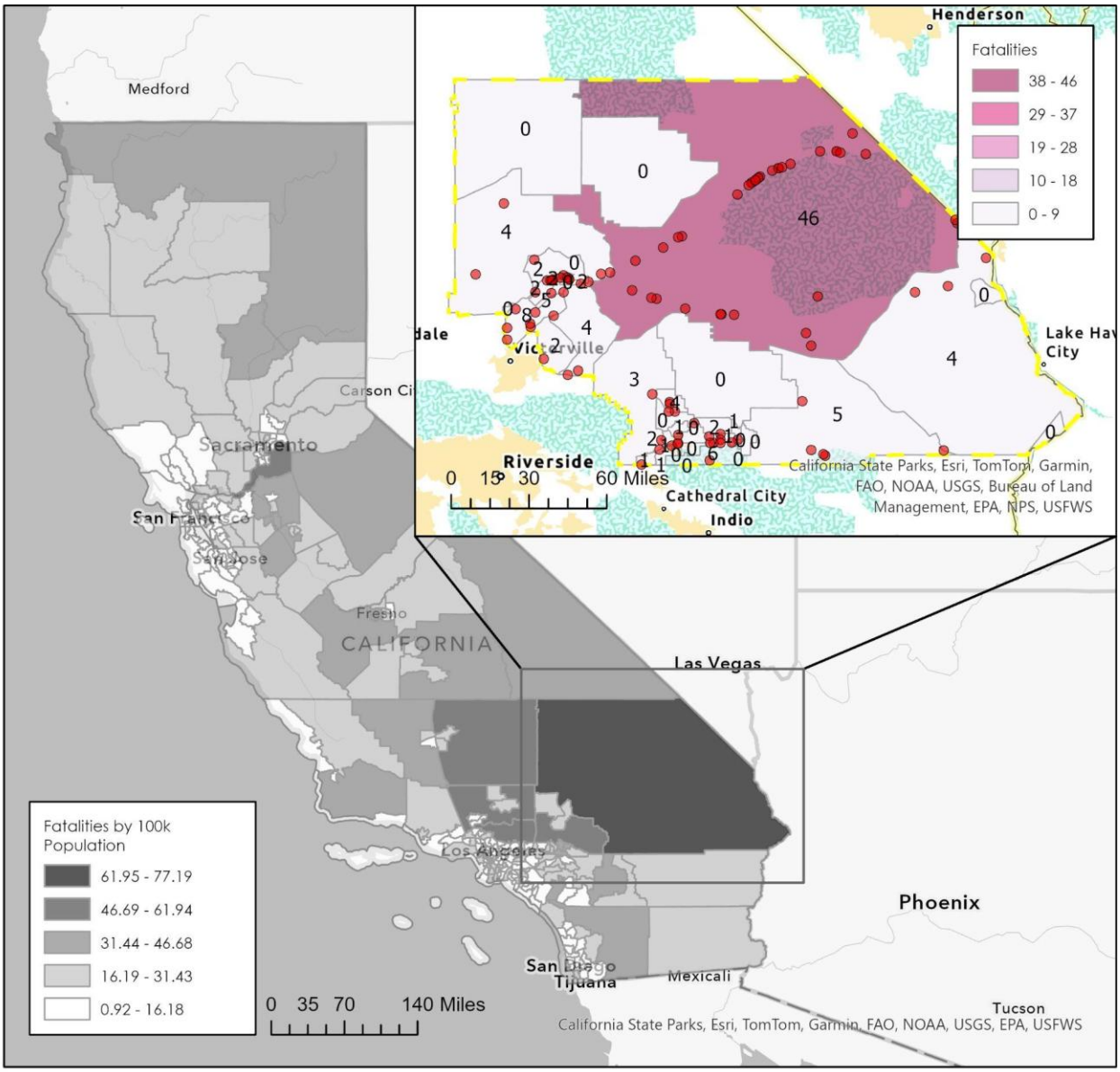
This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. The visualization below illustrates how speed-related fatalities are distributed in California relative to population and highlights the region with the greatest concentration of fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Speed-related Crash Fatalities per Capita

The geospatial region used in this analysis is a PUMA, which is a Census Bureau-defined geographic area with a population of at least 100,000 people and not more than 200,000 people. The socio-demographic data is derived from 2020-2024 ACS 5 Year Estimates. The crash and victim data in this section are based on FARS fatalities in speed-involved crashes from the most recent five years of data, 2020-2024.

The PUMA region with the greatest rate of speed-involved fatalities per capita was San Bernardino County (Northeast) – Twentynine Palms and Barstow Cities PUMA (see map below). Many of these fatalities were concentrated on the desert highways, I-15 and I-40, in this region. The population of this area was majority white, averaging 48.3 percent white from 2020 to 2024, which is greater than the statewide average of 33.8 percent over the same period. The average median household income in this area from 2020 to 2024 was $61,021, below the state average of $99,122.

Choropleth Map of Fatalities in Speed-involved Crashes



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

From 2020 to 2024, there were 96 total speed-involved fatal crashes and 110 fatalities in this region. The vast majority, 71.9 percent, of these crashes were on rural roads and over one-third (37.5 percent) occurred on an interstate. The time of day with the most crashes was 9 p.m. to midnight accounting for 17.7 percent of crashes, followed by the afternoon from 12 p.m. to 3 p.m. as well as 3 p.m. to 6 p.m. accounting for 16.7 percent of crashes each. The day of the week with the most crashes was Saturday with 27.1 percent of crashes. Among the fatalities in these speed-involved crashes, the majority, or 74.5 percent, were male. The most frequent age group was from 50 to 59, comprising 21.8 percent of fatalities.

HIGHWAY SAFETY COUNTERMEASURE STRATEGIES

Associated Performance Measures

Reduce the actual number of traffic fatalities by 22.08 percent from the 2024 preliminary final FARS number of 3,876 to 3,020 by December 31, 2029.

Reduce speeding-related fatalities by 10.18 percent from the 2024 preliminary final FARS number of 1,139 to 1,023 by December 31, 2029.

Planned Federal Funds for Speeding and Other Risky Driving Behaviors

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2027-2029	1906	Racial Profiling Data Collection	$4,500,000
2027-2029	164AL	Minimum Penalties for Repeat Offenders and Driving While Intoxicated	$110,000,000
2027-2029	402 PS	State/Community Highway Safety Grant Program	$3,000,000
2027-2029	402 PT	State/Community Highway Safety Grant Program	$45,000,000
2027-2029	405c	State Traffic Safety Information System Improvements	$600,000
2027-2029	405e DDA	Distracted Driving	$8,000,000
2027-2029	405e DDL	Distracted Driving	$4,000,000
2027-2029	Flex 405e DDA	State/Community Highway Safety Grant Program	$1,000,000
2027-2029	Flex 405e DDL	State/Community Highway Safety Grant Program	$1,000,000
2027-2029	405h	Preventing Roadside Deaths	$900,000
2027-2029	405i	Driver and Officer Safety Education	$3,000,000

Countermeasure Strategy

(PT) Education/Public Awareness

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for traffic fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce traffic fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- 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 traffic safety education and awareness programs targeting ages 15-25, primarily focusing on high school populations, that will educate drivers, motorcyclists, pedestrians, and bicyclists.
- Fund traffic safety education materials in languages other than English.
- Fund traffic safety program to bring education and awareness to tribal lands and rural residents in California.
- Fund 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.
- Fund illegal street racing and reckless driving educational programming to teens, parents, and older adults.
- Provide education to the public on proper interaction with law enforcement personnel during traffic stops.
- Fund training for law enforcement personnel to ensure they are well versed with department policies, procedures, and all areas of statutory and constitutional laws.
- Fund programs that educate the general public on the expectations and laws pertaining to traffic stops.
- Fund the development of educational materials demonstrating the proper conduct by a peace officer and an individual during a traffic stop.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 15 Traffic Enforcement Services. In addition, the GHSA's publication, "Putting the Pieces Together: Addressing the Role of Behavioral Safety in the SSA," emphasizes how a comprehensive SSA that leverages engineering, public education, emergency response, and enforcement is essential to creating multiple layers of protection to keep people safe from injury and death. These countermeasures are based on the following program listed in NHTSA's "Countermeasures That Work" for Distracted Driving, Alcohol- and Drug-Impaired Driving, Speeding and Speed Management, and Young Drivers:

- Enforcement – High-Visibility Enforcement
    - The effectiveness of this countermeasure is four stars.
- Other Strategies for Behavior Change - Mass-Media Campaigns
    - The effectiveness of this countermeasure is two stars, however based on the Johns Hopkins International Injury Research Unit, Evidence Synthesis on Road Safety Communication Strategies from October 2024, media was tested and found to be an effective deterrent, this countermeasure is proven to save lives and can assist in meeting the performance target.
- Legislation and Licensing – Graduated Driver Licensing (GDL)
    - The effectiveness of this countermeasure is five stars.
- Other Strategies for Behavior Change – Programs to Assist Parents/Guardian of Young Drivers
    - The effectiveness of this countermeasure is two stars. However, the OTS programs in this area will offer education to both parents and teens combined, which is proven to be more effective.

National campaigns such as National Pedestrian Safety Month, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization, National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization, National Speed Prevention Campaigns, NHTSA Summer Mobilization, National Child Passenger Safety Week and other National Impaired Driving High Visibility Enforcement campaigns will also be supported.

Description of Considerations

California's efforts to reduce traffic fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to implement education programs and public awareness campaigns. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local and state government agencies as well as non-traditional partners who present an innovative approach to reducing traffic crashes.

Countermeasure Strategy

(PT) Local and Allied Agency Enforcement

Linkage Between Problem Identification and Countermeasure Strategy

Based on the problem identification for traffic fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce traffic fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Fund DUI high visibility enforcement operations such as DUI/DL checkpoints, DUI saturations, court stings, and warrant details.
- Fund "Know Your Limit" campaigns with local law enforcement agencies at restaurants and other establishments serving alcohol to promote the knowledge of BAC levels and the use of sober designated drivers and ride share opportunities.
- Fund 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.
- Fund highly publicized pedestrian and/or bicycle enforcement operation(s) in areas or during events with a high number of pedestrian and/or bicycle crashes.
- Fund night-time high visibility "Click It or Ticket" enforcement operations.
- Use Geographic Information Systems (GIS) to identify high crash, arrest, and citation locations for enforcement, education, and engineering countermeasures.
- Fund special enforcement operations targeting PCF violations.
- Fund courthouse, stake-out, and probation compliance operations to address impaired driving offenders with suspended or revoked licenses, and those on probation.
- Fund items to support enforcement operations such as drug and alcohol measurement devices, lidar and radar units, DUI trailers, speed feedback signs, and automated citation devices.
- Fund the purchase of e-digital alerting technology, educating the public about roadside safety, law enforcement, and traffic safety data collection.
- Support training for law enforcement personnel on emerging trends in impairment, speed, crash investigation, and other traffic safety issues.
- Collect, report, and evaluate required stop data and update collection system and information as mandated by California Department of Justice regulations.
- Provide education to the public on proper interaction with law enforcement personnel during traffic stops.

- Fund training for law enforcement personnel to ensure they are well versed with department policies, procedures, and all areas of statutory and constitutional laws.
- Fund programs that educate the general public on the expectations and laws pertaining to traffic stops.
- Fund the development of educational materials demonstrating the proper conduct by a peace officer and an individual during a traffic stop.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 15 Traffic Enforcement Services. In addition, the GHSA's publication, Putting the Pieces Together: Addressing the Role of Behavioral Safety in the SSA, emphasizes how a comprehensive SSA that leverages engineering, public education, emergency response, and enforcement is essential to creating multiple layers of protection to keep people safe from injury and death. These countermeasures are based on the following program listed in NHTSA's "Countermeasures That Work" for Distracted Driving, Alcohol- and Drug-Impaired Driving, Speeding and Speed Management, and Young Drivers:

- Enforcement - High-Visibility Enforcement
  - The effectiveness of this countermeasure is four stars.
- Enforcement - Alcohol and Drug-Impaired Publicized Sobriety Checkpoints
  - The effectiveness of this countermeasure is five stars.
- Enforcement - Alcohol and Drug-Impaired High-Visibility Saturation Patrols
  - The effectiveness of this countermeasure is four stars.
- Enforcement - Alcohol Measurement Devices
  - The effectiveness of this countermeasure is four stars.
- Enforcement - Integrated Enforcement
  - The effectiveness of this countermeasure is three stars.
- Communication Campaigns
  - The effectiveness of this countermeasure is one star, however based on the Johns Hopkins International Injury Research Unit, Evidence Synthesis on Road Safety Communication Strategies from October 2024, media was tested and found to be an effective deterrent.
- Legislation and Licensing – Graduated Driver Licensing (GDL)
  - The effectiveness of this countermeasure is five stars.
- Other Strategies for Behavior Change – Programs to Assist Parents/Guardian of Young Drivers
  - The effectiveness of this countermeasure is two stars. However, the OTS programs in this area will offer education to parents and teens combined, this is proven to be more effective.

National campaigns such as National Pedestrian Safety Month, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization, National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization, National Speed Prevention Campaigns, NHTSA Summer Mobilization, National Child Passenger Safety Week and other National Impaired Driving High Visibility Enforcement campaigns will also be supported.

Description of Considerations
California's efforts to reduce traffic fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to conduct traffic enforcement operations. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local law enforcement agencies who present an innovative approach to reducing traffic crashes.

Countermeasure Strategy
(PT) Statewide Enforcement

Linkage Between Problem Identification and Countermeasure Strategy
Based on the problem identification for traffic fatalities, the OTS will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce traffic fatalities. Grants awarded under this countermeasure strategy may include some of the following activities.

- Fund speed, street racing, and sideshow enforcement.
- Fund special enforcement operations targeting PCF violations.
- Fund local task forces comprised of representatives from local, regional, state, federal, and/or private organizations and agencies to address regional traffic issues.
- Support training for law enforcement personnel on emerging trends in impairment, speed, crash investigation, and other traffic safety issues.
- Provide education to the public on proper interaction with law enforcement personnel during traffic stops.
- Fund training for law enforcement personnel to ensure they are well versed with department policies, procedures, and all areas of statutory and constitutional laws.
- Fund programs that educate the general public on the expectations and laws pertaining to traffic stops.
- Fund the development of educational materials demonstrating the proper conduct by a peace officer and an individual during a traffic stop.

Citation/Justification

The countermeasure strategy is supported by the Highway Safety Program Guideline No. 15 Traffic Enforcement Services. In addition, the GHSA's publication, Putting the Pieces Together: Addressing the Role of Behavioral Safety in the SSA, emphasizes how a comprehensive SSA that leverages engineering, public education, emergency response, and enforcement is essential to creating multiple layers of protection to keep people safe from injury and death. These countermeasures are based on the following program listed in NHTSA's "Countermeasures That Work" for Distracted Driving, Alcohol- and Drug-Impaired Driving, Speeding and Speed Management, and Young Drivers:

- Enforcement - High-Visibility Enforcement
  - The effectiveness of this countermeasure is four stars.
- Enforcement - Integrated Enforcement
  - The effectiveness of this countermeasure is three stars.
- Legislation and Licensing – Graduated Driver Licensing (GDL)
  - The effectiveness of this countermeasure is five stars.
- Other Strategies for Behavior Change – Programs to Assist Parents/Guardian of Young Drivers
  - The effectiveness of this countermeasure is two stars. However, the OTS programs in this area will offer education to parents and teens combined, this is proven to be more effective.

National campaigns such as National Pedestrian Safety Month, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization, National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization, National Speed Prevention Campaigns, NHTSA Summer Mobilization, National Child Passenger Safety Week and other National Impaired Driving High Visibility Enforcement campaigns will also be supported.

Description of Considerations

California's efforts to reduce traffic fatalities will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the densely populated and rural counties identified in the problem identification) to conduct statewide enforcement operations. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with state law enforcement agencies who present an innovative approach to reducing traffic crashes.

PREVENTING ROADSIDE DEATHS

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Preventing roadside deaths involving first responders (EMS, law enforcement, and firefighting personnel), roadside assistance providers (vehicle towing personnel, mobile mechanics, emergency roadside technicians, and safety service patrollers), those operating in work zones, and other vehicles stopped at the side of the road are of high priority for California.

Move Over Laws & Work Zone Safety

Roadside crashes are preventable if drivers slow down, move over safely with regard to traffic conditions, and pay close attention to their environment. CVC Section 20002, or the Steer Clear Law, requires that the driver involved in a crash where damage occurred to any property, including other vehicles, stop the vehicle immediately at the nearest location that will not impede the safety of other motorists or disrupt traffic.

California also requires drivers to move, pull over, or take caution as to not create a hazard or impede traffic. CVC Section 21809, also known as the "Slow Down, Move Over" law, was enacted in 2007, and amended in 2009, 2021, and 2026 to strengthen roadside safety. Previously limited to emergency and maintenance vehicles, the law now requires drivers to move over or slow down for any stationary vehicle displaying hazard lights. The OTS, Caltrans, CHP, and others are working together to increase awareness of California's "Slow Down, Move Over" campaigns to improve road safety for all.

Roadside Assistance Provider Fatalities

Roadside assistance providers (RAPs) help others when a crash occurs or if a vehicle breaks down. They are particularly vulnerable to fatal or serious injury when struck by drivers traveling at high speeds. According to the Emergency Responder Safety Institute, 36 emergency responders were killed in 2025, down 21.7 percent from 46 in 2024, in the United States after being struck while assisting at roadside scenes. This includes police officers, firefighters, EMTs and tow truck operators.

In January 2024, the AAA Foundation for Traffic Safety published a technical report analyzing the outcomes and characteristics of 123 roadside assistance providers (RAP) fatalities struck by drivers at the roadside in the United States from 2015 to 2021. It found that 94.3 percent of RAP fatalities occurred outside of a vehicle on the shoulder, roadside, or in the travel lane, 88.6 percent of RAP fatalities were in locations with speed limits of 55 mph or higher, and 62.6 percent of RAP fatalities occurred when lighting conditions were dark.

Specialized training for RAPs, particularly to increase education around safety, such as avoiding working on the traffic-facing side of a scene, may help to prevent roadside fatalities. Increased public compliance with "Move Over" laws may also help prevent crashes and fatalities occurring roadside.

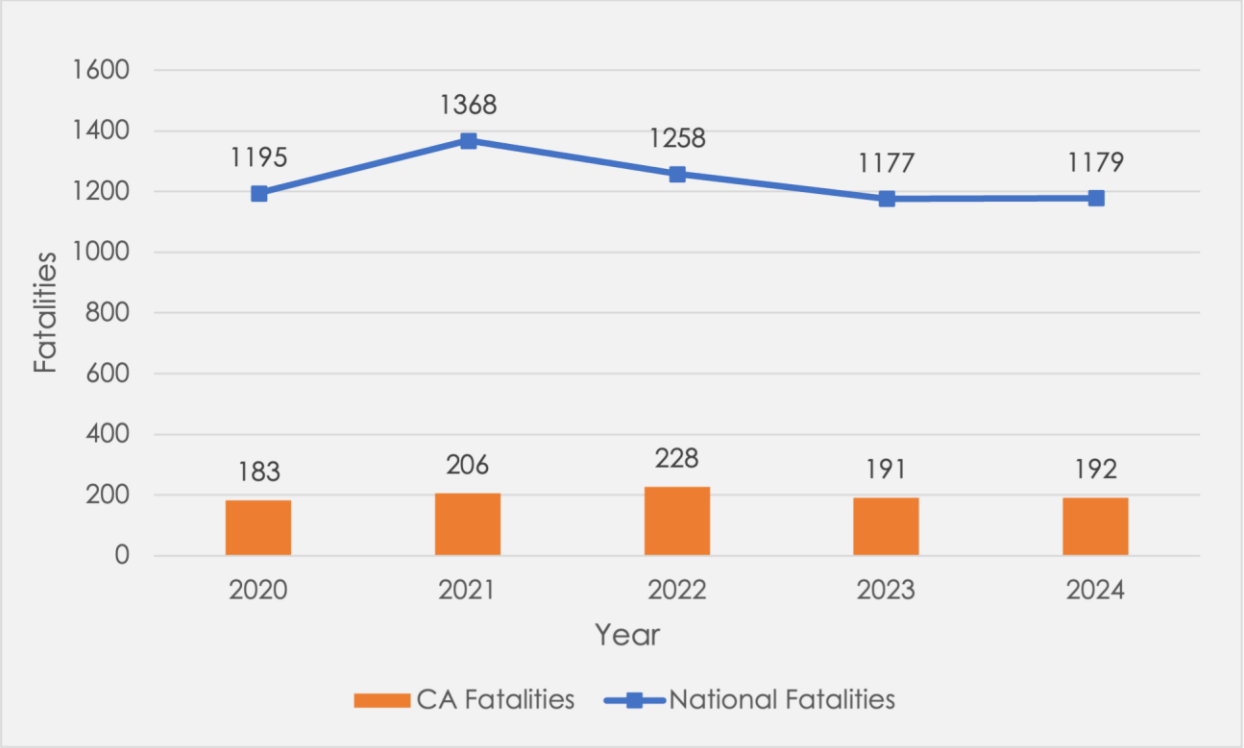
Traffic Incident Management Training Programs

The California Traffic Incident Management (CA TIM) Training is provided through Caltrans to increase knowledge surrounding safely managing traffic incident scenes. Upon training completion, participants are expected to apply pertinent codes to activities and tasks related to TIM. This training contains information specific to the State to supplement the Federal National Highway Institute (NHI) National Traffic Incident Management (TIM) Responder Training. The NHI TIM Training covers topics like scene safety, safe vehicle positioning, command responsibilities, and traffic management, and must be completed prior to the CA TIM Training. Despite training one of the highest number of responders in the nation in TIM at 34,678 individuals as of May 2026, only 40.0 percent of California's responder workforce is NHI TIM trained, with 43 states ranking higher in percent of responders trained. The national goal is for 65 percent of responders to be TIM trained by December 2026, and 31 states have already met or exceeded this goal. In California, all towing and recovery responders are trained in NHI TIM, and 89 percent of transportation or public works responders are trained. However, training rates for law enforcement, fire and rescue and EMS responders ranged from 12.4 percent to 20.9 percent.

Data Analysis

The figures in this section refer to fatalities that occurred in crashes involving a parked or working vehicle. These numbers are the products of UCB SafeTREC analysis.

Crashes Involving Parked or Working Vehicles Fatality Trends



Source: FARS 2020 – 2023 Final File & 2024 ARF

The following summary refers only to crashes involving a parked or working vehicle in California in 2024.

Fatalities Involving Parked or Working Vehicles

- By number, the counties with the greatest numbers of fatalities in 2024 were Los Angeles, San Bernardino, San Diego, Riverside, and Kern counties. Per capita, the highest rate of fatalities in 2024 was in Humboldt County, followed by Lake, Kern, San Bernardino, and San Joaquin counties.
- Of California's 58 counties, over half (or 35) recorded no fatalities involving a parked or working vehicle.

Fatal Parked or Working Vehicle Victim Demographics

- The age category with the greatest number of parked or working vehicle crash fatalities was age 15-24 followed by age 25-34, accounting for 25.5 percent and 24.0 percent respectively. A majority (72.9 percent) of parked or working vehicle crash fatalities were male.
- For 73.4 percent of parked or working vehicle crash fatalities, race was unknown. Of the victims with known race, 74.5 percent were white and 13.7 percent were Black or African American.

Crash Location for Fatal Parked or Working Vehicle Crashes

- The majority (90.6 percent) of parked or working vehicle fatal crashes occurred in urban areas, while 9.4 percent occurred in rural areas. For comparison, about 18.8 percent of travel took place on rural roads in 2020.
- A little over a quarter (26.0 percent) of fatal parked or working vehicle crashes occurred on Minor Arterials, followed by Principal Arterials at 23.4 percent.
- Of all fatal parked or working vehicle crashes, 43.2 percent of crashes occurred on a roadway.[3] This was followed by shoulder crashes which made up 19.3 percent and roadside crashes which made up 16.1 percent.

Geospatial Analysis

This section introduces an analysis based on geospatial and socio-demographic data, creating a geographic visualization that addresses statewide safety priorities. This visualization illustrates how parked or working vehicle related fatalities are distributed in California relative to population and highlights the region with the greatest concentration of fatalities per capita. It also shows a detailed view of that region by census tract, illustrating where the fatal crashes occurred within the region.

Parked or Working Vehicle Crash Fatalities per Capita

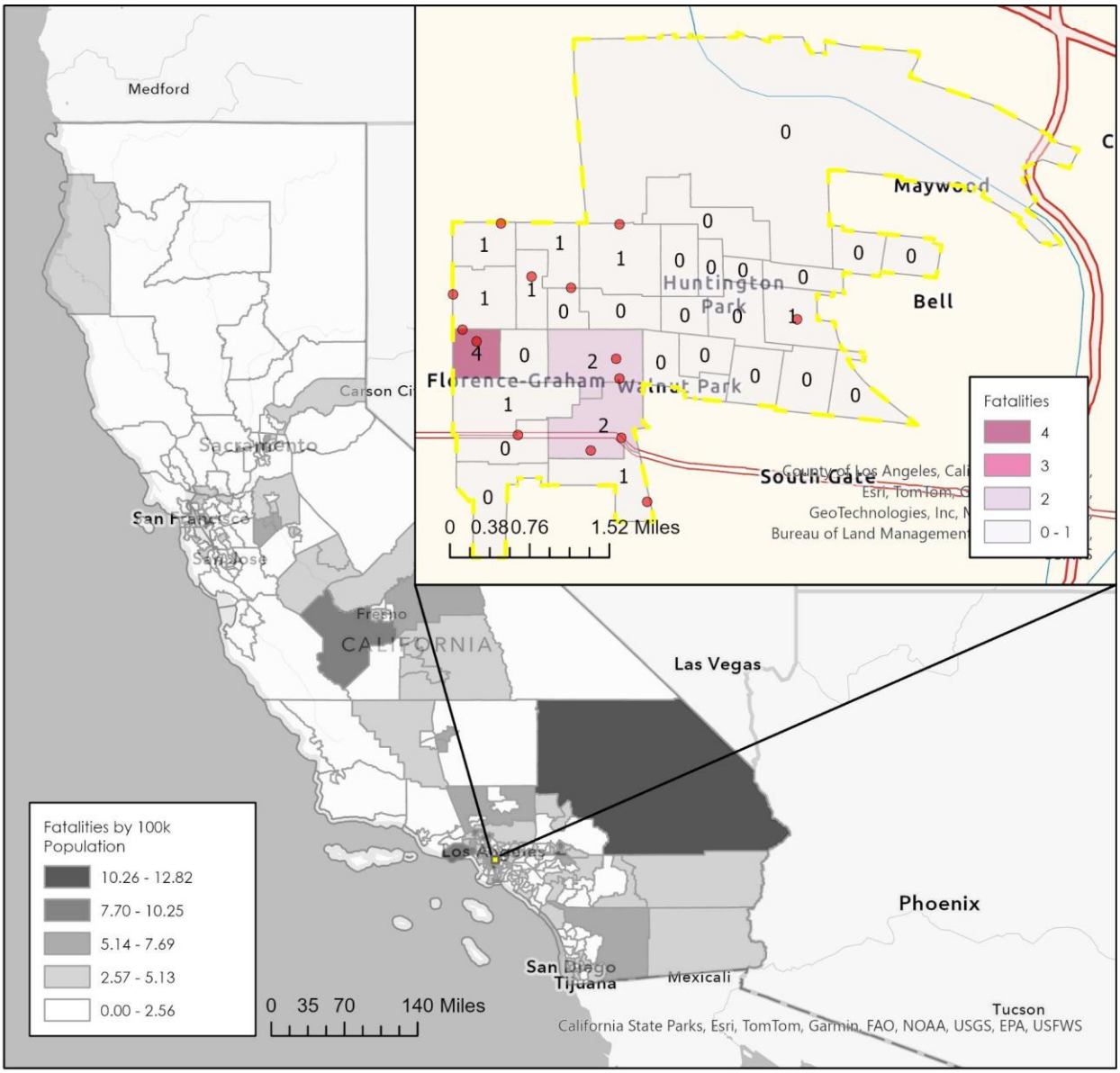
The geospatial region used in this analysis is a PUMA, which is a Census Bureau-defined geographic area with a population of at least 100,000 people and not more than 200,000 people. The socio-demographic data is derived from 2020-2024 ACS 5 Year Estimates. The crash and victim data in this section are based on FARS fatalities in parked or working vehicle crashes from the most recent five years of data, 2020-2024.

The PUMA region with the greatest rate of parked or working vehicle fatalities per capita was Los Angeles County (Central) – Huntington Park City, Florence-Graham & Walnut Park PUMA (see map below) with a per capita rate (100k) of 12.82. Alameda County (West) – Oakland City (Elmhurst/Central/East Oakland) PUMA and San Bernardino County (Northeast) – Twentynine Palms & Barstow Cities PUMA were second and third respectively, with 12.34 and 11.93 fatalities per capita (100k).

[3] This analysis determines the location of the crash as it relates to its position inside the trafficway based on the "First Harmful Event". For more information, please see C-9 of DOT 813 794.

The population in Los Angeles County (Central) – Huntington Park City, Florence-Graham & Walnut Park PUMA was majority Hispanic, averaging 95.6 percent Hispanic from 2020 to 2024, which is greater than the statewide average proportion of 40.2 percent over the same period. The average median household income in this area from 2020 to 2024 was $64,335, below the state average of $99,122.

Choropleth Map of Fatalities in Parked or Working Vehicle Crashes



Source: FARS 2020 – 2023 Final File & 2024 ARF, 2020-2024 ACS 5-Year PUMA Estimates

From 2020 to 2024, there were 14 total fatal parked or working vehicle crashes and 16 fatalities in this region. All of these crashes were on urban roads and 57.1 percent occurred on principal arterials. The time of day with the most crashes was 9 p.m. to midnight with 28.6 percent of crashes. The day of the week with the most crashes was Sunday, with 28.6 percent of crashes.

Among the fatalities in these parked or working vehicle crashes, 75.0 percent were male. The most common age was from 20 to 29, comprising 37.5 percent of fatalities.

HIGHWAY SAFETY COUNTERMEASURE STRATEGIES

Associated Performance Measures

Reduce the number of roadside fatalities (first responders, tow truck drivers, roadway crew) by 8.33 percent from the 2024 preliminary final FARS number of 192 to 176 by December 31, 2029.

Planned Federal Funds for Preventing Roadside Deaths

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2027-2029	405h	Preventing Roadside Deaths	$1,500,000

Countermeasure Strategy

(RS) Roadside Assistance Provider/First Responder Equipment

Linkage Between Problem Identification and Countermeasure Strategy

Equipping RAP and emergency vehicles that operate roadside with digital alerting technology provides early warnings to approaching drivers. Digital alerting technology differs from other methods utilized to notify a driver of an approaching hazard by bringing the alert to within the vehicle to gain the driver's attention.

- Fund the purchase of digital alerting technology.
- Promote and provide funding for training programs for roadside assistance providers and first responders.
- Promote community involvement in traffic safety.

Citation/Justification
Digital alerting has been found to be an effective countermeasure at reducing motorist speed and hard braking events near roadside incidents through research conducted by Purdue University.
Additional research from the University of Michigan found advance warning systems like digital alerting reduced the likelihood of crashes by 90 percent compared to traditional lights and sirens alone.

National campaigns such as the National Work Zone Awareness Week in April will also be supported.

Description of Considerations
California's efforts to reduce roadside deaths will be driven by the problem identification described on the previous pages of this section. The OTS will select grants in the counties and cities with the highest number of fatalities or fatality rates (including the rural counties identified in the problem identification) to improve the safety of roadside response providers and educate the public of the "Move Over" law. Consideration will be given to all counties and cities throughout the state, to help achieve the performance targets. Collaborative efforts will be conducted through our partnerships with local and state government agencies as well as nontraditional partners who present an innovative approach to reducing roadside deaths.

Countermeasure Strategy
(RS) Public Awareness

Linkage Between Problem Identification and Countermeasure Strategy
The OTS and its grant subrecipients will use this countermeasure strategy to guide program implementation in order to reduce roadside injuries and fatalities. The OTS and OTS grant subrecipients' public education efforts, such as encouraging drivers to slow down or move over for roadside vehicles, 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
- Digital banners, traffic reads, and video public service announcements
- Educational videos
- Public Relations, Media Relations, and Communication Plan support

Citation/Justification

Implementation of programs with education, communications campaigns, and other outreach activities to educate the public on ways to prevent roadside deaths can encourage drivers to be more alert, slow down, and move over. All education and public awareness campaigns are evidence-based, data driven, with education and messaging in locations with a demonstrated need for traffic safety programs identified in the 3HSP.

National campaigns such as the National Work Zone Awareness Week in April will also be supported.

Description of Considerations

California's efforts to reduce roadside deaths will be driven by the counties and cities with the highest number of fatalities or fatality rates (including the rural counties identified in the problem identification) to improve the safety of roadside response providers and educate the public of the "Slow Down, Move Over" law. Meaningful public engagement and collaboration efforts will be conducted through the OTS, partnerships with state and local government agencies, as well as non-traditional partners who present an innovative approach to reducing roadside deaths.

TRAFFIC RECORDS

Program Overview

The California traffic records program supports continuous efforts toward the high-quality 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 TRS encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic records data. At the core of the State's TRS is information from the six core data systems comprised of crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance data. The goal is to have timely, accurate, complete, uniform, integrated, and accessible data in each of the six components of the TRS to continuously improve safety on our roadways.

Traffic Records Coordinating Committee

California has an active two-tiered (Executive and Technical level) TRCC that was established in 2006 as a requirement under the Section 405(c) federal grant program. The TRCC has a multidisciplinary membership consisting of traffic records data collectors, managers, and data users from various departments and agencies. Key stakeholders responsible for the State's core TRS components include CalSTA, the CHP, the OTS, Caltrans, the DMV, the California Department of Public Health (CDPH), the California Emergency Medical Services Authority (EMSA), the California Department of Health Care Access and Information (HCAI), the California Judicial Council, and representatives from local government agencies. In addition, the TRCC includes representatives from the NHTSA, the FHWA, and UCB SafeTREC.

The TRCC Executive and Technical level members provide executive direction, technical oversight, coordination, and support for the TRS and data improvement projects related to the system. The TRCC Executive level members who are the Directors (or designees) from agencies representing the core TRS data systems serve as voting members of the committee. TRCC Executive level members who are Directors (or designees) of the NHTSA, the FHWA, and UCB SafeTREC are non-voting members. The TRCC Executive level members meet on an annual or as-needed basis. The TRCC Technical level members meet at least four times a year to work on strategies and project ideas to improve the quality of the State's TRS.

California Traffic Records Strategic Plan (CTRSP)

The TRCC committee's data improvement ideas and strategies are specified in the California Traffic Records Strategic Plan (CTRSP) and are regularly updated by the TRCC. The CTRSP plan identifies goals, objectives, and projects designed to address specific areas of improvement for the California TRS, including those identified in the 2021 California Traffic Records Assessment. The Assessment resulted in a list of recommendations for each of the six components of the TRS. These recommendations were included in the CTRSP and will be used in determining future strategies to improve the TRS.

Traffic Records Countermeasure Strategies

The OTS will continue to fund specific strategies and projects to improve the quality of the TRS and the way California collects, maintains, supports, analyzes, and distributes California traffic records data. A priority strategy is the implementation of Traffic Records Improvement Project (TRIP) grants to provide grant funding to local law enforcement agencies for the electronic transmission of crash reports to the CHP SWITRS. The electronic submission of crash reports will allow for a more timely, accurate, complete, and uniform crash data system in California, which is essential to making data-driven decisions.

HIGHWAY SAFETY COUNTERMEASURE STRATEGIES

Associated Performance Measures

Increase the percentage of crash reports electronically submitted by local law enforcement agencies to SWITRS by 48.5 percent relative to the 2025 calendar base year, increasing from 50.5 percent to 75.0 percent by December 31, 2029.

Planned Federal Funds for Traffic Records

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount
2027-2029	1906	Racial Profiling Data Collection	$5,000,000
2027-2029	402 TR	State/Community Highway Safety Grant Program	$3,400,000
2027-2029	405c TR	State Traffic Safety Information System Improvements	$15,000,000

Countermeasure Strategy

(TR) Data Improvement

Linkage Between Problem Identification and Countermeasure Strategy

- Fund projects in the CTRSP that advance improvements across all six data quality attributes of the California TRS.
- Fund local law enforcement agencies to establish electronic crash reporting and the ability to electronically submit crash data to SWITRS. Funds may also be used to enable data sharing between enforcement agencies, public works departments, judicial courts, and other related agencies.
- Fund the integration of California's crash and roadway data for the Transportation Injury Mapping System (TIMS) tool which implements a user-friendly interface to provide crash data outcomes via maps, graphs, and tables.
- Fund the integration and accessibility of California's injury surveillance data system through the Crash Medical Outcomes Data (CMOD) Project
- Fund additional assistance in the processing of fatal traffic crash reports into FARS.
- Fund the preparation of the OTS Crash Rankings for California cities and counties, incorporating SWITRS Annual Report data and Department of Justice (DOJ) DUI arrest data. Using the FHWA-recommended Empirical Bayes method, these rankings support the OTS grant evaluations and are publicly available on the OTS website.
- Fund improving the completeness of the California roadway data system by collecting the Fundamental Data Elements (FDE) subset of the Model Inventory of Roadway Elements (MIRE FDE) for local roads.
- Fund the integration of TRS data with other sources (e.g., the United States Census ACS data set) to develop dashboards and analytical tools that identify disparities in traffic crashes and highlight demographic, community, and driver characteristics associated with traffic safety risks across California.
- Fund local city and county level agencies to automate and improve the quality of their crash and citation records and analysis systems, ensuring timely, accurate, complete, and uniform tracking, identification, analysis, and visualization of their crash and citation data.
- Fund state and local agencies to meet federal requirements for classifying crash location information and conducting safety analyses on all California public roadways and to fund GIS-based crash analysis and related projects.

- Fund state and local agencies to access the data resources necessary to implement targeted safety investments, interventions, and plans based on observed high-quality data, emerging safety performance trends, and proactive assessments of high safety risk locations.
- Fund research and analysis that advance improvements to the TRS data quality and use.
- Fund enhanced integration and accessibility of the California Emergency Medical Services Information Systems (CEMSIS) data to support the geographic mapping and visualization of EMS incidents and trends.
- Fund updates to the demographic and stop data reporting software, stop data trends analysis, and data dashboards.
-

Citation/Justification

To improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the TRS comprised of crash, driver, roadway, vehicle, citation and adjudication, and injury surveillance data. Specifically, the above-described strategies will focus on efforts to improve the data quality attributes of the selected components of the TRS, based on the CTRSP and recommendations from the 2016 and 2021 Traffic Records Assessments and 2017 FHWA Crash Data Improvement Program. The highest priority will be to improve the timeliness, uniformity, accuracy, completeness of the state's crash data system, and the integration of different TRS components for traffic safety analytical purposes.

Description of Considerations

California's efforts to improve the TRS will be driven by state and local efforts focusing on specific qualities of the TRS that were described in the previous section and prioritized by the TRCC. The OTS will continue efforts to improve the data quality attributes of the state's traffic records. Collaborative efforts will be conducted through our partnerships with members of the TRCC, allied agencies, and other government entities who have a role in enhancing California's TRS.

Countermeasure Strategy

(TR) Local Data Records Design/Equipment

Linkage Between Problem Identification and Countermeasure Strategy

- Fund local agencies to create dashboards for the analysis of traffic crashes in relation to law enforcement activity to assist with the planning of enforcement activities in the areas with high crashes.
- Fund the development of a system to allow for the capture of all patient injuries managed by EMS at a crash scene and their outcomes once transported to a trauma center.

- Fund the development of a mobile app to allow for rapid access to policies, treatment protocols, and medical control guidelines for the use of first responders at crash scenes. This will ensure that regardless of the location of injury, all healthcare providers independent of local resources will have the information they require to deliver rapid, effective EMS care to enhance the survivability of crashes for all patients.
- Fund capacity building for local agencies to access the data resources necessary to implement targeted safety investments, interventions, and plans based on observed high-quality data and emerging safety performance trends, as well as through the proactive assessment of high safety risk locations.

Citation/Justification
This strategy will improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the traffic records data at a local level, as well as integration of that data for traffic safety analytical purposes in local jurisdictions.

Description of Considerations
California's efforts to improve the TRS will be driven by the local efforts focusing on specific qualities of the TRS including the quality of traffic records data at a local level. This will allow local jurisdictions to have higher quality traffic record safety data that will be integrated and analyzed for traffic safety analytical purposes. Collaborative efforts will be conducted through our partnerships members of the TRCC, allied agencies, and other government entities who have a role in enhancing TRSs.

Countermeasure Strategy
(TR) Statewide Data Records Design/Equipment

Linkage Between Problem Identification and Countermeasure Strategy
- Fund the development of web-based tools to analyze data related to fatal and injury traffic crashes to conduct outreach, program planning, and deliver programs and activities with professional and community stakeholders.
- Fund local 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 other statewide data sources.
- Fund the integration of TRS data with other sources (e.g., the United States Census ACS data set) to develop dashboards and analytical tools that analyze disparities in traffic crashes and outcomes across demographic and community indicators, and to support the development of the Traffic

Safety Heat Map to identify high-risk populations throughout California.

Citation/Justification

These strategies will improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the TRS, comprised of crash, driver, roadway, vehicle, citation and adjudication, and injury surveillance data. Specifically, the above-described strategies will focus on efforts to improve the integration of the TRS components and support efforts to maintain specific analytical tools based on these integrated TRS components for traffic safety analytical purposes.

Description of Considerations

California's efforts to improve the TRS will be driven by the state efforts focusing on specific qualities of the TRS that were described in the previous section and prioritized by the TRCC. The OTS will continue efforts to improve and support integration efforts of the TRS components, especially those needed to analyze data and select programs in at-risk communities. Collaborative efforts will be conducted through our partnerships with members of the TRCC, allied agencies, and other government entities who have a role in enhancing TRSs.

Chapter 5

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 2024-2026 3HSP. The performance measures outlined below differ from those in Chapter 3 due to the introduction of a new performance measure framework for the current 3HSP. California's Annual Reports for FY 2024 and 2025 can be found on our website at www.ots.ca.gov and include more detailed information on outcomes and highlights.

California progress towards meeting state performance targets aligns with broader national trends of declining fatal and serious injury crashes. To sustain this positive trajectory, the OTS emphasizes the use of proven strategies, evidence-based countermeasures, and targeted education and enforcement initiatives designed to address the state's ongoing challenges with traffic fatalities and ensure the greatest possible impact.

The countermeasure strategies contributed to meeting the performance targets, along with continued efforts to reach the communities that are overrepresented in crashes. The OTS focused efforts as defined in the PP&E Plan, with the goal of conducting meaningful public engagement and gathering public input that guided the OTS highway safety planning efforts and shaped the programs that were conducted. The OTS continued to work with state and local partners on behavior-based programs such as enforcement and education to meet the performance measure targets, while also supporting other activities in alignment with the SSA.

PERFORMANCE REPORT CHART

Performance Measure	Target Period	Target Year(s)	Target Value FY24-26 3HSP	Data Source/ FY26 Progress Results	On Track to Meet FY26 Target: Y/N/in-progress
C-1) Total Traffic Fatalities	5 year	2022-2026	3,933.2	2020-2024 FARS/4,215.4	In Progress
C-2) Serious Injuries in Traffic Crashes	5 year	2022-2026	16,016.9	2020-2024 SWITRS/16,640.0	In Progress
C-3) Fatalities/VMT	5 year	2022-2026	1.20	2020-2024 FARS/1.35	In Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2026	871	2024 FARS/755	In Progress
C-5) Alcohol-Impaired Driving Fatalities	Annual	2026	912	2024 FARS/1,311	In Progress
C-6) Speeding-Related Fatalities	Annual	2026	1,389	2024 FARS/1,139	In Progress
C-7) Motorcyclist Fatalities	Annual	2026	559	2024 FARS/522	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2026	32	2024 FARS/39	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2026	326	2024 FARS/458	In Progress
C-10) Pedestrian Fatalities	Annual	2026	1,108	2024 FARS/1,090	In Progress
C-11) Bicyclist Fatalities	Annual	2026	89	2024 FARS/163	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2026	State survey/ 97.7%	2025 State survey/93.25%	In Progress
Drug-Impaired Driving*	Annual	2026	FARS/43.5%	2023 FARS/52%	In Progress
Distracted Driving Survey**	Annual	2026	State survey/ 3.15%	2025 State survey/4.46%	In Progress

**Drivers killed in crashes that tested positive for drug involvement.*
***Distracted drivers observed using a handheld cell phone or texting.*

Performance Report Progress

The Performance Report Chart was developed by GHSA and NHTSA to assist the States in assessing and reporting the results of achieving the performance targets in the 3HSP. Use of this chart allows the OTS to report on the progress which has been made to date to assess performance targets from the previous fiscal year's 3HSP.

C-1) Total Traffic Fatalities - The status of the performance report measure is still "In- Progress" as the 2026 calendar year is not yet completed. The OTS continues to fund Highway Safety Plan (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 2026 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 2026 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 "In Progress" since the 2026 calendar year is not yet completed, although it is anticipated that the target will be met. 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 2026 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 "In Progress" since the 2026 calendar year is not yet completed, although it is anticipated that the target will be met. 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 "In Progress" since the 2026 calendar year is not yet completed, although it is anticipated that the target will be met. The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of motorcyclist fatalities on California roadways.

C-8) Unhelmeted Motorcyclist Fatalities - The status of the performance report measure is still "In-Progress" as the 2026 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 2026 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 "In Progress" since the 2026 calendar year is not yet completed, although it is anticipated that the target will be met. 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 2026 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 2026 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 2026 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 2026 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.

Appendix A

ACRONYM GLOSSARY

Acronym	Description
3HSP	FY2027 – 2029 Triennial Highway Safety Plan
AAA	American Automobile Association
ABC	Alcoholic Beverage Control
ACS	American Community Survey
AGA	Annual Grant Application
AR	Annual Report
ARF	Annual Report File
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CCVDD	California Crash Victim Data Dashboard
CDPH	California Department of Public Health
CEMSIS	California Emergency Medical Services Information System
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CTRSP	California Traffic Records Strategic Plan
CVC	California Vehicle Code
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
DUID	Driving Under the Influence of Drugs
EDC-7	Everyday Counts 7
EMS	Emergency Medical Services
EMSA	California Emergency Medical Services Authority
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FY	Fiscal Year
g/dL	Grams Per Deciliter
GDL	Graduated Driver Licensing
GEMS	Grant Electronic Management System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GPR	Grant Performance Review
GR	Governor's Representative

Acronym	Description
HCAI	California Department of Health Care Access and Information
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
LADOT	Los Angeles Department of Transportation
LEMSA	Local Emergency Medical Services Agency
MPH	Miles Per Hour
MPO	Metropolitan Planning Organization
NCSA	National Center for Statistics & Analysis
NG911	Next Generation 911
NHI	National Highway Institute
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
NRSS	National Roadway Safety Strategy
NTSB	National Traffic Safety Board
OTS	Office of Traffic Safety
PCA	Program Cost Allocation
PCF	Primary Crash Factor
PP&E	Public Participation and Engagement
PUMA	Public Use Microdata Area
SafeTREC	Safe Transportation Research and Education Center
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
SSA	Safe System Approach
STSI	State Traffic Safety Information
SWITRS	Statewide Integrated Traffic Records System
TIM	Traffic Incident Management
TIMS	Transportation Injury Mapping System
TRACE	Target Responsibility for Alcohol Connected Emergencies
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
TSI	Transportation Safety Institute
TSRP	Traffic Safety Resource Prosecutor
TTSA	Tribal Transportation Safety Assessment
TRIP	Traffic Records Improvement Project
UCB	University of California, Berkeley
VMT	Vehicle Miles Traveled

Appendix B

DATA SOURCES

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 Crash Victim Data Dashboard - The California Crash Victim Data Dashboard (CCVDD) offers a user-friendly data visualization tool to compare the race/ethnicity and gender of crash victims with those of the estimated population within California counties. The crash data used in this dashboard (including the race/ethnic identity of the crash victims) come from SWITRS and exclude property damage only crashes. Information regarding the race/ethnicity and gender of the population of California counties comes from information compiled by the California DOF, Demographic Research Unit. This dashboard was developed by DMV Research and Development staff member Steven Villafranca and is currently being used by OTS staff.

Visualizing Associations Between Community Characteristics and Safety Outcomes - This data resource incorporates information from a variety of sources, including California's SWITRS, the United States Census and ACS, as well as driver-level data from the DMV's data systems (such as license suspensions and convictions for traffic violations). The data resources established during this project currently provide a framework for systematically evaluating the effectiveness of traffic safety initiatives, with results stratified across diversity and equity. By analyzing how traffic safety efforts impact different groups, stakeholders can develop approaches that are more inclusive of varying lived experiences and circumstances. Ongoing conversations are helping to identify ways that traffic safety risks manifest beyond officially reported crashes, bringing attention to overlooked issues that require further action.

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 FARS and 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

SafeTREC Traffic Safety Heat Map - The UC Berkeley SafeTREC team developed the Traffic Safety Heat Map, an innovative tool designed to support a data-driven approach to identifying at-risk populations throughout California. This was accomplished by utilizing a range of data sources, including crash data from SWITRS, demographic information (such as median household income) from the United States Census, and traffic safety activities and grants led by the OTS.

With the Traffic Safety Heat Map, decision-makers and funders can visualize and analyze trends in safety program activities based on injury and population data. This comprehensive tool provides insights for improving traffic safety and promoting planning and programming in at-risk communities across California.

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 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 3HSP, 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 2026. Fatality analyses are based on 2020 to 2023 final FARS data and the 2024 FARS Annual Release File (ARF) as of April 2026. Serious injury and some fatality analyses are based on 2020 to 2023 SWITRS data and provisional 2024 SWITRS data. Population data is from the California DOF, 2021.

CALIFORNIA OFFICE OF TRAFFIC SAFETY

2027-2029 CALIFORNIA HIGHWAY SAFETY PLAN

CalSTA CALIFORNIA STATE TRANSPORTATION AGENCY