



**CALIFORNIA HIGHWAY  
SAFETY PLAN 2017**



# HIGHWAY SAFETY PLAN

Federal Fiscal Year 2017

(October 1, 2016 through September 30, 2017)



PREPARED FOR

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

PREPARED BY

OFFICE OF TRAFFIC SAFETY  
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**Brian P. Kelly**  
Secretary

Dear Fellow Californians:

This Highway Safety Plan developed by the Office of Traffic Safety (OTS) highlights the problems Californians face on a daily basis on our streets and highways. But more than just outlining problems, this plan offers direction and solutions to bring about the changes in behavior needed to move our state closer to its goal of *Zero Deaths*.

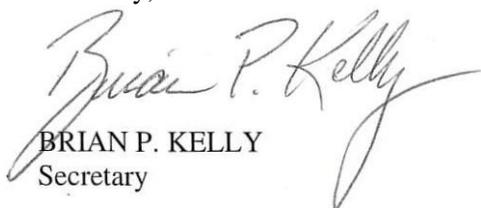
OTS uses its resources to actively partner with federal, state and local agencies along with private industry, non-profits, advocates and stakeholders to make steady progress toward the mission of saving lives and preventing injuries. For 2017, the OTS has allocated \$88.4 million in federal funding to support 273 traffic safety grants to state and local agencies in order to mitigate traditional long-standing problems.

California drivers traverse more mileage than any other state, nearly 11 percent of the total miles for the country. Despite the amount of time that Californians spend on the road, our mileage death rate is 16 percent below the national average. I am proud to see the results of the efforts by many, including those in this plan, to decrease the number of traffic-related deaths and serious injuries.

However, current data trends are showing a gradual rise in traffic fatalities. Bicycle and pedestrian fatalities have increased 19 percent since 2010 as more members of the public walk or bike to work, school, or other essential destinations. While OTS will continue to aggressively address the 4Ds (drugs, drinking, distracted, and drowsy driving), increased funding is going towards the safety and mobility of non-motorized users. These grants will include education and enforcement activities that will complement the state's Strategic Highway Safety Plan and Active Transportation priorities.

This plan represents our focus on implementing the most innovative and effective solutions that move us closer to zero fatalities on our streets and highways. The California State Transportation Agency is committed to this plan and the work of OTS, its partners, and all others working tirelessly to make our roadways safe for all users.

Sincerely,



BRIAN P. KELLY  
Secretary



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# **HIGHWAY SAFETY PLANNING PROCESS**



## HIGHWAY SAFETY PLANNING PROCESS

The California Office of Traffic Safety’s (OTS) mission is to effectively and efficiently administer traffic safety grants while fostering partnerships to deliver innovative programs that reduce traffic deaths, injuries, and economic losses. The Highway Safety Plan (HSP) serves as California’s application for federal funds available to states. It describes California’s highway safety problems, identifies countermeasures, provides qualitative and quantitative measurements to determine goal and objective attainments, and gives descriptions of all proposed new grants. The HSP presentation, contents, and format are designed to meet requirements of California Vehicle Code 2900 and the 23 Code of Federal Regulations (CFR) Part 120.11 as a result of the 2015 signing of the “Fixing America’s Surface Transportation (FAST) Act.”

### Annual Grant Cycle (Federal Fiscal Year)

November/December	Prepare Annual Performance Report Review Final Quarterly Reports and Claims Post Request for Applications
January	Applications Due to OTS
February/March/April	Evaluate and Prioritize Applications Conduct Subrecipient Risk Assessments Finalize Funding Decisions
May	Notify Grant Awards to Subrecipient Agencies Begin Developing Grant Agreements Develop HSP
June/July/August	Submit HSP to National Highway Traffic Safety Administration Conduct Pre-Funding Assessments Review Draft Grant Agreements
September	Federal Fiscal Year Ends Finalize and Execute Grant Agreements
October	New Federal Fiscal Year Begins Implement New Grants

### Data Sources

The National Highway Traffic Safety Administration (NHTSA) defines a highway safety collision problem as “an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience compared to normal expectations.” The fact that a subgroup is over-represented in collisions may suggest there is some characteristic of the subgroup that contributes to the collisions.

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be classified into subgroups according to age, sex, etc. Vehicles can be divided into subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Collisions can be further analyzed in terms of the time, day, and month; age and sex of drivers; primary collision factor (PCF); and safety equipment usage.

Other factors also influence motor vehicle collisions and should be considered in conducting comparative analyses between jurisdictions. For example, variations in composition of population, modes of transportation and highway system, economic conditions, climate, and effective strength of law enforcement agencies can be influential. The selection of collision comparisons requires the exercise of judgment.

Isolating and identifying a contributing factor is a great advantage in the planning and selection of countermeasures. If contributing characteristics can be identified and corrected, the collision experience of the subgroup can be improved, resulting in a reduction of traffic collision fatalities, injuries, and economic impacts.

OTS uses data sources to identify emerging problem areas as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration. This data is used in the development of our Evidenced-Based Enforcement Plan. Traffic safety data and information are available from the following sources:

**OTS Collision Rankings** - The OTS rankings were developed so that individual cities can compare their city's traffic safety statistics to those of other cities with similar-sized populations. In recent years, media, researchers, and the public have taken an interest in the OTS Rankings via the OTS website. A variety of items are compared, including collisions and/or victims involving alcohol and several other PCFs, pedestrians, bicycles, motorcycles, as well as driving under the influence (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 OTS identify emerging or ongoing traffic safety problem areas which can be targeted for more in-depth analysis. OTS staff solicits applications from agencies that have significant problems, but who have not submitted applications to address them. City rankings are for incorporated cities only. County rankings include all roads – state, county, and local – and all jurisdictions – California Highway Patrol (CHP), Sheriff, Police, and special districts. Additional data elements can be added to the database as needed. OTS staff is trained to 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 death of a person (occupant of a vehicle or a non-occupant) within 30 days of the crash. FARS, operational since 1975, collects information on over 100 different coded data elements that characterize the crash, the vehicle, and the people involved.

**State Traffic Safety Information (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 the Governors Highway Safety Association (GHSA). The website includes charts, graphs, and color coded maps that show trends, county information, and a comparison to national statistics.

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

**The Statewide Integrated Traffic Records System (SWITRS)** - This system provides statewide collision-related data on all types of roadways, except private roads. The CHP receives collision reports (Form 555) from local police agencies, in addition to collision reports from all their own area offices and maintains the statewide database.

**The Department of Motor Vehicles Driving Under the Influence Management Information System Report (DUI MIS Report)** - This report establishes and maintains a data monitoring system to evaluate the efficacy of intervention programs for persons convicted of DUI in order to provide accurate and up-to-date comprehensive statistics to enhance the ability to make informed and timely policy decisions. The report combines and cross references DUI data from CHP, Department of Justice (DOJ), and Department of Motor Vehicles (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 (TSN) combined with the Traffic Accident Surveillance and Analysis System. (TASAS)** - These systems provide data pertaining to state and interstate highways and include detailed data on the location of collisions and roadway descriptions. The California Department of Transportation (Caltrans) maintains this database.

**The Automated Management Information System (AMIS)** - This DMV system contains records on all registered motor vehicles and all licensed drivers within the state.

**The DUI Arrest and Conviction File** - The DOJ maintains a record of all DUI arrests made within the state, including the final disposition of each case.

**Driver's License Conviction Report** - The DMV produces a report that reflects the volume of vehicle code section violations that include a conviction.

**Census Data** - The State Department of Finance (DOF) provides population estimates.

### **Participants in the Process**

OTS involves many participants in the process of developing grants and addressing traffic safety problems to help California achieve its traffic safety goals. OTS collaborates with the California State Transportation Agency (CalSTA) and partners with agencies such as CHP, DMV, Caltrans, and Alcoholic Beverage Control (ABC), as well as local law enforcement agencies, public health departments, public works departments, universities, community-based organizations, and traffic safety advocates in the development of the HSP. OTS also partners with the Active Transportation Program and Highway Safety Improvement Program to increase collaborative efforts and focus grant funding opportunities. These partnerships add tremendous value to our statewide traffic safety program as we work towards similar missions and visions.

The OTS Director is an active member of the Strategic Highway Safety Plan (SHSP) Executive Leadership, which meets twice a year to provide guidance to the SHSP process, and to ensure safety stakeholders throughout California understand this is an important process for making the state's roadways safer for all users. The Leadership also approves the overall plan and the strategies and actions from 15 identified Challenge Area Teams that form the backbone of all SHSP related activity. OTS is also represented on the SHSP Steering Committee, which meets monthly to provide day-to-day oversight over the plan and provides assistance for the Challenge Area Teams.

Several OTS staff members act in a co-lead capacity or as action leaders on the following behavioral Challenge Areas:

- Alcohol and Drug-Impaired Driving
- Bicycling
- Driver Licensing and Competency
- Occupant Protection
- Young Drivers
- Aging Road Users
- Pedestrians
- Speeding and Aggressive Driving
- Motorcycles
- Distracted Driving

The Challenge Area co-leads facilitate and lead discussions as well as develop recommended action items that are brought to the SHSP Steering Committee and Executive Leadership for approval. Action leads ensure the various programs and activities in the plan are implemented effectively and efficiently. OTS provides funding for a number of projects and programs in the plan. In addition to behavioral Challenge Areas, OTS members provide expertise to the Data Technical Advisory Team, which is overseeing the tracking, monitoring, and evaluation of the plan. The plan involves safety expertise from a variety of disciplines including licensing, state and local law enforcement, transportation planning, emergency medical services, engineering, health education, advocacy, and other areas from public and private agencies and organizations. The 2015-2019 SHSP was finalized in September 2015. A companion business plan was completed in February 2016.

Since 2013, OTS has continued to conduct quarterly law enforcement roundtable meetings in more than 20 counties. Included in these meetings is representation from local District Attorneys' offices, crime lab staff, local law

enforcement, CHP, DMV, and OTS. These meetings were developed for the purpose of identifying challenges and strategies related to DUI and driving under the influence of drugs (DUID) enforcement, prosecution, and training. The valuable input received from these critical stakeholders assists OTS in funding future countermeasures and strategies.

In the Fall of 2015, OTS conducted Grant Funding Workshops. Traffic safety partners were invited and encouraged to submit innovative and community-wide educational funding applications in the areas of police traffic services, alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, pedestrian and bicycle safety, and motorcycle safety, all with the goal of reducing fatalities and injuries and promoting safer transportation options for all roadway users.

In November 2015, OTS hosted an all-day DUID Roundtable meeting with several key representatives from law enforcement, crime labs, district attorney's offices, education and outreach organizations, the International Association of Chiefs of Police, NHTSA Region 9, and Washington State. Trends, issues, and challenges were discussed, including what California will face if recreational marijuana is approved by voters. The conversations were robust and participants were able to gather a better understanding of each other's challenges, issues, and obstacles. After the meeting, participants were asked to provide feedback on next steps and opportunities. Suggestions included ongoing communication among the group, continued training for law enforcement, prosecution, and toxicology, and discouraging a per se level for marijuana. Going forward, the group has agreed to meet on a periodic basis.

Lastly, OTS partners with the University of California Berkeley, Safe Transportation Research and Education Center (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.

### **Selection Process**

OTS screens applications against both quantitative and qualitative criteria. The applications are rated against several criteria including potential traffic safety impact, collision statistics and rankings, seriousness of identified problems, pre-award risk assessment, and performance on previous grants.

Applications from state and local agencies are carefully evaluated and selected for maximum statewide impact. OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS application review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 30, 2016, OTS received 382 grant applications for Federal Fiscal Year (FFY) 2017 funding.

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

OTS Program Coordinators monitor subrecipient performance throughout the year through onsite assessments, on-site pre-operational reviews, quarterly performance reports, grant performance reviews, risk assessments, e-mail correspondence regarding grant revisions and general operational questions, telephone conversations, and meetings to discuss programmatic and fiscal issues.

OTS is organized by program areas throughout the state. There are five program areas with 11 Program Coordinators and 1 Program Manager assigned to 273 awarded grants. The program area assignments provide OTS Program Coordinators the ability to review and analyze application submittals from agencies with similar traffic safety problems, at the statewide level. The statewide review process helps build synergy within the program areas and is resulting in more comprehensive local grant programs. Evaluations for funding are consistent in program areas for long standing traffic safety partners, and those agencies who may not have received a recent or a prior OTS grant. Another advantage of program area assignments is that local governmental agencies are working with Program Coordinators who are monitoring activities and education in specific program areas. Additionally, the OTS program area grant assignments allow the Program Coordinators to develop expertise in specific program areas.

Because the coordinators are familiar with their program areas, in some cases they have helped to develop regional and statewide grants whereby one agency is the host and becomes the conduit for funding for several other agencies. This streamlines the process for all the local agencies as well as for OTS program and fiscal staff. OTS assigns individual coordinators to serve as program area specialists for the various subdivisions of the five program areas. Refer to page 10 for appropriate OTS Program Area and Program Coordinator contact information. By the end of July 2016, each OTS Program Coordinator will have conducted a pre-funding assessment of each subrecipient new to the OTS process. At this meeting, the final negotiations of the agreement terms are conducted, deciding on the level of subrecipient effort required to meet the goals and objectives, and level of funding.

### **Program/Grant Development**

The process for FFY 2017 new grants selection included the following major steps:

- Conduct problem identification.
- Establish goals and objectives.
- Conduct Grant Funding Workshops.
- Review applications.
- Conduct pre-award risk assessment.
- Develop funding recommendations.
- Develop and monitor Evidenced-Based Enforcement Plan.
- Present funding recommendations to the CalSTA Secretary for approval.
- Prepare HSP.
- Hold pre-HSP meeting with NHTSA.
- Prepare draft grant agreements.
- Conduct pre-funding grant assessments.
- Review draft grant agreements.
- Approve final grant agreements.
- Conduct pre-operational reviews.

The OTS grant program stresses a community-based approach giving communities the flexibility to structure highway safety programs in a way that meets their needs in a manner consistent with OTS' statewide goals. Virtually all strata of society will be reached including various ethnic groups, infants, children, teens, young adults and the elderly.

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

## **EVIDENCED-BASED ENFORCEMENT PLAN**

### **Analysis of Crashes, Crash Fatalities, and Injuries in Areas of Highest Risk**

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

#### California's Statistics

- Total traffic fatalities decreased 1.0 percent from 3,107 in 2013 to 3,074 in 2014.
- Serious traffic injuries increased 2.3 percent from 10,664 in 2013 to 10,995 in 2014.
- Alcohol-impaired driving fatalities decreased 0.1 percent from 883 in 2013 to 882 in 2014.
- Speeding-related fatalities decreased 0.1 percent from 992 in 2013 to 991 in 2014.
- Motorcyclist fatalities increased 12.1 percent from 463 in 2013 to 519 in 2014.
- Drivers age 20 or younger involved in fatal crashes increased 6.1 percent from 358 in 2013 to 380 in 2014.
- Pedestrian fatalities decreased 5.3 percent from 734 in 2013 to 697 in 2014.
- Bicyclist fatalities decreased 14.8 percent from 147 in 2013 to 128 in 2014.

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

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

Subrecipients follow best practice traffic safety enforcement efforts as listed in National Highway Traffic Safety Administration's (NHTSA) "*Countermeasures That Work*," such as driving under the influence (DUI)/Drivers License (DL) checkpoints, DUI saturation patrols, warrant details, court stings, and stakeouts, as well as integrated traffic enforcement such as traffic enforcement operations focusing on top primary collision factors, distracted driving operations, motorcycle safety enforcement operations, and bike and pedestrian enforcement operations. In addition, subrecipients statewide conduct high visibility enforcement by participating in the national "*Click It or Ticket*" campaign, "Distracted Driving Awareness Month" in April, "Motorcycle Safety Month" in May, and "National Bicycle Safety Month" in May.

Enforcement objectives will be conducted by the California Highway Patrol (CHP), Alcoholic Beverage Control (ABC), and Selective Traffic Enforcement Program (STEP) subrecipients. The STEP grants also include funding for distracted driving, motorcycle safety, and bicycle and pedestrian enforcement. A detailed list of the number of planned enforcement operations is part of this plan but not accompanied in the Highway Safety Plan (HSP).

Many of the law enforcement agencies are conducting educational presentations to communities, schools, employers, and multicultural groups. Effective education presentations include Every 15 Minutes, Know Your Limit, Impact Teen Drivers, and Start Smart programs. Others include child passenger safety, booster seat, and distracted driving presentations, as well as bike rodeo events.

### **Continuous Follow-up and Adjustment**

Program Area Coordinators will review subrecipient Quarterly Performance Reports, conduct Grant Performance Reviews based on a risk assessment, and communicate consistently with subrecipients regarding challenges, accomplishments, and emerging traffic safety issues. Such ongoing monitoring and follow-up provides a mechanism for recommending budget modifications and/or revisions to grant objectives.

## PROGRAM AREAS AND COORDINATORS

<b><u>ENFORCEMENT</u></b>
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# **PERFORMANCE PLAN**

## **PERFORMANCE PLAN**

### **Mission**

Our mission is to effectively and efficiently administer traffic safety grant funds while fostering partnerships to deliver innovative programs that reduce traffic deaths, injuries, and economic losses.

### **Vision**

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

### **State Demographic Analysis**

Geographically, California is located along the western coast, boarded by Oregon to the North, Nevada to the East, Arizona to the Southeast, and Mexico to the South. In the 2010 Census, California had a population of more than 38 billion distributed over 58 counties and 482 municipalities. Approximately 39 percent of the population is white, 38 percent Hispanic, 14 percent Asian, and 7 percent African American. According to the Census, 23 percent of the population is under 18 years of age, 37 percent is between the ages of 18 and 65, and 12 percent is over the age of 65.

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

There are 174,991 miles of maintained roads in California. Of that total, 65,334 miles are county roads and an additional 15,103 comprise the state highway system. The state is made up of 132,256 square miles of rural lands and 23,150 square miles of urban lands. As of December 2015, there were 25,914,851 licensed drivers and 34,346,325 registered vehicles.

California's climate varies widely, from mediterranean to subarctic, depending on latitude, elevation, and proximity to the coast. Coastal and Southern parts of the state have a mediterranean climate, with somewhat rainy winters and dry summers.

Print and electronic media outlets include 110 commercial and educational television stations, 986 commercial radio stations, 73 daily newspapers and 131 weekly or specialty newspapers.

### **Priority Funding Strategies**

California's traffic fatalities increased 13 percent since the lowest levels in 2010, from 2,720 to 3,074 in 2014. As more people choose active transportation, pedestrian fatalities are on the rise. In 2009 there were 567 pedestrian fatalities which rose 19% to 697 in 2014. Additionally, while great strides have been made to reduce alcohol-impaired driving fatalities, these fatalities have increased 14% from 773 in 2011 to 882 to 2014. To reverse this trend, OTS has made both of these areas a priority.

Featured on the cover is one such example: Pedestrians Don't Have Armor. OTS is committed to allocating priority funding to agencies that increase safe educational efforts, provide integrated traffic enforcement with a priority on driving under the influence (DUI) and driving under the influence of drugs (DUID) and encourage partnerships with all stakeholders including community-based-organizations to carry out our traffic safety messages.

Selective Traffic Enforcement Program (STEP) grants include an increased focus on educational presentations on impaired driving, teen driving, distracted driving, bicycle, and pedestrian safety. Through targeted outreach, new agencies receiving OTS funding include: four fire agencies, one crime lab, one district attorney's office, one UC

emergency medical center, one public works agency, four public health agencies, two transportation agencies and 16 new cities. In addition, continued funding is committed to vertical prosecution grants to district attorneys' offices as well as high-intensive supervision programs for probation departments.

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

OTS is also partnering with Caltrans to align the focus areas of the Highway Safety Plan (HSP) with the Highway Safety Improvement Plan (HSIP). Caltrans and OTS will examine the common areas where efforts are being placed and how they can improve safety in the region. We will investigate areas where HSIP projects are being planned and how additional grant funding opportunities would also improve safety. OTS and Caltrans will utilize this joint effort to support the challenge areas of the Strategic Highway Safety Plan (SHSP).

### **Process for Developing Targets**

As outlined in the National Highway Traffic Safety Administration's (NHTSA) "*Traffic Safety Performance Measures for States and Federal Agencies*" as well as NHTSA's webinar "Tracking Core Outcome Measures and Performances Targets," OTS used the templates, tools, and standardized language developed by NHTSA and the Governors Highway Safety Association (GHSA) for all core performance measures.

Prior to selecting targets for core performance measures, California compiled five of the most recent annual data points and decided to use the most recent calendar year data to determine each of the baselines. Each of the targets, with one exception, was selected with the intent on improving upon the established baselines (decreasing fatalities, injuries, etc.), even though the majority of trend lines projected annual increases. For the exception, OTS decided to use an acceptable method of maintaining the baseline for reducing the upward trend for unhelmeted motorcyclist fatalities.

OTS met with Caltrans personnel to ensure that the three required common performance targets in the HSIP are identical. As listed on the following page, the three identical common performance measures are:

- Reduce traffic fatalities 3.0 percent from the 2014 calendar year of 3,074 to 2,982 by December 31, 2017.
- Reduce serious traffic injuries 3.0 percent from the 2014 calendar year of 10,995 to 10,665 by December 31, 2017.
- Reduce fatalities per 100 million vehicle miles traveled 3.0 percent from the 2014 calendar year of 0.92 to 0.89 by December 31, 2017.

**Traffic Safety Performance Measures**

Core performance measures were developed by NHTSA in collaboration with GHSA as outlined in “Traffic Safety Performance Measures for States and Federal Agencies” (DOT HS 811 025). California prepared goal statements, graphs, and justifications on the required performance measures.

CORE PERFORMANCE MEASURES			2010	2011	2012	2013	2014
C-1	Traffic Fatalities (FARS)	Annual	2,720	2,816	2,966	3,107	3,074
	Reduce total fatalities 3.0 percent from the 2014 calendar year of 3,074 to 2,982 by December 31, 2017						
C-2	Serious Injuries (SWITRS)	Annual	10,423	10,607	10,864	10,664	10,995
	Reduce serious traffic injuries 3.0 percent from the 2014 calendar year of 10,995 to 10,665 by December 31, 2017						
C-3	Fatalities/VMT (FARS/FHWA)	Annual	0.84	0.88	0.91	0.94	0.92
	Reduce fatalities/VMT 3.0 percent from the 2014 calendar year of 0.92 to 0.89 by December 31, 2017						
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	483	528	496	516	476
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 3.0 percent from the 2014 calendar year of 476 to 462 by December 31, 2017						
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	774	774	829	883	882
	Reduce alcohol-impaired driving fatalities 3.0 percent from the 2014 calendar year of 882 to 856 by December 31, 2017						
C-6	Speeding-Related Fatalities (FARS)	Annual	925	898	954	992	991
	Reduce speeding-related fatalities 3.0 percent from the 2014 calendar year of 991 to 961 by December 31, 2017						
C-7	Motorcyclist Fatalities (FARS)	Annual	352	415	447	463	519
	Reduce motorcyclist fatalities 3.0 percent from the 2014 calendar year of 519 to 503 by December 31, 2017						
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	25	26	32	35	24
	Maintain unhelmeted motorcyclist fatalities at 24, same as the 2014 calendar year, by December 31, 2017						
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	336	327	330	358	380
	Reduce drivers age 20 or younger involved in fatal crashes 3.0 percent from the 2014 calendar year of 380 to 369 by December 31, 2017						
C-10	Pedestrian Fatalities (FARS)	Annual	601	633	653	734	697
	Reduce pedestrian fatalities 3.0 percent from the 2014 calendar year of 697 to 676 by December 31, 2017						
C-11	Bicyclist Fatalities (FARS)	Annual	100	116	129	147	128
	Reduce bicyclist fatalities 3.0 percent from the 2014 calendar year of 128 to 124 by December 31, 2017						

CORE BEHAVIOR MEASURE			2011	2012	2013	2014	2015
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (CSU Fresno Observational Survey)	Annual	96.6%	95.5%	97.4%	97.1%	97.3%
	Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.5 percentage points from the 2014 calendar year of 97.1 percent to 97.6 percent by December 31, 2017						

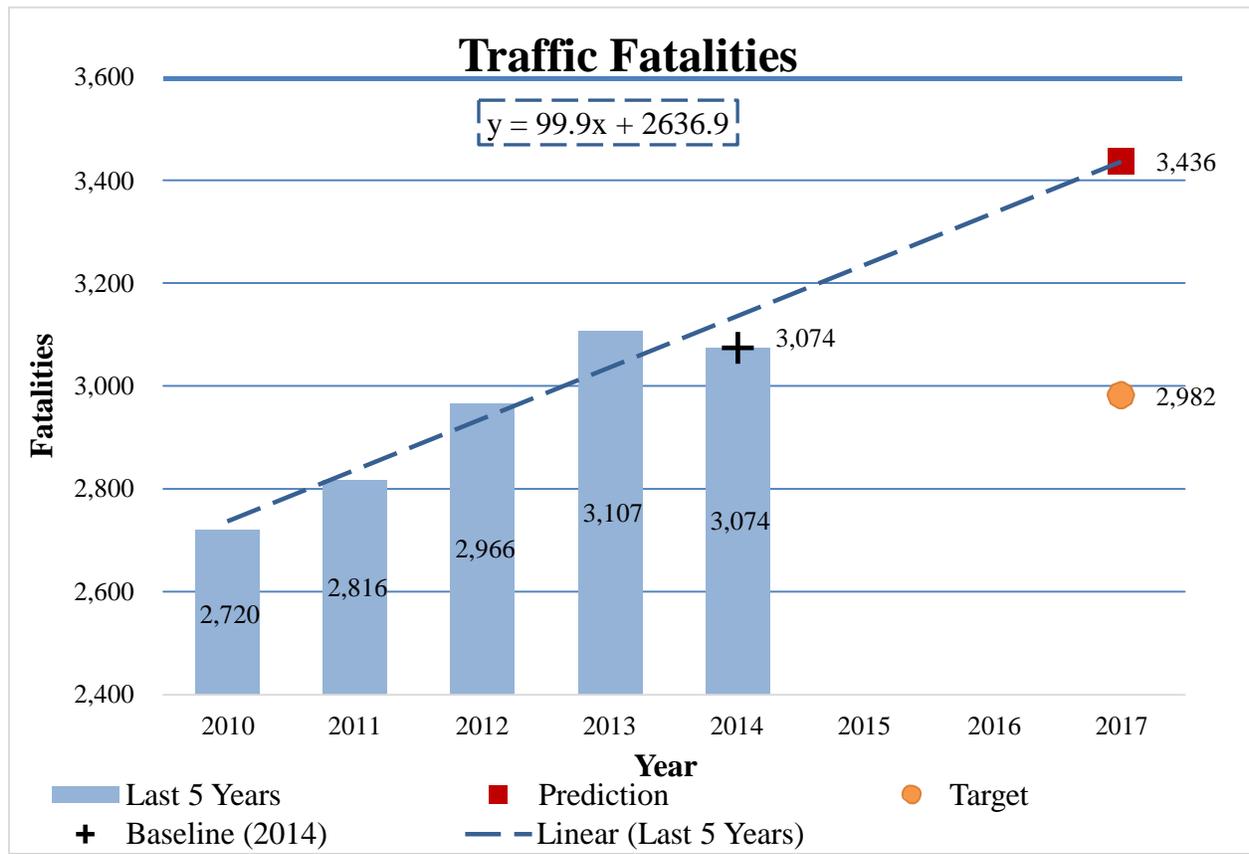
ACTIVITY MEASURES					2013	2014	2015
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities				2,203	2,508	2,746
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities				12,643	14,247	14,033
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities				22,036	21,630	20,317

## PERFORMANCE GOALS

### C-1 Traffic Fatalities (FARS)

Goal: Reduce traffic fatalities 3.0 percent from the 2014 calendar base year of 3,074 to 2,982 by December 31, 2017.

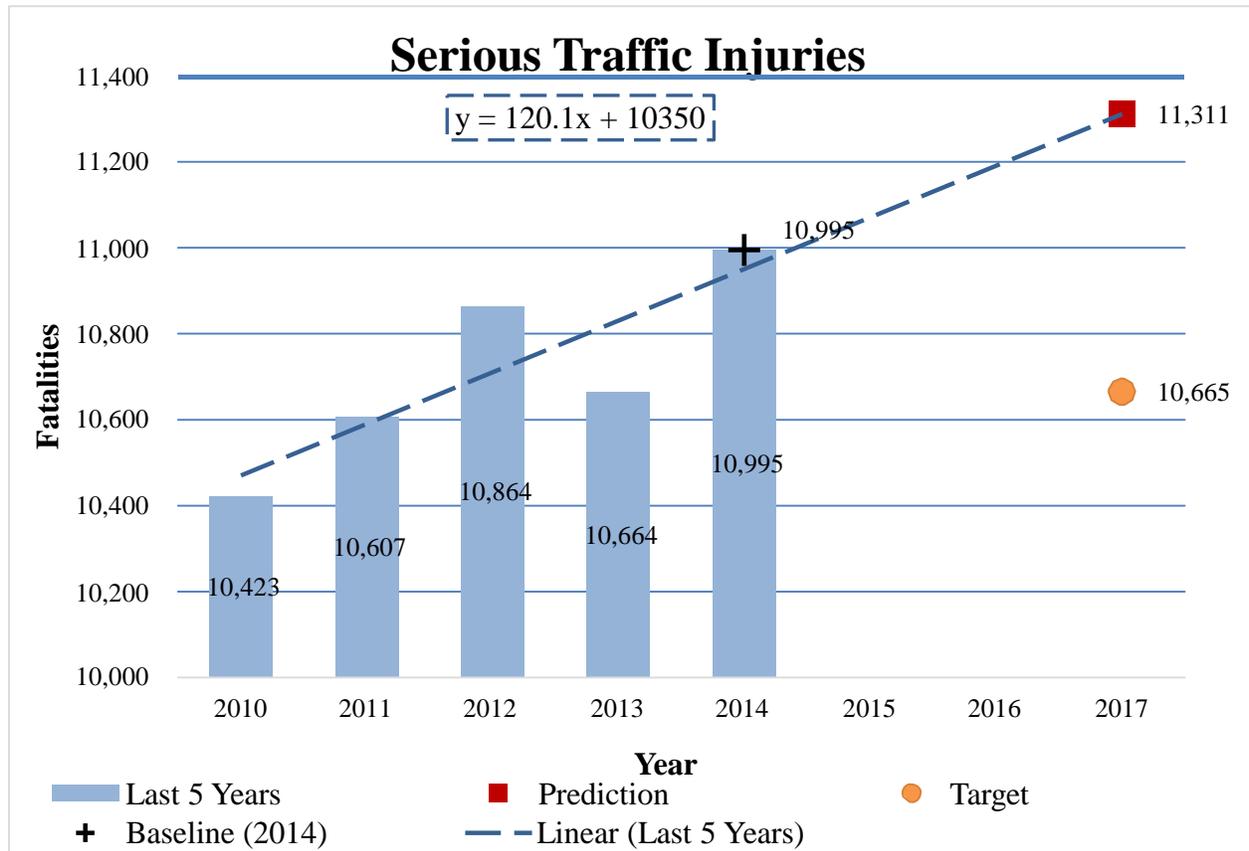
Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below indicates California will not meet its target reduction of 3.0 percent by 2017 and the number of total traffic fatalities will increase. However, California expects the efforts of the grants chosen for funding to be successful in flattening the increasing trend in the number of traffic fatalities. This performance measure is identical to one of the three required common performance measures coordinated with the HSIP.



### C-2 Serious Traffic Injuries (SWITRS)

Goal: Reduce serious traffic injuries 3.0 percent from the 2014 calendar base year of 10,995 to 10,665 by December 31, 2017.

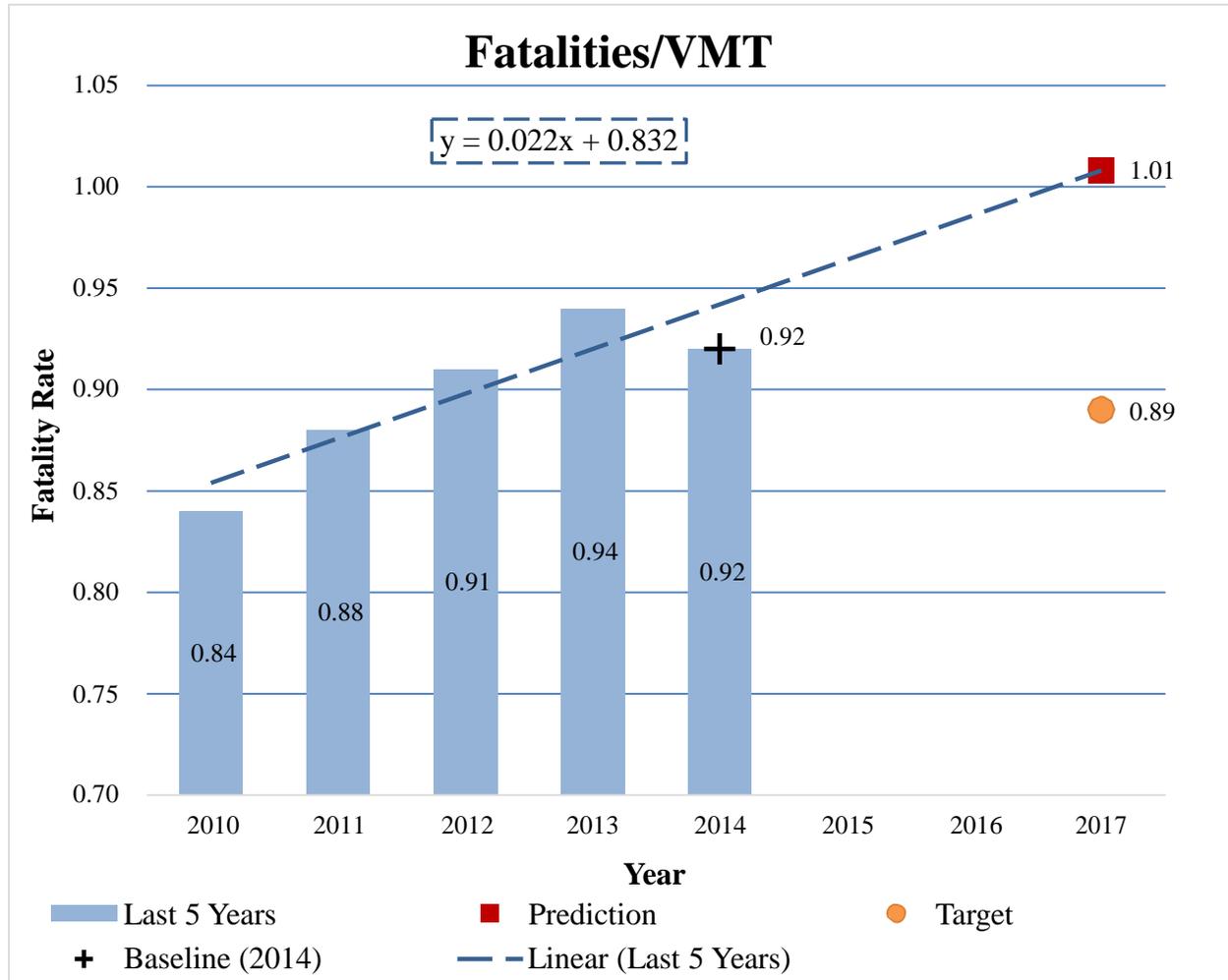
Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below indicates California will not meet its target reduction of 3.0 percent by 2017 and the number of serious traffic injuries will increase. However, California anticipates the efforts of the grants chosen for funding to be successful in flattening the increasing trend in the number of serious traffic injuries. This performance measure is identical to one of the three required common performance measures coordinated with the HSIP.



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

Goal: Reduce fatalities per 100 million vehicle miles traveled 3.0 percent from the 2014 calendar base year of 0.92 to 0.89 by December 31, 2017.

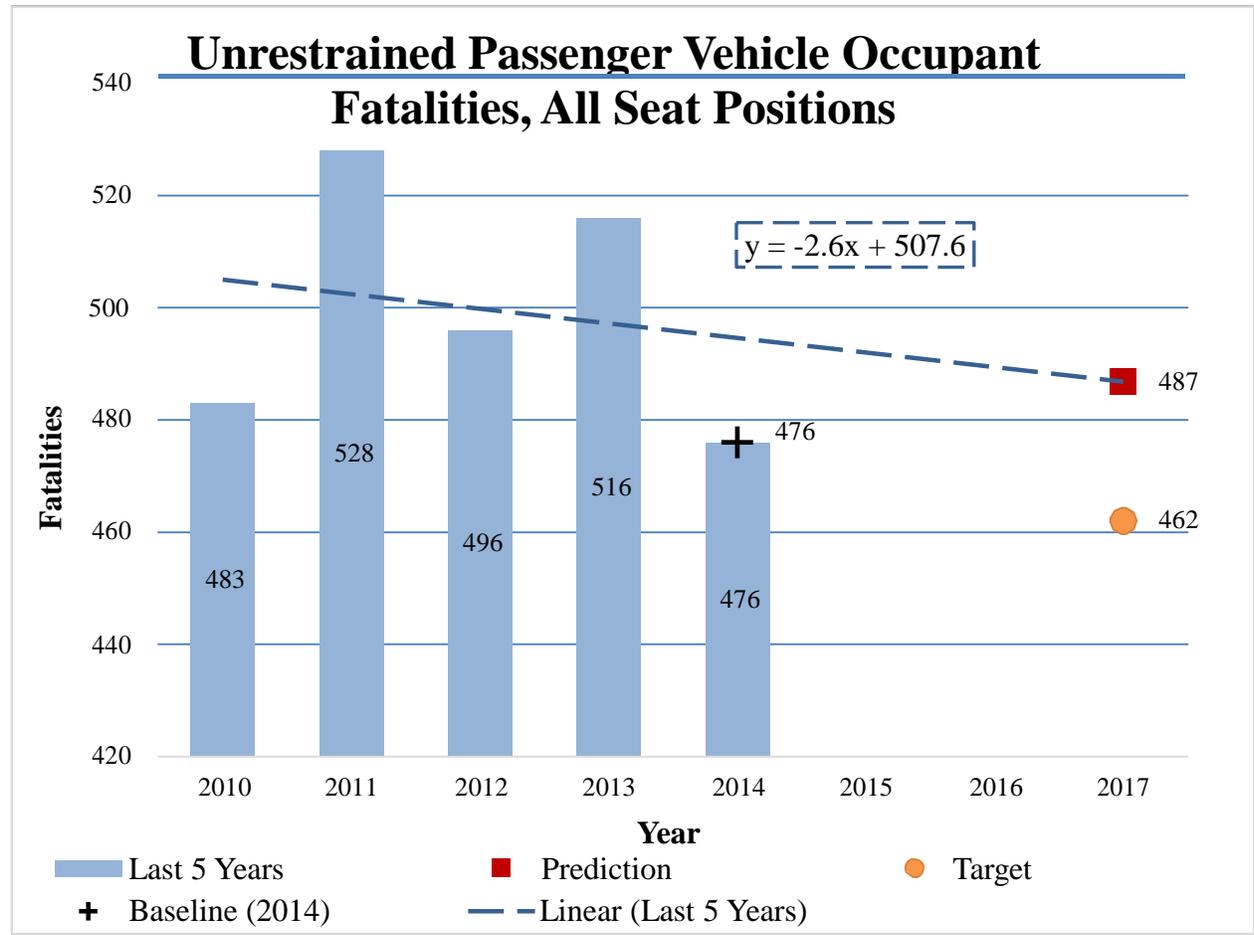
Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below indicates California will not meet its target reduction of 3.0 percent by 2017 and the number of fatalities per 100 million vehicle miles traveled will increase. However, California anticipates the efforts of the grants chosen for funding to be successful in flattening the increasing trend in the number of fatalities per 100 million vehicle miles traveled. This performance measure is identical to one of the three required common performance measures coordinated with the HSIP.



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

Goal: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, 3.0 percent from the 2014 calendar base year of 476 to 462 by December 31, 2017.

Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below anticipates steady annual reductions if efforts continue. However, California foresees that the grants chosen for funding will enhance this downward trend more aggressively towards the selected target reduction of unrestrained passenger vehicle occupant fatalities, all seat positions.

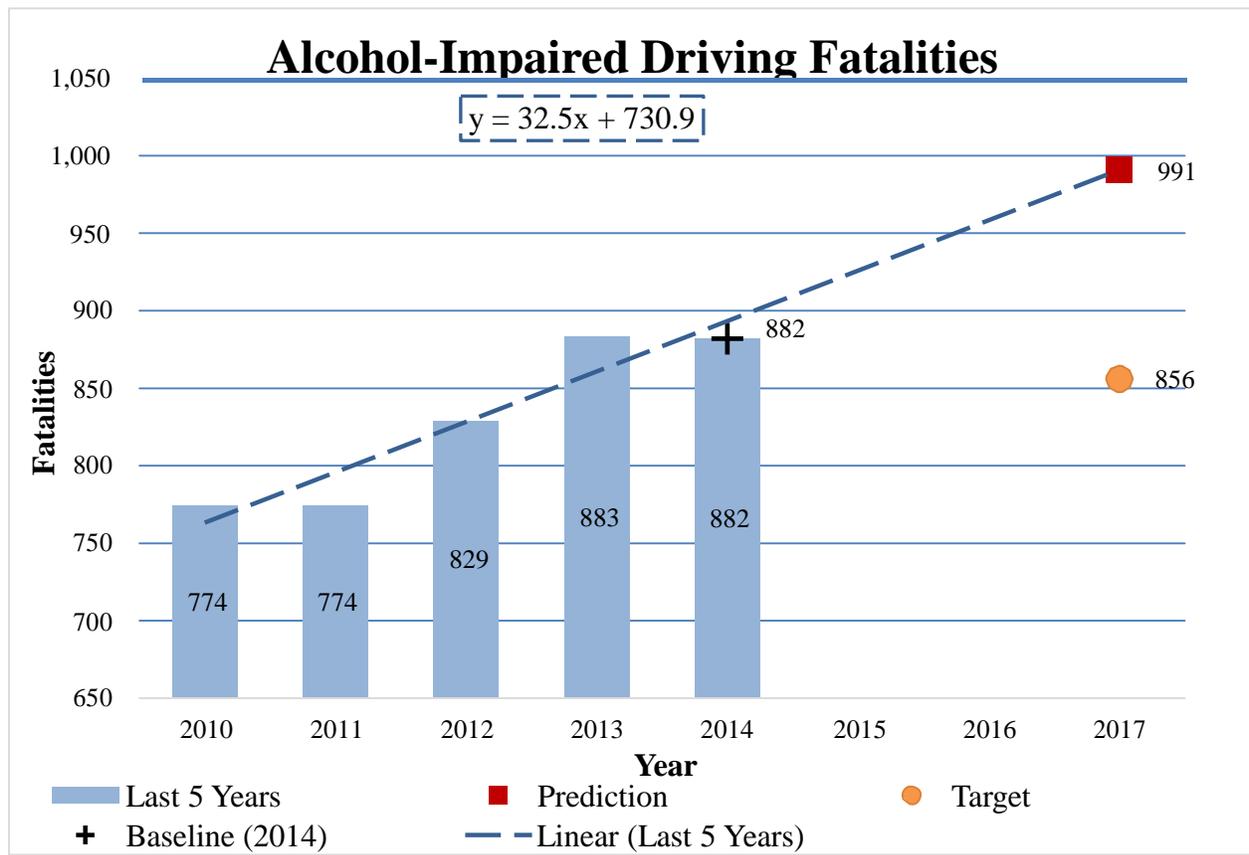


Countermeasures: Funded countermeasures to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic populations, supporting NHTSA standardized Child Passenger Safety (CPS) Technician and Instructor Training Programs, providing CPS educational resources to law enforcement and other agencies, funding and distributing child safety seats to low-income families, providing a toll-free CPS Helpline in English and Spanish, illuminating the “Click It or Ticket” message during NHTSA mobilizations on fixed freeway changeable message signs, and high visibility enforcement during “Click It or Ticket” and “CPS Awareness Week” campaigns. For a complete list of unrestrained passenger vehicle occupant fatalities, all seat positions, countermeasures see page 109.

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

Goal: Reduce alcohol-impaired driving fatalities 3.0 percent from the 2014 calendar base year of 882 to 856 by December 31, 2017.

Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below indicates California will not meet its target reduction of 3.0 percent by 2017 and the number of alcohol-impaired driving fatalities will increase. However, California anticipates the efforts of the grants chosen for funding to be successful in flattening the increasing trend in the number of alcohol-impaired driving fatalities.

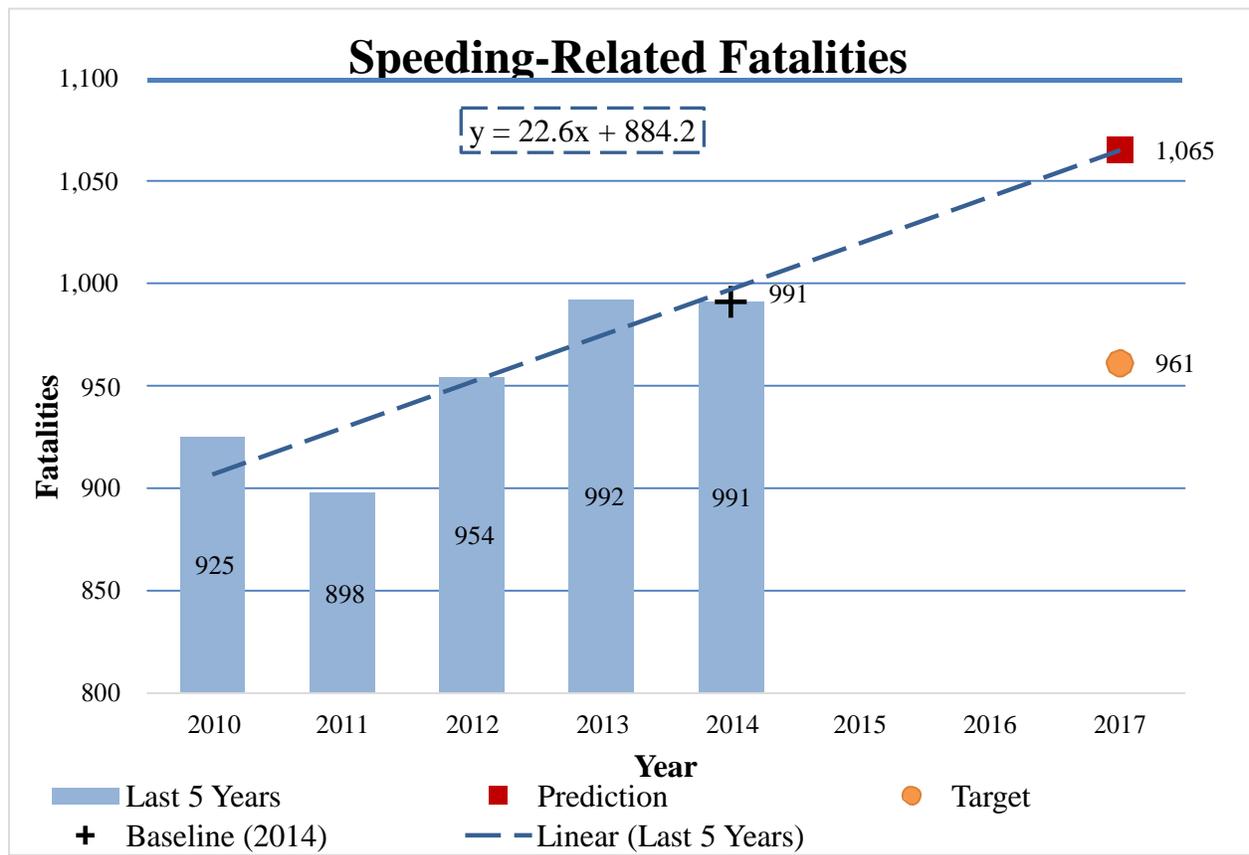


Countermeasures: Funded countermeasures to reduce alcohol-impaired driving fatalities will include alcohol awareness and education programs in middle schools, high school, and colleges, funding “Know Your Limit” alcohol awareness programs in local jurisdictions, funding ABC alcohol education and enforcement programs, funding Standard Field Sobriety Testing (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement, promoting and supporting NHTSA’s alcohol awareness and DUI prevention campaigns, and conducting high visibility enforcement during NHTSA mobilizations and campaigns. For a complete list of alcohol-impaired driving fatalities countermeasures, see page 76.

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

Goal: Reduce speeding-related fatalities 3.0 percent from the 2014 calendar base year of 991 to 961 by December 31, 2017.

Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below indicates California will not meet its target reduction of 3.0 percent by 2017 and the number of speeding-related fatalities will increase. However, California anticipates the efforts of the grants chosen for funding to be successful in flattening the increasing trend in the number of speeding-related fatalities.

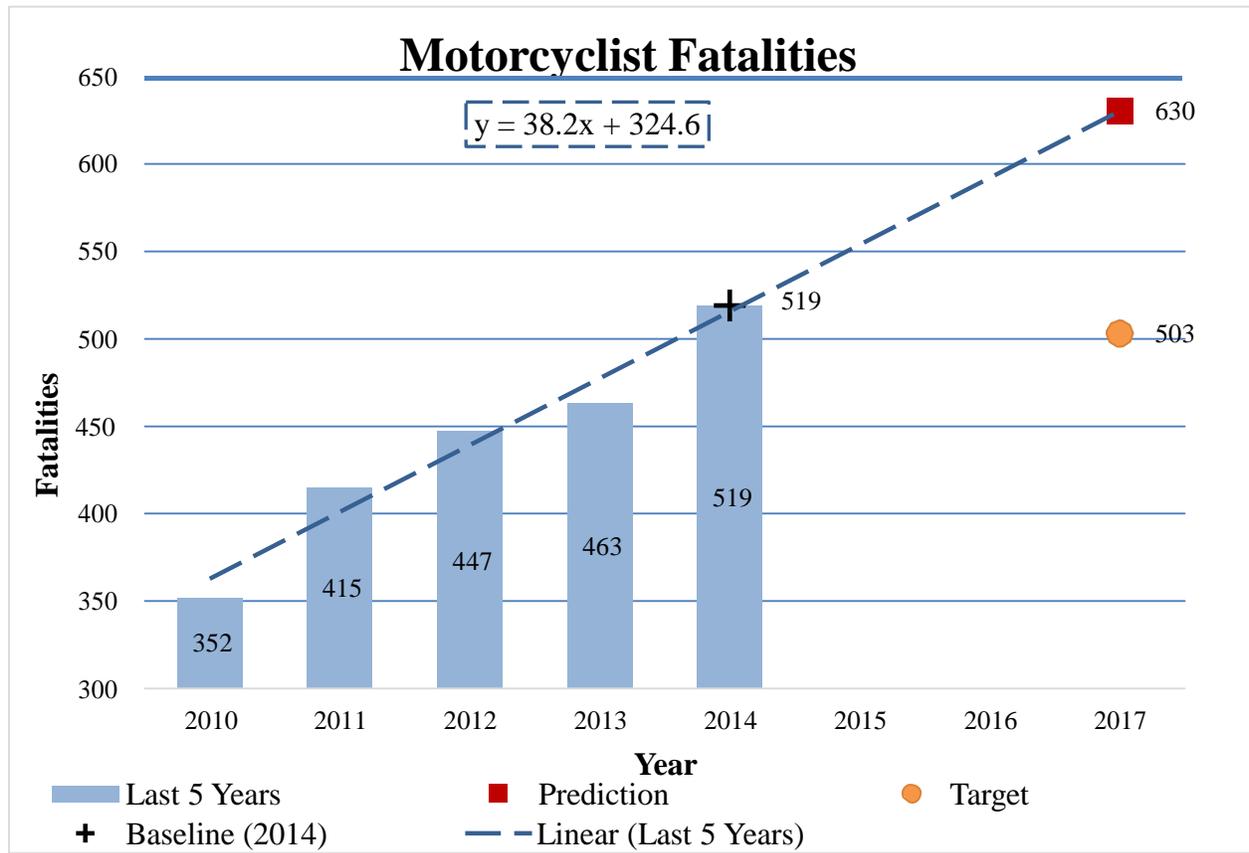


Countermeasures: Funded countermeasures to reduce speeding-related fatalities will include conducting traffic safety presentations for communities, organizations, and schools, deploying changeable message signs and visible display radar trailers to curb unsafe speed and aggressive driving, conducting traffic enforcement training and illegal-street racing enforcement training for law enforcement officers, and conducting special enforcement operations targeting unsafe speed or aggressive driving. For a complete list of speeding-related fatalities countermeasures, see page 132.

### C-7 Motorcyclist Fatalities (FARS)

Goal: Reduce motorcyclist fatalities 3.0 percent from the 2014 calendar base year of 519 to 503 by December 31, 2017.

Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below indicates California will not meet its target reduction of 3.0 percent by 2017 and the number of motorcyclist fatalities will increase. However, California anticipates the efforts of the grants chosen for funding to be successful in flattening the increasing trend in the number of motorcyclist fatalities.

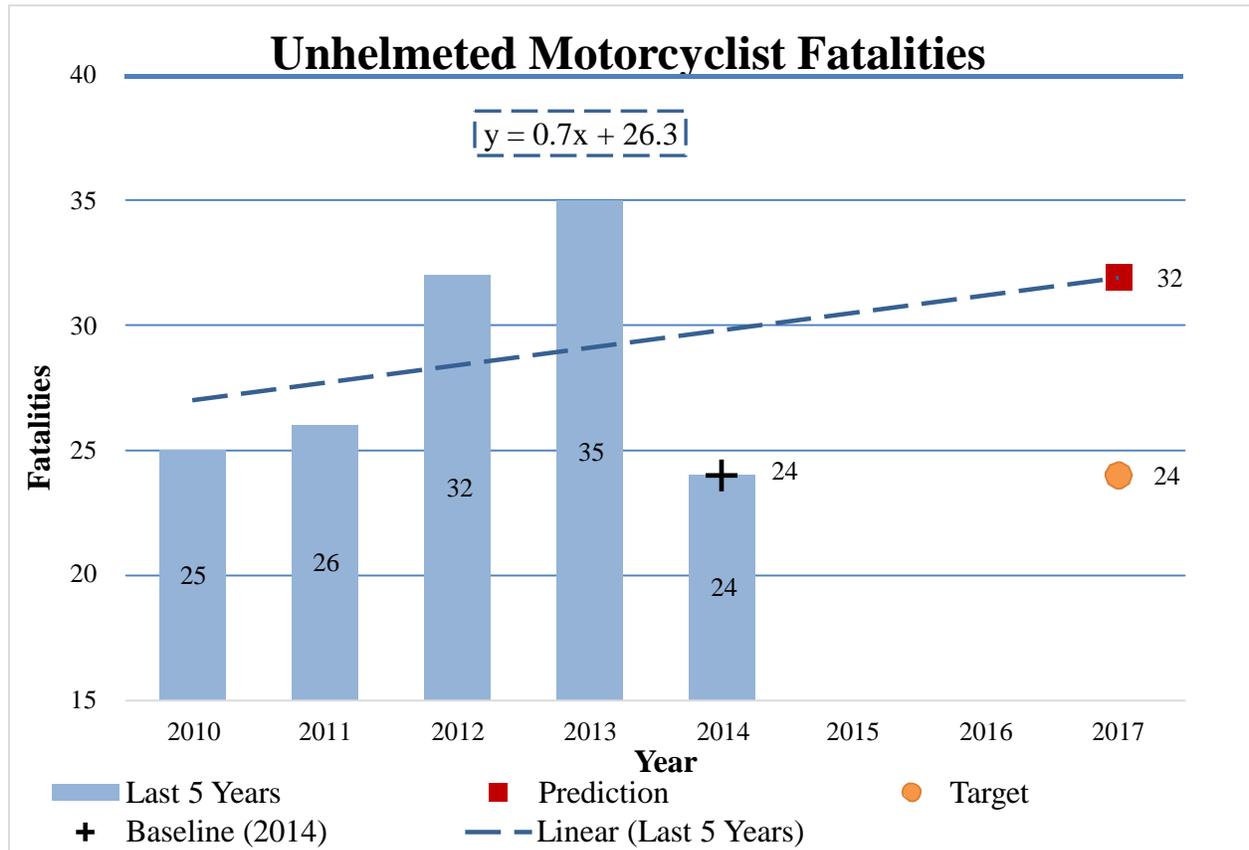


Countermeasures: Funded countermeasures to reduce motorcycle fatalities will include motorcycle safety public awareness campaigns, conducting highly publicized motorcycle safety enforcement operations, and the implementation of a collaborative partnership pilot program for training and education to reduce motorcycle-involved collisions in the city of San Francisco. For a complete list of motorcycle fatalities countermeasures, see page 104.

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

Goal: Maintain unhelmeted motorcyclist fatalities at 24, same as the 2014 calendar base year, by December 31, 2017.

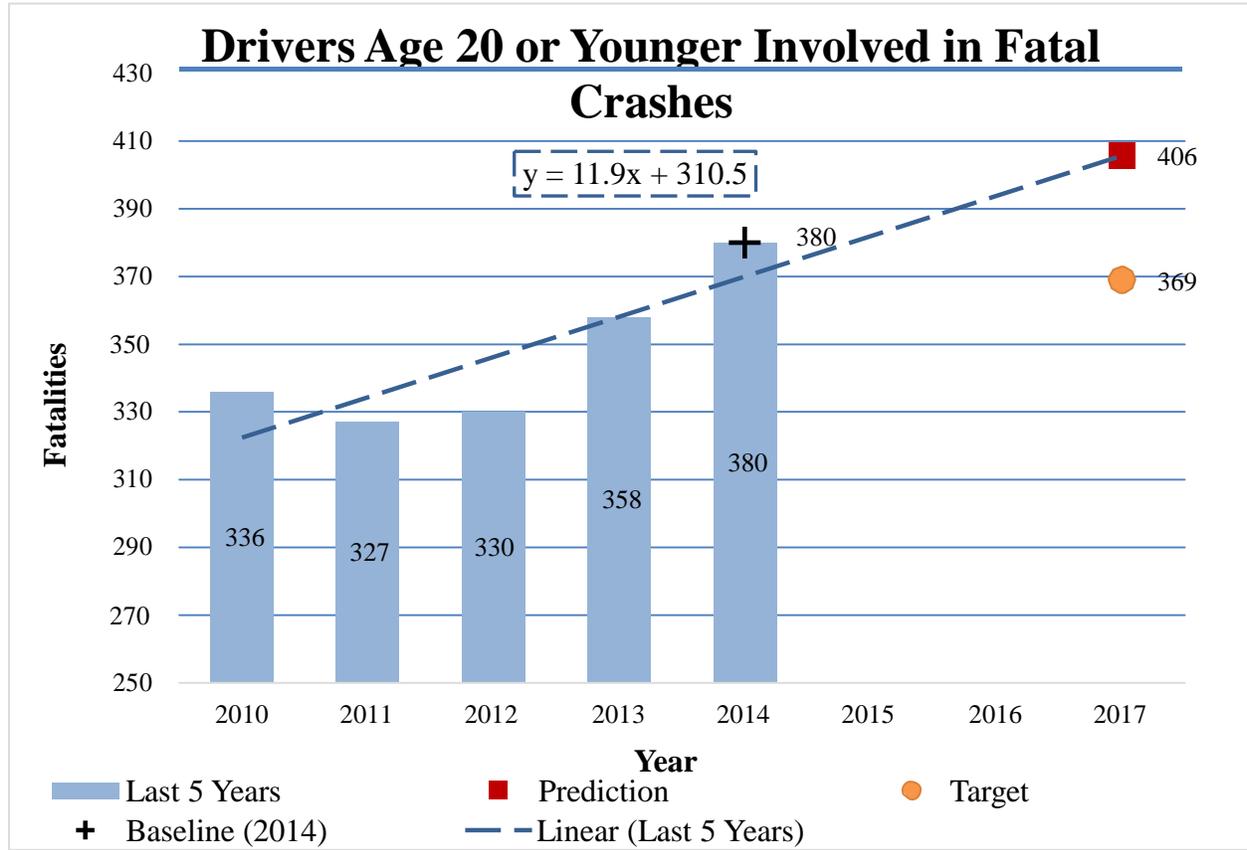
Justification: The performance target was selected by using the 2014 calendar year data as the baseline. While the trend below indicates an annual increase in unhelmeted motorcyclist fatalities, California expects the grants chosen for funding will curb this trend towards the selected target to maintain the baseline for this performance measure.



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

Goal: Reduce drivers age 20 or younger involved in fatal crashes 3.0 percent from the 2014 calendar base year of 380 to 369 by December 31, 2017.

Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below indicates California will not meet its target reduction of 3.0 percent by 2017 and the number of drivers age 20 or younger involved in fatal crashes will increase. However, California anticipates the efforts of the grants chosen for funding to be successful in flattening the increasing trend in the number of drivers age 20 or younger involved in fatal crashes.

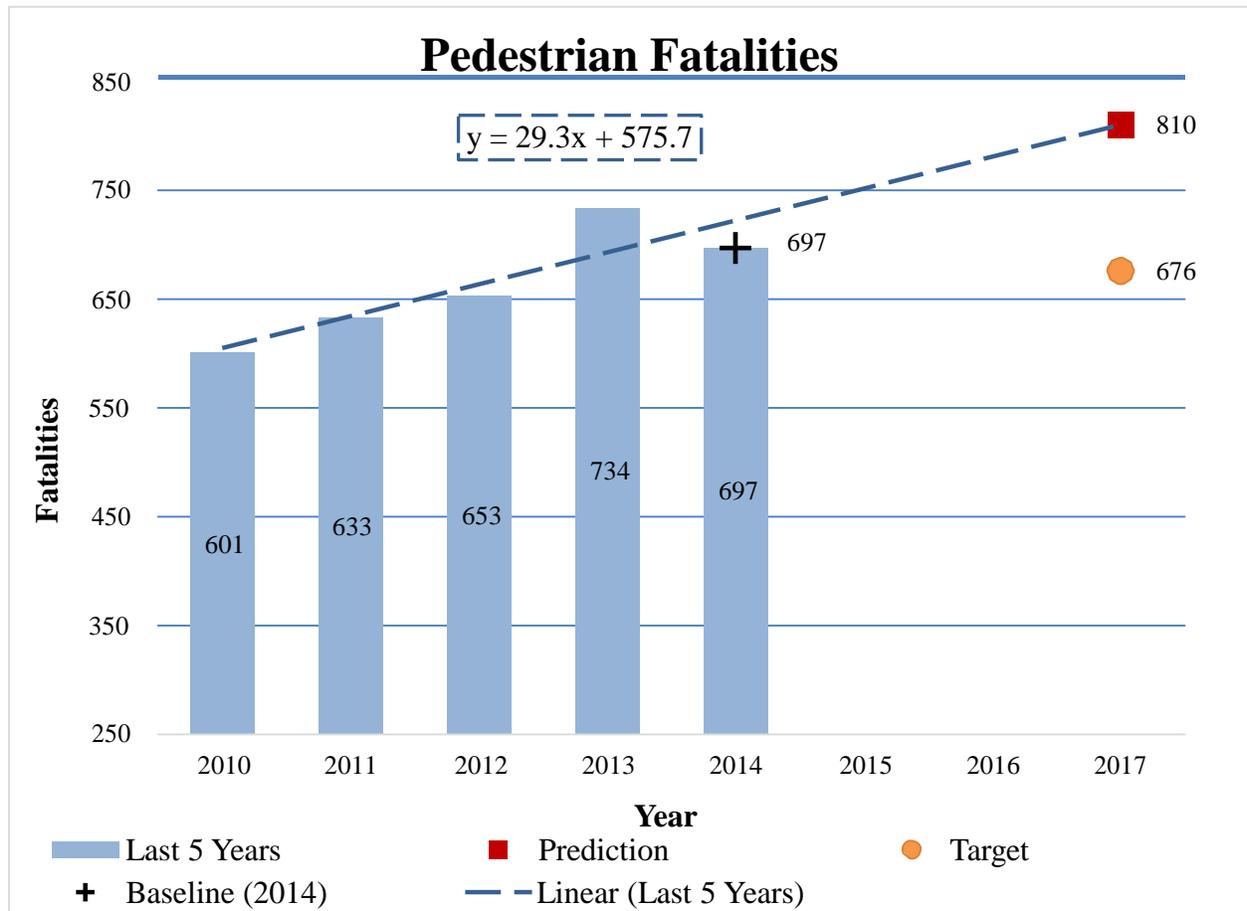


Countermeasures: Funded countermeasures to reduce the number of drivers age 20 or younger involved in fatal crashes will include middle school, high school, and college traffic safety campaigns; CHP supported teen traffic safety programs such as Start Smart, Every 15 Minutes, and Impact Teen Drivers, and ABC enforcement for Shoulder Tap and Minor Decoy operations. For a complete list of countermeasures to reduce the number of drivers age 20 or younger involved in fatal crashes, see page 76, 87, and 132.

### C-10 Pedestrian Fatalities (FARS)

Goal: Reduce pedestrian fatalities 3.0 percent from the 2014 calendar base year of 697 to 676 by December 31, 2017.

Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below indicates California will not meet its target reduction of 3.0 percent by 2017 and the number of pedestrian fatalities will increase. However, California anticipates the efforts of the grants chosen for funding to be successful in flattening the increasing trend in the number of pedestrian fatalities.

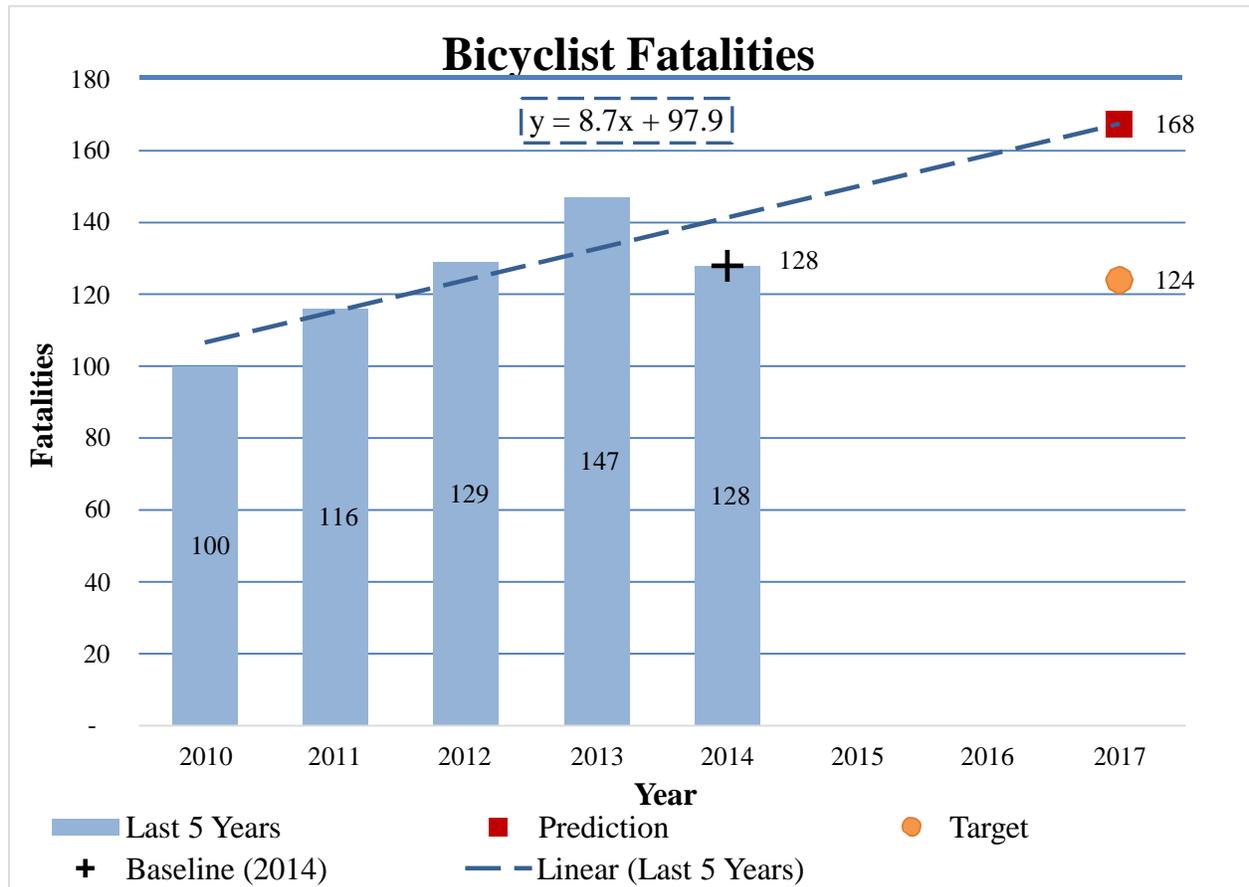


Countermeasures: Funded countermeasures to reduce pedestrian fatalities will include implementing driver and pedestrian safety education and awareness campaigns in multicultural and diverse communities, developing public service announcements (PSAs) and signage to promote pedestrian safety in schools and communities, developing a pedestrian safety program and educational materials specifically for older adults, and conducting extensive engineering analysis for improved pedestrian safety at locations where there are high collision incidences. For a complete list of pedestrian fatalities countermeasures, see page 120.

### C-11 Bicyclist Fatalities (FARS)

Goal: Reduce bicyclist fatalities 3.0 percent from the 2014 calendar base year of 128 to 124 by December 31, 2017.

Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below indicates California will not meet its target reduction of 3.0 percent by 2017 and the number of bicyclist fatalities will increase. However, California anticipates the efforts of the grants chosen for funding to be successful in flattening the increasing trend in the number of bicyclist fatalities.

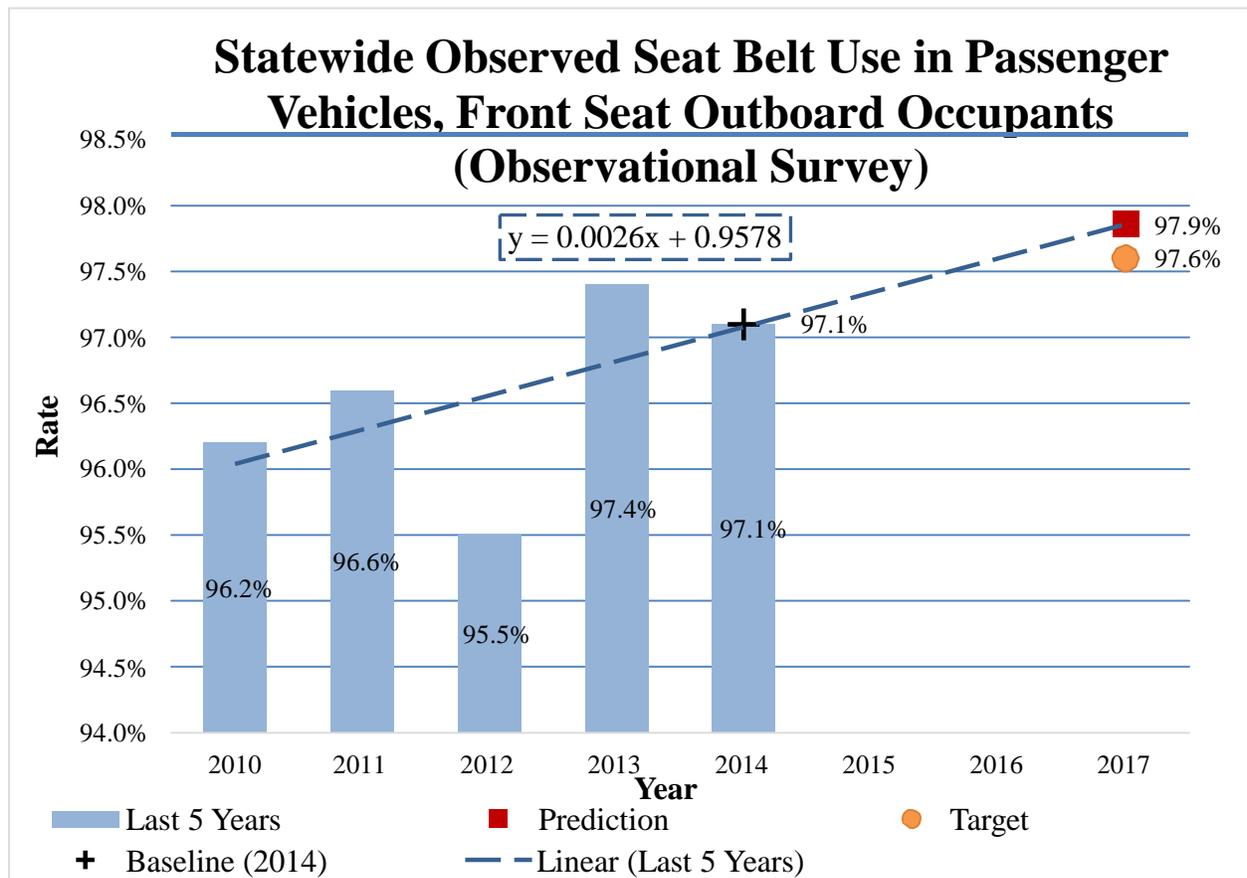


Countermeasures: Funded countermeasures to reduce bicyclist fatalities will include implementing driver and bicyclist safety education and awareness campaigns in multicultural and diverse areas, developing PSAs and signage to promote bicycle safety in schools and communities, funding for certified bicycle instructor training, and funding for adult bicycle safety programs to educate and promote safer bicycling behaviors. For a complete list of bicyclist fatalities countermeasures, see page 120.

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

Goal: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.5 percentage points from the 2014 calendar base year of 97.1 percent to 97.6 percent by December 31, 2017.

Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below indicates California will surpass its target increase of 0.5 percentage points by 2017 and the number of statewide observed seat belt use of front seat outboard occupants in passenger vehicles will increase significantly. However, while usage rates may steadily increase, the rate of increase will most likely lessen because percent increases become smaller as usage approaches 100 percent. Therefore, the performance target increase of 0.5 percentage points was selected to account for this consideration.

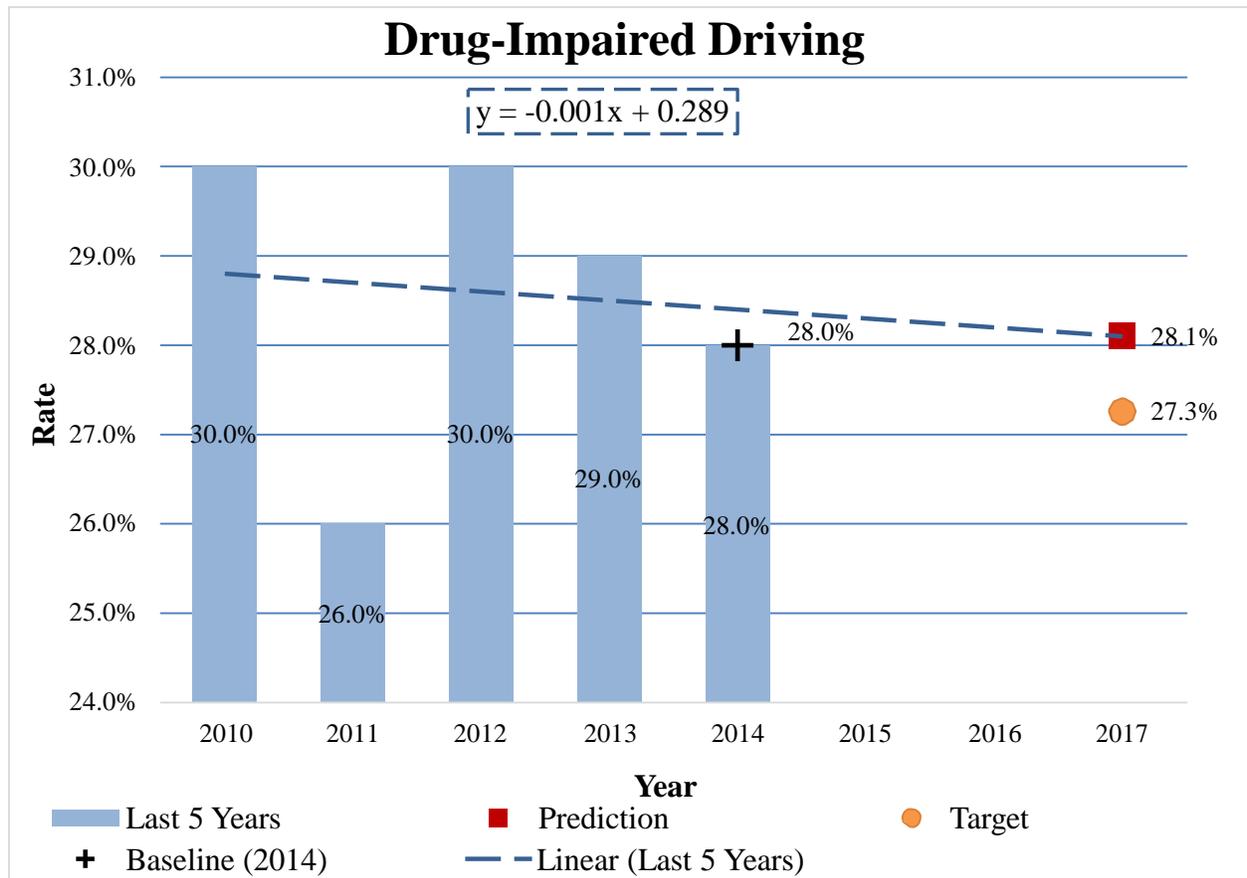


Countermeasures: Funded countermeasures to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic populations, illuminating the “Click It or Ticket” message during NHTSA mobilizations on fixed freeway changeable message signs, and high visibility enforcement during “Click It or Ticket” and “CPS Awareness Week” campaigns. For a complete list of countermeasures to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles, see page 109.

## Drug-Impaired Driving (FARS)

Goal: Reduce the number of California drivers killed in crashes that tested positive for drug involvement 0.7 percentage points from the 2014 calendar base year of 28.0 percent to 27.3 percent by December 31, 2017.

Justification: The performance target was selected by using the 2014 calendar year data as the baseline. The trend below anticipates a slight annual increase if the trend continues. However, California foresees that the grants chosen for funding will enhance this downward trend more aggressively towards the selected target reduction of the number of California drivers killed in crashes that tested positive for drug involvement.

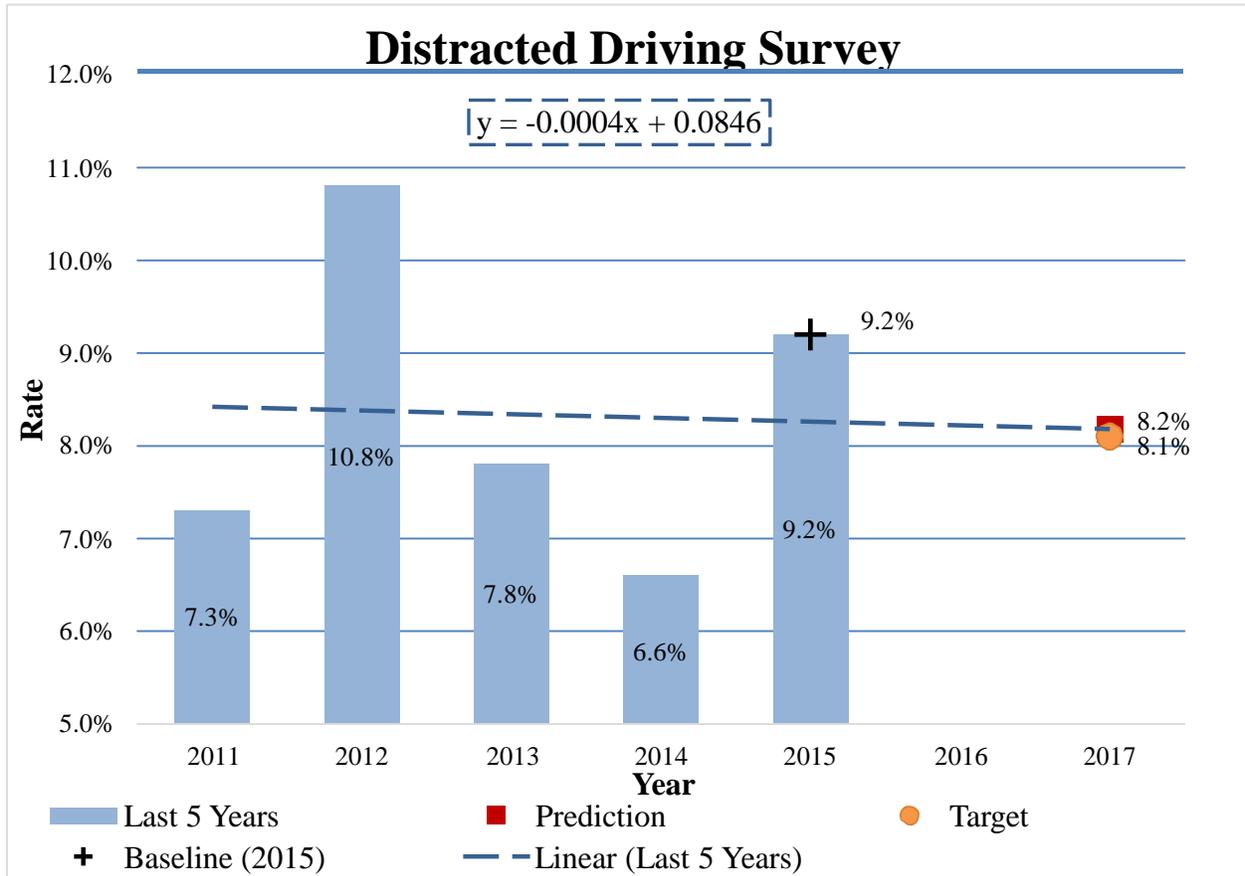


Countermeasures: Funded countermeasures to reduce drug-impaired driving will include convening periodic DUID Roundtable meetings with expert stakeholders, preparing a statewide DUID blueprint, funding a public awareness campaign on the dangers of DUID in English and Spanish, funding educational programming and training for health care and educational professionals, funding ARIDE and Drug Recognition Expert (DRE) training for law enforcement, and funding state-of-the-art drug testing equipment and training for large county laboratories. For a complete list of drug-impaired driving fatalities countermeasures, see page 93.

### Distracted Driving (Survey)

Goal: Reduce the number of California drivers observed using a handheld cell phone or texting 1.1 percentage points from the 2015 calendar base year of 9.2 percent to 8.1 percent by December 31, 2017.

Justification: The performance target was selected by using the 2015 calendar year data as the baseline. The trend below anticipates slight annual reductions if efforts continue. However, California foresees that the grants chosen for funding will enhance this downward trend towards the selected target reduction of the number of California drivers observed using a handheld cell phone or texting.



Countermeasures: Funded countermeasures to reduce the percentage of drivers observed using a handheld cell phone or texting will include conducting traffic safety educational and distracted driving awareness programs in middle schools, high schools, and colleges, funding programs to educate businesses and organizations about the dangers of distracted driving, funding and supporting state and national distracted driving awareness campaigns, and conducting high visibility enforcement during NHTSA mobilizations. For a complete list of countermeasures to reduce the percentage of drivers observed using a handheld cell phone or texting, see page 87.

## **Traffic Records**

Goal: Increase the number of crash reports electronically submitted to the Statewide Integrated Traffic Records System (SWITRS) system 20 percent from the 2015 calendar base year total of 90,447 reports to 108,536 reports by December 31, 2017.

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

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

Goal: Increase participation in the California EMS Information System (CEMSIS) call data collection program (using National EMS Information System (NEMSIS) Version 3.0 software) 9.5 percent from 21 to 23 Local EMS Agencies by December 31, 2017.

Justification: The Emergency Medical Services Authority (EMSA) is adopting national standards for data collection and it is anticipated that all 33 agencies in California will participate by December 31, 2020. (There are more than 1,600 EMS system providers within the 33 local EMS agencies. The performance measure will be revised in the future when EMSA is better able to capture the accurate number of providers instead of agencies.)

### Additional Traffic Safety Measures

Calendar Years					
Additional Activity Measures	2011	2012	2013	2014	2015
Statewide DUI Arrests*	180,212	172,893	160,388	Not Available	Not Available
Statewide DUI Conviction Rate**	73%	74%	Not Available	Not Available	Not Available
Statewide Seat Belt Violation Convictions***	260,073	220,900	193,633	164,970	135,364
Statewide Child Restraint Violation Convictions***	35,365	30,607	27,813	24,400	21,781
Statewide Speeding Convictions***	1,613,877	1,477,208	1,357,683	1,282,881	1,217,790
Hand-held Cell Phone Convictions***	460,487	425,041	399,064	331,312	237,642
Texting Convictions***	14,886	21,059	27,207	29,633	31,492
Hand-held Device by Someone Under Age 18 Convictions***	732	114	89	84	96

Calendar Years					
Additional Outcome Measures	2010	2011	2012	2013	2014
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (SWITRS)	0.84	0.88	0.92	0.94	Not Available
Motor Vehicle Fatalities, Age 16 -19 (FARS)	181	189	180	216	220
Male	124	125	130	141	158
Female	57	64	50	75	62
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	75	78	79	72	91
Male	54	55	65	57	70
Female	21	23	14	15	21
Fatality Rate Per 100,000 Population (FARS)	7.29	7.47	7.79	8.08	7.92
Total Motor Vehicle Injuries (SWITRS)	229,354	225,602	226,544	223,128	Not Available
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	20,531	18,697	19,871	19,146	Not Available
Hit-and-Run Fatal Collisions (FARS)	234	238	226	282	281
Hit-and-Run Injury Collisions (SWITRS)	14,735	14,564	14,629	14,119	Not Available
Hit-and-Run Fatalities (FARS)	251	246	229	296	294
Hit-and-Run Injuries (SWITRS)	19,009	18,801	22,091	18,351	Not Available
Fatal Collisions between 2100-0300 (FARS)	682	723	717	750	800
Injury Collisions between 2100-0300 (SWITRS)	20,474	19,943	20,149	19,615	Not Available
Motor Vehicle Fatalities between 2100-0300 (FARS)	748	801	795	846	863
Motor Vehicle Injuries between 2100-0300 (SWITRS)	29,970	29,239	30,859	28,556	Not Available

Calendar Years					
Alcohol-Impaired Driving	2010	2011	2012	2013	2014
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.24	0.24	0.25	0.27	Not Available
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.34	0.33	0.35	0.34	0.33
Percent of Alcohol-Impaired Driving Fatalities	28%	27%	28%	28%	29%
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	18	16	19	18	20
Male	15	12	17	14	15
Female	3	4	1	3	5
Alcohol-Related Fatalities (at least one driver or non-occupant had a BAC of .01 or greater) (FARS)	1,123	1,121	1,198	1,278	1,274
Alcohol-Related Injuries (SWITRS)	24,343	23,853	23,905	23,178	Not Available
Alcohol Related Injuries Age 16 -19 (SWITRS)	2,458	2232	2,111	1,893	Not Available
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	23	19	21	23	25
Male	19	15	19	19	18
Female	4	4	1	3	6
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	126	143	134	160	147
Male	104	115	115	134	119
Female	22	27	20	27	28

Calendar Years					
Bicycles	2010	2011	2012	2013	2014
Bicyclist Fatalities (FARS)	100	116	129	147	128
Bicyclist Injuries (SWITRS)	12,653	13,606	13,921	13,283	Not Available
Bicyclist Fatalities Under Age 15 (FARS)	4	12	4	4	5
Bicyclist Injuries Under Age 15 (SWITRS)	1,743	1,868	1,834	1,429	Not Available
Unhelmeted Bicyclist Fatalities (FARS)	100	116	129	147	128

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

Calendar Years					
Drug-Impaired Driving	2010	2011	2012	2013	2014
Drivers Killed, Tested Positive for Drugs	30%	26%	30%	Not Available	Not Available

Calendar Years					
Motorcycles	2010	2011	2012	2013	2014
Total Motorcycle Registrations (DMV)	808,634	818,650	832,304	857,624	862,750
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	44	51	54	54	60
Motorcyclist Injuries (SWITRS)	9,969	10,906	11,472	11,946	Not Available
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	88%	94%	93%	92%	95%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	32%	36%	29%	33%	32%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	89	85	98	104	142
Motorcycle Rider (Operator) Fatalities (FARS)	385	387	426	445	501
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	23%	22%	23%	23%	28%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	70%	66%	69%	65%	Not Available
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	57%	57%	56%	55%	Not Available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	24%	24%	20%	14%	Not Available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	15%	17%	25%	27%	Not Available

Calendar Years					
Occupant Protection	2011	2012	2013	2014	2015
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	36%	33%	34%	32%	Not Available
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	Not Conducted	Not Conducted	96.9%	95.2%	96.0%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	34%	42%	43%	38%	Not Available
Child Safety Seat Use Rate (Statewide Observational Survey)	Not Conducted	91.6%	88.5%	90.7%	94.0%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	24	42	31	36	Not Available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,143	5,059	5,644	Not Available	Not Available

<b>Calendar Years</b>					
<b>Pedestrians</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Pedestrian Injuries (SWITRS)	12,668	12,691	13,280	12,331	Not Available
Pedestrian Fatalities Under Age 15 (FARS)	25	28	22	28	24
Pedestrian Injuries Under Age 15 (SWITRS)	2,264	2,153	2,075	1,964	Not Available
Pedestrian Fatalities Age 65 and Older (FARS)	150	153	159	179	183
Pedestrian Injuries Age 65 and Older (SWITRS)	1,229	1,305	1,430	1,376	Not Available

<b>Calendar Years</b>					
<b>Speeding and Aggressive Driving</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Speeding Related Injuries (SWITRS)	71,854	70,653	70,291	70,447	Not Available

\*Department of Justice

\*\*DMV 2014 Annual Report of the California DUI Management Information System

\*\*\*DMV -- Each year, the DUI conviction totals are updated to include the amended and new abstracts for current and previous years. Thus, for the most recent years, these figures will underestimate the final conviction totals.

## **2017 California Traffic Safety Survey**

All states are required to report its annual statewide survey that tracks driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. In July 2017, through an OTS grant, the Safe Transportation Research and Education Center (SafeTREC) will contract with a survey research firm to develop and administer a statewide survey to establish baseline public opinion measures of multiple traffic safety issues as well as various OTS and NHTSA initiated public awareness campaigns.

Intercept interviews (approximately five minutes) will be conducted of approximately 1,300 drivers at 50 gas stations in 13 counties throughout California. The geographical distribution of the counties and the number of surveys conducted at each location will be determined in a manner that will result in a sample population representative of California's driving population distribution throughout the state. The surveys also will be representative of the age and gender distribution of California drivers. The following are the anticipated questions:

1. In your opinion, what are the biggest safety problems on California roadways?
2. In your opinion, what is the most serious distraction for drivers?
3. How often in the past six months have you texted or emailed while driving?
4. How often in the past six months have you talked on a handheld cell phone while driving?
5. How often in the past six months have you talked on a hands-free cell phone while driving?
6. Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?
7. Do you talk less, more or the same amount on a cell phone because of the hands-free law?
8. Have you ever made a driving mistake while talking on a cell phone?
9. What do you think is the likelihood of being ticketed for handheld cell phone use or texting?
10. In the past 6 months, do you recall hearing or seeing any of the following messages? (asked of separate drivers)
  - a. Phone in One Hand, Ticket in the Other
  - b. One Call Could Wreck It All
  - c. Silence the Distraction
  - d. DDVIP (designated driver very important person) Mobile App for Designated Drivers
11. In the past 30 days, did you drive when you thought you had too much alcohol or drugs to drive safely?
12. In the past 30 days, how often have you used a taxi or other ride service when drinking with others or alone?
13. In the past 30 days, how often have you had a designated sober driver, including you?
14. How likely is it for someone to get arrested if they drive drunk?
15. How serious of a problem is driving under the influence of drugs, including marijuana, prescription, and illegal?
16. In the past six months, have you seen or heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?
17. Do you support the use of sobriety/DUI checkpoints?

18. Do you recall hearing or seeing "*Click It or Ticket*" in the past six months?
19. Do you think it's safe to drive 10 miles over the speed limit on freeways?
20. Do you think it's safe to drive 20 miles over the speed limit on freeways?
21. Do you think it's safe to drive five miles over the speed limit on residential streets?
22. What do you think the chances are of getting a ticket if you drive over the speed limit?
23. Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?
24. Think of the times you have BEEN a pedestrian in the last six months. What safety problems did you experience?
25. In the past six months, how often have you ridden a bicycle?
26. In the past six months, how often have you walked in the city, either for exercise/recreation (not including parks or hiking trails) or to a destination (work, store, etc.)?
27. Do you think you would walk in the city more for exercise/recreation (not including parks or hiking trails) or to a destination (work, store, etc.) if you thought it was safer to do so than today?
28. Do you think you would ride a bicycle more in the city if you thought it was safer to do so than today?
29. Of all the deaths on California streets and highways, what percentage do you think involve pedestrians or bicyclists?



# **HIGHWAY SAFETY PROJECTS**

## HIGHWAY SAFETY PROJECTS

The table shown below reflects the amount of funding allocated by program area, excluding Planning and Administration grants.

PROGRAM	PROPOSED (NEW)	AMOUNT	CONTINUATION	TOTAL NEW AND CONTINUATION	TOTAL
Alcohol & Other Drugs	33	\$ 18,106,514		33	\$ 18,106,514
Distracted Driving	4	\$ 2,200,000		4	\$ 2,200,000
Drug Impaired	28	\$ 12,018,616	1	29	\$ 12,018,616
Emergency Medical Services	6	\$ 475,000		6	\$ 475,000
Motorcycle Safety	2	\$ 1,322,770		2	\$ 1,322,770
Occupant Protection	17	\$ 3,681,340		17	\$ 3,681,340
Pedestrian & Bicycle Safety	25	\$ 6,838,349		25	\$ 6,838,349
Police Traffic Services	144	\$ 36,800,362		144	\$ 36,800,362
Traffic Records	12	\$ 6,984,640	1	13	\$ 6,984,640
<b>TOTAL</b>	<b>271</b>	<b>\$88,427,591</b>	<b>2</b>	<b>273</b>	<b>\$ 88,427,591</b>

The table shown below reflects the amount of funding allocated by region, excluding Planning and Administration grants.

OTS Region	Total Funded
Central California Region	\$3,387,157
Central Coast Region	\$2,951,393
Inland Empire Region	\$7,379,122
Los Angeles County Region	\$17,751,522
Multi-Regional and Statewide Grants	\$24,109,666
North Bay Area Region	\$9,937,892
Northern California Region	\$1,229,615
Orange County Region	\$5,919,805
Sacramento Valley and High Sierra Region	\$5,713,164
South Bay/Monterey Region	\$3,892,737
Southern Border Region	\$6,155,518
<b>Total</b>	<b>\$88,427,591</b>

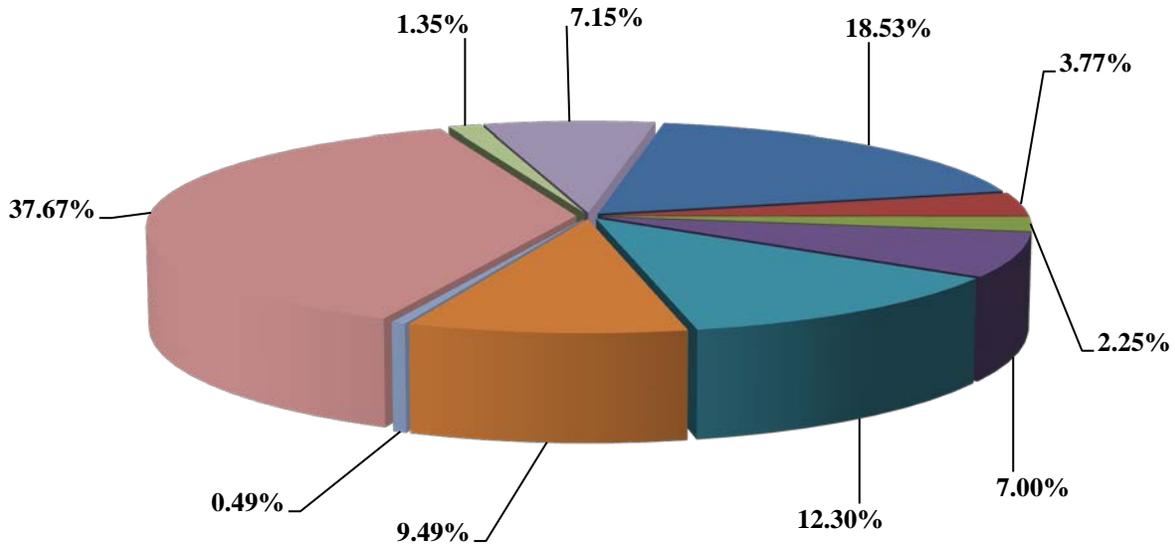


**Proposed Local Grants by County - 229**  
 This map does not include regional or statewide local benefit grants.

## PLANNED FUND DISTRIBUTION

### BY PROGRAM AREA

**\$97,695,827**



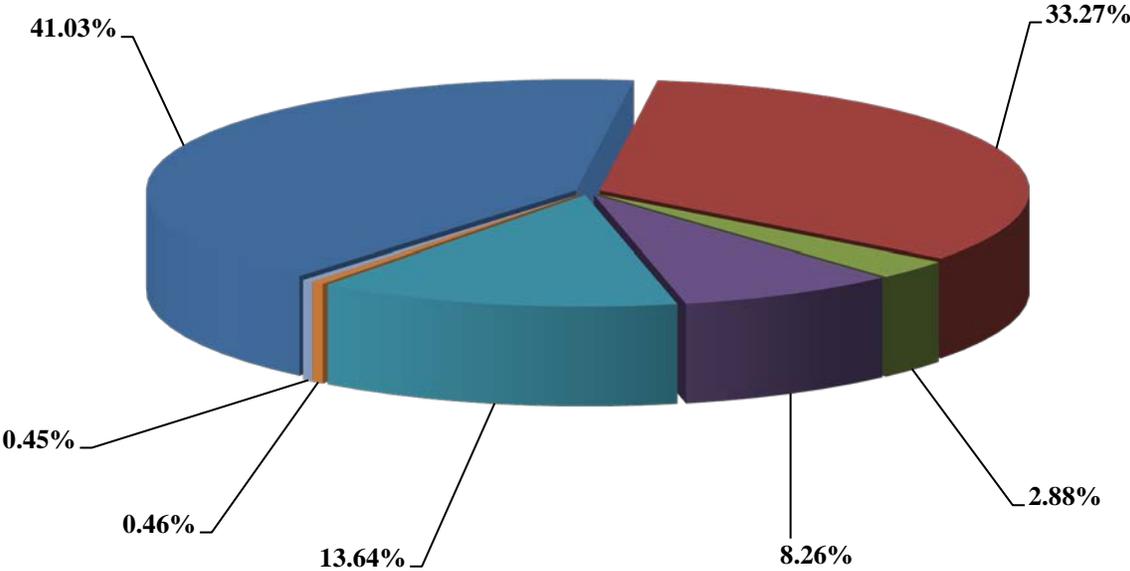
<b>ALCOHOL-IMPAIRED DRIVING</b> 18.53% (\$18,106,514)	<b>OCCUPANT PROTECTION</b> 3.77% (\$3,681,340)
<b>DISTRACTED DRIVING</b> 2.25% (\$2,200,000)	<b>PEDESTRIAN &amp; BICYCLE SAFETY</b> 7.00% (\$6,838,349)
<b>DRUG-IMPAIRED DRIVING</b> 12.30% (\$12,018,616)	<b>PLANNING &amp; ADMINISTRATION</b> 9.49% (\$9,268,236)
<b>EMERGENCY MEDICAL SERVICES</b> 0.49% (\$475,000)	<b>POLICE TRAFFIC SERVICES</b> 37.67% (\$36,800,362)
<b>MOTORCYCLE SAFETY</b> 1.35% (\$1,322,770)	<b>TRAFFIC RECORDS</b> 7.15% (\$6,984,640)

**Note: Bicycle and Pedestrian education, enforcement, and public awareness are also included in the Police Traffic Services program.**

**PLANNED FUND DISTRIBUTION**

**BY FUND TYPE**

**\$97,695,827**

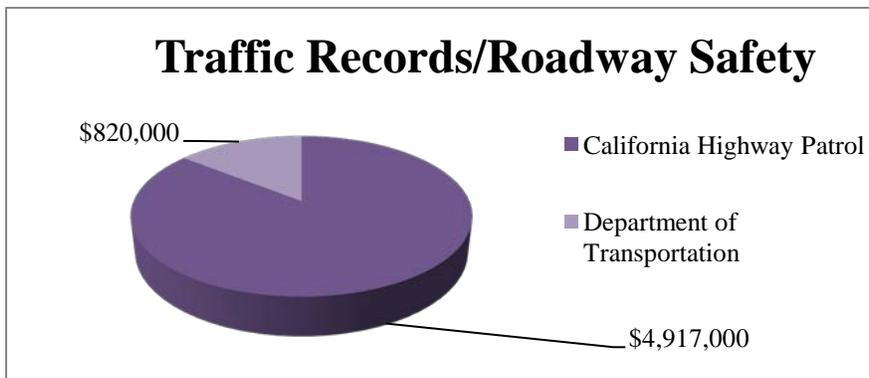
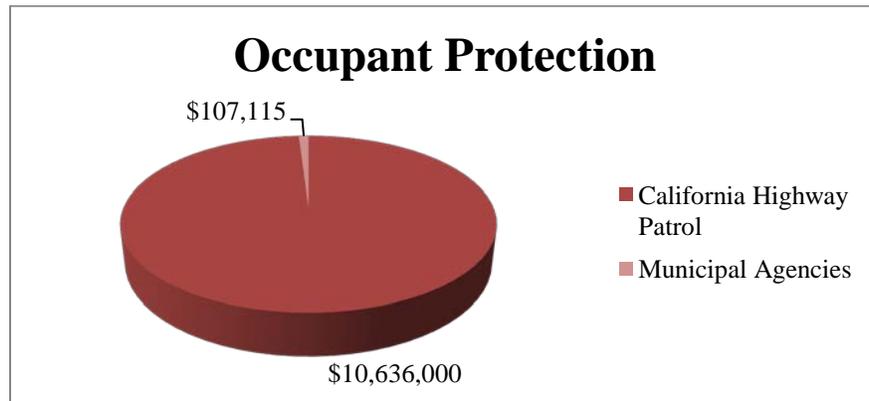
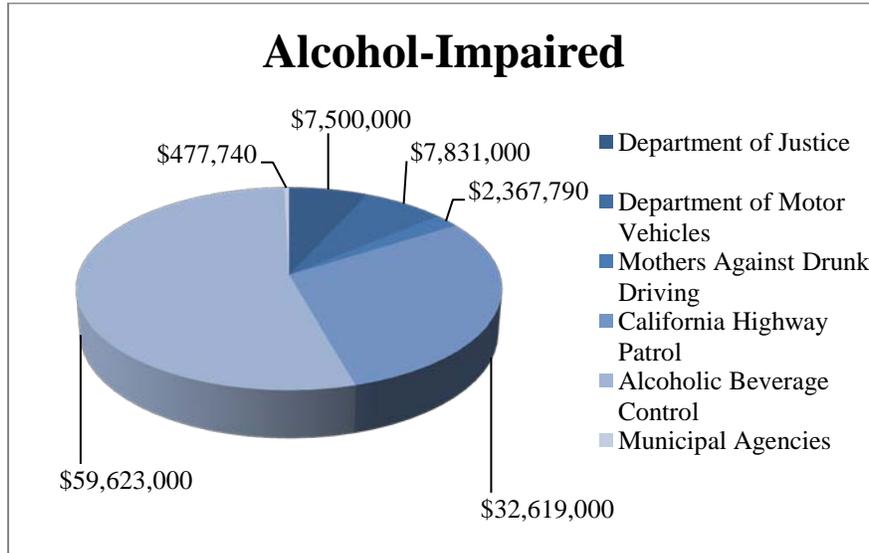


■ 164AL 41.03% (\$40,089,137)	■ 402 33.27% (\$32,505,615)	■ 405b OP 2.88% (\$2,816,373)
■ 405c TR 8.26% (\$8,072,292)	■ 405d AL 13.64% (\$13,880,449)	■ 405f MC 0.46% (\$37,331)
■ 410 0.45% (\$436,420)		

## FUNDING FROM OTHER SOURCES

TOTAL - \$126,898,645

Note: Totals based on estimated expenditures.



## ANTICIPATED PROGRAM FUNDING SOURCES

FUND	2017 ESTIMATED APPROPRIATIONS
<p><b>164 - Minimum Penalties for Repeat Offenders for Driving While Intoxicated</b></p> <p>These funds can be used for alcohol-impaired driving programs and hazard elimination programs.</p>	\$34,000,000
<p><b>402 - State/Community Highway Safety Grant Program</b></p> <p>Section 402 funds are to be used to support the States' Performance Plans, which contain performance goals and performance measures, based on the National Priority Program Areas and other problems identified by the States, and Highway Safety Plans for the implementation of programs that address a wide range of highway safety problems that are related to human factors and the roadway environment and that contribute to the reduction of crashes, deaths, and injuries resulting thereof. Section 402 enhances States' programs by providing resources to start up new, more effective projects; by catalyzing or accelerating State programs to address major safety issues with well-planned strategies; and by leveraging additional State and local investment in highway safety.</p>	\$25,000,000
<p><b>405b - Occupant Protection Grants</b></p> <p>The purpose of this program is to encourage States to adopt and implement occupant protection laws and programs to reduce highway deaths and injuries from individuals riding unrestrained in motor vehicles.</p>	\$4,200,000
<p><b>405c - State Traffic Safety Information System Improvements Grants</b></p> <p>The purpose of this program is to support State efforts to improve the data systems needed to help identify priorities for Federal, State and local highway and traffic safety programs, to link intra-state data systems, and to improve the compatibility and interoperability of these data systems with national data systems and the data systems of other States for highway safety purposes, such as enhancing the ability to analyze national trends in crash occurrences, rates, outcomes and circumstances.</p>	\$3,700,000
<p><b>405d - Impaired Driving Countermeasures Grants</b></p> <p>Funding under this program includes high visibility impaired driving enforcement, prosecution and adjudication outreach, blood alcohol concentration (BAC) testing, high risk drivers, DUI courts, underage drinking prevention, administrative license suspension and revocation, and self-sustaining impaired driving prevention.</p>	\$13,300,000
<p><b>405f - Motorcyclist Safety Grants</b></p> <p>States may qualify for this funding by meeting two of six grant criteria: Motorcycle Rider Training Courses; Motorcyclists Awareness Program; Reduction of Fatalities and Crashes Involving Motorcycles; Impaired Driving Program; Reduction of Fatalities and Collisions Involving Impaired Motorcyclists; and Use of Fees Collected from Motorcyclists for Motorcycle Programs.</p>	\$4,100,000
<b>TOTAL</b>	<b>\$84,300,000</b>

**POLITICAL SUBDIVISION PARTICIPATION  
IN STATE HIGHWAY SAFETY PROGRAM  
FEDERAL FISCAL YEAR 2017  
HIGHWAY SAFETY PLAN**

402 State and Community Highway Safety				
	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
New Grants	\$16,697,618	\$0	\$15,882,297	\$32,579,915
Continuations	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$16,623,318</b>		<b>\$15,882,297</b>	<b>\$32,505,615</b>
	<b>51.14%</b>		<b>48.86%</b>	<b>100.00%</b>
164AL Minimum Penalties for Repeat Offenders for Driving While Intoxicated				
	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
New Grants	\$25,369,597	\$0	\$14,719,540	\$40,089,137
Continuations	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$25,369,597</b>		<b>\$14,719,540</b>	<b>\$40,089,137</b>
	<b>63.28%</b>		<b>36.72%</b>	<b>100.00%</b>
164AL / 402				
	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
<b>Combined</b>	<b>\$41,992,915</b>	<b>\$0</b>	\$30,601,837	\$72,594,752
<b>Total</b>	<b>\$41,992,915</b>		<b>\$30,601,837</b>	<b>\$72,594,752</b>
	<b>57.85%</b>		<b>42.15%</b>	<b>100.00%</b>
*Includes the Planning and Administration grants.				

NOTES:

-At least 40 percent of the total federal annual obligation limitations for Section 402 and 164 funds must be used by or for the benefit of political subdivisions of the State.

-These amounts are estimated and are subject to change.

**PROGRAM COST SUMMARY  
AND  
LIST OF PROJECTS**

HIGHWAY SAFETY PROGRAM COST SUMMARY

STATE: CALIFORNIA

NUMBER: 2017-00

DATE: 10/1/2016

PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS			FEDERAL SHARE TO LOCAL
			PREVIOUS BALANCE	INCREASE/DECREASE	CURRENT BALANCE	
164-AL-17	40,089,137.00	TBD				25,369,597.00
SUBTOTAL	40,089,137.00	0.00				25,369,597.00
164-HE-16	0.00	TBD				0.00
SUBTOTAL	0.00	0.00				0.00
402-AL-17	67,795.00	0.00				62,000.00
402-DD-17	2,022,951.00	0.00				0.00
402-EM-17	519,410.00	0.00				475,000.00
402-MC-17	930,369.00	0.00				188,267.00
402-OP-17	765,443.00	483,825.00				0.00
402-PA-17	1,203,152.00	0.00				0.00
402-PM-17	750,000.00	0.00				0.00
402-PS-17	7,480,867.00	0.00				3,038,349.00
402-PT-17	18,765,628.00	0.00				12,859,702.00
		0.00				0.00
SUBTOTAL	32,505,615.00	483,825.00				16,623,318.00
405b-17	2,816,373.00	TBD				1,696,310.00
SUBTOTAL	2,816,373.00	0.00				1,696,310.00
405d-17	13,328,659.00	TBD				9,888,109.00
SUBTOTAL	13,328,659.00	0.00				9,888,109.00
405f-17	447,331.00	TBD				0.00
SUBTOTAL	447,331.00	0.00				0.00
410-17	436,420.00	TBD				400,000.00
SUBTOTAL	436,420.00	0.00				400,000.00
405c-17	8,072,292.00	TBD				836,000.00
SUBTOTAL	8,072,292.00	0.00				836,000.00
Total NHTSA	97,695,827.00	483,825.00	0.00	0.00	0.00	54,813,334.00
Total FHWA	0.00	0.00	0.00	0.00	0.00	0.00
Total NHTSA & FHWA	97,695,827.00	483,825.00	0.00	0.00	0.00	54,813,334.00

STATE OFFICIAL AUTHORIZED SIGNATURE:

NAME:

TITLE:

DATE:

*[Handwritten Signature]*  
 \_\_\_\_\_  
 Director  
*May 31, 2016*

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:

NAME:

TITLE:

DATE:

Effective Date:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
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**LIST OF ALL FEDERAL FISCAL YEAR (FFY) 2017 GRANTS**

<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
AL1701	Butte County	164AL	\$195,686
AL1702	Contra Costa County	164AL	\$350,000
AL1703	Fresno County	164AL	\$376,082
AL1704	Kern County	164AL	\$143,500
AL1705	Los Angeles County	164AL	\$340,000
AL1706	Placer County	164AL	\$90,617
AL1707	Sacramento County	164AL	\$460,000
AL1708	San Bernardino County	164AL	\$498,395
AL1709	San Diego County	164AL	\$560,000
AL1710	San Joaquin County	164AL	\$153,734
AL1711	Santa Barbara County	164AL	\$145,000
AL1712	Solano County	164AL	\$290,000
AL1713	Tulare County	164AL	\$175,000
AL1714	California Department of Alcohol Beverage Control	164AL	\$400,000
AL1715	California Department of Alcohol Beverage Control	164AL	\$1,700,000
AL1716	California Department of Motor Vehicles	164AL	\$159,000
AL1717	California Highway Patrol	164AL	\$350,000
AL1718	California Highway Patrol	164AL	\$1,600,000
AL1719	California Highway Patrol	164AL	\$500,000
AL1720	California Highway Patrol	164AL	\$5,500,000
AL1721	Contra Costa County	164AL	\$324,000
AL1722	Elk Grove	402AL	\$62,000
AL1723	Monterey County	164AL	\$449,000
AL1725	Sacramento County	164AL	\$185,500
AL1726	Sacramento County	164AL	\$192,000
AL1727	San Joaquin County	164AL	\$750,000
AL1728	San Luis Obispo County	164AL	\$82,000
AL1729	San Luis Obispo County	164AL	\$95,000
AL1730	Santa Cruz County	164AL	\$200,000
AL1731	Shasta County	405b OP	\$150,000
AL1732	The Regents of the University of California, Berkeley Campus	164AL	\$985,000
AL1733	Tulare County	405d AL	\$320,000
AL1734	University of California, San Diego	164AL	\$325,000
		<b>Subtotal</b>	<b>\$18,106,514</b>

<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
DD1701	California Department of Transportation	402PM	\$750,000
DD1702	California Highway Patrol	402DD	\$400,000
DD1704	California Highway Patrol	402DD	\$600,000
DD1706	University of California, San Diego	402DD	\$450,000
		<b>Subtotal</b>	<b>\$2,200,000</b>

Grant	Agency	Fund	Amount
DI1627	California Department of Justice	405d AL	\$0
DI1701	Fresno County	405d AL	\$566,153
DI1702	Kern County	405d AL	\$443,441
DI1703	Los Angeles	405d AL	\$296,166
DI1704	Los Angeles County	405d AL	\$848,432
DI1705	Monterey County	405d AL	\$582,803
DI1706	Orange County	405d AL	\$1,078,782
DI1707	Placer County	405d AL	\$334,938
DI1708	Riverside County	405d AL	\$624,712
DI1709	Sacramento County	405d AL	\$702,522
DI1710	San Bernardino County	405d AL	\$207,924
DI1711	San Diego	405d AL	\$287,610
DI1712	San Diego County	405d AL	\$646,088
DI1713	San Francisco City/County	405d AL	\$172,048
DI1714	Solano County	405d AL	\$220,559
DI1715	Sonoma	405d AL	\$249,291
DI1716	Stanislaus County	405d AL	\$194,478
DI1717	Ventura County	405d AL	\$382,123
DI1718	Yolo County	405d AL	\$178,369
DI1719	California Department of Motor Vehicles	405d AL	\$88,336
DI1720	California Highway Patrol	405d AL	\$2,000,000
DI1721	Los Angeles County	410	\$400,000
DI1722	Orange County	405d AL	\$64,000
DI1723	Riverside	405d AL	\$100,000
DI1724	University of California, Irvine	405d AL	\$238,571
DI1725	Ventura County	405d AL	\$86,270
DI1726	Ventura County	405d AL	\$200,000
		405d PM	\$50,000
DI1727	Kern County	405d AL	\$450,000
DI1728	Marin County	405d AL	\$325,000
		<b>Subtotal</b>	<b>\$12,018,616</b>

Grant	Agency	Fund	Amount
EM1701	Alpine Fire Protection District	402EM	\$35,000
EM1702	Calaveras County	402EM	\$105,000
EM1703	Cathedral City	402EM	\$20,000
EM1704	Imperial	402EM	\$35,000
EM1705	Rescue Fire Protection District	402EM	\$175,000
EM1706	Tuolumne County	402EM	\$105,000
		<b>Subtotal</b>	<b>\$475,000</b>

Grant	Agency	Fund	Amount
MC1701	California Highway Patrol	402MC	\$724,503
		405f PM	\$410,000
MC1702	San Francisco City/County	402MC	\$188,267
		<b>Subtotal</b>	<b>\$1,322,770</b>

Grant	Agency	Fund	Amount
OP1701	Butte County	405b OP	\$118,800
OP1702	California Department of Public Health	405b OP	\$488,650
OP1703	California Highway Patrol	402OP	\$700,000
		405b OP	\$100,000
OP1704	California State University, Fresno	405b OP	\$296,380
OP1705	Los Angeles	405b OP	\$309,500
OP1706	Pomona	405b OP	\$149,000
OP1707	Riverside County	405b OP	\$230,000
OP1708	Sacramento County	405b OP	\$131,000
OP1709	San Diego County	405b OP	\$155,000
OP1710	San Joaquin County	405b OP	\$100,000
OP1711	San Luis Obispo County	405b OP	\$61,572
OP1712	Santa Cruz County	405b OP	\$33,938
OP1713	Stanislaus County	405b OP	\$113,000
OP1714	Tehama County	405b OP	\$69,500
OP1715	Yuba County	405b OP	\$75,000
OP1716	California Highway Patrol	402PT	\$150,000
OP1717	University of California, San Diego	402DD	\$400,000
		<b>Subtotal</b>	<b>\$3,681,340</b>

Grant	Agency	Fund	Amount
PA1701	California Office of Traffic Safety	164AL	\$3,350,540
PA1702	California Office of Traffic Safety	402AL	\$5,795
		402DD	\$172,951
		402EM	\$44,410
		402MC	\$17,599
		402OP	\$65,443
		402PA	\$1,203,152
		402PS	\$642,518
		402PT	\$1,669,749
PA1703	California Office of Traffic Safety	405b OP	\$235,033
PA1704	California Office of Traffic Safety	405c TR	\$673,652
PA1705	California Office of Traffic Safety	405d AL	\$1,113,643
PA1706	California Office of Traffic Safety	405f MC	\$37,331
PA1707	California Office of Traffic Safety	410	\$36,420
		<b>Subtotal</b>	<b>\$9,268,236</b>

Grant	Agency	Fund	Amount
PS1701	Bakersfield	402PS	\$28,300
PS1702	California Highway Patrol	402PS	\$1,400,000
PS1703	Kern County	402PS	\$25,000
PS1704	Lancaster	402PS	\$100,000
PS1705	Lompoc Fire Department	402PS	\$25,000
PS1706	Long Beach	402PS	\$49,784
PS1707	Monterey	402PS	\$74,000

Grant	Agency	Fund	Amount
PS1708	Monterey County	402PS	\$192,521
PS1709	Orange County	402PS	\$50,000
PS1710	Pasadena	402PS	\$145,000
PS1711	Riverside County	402PS	\$125,850
PS1712	Sacramento	402PS	\$125,425
PS1713	Sacramento County	402PS	\$142,801
PS1714	San Diego	402PS	\$232,820
PS1715	San Leandro	402PS	\$134,000
PS1716	Santa Ana	402PS	\$92,480
		402PM	\$65,520
PS1717	Santa Cruz County	402PS	\$118,160
PS1719	Sonoma County	402PS	\$50,000
PS1720	Tehama County	402PS	\$47,260
PS1721	The Regents of the University of California, Berkeley Campus	402PS	\$2,000,000
PS1722	Vista	402PS	\$63,000
PS1723	San Luis Obispo County	402PS	\$151,428
PS1724	The Regents of the University of California, Berkeley Campus	402PS	\$400,000
PS1725	Southern California Association of Governments (SCAG)	402PS	\$500,000
PS1726	Los Angeles	402PS	\$500,000
		<b>Subtotal</b>	<b>\$6,838,349</b>

Grant	Agency	Fund	Amount
PT1701	Anaheim	164AL	\$313,761
		402PT	\$222,691
PT1702	Arcadia	164AL	\$35,000
		402PT	\$35,000
PT1703	Azusa	164AL	\$35,000
		402PT	\$65,000
PT1704	Bakersfield	164AL	\$283,000
		402PT	\$101,000
		405c TR	\$31,000
PT1705	Baldwin Park	164AL	\$30,000
		402PT	\$40,000
PT1706	Bell	164AL	\$35,000
		402PT	\$35,000
PT1707	Bell Gardens	164AL	\$35,000
		402PT	\$35,000
PT1708	Berkeley	164AL	\$150,000
		402PT	\$115,000
PT1709	Brea	164AL	\$45,000
		402PT	\$25,000
PT1710	Brentwood	164AL	\$40,000
		402PT	\$30,000
PT1711	Burbank	164AL	\$50,000
		402PT	\$50,000

Grant	Agency	Fund	Amount
PT1712	Burlingame	164AL	\$35,000
		402PT	\$35,000
PT1713	California Highway Patrol	402PT	\$555,000
PT1714	California Highway Patrol	402PT	\$111,177
PT1715	California Highway Patrol	402PT	\$150,000
PT1716	California Highway Patrol	402PT	\$275,000
PT1717	California Highway Patrol	402PT	\$2,000,000
PT1718	California Highway Patrol	164AL	\$175,000
		402PT	\$175,000
PT1719	California Highway Patrol	402PT	\$100,000
PT1720	Carlsbad	164AL	\$65,000
		402PT	\$35,000
PT1721	Cathedral City	164AL	\$10,000
		402PT	\$90,000
PT1722	Chino	164AL	\$75,000
		402PT	\$40,000
PT1723	Chula Vista	164AL	\$200,000
		402PT	\$130,000
PT1724	Citrus Heights	164AL	\$105,000
		402PT	\$40,000
PT1725	Clovis	164AL	\$35,000
		402PT	\$35,000
PT1726	Concord	164AL	\$120,000
		402PT	\$80,000
PT1727	Corona	164AL	\$55,000
		402PT	\$45,000
PT1728	Costa Mesa	164AL	\$115,500
		402PT	\$49,500
PT1729	Culver City	164AL	\$25,000
		402PT	\$45,000
PT1730	Daly City	164AL	\$45,000
		402PT	\$25,000
PT1731	Downey	164AL	\$200,000
		402PT	\$100,000
PT1732	El Cajon	164AL	\$86,000
		402PT	\$84,000
PT1733	El Centro	164AL	\$40,000
		402PT	\$30,000
PT1734	El Monte	164AL	\$80,000
		402PT	\$80,000
PT1735	Elk Grove	164AL	\$112,000
		402PT	\$78,000
PT1736	Escondido	164AL	\$180,000
		402PT	\$100,000
		405c TR	\$30,000

Grant	Agency	Fund	Amount
PT1737	Eureka	164AL	\$40,000
		402PT	\$30,000
PT1738	Fairfield	164AL	\$100,000
		402PT	\$75,000
PT1739	Folsom	164AL	\$60,000
		402PT	\$40,000
		405c TR	\$30,000
PT1740	Fontana	164AL	\$135,000
		402PT	\$115,000
PT1741	Fountain Valley	164AL	\$43,500
		402PT	\$57,000
		405d AL	\$10,500
PT1742	Fremont	164AL	\$65,000
		402PT	\$55,000
PT1743	Fresno	164AL	\$275,000
		402PT	\$175,000
PT1744	Fullerton	164AL	\$181,712
		402PT	\$88,228
		405d AL	\$130,060
PT1745	Garden Grove	164AL	\$135,000
		402PT	\$115,000
PT1746	Gardena	164AL	\$45,000
		402PT	\$30,000
PT1747	Gilroy	164AL	\$35,000
		402PT	\$35,000
PT1748	Glendale	164AL	\$120,000
		402PT	\$156,700
		405d AL	\$18,300
PT1749	Glendora	164AL	\$40,000
		402PT	\$30,000
PT1750	Hawthorne	164AL	\$70,000
		402PT	\$45,000
PT1751	Hayward	164AL	\$70,000
		402PT	\$50,000
PT1752	Hemet	164AL	\$80,000
		402PT	\$30,000
PT1753	Huntington Beach	164AL	\$413,910
		402PT	\$169,090
PT1754	Huntington Park	164AL	\$40,000
		402PT	\$30,000
PT1755	Indio	164AL	\$45,000
		402PT	\$25,000
PT1756	Inglewood	164AL	\$150,000
		402PT	\$100,000
PT1757	Irvine	164AL	\$205,000
		402PT	\$125,000

Grant	Agency	Fund	Amount
PT1758	La Habra	164AL	\$70,000
		402PT	\$70,000
PT1759	La Mesa	164AL	\$40,000
		402PT	\$30,000
PT1760	Laguna Beach	164AL	\$35,000
		402PT	\$35,000
PT1761	Livermore	164AL	\$55,000
		402PT	\$55,000
PT1762	Lodi	164AL	\$100,000
		402PT	\$30,000
PT1763	Lompoc	164AL	\$35,000
		402PT	\$40,000
		405c TR	\$25,000
PT1764	Long Beach	164AL	\$145,000
		402PT	\$255,000
PT1765	Los Angeles	164AL	\$3,137,300
		402PT	\$1,166,000
		405d AL	\$96,700
PT1766	Los Angeles County	164AL	\$1,135,000
		402PT	\$810,000
PT1767	Manteca	164AL	\$35,000
		402PT	\$35,000
PT1768	Menlo Park	164AL	\$40,000
		402PT	\$30,000
PT1770	Milpitas	164AL	\$50,000
		402PT	\$50,000
PT1771	Modesto	164AL	\$207,315
		402PT	\$218,749
PT1772	Monrovia	164AL	\$30,000
		402PT	\$42,000
PT1773	Montclair	164AL	\$45,000
		402PT	\$25,000
PT1774	Montebello	164AL	\$50,000
		402PT	\$50,000
PT1775	Monterey Park	164AL	\$20,000
		402PT	\$60,000
		405c TR	\$91,000
PT1776	Mountain View	164AL	\$35,000
		402PT	\$35,000
PT1777	Murrieta	164AL	\$65,000
		402PT	\$45,000
PT1778	Napa	164AL	\$60,000
		402PT	\$40,000

Grant	Agency	Fund	Amount
PT1779	National City	164AL	\$30,000
		402PT	\$40,000
PT1780	Newport Beach	164AL	\$150,000
		402PT	\$100,000
PT1781	Novato	164AL	\$40,000
		402PT	\$30,000
PT1782	Oakland	164AL	\$469,000
		402PT	\$284,350
PT1783	Oceanside	164AL	\$118,400
		402PT	\$80,000
		405d AL	\$11,600
PT1784	Ontario	164AL	\$215,000
		402PT	\$130,000
PT1785	Orange	164AL	\$203,300
		402PT	\$100,000
		405d AL	\$6,700
PT1786	Orange County	164AL	\$270,000
		402PT	\$240,000
PT1787	Oxnard	164AL	\$200,000
		402PT	\$127,460
		405d AL	\$2,540
PT1788	Palm Springs	164AL	\$80,000
		402PT	\$30,000
PT1789	Pasadena	164AL	\$180,745
		402PT	\$149,255
PT1790	Petaluma	164AL	\$35,000
		402PT	\$45,000
PT1791	Pittsburg	164AL	\$40,000
		402PT	\$30,000
PT1792	Placentia	164AL	\$40,000
		402PT	\$30,000
PT1793	Pomona	164AL	\$200,000
		402PT	\$130,000
PT1794	Porterville	164AL	\$45,000
		402PT	\$25,000
PT1795	Redding	164AL	\$95,000
		402PT	\$70,000
PT1796	Redlands	164AL	\$75,000
		402PT	\$40,000
PT1797	Redondo Beach	164AL	\$60,000
		402PT	\$40,000
PT1798	Redwood City	164AL	\$60,000
		402PT	\$50,000
PT1799	Rialto	164AL	\$80,000
		402PT	\$50,000
		405c TR	\$64,000

Grant	Agency	Fund	Amount
PT17100	Richmond	164AL	\$60,000
		402PT	\$30,000
PT17101	Riverside	164AL	\$200,000
		402PT	\$220,000
PT17102	Riverside County	164AL	\$605,000
		402PT	\$465,000
PT17103	Sacramento	164AL	\$300,145
		402PT	\$322,482
PT17104	Sacramento County	164AL	\$55,000
		402PT	\$35,000
PT17105	Salinas	164AL	\$50,000
		402PT	\$55,000
PT17106	San Bernardino	164AL	\$300,000
		402PT	\$130,000
PT17107	San Bernardino County	164AL	\$190,000
		402PT	\$140,000
PT17108	San Diego	164AL	\$911,360
		402PT	\$474,640
PT17109	San Diego County	164AL	\$145,000
		402PT	\$105,000
PT17110	San Francisco City/County	164AL	\$80,000
		402PT	\$145,000
PT17111	San Gabriel	164AL	\$35,000
		402PT	\$35,000
		405c TR	\$60,000
PT17112	San Jose	164AL	\$150,000
		402PT	\$150,000
PT17113	San Luis Obispo	164AL	\$35,000
		402PT	\$35,000
PT17114	San Mateo	164AL	\$60,000
		402PT	\$60,000
PT17115	San Rafael	164AL	\$35,000
		402PT	\$35,000
		405c TR	\$30,000
PT17116	San Ramon	164AL	\$35,000
		402PT	\$35,000
PT17117	Santa Ana	164AL	\$274,500
		402PT	\$125,500
PT17118	Santa Barbara	164AL	\$150,000
		402PT	\$100,000
PT17119	Santa Barbara County	164AL	\$35,000
		402PT	\$35,000
		405c TR	\$25,000

Grant	Agency	Fund	Amount
PT17120	Santa Maria	402PT	\$110,000
		164AL	\$155,000
		405c TR	\$28,000
PT17121	Santa Monica	164AL	\$125,000
		402PT	\$175,000
PT17122	Santa Rosa	164AL	\$198,635
		402PT	\$139,057
PT17123	Signal Hill	164AL	\$45,000
		402PT	\$25,000
PT17124	Simi Valley	164AL	\$60,000
		402PT	\$40,000
PT17125	South Gate	164AL	\$75,000
		402PT	\$40,000
PT17126	South San Francisco	164AL	\$45,000
		402PT	\$25,000
PT17127	Stockton	164AL	\$250,000
		402PT	\$200,000
PT17128	Sunnyvale	164AL	\$35,000
		402PT	\$45,000
PT17129	The Regents of the University of California, Berkeley Campus	402PT	\$720,000
PT17130	Torrance	164AL	\$160,000
		402PT	\$100,000
PT17131	Tracy	164AL	\$40,000
		402PT	\$30,000
PT17132	Turlock	164AL	\$55,000
		402PT	\$55,000
PT17133	Tustin	402PT	\$55,000
		164AL	\$80,000
PT17134	Upland	164AL	\$64,000
		402PT	\$64,000
PT17135	Vacaville	164AL	\$65,000
		402PT	\$35,000
PT17136	Vallejo	164AL	\$80,000
		402PT	\$40,000
PT17137	Ventura	164AL	\$75,000
		402PT	\$60,000
PT17138	Ventura County	164AL	\$180,000
		402PT	\$120,000
PT17139	Vernon	164AL	\$40,000
		402PT	\$30,000
PT17140	Visalia	164AL	\$130,000
		402PT	\$90,000
PT17141	Walnut Creek	164AL	\$35,000
		402PT	\$35,000
PT17142	West Covina	164AL	\$65,000
		402PT	\$60,000

Grant	Agency	Fund	Amount
PT17143	West Sacramento	164AL	\$35,000
		402PT	\$35,000
PT17144	Whittier	164AL	\$85,000
		402PT	\$80,000
PT17145	Yuba City	164AL	\$45,000
		402PT	\$45,000
		<b>Subtotal</b>	<b>\$36,800,362</b>

Grant	Agency	Fund	Amount
TR1615	Los Angeles	405c TR	\$3,000,000.00
TR1701	California Department of Public Health	405c TR	\$450,000
TR1702	California Department of Transportation	405c TR	\$370,000
TR1703	California State Polytechnic University, Pomona	405c TR	\$145,640
TR1704	Emergency Medical Services Authority	405c TR	\$220,000
TR1705	Emergency Medical Services Authority	405c TR	\$1,200,000
TR1706	Emergency Medical Services Authority	405c TR	\$308,000
TR1708	Redwood City	405c TR	\$422,000
TR1709	The Regents of the University of California, Berkeley Campus	405c TR	\$90,000
TR1710	The Regents of the University of California, Berkeley Campus	405c TR	\$250,000
TR1711	The Regents of the University of California, Berkeley Campus	405c TR	\$164,000
TR1712	The Regents of the University of California, Berkeley Campus	405c TR	\$190,000
TR1713	The Regents of the University of California, Berkeley Campus	405c TR	\$175,000
		<b>Subtotal</b>	<b>\$6,984,640</b>
		<b>TOTAL</b>	<b>\$97,695,827</b>



# **EQUIPMENT LIST**

## EQUIPMENT LIST

Grant	Agency	Equipment	Fund
EM1701	Alpine Fire Protection District	1 Extrication System @ \$35,000	402EM
PT1701	Anaheim	1 Utility Trailer @ \$7400	402PT
PT1703	Azusa	1 Motorcycle @ \$27,000	402PT
PT1704	Bakersfield	1 Automated Citation System @ \$31,000	405c TR
EM1702	Calaveras County	2 Extrication Systems @ \$31,000 each	402EM
PT1714	California Highway Patrol	1 3D Laser Scanning System @ \$105,620	402PT
PT1717	California Highway Patrol	5 Radar Trailers @ \$12,500 each	402PT
PT1721	Cathedral City	1 Motorcycle @ \$35,000	402PT
EM1703	Cathedral City	1 Spreader @ \$10,000 1 Cutter @ \$10,000	402EM
PT1724	Citrus Heights	1 DUI Trailer @ \$35,000	164AL
AL1721	Contra Costa County	24 Evidential Breath Testing Devices @ \$12,126 each 1 Data Management System @ \$16,312	164AL
PT1731	Downey	1 Motorcycle @ \$28,000	402PT
TR1704	Emergency Medical Services Authority	1 Server @ \$220,000	405c TR
PT1736	Escondido	1 Automated Citation System @ \$30,000	405c TR
PT1739	Folsom	1 Automated Citation System @ \$30,000	405c TR
PT1748	Glendale	1 3D Laser Scanning System @ \$35,000	402PT
EM1704	Imperial	1 Extrication System @ \$26,000 1 Extrication System @ \$9,000	402EM
PT1757	Irvine	2 Changeable Message Sign Trailers with Radar @ \$17,500 each	402PT
PT1758	La Habra	1 Changeable Message Sign Trailer with Radar @ \$18,000	402PT
PT1762	Lodi	1 DUI Trailer @ \$31,000	164AL
PT1763	Lompoc	1 Traffic Collision Database System @ \$25,000	405c TR
PT1765	Los Angeles	1 DUI Trailer @ \$32,000	164AL
DI1721	Los Angeles County	1 Liquid Chromatograph Tandem Mass Spectrometer @ \$400,000	410
PT1772	Monrovia	1 Changeable Message Sign Trailer with Radar @ \$12,000	402PT
PT1775	Monterey Park	1 Changeable Message Sign Trailer with Radar @ \$20,000 1 Automated Citation System @ \$61,000 1 Traffic Collision Database System @ \$30,000	402PT 405c TR
PT1782	Oakland	5 Motorcycles @ \$35,000 each	402PT
PT1785	Orange	1 DUI Trailer @ \$35,000	164AL
PT1787	Oxnard	2 Motorcycles @ \$35,000 each	402PT
PT1790	Petaluma	2 Radar Trailers @ \$9,500 each	402PT
TR1708	Redwood City	70 Electronic Citation Devices @ \$6,028 each	405c TR
EM1705	Rescue Fire Protection District	1 Extrication System @ \$32,000 1 Extrication System @ \$28,900 2 Extrication Systems @ \$26,150 each 1 Extrication System @ \$18,100 1 Rope Kit @ \$19,000 1 Combi-Tool System @ \$10,600	402EM
PT1799	Rialto	1 Changeable Message Sign Trailer with Radar @ \$20,000 1 Automated Citation System @ \$64,000	402PT 405c TR
PT17100	Richmond	1 DUI Trailer @ \$29,000	164AL
PT17102	Riverside County	1 Traffic Collision Reconstruction System @ \$30,000	402PT
PT17103	Sacramento	2 Motorcycles @ \$32,500 each 1 Radar Trailer @ \$7,000	402PT
AL1725	Sacramento County	7 Evidential Breath Testing Devices @ \$13,300 each 1 Gas Chromatograph Instrument @ \$76,000	164AL

Grant	Agency	Equipment	Fund
PT17106	San Bernardino	1 Traffic Collision Reconstruction System @ \$30,000	402PT
		1 Light Tower Trailer @ \$15,000	164AL
PT17107	San Bernardino County	4 Light Tower Trailers @ \$9,000 each	164AL
		1 Radar Trailer @ \$7,500	402PT
PT17108	San Diego	2 Portable Evidential Breath Testing Devices @ \$8,500 each	164AL
PT17111	San Gabriel	1 Traffic Collision Database System @ \$60,000	405c TR
AL1729	San Luis Obispo County	1 Gas Chromatograph Instrument @ \$80,220	164AL
PT17114	San Mateo	1 Changeable Message Sign Trailer with Radar @ \$25,000	402PT
PT17115	San Rafael	1 Automated Citation System @ \$30,000	405c TR
PT17116	San Ramon	1 Utility Trailer @ \$9,350	402PT
PT17118	Santa Barbara	1 DUI Trailer @ \$18,000	164AL
PT17119	Santa Barbara County	1 Traffic Collision Database System @ \$25,000	402PT
PT17120	Santa Maria	1 Changeable Message Sign Trailer with Radar @ \$20,000	402PT
		1 Automated Citation System @ \$28,000	405c TR
PT17121	Santa Monica	1 Changeable Message Sign Trailer with Radar @ \$20,000	402PT
PT17124	Simi Valley	1 Radar Speed Data Tracking Device @ \$14,000	402PT
		1 Utility Trailer @ \$8,000	164AL
PT17130	Torrance	2 Changeable Message Sign Trailers with Radar @ \$20,000 each	402PT
EM1706	Tuolumne County	1 Extrication System @ \$20,500	402EM
		1 Extrication System @ \$25,850	
		1 Extrication System @ \$13,350	
		2 Combi-Tool Systems @ \$9,800 each	
		1 Spreader @ \$6,500	
PT17132	Turlock	1 Changeable Message Sign Trailer with Radar @ \$20,000	402PT
		1 Speed Feedback Sign @ \$8,000	
PT17133	Tustin	1 DUI Trailer @ \$25,000	164AL
		1 Traffic Collision Reconstruction System @ \$36,000	402PT
PT17136	Vallejo	1 DUI Trailer @ \$30,000	164AL



**PROGRAM AREA GRANTS  
AND  
HIGHWAY SAFETY STRATEGIES**

## **PROGRAM PLANNING AND ADMINISTRATION**

### **PROGRAM OVERVIEW**

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

- Identifying the state's most significant traffic safety problems.
- Prioritizing problems and developing methods for the distribution of funds.
- Developing the HSP and APR.
- Recommending individual grants to be funded.
- Developing planned grants.
- Conducting risk assessments.
- Monitoring grants.
- Evaluating accomplishments.
- Preparing a variety of program and grant reports.
- Conducting Grant Performance Reviews.
- Contracting with the DOF to conduct subrecipient compliance audits.
- Increasing public awareness and community support.
- Participating in SHSP challenge area meetings, various traffic safety committees, and task forces.
- Generally promoting and coordinating traffic safety in California.
- Creating public awareness campaigns and providing staff and spokespersons for all annual national campaigns, e.g., *Drive Sober or Get Pulled Over*, *National Distracted Driving Awareness Month*, *Pedestrian Safety*, etc.
- Providing regional fiscal and operations trainings to all applicable grant personnel annually.
- Conducting workshops on OTS grant funding at several different conferences each year.
- Testing, implementing, and training for an automated grant management system.

### **Current Staff**

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

## **Training**

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

- **Managing Highway Safety Programs** - This training course provided by the Transportation Safety Institute (TSI) in Oklahoma provides vital training to program coordinators on planning, managing, and evaluation of traffic safety programs. The training covers a vast array of timely issues including enforcement, legislation, partnerships, deterrence, occupant protection, impaired driving, motorcycle, and speed, with an emphasis on research and best practices.
- **Managing NHTSA Grant Funds** - This training course provided by TSI provides program coordinators with in-depth knowledge on the regulations and guidance that applies to the funding of highway safety programs. Emphasis is placed on State and Federal oversight responsibilities and on discussion of common noncompliance issues from monitoring activities.
- **Virtual Live E-Learning Courses** – These courses provided by TSI provide an effective e-learning, web-based training environment from the convenience of the OTS office. Courses emphasize a comprehensive approach in the management of specific program areas and provide program coordinators the training to better facilitate, support, coordinate, and manage such programs. Topics addressed may include motorcycle safety, pedestrian and bicycle safety, and older driver safety.
- **Skills Building Workshops** - Various brief workshop sessions designed to build skills may be scheduled. These may include writing, team building, analytical skills, contracting, presentation skills, etc. Attendance at these workshops will result in improved job performance.
- **Computer Training Courses** - Courses designed to provide OTS staff with the knowledge necessary to operate the software programs installed on our computer system may be offered. Attendance at the courses will increase knowledge in operating skills for all users and provide the system administrator and backup administrator with the skills to maintain and support the computer system.
- **Program and Grant Specific Workshops/Seminars** - A number of program specific training sessions are supported or planned by 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.
- **Leadership Development** - This training will enhance the quality of leadership within an individual or an organization. Through these programs, the OTS management team will acquire strategies, techniques, and knowledge to motivate, inspire, and increase performance within the organization.

## **Goals and Performance Measures**

It is the goal of the Planning and Administration program to provide the management, supervision, and support services for the activities necessary to operate the traffic safety program in the State of California. The performance measures to support this goal include:

- Developing a coordinated HSP to submit to the CalSTA Secretary by June 1, 2016 and to NHTSA by July 1, 2016.
- Providing documentation on qualifications for special funded incentive programs.
- Developing, coordinating, monitoring, and administratively evaluating traffic safety grants identified in the HSP.
- Submitting the APR to the CalSTA Secretary by December 1, 2016, and to NHTSA by January 1, 2017.
- Utilizing all available means for improving and promoting the California traffic safety program.

## TASKS

### Task 1 - Operation of the Program

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

In accordance with 23 CFR 1252.5 (c)(3)(d), OTS is requesting NHTSA approval to continue charging the Associate Accounting Analyst position and related costs to a combination of planning, administrative, and program management functions. Main responsibilities include: reviewing all grant agreements to verify budgeted amounts are reasonable and allowable; subrecipient audit reports conducted by the DOF; and monitoring reports to ensure fiscal issues are properly documented and that corrective action is taken within six months.

In addition, OTS is requesting NHTSA approval to continue charging the Database Administrator position (typically at the Associate Information Systems Analyst classification but could be another classification) to a combination of planning and administrative and program management functions. Main responsibilities include: administering grant management database systems; compiling and analyzing grant program/financial data and traffic safety data; developing grant system user interfaces; and managing small projects to automate grant management processes.

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

A contracted Project Manager (PM) acquired by the means of a Memorandum of Understanding with the California Department of Technology will support the implementation of an automated Grant Management System. The PM will provide project management for all aspects of the project including but not limited to the areas of Integration, Scope, Time, Cost, Quality, Resource, Communications, Risk, Procurement, and Project Closeout. The PM will facilitate the necessary scoping, planning, coordination, direction, governance and project management best practices necessary for successful project implementation.

**DETAIL FOR PLANNING AND ADMINISTRATION COSTS**

PERSONNEL COSTS	\$ 3,279,199	
TRAVEL EXPENSES	\$ 70,000	
CONTRACTUAL SERVICES	\$ 1,750,564	
EQUIPMENT	\$ 31,000	
OTHER DIRECT COSTS	\$ 465,066	
INDIRECT COSTS	\$ 656,232	
		<hr/>
TOTAL OTS BUDGET		\$ 6,252,061
LESS: STATE SHARE		\$ (483,825)
FEDERAL SHARE		<hr/> <b>\$ 5,768,236</b>
LESS: AMOUNT CHARGEABLE TO PROGRAM AREAS	\$ 4,565,084	
PUBLIC INFORMATION CAMPAIGNS	\$ 3,500,000	
		<hr/>
<b>TOTAL: FEDERAL SHARE OF PSP 17-PA</b>		<b>\$ 1,203,152</b>

<u>FUNDING</u>	<u>PROBLEM SOLUTION PLAN (PSP)</u>	<u>COST</u>	<u>PERCENT</u>
17-164AL	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$ 1,896,509	41.54%
17-402AL	State/Community Highway Safety Grant Program	\$ 3,280	0.07%
17-402DD	State/Community Highway Safety Grant Program	\$ 97,896	2.14%
17-402EM	State/Community Highway Safety Grant Program	\$ 25,137	0.55%
17-402MC	State/Community Highway Safety Grant Program	\$ 9,962	0.22%
17-402OP	State/Community Highway Safety Grant Program	\$ 37,043	0.81%
17-402PM	State/Community Highway Safety Grant Program	\$ -	0.00%
17-402PS	State/Community Highway Safety Grant Program	\$ 363,685	7.97%
17-402PT	State/Community Highway Safety Grant Program	\$ 945,129	20.70%
17-410	Alcohol Impaired Driving Countermeasures Incentive Grants	\$ 20,615	0.45%
17-405b OP	National Priority Safety Programs	\$ 133,036	2.91%
17-405c TR	National Priority Safety Programs	\$ 381,307	8.35%
17-405d AL	National Priority Safety Programs	\$ 630,356	13.81%
17-405f MC	National Priority Safety Programs	\$ 21,130	0.46%
		<hr/> <b>\$ 4,565,084</b>	<b>100.00%</b>

## **PUBLIC RELATIONS, ADVERTISING AND MARKETING**

### **PROGRAM OVERVIEW**

OTS has one full-time staff person – an Assistant Director of Marketing and Public Affairs – who oversees media relations and public relations for traffic safety issues and initiatives for the entire state of California and a marketing contract that assists the OTS in directing media buys, marketing activities and public awareness campaign planning and execution, video and audio public service announcement (PSA) production, media event planning, print, and graphic materials.

### **OTS Goals**

- Continue and increase efforts to aggressively pursue successful local, regional, and statewide traffic safety media relations, public awareness, and social norming campaigns that have an impact on behavioral change, foster positive relationships, and create effective traffic safety education and outreach programs.
- Include safe driving messages in all campaigns, so that incidents of traffic collisions will result in fewer injuries and more lives saved.
- Support the OTS mission of reducing traffic deaths, injuries and economic losses in all public relations, advertising and marketing efforts.

### **Countermeasures and Strategies**

- Local and Regional Media: Work directly with OTS subrecipients in the development of media related materials, coordination of events, materials for public consumption, and specialty articles for publication – all designed to garner increased earned media and positive public awareness of traffic safety messages. Work directly with media outlets to be the first and primary resource for accurate, timely, and expert information on traffic safety issues.
- Current Campaigns: Activities surrounding three primary, specific, intensive and dated campaigns, which include December DUI Crackdown, Distracted Driving Awareness Month, and Pedestrian Safety. Providing on-going, year-round activities which support the three primary campaigns. Providing activities to limited campaigns, including: “Click It or Ticket,” Child Passenger Safety Week, Sports and Entertainment Venue Marketing, and several smaller but significant campaigns such as children left in cars, DUI around certain traditional celebration dates, seasonal and weather related driving, and other national safety days and weeks.
- Advertising/Marketing: OTS Public Affairs enlists the assistance of local, statewide and national media in anti-DUI and anti-distracted driving campaigns and initiatives; and pedestrian safety issues. Enhance media reach by partnering with NHTSA, CHP, Caltrans, DMV, ABC, CDPH, non-governmental organizations, and law enforcement agencies throughout the state. Leverage paid media expenditures to gain additional bonus/free marketing opportunities.
- All campaigns and strategies include marketing to underserved segments of California’s population.

### **ACTION PLAN**

The OTS marketing, public relations, media relations, and public affairs effort will focus on generating earned media and utilizing paid media for a wide and deep variety of traffic safety initiatives. This will be accomplished similar to previous years, through targeted DUI, distracted driving, and expanded pedestrian safety campaigns and through active grants – all designed toward lowering the mileage death rate. A new campaign aimed at the issues surrounding pedestrian safety was undertaken in FFY 2016 as a pilot project in a single media market. The extensive pre- and post-campaign research confirmed the efficacy of the approach and is allowing for further refinement of the messaging and tactics. It will be expanded to a wider audience in more media markets in FFY 2017. The effort includes providing increased media assistance to local subrecipients on proven and new,

innovative programs and continuing to target under-represented groups, target audiences, and the general population with traffic safety messages.

OTS Public Affairs will be utilizing a public relations and advertising contractor in support of many of these initiatives. The contractor assists OTS in campaign development, media buys, advertising services, graphic design, publication production, and various other marketing activities that are designed to assist the State in creating awareness of traffic safety programs and initiatives and reach its goal of reducing fatalities and injuries due to traffic crashes.

While emphasizing the program areas mentioned above, OTS will persist with efforts to keep additional problem areas such as motorcycle safety, CPS, seat belts, drug-impaired driving, EMS, aging road users, aggressive driving, and teen drivers in the public eye.

## **TASKS**

### Task 1 - Public Relations

#### Statewide Campaigns

OTS Public Affairs will spearhead several key public awareness campaigns during FFY 2017. Key campaigns will include California's December Holiday DUI Crackdown, Pedestrian Safety, and Distracted Driving (also see Paid Advertising), "*Click It or Ticket*," Child Passenger Safety Week, Motorcycle Safety Month, and DUI enforcement campaigns around other major holiday periods: Memorial Day, Independence Day, and Labor Day weekends, as well as St. Patrick's Day, Cinco de Mayo, and Halloween celebration periods.

All campaigns will rely heavily upon earned media to educate Californians about safe driving practices, including distracted driving, seat belt use, child passenger safety, pedestrian safety and impaired driving. Moving forward, OTS will also continue to expand partnerships with CHP, the DMV, Caltrans, ABC and other state and federal agencies on various programs and campaigns.

#### Partnerships

OTS has an established track record of developing successful partnerships to raise awareness of important traffic safety issues. OTS partners represent a variety of community groups; traffic safety industry representatives; local, regional and state government agencies; as well as general business and industry organizations.

Public/Private partnerships are very important to OTS's long-term planning. These partnerships are designed to augment resources, extend outreach to diverse audiences and at-risk communities, and extend marketing opportunities. Past and current partners have supported teen anti-DUI programs, December DUI Crackdown, year-round DUI efforts, child passenger safety, safety belt use, distracted driving, and bicycle and pedestrian issues, to name a few. OTS will build upon existing partnerships and forge new alliances to support and facilitate the distribution of its traffic safety messages, as well as its own training seminars, meetings, and community events.

#### OTS Website and Social Media

Subrecipients, law enforcement agencies, and other traffic safety stakeholders are increasingly reliant on the OTS website for topical information on everything from grant application information to new data on a plethora of traffic safety subjects. The news media and researchers are using the OTS site as a valued resource.

The website is geared to the needs of its primary audiences. Potential and current subrecipients make up the bulk of those visiting the site, with media, researchers, stakeholders, and the general public following along successively. The site was formatted with this usage in mind.

An update to the website to enhance both its functionality and appearance was successfully performed during FFY 2016, with refinements, enhancements and additions continuing.

OTS joined in the social media revolution by inaugurating the OTS Facebook presence - [www.facebook.com/CaliforniaOTS](http://www.facebook.com/CaliforniaOTS) - in December of 2009. The use and growth of the OTS Facebook presence has been overwhelmingly positive, with phenomenal growth to a current level of nearly 34,000 "likes" even after the

Facebook changes which culled nearly 4,000 from the roles. The monthly rate of impressions varies greatly depending on whether we are in an actively promoted campaign, but has reached as high as 60 million. It serves as an agency information and public engagement presence for OTS. This social media platform allows OTS to communicate with all California motorists with real-time updates, life saving resources and engaging applications. The site is updated nearly daily with news, engaging posts, videos, photos, contests, polls, Smartphone apps, links and more. 2017 will see Facebook continued growth as a major communication medium, particularly with our target demographics.

In March 2010, OTS expanded its social media presence with the advent of a dedicated OTS YouTube Channel - <http://www.youtube.com/user/californiaots> - featuring videos ranging from California state agency produced PSAs to crash victim videos to special OTS produced videos solely for social media, to appropriate videos from other organizations.

In late 2011, OTS initiated a presence on Twitter - [http://twitter.com/#!/OTS\\_CA](http://twitter.com/#!/OTS_CA), which expanded in 2014 to a dedicated DUI “DDVIP” campaign account, <https://twitter.com/DDvipCA>. Near daily “tweets” provide engaging and often informative communications have grown the sites to over 8,600 followers. Both OTS and DDVIP opened Instagram in 2015 for more visual interactivity.

All of the current OTS presences on social media are seen as a necessary and highly strategic door into the under-35 demographic that is most at risk on our roadways. We will continue to utilize them heavily in 2017 and beyond. In addition, OTS will continuously monitor the ever-changing universe of social media, evaluating current strategies while staying mindful of what new technologies may be beneficial in the future.

#### Media Relations

Bringing together expert resources in media relations, public affairs and community outreach, OTS Public Affairs offers an array of services, including: media relations, marketing, event logistics, creative writing, and campaign management. In 2017, OTS Public Affairs will be continuing its successful targeted outreach to major media representatives to expand its role as the primary source for traffic safety information in the state.

OTS Public Affairs is a “one-stop shop” resource for all of its subrecipients, whether organizing a media event or assisting in garnering earned media through press releases, press events and the placement of specialty stories or op/eds. OTS works with subrecipients when needed to foster positive relations with the media covering their traffic safety programs.

#### Subrecipient Support

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

#### Task 2 - Paid Advertising

During 2017, OTS will be using paid media for the December DUI Crackdown, Distracted Driving, and Pedestrian Safety campaigns.

OTS Public Affairs will receive comprehensive reports from its marketing, advertising, and public affairs contractor after each campaign detailing all aspects of the campaigns and listing actual audience impressions. OTS and subrecipients track press coverage generated by campaigns.

**FFY 2017 Campaigns**

<b>Campaign</b>	<b>Amount</b>
Distracted Driving	\$550,000
DUI Crackdown	\$750,000
Pedestrian Safety	\$1,000,000
Other Program Areas	\$20,000
<b>Total</b>	<b>\$2,320,000</b>
Note: Funds to be determined upon payment	

The following table reflects grants active in FFY 2017 with paid media in their budgets:

**FFY 2017 Grants with Paid Media**

<b>Grant</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
DI1726	Ventura	Drug-Impaired Driving	\$50,000
DD1701	California Department of Transportation	Slow for the Cone Zone	\$750,000
MC1701	California Highway Patrol	Motorcycle Safety	\$410,000
PS1716	Santa Ana	Pedestrian and Bike Safety	\$65,520
PS1725	Southern California Association of Governments	Pedestrian and Bike Safety	\$350,000
<b>Total</b>			<b>\$1,625,520</b>

Task 3 - Marketing

OTS has an extensive, year-round effort in place to produce and place as much “public service” materials as possible in the media. For FFY 2017 this will come in the form of television and radio public service announcements. Although there is no cost for airing and displaying the media, there are solicitation, production and distribution costs. This marketing had a paid media equivalent of over \$6 million in 2015. The messaging is impaired driving and distracted driving.

In addition to any paid advertising, both the three primary campaigns and efforts in support of the other problem areas will receive support by way of experiential marketing, public relations and direct outreach efforts.

**FFY 2017 Marketing**

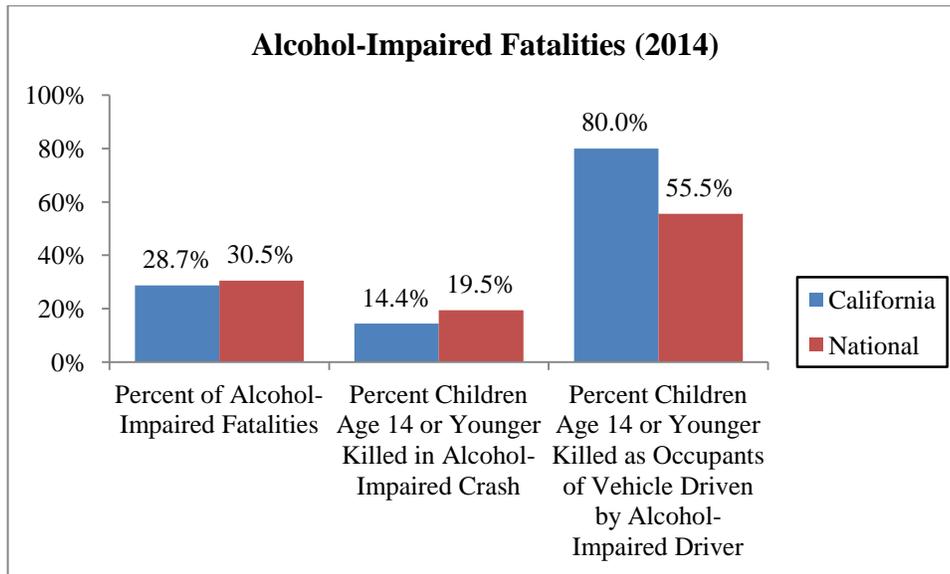
<b>Program</b>	<b>Amount</b>
Alcohol and Drug Impairment	\$750,000
Pedestrian Safety	\$600,000
Distracted Driving	\$650,000
Other Program Areas	\$144,000
PSA Production, Placement and Solicitation	\$36,000
<b>Total</b>	<b>\$2,180,000</b>
Note: Funds to be determined upon payment	

# ALCOHOL-IMPAIRED DRIVING

## PROBLEM IDENTIFICATION AND DATA ANALYSIS

### National

On the national level, 32,675 people died in traffic crashes in 2014 in the United States. Nearly one-third of those fatalities (30.5 percent) were killed in alcohol-impaired driving crashes involving a vehicle driver or a motorcycle operator with a blood alcohol concentration (BAC) of .08 grams per deciliter (g/dL) or higher. In 2014, the 21 to 24 age group represented the highest percentage of drivers in fatal crashes with BAC levels of .08 or higher at 30 percent of total alcohol-impaired fatalities. A total of 1,070 children age 14 and younger were killed in motor vehicle collisions in 2014. Of those 1,070 child fatalities, 209, or 19.5 percent, occurred in alcohol-impaired driving crashes. Out of those 209 deaths, 116 children, or 55.5 percent of child fatalities in alcohol-impaired crashes, were occupants of a vehicle with a driver who had a BAC level of .08 or higher. Another 30 children, or 14.4 percent of child fatalities in alcohol-impaired crashes, were pedestrians or bicyclists who were struck by drivers with a BAC of .08 or higher. Alcohol intoxication plays a significant role in traffic safety concerns. Regardless of race, age, gender or socio-economic background, irresponsible alcohol use is a major factor in the number of annual fatal and injury traffic collisions. According to NHTSA, drivers at a breath alcohol level of 0.08 percent, the legal limit in every state, were about four times more likely to crash than sober drivers.



### California

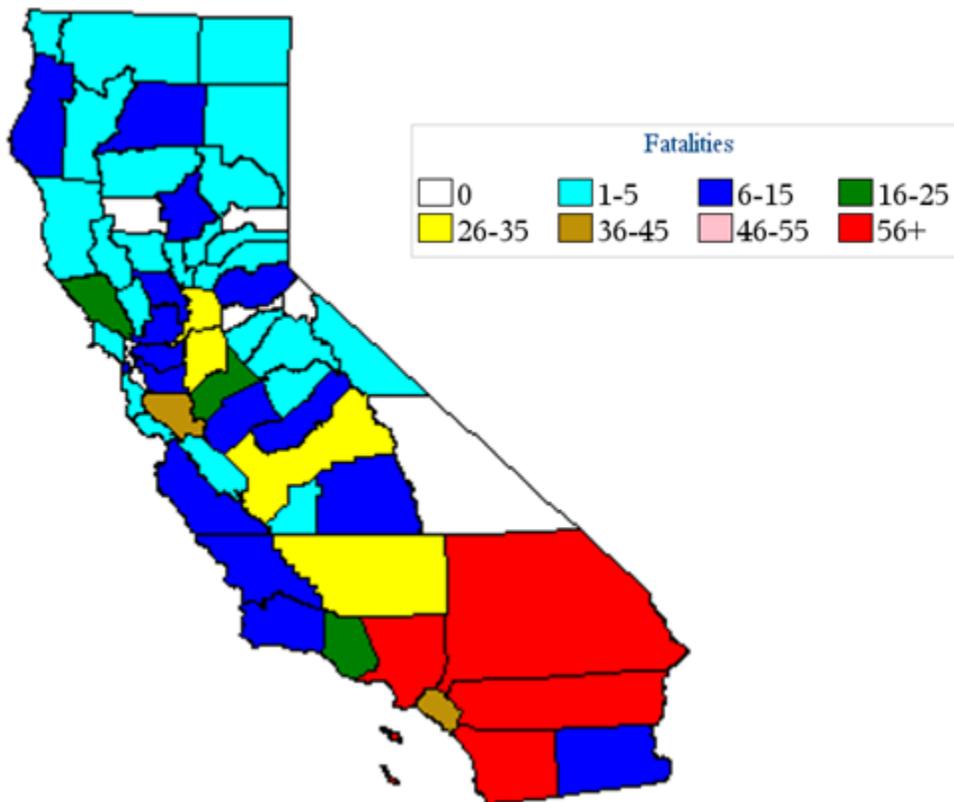
Alcohol plays a major role in a host of other traffic safety concerns. Impaired drivers are less likely to use seatbelts, and more likely to speed or be distracted. Furthermore, according to Statewide Integrated Traffic Records System (SWITRS) 2004-2013, alcohol is involved in 27 percent of pedestrian fatalities, 15 percent of bicycle fatalities, as well as 36 percent of roadway departure and head-on crash fatalities.

In California, 28.7 percent of total fatalities are due to alcohol-impaired driving, which is better than the national average of 30.5 percent. In over two-thirds of the alcohol-impaired driving fatalities in California, the driver of the vehicles had a BAC of .15 or greater. In 2014, the 21 to 24 age group represented 17.0 percent, or 150, of the victims in driver-impaired fatal crashes with BAC levels of .08 or higher. In 2014, a total of 104 children age 14 and younger were killed in motor vehicle collisions. Of those 104 fatalities, 15, or 14.4 percent, occurred in alcohol-impaired driving crashes. Out of those 15 child fatalities, 12, or 80 percent, were occupants of a vehicle with a driver who had a BAC level of .08 or higher.

With regard to repeat offenders, the 2014 Department of Motor Vehicles (DMV) Driving Under the Influence (DUI) Management Information System (MIS) Report states that among convicted DUI offenders in 2011, 73.7 percent were first-time offenders and 26.3 percent were repeat offenders (one or more prior convictions within the previous ten years). The one-year recidivism rates for all first-time DUI offenders decreased to the lowest level observed in the past 22 years. More specifically, first offenders arrested in 2011 had a DUI re-offense rate 50 percent less than that of first-time offenders arrested in 1990. In contrast to evaluations done over the past eight years, subsequent one-year crash rates of alcohol or drug-related reckless offenders who were mandated to attend a DUI program, were significantly lower than crash rates for those who were not mandated to attend the program. Additionally, the DUI incidence rates of those mandated to attend a DUI program were lower than the rates of those who were not mandated. Length of the mandated DUI program (three months versus nine months) demonstrated no significant difference on DUI incidence and crash rates.

Wrong-way crashes on freeways killed 20 people in California in 2014. Those numbers were eclipsed in just the first five months of 2015. On average, 69 percent of freeway wrong-way drivers were driving under the influence of alcohol. OTS is partnering with Caltrans and California Highway Patrol (CHP) to develop a 3-E's approach (engineering, enforcement, and education) to address this problem. This approach includes a pilot engineering solution combined with the possibility of additional DUI checkpoints and saturation patrols as well as an educational component.

**2014 Fatalities in Crashes Involving an Alcohol-Impaired Driver (BAC = .08+) (FARS)**



## California's Statewide Traffic Safety Survey

In July 2015, the California Statewide Traffic Safety Survey was administered as intercept interviews to 1,935 drivers throughout the state. Given at gas stations while fueling their cars and small trucks, drivers were asked about their perceptions and self-reported behavior of a range of traffic safety issues. The following is a brief summary of the findings related to alcohol-impaired driving:

- During the past six months, 87.3 percent of drivers polled recalled hearing or seeing the “Report Drunk Drivers, Call 911” messaging.
- During the past six months, 7.2 percent of drivers polled chose to drive a vehicle after thinking they had consumed too much alcohol to drive safely.
- When drinking alcohol with others or alone, 35.6 percent sometimes or always used a taxi or ride service in the past six months.
- During the past six months, 42.2 percent of survey respondents always had a designated sober driver.
- If someone drives drunk, 34.7 percent of drivers polled believed that the driver is very likely to get arrested.
- During the past six months, 56.8 percent of drivers pooled had seen or heard something about police setting up sobriety/DUI checkpoints to catch drunk drivers.
- The use of sobriety/DUI checkpoints was supported by 90.8 percent of the drivers surveyed.

### **SHSP Action Items**

#### **Challenge Area: Alcohol and Drug-Impaired Driving**

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team selected the following action items to include in California's recently updated SHSP Implementation Plan for 2015 – 2019:

- Identify effective practices and develop draft standards for DUI programs.
- Conduct 24/7 Sobriety Pilot Programs.
- Pilot effort to retain non-compliant high-risk DUI offenders in DUI treatment.
- Communicate the benefits of the multi-track DUI Court system of supervision in high risk DUI cases and encourage courts to adopt this low-cost model.
- Identify a host and determine the scope (i.e. content and outreach) for a DUI resource mechanism that can be used by DUI professionals and offenders.
- Expand the SHSP 2011 Court Referral and Tracking Pilot which is designed to improve the timeliness of enrolling DUI offenders into programs from the time of conviction to counties interested or needing help.
- Develop and conduct Drug and Alcohol Public Information and Education (PI&E) campaigns.
- Expand Orange County Community Responsible Beverage Service (RBS) Training – Phase 2.
- Update CHP DUI Checkpoint Educational Pamphlet with a newly messaged emphasis on drugs.
- Issue paper establishing rationale for enhanced penalties for DUI Alcohol/Drug Combos, similar to high BAC enhancements.
- Create print materials for distribution at doctor's offices warning of the dangers of driving after consuming drugs (including marijuana and prescription drugs).
- Conduct an assessment of California forensic laboratory processes and expansion needs to meet the changing legal dynamic of drug impairment.
- Issue paper establishing benefits of Standard Field Sobriety Training (SFST) for law enforcement agencies with primary traffic enforcement jurisdiction.
- Increase the number of Advanced Roadside Impaired Driving Enforcement (ARIDE) personnel trained by eight percent.
- Encourage and provide mentoring for increased habitual-DUI-offender- enforcement dedicated efforts in police departments.
- Identify barriers to accurate information reporting on court reported abstracts of conviction.

## Countermeasures and Strategies

### High Visibility Enforcement

- Conduct increased DUI enforcement, such as DUI/Driver's License (DL) checkpoints, saturations, court stings, warrant details, and stakeouts, as well as enhanced media awareness during the Winter and Summer NHTSA mobilizations, and sustained enforcement during Halloween, Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, Memorial Day, and Independence Day holidays.
- Illuminate "*Report Drunk Drivers – Call 911*", "*Buzzed Driving is Drunk Driving*", "*Driving Sober Saves Lives, including Yours*", and "*Prevent a Tragedy, Drive Sober*" on approximately 625 fixed freeway changeable message signs.
- Promote NHTSA's "*Drive Sober or Get Pulled Over*" message as appropriate in press releases, interviews, and social media.
- Conduct highly publicized motorcycle safety DUI saturation patrols in areas or during events with motorcycle incidents or collisions resulting from DUI drivers/motorcyclists.

### Increased Enforcement

- Conduct DUI/DL checkpoints, saturations, court stings, warrant details, and stakeouts.
- Through ABC, fund local law enforcement agencies to conduct underage drinking prevention and enforcement activities including Minor Decoy, Shoulder Tap, Trap Door, Target Responsibility for Alcohol Connected Emergencies (TRACE), Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT), and Retail Operating Standards Task Force (ROSTF) operations and introduction of School Officers Bringing Educational Resources (SOBER) program into select California high schools.
- Fund "corridor DUI programs" that select corridors based on data showing disproportionate numbers of DUI collisions and convening task forces to implement identified solutions.

### Education

- Fund and expand the "Know Your Limit" campaigns.
- Fund live DUI court proceedings (trials and/or sentencing) in high schools in order to provide students the opportunity to see, up-close, the consequences of DUI to individual drivers and crash victims in their own communities.
- Fund "Before the Impact" Teen Driver Education program.
- Award mini-grants to local agencies to conduct the "Every 15 Minutes," "Friday Night Live" and "Sober Graduation" programs.
- Collaborate with the Regents of the University of California, Berkeley (UCB) and the Entertainment Industry's Voice for Road Safety to promote model designated driver rewards program throughout California.
- Increase DUI education and awareness efforts in middle school, high school, and college campus communities.
- Fund MADD's community-based DUI prevention and education efforts (Power of Parents, Power of You(th), Teen Influencer, and Zero Tolerance programs) including booths, and multi-media presentations at schools and community events, and victim impact panels.
- Fund "Teen Alcohol Awareness Program," education and social media messaging program.

## Training

- Fund statewide NHTSA SFST training for traffic and patrol officers.
- Fund statewide NHTSA ARIDE training for traffic and patrol officers.
- Fund alcohol wet lab and field certification training for Peace Officer Standards and Training (POST) DRE Academies.
- Fund two Driver Safety Hearing Officer Training Summits.

## **Funded Grant Goals**

- Reduce the number of persons killed in alcohol-involved collisions by September 30, 2017.
- Reduce the number of persons injured in alcohol-involved collisions by September 30, 2017.
- Reduce hit-and-run fatal collisions by September 30, 2017.
- Reduce hit-and-run injury collisions by September 30, 2017.
- Reduce nighttime (2100 - 0259 hours) fatal collisions by September 30, 2017.
- Reduce nighttime (2100 - 0259 hours) injury collisions by September 30, 2017.
- Reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions by September 30, 2017.
- Reduce the number of motorcyclists killed in alcohol-involved collisions by September 30, 2017.
- Reduce the number of motorcyclists injured in alcohol-involved collisions by September 30, 2017.

## **TASKS**

### Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2017 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

### Task 2 – California Highway Patrol

This task provides funding to CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. Funding will be used to implement corridor projects, Every 15 Minutes, Sober Grad, DUI warrants and provide enhanced enforcement directed at reducing impaired driving fatalities and injuries.

### Task 3 – Alcohol Beverage Control

Through ABC, fund local law enforcement agencies to conduct underage drinking prevention and enforcement activities including Minor Decoy, Shoulder Tap, Trap Door, Target Responsibility for Alcohol Connected Emergencies (TRACE), Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT), School Officers Bringing Educational Resources (SOBER) and Retail Operating Standards Task Force (ROSTF) operations.

#### Task 4 - College and Younger Age Youth Programs

This task provides funding for alcohol education and awareness programs, which focus on ages from middle school through college. DUI prevention programs for high schools and university campuses will also expand elements from previous successful programs.

#### Task 5 - Judicial Support/Legal Process

This task funds specialized courts to track DUI offenders through vertical prosecution and DUI courts. The DUI court program is designed to stop repeat offenders from driving while impaired and re-offending. The goal of this program is to reduce recidivism among impaired drivers thereby reducing alcohol and/or drug-involved collisions, injuries, and fatalities. The DUI Court provides an intensive program using judicial supervision, periodic alcohol/drug testing, mandated treatment where needed, and the use of incentives and sanctions to make behavior changes. Collaboration with local law enforcement and a multi-cultural awareness component complete the DUI Court program.

#### Task 6 - Management Information Systems/Evaluations

There are currently no grants funded under this task.

#### Task 7 - Testing Equipment

This task provides funding for evidential breath alcohol analyzers for Contra Costa, Sacramento, and San Luis Obispo counties.

#### Task 8 - Multiple DUI Warrant Service/Supervisory Probation Programs

County Probation Departments will work to reduce DUI related fatalities and injuries and to prevent DUI recidivism. The worst-of-the-worst, high-risk, felony, and repeat DUI offenders will be held accountable through intensive supervision to ensure compliance with court-ordered conditions of probation and to prevent re-arrest on new DUI charges. Supervision activities include: monitoring of treatment and DUI program participation; conducting office visits; field contacts; unannounced fourth waiver searches and random alcohol/drug testing; and distribution of HOT Sheets.

#### Task 9 – Driver Safety Hearing Officer (DSHO) Training

This task funds the DMV to provide uniform refresher training for DSHOs to reinforce administrative concepts for the basis of making quality decisions regarding the licensing of an individual. Training will include the introduction and/or interpretation of new laws and explanation of legal trends.

**GRANT SUMMARY**

<b>Grant</b>	<b>Task</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
AL1717	2	California Highway Patrol	164AL	\$350,000
AL1718	2	California Highway Patrol	164AL	\$1,600,000
AL1719	2	California Highway Patrol	164AL	\$500,000
AL1720	2	California Highway Patrol	164AL	\$5,500,000
AL1714	3	California Department of Alcohol Beverage Control	164AL	\$400,000
AL1715	3	California Department of Alcohol Beverage Control	164AL	\$1,700,000
AL1722	4	Elk Grove	402AL	\$62,000
AL1726	4	Sacramento County	164AL	\$192,000
AL1728	4	San Luis Obispo County	164AL	\$82,000
AL1730	4	Santa Cruz County	164AL	\$200,000
AL1731	4	Shasta County	405b OP	\$150,000
AL1732	4	The Regents of the University of California, Berkeley Campus	164AL	\$985,000
AL1733	4	Tulare County	405d AL	\$320,000
AL1734	4	University of California, San Diego	164AL	\$325,000
AL1723	5	Monterey County	164AL	\$449,000
AL1727	5	San Joaquin County	164AL	\$750,000
AL1721	7	Contra Costa County	164AL	\$324,000
AL1725	7	Sacramento County	164AL	\$185,500
AL1729	7	San Luis Obispo County	164AL	\$95,000
AL1701	8	Butte County	164AL	\$195,686
AL1702	8	Contra Costa County	164AL	\$350,000
AL1703	8	Fresno County	164AL	\$376,082
AL1704	8	Kern County	164AL	\$143,500
AL1705	8	Los Angeles County	164AL	\$340,000
AL1706	8	Placer County	164AL	\$90,617
AL1707	8	Sacramento County	164AL	\$460,000
AL1708	8	San Bernardino County	164AL	\$498,395
AL1709	8	San Diego County	164AL	\$560,000
AL1710	8	San Joaquin County	164AL	\$153,734
AL1711	8	Santa Barbara County	164AL	\$145,000
AL1712	8	Solano County	164AL	\$290,000
AL1713	8	Tulare County	164AL	\$175,000
AL1716	9	California Department of Motor Vehicles	164AL	\$159,000
			<b>Total</b>	<b>\$18,106,514</b>

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

**GRANT DESCRIPTIONS**

<b>Grant</b>	<b>Task</b>	<b>Agency/Title/Descriptions</b>
AL1717	2	California Highway Patrol
		Driving Under the Influence (DUI) Warrant Service Team Effort (WaSTE) VII
		CHP will implement a statewide DUI warrant service program. The department will provide training and warrant service operations will be determined by statistical data to identify counties with a high number of outstanding DUI warrants.
AL1718	2	California Highway Patrol
		Teen Outreach on Drinking and Driving
		CHP will publicize the Every 15 Minutes (E15M) program, Sober Graduation events, and other CHP alcohol reduction education programs by conducting informational presentations to high schools, community-based organizations, local law enforcement, fire departments, and/or health departments in California. The CHP will facilitate E15M programs and Sober Graduation events and other CHP alcohol reduction education programs to schools unable to participate in the full E15M program, and distribute educational materials emphasizing the consequences of drinking and driving.
AL1719	2	California Highway Patrol
		Regional Campaign Against Impaired Drivers III
		CHP will implement activities to reduce the number of victims killed and injured in reportable traffic collisions where the primary collision factor is DUI in the San Diego and Ventura Areas. Enhanced enforcement and a public education campaign to raise awareness on the dangers of DUI will be conducted. Enhanced enforcement will include repeat DUI offender task force operations and DUI saturation patrols.
AL1720	2	California Highway Patrol
		Statewide Impaired Driving Enforcement (SIDE)
		CHP will implement statewide activities to combat fatal/injury collisions attributed to DUI. Grant objectives will include sobriety/driver license checkpoints, DUI task force operations, proactive DUI patrol operations, and a broad public awareness campaign in an effort to decrease the number of alcohol-involved fatal and injury collisions and associated victims on California's roadways.
AL1714	3	California Department of Alcohol Beverage Control
		Combined Responsibility to Educate and Eliminate Drunk Driving/MADD
		ABC will partner with Mothers Against Drunk Driving (MADD) to expand upon their efforts to educate and bring awareness to California communities of the human toll alcohol related crashes take throughout California. Grant objectives will continue to unite MADD with law enforcement agencies focused on the same campaign of intolerance to driving under the influence and underage drinking.

Grant	Task	Agency/Title/Descriptions
AL1715	3	California Department of Alcohol Beverage Control
		Education and Teen Alcohol Enforcement Program
		<p>ABC will expand its efforts to achieve the ongoing goal of reducing youth access to alcohol by combining enforcement operations with training and educational programs. Minor Decoy, Shoulder Tap operations, and Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT) Inspections will be conducted at retail outlets.</p> <p>Enforcement/training grants will be awarded to local law enforcement agencies to conduct Minor Decoy, Shoulder Tap operations and IMPACT inspections within their own jurisdictions. A new element will be a dedicated Agent to determine the need for future grants to work with School Resource Officers. ABC Agents will also conduct Place of Last Sale Enforcement along with specific holiday enforcement operations aimed at preventing youth access to alcohol. Target Responsibility For Alcohol Connected Emergencies (TRACE) trainings, investigations, and free licensee education on alcohol and drugs will be conducted.</p>
AL1722	4	Elk Grove
		Before the Impact: A Driving Safety Education Program
		<p>“Before the Impact” will educate the region’s pre-teen through adult age population on the dangers of selfish decisions made by drivers behind the wheel. Attendees will learn the legal, physical, and emotional consequences of driving while impaired. The program format utilizes detailed stories, photographs, and even a wrecked vehicle that held the bodies of two young men killed by a head-on collision with a person that was driving under the influence, and focuses on how alcohol and drugs (primarily Marijuana and prescription drugs) impair one’s ability to drive; how to keep these crashes from occurring; and the impact a DUI or distracted-driving crash has on family and friends when there is injury or death.</p>
AL1726	4	Sacramento County
		Countywide Impaired Driving Awareness and Education Campaign
		<p>The District Attorney’s (DA’s) Office and Law Enforcement Chaplaincy (LEC) will facilitate the delivery of the “Real DUI Court Sentencing” Program in Sacramento County high schools, middle schools, and community colleges. Activities will include coordination with schools, judges and attorneys, and conducting classroom surveys and evaluations. The LEC will also assist with planning and delivery of the “Every 15 Minutes” Program to schools in Sacramento County.</p>
AL1728	4	San Luis Obispo County
		Traffic Safety Education and Awareness Program
		<p>The County of San Luis Obispo (SLO) will continue its work to reach diverse groups of community members with impaired driving information in order to make SLO streets and communities safer. Impaired driving and traffic safety education, awareness, prevention and media campaigns will be partnered with Friday Night Live and other traffic safety programs on high school and college campuses.</p>

Grant	Task	Agency/Title/Descriptions
AL1730	4	Santa Cruz County
		Santa Cruz County Collaborative Traffic Safety Program
		The Santa Cruz Health Services Agency (HSA) will conduct a comprehensive traffic safety program with a Vision Zero focus. All activities are geared toward the Vision Zero goal of eliminating injuries and deaths from traffic collisions. Grant activities will target impaired driving education, awareness, and prevention. To ensure implementation of effective countywide strategies, the traffic safety programs of HSA will utilize and strengthen partnerships with law enforcement, schools, community-based programs, and coalitions. In addition, the grant will emphasize the collection and analysis of local data to plan, implement, and evaluate prevention activities.
AL1731	4	Shasta County
		Shasta Teens - Drive Smart. Ride Safe.
		This county-wide junior high and high school education program educates teens about the dangers and consequences of impaired and distracted driving. Activities will urge teens to drive responsibly and ride safely as passengers through educational programming and dissemination of messages to teens and their parents. In addition, activities will provide education related to teen driver safety and DUI and distracted driving prevention. Through traffic safety presentations, community events, educational campaigns, traffic safety events, educational activities on junior high and high school campuses, and a MADD crashed car tour to local high schools. Grant activities will extend messages of safe driving and safe passenger habits to students before they reach driving age.
AL1732	4	The Regents of the University of California, Berkeley Campus
		RADD California College DUI Awareness Program
		SafeTREC will oversee the Recording Artists, Actors and Athletes Against Drunk Driving (RADD®) California College DUI Awareness Program through promotion of the RADD® Designated Driver Rewards program at college campuses in California. RADD will partner with campus, community, state and federal agency partners to train, implement, support, monitor, and evaluate the RADD Designated Driver/Rewards Program. RADD will provide marketing materials, best practices, expertise, and outreach for both on-campus and off-campus programming and activities. Objectives include offering two training opportunities on evidence-based strategies to address impaired driving; increasing the proportion of Californians ages 18-34 who reside within participating communities and recognize the RADD program message and understand that it promotes alternatives to impaired driving; and conducting and supporting forty-five traffic safety/DUI prevention high-profile campus events.
AL1733	4	Tulare County
		Reducing Underage Drinking: Youth Partnerships for Community Change
		The California Friday Night Live Partnership (CFNLP) will implement traffic safety education, activities, and outreach to reduce teen fatal and injury collisions. The alcohol awareness programming will focus specifically on reducing youth access (both social and retail) to prevent underage drinking and driving in California. Communication and educational activities will include community outreach to parents, law enforcement, and peers.

Grant	Task	Agency/Title/Descriptions
AL1734	4	University of California, San Diego
		Education and Social Media Messaging Initiatives to Promote Sober Driving Among Youth
		The program will provide an educational and social media campaign that aims to reduce substance-impaired driving in youth ages 15-20 in San Diego. UCSD, the San Diego Police Department (SDPD), and Social Advocates for Youth (SAY) San Diego will collaborate to develop, deliver, and evaluate programs that target youth and their parents. UCSD will contribute to the SDPD's Teen Alcohol Awareness Program (TAAP) by implementing an evaluation component and delivering sessions to parents to promote communication regarding DUI with their teens. Educational presentations will be delivered in the schools to reinforce social media messaging campaigns for youth and parents and education on social hosting ordinances.
AL1723	5	Monterey County
		Drug/Alcohol DUI Court
		The Monterey County Superior Court will sustain and expand an existing evidence-based DUI Court. The program will include both alcohol and drug DUI offenders, and address the increase in fatalities and injuries resulting from collisions resulting from drivers with drugs or alcohol or both in their systems.
AL1727	5	San Joaquin County
		San Joaquin DUI Court Program
		The goal of this program is to reduce recidivism among impaired drivers, thereby reducing alcohol and/or drug-involved collisions, injuries and fatalities. The DUI Court provides an intensive program utilizing judicial supervision, drug/alcohol testing, mandated treatment when needed, and the use of incentives and sanctions to make behavior changes. The department will collaborate with law enforcement to implement a multi-cultural awareness program.
AL1721	7	Contra Costa County
		Contra Costa County Breath Alcohol Instrument Program
		The Contra Costa County Forensics Crime Lab will replace aging breath alcohol instruments with new technologically advanced equipment. In addition, training of laboratory and law enforcement personnel on the theory and operation of the new breath alcohol instruments will be provided and ensure the Criminalistics Laboratory will be able to maintain an efficient and cost effective breath alcohol program for law enforcement agencies.
AL1725	7	Sacramento County
		Sacramento County Breath Alcohol Instrument Program
		The Sacramento County Laboratory of Forensic Services (LFS) will purchase seven breath-alcohol instruments for use throughout Sacramento County. The LFS will also provide scientific support at DUI/DL checkpoints conducted within the City of Sacramento. With the breath testing instrument on-site, Sacramento Police Department will test drivers and process DUI suspects on site rather than transporting the subjects to the jail for analysis. The LFS will also purchase a Dual Column Headspace Gas Chromatograph instrument to analyze alcohol (gas) in blood samples. The information gathered at the checkpoints comparing the results of these tests will be summarized at the conclusion of this grant.

Grant	Task	Agency/Title/Descriptions
AL1729	7	San Luis Obispo County
		San Luis Obispo County Breath Alcohol Instrument Program
		The San Luis Obispo County Forensic Alcohol Laboratory (FAL) will purchase a dual column Gas Chromatographer (GC) with headspace analyzer. This GC will ensure the highest quality of BAC testing is provided to law enforcement agencies throughout the County. SLOSO FAL will also purchase supplies necessary for instrument validation.
AL1716	9	California Department of Motor Vehicles
		Driver Safety Hearing Officer Training Workshops
		Driver Safety Hearing Officer (DSHO) Training Workshops will be conducted on a biennial basis to provide formal, uniform refresher training for DSHOs to reinforce the administrative concepts that form the basis for making quality decisions regarding the licensing of an individual. These workshops will also include the introduction and/or interpretation of new laws and explanation of trends that attorneys may be leveraging to circumvent the legal process.

## **DISTRACTED DRIVING**

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

#### *National*

Mobile devices are not the only form of distracted driving. Eating, radios, grooming, etc. are all distractions that divert a driver's attention to the task of driving. However, the cognitive attention required to carry on discussions via cell phone is demanding. In fact, one study found that the use of cell phones in motor vehicles is associated with a quadrupling for the risk of a collision for the duration of the call.

There is a misconception that handsfree is risk-free. The 2014 Traffic Safety Culture Index by the American Automobile Association (AAA) Foundation for Traffic Safety found that nearly 66 percent of licensed drivers disapprove of cell phone use while driving and 52 percent believe driving and talking on the phone is a "very serious threat" to personal safety, but almost 70 percent say that they talked on a phone while driving in the past 30 days. Just about three quarters of those interviewed believe that using handsfree devices while driving is safer than using hands-held phones. However, research suggests that all types of cell phone conversation are associated with inattention blindness which leads to delayed reaction time, failure to notice traffic signals, higher risk of rear-end crashes, and reduced ability to recall visual stimuli details. As mobile devices become increasingly prevalent, the frequency of use in motor vehicles is expected to increase.

Voice-texting applications may not offer protection. A 2013 study by the Texas Transportation Institute found that driver response times were significantly slower and driver attention to the road was less, regardless of texting modality (voice or manual). Despite this data, drivers felt like they were being safer while texting by voice.

Police-reported distracted driving data remains limited and inconsistent across jurisdictions, while self-reported data of negative behavior typically underreports the actual occurrence. A study from the National Safety Council reports that there is no reliable method to accurately determine the number of crashes involving cell phone use and as such, distraction-related crashes are severely underreported. Many challenges hinder verification of cell phone use as a contributor to the motor vehicle collision, such as relying on drivers' self-admission or witness statements, obtaining cell phone records, or law enforcement identifying another cause as the primary collision factor.

Nationally, distracted driving fatalities stayed relatively constant between 2013 and 2014. In 2013, there were 3,154 fatalities, while in 2014, there were 3,179 deaths involving distracted driving. Injuries involving distracted drivers increased from 424,000 in 2013 to 431,000 in 2014. Youth are at greatest risk of being killed or severely injured due to distracted driving. Police reports indicate that ten percent of 15-19 year old drivers in fatal crashes were distracted at the time of the crash. Drivers aged 20-29 comprised 23 percent of drivers in all fatal crashes; however, they comprise 27 percent of distracted drivers and 38 percent of distracted drivers using cell phones in fatal collisions.

#### *California*

California Vehicle Codes applying to distracted driving include §23123, §23123.5, and §23124. Current law prohibits handheld use of cell phones while driving, as well as use of wireless electronic devices while driving, and prohibits drivers under age 18 from using handheld or handsfree cellular devices while driving. However, it is difficult to enforce these laws because distractions are difficult to observe from outside the vehicle. Another challenge is that police reporting, especially as it relates to distracted driving, varies significantly across jurisdictions; while many variables in police reporting are universal, distraction is not included in that list. Distraction may be entered in two different cells on the California police report form, and/or be described in the narrative section of the report. Lastly, technological improvements are advancing at a quicker rate than police collision reporting is able to accommodate.

## California's Statewide Traffic Safety Survey

In July 2015, the California Statewide Traffic Safety Survey was administered as intercept interviews to 1,935 drivers throughout the state. Given at gas stations while fueling their cars and small trucks, drivers were asked about their perceptions and self-reported behavior of a range of traffic safety issues, including distracted driving. The following is a brief summary of the findings:

- After “Speeding and Aggressive Driving,” “Distracted Driving because of Texting” was the most frequently mentioned safety problem.
- Drivers in Southern California talked more frequently on a handheld phone while driving than drivers in other regions in the past 30 days before the survey. Overall, only 47.6 percent of Southern Californians reported “Never” talking on the phone compared to 58.8 percent of drivers in the North and 57.4 percent in Central California.
- With regard to talking handsfree while driving, there was a significant 4.4 percent decrease between 2014 and 2015 of respondents who say they “Never” talk on a handsfree phone while driving.
- Male drivers report significantly higher rates of “Regularly” texting or emailing while females more often stated to “Sometimes” text or email while driving.
- There was a significant 5 percent increase of drivers who “Sometimes” text or email while driving, as compared to 2014 data.
- The younger the driver, the higher the likelihood of texting or emailing while driving. Drivers age 34 and under text or email “Regularly” while driving significantly more often than all other age groups.
- Compared to the 2014 data, there are significantly fewer drivers who talk “Less” since the introduction of the handsfree law (9.0 percent reduction) and an increase of 5.3 percent of drivers who say they talk “More.”

## California's Statewide Observational Survey of Cell Phone and Texting Use among California Drivers

In March and April 2016, California conducted its Sixth Annual Statewide Observational Survey of Cell Phone Use and Texting among California Drivers at 130 sites. There were 5,341 observations. The overall observed cell phone use rate in California in 2015 is 12.8%, up from 9.2 percent in 2014. Drivers were observed at intersections for the following behaviors: holding phone to ear, talking on handheld, and manipulating handheld. Because talking with a headset or Bluetooth is difficult to observe, the 2015 California Traffic Safety Survey was used to estimate the ratio between drivers that talk with a handsfree device to drivers that talk with a handheld device. Increases in “holding phone to ear” and “manipulating a handheld device” both increased significantly in 2016 from 2015.

### **SHSP Action Items**

#### **Challenge Area: Distracted Driving**

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team selected the following action items to include in California's recently updated SHSP Implementation Plan for 2015 – 2019:

- Establish a protocol for developing standardized methodology for collecting and evaluating distracted driving data.
- Conduct a pilot program in two jurisdictions to assess the effectiveness of alternative sentencing such as requiring education on the dangers of distracted driving.
- Implement a pilot program using existing evidenced-based statewide education campaigns or materials that demonstrate the dangers of distracted driving to effect behavior change among youth and their parents.
- Develop a program to encourage any organizations that operate any vehicle fleet to develop and enforce anti-distracted driving policies for their employees.
- Assess the potential effect of increasing Negligent Operator Points using driver citation records to determine whether distracted driving citations are capturing a risky group and what effect additional points would have on the Negligent Operator Treatment System (NOTS).

## **Countermeasures and Strategies**

### High Visibility Enforcement

- Fund law enforcement agencies to enforce distracted driving laws.
- Enlist the assistance of over 265 local law enforcement agencies to conduct “zero tolerance” enforcement operations during April’s National Distracted Driving Awareness Month.
- Conduct an extensive multifaceted, multimedia public awareness campaign during April’s National Distracted Driving Awareness Month.
- Partner with Caltrans to illuminate “*It’s Not Worth It*” and “*One Text Could Wreck It All*” on all 625 fixed freeway changeable message signs during April’s National Distracted Driving Awareness Month.

### Education

- Fund “Impact Teen Drivers” through a CHP grant that provides education to teens.
- Educate teens, parents, and employees not to call their family or friends when they know the recipient is driving and to include a distracted driving message to their no answer voice mail greeting such as, “*I’m either driving or away from the phone right now.*” Additionally, encourage parents, caregivers, and others who drive children to be proper role models and not use their cell phones while driving.
- Fund “Interventions to Reduce Distracted Driving” through the University of California, San Diego that provides education to businesses and organizations as part of employee safety and wellness.
- Fund Caltrans expansion of the “Be Work Zone Alert” and “Move Over” campaigns statewide and at the California State Fair.

### Other

- Contract with an organization to conduct the Annual Cell Phone and Texting Observational Survey.

## **Funded Grant Goals**

- Reduce fatal collisions involving drivers using handheld cell phones.
- Reduce injury collisions involving drivers using handheld cell phones.

## **TASKS**

### Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2017 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, or educational meetings or conferences.

Task 2 - Enforcement, Public Education and Public Information

This task provides funding for statewide public information, education, and media campaign focusing on the dangers of distracted driving, texting, and using a cell phone while driving. These efforts will be geared towards teen and adult drivers. Additionally, the University of California, San Diego will provide education to general public, first responders, law enforcement, commercial drivers, taxicab and rideshare drivers.

Task 3 – Education and Public Awareness

This grant will provide safe driving education to young drivers and funds the “Be Work Zone Alert” and “Move Over” campaigns, emphasizing work zone public safety.

**GRANT SUMMARY**

Grant	Task	Agency	Fund	Amount
DD1702	2	California Highway Patrol	402DD	\$400,000
DD1704	2	California Highway Patrol	402DD	\$600,000
DD1706	2	University of California, San Diego	402DD	\$450,000
DD1701	3	California Department of Transportation	402PM	\$750,000
			<b>Total</b>	<b>\$2,200,000</b>

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

**GRANT DESCRIPTIONS**

Grant	Task	Agency/Title/Descriptions
DD1702	2	California Highway Patrol
		Adult Distracted Drivers VII CHP will conduct a statewide enforcement and education campaign designed to bring distracted driving behaviors to the attention of the motoring public. Grant activities will include traffic safety presentations to help educate the public on different types of distractions including: interacting with passengers/pets, using cell phones, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.
DD1704	2	California Highway Patrol
		Teen Distracted Drivers Education and Enforcement (TDDEE) VI CHP will implement statewide activities focusing on distracted driving among teens. The department will provide enhanced enforcement and a broad public awareness, educational, and media campaign. This program will contract with a teen driver safety education group to provide presentations to stakeholders, conduct a broad media campaign to educate teen drivers on the dangers of distracted driving, and partner with stakeholder groups (including teachers, parents, and teen groups) to enhance community involvement.

Grant	Task	Agency/Title/Descriptions
DD1706	2	University of California, San Diego
		Interventions to Reduce Distracted Driving
		This program will expand “Just Drive – Take Action Against Distraction” curriculum to include drowsy driving. Targeting the general adult population, the curriculum will be available in both English and Spanish, and a web-based curriculum will be developed for online learners. The “Train-the-Trainer’ model will be delivered to CHP Public Information Officers for use in their communities. Audience-specific curriculum will be delivered to first responders and taxi cab/ride-share drivers. A traffic safety campaign targeting commercial drivers with anti-distracted driving messages will be implemented at the CHP Border Division Commercial Inspection Facilities. Collaborators will include the CHP, Caltrans, and the California Trucking Association.
DD1701	3	California Department of Transportation
		Highway Safety Campaign
		This program will expand upon the "Be Work Zone Alert" and "Move Over" statewide highway work zone safety public awareness campaigns. Caltrans will continue to examine its work zone safety and mobility practices and focus on the general public, teens, and Hispanics; continue to evaluate the impact of the "Be Work Zone Alert" campaign; and will analyze existing work zone collision data to determine whether the campaign continues to be successful in reducing work zone collisions.

## **DRUG-IMPAIRED DRIVING**

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

#### *National*

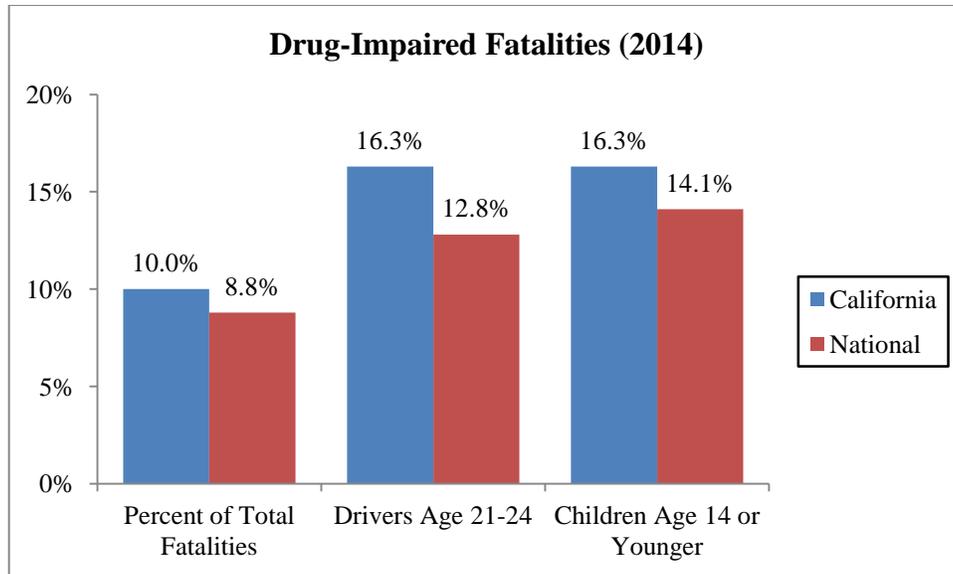
Out of the 32,675 people who died in traffic crashes in 2014 in the United States, an estimated 2,886 people, or 8.8 percent, were killed in drug-impaired driving crashes (crashes involving at least one driver or motorcycle operator with drugs in his or her system). In 2014, the 21 to 24 age group accounted for 369 deaths and represented 12.8 percent of the total number of drug-impaired driving fatalities. A total of 1,070 children age 14 and younger were killed in motor vehicle collisions. Of those fatalities, 151, or 14.1 percent, occurred in drug-impaired driving crashes.

How do drugs – illegal, prescription, and over-the-counter – affect the brain in ways that make driving hazardous? Drugs can alter perception, attention, balance, coordination, reaction time, and other faculties crucial for operating a motor vehicle. Of course, there are a variety of factors to consider: time, quantity, and frequency of consumption by the user, the type of drug, etc. Several studies on the effects of marijuana have indicated that the drug negatively affects drivers' attention and their perception of time and speed. When marijuana is combined with alcohol, driving impairment increases significantly. Unfortunately, several studies have found that a high number of drivers who test positive for alcohol also test positive for delta-9-tetrahydrocannabinol (THC), the active ingredient in marijuana. Drug-impaired drivers often go undetected due to the lack of officer confidence in recognizing the signs and symptoms of such drivers, and/or knowing when to bring a DRE into the investigation. The ARIDE program provides general knowledge related to drug-impaired driving, and serves as the bridge between SFST and the DRE program.

In 2015, NHTSA released the results of a case-control study exploring the crash risk associated with alcohol and drug use by drivers. Drivers were recruited and tested for potentially impairing drugs using both oral fluid (saliva) and blood samples. THC was the most prominent drug found in tests. The study found that drivers who tested positive for THC were overrepresented in the study population. However, after age and gender were considered, there was no increased crash risk. A key strength of the study is its large size; a limitation is that the study sample covered non-severe crashes.

In NHTSA's latest National Roadside Survey (2013-2014), marijuana and other illicit drugs surfaced as imminent dangers to traffic safety. While the number of drivers with alcohol in their system has decreased by nearly a third since 2007, there has been a 50 percent increase in the number of drivers with detectable amounts of marijuana in their systems. Furthermore, nearly one in four drivers tested positive for at least one drug that could affect driving ability. While not all of these drugs may be illegal, these findings raise concerns regarding increasing drug use and highway safety.

Previously, in 2007, NHTSA's National Roadside Survey found that more than 16 percent of weekend, nighttime drivers tested positive for illegal, prescription, or over-the-counter drugs. More than 11 percent tested positive for illicit drugs. Another study by NHTSA (2009) tested fatally injured drivers and found that nationally 18 percent tested positive for at least one illicit, prescription, or over-the-counter drug. This is an increase from a 2005 NHTSA study that found that 13 percent of fatally injured drivers tested positive for at least one drug type. The study also found that 23 percent of California's 1,678 fatally injured drivers in 2009 tested positive for drugs. Of the fatally injured drivers tested for drugs in 2012 in California, 30 percent tested positive.



### California

In 2014, according to NHTSA, 3,074 people died in traffic crashes in California. In California, drug-impaired driving fatalities (fatalities in crashes involving at least one driver or motorcycle operator with drugs involved) increased from 246 in 2013 to 306 in 2014. In California, 10 percent of total fatalities are due to drug-impaired driving, which is slightly higher than the national average of 8.8 percent for drug-impaired driving fatalities. In 2014, the 21 to 24 age group represented 16.3 percent, or 50, of the total number of drug-impaired driving fatalities. Of the 104 children aged 14 and younger who were killed in motor vehicle collisions, 17, or 16.3 percent, of them died in drug-involved-driving crashes, which is slightly higher than the national average.

In 2012, California developed and conducted a *Statewide Roadside Survey of Alcohol and Drugs Use by Drivers* throughout the state, which collected data on the alcohol and drug use by drivers using the NHTSA 2007 *National Roadside Survey of Alcohol and Drugs Use by Drivers* methodology. The survey involved randomly stopping nighttime and weekend drivers in nine selected cities in California. Sites within the survey cities were selected through a stratified random sampling procedure. The survey provided first-time, statewide data results for California to assist in the reduction of drivers who operate a motor vehicle while impaired. Survey findings showed that of the 1,313 drivers who voluntarily provided oral fluid, 14 percent tested positive for drugs that could cause impairment, and 7.4 percent of these drivers tested positive for THC. In addition, 7.3 percent of these drivers tested positive for alcohol, but with only 1.7 percent testing for a BAC of .05 and above.

### Challenges with defining and identifying drug impairment

When compared to alcohol, defining and identifying drug impairment is more difficult due to the large number of drugs that are available to the general public and their varying effects on different people. In regard to actual crash statistics involving drug-impaired driving, data is unreliable and unavailable due to variances in reporting and testing. There is no standardized tool for roadside drug testing, and acquiring a warrant to collect a blood sample for presence of a drug can take hours. By the time the blood is tested, the concentration of the drug in the driver's system can decrease significantly. Because of all these complications, the Government Accountability Office (GAO) recommends that NHTSA support states more in highlighting the dangers of drug-impaired driving to the public. For instance, general messaging reminding the public of the dangers of drug-impaired driving could help raise awareness immediately.

Prescription drugs, such as antipsychotics, antiepileptics, and mood stabilizers, are now also gaining attention for their impairing capabilities. In 2014, researchers found drug-related collisions tripled from 1.8 percent in 1999 to 5.4 percent in 2010. Although this finding is concerning, states have differing laws regulating prescription drug use

and driving and little attention has been given to this issue. Therefore, more research and awareness needs to be raised surrounding this type of drug-impaired driving, and pharmacists need to inform their patients of the dangers of taking prescription drugs and driving.

#### *Vertical Prosecution*

Vertical prosecution is a method of case assignment in which the same prosecuting attorney handles a particular case for all purposes through each stage of the criminal adjudication process, from charging and/or arraignment through conviction. This strategy promotes consistent case resolution policy, and also facilitates assignment of particular types of driving under the influence (DUI) cases to prosecutors who have developed specialized legal and technical expertise in handling such cases. The vertical prosecution program has been funded for DUI cases by the Office of Traffic Safety (OTS) in a number of counties since 2008. Effective implementation of the program is expected to result in effective program-guided prosecution and adjudication of first and repeat DUI offenders. In turn, this is expected to result in improved deterrence of recidivism through the greater assurance of imposing post-conviction sanctions and consequences designed to discourage and prevent further DUI offenses.

To be successful in combating drug-impaired driving cases, counties should have three components in place: a strong DRE program with support of command staff, vertical prosecution or sufficient training to new District Attorneys prosecuting drug-impaired driving cases, and lab equipment capable of efficiently testing for the variety of drugs that are prevalent in our culture today. Also, as previously stated and recommended by the GAO, there needs to be public awareness and education regarding drug-impaired driving.

#### *Traffic Safety Resource Prosecutor Program*

The Traffic Safety Resource Prosecutor (TSRP) program has been adapted to meet the challenges of DUI and driving under the influence of drugs (DUID) in California. DUID prosecutors in California will now be supported by two individual programs. The Northern and Central portions of the state will be served by the traditional TSRP Program. The Southern portion of the state will be served by the Southern California Traffic Safety Network. Both of these programs will provide specialized training, mentoring, technical assistance and trial support for police officers, prosecutors and other traffic safety professionals.

#### California's Statewide Traffic Safety Survey

In July 2015, the California Statewide Traffic Safety Survey was administered as intercept interviews to 1,935 drivers throughout the state. Given at gas stations while fueling their cars and small trucks, drivers were asked about their perceptions and self-reported behavior of a range of traffic safety issues. The following is a brief summary of the findings related to drug-impaired driving:

- When asked how serious of a problem is driving under the influence of drugs, including: marijuana, prescription, and illegal, 54.7 percent of drivers polled responded that they thought it was a “very big problem.”

#### **SHSP Action Items**

##### **Challenge Area: Alcohol and Drug-Impaired Driving**

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team selected the following action items to include in California's recently updated SHSP Implementation Plan for 2015 – 2019:

- Identify effective practices and develop draft standards for DUI programs.
- Conduct 24/7 Sobriety Pilot Programs.
- Pilot effort to retain non-compliant high-risk DUI offenders in DUI treatment.
- Communicate the benefits of the multi-track DUI Court system of supervision in high risk DUI cases and encourage courts to adopt this low-cost model.

- Identify a host and determine the scope (i.e. content and outreach) for a DUI resource mechanism that can be used by DUI professionals and offenders.
- Expand the SHSP 2011 Court Referral and Tracking Pilot which is designed to improve the timeliness of enrolling DUI offenders into programs from the time of conviction to counties interested or needing help.
- Develop and conduct Drug and Alcohol Public Information and Education (PI&E) campaigns.
- Expand Orange County Community Responsible Beverage Service (RBS) Training – Phase 2.
- Update CHP DUI Checkpoint Educational Pamphlet with a newly messaged emphasis on drugs.
- Issue paper establishing rationale for enhanced penalties for DUI Alcohol/Drug Combos, similar to high BAC enhancements.
- Create print materials for distribution at doctor’s offices warning of the dangers of driving after consuming drugs (including marijuana and prescription drugs).
- Conduct an assessment of California forensic laboratory processes and expansion needs to meet the changing legal dynamic of drug impairment.
- Issue paper establishing benefits of Standard Field Sobriety Training (SFST) for law enforcement agencies with primary traffic enforcement jurisdiction.
- Increase the number of Advanced Roadside Impaired Driving Enforcement (ARIDE) personnel trained by eight percent.
- Encourage and provide mentoring for increased habitual-DUI-offender- enforcement dedicated efforts in police departments.
- Identify barriers to accurate information reporting on court reported abstracts of conviction.

### **Countermeasures and Strategies**

- Convene periodic DUID Roundtable meetings with expert stakeholders.
- Prepare a statewide DUID blueprint.
- Conduct county needs assessments of crime lab equipment related to drug testing.
- Increase public awareness through earned media stressing the dangers of driving while under the influence of marijuana, prescription, and illicit drugs, especially in combination with alcohol.
- Increase the number of certified DRE’s, and recertify DRE’s statewide as necessary.
- Fund alcohol wet lab and field certification training for POST DRE Academies.
- Fund basic SFST classes, training at least 1,000 law enforcement personnel, and SFST instructor classes, training at least 24 law enforcement personnel.
- Fund DRE school and certification instruction, training at least 450 law enforcement personnel, and DRE instructor classes, training at least 24 law enforcement personnel.
- Fund ARIDE classes, training at least 1,400 law enforcement personnel.
- Fund Drug Impairment Training for Educational Professionals (DITEP) and other drug education training for health care and educational professionals.
- Fund a local area public awareness campaign on the dangers of drug-impaired driving in both English and Spanish.
- Fund state-of-the-art drug testing equipment for a large county laboratory.

- Fund training events for criminologists in the attempt to standardize drug testing among the various crime labs statewide.
- Continue funding the TSRP program.
- Provide funding for vertical prosecution grants to prosecute alcohol and drug-impaired driving cases.

## **TASKS**

### Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2017 HSP. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, or educational meetings or conferences.

### Task 2 - Training

This task provides for basic and instructor SFST, ARIDE, and DRE training and certification to law enforcement officers, and DITEP training to educational professionals.

### Task 3 - Public Awareness

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

### Task 4 - Equipment

This task provides for equipment directly related to drug-impaired training and detection to assist in bolstering the DRE program.

### Task 5 - DUID Vertical Prosecution

OTS will fund a TSRP program that provides for statewide training of prosecutors and law enforcement agencies in California. The TSRP trainings will address investigation and prosecution of DUI Drug and DUI Alcohol cases. Training will cover courtroom presentation of evidence for forensic laboratory and law enforcement witnesses, training on DUI laws and sentencing alternatives as well as improved investigation and report writing.

OTS will fund 18 vertical prosecution grants where specialized teams will be assigned to prosecute alcohol and drug-impaired driving cases. The prosecution teams will handle cases throughout each step of the criminal process. Prosecution team members will work with the TSRP to increase the capabilities of the team, the office and local law enforcement by obtaining and delivering specialized training. Team members will share information with peers and law enforcement personnel throughout the county and across the state. The prosecutor's offices will accomplish these objectives as a means to prevent impaired driving and reduce alcohol and drug-involved traffic fatalities and injuries.

### Task 6 – Evaluation

OTS will fund University of California, Irvine Emergency Medicine in partnership with the Orange County Crime Lab to assess drug prevalence among trauma patients admitted due to a motor vehicle crash. The evaluation will assess which drugs are seen most in motor vehicles crashes, and will also interview the trauma patients on the “who, what, where, when, and why” of their drug consumption. Armed with a better understanding of this information, the hospitals can then provide a brief intervention and assist in deterring this type of behavior. This task also provides for a comprehensive analysis of certain DUI sanctions and their effectiveness.

**GRANT SUMMARY**

<b>Grant</b>	<b>Task</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
DI1720	2	California Highway Patrol	405d AL	\$2,000,000
DI1722	2	Orange County	405d AL	\$64,000
DI1723	2	Riverside	405d AL	\$100,000
DI1725	2	Ventura County	405d AL	\$86,270
DI1726	3	Ventura County	405d AL	\$250,000
DI1627	4	California Department of Justice	405d AL	\$0
DI1721	4	Los Angeles County	410	\$400,000
DI1701	5	Fresno County	405d AL	\$566,153
DI1702	5	Kern County	405d AL	\$443,441
DI1703	5	Los Angeles	405d AL	\$296,166
DI1704	5	Los Angeles County	405d AL	\$848,432
DI1705	5	Monterey County	405d AL	\$582,803
DI1706	5	Orange County	405d AL	\$1,078,782
DI1707	5	Placer County	405d AL	\$334,938
DI1708	5	Riverside County	405d AL	\$624,712
DI1709	5	Sacramento County	405d AL	\$702,522
DI1710	5	San Bernardino County	405d AL	\$207,924
DI1711	5	San Diego	405d AL	\$287,610
DI1712	5	San Diego County	405d AL	\$646,088
DI1713	5	San Francisco City/County	405d AL	\$172,048
DI1714	5	Solano County	405d AL	\$220,559
DI1715	5	Sonoma	405d AL	\$249,291
DI1716	5	Stanislaus County	405d AL	\$194,478
DI1717	5	Ventura County	405d AL	\$382,123
DI1718	5	Yolo County	405d AL	\$178,369
DI1727	5	Kern County	405d AL	\$450,000
DI1728	5	Marin County	405d AL	\$325,000
DI1719	6	California Department of Motor Vehicles	405d AL	\$88,336
DI1724	6	University of California, Irvine	405d AL	\$238,571
			<b>Total</b>	<b>\$12,018,616</b>

**GRANT DESCRIPTIONS**

Grant	Task	Agency/Title/Descriptions
DI1720	2	California Highway Patrol
		DRE Program 2017 The CHP will implement a DRE statewide training program that will provide instructor training classes, conduct DRE and SFST instruction and certification, ARIDE training, and DITEP. Funding will be used to train allied agency officers, education professionals, and CHP uniformed personnel. Increasing the number of DRE-certified law enforcement officers statewide is specific to the California Strategic Highway Safety Plan.
DI1722	2	Orange County
		Standards and Training in DUID Toxicology DUID and drug-related traffic safety deaths are a growing trend. Public toxicology laboratories that provide evidence analysis and interpretative testimony are in need of support and standardization. The Orange County Crime Laboratory (OCCL) will utilize funding to develop curriculum and facilitate training in the form of two separate workshops to be offered to toxicologists in the public crime laboratories within the state. Additionally, funding will be used to hold a collaborative meeting for all thirteen public laboratories to discuss statewide minimum testing protocols, workflow concerns, resource limitations and testimony expectations. The focus of the program is to leverage the success of the OCCL's DUID and traffic safety related programs, share the experience and expertise with peers throughout the state, and improve toxicology testing techniques and testimony, translating to improved traffic safety outcomes in California.
DI1723	2	Riverside
		DRE Program 2017 The Riverside Police Department will implement a DRE training program that includes providing instructor training classes and conducting DRE and SFST instruction and certification, and ARIDE training. In addition, DITEP will be conducted for education personnel. The program will assist in increasing of the number of DRE-certified law enforcement officers statewide.
DI1725	2	Ventura County
		Ventura County Sheriff's Office Drug Recognition Evaluator (DRE) Training Program The Ventura County Sheriff's Department will implement a DRE training program. This program will provide DRE, SFST instruction and certification, ARIDE training, and assist in increasing the number of DRE-certified law enforcement officers throughout Ventura County and neighboring counties.

Grant	Task	Agency/Title/Descriptions
DI1726	3	Ventura County
		Ventura County Drug-Impaired Driving "Manejando Claramente" Campaign
		The Drug-Impaired Driving "Manejando Claramente" or "Driving Clearly" Campaign, will focus on teens and young adults to change perceptions and dispel myths around driving under the influence of marijuana. Latinos make up the largest minority population in the United States, representing 17% of all residents; moreover Ventura County's Latino population is 42%. This large and diverse population's norms around impaired driving differ from non-Hispanic/Latino due to a number of factors including acculturation and attitudes about impairing substances. Other activities include: 1) collaborating with OTS-funded traffic safety partners and law enforcement agencies for DUI/Driver License checkpoint materials; 2) promoting the idea of "Communal Responsibility" to prevent impaired driving through collaboration with community groups, traffic safety partners, and law enforcement; 3) increasing the understanding of marijuana impairment and combination marijuana/alcohol impairment, especially in underserved communities; 4) conducting a culturally appropriate media campaign that includes the use of video, audio, print, and web-based media; 5) working with community groups to promote ground-level outreach to ensure the message of impaired driving is absorbed and understood, and; 6) educating on-site alcohol retailers on the impairing effects of marijuana and alcohol combinations and the consequences of a DUI.
DI1721	4	Los Angeles County
		Regional Drug-Impaired Driving Forensic Toxicology Program
		The Los Angeles County Sheriff's Department (LASD) – Scientific Services Bureau (SSB) is responsible for all ante-mortem criminal forensic toxicology analyses within the County of Los Angeles, exclusive only of Los Angeles City. This includes service to over 100 local, state, and federal law enforcement agencies, including the California Highway Patrol. LASD-SSB will introduce the use of liquid chromatography tandem mass spectrometry (LC/MS/MS) for the confirmatory and quantitative analysis of drug-impaired driving submissions. This equipment will aid local law enforcement and prosecutorial agencies in the investigation and prosecution of drug-impaired driving cases, thereby increasing safety on roadways within Los Angeles County. In addition, LASD-SSB will partner with the Los Angeles County District Attorney's Office (LADA) in LADA's efforts to better equip Deputy District Attorneys (DDAs) to prosecute drug-impaired driving cases.

NOTE: Grant funded strategies/objectives that address drug impairment are also shown in enforcement grants that are funded in the Alcohol-Impaired Driving and Police Traffic Services Program Areas. Because these grants cover more than just Drug-Impaired Driving, they do not appear in the Drug-Impaired Driving Program Area. The grant funded strategies impacting Drug-Impaired Driving include the following:

- Most all enforcement grants include overtime funding for dedicated patrols to conduct enforcement of drivers suspected to be drug or alcohol-impaired.
- Any drug-impaired driving arrests Vehicle Code 23152(a) and other drug arrests (possession, transportation, for sale) made as the result of a checkpoint or saturation operation should be incorporated into the post-operational media release.
- Beginning January 1, 2014, data collection and reporting began for new drug-impaired driving laws under Vehicle Codes 23152(e), 23153(e) (drug only), 23152(f), and 23153(f) drug/alcohol combination.
- Each agency receiving checkpoint funding is encouraged to identify and apprehend drug-impaired drivers in addition to alcohol-impaired drivers. It is highly recommended that all personnel assigned to staff the greeting lane of the checkpoint be ARIDE trained sworn officers, and at the very minimum, all officers should be SFST trained and certified.

# EMERGENCY MEDICAL SERVICES

## PROBLEM IDENTIFICATION AND DATA ANALYSIS

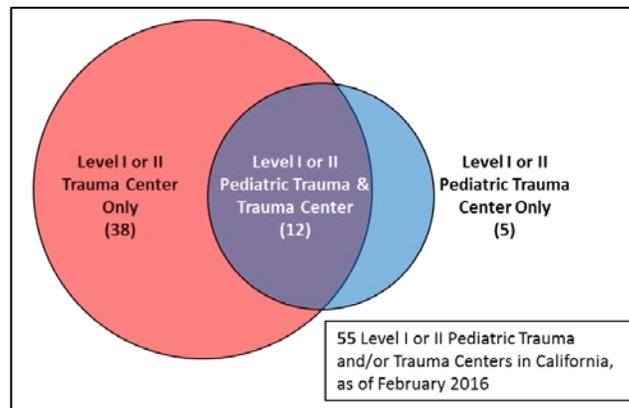
In the context of the Haddon matrix for preventing fatalities on our highway systems, Emergency Medical Services (EMS) play a key role in the post-crash setting. Response time, proximity to a trauma center, and the skills and equipment of first responders are all factors to providing the best possible care and preventing a fatality after a collision has occurred. Furthermore, emphasis on this post-crash phase is increasingly pertinent given its inclusion as one of the four E's of highway safety through the integration of EMS in the Strategic Highway Safety Plan.

### *National*

Each day, thousands of America's 212 million licensed drivers call 911 for emergency assistance from one of the nation's 21,283 emergency medical services agencies. On average, EMS agencies have a "golden hour" to prevent injuries from becoming mortalities, so it is critical to improve timeliness and accuracy of dispatch, triage, and definitive care. More specifically, the further away that a fatal crash occurs from a Level-I or Level-II trauma center, the more likely victims will have "died at [the] scene;" when the response time is 60 or more minutes, the driver is 1.23 times more likely to be coded as "died at scene" than for crashes where the response times is less than 45 minutes. One study reports that one year after a traumatic incident, severely injured patients had a 25 percent reduced risk of dying if they were treated at a Level-I trauma center compared to a non-trauma center.

### *California*

In California, the EMS system management is the responsibility of 26 single-county and seven regional EMS agencies. Provisional 2014 SWITRS data reports 10,759 severe injuries resulting from motor vehicle collisions many of which required emergency medical attention. As of February 2016, California's trauma center network is comprised of 77 hospitals, of which 71.4 percent, or 55, offer Level I or Level II trauma and/or pediatric trauma services with the comprehensive resources needed to offer definitive care to its patients. Of the 55 licensed hospitals designated as a trauma center by either a local Emergency Medical Services Agency (LEMSA) or verified by the American College of Surgeons, nearly one quarter (12 hospitals or 21.8 percent) are designated as both a Level I or Level II trauma center *and* Level I or Level II pediatric trauma center.



Level I or II Trauma Centers in California by Designation

California's rural areas experience significant challenges. Injury crashes that occur here are more remote and less likely to be within the golden hour range for reporting and transporting victims. Secondly, the seven trauma centers, or 9.2 percent, of the 76 trauma centers identified in the Office of Statewide Health Planning and Development (OSHPD) Healthcare Atlas located in rural areas are only able to provide Level III or IV services, initial stabilization for trauma patients. However with increased coordination between first responders, hospitals, and other key stakeholders, EMS data collected will inform better planning and more efficient responses.

Improved timeliness and proximity to care increases a victim's survivability. New automobile materials, improved technology, and alternative fuels create additional benefits and challenges for the EMS provider at the scene of a motor vehicle collision. Specialized equipment, such as hydraulic extrication tools, air bag lift systems, stabilization gear, paired with training can make the difference between patients receiving medical treatment within the critical "golden hour." Removal of a victim trapped in the vehicle can average more than an hour without appropriate tools, but with the use of hydraulic tools, the average extrication time is 15 minutes.

As important as it is to ensure prompt and effective care, it is also important to ensure the safety of our first responders and to reduce the likelihood of secondary crashes. A typical crash response in California puts 15 responders at potential risk: two law enforcement, four fire department, two EMS, one tow truck operator, and six Caltrans responders. At a rate of 21 injury crashes per hour, that comes out to 7,560 responders exposed to traffic crash risk each day. Despite the large number of first responders in the field, fortunately, there have only been 26 responders killed in the line of duty while responding to incidents on California highways since 2010; this does not account for the numerous injuries suffered by our first responders.

Traffic Incident Management (TIM), a multi-disciplinary coordinated approach to detect, respond to, and clear collisions, reduces the duration and impact of traffic collisions, thereby improving road safety for motorists, crash victims, and emergency responders. In fact, Federal Highway Administration (FHWA) identified the Second Strategic Highway Research Program (SHRP2) TIM program as one of its 2012 Every Day Counts initiatives, a select set of proven innovations. As of April 2016, California has 12,949 personnel trained in the TIM responder program, though this is far short of the goal of 71,223, or 20 percent, of responders by the end of 2016. Furthermore, California is behind the national average of responders trained in TIM with only 1.8 percent compared to 6.0 percent. California also has several ongoing regional TIM taskforces that enhance traffic incident detection, verification, mitigation, response and clearance. Additional taskforces are formed on an as-needed basis for specific projects and specific events. By improving TIM training, California could reduce congestion related to traffic crashes and the number of secondary collisions.

### **Countermeasures and Strategies**

- Provide funds for regional grants for the purchase of hydraulic and pneumatic extrication equipment.
- Promote state-certified extrication training programs.
- Promote partnerships to support and coordinate comprehensive and integrated injury control systems.
- Promote public/private partnerships.
- Promote community involvement in traffic safety.
- Provide funds for advanced training in modern rescue techniques, including new car technology and the requisite difficulties and dangers associated with airbags, hybrid vehicles, fuel cell technology, and similar high-tech automobiles and devices.

### **Funded Grant Goal**

- Decrease the average response time for the arrival of appropriate equipment at collision sites in rural areas.

## TASKS

### Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2017 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

### Task 2 - First Responder Services

Six agencies were selected to purchase and distribute extrication equipment to city, county, and volunteer fire departments. The goals of these grants are to improve EMS delivery to traffic collision victims and to reduce response times for the arrival of appropriate equipment to the scene and/or the extrication of collision victims.

## GRANT SUMMARY

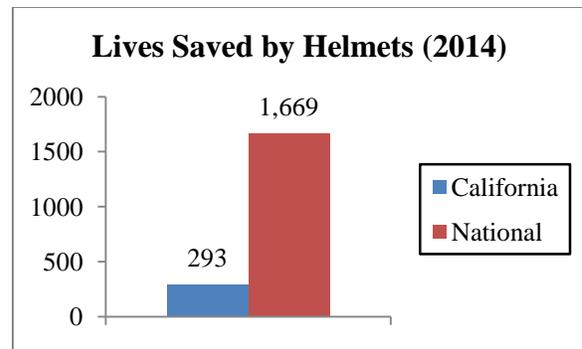
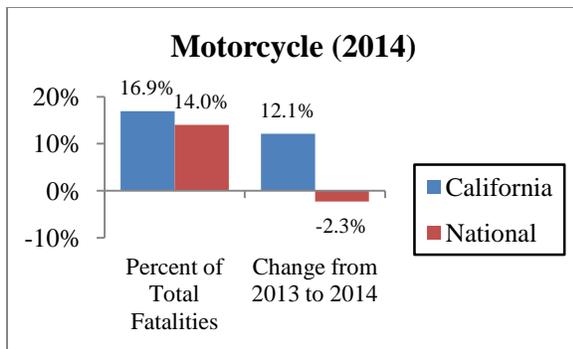
Grant	Task	Agency	Fund	Amount
EM1701	2	Alpine Fire Protection District	402EM	\$35,000
EM1702	2	Calaveras County	402EM	\$105,000
EM1703	2	Cathedral City	402EM	\$20,000
EM1704	2	Imperial	402EM	\$35,000
EM1705	2	Rescue Fire Protection District	402EM	\$175,000
EM1706	2	Tuolumne County	402EM	\$105,000
			<b>Total</b>	<b>\$475,000</b>

# MOTORCYCLE SAFETY

## PROBLEM IDENTIFICATION AND DATA ANALYSIS

### National

In 2014, 4,586 motorcyclists (or 14 percent of fatalities) were killed nationally in traffic collisions in the United States. This number represents a 2.3 percent decrease from 2013, when almost 4,692 motorcyclists were killed. Per registered vehicle, fatalities from motorcycle crashes were six times greater than fatalities from passenger vehicle crashes. Per vehicle miles traveled, motorcycle death rates are 26 times greater than passenger vehicle death rates. Improper licensure is common among collision-involved motorcyclists in all regions of the nation. Approximately one-quarter of fatally injured motorcycle operators were not properly licensed in 2013 traffic collisions. Motorcycle helmets are the primary source of protection for motorcycle riders, and NHTSA estimated that in 2014 helmet use prevented 1,669 motorcyclist deaths in the United States (US). Helmets could have saved an additional 660 lives if unhelmeted riders had been wearing helmets at the time of their collision.



### California

California experienced a significant and sustained increase in motorcycle collisions, injuries, and fatalities between 1998 and 2008. The numbers finally decreased in 2009 and, again, in 2010. Since then, the state has seen the numbers rising again, from a low of 352 motorcycle fatalities in 2010 to 519 fatalities in 2014, a 47.4 percent increase (NHTSA Traffic Safety Facts, 2010-2014).

	2008	2009	2010	2011	2012	2013	2014
Motorcyclist Fatalities	560	394	352	414	447	463	519

Severe injuries increased at a slower rate of 20 percent to 2,229 (FARS). In 2014, motorcycle riders accounted for 23 percent of all motor vehicle occupant fatalities and 28 percent of all severe occupant injuries. Helmet use is high among California motorcycle riders due to the state’s universal helmet law. NHTSA estimates that helmets saved 293 lives in California in 2014, and 9 lives could have been saved if all motorcyclists wore helmets (NHTSA Traffic Safety Facts, 2010-2014).

Pursuant to California Vehicle Code Section 2930-2935, the California Highway Patrol (CHP) Commissioner is responsible for administering the California Motorcyclist Safety Program (CMSP), the state’s official novice motorcycle safety training program. In 2015, the CHP contracted with a new vendor, Total Control Training, Inc., to update the CMSP curriculum and oversee the training course. Total Control Training re-designed the rider training curriculum in compliance with NHTSA’s model national standards. This new curriculum is the only one of its kind reviewed by the National Association of State Motorcycle Safety Administrators. Since its inception in 1987 through 2014, CMSP has trained 974,728 students. The CMSP trains approximately 60,000 riders each year. The total for 2015 was 53,764 and is thought to be lower than previous years because of reduced course availability

due to the change in vendor. The number of trained riders is expected to be greater than 60,000 for 2016.

Pursuant to state statute, funding for motorcycle safety training is consistently available on an annual basis; \$2 from every motorcycle registration is placed into the California Motorcyclist Safety Fund (CMSF). The CHP receives an annual legislative appropriation of \$2,341,000 from the CMSF to operate the CMSP. An additional amount of \$250,000 from the State Penalty Assessment Fund is deposited into the CMSF for CMSP operation. OTS is currently a member of CMSP Advisory Committee chaired by CHP. The committee acts in an advisory capacity for the CMSP.

Effective January 1, 1992, everyone riding a motorcycle in California is required to wear a helmet that meets established federal safety standards. Although there have been several attempts to have the law amended or repealed, attempts have not succeeded due in part to data provided by SWITRS reflecting information before and after implementation of the helmet law. A 1994 University of California, Los Angeles (UCLA) study found that fatalities dropped by 38 percent and the per-registration fatality rate dropped by 26 percent in the year following implementation of the law. Enforcement of helmets has proven difficult and motorcyclists often wear noncompliant “novelty” helmets with little protective value. The 2014 National Occupant Protection Use Survey (NOPUS) found that in states with universal helmet laws, seven percent of riders in California wear noncompliant helmets, compared to an average of three percent in other states.

An OTS-funded study was recently completed to examine the effectiveness of the various types of motorcycle helmets in use in California. The study found that full-face and modular helmets were the most protective against motorcyclist head injuries, followed by open-face helmets, US Department of Transportation (DOT) approved half-helmets, and novelty helmets. Novelty helmets performed poorly in protecting the head against injury. Riders wearing novelty helmets were almost three times as likely to suffer a head injury as riders wearing full-face helmets. The study also reported that the risk of neck injury among motorcyclists did not vary across helmet types. This finding helps dispel the myth that motorcycle helmets cause neck injuries during traffic collisions.

Young, unlicensed riders on high powered motorcycles, on weekends contribute significantly to California’s motorcycle fatality problem. From 2010 through 2012, 33 percent of all riders killed were not properly licensed. Young riders were less likely to be properly licensed. Over the same period, 56 percent of riders killed under the age of 25 were not properly licensed. Speed was a factor in 45 percent of all motorcycle fatalities from 2010-2012. Half of all fatal motorcycle crashes occur on the weekend (Friday evening, Saturday and Sunday).

Municipal streets are dangerous for motorcyclists. Thirty-six percent of motorcycle fatalities occur on these roads with higher frequency of intersections and greater interaction with other vehicles traveling different directions compared to interstate highways. Interstate highways account for only 12 percent of fatalities where, even though speeds are higher, traffic is going the same direction at relatively similar speeds. The bulk or the remaining fatalities occur on road-types with less distinct differences. State highways, which could be windy two-lanes or freeway-type roads, account for 27 percent of fatalities and county roads account for 22 percent of fatalities.

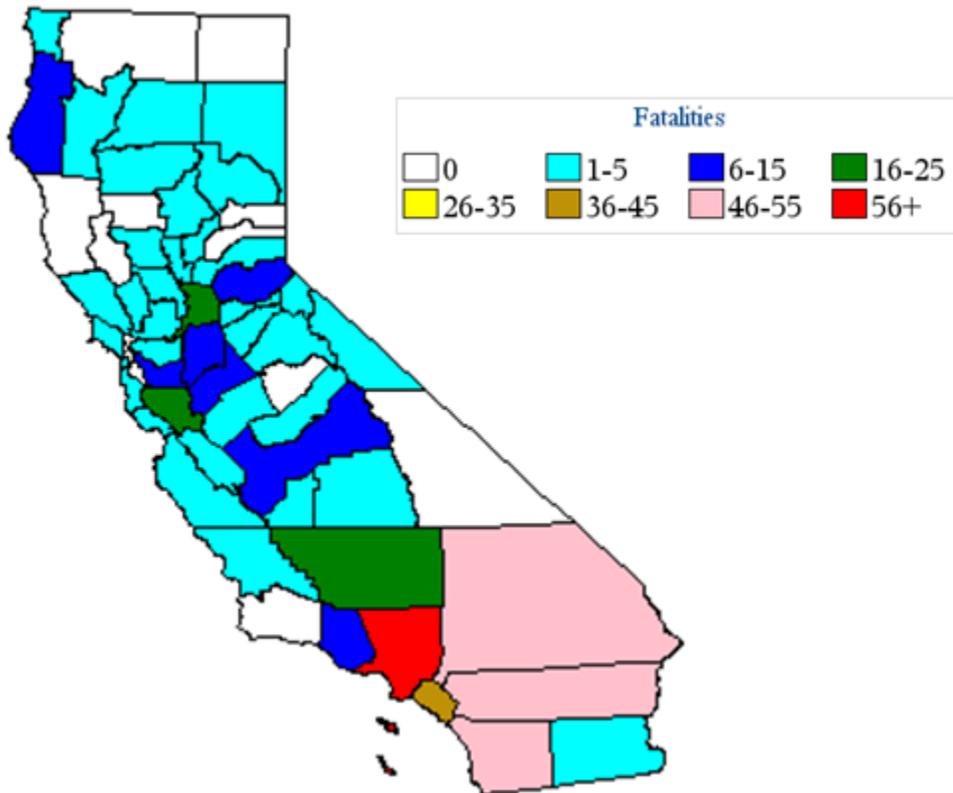
A few distinctions stand out when examining the types or classifications of motorcycles ridden by riders who were killed. “Super sport” motorcycles make up about 12 percent of the registered motorcycles in California, but account for over 31 percent of the fatalities. Riders of “super sport” motorcycles who were killed were more likely to have been speeding, riding reckless or erratic, unlicensed or improperly licensed, have prior speeding convictions and less likely to be the registered owner than riders killed on “cruisers,” “touring,” or “other sport” motorcycles. Riders killed on “cruisers” were less likely to be speeding, but more likely to be improperly-helmeted and impaired.

The motorcyclist was determined to be at fault in 319 (68 percent) of the 467 fatal motorcycle collisions and in 6,563 (56 percent) of the 11,644 injury collisions in 2013. From 2010 through 2012, 39.8 percent of all motorcyclist fatalities occurred in single vehicle (motorcycle only) collisions.

Lane-splitting is widely practiced in California. The California Vehicle Code does not prohibit motorcycles from passing other vehicles proceeding in the same direction within the same lane. Motorcyclists strongly believe that lane-splitting improves safety while riding in congested traffic. Other road users in the state are quite strongly opposed to the practice and believe it is dangerous. An OTS-funded study found that lane-splitting does not appear to be associated with injury severity, and lane-splitting can be a safe practice when done at speeds no more than 15

miles per hour (MPH) greater than the speed of other vehicles, and when overall traffic speed is 50 MPH or less. The study was, however, unable to determine if the risk of collision involvement is affected by lane-splitting behaviors, and research is needed to enhance our understanding of the causal or protective role that lane-splitting plays in motorcycle traffic collisions.

### 2014 Motorcyclist Fatalities (FARS)



### SHSP Action Items

#### Challenge Area: Motorcycles

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team selected the following action items to include in California's recently updated SHSP Implementation Plan for 2015 – 2019:

- Determine injury and medical outcomes of collision-involved California motorcyclists, related to helmet type, lane-splitting, and other characteristics.
- Enhance public education and private driving school education curriculum to increase motorcycle awareness.
- Refine existing traffic violator school curriculum to incorporate motorcycle issues and leverage its use by groups offering traffic safety classes.
- Develop a plan to be used to seek funding for a novelty helmet public information campaign for riders and passengers that includes a helmet exchange program.
- Educate riders and drivers on the dangers of distracted riding and driving through the existing CHP motorcycle safety program.
- Require a U.S. DOT-compliant motorcycle helmet for DMV motorcycle skills test; i.e., no novelty helmets.

- Conduct a comprehensive study of motorcycle crashes which includes the effectiveness of novice rider training.
- Pilot test “Spring Refresher Training Courses” for any experienced rider regardless of age or experience through clinics.
- Conduct research to find best practices in roadway design for motorcycles.

**Countermeasures and Strategies**

- Continue public awareness efforts including outreach at a variety of motorcycle events providing information about training, DOT-compliant helmets and other protective gear, as well as safe and sober riding.
- Conduct highly publicized motorcycle safety enforcement operations targeting impaired driving and riding, as well as PCF violations by riders and other vehicle drivers that contribute to motorcycle collisions.
- Implementation of a pilot project in the City/County of San Francisco utilizing partnerships between the Metropolitan Transportation Agency, Department of Public Health and the Police Department to research, develop and deliver a motorcycle safety education campaign and training curriculum to support behavioral changes to result in reduced motorcycle-involved collisions, injuries and fatalities.
- Make specialized motorcycle safety enforcement training available to law enforcement.

**TASKS**

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2017 HSP. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - Motorcycle Program Analysis and Evaluation

This task provides for comprehensive evaluation of motorcycle programs in order to improve and develop effective countermeasures to reach the increasing population of motorcyclists. Additionally, this task provides for enhanced enforcement; public awareness campaigns to increase driver awareness of motorcyclists; and to increase rider awareness of proper helmets, safety gear, and safe and sober riding. Further, technical support will be funded to collect additional motorcycle data and analysis to assist in the development of educational materials related to alcohol use, helmet use choice, and lane splitting.

**GRANT SUMMARY**

Grant	Task	Agency	Fund	Amount
MC1701	2	California Highway Patrol	402MC	\$724,503
			405f PM	\$410,000
MC1702	2	San Francisco City/County	402MC	\$188,267
			<b>Total</b>	<b>\$1,322,770</b>

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

**GRANT DESCRIPTIONS**

Grant	Task	Agency/Title/Descriptions
MC1701	2	California Highway Patrol
		Have a Good Ride (HAGR) III
		The California Highway Patrol (CHP) will implement statewide activities to reduce motorcycle-involved collisions, and motorcyclist fatalities and injuries. To maximize enforcement efforts, each CHP Division will identify and concentrate on problematic routes within their respective Areas where motorcycle-involved collisions are the highest. Strategies include greatly enhanced enforcement and a public awareness campaign (media campaign, safety presentations, educational materials, etc.)
MC1702	2	San Francisco City/County
		Vision Zero Motorcycle Education Campaign Pilot
		Nearly 20% of all traffic fatalities in San Francisco in 2015 involved motorcycles. To reduce and prevent further loss of life, San Francisco will implement a safety education program targeted at the safety of people who ride motorcycles. The San Francisco Municipal Transportation Agency will work with the San Francisco Police Department and the San Francisco Department of Public Health to implement this program. Through the Vision Zero effort, data related to collisions, the primary collision factor and the responsible party in Fatal and Severe Injury (FSI) crashes have been identified, thus allowing the program to properly educate the targeted population and implement prevention measures intended to alter dangerous behaviors. The goal is to inculcate safe behavior in motorcycle groups and inform the general public about motorcycle safety issues. Additionally, this program will complement the City's Safer Streets program, which focuses on reducing speeds to protect people who bicycle and walk.

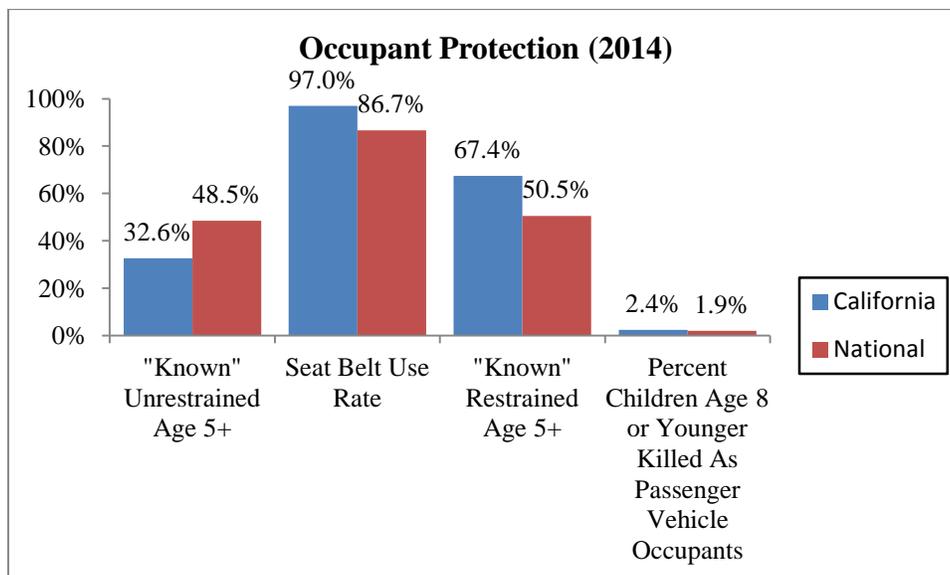
## OCCUPANT PROTECTION

### PROBLEM IDENTIFICATION AND DATA ANALYSIS

#### Seat Belts

##### *National*

In 2014, 9,385 or 48.5 percent of passenger vehicle occupants killed were unrestrained (not wearing a seatbelt). NHTSA reports that restraints are about 65 percent effective in preventing a front-seat occupant fatality; therefore, in 2014, the use of seat belts in passenger vehicles saved an estimated 12,584 lives of occupants five years and older in the United States. National seat belt use was 86.7 percent in 2014, unchanged from 2013. The increase is substantial, however, compared to a 60 percent use rate in 1995. Younger people, males, and pick-up truck drivers are more likely to be unrestrained.



##### *California*

According to a recent statewide seat belt survey, California's 2014 observed seat belt use rate for drivers and front seat passengers is 97 percent, about 10 percent above the national average of 86.7 percent seen in 2014. NHTSA reports that restraints are about 65 percent effective in preventing a front-seat occupant fatality; therefore, an estimated 1,241 Californian lives were saved in 2014 by seat belt use. However, the fact remains that over one million Californians are not utilizing restraint systems, and are therefore, at higher risk for death or injury if involved in a collision.

Between 2013 and 2014, unrestrained passenger vehicle occupant fatalities declined by 8 percent from 515 to 474, which represents about one-third of passenger vehicle occupants killed. In parallel, California's population grew less than 1 percent, or 335,936 new residents, between January 1, 2013 and January 1, 2014. This pattern of modest growth rates over the past few years suggests a need for OTS funding to keep up with the new population totals and to provide an ongoing, effective occupant protection program that assures that the public is educated and motivated to use seat belts and child safety seats on every ride. A combination of legislative mandates, enforcement, public information campaigns, education, and incentives are necessary to achieve significant, lasting increases in occupant restraint usage.

In California, the percent of restrained passenger vehicle occupant fatalities (all seat positions) was 67.4 percent in 2014, which is much higher than the national average of 50.5 percent. Although California has a higher observed seat belt use rate, NHTSA estimates that about half, or 249 of the 498 of people killed while not wearing seatbelts, would be alive today had they simply buckled up.

In 2014, California conducted its teen statewide seat belt observational survey. The survey found that there has been a declining seat belt use rate among teens, from 96.9 percent in 2013 to 95.2 percent in 2014. Additionally, teens in California have a slightly lower seat belt use rates than the overall state average. While the teen seat belt compliance rate has increased 8.6 percent since California first conducted this survey in 2004 with a rate of 86.6 percent, more efforts need to be focused on the teen population. In 2013, the percent of unrestrained teen passenger vehicle occupant fatalities age 16 to 19 was 43 percent.

Persons considered “high-risk,” (e.g., teens, non-English speakers, low-income people and those in rural communities) remain involved in a disproportionate number of unrestrained fatal and injury collisions. The rich diversity that typifies many communities in California contributes to the vitality and strength of the state as a whole. At the same time, it presents a number of challenges for health departments, law enforcement, and community-based organizations committed to addressing automobile occupant protection.

High-risk groups require targeted and culturally sensitive education and programs. According to the projections by the California’s DOF Demographics Unit, the majority of California’s population will be Hispanic by 2020. By the middle of the century, the projections indicate that Hispanics will represent 47 percent of the state’s population, with Caucasians comprising 31 percent, Asian populations at 13.5 percent; the African-American population at 4.6 percent, and multiracial persons 3.6 percent. Both American Indian and Hawaiian/Pacific Islander groups will each make up less than 1 percent of the state by 2050. Media campaigns will need to target teens, Spanish, and non-English speaking populations. In addition, health departments will need to utilize networks and relationships with ethnic communities to address traffic safety issues for the populations they represent.

## **Child Passenger Safety**

### *National*

In 2014, 396 children under age eight died as passengers in vehicle crashes, representing 1.9 percent of all passenger vehicle occupants killed in the United States. NHTSA estimates that 263 children aged 4 and younger were saved throughout the United States by the use of child restraints in passenger vehicles.

### *California*

Passenger vehicle occupant fatalities of children under the age of eight increased by 27.6 percent, from 29 fatalities in 2013 to 37 fatalities in 2014. The 37 fatalities represent 2.4 percent of all passenger vehicle occupants killed. California’s child safety seat use rate in 2015 was 94 percent. Child passenger safety (CPS) remains a difficult topic to master because of the constant technical changes in laws and regulations, and development of new products. However, older vehicle fleets with less child restraint-friendly technology; e.g., systems that more easily secure car seats to cars, remain and put lower income people more at risk for non-use, or misuse, of child restraint systems.

California’s focus is to increase CPS compliance rate. Programs train NHTSA CPS technicians and instructors, as well as conduct child restraint checkups, create fitting stations, and conduct educational presentations. National research on the effectiveness of child safety seats has found they reduce fatal injury by 71 percent for infants less than one year old and by 54 percent for toddlers under age four in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively.

California Governor Brown signed Assembly Bill (AB) 53 (Garcia, Statutes 292, Chaptered 2015) on September 21, 2015. This law requires all children under two years old to ride rear-facing in an appropriate car seat unless they are either 40 pounds or 40 inches tall. California is one of three states that passed a law following the American Academy of Pediatrics 2011 landmark recommendation that identifies that children are five times safer rear-facing

when riding in a motor vehicle. California's law allows for an educational year, and will start to be enforced on January 1, 2017.

### California's Statewide Traffic Safety Survey

In July 2015, the California Statewide Traffic Safety Survey was administered as intercept interviews to 1,935 drivers throughout the state. Given at gas stations while fueling their cars and small trucks, drivers were asked about their perceptions and self-reported behavior of a range of traffic safety issues. The following is a brief summary of the findings related to occupant protection:

- During the past 6 months, 87 percent of drivers polled recalled hearing or seeing the “Click It or Ticket” messaging.

### **Aging Road Users**

#### *California*

California has the greatest number of licensed aging road users of any state; with 3,697,944 drivers over age 65. Physical and mental changes, including reduced visual acuity, decreased strength, and cognitive impairment can directly and indirectly result in age-related driving impairments. Per mile traveled, fatal crash rates start to increase most dramatically among older adults at ages 70–74 and are highest among drivers age 85 and older. Increased fragility is a key factor in case of even more minor crashes. This is largely due to increased susceptibility to injury and medical complications among older drivers rather than an increased tendency to get into crashes.

Aging road users do change their driving behavior that leads to reduced risk of collision-related injuries and fatalities. For example, older adults have the highest level of seat belt use among all ages; they tend to self-restrict driving to avoid nighttime or freeway driving; and have lower levels of DUIs than other adult drivers. However, medication use increases with age. The American Automobile Association (AAA) reports that nearly 90 percent of older adults surveyed were using one or more prescription medications that could impair driving ability, and 67 percent of all adults over 65 take multiple medications that affect driving ability.

### **SHSP Action Items**

#### **Challenge Area: Occupant Protection**

#### **Challenge Area: Aging Road Users**

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team selected the following action items to include in California's recently updated SHSP Implementation Plan for 2015 – 2019:

#### **Occupant Protection**

- Compile and disseminate current research, best practice countermeasures, and social media campaigns to assist occupant protection partner organizations to conduct interventions with targeted 15-24 year olds.
- Research and explore cognitive-based behavior change components for long term correct occupant protection use. Pilot test interventions based on findings to identify effective occupant protection cognitive behavior components in educational programs.
- Outreach to four tribal communities to improve Child Passenger Safety (CPS) use.
- Compile information on occupant protection convictions in Contra Costa County to determine whether courts are upholding occupant protection violations.
- Develop guidelines to assist rural jurisdictions on how to apply for Selective Traffic Enforcement Program grants.

- Develop standard process to collect child passenger safety misuse data that will be used to educate parents and caregivers about proper restraints.
- Review existing data to identify the disparity between the high daytime observed use rates of seatbelts in California and the disproportionately high non-seatbelt use among fatal and severe injury crashes, many of which occur at night.

### **Aging Road Users**

- Increase awareness of the Silver Alert program by finalizing the production of and disseminating the Silver Alert brochure.
- Develop and disseminate information on drugs that affect physical and mental abilities through a web page resource, and a Fast Facts brochure.
- Educate health professionals and clinicians, and health care organizations, on the impact of drugs and supplements on aging drivers, pedestrians, and bicyclists through the development of educational materials and a partnership with CDPH's Prescription Drug Working Group and Others.
- Conduct presentations and trainings either by adding to existing trainings or new trainings to engineers, designers, and planners to promote the application of multi-modal guidance for aging road users, using material and tools from the CA MUTCD, Handbook for Designing Roadways for the Aging Population, and other resources
- Update training/ handbook so that new best practices are integrated.

### **Countermeasures and Strategies**

#### High Visibility Enforcement

- Encourage participation in the statewide and national “Click It or Ticket” campaign and CPS Awareness Week.
- Illuminate the “Click It or Ticket” message during the NHTSA mobilization on approximately 625 fixed freeway changeable message signs.

#### Occupant Protection – General

- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Conduct spring and summer statewide surveys of seat belt usage rate of front seat occupants and infant/toddlers in any vehicle position.
- Urge the media to report occupant restraint usage as a part of every collision.
- Target high risk populations with education and enforcement to increase occupant protection use.
- Improve occupant protection educational outreach.
- Increase occupant protection enforcement and improve adjudication of violations.
- Improve occupant protection data collection processes.

### Child Passenger Safety

- Continue NHTSA's standardized CPS Technician and Instructor Training Programs, and renewal and update refresher classes.
- Provide technical webinars for CPS instructors and technicians.
- Provide CPS educational resources to law enforcement and other agencies.
- Provide a toll-free CPS Helpline in English and Spanish.
- Conduct child safety seat education classes to low-income residents.
- Conduct child safety seat check-ups to educate parents of the correct child safety seat usage.
- Fund and distribute child safety seats to low-income families.

### Aging Road Users:

- Develop and disseminate education materials, programs and tools that explain how the aging process may affect safe driving.
- Promote awareness of the impact of prescription and non-prescription medications and supplements on the safety of aging road users.
- Promote implementation of multi-modal guidance for aging road users, which is included in the California Manual on Uniform Traffic Control Devices.
- Promote knowledge and increased application by transportation professionals of preferred roadway design elements friendly to aging road users.

### **Funded Grant Goals**

- Increase seat belt compliance 0.5 percentage points by September 30, 2017.
- Increase child safety seat usage 6 percentage points by September 30, 2017.
- Reduce the number of vehicle occupants killed and injured under age eight by 10 percent by September 30, 2017.

### **TASKS**

#### Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2017 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 – Local Comprehensive Community Occupant Protection Grants

These grants conducted by county health departments and cities include activities with schools, universities, churches, medical facilities, law enforcement, courts, media, civic groups, large and small businesses, governmental agencies, etc. These grants develop child safety seat programs that educate and train on the correct use of safety belts and child safety seats. Activities include conducting media events, public information campaigns, child safety seat checkups, educational presentations, providing NHTSA-Certified CPS technician training, court diversion classes, disseminating educational literature, distributing no-cost child safety seats to low-income families, and serving as fitting stations.

Task 3 - Statewide Occupant Protection Grants

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

Task 4 - Statewide Usage Surveys

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

Task 5 – Aging Road Users

These grants will provide training and public awareness to the community and stakeholders related to aging road users, and the intellectually disabled.

**GRANT SUMMARY**

Grant	Task	Agency	Fund	Amount
OP1701	2	Butte County	405b OP	\$118,800
OP1705	2	Los Angeles	405b OP	\$309,500
OP1706	2	Pomona	405b OP	\$149,000
OP1707	2	Riverside County	405b OP	\$230,000
OP1708	2	Sacramento County	405b OP	\$131,000
OP1709	2	San Diego County	405b OP	\$155,000
OP1710	2	San Joaquin County	405b OP	\$100,000
OP1711	2	San Luis Obispo County	405b OP	\$61,572
OP1712	2	Santa Cruz County	405b OP	\$33,938
OP1713	2	Stanislaus County	405b OP	\$113,000
OP1714	2	Tehama County	405b OP	\$69,500
OP1715	2	Yuba County	405b OP	\$75,000
OP1702	3	California Department of Public Health	405b OP	\$488,650
OP1703	3	California Highway Patrol	402OP	\$700,000
			405b OP	\$100,000
OP1704	4	California State University, Fresno	405b OP	\$296,380
OP1716	5	California Highway Patrol	402PT	\$150,000
OP1717	5	University of California, San Diego	402DD	\$400,000
			<b>Total</b>	<b>\$3,681,340</b>

**Note: Law enforcement agencies will be participating in the “Click It or Ticket” campaign through their STEP grants.**

**GRANT DESCRIPTIONS**

<b>Grant</b>	<b>Task</b>	<b>Agency/Title/Descriptions</b>
OP1701	2	Butte County
		<p><b>Keeping Baby Safe - Right from the Start</b></p> <p>Keeping Baby Safe- Right from the Start will launch a comprehensive outreach/education campaign in support of California's new car seat law requiring children to remain rear facing until age two. This message will be expanded to new partners including parks and recreation and sports clubs, targeting their infant and toddler programs. Current partners will be included with updated educational materials and trainings. Elementary schools will continue to receive booster seat information and education with a focus on low income families. Grant staff will work with two hospitals to create and present child passenger safety education including laws, best practice and resources for staff working with infants and pediatrics. Staff will conduct educational classes, child safety seat check-up events, and assist parents/caregivers to properly fit children in seats, with the goal of keeping all kids safe in the car.</p>
OP1705	2	Los Angeles
		<p><b>Child Passenger Safety Program</b></p> <p>This program will promote child passenger safety through educational classes for area agencies that work with diverse and low-income families, distribution of child safety seats to low-income families that complete a safety seat class, and providing outreach and education at various community events.</p>
OP1706	2	Pomona
		<p><b>Occupant Protection Grant</b></p> <p>The Pomona Police Department will collaborate with SafetyBeltSafe, USA to tackle the continuing problem of deaths and injuries of children in motor vehicle collisions by expanding multi-level services in Pomona, the County of Los Angeles, and statewide. Services and activities will focus on vulnerable groups, including low-income, minorities, and elementary school children. Key strategies, including an extensive program of continuing education unit (CEU)-supported education programs and grant-supported certified training, will extend capacity and improve access to child passenger safety assistance within the wider community. Statewide services will include the funding of a toll-free helpline in English and Spanish, speakers' bureau, and website.</p>
OP1707	2	Riverside County
		<p><b>Child Passenger Safety Technical Assistance Expansion Program</b></p> <p>County of Riverside Department of Public Health - Injury Prevention Services (IPS) will work to support local law enforcement agencies with child passenger safety resources. Acting as technical support, IPS will provide guidance in establishing bilingual community fitting stations, conducting national standardized Child Passenger Safety Technician certification and update trainings, and providing assistance to promote services countywide.</p>
OP1708	2	Sacramento County
		<p><b>Multilingual Child Passenger Safety Program</b></p> <p>This program will offer a multi-lingual child passenger safety program focusing on Latino, Hmong, and Slavic communities. Program activities will also focus on education to parents and children, various forms of outreach to educate families and service providers on California's new car seat law, and highly-visible car seat inspection events throughout the greater Sacramento region.</p>

Grant	Task	Agency/Title/Descriptions
OP1709	2	San Diego County
		Keep 'Em Safe Program
		This program is an integral Live Well San Diego (LWSD) strategy to promote and ensure child vehicle safety in the San Diego region, providing vulnerable populations with the equipment and education to keep as many children safe on San Diego roads as possible. Activities will enhance child passenger safety through a countywide child passenger safety education program and distribution of child safety seats for low income and underrepresented communities.
OP1710	2	San Joaquin County
		Turn it Around San Joaquin County
		This program will provide technical assistance and resources to parents/caregivers/transporters, law enforcement, and court officials on the importance of and proper use of child safety seats. Education and resources will be disseminated via class sessions, check-up events, fitting station appointments, outreach events and community partnerships. Activities will also include assisting with diversion programs and assisting providers with organizational guidelines for the proper use of occupant restraint systems.
OP1711	2	San Luis Obispo County
		Child Passenger Safety Education Program
		This program will promote child passenger safety by conducting child safety seat checks, highly visible check-up events, distributing child safety seats to low income families, providing education to the general community, and conducting outreach at community events.
OP1712	2	Santa Cruz County
		Child Passenger Safety Program
		This program will promote child passenger safety by conducting check-up events, distributing child safety seats to low income families, providing education to the general community, and conducting outreach at community events.
OP1713	2	Stanislaus County
		Community Keep Baby Safe Classes
		Stanislaus County Health Services Agency will help meet community needs by: creating local sustainability for the child passenger safety program; maintaining the expansion of delivery of child passenger safety classes to 14 community locations; increasing community awareness of the correct use of child safety seats; and increasing awareness of child passenger safety classes and resources available in the community.
OP1714	2	Tehama County
		Buckle Up to Save Lives
		This program will provide technical assistance and resources to parents/caregivers/transporters on the importance of and proper use of child safety seats. Education and resources will be disseminated via monthly class sessions, check-up events, fitting station appointments, outreach events and community partnerships. Activities also include conducting school presentations, assisting with diversion programs, and assisting providers with organizational guidelines for the proper use of occupant restraint systems.

Grant	Task	Agency/Title/Descriptions
OP1715	2	Yuba County
		Safe Traveling Around Yuba (STAY) This program will create interventions that help provide a safer environment for travel in Yuba County through child passenger safety educational classes and presentations for adults and children, outreach at community events, car seat inspection events, and safety seat distributions throughout the county.
OP1702	3	California Department of Public Health Vehicle Occupant Safety Program
		The California Department of Public Health's Vehicle Occupant Safety Program (VOSP) will coordinate child passenger safety (CPS) training and education efforts across California. VOSP will support local programs by providing national CPS technician certification courses and continuing educational and training opportunities to local CPS programs. Educational materials will also be provided to enhance effectiveness of local program implementation and CPS services, and will promote national CPS week and California car/booster seat laws.
OP1703	3	California Highway Patrol California Occupant Restraint Education (CORE)
		The California Highway Patrol (CHP) will implement statewide activities to conduct community outreach and enforcement measures to increase seat belt and child safety restraint usage. The grant goals are to reduce the number of fatalities and injuries in traffic collisions in which victims did not use, or improperly used, their vehicle occupant restraint system. Objectives are to conduct child safety seat inspections, distribute child safety seats, conduct a statewide enforcement and awareness campaign, and provide comprehensive traffic safety educational seminars, classes, and informational sessions. The grant will provide child passenger safety certification training to CHP and allied agency personnel.
OP1704	4	California State University, Fresno Statewide Observational Restraint Usage Surveys
		Statewide seat belt usage data will be collected throughout California by using probability sampling method and adhering to NHTSA rules in 23 CFR Part 1340 (Docket No. NHTSA-2010-000). Based on NHTSA approved methods, roadway sites in 14 counties accounting for 85%+ of fatalities on California roadways will be sampled. Standard error will not exceed 2.5%. The data on usage rates at approximately 280 sites will be collected in Spring and Summer of 2017. During the Spring and Summer restraint surveys, a Distracted Driving survey will be simultaneously conducted. In addition, a statewide survey of high school driver and passenger seat belt usage will be performed at 98 high schools along with an infant/child restraint usage survey of 100 sites across the state.

Grant	Task	Agency/Title/Descriptions
OP1716	5	California Highway Patrol
		Keeping Everyone Safe (KEYS) VIII
		<p>California Highway Patrol (CHP) will implement a statewide program to address the need for established safety and mobility programs for older drivers to prevent injuries and fatalities. The program will be promoted statewide by using multidisciplinary community-based collaborative groups. These groups will assess issues and make recommendations to address the needs of the senior driving community. The collaborative groups will include members from public and private organizations including law enforcement personnel, health and aging professionals, transportation agency representatives, and other stakeholders. The CHP will continue to partner with the Department of Motor Vehicles to educate the motoring public with specific emphasis on older drivers.</p>
OP1717	5	University of California, San Diego
		Training Professionals to Promote Older Driver Safety
		<p>This program targets health professionals, law enforcement and social service providers, all who play a role in the identification and referral of older adults with impairments that affect driving. Curriculum specific to each target audience will be delivered. Program activities include in-person and online training for health professionals; in-person training and train-the-trainer for law enforcement; and in-person training for social service providers. A curriculum to promote safe driving and mobility with older roadway users will be developed for use by professional educators. Information will be disseminated through professional societies, conferences and publications. Collaborators include the California Highway Patrol and the County of San Diego Aging and Independent Services.</p>

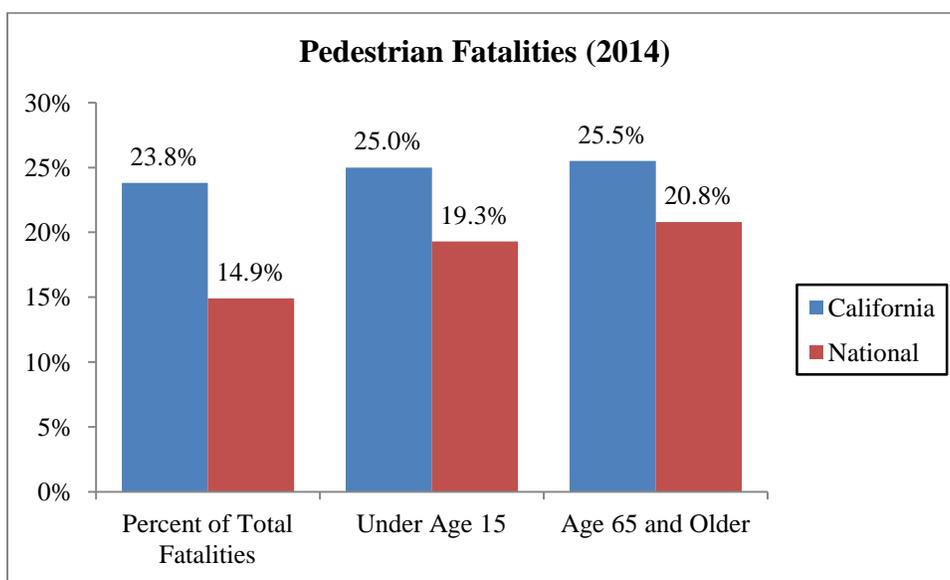
## PEDESTRIAN AND BICYCLE SAFETY

### PROBLEM IDENTIFICATION AND DATA ANALYSIS

#### Pedestrian Safety

##### *National*

In 2014, there were 4,884 pedestrians killed and an estimated 66,000 injured in traffic crashes in the United States (US). On average, NHTSA also reports that a pedestrian died in a traffic crash every two hours and was injured every eight minutes in the US in 2014. Across the country, pedestrian fatalities comprised 14.9 percent of all deaths in motor vehicle crashes, up from 11.4 percent in 2007. In 2014, 73 percent of pedestrian fatalities occurred at non-intersections, and almost 68 percent of crashes occurred at nighttime.



##### *California*

Promoting pedestrian safety in California has become increasingly important as more people are choosing to walk. Pedestrian fatalities represent 23.8 percent of total traffic fatalities in 2014, significantly higher than the 14.9 percent national average. During that same time period, pedestrian severe injuries declined by 3.5 percent, though the 1,702 severe injuries in 2014 still surpasses the 1,614 severe injuries in 2011. Pedestrian fatalities declined by 2.7 percent from 752 fatalities in 2013 to 732 in 2014. Severe injuries among pedestrians accounted for 15.8 percent of total traffic severe injuries in California. While these numbers seem daunting, California is working diligently to reduce the number of pedestrians injured or killed, while encouraging more walking trips.

In 2014, 31 percent of pedestrian fatal and severe injuries occurred while the pedestrian was in a crosswalk. Additionally, in a recent (2015) public opinion survey of 1,935 drivers statewide, respondents were asked to think about when they have been a pedestrian in the past six months and what safety problems they experienced. The most frequently mentioned safety threat for pedestrians was cars not stopping (mentioned by 21.8 percent of respondents), followed by distracted drivers (14.1 percent), and cars going too fast (11.2 percent).

Pedestrian injury collisions are too often underreported, as injured pedestrians might go directly to a hospital, rather than file a police report. The California Department of Public Health (CDPH) is working on a project to link crash and medical data to obtain a more complete picture of motor vehicle injuries. The Crash Medical Outcomes Data Project (CMOD) electronically links police crash reports with emergency department, hospital records and death

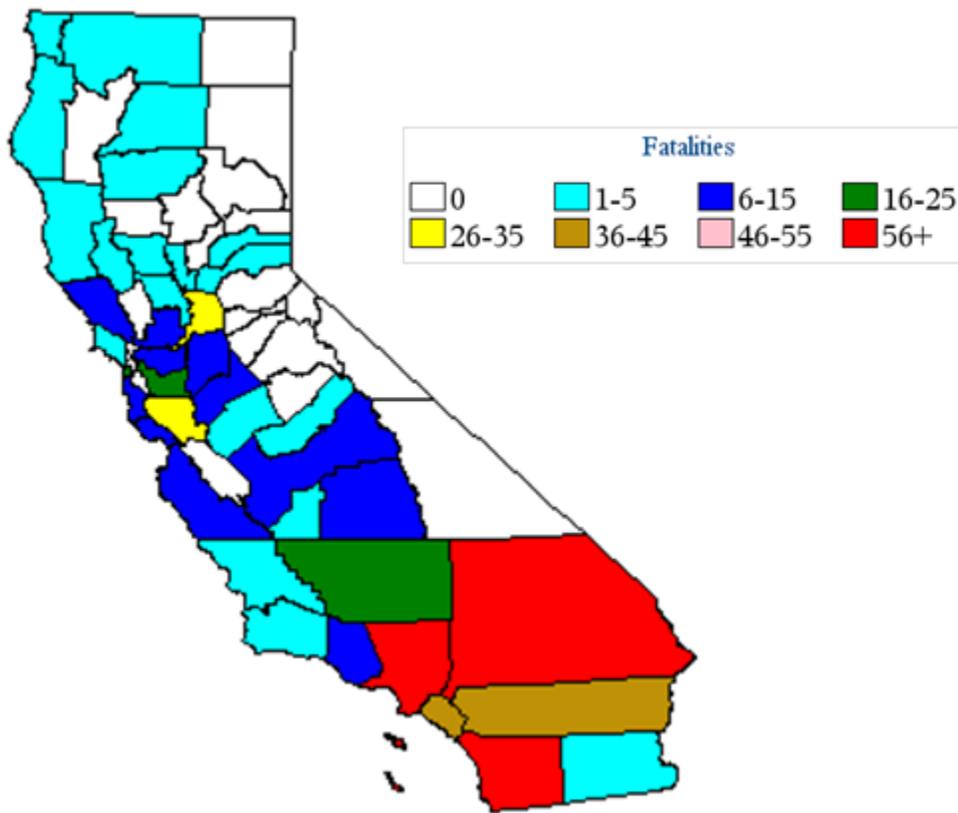
data. Analysis by CDPH reveals that serious injury rates are higher among some age and racial/ethnic groups. Pedestrians 65 years of age and older have the highest death and non-fatal injury rates of all age groups. Older pedestrians of Asian/Pacific Islander descent had the highest death and hospitalization rates. Among young children under age 10, African-American and Hispanic children had higher non-fatal hospitalization injury rates than other children in the same age range. African-American children 10-14 years of age had the highest non-fatal injury rates.

School zones have been identified as danger zones for aggressive driving habits and behaviors. In 2014, a quarter of children younger than age 15 killed in motor vehicle collisions in California were pedestrians, compared to 19.3 percent nationally. Through programs such as Safe Routes to School, communities have taken ownership of these areas at the K-12 grade levels by partnering with law enforcement, school officials, community-based organizations, advocacy groups, parent-teacher associations, engineers, and others to increase safety around local schools and decrease the number of children who are killed or injured on their way to and from school. Moreover, it is important to expand school zones to include university campuses which have large pedestrian populations.

Senior zones are another emerging area as the state’s aging adult population continues to grow, reaching approximately 8.5 million by 2020. In 2014, nearly one-quarter (25.5 percent) of pedestrian fatalities in California were victims age 65 and older, which is higher than the national rate of 20.8 percent.

OTS serves on the California Strategic Highway Safety Plan challenge area teams that address both aging road users and pedestrian safety. In the final rulemaking for the states’ Highway Safety Improvement Plan (HSIP) program (for infrastructure improvements), the Federal Highway Administration (FHWA) recently added tracking the number of non-motorized fatalities and non-motorized serious injuries for the first time. While OTS does not oversee the HSIP program, the transportation authorization specifies that HSIP and HSP goals be coordinated.

**2014 Pedestrian Fatalities (FARS)**



## California's Statewide Traffic Safety Survey

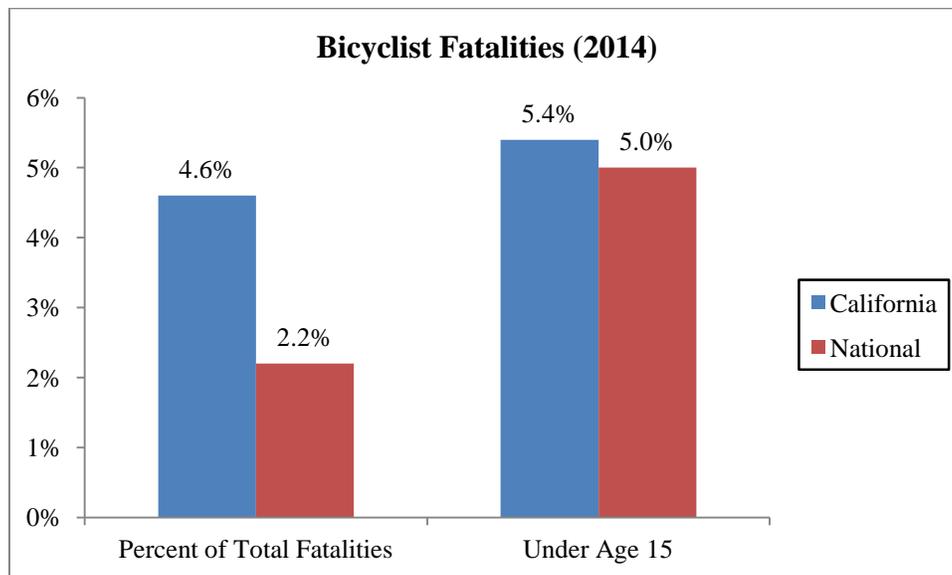
In July 2015, the California Statewide Traffic Safety Survey was administered as intercept interviews to 1,935 drivers throughout the state. Given at gas stations while fueling their cars and small trucks, drivers were asked about their perceptions and self-reported behavior of a range of traffic safety issues. The following is a brief summary of the findings related to pedestrian safety:

- As a pedestrian during the past six months, 21.8 percent of the drivers polled stated that “cars not stopping” was the biggest safety problem they experienced, followed by distracted drivers with cell phones (14.1 percent), cars going too fast (11.2 percent), almost getting hit by car (7.7 percent), and other (16.9 percent).

### **Bicycle Safety**

#### *National*

Pedalcyclist (defined by NHTSA as bicyclists and other cyclists including riders of two-wheel, non-motorized vehicles, tricycles, and unicycles powered solely by pedals) fatalities decreased 3.0 percent from 741 in 2013 to 720 in 2014. Pedalcyclist fatalities accounted for 2 percent of all traffic fatalities and made up 2.2 percent of all traffic fatalities during 2014. Crashes are concentrated in urban areas, with 68 percent of fatalities occurring in urban regions and the majority occurring during mid-afternoon to midnight hours. As with pedestrian collisions, many go unreported, as injured pedalcyclists may go directly to receive medical care after an injury crash.



#### *California*

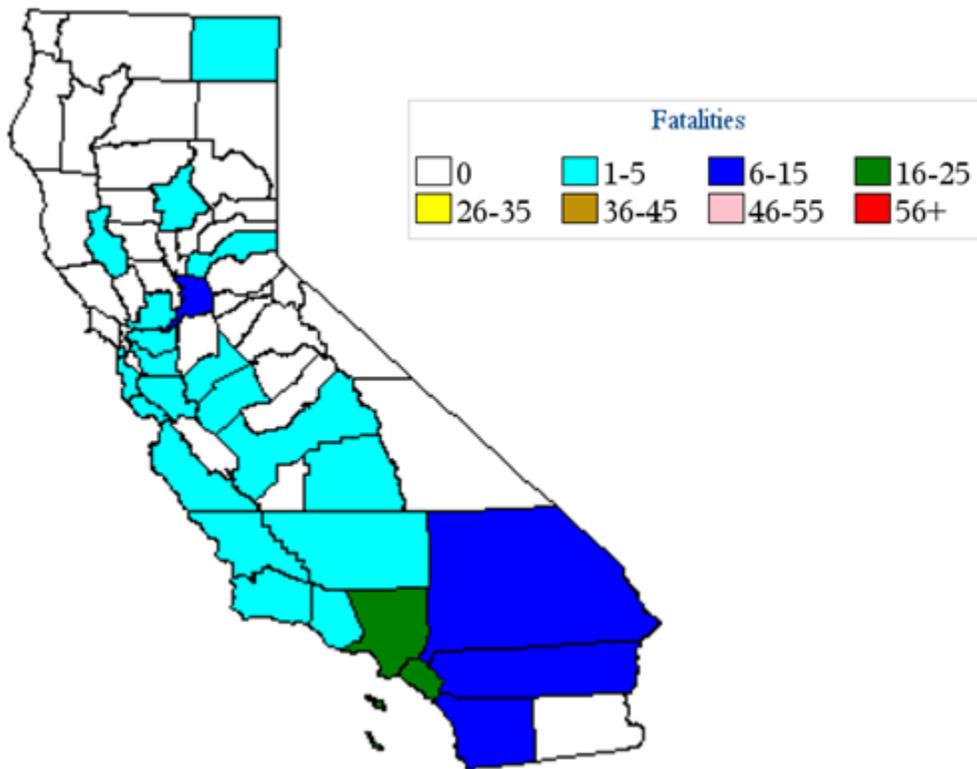
Bicyclist fatalities decreased by 14.6 percent from 164 fatalities in 2013 to 140 in 2014, while bicycling severe injuries declined by 7.1 percent from 984 fatalities in 2013 to 914 in 2014. Bicyclist fatalities represent 4.6 percent of all traffic fatalities in California, about twice the national average of 2.2 percent. Bicyclist severe injuries represented 8.5 percent of all traffic severe injuries. Compared to 5 percent nationally, 5.4 percent of children younger than age 15 who were killed in motor vehicle collisions were bicyclists.

Adults continue to represent a significant portion of the population “at-risk” for injury in a collision. Environmental issues, health concerns, and increased traffic congestion have driven many communities and individuals to emphasize alternative means of commuting. Programs originated by employers, environmental groups, the healthcare community, and others encourage cycling among adults. As a result, it is common to find more adults

riding bicycles. While adults have the highest bicycle fatality rates based on population size, children have a higher rate of injury. In 2014, children age 15 and younger accounted for 5.4 percent of bicyclist fatalities and 10.4 percent of bicyclist severe injuries. Bicycle helmets or safety helmets significantly reduce the risk of head and brain injury. In fact, it is estimated that as many as seven out of every eight bicycle-related fatalities among children could have been prevented with a bicycle helmet.

In OTS’s 2015 Traffic Safety Survey of public opinion, 1,935 drivers age 18 and older were asked if they think it is legal for bicyclist to ride on roadways when there is no bike lane. The results show that 31.4 percent of California drivers incorrectly do not think it is legal for a bicycle rider to use the street, ranging from 29.4 percent in Southern California to 36.9 percent in Central California.

**2014 Pedalcyclist Fatalities (FARS)**



**SHSP Action Items**

**Challenge Area: Pedestrians**

**Challenge Area: Bicycling**

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team selected the following action items to include in California’s recently updated SHSP Implementation Plan for 2015 – 2019:

- Develop a pedestrian infrastructure evaluation and implementation guide; disseminate by posting online; incorporate into Local Assistance program guidelines and the Local Roadway Safety Manual; distribute with funding program announcements; and track use of the guide through follow-up survey.
- Identify locations with pedestrian collision concentrations on the state highway system for traffic safety investigations to be conducted by Caltrans. As part of investigation process, Caltrans Districts will engage

impacted local agencies and stakeholders to develop context-sensitive solutions and recommendations. Caltrans Districts will involve the impacted local agencies and stakeholders with the implementation of resulting recommendations.

- Provide technical assistance and targeted resources (e.g. pedestrian safety educational materials to support the development and implementation of local Active Transportation Program funded pedestrian safety education and enforcement programs).
- Identify specific locations with reported pedestrian safety issues to conduct targeted, high-visibility pedestrian safety enforcement operations in partnership with local law enforcement agencies. The targeted locations will be continually monitored and updated as necessary and may include the FHWA Pedestrian Safety Focus Cities and OTS Top 50 Pedestrian Collision Cities.
- Conduct pedestrian safety presentations to high-risk populations, in collaboration with schools, community groups, or local pedestrian advocacy groups, to promote pedestrian traffic safety awareness.
- Establish set-aside of the Local HSIP at the state level to fund the development of local safety plans for cities, towns, and counties.
- Increase the number of local safety plans developed and used for applications to the Local HSIP program.
- Conduct analysis of local pedestrian crash and medical outcomes data; disseminate to local agencies to inform pedestrian safety planning and programming; and survey recipient agencies for qualitative effectiveness of analysis sheets for planning and programming purposes.
- Conduct research to determine potential recommendations matrix regarding street and facility needs relative to speed and volume of motor traffic. Research to determine if, where and what speed, volume, etc. necessitate separated/protected facilities.
- Explore the feasibility of conducting a pilot study to determine if there is sufficient information being compiled regarding collisions involving bicycles. Commission a study to a) determine if sufficient data is collected, then b) conduct a study of potential improvements; and c) make recommendations, as appropriate for changes to the 555, improved training, or other recommendations.
- Conduct a study to identify ways to collect data to fill in information gaps about bicycle collisions occurring on bikeways, walkways and shared-use paths.
- Identify locations with bicycle collision concentrations on the state highway system and flag them for traffic safety investigations.
- Conduct a literature review on existing training programs for bicycle traffic law enforcement that could be provided to local agencies for in-service training.
- Explore the feasibility of updating POST training regarding bicycle traffic laws, i.e., 3' minimum passing and signs and roadway markings such as "Bikes May Use Full Lane" and Shared Lane roadway markings, and other potential bike laws (electric bikes, pedicabs, rear bike lights, etc.)
- Review the DMV Driver Handbook and related DMV publications. Make recommendations to DMV for updates on bicycles.
- Provide technical assistance and targeted resources (e.g. bicycle safety educational materials) to support the development and implementation of Active Transportation Program funded bicycle safety education and enforcement programs.
- Identify three cities, counties, or areas that have high numbers and high rates per population of bicycle fatalities and serious injuries and conduct a study to determine the contributing factors on state and local highways.

## **Countermeasures and Strategies**

### Pedestrian and Bicycle Safety

- Expand the statewide pedestrian safety campaign to include paid and earned media efforts.
- Expand activities, events, and public information during September's Pedestrian Safety month.

- Conduct a Pedestrian Safety Roundtable with statewide stakeholders.
- Fund the Southern California Association of Governments (SCAG) to expand the “Go Human” pedestrian and bicycle safety media campaign and provide community outreach and education in Los Angeles, Riverside, San Bernardino, Orange, Imperial, and Ventura counties.
- Fund SafeTREC to facilitate sustained networks, conduct community workshops, technical assistance, among FHWA Pedestrian and Bicyclist Focus Cities including Los Angeles, San Francisco, San Diego, San Jose, Santa Ana, Fresno, and Bakersfield.
- Expand Vision Zero efforts by providing targeted education to the top 10 pedestrian communities in the city of Los Angeles.
- Offer free Pedestrian Safety Assessments to cities and communities.
- Continue community based education workshops on pedestrian safety best practices, walkability and community engagements to cities with high rates of pedestrian and bicycle fatalities and injuries.
- Provide training to law enforcement on pedestrian and bicycle enforcement and train-the-trainer courses.
- Fund the development of pedestrian and bicycle safety videos.

#### **Funded Grant Goals**

- Reduce the total number of pedestrians killed 8 percent by September 30, 2017.
- Reduce the total number of pedestrians injured 10 percent by September 30, 2017.
- Reduce the number of pedestrians killed under the age of 15 by 9 percent by September 30, 2017.
- Reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2017.
- Reduce the number of pedestrians killed over the age of 65 by 7 percent by September 30, 2017.
- Reduce the number of pedestrians injured over the age of 65 by 5 percent by September 30, 2017.
- Reduce the total number of bicyclists killed in traffic related collisions 10 percent by September 30, 2017.
- Reduce the total number of bicyclists injured in traffic related collisions 10 percent by September 30, 2017.
- Reduce the number of bicyclists killed in traffic related collisions under the age of 15 by 7 percent by September 30, 2017.
- Reduce the number of bicyclists injured in traffic related collisions under the age of 15 by 10 percentage points by September 30, 2017.
- Increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2017.

## **TASKS**

### Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2017 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

### Task 2 - Pedestrian and Bicycle Safety Programs

This task provides funds for grants that target bicycle and pedestrian safety through the school system and local communities. Activities to be conducted for these grants include traffic safety rodeos at schools and community events; traffic safety workshops tailored for targeted audience; and increased enforcement around schools. The main goals of these grants are to decrease the number of fatal and injured victims resulting from traffic collisions with bicyclists and/or pedestrians, and to increase public awareness of traffic safety practices for pedestrians, bicyclists and motorists.

### Task 3 - Statewide Pedestrian and Bicycle Safety Programs

These programs target the enhancement of bicycle and pedestrian safety throughout the State. These grants develop teams of transportation professionals to identify pedestrian problems and solutions to improve pedestrian environments. The development of pedestrian safety action plans and community pedestrian trainings will be provided to address identified pedestrian problems. Caltrans will work with the California Pedestrian Advisory Committee (CalPED) and the Challenge Area Team (Pedestrians) to develop a coordinated approach to safety planning, assessment, and educational efforts across the state. OTS will continue funding a web-based on-line resource that contains California-centered bicycle and pedestrian data. Additionally, OTS will fund one grant that will provide free Pedestrian Safety Assessments for communities and/or in-depth analysis of a community's enforcement and engineering practices with the goal of reducing the number and severity of crashes by recommending solutions for high crash sites in the community as well as a grant that will provide an in-depth analysis of a community's enforcement and engineering practices with the goal of reducing the number and severity of crashes by recommending solutions for high crash sites in the community.

**GRANT SUMMARY**

<b>Grant</b>	<b>Task</b>	<b>Agency</b>	<b>Fund</b>	<b>Amount</b>
PS1701	2	Bakersfield	402PS	\$28,300
PS1703	2	Kern County	402PS	\$25,000
PS1704	2	Lancaster	402PS	\$100,000
PS1705	2	Lompoc Fire Department	402PS	\$25,000
PS1706	2	Long Beach	402PS	\$49,784
PS1707	2	Monterey	402PS	\$74,000
PS1708	2	Monterey County	402PS	\$192,521
PS1709	2	Orange County	402PS	\$50,000
PS1710	2	Pasadena	402PS	\$145,000
PS1711	2	Riverside County	402PS	\$125,850
PS1712	2	Sacramento	402PS	\$125,425
PS1713	2	Sacramento County	402PS	\$142,801
PS1714	2	San Diego	402PS	\$232,820
PS1715	2	San Leandro	402PS	\$134,000
PS1716	2	Santa Ana	402PS	\$158,000
PS1717	2	Santa Cruz County	402PS	\$118,160
PS1719	2	Sonoma County	402PS	\$50,000
PS1720	2	Tehama County	402PS	\$47,260
PS1722	2	Vista	402PS	\$63,000
PS1723	2	San Luis Obispo County	402PS	\$151,428
PS1725	2	Souther California Association of Governments (SCAG)	402PS	\$500,000
PS1726	2	Los Angeles	402PS	\$500,000
PS1702	3	California Highway Patrol	402PS	\$1,400,000
PS1721	3	The Regents of the University of California, Berkeley Campus	402PS	\$2,000,000
PS1724	3	The Regents of the University of California, Berkeley Campus	402PS	\$400,000
			<b>Total</b>	<b>\$6,838,349</b>

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

**GRANT DESCRIPTIONS**

<b>Grant</b>	<b>Task</b>	<b>Agency/Title/Descriptions</b>
PS1701	2	Bakersfield
		Bicycle/Pedestrian Safety and Education
		Through a collaborative effort with the community, the police department will provide education and enforcement to reduce the number of pedestrians and bicyclists injured or killed in the city of Bakersfield.
PS1703	2	Kern County
		E.B. STREETS Program
		Kern County Public Health Services Department (KCPHSD) will implement the E.B. STREETS program that will conduct trainings and presentations to educate and inform youth and senior citizens about pedestrian safety techniques, with specific focus on the Mt. Vernon Avenue corridor of East Bakersfield. Additionally, KCPHSD will work with partner agencies via the Call to Action for a Healthier Kern (CTA) to develop a Safe Streets Master Plan.
PS1704	2	Lancaster
		Pedestrian and Bicycle Safety
		Through a collaborative effort, this program will educate students in elementary and middle school on pedestrian and bicycle safety. Activities include training and certified for individuals in the area of pedestrian and bicycle safety. Once certified, these individuals will then train physical education teachers in schools in order to continue the success of the program.
PS1705	2	Lompoc Fire Department
		Pedestrian and Bicycle Safety Program
		The Lompoc Fire Department will partner with the Lompoc Valley Community Healthcare Organization (LVCHO) to provide training, education, and equipment to ensure the safety of bicyclists and pedestrians. The Lompoc Pedestrian/Bicycle Safety Program will develop a safety presentation and/or curriculum with educational materials that include suggested routes for students and community residents; initiate a series of bicycle workshops and clinics to educate residents on their bicycle safety skills; attend special events for outreach with education materials; provide specialty bicycle training for staff and key volunteers; convene community stakeholders to discuss bicycle and pedestrian infrastructure needs; and implement a public information campaign targeting pedestrians and bicyclists on safety issues.
PS1706	2	Long Beach
		Pedestrian Safety and Education Initiative
		The Long Beach Department of Health and Human Services will partner with four elementary schools and other organizations in high collision communities to offer pedestrian safety workshops and traffic safety rodeos. Additional activities will include distributing safe routes to schools maps and other educational materials to all students attending the target elementary schools, and educating motorists and pedestrians who commit traffic violations near the target schools.
PS1707	2	Monterey
		Pedestrian and Bicycle Safety Education
		The City of Monterey will develop a 'Vision Zero' action plan, which is a collaborative attempt for preventing and reducing fatalities and serious injuries. The 'Vision Zero' initiative not only meets the needs of the local community, but it also addresses statewide goals. The campaign will promote safety for all modes of transportation, particularly focusing on pedestrian and bicycle safety.

Grant	Task	Agency/Title/Descriptions
PS1708	2	Monterey County
		Safe Travels via Salinas
		The Monterey County Health Department will work with local schools, police chiefs, community based organizations, the media, and local contractors to reduce pedestrian, bicyclists and vehicle occupant injuries and fatalities due to collisions. Stakeholder interviews, focus groups, and surveys will provide much needed community level data to better assess the impact of collisions in local neighborhoods, and will assist in developing culturally appropriate outreach, education, and training. Countywide messaging via local radio, television, and social media outlets will reach a broad audience. More focused safety education and bike skills training for students, particularly among elementary schools located near scheduled sidewalk and street infrastructure improvements, will result in improved pedestrian and bicyclist safety and greater use of the new infrastructure.
PS1709	2	Orange County
		Active Transportation Video Series
		This program will develop a series of videos in English, Spanish, Vietnamese, Korean and Chinese to serve the diverse Orange County population. These videos will focus on topics such as safe bicycling and pedestrian practices, and will raise awareness of the most common types of collisions that lead to injury and fatality, highlighting other areas of vagueness and common misconceptions among road users.
PS1710	2	Pasadena
		Safer Streets Pasadena - School Area Safety
		The Safer Streets Pasadena - School Area Safety Program combines education and outreach with engineering. Activities will include the expansion of the "We Make Time" pedestrian safety campaign that was developed in 2014 by the City of Pasadena. The campaign will use classroom level pedestrian safety outreach to 3rd grade students while also addressing parents and motorists who drive through school zones. In addition, the city will update the Suggested Routes to School Maps for each of the 18 elementary and middle schools in Pasadena.
PS1711	2	Riverside County
		PedBikeIT
		County of Riverside Department of Public Health, Injury Prevention Services (IPS) will provide education and resources to local law enforcement, community agencies and residents in an effort to reduce the number of residents killed or injured due to pedestrian and bicycle collisions. The program will include implementing Pedestrian and Bicycle Safety Instructor trainings to conduct hands-on educational rodeos and comprehensive bicycle safety workshops culminating in a community bike ride. IPS will also contract with a media production company to produce traffic safety public service announcements targeting toward drivers, pedestrians and bicyclists.
PS1712	2	Sacramento
		Pedestrian and Bicycle Safety Grant
		The Sacramento Police Department will conduct school surveys, bicycle rodeos, and community events to provide education to schools and parents on safe routes to school in an effort to reduce the number of bicycle and pedestrian-related collisions while increasing helmet usage by bicyclists in the Sacramento school districts.

Grant	Task	Agency/Title/Descriptions
PS1713	2	Sacramento County
		Pedestrian and Bicycle Safety Campaign for Middle Schools in Sacramento County
		The Sacramento County Office of Education, Prevention & Student Services Department will collaborate with Safety Center Incorporated and local stakeholders to implement a countywide program to increase pedestrian and bicyclist safety in selected middle schools in Sacramento County. The program will engage middle school students during the time they are pedestrians, bicyclists and passengers, and before they are drivers, with the aim of developing lifelong attitudes, behaviors and values that support a culture of traffic safety. It also will reach more than 12,000 students and their parents and will be implemented at 15 middle schools.
PS1714	2	San Diego
		Pedestrian and Bicycle Safety
		The San Diego Police Department will work with local community based organizations to conduct traffic safety rodeos for elementary, middle and high schools, and community groups in an effort to increase awareness among various age groups. Activities will target high-risk populations and areas with multicultural public education addressing safer driving, biking and walking behaviors.
PS1715	2	San Leandro
		San Leandro Traffic Safety Program for K-8 Students and Senior Adults
		The City of San Leandro will implement strategies to reduce pedestrian and bicycle fatalities and injuries. Activities will include: conducting traffic safety educational programs for students at thirteen K-8 schools and for older adults; and conducting a street banner awareness campaign.
PS1716	2	Santa Ana
		Bicycle and Pedestrian Safety Education Program
		The Bicycle and Pedestrian Safety Education Program will use a multi-faceted approach to address bicycle and pedestrian safety city-wide. Strategies will include educational workshops for adults and youth, community events, and school assemblies.
PS1717	2	Santa Cruz County
		Santa Cruz County Collaborative Traffic Safety Program
		The Santa Cruz Health Services Agency will implement a comprehensive traffic safety program with a Vision Zero focus of eliminating injuries and deaths from traffic collisions. The program will focus on pedestrian and bicycle safety, and utilize and strengthen partnerships with law enforcement, schools, community-based programs, and coalitions. In addition, the program will emphasize the collection and analysis of local data to plan, implement, and evaluate prevention activities.
PS1719	2	Sonoma County
		Sonoma County Bicycle Safety Education Campaign
		This program will update materials for the Sonoma County Bicycle Safety Education Campaign. The current "Share the Road" campaign was developed in 2003 and has become stale and misunderstood. Program activities will focus on updating campaign materials using more website information and social media strategies in addition to traditional advertising and other public outreach methods.

Grant	Task	Agency/Title/Descriptions
PS1720	2	Tehama County
		Pedestrian Protection: Walk, Scoot and Peddle to Safety
		This program will reduce injuries and fatalities resulting from pedestrian and bicycle collisions. The program will conduct media campaigns, bike rodeos, school presentations, diversion programs, and community education events to raise awareness of the need to safely share our streets.
PS1722	2	Vista
		Pedestrian Mobility Outreach and Education
		The City of Vista will implement pedestrian mobility outreach and education activities to address pedestrian safety and reduce the number of pedestrian collisions and injuries. Activities will include workshops, school assemblies, and a public awareness campaign.
PS1723	2	San Luis Obispo County
		Bicycle and Pedestrian Safety
		The County of San Luis Obispo will continue its work to reach diverse groups of community members with bike and pedestrian safety education in order to make local streets and communities safer. Bike and pedestrian safety will include a comprehensive program with educational presentations and hands on experiences to diverse populations ranging from children to the homeless.
PS1725	2	Southern California Association of Governments (SCAG)
		Active Transportation Safety and Encouragement Campaign
		SCAG will conduct a regional active transportation safety and encouragement campaign to reduce bicycle and pedestrian collisions using SCAG's existing Go Human campaign. The project will develop new collateral, conduct media buys, develop a passport program, and conduct safety programming at regional events.
PS1726	2	Los Angeles
		Vision Zero Education Strategy
		This program will develop a Los Angeles Vision Zero education strategy using a data-driven approach. Activities will focus on developing and implementing an education strategy in conjunction with on-going enforcement and engineering activities. The city's Vision Zero Education Subcommittee will be tasked with the development of a robust and varied communications and outreach plan, which will involve leveraging existing investments to identify priority demographics and locations that have or are slated to receive enforcement and/or engineering activities. These activities will be developed in close coordination with community-based organizations to effectively reach the large and diverse Los Angeles population.
PS1702	3	California Highway Patrol
		California Pedestrian and Bicyclist Enforcement and Education Project IV
		The California Highway Patrol (CHP) will conduct statewide activities to reduce pedestrian and bicyclist collisions and victims. This program includes both enhanced enforcement and a public education and awareness campaign focusing on pedestrian and bicyclist traffic safety, including motorist behavior when in the presence of pedestrians and bicyclists. Objectives are to provide comprehensive traffic safety educational events, "rodeos," and community informational sessions and collaboration; distribute pedestrian and bicyclist educational materials; and to conduct appropriate training for CHP uniformed personnel regarding Active Transportation Skills, Safe Routes to School program, Complete Streets, Communication for Pedestrian Safety, Understanding Bicycle Transportation, and bicycling traffic skills.

Grant	Task	Agency/Title/Descriptions
PS1721	3	The Regents of the University of California, Berkeley Campus
		Community-Based Bicycle and Pedestrian Safety Program
		The target population for this program are pedestrian high risk communities (communities with higher than average pedestrian collisions or observed pedestrian problems; e.g., near-misses, unsafe conditions with high volumes of pedestrians, etc.), which are often low-income communities and communities with a significant proportion of people of color. The program will also focus significantly on bicycle pedestrian safety for children and seniors. Objectives include providing education based information on best practice guidance in 20 high risk communities and providing technical assistance to 25 communities to support sustained pedestrian safety efforts.
PS1724	3	The Regents of the University of California, Berkeley Campus
		Safety Assessments for California Communities
		To reduce the number of fatalities of pedestrians, bicyclists, and motorists, and to reduce the injuries and severity of collisions on California's roadways this program will provide free expert technical assistance to local agency staff in the form of Complete Streets Safety Assessments (CSSA).

## **POLICE TRAFFIC SERVICES**

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

#### *National*

According to NHTSA Traffic Safety Facts, FARS data shows that nearly one-third of all traffic fatalities nationwide were speeding-related in 2014. By definition, a speed-related crash is one where the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. Despite a four percent decline from the previous year, 2013, there were still 9,262 speeding-related fatalities. Younger drivers between age 15 to 20 and male drivers across all age groups were more likely to be speeding at the time of a fatal crash. Over one-third of motorcycle riders involved in fatal crashes were speeding, compared to 20 percent of passenger car drivers who were speeding. Twenty-five percent of drivers involved in a speeding-related fatal crash had an invalid license at the time of the crash compared to 12 percent of non-speeding drivers.

Drivers involved in a fatal speeding-related crash were also more likely to engage in other risky behavior compared to non-speeding drivers. Alcohol involvement was much more common for drivers in speeding-related fatal crashes (41 percent) than non-speeding crashes (17 percent). Speeding passenger vehicles drivers were also often unrestrained at the time of the crash, 51 percent compared to 78 percent of non-speeding drivers. Local roads had the highest percentage of speeding-related fatalities (23 percent) in 2014; 13 percent took place on interstates.

#### *California*

As recently as 2014, California had the second highest number of speeding-related fatalities in the nation with 991, about one-third of all its traffic fatalities. According to the recent 2014 FARS ARF, speeding-related fatalities increased 3.1 percent to 991 and remained the leading cause of traffic fatalities for the fifth consecutive year.

Since the US Congress repealed the National Maximum Speed Limit of 55mph in 1995, California has raised its speed limits to 65mph on urban interstates and 70mph on rural interstates. Unfortunately, this increase in maximum speed led to a subsequent increase in fatalities nationally at a rate of 33,000 over the past 20 years. If California's speed limit was 55mph rather than 65mph, an estimated 228 deaths could have been prevented in 2014 alone using the IIHS study's finding of a four percent increase in fatalities for each five mph increase in maximum speed. Other research consistently shows that drivers exceed the posted speed limit. Consequently, GHSA dissuades states and communities from raising speed limits and instead strongly encourages them to enforce existing speed limits through law enforcement and speed camera use.

When looking at primary collision factors (PCFs) for fatal and severe collisions in the state traffic records database, SWITRS, DUI, improper turning and unsafe speed rank as the top three PCFs in each of the last five years from 2009 through provisional 2014 data. Together these three PCFs accounted for 51.9 percent of all fatalities and 53.2 percent of all severe injuries in 2014.

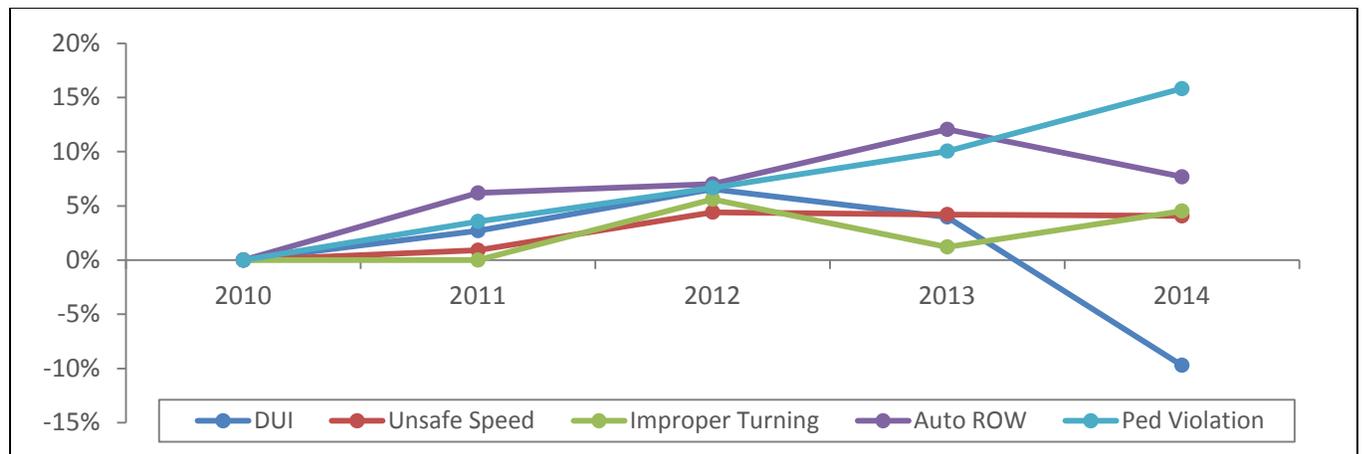
Primary Collision Factor <sup>a</sup>	2010		2014 <sup>b</sup>	
	Fatal Injury <sup>c</sup>	Severe Injury	Fatal Injury <sup>c</sup>	Severe Injury
DUI	545	2,145	539	1,890
Improper Turning	545	1,841	581	1,913
Unsafe Speed	435	1,873	476	1,926
Pedestrian Violation	365	729	427	840
Automobile Right of Way	171	1,040	205	1,099
<b>TOTAL: Top 5 PCF</b>	<b>2,061</b>	<b>7,628</b>	<b>2,228</b>	<b>7,668</b>
<b>TOTAL: F+SI</b>	<b>3,076</b>	<b>10,931</b>	<b>3,073</b>	<b>10,759</b>

<sup>a</sup> PCF are defined in SWITRS. Officers indicate only one PCF, even if other factors are involved.

<sup>b</sup> 2014 Provisional SWITRS data is as of December 2015.

<sup>c</sup> Fatal and severe injury numbers reported here are taken from SWITRS.

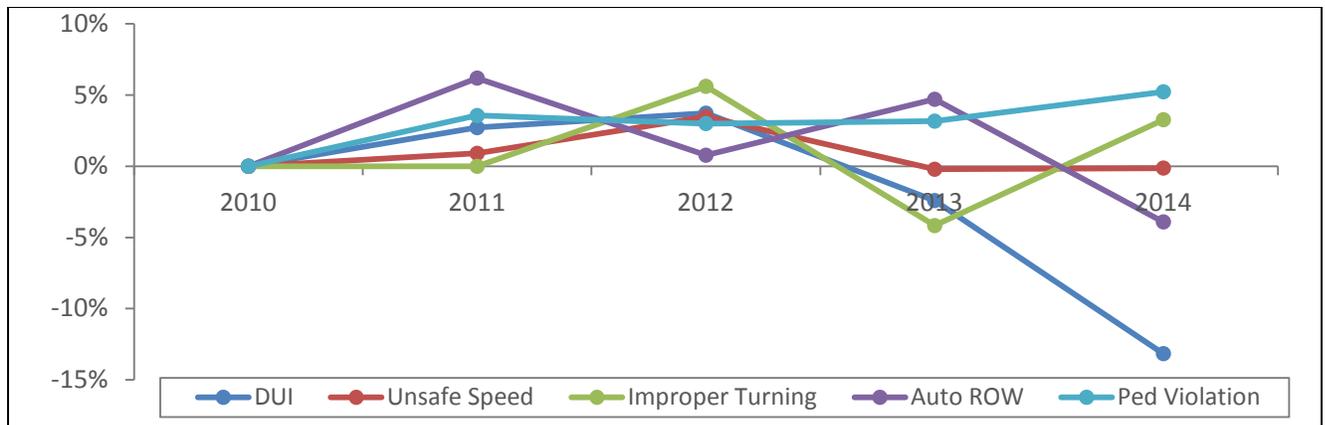
Not all PCFs are seeing the same changes in fatal and severe injuries, especially in the most recent year of data. More alarmingly, the trend for all five primary collision factors increased from their 2010 figures through 2013, with a decline in DUI fatal and severe injuries in 2014. For example, while the number of DUI fatal and severe injuries decreased by 9.7 percent from 2,690 in 2010 to 2,429 in 2014, the number of improper turning and unsafe speed injuries increased by 4.1 and 4.5 percent, respectively. Bearing in mind that 2014 figures are not final yet, this suggests an even larger concern and need for traffic records activities in this arena.



Percent Change in Fatal & Severe Injury from 2010 for the Top Five PCFs

When looking at the percent change in fatal and severe injuries between 2013 and 2014, the following trends were seen for the top five PCFs:

- DUI fatal and severe injuries declined 13.2 percent to 2,429;
- Automobile Right of Way fatal and severe injuries declined 3.9 percent to 1,304;
- Unsafe speed fatal and severe injuries declined 0.1 percent to 2,402;
- Improper turning fatal and severe injuries increased 3.3 percent to 2,494; and
- Pedestrian violation fatal and severe injuries increased 5.2 percent to 1,267.



Percent Change in Fatal & Severe Injury from Previous Year for the Top Five PCFs

Police Traffic Services are an essential part of California’s traffic safety program and critical to reducing fatal and injury collisions. Through strong partnerships with state and local law enforcement agencies, OTS will fund public awareness, educational campaigns, training, and selective traffic enforcement focusing on speeding, distracted driving, motorcycle safety, and other traffic safety countermeasures.

### California’s Statewide Traffic Safety Survey

In July 2015, the California Statewide Traffic Safety Survey was administered as intercept interviews to 1,935 drivers throughout the state. Given at gas stations while fueling their cars and small trucks, drivers were asked about their perceptions and self-reported behavior of a range of traffic safety issues. The following is a brief summary of the findings related to police traffic services:

- While driving 10 miles per hour over the speed limit on freeways, 57.5 percent of drivers polled thought they were safe.
- When asked about driving 20 miles over the speed limit on freeways, 71.3 percent of the drivers thought it was not safe.
- On residential streets, 48.8 percent of drivers polled did not think that driving 5 miles over the speed limit was safe.
- When driving over the speed limit, 61.5 percent drivers polled thought their chances of getting a ticket were very likely or somewhat likely.
- Overall 2015 survey results indicate that 18.1 percent of the drivers polled expressed that, in their opinion, speeding/aggressive driving is the biggest safety problem on California roadways, followed by texting on cell phone (16.1 percent), bad roadway surfaces (13.0 percent), talking on cell phone (11.7 percent), drunk driving (6.6 percent), and other (10.4 percent).

### **SHSP Action Items**

#### **Challenge Area: Speeding and Aggressive Driving**

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team selected the following action items to include in California’s recently updated SHSP Implementation Plan for 2015 – 2019:

- Continue to utilize grant funding provided by OTS to increase high visibility enforcement specifically targeting drivers speeding and certain aggressive driving behaviors such as unsafe lane changes, following too close, improper turning movements, etc.
- Reinstigate the Corridor-Safety Program with a focus on speeding and aggressive driving including long-term countermeasures.

- Develop a training program based on an existing one and reach out to the courts to encourage the use of mandatory court appearance for violations of 30+ mph over the speed limit.
- Utilize existing grant funding to purchase new radar and Lidar units for state and local officers to use during enforcement actions.
- Utilize the results of a public opinion survey to develop a media campaign including educational materials to raise awareness about speeding and aggressive driving.
- Develop and implement engineering methods to address speed differential, based upon existing research outcomes.
- Increase the use of the Attitudinal Dynamics of Driving course to provide education on the dangers of speeding and aggressive driving by providing this course as an option to the courts.

## **Countermeasures and Strategies**

### High Visibility Enforcement

- Conduct DUI/DL checkpoints, saturations, court stings, warrant details, and stakeouts.
- Conduct highly publicized special motorcycle safety enforcement operations in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other PCFs by motorcyclists and other drivers.
- Conduct enforcement operations in identified areas of high bicycle and pedestrian traffic.
- Conduct night-time “*Click It or Ticket*” enforcement operations.
- Conduct enforcement during National Distracted Driving Awareness Month in April.

### Increased Enforcement

- Conduct special enforcement operations targeting PCF violations.
- Fund full-time officers, overtime, lidar and radar units, DUI trailers, visible display radar trailers, changeable message signs, geographical information systems (GIS), motorcycles, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.
- Conduct courthouse and probation sting operations of traffic offenders with licensure sanctions who fail to obey their suspension or revocation of licensure.

### Education

- Conduct traffic safety educational presentations to communities, organizations, and schools.
- Deploy visible display message/radar trailers.
- Promote traffic enforcement training for patrol officers.
- Establish a comprehensive continuing public education campaign to reduce bicycle and pedestrian collisions.
- Conduct illegal-street racing enforcement training to California law enforcement agencies.

## Other

- Encourage the involvement of community-based organizations in program planning and participation in activities to promote traffic safety.
- Use GIS to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.

## **Funded Grant Goals**

- Reduce the total number of persons killed in traffic collisions 2 percent by September 30, 2017.
- Reduce the total number of persons injured in traffic collisions 2 percent by September 30, 2017.

## **TASKS**

### Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2017 HSP. Funding allocated to this task provides for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences. Also included under this task is funding for CHP grant administration.

### Task 2 - Selective Traffic Enforcement Program (STEP)

Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other PCFs. The funded strategies may include: DUI checkpoints, DUI saturation patrols, warrant service operations, stakeout operations, a "Hot Sheet" program, educational presentations, and court stings. The program may also concentrate on speed, distracted driving, seat belt enforcement, operations at intersections with disproportionate numbers of traffic crashes, and special enforcement operations encouraging motorcycle safety. These strategies are designed to earn media attention thus enhancing the overall deterrent effect. OTS will fund 136 grants under this task.

### Task 3 - California Highway Patrol

OTS funds grants to the CHP in an effort to reduce over represented fatal collisions where the PCF has been identified. CHP is the lead agency in California for traffic education and enforcement. Through these grants, the CHP will conduct speed and seat belt enforcement, implement corridor projects, continue statewide Start Smart presentations, and provide enhanced enforcement directed at reducing motorcycle-involved fatalities and injuries.

### Task 4 - Education

University staff will work closely with community-based organizations, employers, OTS subrecipients, and stakeholders to conduct public awareness, outreach, education, and data analysis.

**GRANT SUMMARY**

Grant	Task	Agency	Fund	Amount
PT1718	1	California Highway Patrol	164AL	\$175,000
			402PT	\$175,000
PT1701	2	Anaheim	164AL	\$313,761
			402PT	\$222,691
PT1702	2	Arcadia	164AL	\$35,000
			402PT	\$35,000
PT1703	2	Azusa	164AL	\$35,000
			402PT	\$65,000
PT1704	2	Bakersfield	164AL	\$283,000
			402PT	\$101,000
			405c TR	\$31,000
PT1705	2	Baldwin Park	164AL	\$30,000
			402PT	\$40,000
PT1706	2	Bell	164AL	\$35,000
			402PT	\$35,000
PT1707	2	Bell Gardens	164AL	\$35,000
			402PT	\$35,000
PT1708	2	Berkeley	164AL	\$150,000
			402PT	\$115,000
PT1709	2	Brea	164AL	\$45,000
			402PT	\$25,000
PT1710	2	Brentwood	164AL	\$40,000
			402PT	\$30,000
PT1711	2	Burbank	164AL	\$50,000
			402PT	\$50,000
PT1712	2	Burlingame	164AL	\$35,000
			402PT	\$35,000
PT1720	2	Carlsbad	164AL	\$65,000
			402PT	\$35,000
PT1721	2	Cathedral City	164AL	\$10,000
			402PT	\$90,000
PT1722	2	Chino	164AL	\$75,000
			402PT	\$40,000
PT1723	2	Chula Vista	164AL	\$200,000
			402PT	\$130,000
PT1724	2	Citrus Heights	164AL	\$105,000
			402PT	\$40,000
PT1725	2	Clovis	164AL	\$35,000
			402PT	\$35,000

Grant	Task	Agency	Fund	Amount
PT1726	2	Concord	164AL	\$120,000
			402PT	\$80,000
PT1727	2	Corona	164AL	\$55,000
			402PT	\$45,000
PT1728	2	Costa Mesa	164AL	\$115,500
			402PT	\$49,500
PT1729	2	Culver City	164AL	\$25,000
			402PT	\$45,000
PT1730	2	Daly City	164AL	\$45,000
			402PT	\$25,000
PT1731	2	Downey	164AL	\$200,000
			402PT	\$100,000
PT1732	2	El Cajon	164AL	\$86,000
			402PT	\$84,000
PT1733	2	El Centro	164AL	\$40,000
			402PT	\$30,000
PT1734	2	El Monte	164AL	\$80,000
			402PT	\$80,000
PT1735	2	Elk Grove	164AL	\$112,000
			402PT	\$78,000
PT1736	2	Escondido	164AL	\$180,000
			402PT	\$100,000
			405c TR	\$30,000
PT1737	2	Eureka	164AL	\$40,000
			402PT	\$30,000
PT1738	2	Fairfield	164AL	\$100,000
			402PT	\$75,000
PT1739	2	Folsom	164AL	\$60,000
			402PT	\$40,000
			405c TR	\$30,000
PT1740	2	Fontana	164AL	\$135,000
			402PT	\$115,000
PT1741	2	Fountain Valley	164AL	\$43,500
			402PT	\$57,000
			405d AL	\$10,500
PT1742	2	Fremont	164AL	\$65,000
			402PT	\$55,000
PT1743	2	Fresno	164AL	\$275,000
			402PT	\$175,000
PT1744	2	Fullerton	164AL	\$181,712
			402PT	\$88,228
			405d AL	\$130,060

Grant	Task	Agency	Fund	Amount
PT1745	2	Garden Grove	164AL	\$135,000
			402PT	\$115,000
PT1746	2	Gardena	164AL	\$45,000
			402PT	\$30,000
PT1747	2	Gilroy	164AL	\$35,000
			402PT	\$35,000
PT1748	2	Glendale	164AL	\$120,000
			402PT	\$156,700
			405d AL	\$18,300
PT1749	2	Glendora	164AL	\$40,000
			402PT	\$30,000
PT1750	2	Hawthorne	164AL	\$70,000
			402PT	\$45,000
PT1751	2	Hayward	164AL	\$70,000
			402PT	\$50,000
PT1752	2	Hemet	164AL	\$80,000
			402PT	\$30,000
PT1753	2	Huntington Beach	164AL	\$413,910
			402PT	\$169,090
PT1754	2	Huntington Park	164AL	\$40,000
			402PT	\$30,000
PT1755	2	Indio	164AL	\$45,000
			402PT	\$25,000
PT1756	2	Inglewood	164AL	\$150,000
			402PT	\$100,000
PT1757	2	Irvine	164AL	\$205,000
			402PT	\$125,000
PT1758	2	La Habra	164AL	\$70,000
			402PT	\$70,000
PT1759	2	La Mesa	164AL	\$40,000
			402PT	\$30,000
PT1760	2	Laguna Beach	164AL	\$35,000
			402PT	\$35,000
PT1761	2	Livermore	164AL	\$55,000
			402PT	\$55,000
PT1762	2	Lodi	164AL	\$100,000
			402PT	\$30,000
PT1763	2	Lompoc	164AL	\$35,000
			402PT	\$40,000
			405c TR	\$25,000
PT1764	2	Long Beach	164AL	\$145,000
			402PT	\$255,000

Grant	Task	Agency	Fund	Amount
PT1765	2	Los Angeles	164AL	\$3,137,300
			402PT	\$1,166,000
			405d AL	\$96,700
PT1766	2	Los Angeles County	164AL	\$1,135,000
			402PT	\$810,000
PT1767	2	Manteca	164AL	\$35,000
			402PT	\$35,000
PT1768	2	Menlo Park	164AL	\$40,000
			402PT	\$30,000
PT1770	2	Milpitas	164AL	\$50,000
			402PT	\$50,000
PT1771	2	Modesto	164AL	\$207,315
			402PT	\$218,749
PT1772	2	Monrovia	164AL	\$30,000
			402PT	\$42,000
PT1773	2	Montclair	164AL	\$45,000
			402PT	\$25,000
PT1774	2	Montebello	164AL	\$50,000
			402PT	\$50,000
PT1775	2	Monterey Park	164AL	\$20,000
			402PT	\$60,000
			405c TR	\$91,000
PT1776	2	Mountain View	164AL	\$35,000
			402PT	\$35,000
PT1777	2	Murrieta	164AL	\$65,000
			402PT	\$45,000
PT1778	2	Napa	164AL	\$60,000
			402PT	\$40,000
PT1779	2	National City	164AL	\$30,000
			402PT	\$40,000
PT1780	2	Newport Beach	164AL	\$150,000
			402PT	\$100,000
PT1781	2	Novato	164AL	\$40,000
			402PT	\$30,000
PT1782	2	Oakland	164AL	\$469,000
			402PT	\$284,350
PT1783	2	Oceanside	164AL	\$118,400
			402PT	\$80,000
			405d AL	\$11,600

Grant	Task	Agency	Fund	Amount
PT1784	2	Ontario	164AL	\$215,000
			402PT	\$130,000
PT1785	2	Orange	164AL	\$203,300
			402PT	\$100,000
			405d AL	\$6,700
PT1786	2	Orange County	164AL	\$270,000
			402PT	\$240,000
PT1787	2	Oxnard	164AL	\$200,000
			402PT	\$127,460
			405d AL	\$2,540
PT1788	2	Palm Springs	164AL	\$80,000
			402PT	\$30,000
PT1789	2	Pasadena	164AL	\$180,745
			402PT	\$149,255
PT1790	2	Petaluma	164AL	\$35,000
			402PT	\$45,000
PT1791	2	Pittsburg	164AL	\$40,000
			402PT	\$30,000
PT1792	2	Placentia	164AL	\$40,000
			402PT	\$30,000
PT1793	2	Pomona	164AL	\$200,000
			402PT	\$130,000
PT1794	2	Porterville	164AL	\$45,000
			402PT	\$25,000
PT1795	2	Redding	164AL	\$95,000
			402PT	\$70,000
PT1796	2	Redlands	164AL	\$75,000
			402PT	\$40,000
PT1797	2	Redondo Beach	164AL	\$60,000
			402PT	\$40,000
PT1798	2	Redwood City	164AL	\$60,000
			402PT	\$50,000
PT1799	2	Rialto	164AL	\$80,000
			402PT	\$50,000
			405c TR	\$64,000
PT17100	2	Richmond	164AL	\$60,000
			402PT	\$30,000
PT17101	2	Riverside	164AL	\$200,000
			402PT	\$220,000
PT17102	2	Riverside County	164AL	\$605,000
			402PT	\$465,000
PT17103	2	Sacramento	164AL	\$300,145
			402PT	\$322,482

Grant	Task	Agency	Fund	Amount
PT17104	2	Sacramento County	164AL	\$55,000
			402PT	\$35,000
PT17105	2	Salinas	164AL	\$50,000
			402PT	\$55,000
PT17106	2	San Bernardino	164AL	\$300,000
			402PT	\$130,000
PT17107	2	San Bernardino County	164AL	\$190,000
			402PT	\$140,000
PT17108	2	San Diego	164AL	\$911,360
			402PT	\$474,640
PT17109	2	San Diego County	164AL	\$145,000
			402PT	\$105,000
PT17110	2	San Francisco City/County	164AL	\$80,000
			402PT	\$145,000
PT17111	2	San Gabriel	164AL	\$35,000
			402PT	\$35,000
			405c TR	\$60,000
PT17112	2	San Jose	164AL	\$150,000
			402PT	\$150,000
PT17113	2	San Luis Obispo	164AL	\$35,000
			402PT	\$35,000
PT17114	2	San Mateo	164AL	\$60,000
			402PT	\$60,000
PT17115	2	San Rafael	164AL	\$35,000
			402PT	\$35,000
			405c TR	\$30,000
PT17116	2	San Ramon	164AL	\$35,000
			402PT	\$35,000
PT17117	2	Santa Ana	164AL	\$274,500
			402PT	\$125,500
PT17118	2	Santa Barbara	164AL	\$150,000
			402PT	\$100,000
PT17119	2	Santa Barbara County	164AL	\$35,000
			402PT	\$35,000
			405c TR	\$25,000
PT17120	2	Santa Maria	402PT	\$110,000
			164AL	\$155,000
			405c TR	\$28,000
PT17121	2	Santa Monica	164AL	\$125,000
			402PT	\$175,000

Grant	Task	Agency	Fund	Amount
PT17122	2	Santa Rosa	164AL	\$198,635
			402PT	\$139,057
PT17123	2	Signal Hill	164AL	\$45,000
			402PT	\$25,000
PT17124	2	Simi Valley	164AL	\$60,000
			402PT	\$40,000
PT17125	2	South Gate	164AL	\$75,000
			402PT	\$40,000
PT17126	2	South San Francisco	164AL	\$45,000
			402PT	\$25,000
PT17127	2	Stockton	164AL	\$250,000
			402PT	\$200,000
PT17128	2	Sunnyvale	164AL	\$35,000
			402PT	\$45,000
PT17130	2	Torrance	164AL	\$160,000
			402PT	\$100,000
PT17131	2	Tracy	164AL	\$40,000
			402PT	\$30,000
PT17132	2	Turlock	164AL	\$55,000
			402PT	\$55,000
PT17133	2	Tustin	402PT	\$55,000
			164AL	\$80,000
PT17134	2	Upland	164AL	\$64,000
			402PT	\$64,000
PT17135	2	Vacaville	164AL	\$65,000
			402PT	\$35,000
PT17136	2	Vallejo	164AL	\$80,000
			402PT	\$40,000
PT17137	2	Ventura	164AL	\$75,000
			402PT	\$60,000
PT17138	2	Ventura County	164AL	\$180,000
			402PT	\$120,000
PT17139	2	Vernon	164AL	\$40,000
			402PT	\$30,000
PT17140	2	Visalia	164AL	\$130,000
			402PT	\$90,000
PT17141	2	Walnut Creek	164AL	\$35,000
			402PT	\$35,000
PT17142	2	West Covina	164AL	\$65,000
			402PT	\$60,000
PT17143	2	West Sacramento	164AL	\$35,000
			402PT	\$35,000

Grant	Task	Agency	Fund	Amount
PT17144	2	Whittier	164AL	\$85,000
			402PT	\$80,000
PT17145	2	Yuba City	164AL	\$45,000
			402PT	\$45,000
PT1713	3	California Highway Patrol	402PT	\$555,000
PT1714	3	California Highway Patrol	402PT	\$111,177
PT1715	3	California Highway Patrol	402PT	\$150,000
PT1716	3	California Highway Patrol	402PT	\$275,000
PT1717	3	California Highway Patrol	402PT	\$2,000,000
PT1719	3	California Highway Patrol	402PT	\$100,000
PT17129	4	The Regents of the University of California, Berkeley Campus	402PT	\$720,000
			<b>Total</b>	<b>\$36,800,362</b>

### GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Descriptions
PT1713	3	California Highway Patrol Start Smart Teen Driver Safety Education Program IX CHP will implement a traffic safety grant specifically focused on providing newly licensed teen drivers 15-19 years of age, and their parents, with enhanced driver education classes emphasizing the dangers typically encountered by members of their age group. Class facilitators will provide education on primary collision factors involving teens, safe and defensive driving practices, and California driving laws.
PT1714	3	California Highway Patrol Three Dimensional Laser Scanning System for the MAIT Team Incorporating new technology in collision investigative techniques will streamline collision investigations, which provide the basis for determining and preventing collision causation factors. This project provides the California Highway Patrol Multidisciplinary Accident Investigation Teams (MAIT) with acquisition, deployment, training, and support for the latest three-dimensional (3D) laser scanning technology to expedite MAIT collision investigations.
PT1715	3	California Highway Patrol Altadena Area Roadway Safety The Altadena Area Office will conduct activities to reduce the number of fatal and injury collisions where speed is the primary collision factor within the Altadena Area jurisdiction. Activities will include conducting speed enforcement operations and traffic safety educational presentations.

Grant	Task	Agency/Title/Descriptions
PT1716	3	California Highway Patrol
		Focused High-Collision Reduction IV
		CHP will conduct high-collision traffic safety activities to reduce the top five primary collision factors in the CHP Riverside and Mojave Areas to reduce the number of victims killed and injured in traffic collisions. Local task forces comprised of representatives from local, regional, state, federal, and/or private organizations and agencies will be formed to address the issues in each area. The task force will identify and implement short- and/or long-term solutions individually tailored to each area by comprehensively evaluating both causes and possible remedies.
PT1717	3	California Highway Patrol
		Regulate Aggressive Driving and Reduce Speed (RADARS)
		CHP will conduct statewide traffic safety activities focusing on speed-caused collisions and those primary collision factors that have elements of aggressive driving such as unsafe turns, following too closely, unsafe passing, driving on the wrong side of the road, and unsafe lane changing. The project will also focus on street racing activities, such as drag racing, freeway racing, and sideshows.
PT1719	3	California Highway Patrol
		Red Bluff - Rural Officer Deployment and Education Operation (R.O.D.E.O)
		The Red Bluff Area Office will conduct activities to reduce the number of fatal and injury traffic collisions and victims where improper turning movements and unsafe speed are primary collision factors within the CHP Red Bluff Area jurisdiction. Activities will include conducting proactive enforcement patrols and providing educational material to the motoring public at appropriate venues.
PT17129	4	The Regents of the University of California, Berkeley Campus
		Technical Assistance, Education, Data & Outreach to Promote Traffic Safety in California
		SafeTREC will conduct outreach, education, technical assistance, and data analysis. Three organizational priorities will include: (1) Applying traffic safety best practices and analysis to reducing traffic related fatalities and injuries through conducting evidence-based research; (2) Providing technical assistance and data analysis about traffic-related fatalities and collisions to local, regional, and state partners; and (3) Conducting outreach and educational programs and activities with professional and community stakeholders to increase knowledge and awareness of traffic fatality and injury risk and safety best practices.

## **TRAFFIC RECORDS/ROADWAY SAFETY**

### **PROGRAM OVERVIEW**

The traffic records system in California encompasses the hardware, software, personnel, and procedures that capture, store, transmit, analyze, and interpret traffic safety data. At the core of the state's traffic safety records systems are databases comprised of crash, citation, adjudication, driver licensing, emergency medical services, injury surveillance, roadway information, and vehicle records. The relationships among these systems are depicted below as an interlocking set of related information. For traffic safety purposes, crash data are at the center of this "honeycomb" of information.

While the geographic size of California and its large population has made centralization of traffic records challenging, OTS and the state Traffic Records Coordinating Committee continues to work towards centralization of all state traffic records with the primary goal of improving the accuracy, completeness, timeliness, uniformity, accessibility, and integration of the core databases. In the meantime, various aspects of traffic records are still being collected and maintained by a variety of responsible agencies.

### **Traffic Records Coordinating Committee**

California has an active two tiered Traffic Records Coordinating Committee (TRCC). TRCC technical committee meetings are typically held bi-monthly and are held more frequently when necessary. The technical level membership is varied and includes the major agencies representing the core data systems. Each level has participation from specified core data system members with defined roles. The TRCC Coordinator is an active participant in a work group that is focused on the improvement and development of the SWITRS. That group is led by a Deputy Secretary from the State's transportation agency.

- The TRCC collaborated with the SHSP steering committee to form a subcommittee to develop the TRCC strategic plan.
- The TRCC reviews and approves traffic records projects submitted to the highway safety office for funding by traffic records stakeholders. Project descriptions are shared with the executive committee by their agency designee.
- The TRCC technical committee reviews and discusses proposed traffic records projects and identifies if there are training and technical needs that may need to be addressed.
- The State of California's *Strategic Traffic Safety Data Plan* was jointly developed by the California TRCC and the SHSP Challenge Area 16 committee. The plan details goals and corresponding objectives for each as well as initiatives that are designed to achieve the stated goals. The team determined data system deficiencies identified through the SHSP process as well as through a review of the deficiencies noted in the 2011 Traffic Records Assessment.

### **Crash Data**

Currently, the primary data repository for all crash report records is the SWITRS. Installed and maintained by the CHP in 1974, SWITRS collects and stores collision-related reports from state and local law enforcement agencies and makes the data available to state and local agencies upon request. Over the years, SWITRS has undergone both major and minor programming development in response to advances in computing capabilities and technology. Some of the more recent improvements to the SWITRS program have been:

- A significant reduction in the backlog of crash data waiting to be entered into the SWITRS system.
- The introduction of online crash data query capabilities.
- The collection and storage of crash location GIS coordinates.

- The addition of new data fields in the state crash report.
- Introduction of electronic crash reporting to enable the SWITRS system to accept electronic submissions of completed crash reports from the CHP with a planned expansion of that program for allied agencies, which will significantly reduce data entry by CHP SWITRS personnel and the lag time between the time of the incident and input of a crash record.

### **Roadway Information**

The sheer size of the California transportation network creates unique challenges for managers, data collectors, and data users. Caltrans manages 15,100 of the 171,800 miles of California's public roads. The 58 counties and 480 cities are responsible for the remaining 156,682 miles of public roads.

- The TASAS and TSN, maintained by Caltrans, is a supplemental repository of collision data extracted from the SWITRS database that contains highway engineering data on over 15,000 miles of state highways, including over 19,000 intersections and 14,000 ramp sections. Quarterly, reports are generated identifying state highway locations that have significantly high concentrations of collisions.
- Caltrans uses the TSN to aid in the management of the state system assets. The TSN provides the ability to store over 10 years of traffic collision reports that are integrated with roadway information using a compatible location referencing system on Caltrans managed roads. The roadway features and traffic information in the TSN are used to plan, design, and administer effective, safe and efficient transportation systems on state maintained roads.

### **Vehicle Records**

California has one of the largest vehicle databases in the United States. The DMV maintains a large statewide computer network to record all registered motor vehicles, all licensed drivers, and those drivers who were found to have been unlicensed when stopped for a traffic violation or involved in a collision.

- The State uses Vehicle Identification Number Analysis (VINA) software to decode vehicle identification numbers (VINs) and to enter vehicle descriptions into the vehicle registration record, to promote data accuracy. Additionally, the state is a long-time participant in the Performance and Registration Information Systems Management (PRISM) system, which serves to promote highway safety for commercial vehicles. Although the National Motor Vehicle Title Information System (NMVTIS) is not checked before issuing California titles, information is provided to that system through batch updates.
- Using information supplied to the DMV by the courts, the DMV driver record section generates a transcript for every person convicted of a traffic violation and for any driver who defaults on bail for a traffic offense.
- Advances in computer technology have enabled the DMV to establish a direct electronic link to nearly all of the municipal courts within the state. By means of this linkage, nearly all traffic court judges have access to complete and current driver histories, thereby making the penalties imposed by the court more in keeping with the actual and current driving record of the individual. DMV continues to expand this capability and is continuing to bring as many courts as possible online.
- The Department of Justice system maintains a record of arrests made within the state, including the final disposition of each case. This record system shows all arrests, regardless of traffic involvement, and identifies specific vehicle code violations.

## **Driver History - Citation/Adjudication Records**

The State of California has two statewide systems that provide real-time information related to criminal and individual driving histories. Real-time access is available through a law enforcement network, California Law Enforcement Telecommunications System (CLETS) (criminal), which provides inquiry access to both driving and criminal histories. The DMV system allows access to both the driver and vehicle databases which is commonly used by the Courts. Real-time information is available to agencies through a direct connection or inquiries/requests made to the hosting database agencies.

- The State uses these studies to develop policies or to identify enforcement action changes. The state also uses adjudication data for traffic safety analysis to identify problem locations, areas, problem drivers, and issues related to the issuance of citations, prosecution of offenders, and adjudication of cases by the Courts.
- The DMV maintains a DUI tracking system. The DUI-MIS tracks the processing of offenders through the DUI system from the point of arrest and identifies the frequency with which offenders flow through each branch of the system.
- The DMV driver record contains BAC test results which are included in the abstract of a DUI conviction, as reported by the courts.
- Adjudication data is linked with the driver system to address administrative actions (e.g., suspension, revocation, cancellation, interlock).
- Each court can dynamically query the DMV driver system as needed to obtain driver history in order to address administrative actions and report conviction information (abstract of conviction).

## **EMS/ Injury Surveillance**

The EMSA has established a statewide database for emergency medical response reporting, including response times to collisions and subsequent treatment of collision victims. The CEMSIS is programmed to receive EMS and trauma center data from participating local EMS Agencies. In the EMS system, all regional trauma systems store and retrieve medical data, with a certain mandated core data transmitted to the EMSA system. All local EMS agencies have been given access user accounts to the CEMSIS system and the EMSA is working to increase participation in the EMS call data collection program. At present, 58 percent or 19 of the 33 local EMS agencies now report to CEMSIS. The EMSA maintains a NEMSIS compliant data system for the purpose of managing a minimum of two state level data sets - EMS call data and trauma registry data. The EMSA is currently using NEMSIS version 2 & 3 and National Trauma Data Bank (NTDB) data standards for traffic incident reporting to our CEMSIS data system. EMS linkage is necessary for the sensitivity index computation, and provides traffic engineers and traffic law enforcement personnel invaluable information on morbidity and fatality rates.

- The emergency medical response, trauma center, emergency department, hospital discharge, and vital records databases are collected by the California Department of Public Health (CDPH). All five systems have been used together to address public health and traffic safety issues.
- All five systems have dictionaries that adhere to the appropriate national standards.
- Data from all five systems are available to decision makers and researchers and have the ability to track the frequency, nature, and severity of injuries sustained in motor vehicle crashes.
- California has developed each of the five core injury surveillance data systems.
- Data from each system is available analysis and has been used to support traffic safety activities.
- The CMOD Project has produced an integrated crash, hospital, and death certificates database.

## **Local Agency Traffic Records Systems**

All cities and counties maintain traffic-related records, including data on local roadways. Many agencies report optimal effectiveness can be achieved by maintaining a local system that includes in some cases, substantially more data elements than are currently contained in the statewide systems. A local system typically includes collision records, records of arrests and citations, and crash data on local streets and roads.

In October 2015, OTS and NHTSA facilitated a traffic records assessment for the State of California. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver/vehicle, traffic engineering, enforcement and adjudication, and EMS/Trauma data systems) conducted the assessment. The final report on the assessment was published on February 22, 2016.

The scope of the assessment covered all of the components of a traffic records system. The purpose was to determine whether the traffic records system in California is capable of supporting management's needs to identify the State's highway safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness.

In addition to the NHTSA-sponsored traffic records assessment, as part of the TRCC's ongoing effort to develop a long-term statewide traffic records strategic plan, the TRCC's strategic planning group participated in a Federal Highway Administration (FHWA) sponsored Peer-to-Peer Conference in September 2010 and the FHWA Crash Data Improvement Program (CDIP) in February 2012. The results of the conference and evaluation were used by the group in the development of a long-term strategic data safety plan for California in 2014 for the state SHSP group.

## **Countermeasures and Strategies**

- Work to incorporate recommendations from the February 2016 Traffic Records Assessment, FHWA sponsored Peer-to-Peer conference, and CDIP evaluation into the SHSP and traffic records programs.
- Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Continue to provide funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems in order to provide timely tracking, identification, analysis, and graphing of collision and citation data.
- Foster the relationships between city and county engineering and enforcement agencies involved in system selection, deployment, and data sharing of GIS-based collision and citation analysis systems.
- Improve the applicable guidelines and data control programs for the Crash Data, Vehicle Data, Driver Data, Roadway Data, Citation/Adjudication and Injury Surveillance Systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Continue to provide funding and support for the improvement and enhancement of the TASAS as part of California's Transportation System Network.
- Continue to improve upon the ability to identify emerging and on-going traffic safety problem identification in California through enhancement of the OTS rankings through application of the Empirical Bayes (EB) statistical analysis method.
- Continue to provide funding and support related to the efforts of data integration of CMOD and California crash report data.
- Continue to fund efforts to improve the collection of EMS traffic related data and increase crash data submission to NEMSIS and the NTDB.

- Support and fund research efforts related to bicyclist and pedestrian fatalities as well as the improvement of road safety for California's tribal populations.
- Support and fund efforts related to improvement of web-based tools and resources for California agencies so as to maximize their productivity and efficiency in targeting traffic safety efforts.

### **Funded Grant Goals**

- Establish citywide and countywide GIS collision analysis systems, electronic collision reporting and/or electronic citation systems, including hardware, software, and network cabling or other linking media to enable data sharing between enforcement agencies, departments of public works, judicial courts and other related agencies.
- Ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate, and analyze critical traffic safety issues.
- Improve local traffic engineering departments' customer service by reducing the time required to produce and track collision reports, and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations.

### **TASKS**

#### Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2017 HSP. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

#### Task 2 – Local Data Records Design and Implementation Grants

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

#### Task 3 – Statewide Traffic Records Grants

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

#### Task 4 - Strategic Highway Safety Planning

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

#### Task 5– Data Improvement Grants

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

impaired driving, occupant protection, pedestrian safety, bicycle safety, motorcycle safety, police traffic services, distracted driving, emergency medical services, traffic records/roadway safety, public relations, advertising and marketing).

**GRANT SUMMARY**

Grant	Task	Agency	Fund	Amount
TR1615	2	Los Angeles	405c TR	\$3,000,000.00
TR1708	2	Redwood City	405c TR	\$422,000
TR1701	3	California Department of Public Health	405c TR	\$450,000
TR1702	3	California Department of Transportation	405c TR	\$370,000
TR1704	3	Emergency Medical Services Authority	405c TR	\$220,000
TR1705	3	Emergency Medical Services Authority	405c TR	\$1,200,000
TR1706	3	Emergency Medical Services Authority	405c TR	\$308,000
TR1709	3	The Regents of the University of California, Berkeley Campus	405c TR	\$90,000
TR1712	3	The Regents of the University of California, Berkeley Campus	405c TR	\$190,000
TR1713	3	The Regents of the University of California, Berkeley Campus	405c TR	\$175,000
TR1710	4	The Regents of the University of California, Berkeley Campus	405c TR	\$250,000
TR1711	4	The Regents of the University of California, Berkeley Campus	405c TR	\$164,000
TR1703	5	California State Polytechnic University, Pomona	405c TR	\$145,640
			<b>Total</b>	<b>\$6,984,640</b>

**GRANT DESCRIPTIONS**

Grant	Task	Agency/Title/Descriptions
TR1615	2	Los Angeles
		RMS Traffic Module
		A Traffic Collision Report Module for the department's records management system will be purchased and implemented. The program will improve both the efficiency and effectiveness of the LAPD traffic safety effort because traffic collision data will only be entered once, as opposed to the current process where it's entered at least three times per report. Additionally, since traffic collision data will be entered electronically beginning with the reporting officer, it will considerably reduce, if not eliminate, paper based crash reporting for traffic collision reports and allow the department and outside agencies to have "real time" information for analysis. Finally, modernization of LAPD's crash reporting process will provide for the capability to interface directly with SWITRS.

Grant	Task	Agency/Title/Descriptions
TR1708	2	Redwood City
		Traffic Records and Roadway Safety
		Best practice strategies will be used to obtain and implement an electronic citation system that will enhance record keeping by eliminating virtually all chances of human error related to data entry and exponentially increasing the speed of database entry to real-time. This will allow for a more efficient transmission of citation data to the courts, as well as to SWTRS and OTS. It will also create the potential opportunity for a searchable real-time statewide, or possibly nationwide, citation database. Additionally, this program will positively affect the average motorist by providing them with a clear legible copy of a Notice to Appear citation and potentially reducing the court process.
TR1701	3	California Department of Public Health
		Crash Medical Outcomes Data Project (CMOD)
		California's traffic safety and injury prevention stakeholders need comprehensive "crash though outcome" data that are critical to identifying and solving traffic safety problems to reduce crash-related injuries and deaths. The CMOD Project will respond to this need and the vision of NHTSA's TRCC for data integration. This program will expand on the successful data linkage between crash and medical outcomes data, and enhance the value of the data by translating it into useful information for all. It also will leverage existing resources to improve data access by sharing data and knowledge with state and local partner agencies and organizations.
TR1702	3	California Department of Transportation
		Traffic Collision Report Backlog Reduction
		Caltrans will hire a maximum of 25 part-time or equivalent student assistants to help code and process a surging workload of traffic collision records due to CHP's new electronic system. The department will process approximately 180,000 records.
TR1704	3	Emergency Medical Services Authority
		California EMS Information System - Server Purchase
		EMSA currently uses a server for all data for the CEMSIS system using NEMSIS Version 2.2.1 and the NTDB. In order to be in compliance with the NHTSA mandated NEMSIS version change, a new server is necessary to store the data that will be formatted in the new NEMSIS Version 3.4. Data submitted using NEMSIS Version 3.4 is not compatible with NEMSIS Version 2.2.1 data. The University of Utah, who operates the NEMSIS program, has advised data from these two formats needs to be stored into separate servers to ensure the integrity of the NEMSIS Version 3.4 data.
TR1705	3	Emergency Medical Services Authority
		California EMS Information System - Mobile Devices
		The statewide traffic-related, post-crash survivability EMS data, which EMSA collects in CEMSIS, provides insight into traffic related issues in California and contributes to the development of the SHSP. Many EMS system providers lack the ability to fund the initial purchase of hardware and software to allow for the collection of electronic patient care record data for post-crash survivability review and analysis. In order for California to be able to fully access post-crash survivability, EMSA needs all EMS providers in the state to have the ability to complete electronic patient care records that include post-crash information. This program will purchase equipment (tablet devices and software licensing) for EMS providers to submit electronic patient care records.

Grant	Task	Agency/Title/Descriptions
TR1706	3	Emergency Medical Services Authority
		California EMS Information System - CEMISIS
		The collection and dissemination of traffic collision incident data is critical to the development and implementation of the SHSP. NTSHA has mandated a NEMSIS version change from the current Version 2.2.1 to the pending Version 3.4. NEMSIS Version 3.4 provides a more detailed data standard to provide providers, states and our federal partners with the ability to better analyze post-crash survivability factors related to EMS responses. The requirement will be for CEMISIS to submit the relevant traffic incident data into NEMSIS using Version 3.4.
TR1709	3	The Regents of the University of California, Berkeley Campus
		Incorporate Data on Pedestrian and Bicycle Fatalities, Improve Usability and Promote the Updated California Active Transportation Safety Information Pages (CATSIP) Website
		The CATSIP website was created in response to a number of developments in California and the U.S., notably, growing interest in increasing the amount of walking and bicycling as a share of travel in California, which highlighted the need for evidence-based information, tools, and resources to enhance active transportation safety. The CATSIP website continues to promote active transportation and pedestrian and bicycle safety awareness, there is a substantial need to provide county-level data on pedestrian and bicycle fatalities and promote active transportation safety resources available on the CATSIP website, as well as to improve usability for practitioners. The CATSIP website is uniquely positioned to expand its content and data collection to provide critical assistance to additional agencies, communities, and policymakers toward achieving the goals of creating a culture of pedestrian and bicycle traffic safety.
TR1712	3	The Regents of the University of California, Berkeley Campus
		Transportation Injury Mapping System (TIMS) Linear Referencing System and Mobile Devices Accessibility Improvements
		It is important to regularly geocode newly added or modified SWITRS records from CHP's I-SWITRS system and update the results to the database in order to provide the newest dataset to TIMS users. SafeTREC developed a custom linear referencing system for California state highway collisions few years ago. To keep the quality of geocoding rate for state highway collision, activities will improve the current LRS by adding new streets, editing re-routed streets, and removing no longer existing streets. To accomplish the full access from mobile devices to TIMS users, a fully responsive web design to TIMS will be applied.
TR1713	3	The Regents of the University of California, Berkeley Campus
		Tribal Safety Data Collection Project
		The program will improve the quality and quantity of traffic collision data collected in and near tribal areas. Geocoded crash data will be linked with tribal shape files to identify, over a ten-year period, 5,490 injury collisions within tribal boundaries, and over 100,000 injury collisions within a five-mile buffer of tribal areas. Partnering with the National Indian Justice Center will enhance tribal capacity for collecting and utilizing this data.

Grant	Task	Agency/Title/Descriptions
TR1710	4	<p>The Regents of the University of California, Berkeley Campus</p> <p>Traffic Safety Culture Survey</p> <p>Through the SHSP, the State of California has focused its efforts on enhancing traffic safety in many important areas. Over the last few years, it has become clear that efforts to address traffic safety among the general population, as well as within specific groups such as young drivers, pedestrians, and bicyclists, rely on myriad strategies that must work in concert to be ultimately successful. The Traffic Safety Culture survey will be developed and implemented to gather a broader picture of traffic safety culture from California's population to support state safety goals.</p>
TR1711	4	<p>The Regents of the University of California, Berkeley Campus</p> <p>Strategic Highway Safety Plan Tracking Tool (SHSP) - System Enhancements</p> <p>The SHSP Tracking Tool was custom designed and built to track progress toward meeting SHSP action completion and run reports. As California's SHSP enters its implementation phase, system enhancements to the SHSP Tracking Tool will create greater stakeholder awareness of SHSP activities, increase web engagement of the SHSP leadership, facilitate the data-driven SHSP process, including new action development, and foster a SHSP stakeholder forum for sharing best practices, formulating cross-cutting actions, and discussing emerging safety issues. These enhancements in conjunction with maintaining the current tool will strengthen the tracking of SHSP progress, support evaluation efforts, and promote new data-driven SHSP implementation activities to reduce motor vehicle fatalities and serious injuries in California.</p>
TR1703	5	<p>California State Polytechnic University, Pomona</p> <p>Statewide Collision Data Analysis and Ranking Program</p> <p>Cal Poly Pomona Department of Civil Engineering will perform the EB analysis of statewide collision data and provide city and county rankings. Three rankings will be calculated which include EB-based crash number, potential safety improvement, and relative risk. The department also will conduct trend analysis for calculating statewide performance measure targets.</p>

## HAZARD ELIMINATION PROJECTS

The following are hazard elimination grants scheduled for 2017 and funded through the California Department of Transportation.

### 12-0005

CITY OR COUNTY	AMOUNT	PROJECT TYPE	FUND
Alameda County	\$1,500,000	Replace Pedestrian Guardrail	164HE
Contra Costa & Alameda County	\$3,000,000	Install Metal Beam Guardrail	164HE
Fresno County	\$900,000	Construct Concrete Guardrail	164HE
Los Angeles County	\$4,500,000	Tunnel Lighting Upgrade	164HE
Marin County	\$4,000,000	Upgrade Bridge Rails	164HE
Riverside County	\$2,000,000	Install Concrete Barrier	164HE
San Bernardino County	\$9,220,000	Shoulder Widening	164HE
San Francisco County	\$5,500,000	Upgrade Bridge Rails	164HE
San Francisco County	\$1,700,000	Pedestrian Improvement	164HE
San Mateo County	\$3,000,000	MBGR Transition Railing	164HE
Santa Cruz County	\$1,500,000	Upgrade Metal Beam Guardrails	164HE
Shasta County	\$12,000,000	Realignment and Bridge Replacement	164HE
Siskiyou County	\$1,000,000	Construct Bridge & Improve Roadway Geometry	164HE
Solano County	\$8,000,000	Shoulder Widening	164HE
Trinity County	\$2,800,000	Curve Improvement	164HE



# **PERFORMANCE REPORT FFY 2015**

## PERFORMANCE REPORT

### California's Progress in Meeting NHTSA Core Performance Measures Identified in the Federal Fiscal Year 2015 Highway Safety Plan

California continued to lead the nation in efforts to save lives, prevent injuries and reduce economic losses from traffic crashes. In FY 2015, OTS awarded \$102.5 million in grants to 230 agencies for all priority program areas. Listed below are the outcomes for the eleven core performance measures and the one core behavior measure. California's 2015 Annual Performance Report can be found on our website at [www.ots.ca.gov](http://www.ots.ca.gov) and includes more detailed information on project distribution, the Statewide Traffic Safety Intercept Survey, California's Fatality Report, and Program Area Highlights.

Core Performances Measures		2015				
		APR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-1	Traffic Fatalities	2,983	2,238	Reduce 25.0%	3,074	Increased 3.1%
C-2	Serious Traffic Injuries	11,893	8,109	Reduce 32.0%	10,664	Reduced 10.3%
C-3	Fatalities/VMT	0.92	0.69	Reduce 25.0%	0.94	Increased 0.02
C-4	Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions	568	426	Reduce 25.0%	476	Reduced 16.2%
C-5	Alcohol-Impaired Driving Fatalities	860	645	Reduce 25.0%	862	Increased 2.6%
C-6	Speeding-Related Fatalities	994	745	Reduce 25.0%	991	Reduced 0.3%
C-7	Motorcyclist Fatalities	431	323	Reduce 25.0%	519	Increased 20.4%
C-8	Unhelmeted Motorcyclist Fatalities	39	30	Reduce 23.0%	24	Reduced 38.5%
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	389	292	Reduce 25.0%	380	Reduced 2.3%
C-10	Pedestrian Fatalities	607	455	Reduce 25.0%	697	Increased 14.8%
C-11	Bicyclist Fatalities	109	82	Reduce 25.0%	128	Increased 17.4%
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (2013)	97.40%	97.70%	Increase 0.3%	97.30%	Reduced 0.1%

**CERTIFICATIONS AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS**

## **CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS**

### **Appendix A to Part 1200—Certification and Assurances for Highway Safety Grants (23 U.S.C. Chapter 4)**

State: California

Fiscal Year: 2017

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

#### **GENERAL REQUIREMENTS**

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended
- 49 CFR Part 18—Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200—Uniform Procedures for State Highway Safety Grant Programs

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

#### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);

- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

## **NONDISCRIMINATION**

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, *et seq.*), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, *et seq.*), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.

- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted—
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**BUY AMERICA ACT**

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**POLITICAL ACTIVITY (HATCH ACT)**

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed

by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

#### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the

eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

#### Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

- (1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- (2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

#### **POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's Web site at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, DC metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its Web site at [www.trafficsafety.org](http://www.trafficsafety.org).

#### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

## ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, *et seq.*) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

## SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



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Signature Governor's Representative for Highway Safety

May 31, 2016

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Date

Rhonda L. Craft

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Printed name of Governor's Representative for Highway Safety



# **APPENDICES**



## ACRONYM GLOSSARY

Acronym	Definition
AAA	American Automobile Association
ABC	Alcoholic Beverage Control
APR	Annual Performance Report
ARF	Annual Report File
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
CALPED	California Pedestrian Advisory Committee
CALSTA	California State Transportation Agency
CALSTARS	California State Accounting & Reporting System
CALTRANS	California Department of Transportation
CDIP	Crash Data Improvement Program
CDPH	California Department of Public Health
CEMSIS	California EMS Information System
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CMOD	Crash Medical Outcomes Data Project
CMSF	California Motorcyclist Safety Fund
CMSP	California Motorcyclist Safety Program
CPS	Child Passenger Safety
DDVIP	Designated Driver Very Important Person
DITEP	Drug Impairment Training for Educational Professionals
DL	Driver's License
DMV	Department of Motor Vehicles
DOF	Department of Finance
DOJ	Department of Justice
DOT	United States Department of Transportation
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
DUI MIS REPORT	Department of Motor Vehicles Driving Under the Influence Management Information System Report
DUID	Driving Under the Influence of Drugs
EMS	Emergency Medical Services
EMSA	Emergency Medical Services Authority
FARS	Fatality Analysis Reporting System
FAST ACT	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GHSA	Governor's Highway Safety Association
GIS	Geographic Information System
GR	Governor's Representative for Highway Safety
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan
IIHS	Insurance Institute for Highway Safety
IMPACT	Informed Merchants Preventing Alcohol-Related Crime Tendencies
LEMSA	Local Emergency Medical Services Agency
MPH	Miles Per Hour
NCSA	National Center for Statistics & Analysis
NEMSIS	National EMS Information System
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
NTDB	National Trauma Data Bank

<b>Acronym</b>	<b>Definition</b>
OSHDP	Office of Statewide Health Planning and Development
OTS	Office of Traffic Safety
PCF	Primary Collision Factor
POST	Peace Officer Standards and Training
PSA	Public Service Announcement
ROSTF	Retail Operating Standards Task Force
SAFETREC	Safe Transportation Research and Education Center
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
STEP	Selective Traffic Enforcement Program
STSI	State Traffic Safety Information
SWITRS	Statewide Integrated Traffic Records System
TASAS	Traffic Accident Surveillance and Analysis System
THC	Delta-9-Tetrahydrocannabinol
TIM	Traffic Incident Management
TRACE	Target Responsibility for Alcohol Connected Emergencies
TRCC	Traffic Records Coordinating Committee
TSN	Transportation System Network
TSRP	Traffic Safety Resource Prosecutor
US	United States
VMT	Vehicle Miles Traveled







U. S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

**Region 9**  
Arizona, California, Hawaii  
American Samoa, Guam  
Northern Mariana Islands

John E. Moss Federal Building  
650 Capitol Mall, Suite 5-400  
Sacramento, CA 95814  
(916) 498-5058  
(916) 498-5047 Fax

August 18, 2016

The Honorable Edmund G. Brown Jr.  
Governor of California  
c/o State Capitol, Suite 1173  
Sacramento, CA 95814

Dear Governor Brown:

We have reviewed California's fiscal year 2017 Highway Safety Plan as received on June 30, 2016. Based on this submission, we find your State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1300 and the Highway Safety Plan is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Rhonda Craft, Director of the California Office of Traffic Safety.

We look forward to working with the Office of Traffic Safety and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on California's roads.

If you would like additional information on the California's Highway Safety Plan review, please feel free to contact me at (916) 498-5063.

Sincerely,

Christopher J. Murphy  
Administrator – Region 9  
National Highway Traffic Safety Administration

cc: Rhonda L. Craft, Director, California OTS  
Brian P. Kelly, Secretary, CalSTA  
Vincent Mammano, Division Administrator, FHWA-CA



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650 Capitol Mall, Suite 5-400  
Sacramento, CA 95814  
(916) 498-5058  
(916) 498-5047 Fax

August 18, 2016

Rhonda L. Craft, Director  
California Office of Traffic Safety  
2208 Kausen Drive, Suite 300  
Elk Grove, CA 95758

Dear Director Craft:

We have reviewed California's 2017 Highway Safety Plan (HSP) dated June 30, 2016. Based on this submission, we find your Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1300 and the Highway Safety Plan is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2016. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1300.11(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

However, to ensure Federal funds are used effectively and efficiently, NHTSA is conditionally approving the 2017 HSP contingent upon California satisfactorily addressing the five issues below:

1. Grants DI719 and DI1724 – grant descriptions for task six are missing.
2. Grant EM1705, Rescue Fire Protection District, Extrication Systems – need more justification, e.g., who in the counties are receiving the equipment, what was the justification that was used to make that determination.
3. Grant EM1706, Tuolumne County, Extrication Systems – need more justification, e.g., who in the counties are receiving the equipment, what was the justification that was used to make that determination.
4. Grant PT1714, California Highway Patrol, 3D Laser Scanning System – our understanding is that the CHP will not use NHTSA funds to purchase this equipment. If this is the case, please revise the HSP to reflect this change.



5. Grant DI1721, Los Angeles County, Liquid Chromatograph Tandem Mass Spectrometer (LC/MS/MS) – to further the NHTSA/CA OTS shared goal of implementing statewide drug testing standards, NHTSA is asking CA OTS to use the grant funding as leverage to require that within two or three years, the grantee will be able to identify all Tier 1 drugs at the suggested detection limits as shown in Table II in the “Recommendations for Toxicological Investigation of Drug-Impaired Driving and Motor Vehicle Fatalities” article found in the Journal of Analytical Toxicology in 2013. The grantee should also be encouraged to move towards identifying some or many of the Tier 2 drugs listed in Table V. NHTSA also requests that OTS include grant agreement text that requires the grantee to do a comparison of the laboratories analysis capabilities before and after the LC/MS/MS methods, e.g., turn-around times, backlogs, amount of sample used, and drugs detected.

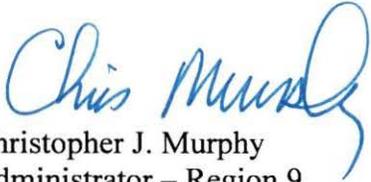
The 2017 HSP does not include the continuation of 22 “Avoid DUI” Campaign 2016 grants that last year totaled \$3.7 million. As you know, OTS has spent decades funding “Avoid DUI” grants and promoting the “Avoid DUI” brand. The Avoid DUI grants have enabled OTS to engage most of the law enforcement (LE) community in CA to solicit participation in the national mobilization enforcement periods. OTS’ funding of the Avoid Program has demonstrated leadership and commitment to impaired driving. And the Avoids have been CA’s best option to establish a fully coordinated statewide impaired driving program. The Avoids gave OTS a built in network to communicate with most of CA LE. While NHTSA understands that OTS has funded some individual grants to replace the lost Avoid grants, many departments especially rural departments who cannot qualify for their own grant, will be disproportionately impacted and may no longer choose to participate in the national mobilizations. NHTSA believes that elimination of the Avoid Program will result in significantly lower levels of LE participation in the mobilizations and a general feeling among LE that impaired driving is not nearly as important to OTS and NHTSA as it once was and should be.

The 2017 HSP includes a 62 percent increase in funding for Pedestrian and Bicycle Safety grants from \$4.2 million in 2016 to \$6.8 million in 2017. With the added emphasis on Pedestrian and Bicycle Safety, it will be critical to ensure the grants have measureable performance measures for goals and objectives. It’s encouraging to note that both Pedestrian and Bicycle fatalities were down in 2014.

Enclosed is an addendum with commendations and recommendations for your consideration and action that will strengthen the 2018 HSP. Should OTS choose to implement the recommendations for 2018 identified in the addendum, we will gladly provide technical assistance.

We congratulate California on its accomplishments in advancing our collective traffic safety mission; however, there is more work to do. To that end, I pledge our continued support to you and the California Office of Traffic Safety and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on California's roads.

Sincerely,



Christopher J. Murphy  
Administrator – Region 9  
National Highway Traffic Safety Administration

cc: Vincent Mammano, Division Administrator, FHWA - California  
Brian P. Kelly, Secretary, CalSTA  
Mary D. Gunnels, Ph.D., Associate Administrator, NHTSA

# California's 2017 Highway Safety Plan Commendations and Recommendations to Strengthen the 2018 Plan

## Commendations

1) NHTSA commends Director Craft and OTS for initiating plans to develop CA's first-ever Statewide Driving Under the Influence of Drugs (DUID) Blueprint. NHTSA is also impressed by OTS's countermeasures for Alcohol and Drug Impaired Driving Programs. Specifically, OTS is recognized for funding drug testing equipment, striving to have more Officers trained in drug detection, and the increased public awareness of DUID. NHTSA also appreciates the effort that OTS is undertaking to retool and reshape the Traffic Safety Resource Prosecutor Program.

2) CA OTS has adopted a 'best practice' that serves as a model for other states. As shown on Page 97, OTS has developed "best practice" strategies that DUID grantees must include in their grants. NHTSA commends OTS for this action and encourages OTS to expand this excellent tool to other Program Areas as well. It's often not until good ideas and strategies are included as grant objectives do they get accomplished.

3) The Charts for the Core Performance Measures (PM's) are enhanced in 2017, as evidenced by color-coded bar charts and the inclusion of descriptive titles. In addition, OTS is commended for including a summary of proposed countermeasures beneath each of the Core PM's in the Performance Goal Section of the HSP. Also, enhanced this year are the justifications for the Core PM's. NHTSA really appreciates the extra effort OTS made to make their 2017 HSP even better than before.

4) NHTSA commends CA OTS for initiating several new grants and programs in 2017. Region 9 found the new grants listed below to be exceptional and particularly noteworthy:

Contract - Statewide Pedestrian Safety Campaign – \$1,000,000

DI1721 – Los Angeles County – Regional Drug-Impaired Driving Forensic Toxicology Program - \$400,000

DI1722 – Orange County - Standards and Training in DUID Toxicology – \$64,000

DI1723 – Riverside – Drug Recognition Expert (DRE) Program 2017 - \$100,000

DI1725 - Ventura County – DRE Training Program – \$86,270

Contract – Development of Automated Grant System - \$125,775

## Recommendations to Strengthen California's 2018 HSP

1) NHTSA is hoping CA OTS will conduct a Statewide Traffic Safety Summit in 2018. It has been several years since CA OTS hosted a Statewide Traffic Safety Summit. CA OTS Summits have been recognized for years as the largest statewide gathering of traffic safety professionals in the Nation. The Summits serve to denote strong leadership and are an excellent venue for CA OTS and NHTSA to discuss priorities and allows OTS grantees and other committed traffic safety professionals to come together to discuss new traffic safety trends, learn about new programs and campaigns, and hear about the latest in technology. A Summit would also provide an outlet for OTS and NHTSA to address one of our biggest priorities, which is how

do we further engage Law Enforcement in traffic safety. The Summits have also been used in the past as platforms to provide much needed training to grantees. Most if not all States conduct some type of Statewide Conference. Also, it's important to note that conference costs, including meals and refreshments, are allowable grant expenditures under Federal Regulation §200.432.

2) NHTSA is requesting OTS include in the 2018 HSP a "Top DUI 50 DUI Cities" Chart that reflects by city the number of alcohol involved fatalities and injuries and the number of checkpoints planned for the year. Also, it would be helpful to readers if OTS included the total number of grant funded DUI checkpoints over the past five years and the projected number of checkpoints in the upcoming HSP year to illustrate an historical perspective. Impaired driving continues to be CA's number one problem as demonstrated by the fact that alcohol impaired driving fatalities account for 29 percent of total motor vehicle fatalities. It's also important to note that statewide DUI arrests continue to decline and we know that 38 percent of all drivers killed in crashes tested positive for drugs. DUI fatalities have increased in California every year since 2011. It's important that resource allocation decisions are based on data-driven needs and that the implementation of evidenced-based strategies, such as DUI checkpoints, are widespread and strategic. Because there is no other countermeasure for alcohol impaired driving that has proven to be more effective than DUI checkpoints, NHTSA recommends that cities experiencing a large number of DUI crashes have grant funding to conduct as many checkpoints as possible. Checkpoints increase the specific and general deterrence and are known to have overwhelming public support in California.

3) NHTSA applauds your effort to include Grant Funded Goals in your HSP. For consistency, you may want to word the Grant Funded Goals the same. The Grant Funded Goals statements in Alcohol Impaired Driving contain goals with no numerical values; the Pedestrian and Bicycle Grant Funded Goals contain percentage point values, and the DUID section has no Grant Funded Goals.