September 2019

Highway Safety Plan
FY 2020
California

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: Yes

S. 405(e) Distracted Driving: Yes

S. 405(c) State Traffic Safety Information System Improvements: Yes

S. 405(f) Motorcyclist Safety Grants: Yes

S. 405(d) Impaired Driving Countermeasures: Yes

S. 405(g) State Graduated Driver Licensing Incentive: No

S. 405(d) Alcohol-Ignition Interlock Law: No

S. 405(h) Nonmotorized Safety: Yes

S. 405(d) 24-7 Sobriety Programs: No

S. 1906 Racial Profiling Data Collection: No

Highway safety planning process

Data Sources and Processes

HIGHWAY SAFETY PLANNING PROCESS

The Highway Safety Plan (HSP) serves as California's application for federal funds available to states. It describes California's highway safety problems, identifies countermeasures, provides qualitative and quantitative measurements to determine goal and objective attainments, and gives descriptions of all proposed new grants. The HSP presentation, contents, and format are designed to meet requirements of California Vehicle Code 2900 and the 23 Code of Federal Regulations (CFR) Part 1300.11 as a result of the 2015 signing of the "Fixing America's Surface Transportation (FAST) Act."

Annual Funding Cycle (Federal Fiscal Year)

October - December	Analyze Final Quarterly Reports Review Final Quarterly ClaimsBegin Annual ReportWork with Statistical Experts for Data Analysis Post Request for ApplicationsHost Grant Writing Workshops Coordinate Data and Problem Identification with SHSP
December	Submit Annual Report to CalSTA Closeout Fiscal Year Submit Annual Report to NHTSASubmit Annual Report to CalSTA Closeout Fiscal Year Submit Annual Report to NHTSASubmit Annual Report to CalSTA Closeout Fiscal Year Submit Annual Report to NHTSA

January	Submit Annual Report to California LegislatureApplications Due to OTSSubmit Annual Report to California LegislatureApplications Due to OTS
February - April	Determine Revenue and Establish Draft Budget Select Targets for Three Common Core Performance MeasuresBegin Development of HSPEvaluate and Prioritize ApplicationsConduct Subrecipient Risk AssessmentsDetermine Revenue and Establish Draft Budget Select Targets for Three Common Core Performance MeasuresBegin Development of HSPEvaluate and Prioritize ApplicationsConduct Subrecipient Risk AssessmentsDetermine Revenue and Establish Draft Budget Select Targets for Three Common Core Performance MeasuresBegin Development of HSPEvaluate and Prioritize ApplicationsConduct Subrecipient Risk AssessmentsDetermine Revenue and Establish Draft Budget Select Targets for Three Common Core Performance MeasuresBegin Development of HSPEvaluate and Prioritize ApplicationsConduct Subrecipient Risk AssessmentsDetermine Revenue and Establish Draft Budget Select Targets for Three Common Core Performance MeasuresBegin Development of HSPEvaluate and Prioritize ApplicationsConduct Subrecipient Risk Assessments
April	Finalize Funding Decisions
May	Notify Subrecipient Agencies of Tentative Grant AwardsBegin Developing Grant AgreementsNotify Subrecipient Agencies of Tentative Grant AwardsBegin Developing Grant Agreements
June	Submit HSP to NHTSAConduct Pre-Funding AssessmentsSubmit HSP to NHTSAConduct Pre-Funding Assessments
July	Develop Draft Grant Agreements
August	Print, Distribute, and Post the Approved HSP
September	Federal Fiscal Year Ends
October	Federal Fiscal Year BeginsExecute New GrantsFederal Fiscal Year BeginsExecute 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.

The OTS uses data sources to identify emerging problem areas as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration. 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 the OTS identify emerging or ongoing traffic safety problem areas which can be targeted for more in-depth analysis. City rankings are for incorporated cities only. County rankings include all 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. The OTS staff use the database as an additional tool for problem identification. Staff knowledge, experience, and

judgment continue to be important considerations in identifying problems and selecting jurisdictions for funding.

Fatality Analysis Reporting System (FARS) – This system contains census data of fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a highway or roadway customarily open to the public and result in the 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 the CHP, the Department of Justice (DOJ), and the 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.

Program/Grant Development

The OTS grant program stresses a community-based approach giving communities the flexibility to structure highway safety programs in a manner that both meets their needs and is consistent with the statewide goals of the OTS. Virtually all strata of society will be reached including various ethnic groups, infants, children, teens, young adults and the elderly.
The OTS grants address federally-designated traffic safety priority program areas that include alcohol-impaired driving, distracted driving, drug-impaired driving, emergency medical services, motorcycle safety, occupant protection, pedestrian and bicycle safety, police traffic services, and traffic records. 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.

Processes Participants

Participants in the Process

The OTS involves many participants in the process of developing grants and addressing traffic safety problems to help California achieve its traffic safety goals. The OTS collaborates with the California State Transportation Agency (CalSTA) and partners with agencies such as the CHP, the 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.
The OTS also partners with the Active Transportation Program and Highway Safety Improvement Program (HSIP) 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.

Description of Highway Safety Problems

Through the problem identification process, the OTS recognizes a need for increased funding in several areas.

The OTS looked at both expanding current successful programs and conducting targeted outreach to new partners. As a result, some current programs received additional funding and new partnerships were established. The new agencies receiving the OTS funding include: twelve fire agencies, four public health agencies, one public works agency, one county probation department, and twenty-five city police departments.

Driving Under the Influence (DUI) and Driving Under the Influence of Drugs (DUID)

The OTS is committed to allocating priority funding to agencies that increase safe educational efforts, providing integrated traffic enforcement with a priority on Driving Under the Influence (DUI) and Driving Under the Influence of Drugs (DUID), and encouraging partnerships with all stakeholders including community-based-organizations to carry out our traffic safety messages.

The OTS is collaborating with the Orange County District Attorney's office to establish the California Traffic Safety Resource Prosecutor Training Network to address impaired driving issues. This partnership provides a statewide training network model that will utilize attorneys with recent courtroom experience to offer significant and timely live trainings, roundtable discussions, training videos, and distribution of pertinent legal updates. The program will also offer two tuition free, three-day, Traffic Safety Colleges for prosecutors and law enforcement personnel. In addition, continued funding is committed to vertical prosecution grants for District Attorneys' offices. The goal is to connect prosecutors, toxicologists, and law enforcement partners and provide them education and resources to successfully prosecute impaired drivers.

Pedestrian and Bicycle Safety

To address pedestrian and bicycle safety issues, city and county grants were selected based on strong problem identification, measurable outreach and education, as well as collaboration with existing partnerships. Ten county agencies and twenty-one cities within these counties where the highest number of pedestrian and bicycle related collisions occurred are being funded to increase educational efforts including presentations at schools, engagement at the community level, and a focus on areas associated with the aging adult population. On a statewide basis, the California Highway Patrol (CHP) will play a major role in reaching all populations, including underserved areas, to promote and enforce safe pedestrian, bicyclist, and motorist behavior. Finally, the UC Berkeley Safe Transportation Research and Education Center (SafeTREC) will continue to assist the seven pedestrian focus cities (Los Angeles, San Diego, San Francisco, Santa Ana, Fresno, Bakersfield, and San Jose) as well as all subrecipients by conducting workshops, providing technical assistance, and encouraging best practices.

Police Traffic Services

Education and enforcement are two very important components of collision reduction. Either component taken alone is inadequate. The Police Traffic Safety program focuses on a comprehensive approach to enforce and encourage compliance with seat belt use, impaired driving, speed limit, red light running, and other traffic laws. The Selective Traffic Enforcement Program (STEP) grants are highly effective in reducing traffic collisions by dedicating resources to selective enforcement and education programs. These comprehensive programs have a long-lasting impact in reducing fatal and injury collisions.

Teen Education

With the recognition that motor vehicle crashes are still the leading cause of deaths for teen, the OTS continues to focus on teen drivers. The OTS convened a second Teen Driver Safety Roundtable in October 2017 to discuss strategies to reduce teen collisions. The OTS wants to ensure that limited grant funding is allocated to

under-served and high collision areas in the state. To accomplish this, the OTS has included objectives in selected educational grants to utilize a teen traffic safety heat-map that will strategically aid in the planning of grant activities related to teen education.

Methods for Project Selection

Outreach

The OTS has continued to conduct quarterly law enforcement roundtable meetings statewide. Included in these meetings is representation from local District Attorneys' offices, crime lab staff, local law enforcement, the CHP, the DMV, and the 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 the OTS in funding future countermeasures and strategies.

In March 2018, the OTS hosted a fourth DUID Roundtable with several key representatives from law enforcement, crime labs, District Attorney's offices, education and outreach organizations, the International Association of Chiefs of Police, and NHTSA Region 9. Discussions included: the impact of recreational cannabis on DUID, data collection, Drug Recognition Evaluators, crime labs, the Traffic Safety Resource Prosecutor program, and DUID messaging. The conversations were again robust, and participants were able to gather a better understanding of the challenges of DUID from each prospective. It was agreed that these meetings were important to all parties as a tool to share information and discuss new ideas for decreasing DUID on California's roadways.

In December 2018, the 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.

Lastly, the 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. For inclusion in California's Highway Safety Plan, SafeTREC conducted analyses under each program area. Analyses use FARS data from NHTSA File Transfer Protocol (FTP) site and SWITRS data from the California Highway Patrol downloaded in March 2019. Fatality analyses are based on 2013 to 2016 final FARS

data and the 2017 FARS Annual Release File (ARF) as of October 2018. Severe injury and some fatality analyses are based on 2013 to 2016 SWITRS data and provisional 2017 SWITRS data. Population data is from the California Department of Finance, 2018.

Selection Process

The 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. The 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, 2019, the OTS received 345 grant applications for Federal Fiscal Year (FFY) 2020 funding, all submitted into the OTS's Grant Electronic Management System (GEMS).

The OTS developed and implemented a pre-award risk assessment process which evaluated each applicant agency. 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.

The OTS Program Coordinators monitor subrecipient performance throughout the year through on-site 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.

The OTS is organized by program areas statewide. There are nine program areas with eleven Program Coordinators and one Program Manager assigned to 305 awarded grants. The program area assignments provide the OTS Program Coordinators the ability to review and analyze application submittals from agencies with similar traffic safety problems, at the statewide level. The statewide review process helps build synergy within the program areas and is resulting in more comprehensive local grant programs. 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 the OTS program and fiscal staff. By the end of July 2019, the OTS Program Coordinators will have conducted a pre-funding assessment of each subrecipient. During the pre-funding assessment, 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.

List of Information and Data Sources

FARS
SWITRS
DMV DUI-MIS Report
OTS Rankings
Local Data
Past Performance
Risk Assessments

Description of Outcomes

Strategic Highway Safety Plan (SHSP)

The OTS Director is an active member of the SHSP Executive Leadership Committee, 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. Active participation in the development of the SHSP allows for integration and coordination of key strategies for improving collaborative efforts in addressing highway safety countermeasures. This coordination also ensures that the performance measures common to the HSP, SHSP, and HSIP, fatalities, fatality rate, and serious injuries, are defined identically in all three plans.

SHSP Executive 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. The OTS is also represented on the SHSP Steering Committee, which meets monthly to provide day-to-day oversight of the plan and assist the Challenge Area Teams.

Several OTS staff members participate in the following behavioral Challenge Areas:

Aging Road Users
Alcohol and Drug-Impaired Driving
Bicycling

Distracted Driving
Driver Licensing and Competency
Motorcycles
Occupant Protection
Pedestrians
Speeding and Aggressive Driving
Young Drivers

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. The OTS provides funding for several projects and programs in the plan. In addition to behavioral Challenge Areas, the 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.

Additional information and details may be found on the following SHSP related links:

SHSP Website: http://www.dot.ca.gov/trafficops/shsp/

SHSP Implementation Plan: http://www.dot.ca.gov/trafficops/shsp/docs/SHSP16-IMPLEMENTATION.pdf

SHSP Update: http://www.dot.ca.gov/trafficops/shsp/docs/SHSP15_Update.pdf

SHSP FAQ's: http://www.dot.ca.gov/trafficops/shsp/docs/shsp_fact_sheet.pdf

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

The OTS had several meetings with Caltrans staff to select the targets for the three common core performance measures. Regulations require the state to use the five-year rolling average as the basis for setting targets. In addition to using the five-year rolling average, in the charts on the following pages, we have provided additional charts that display the actual number of Traffic Fatalities (C1), Serious Injuries (C2), and Traffic Fatalities/Vehicle Miles Traveled (VMT) (C3) to accurately show that each of these targets for 2020 represent a reduction from the estimated numbers for 2019. Each of the additional targets were selected with the intent of improving upon the established baselines (decreasing fatalities, injuries, etc.), even though

some of the trend lines projected future increases. One of the trend lines that projects a future decrease is for the statewide seat belt use rate. In this case a target was selected to show an increase (rather than a decrease as in other performance measures).

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	Drug-Impaired Driving	In Progress
13	Distracted Driving Survey	In Progress
13	Traffic Records	In Progress
13	Emergency Medical Services	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

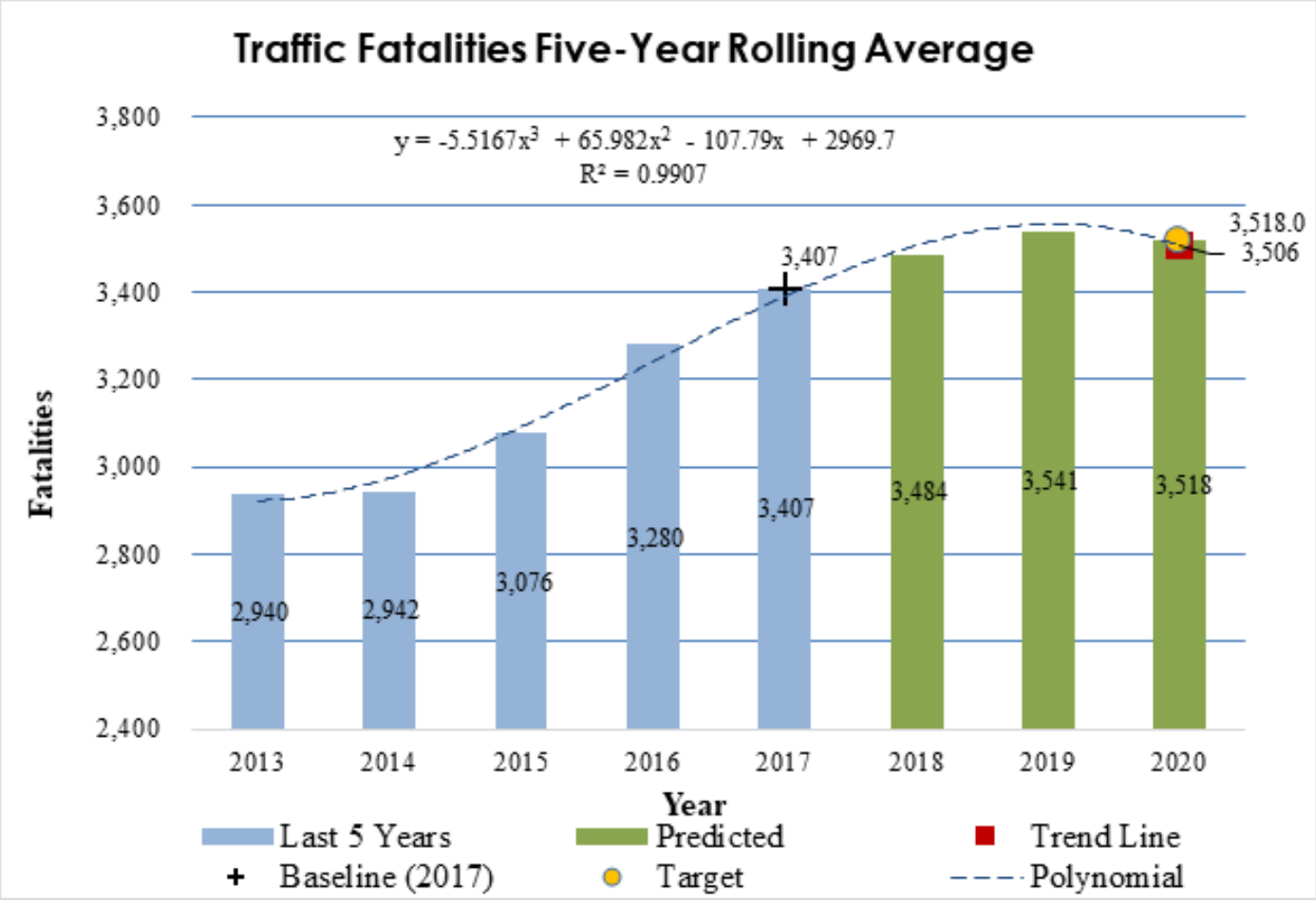
Program-Area-Level Report

C-1 Traffic Fatalities (FARS)

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

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in traffic fatalities.

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



Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Program-Area-Level Report

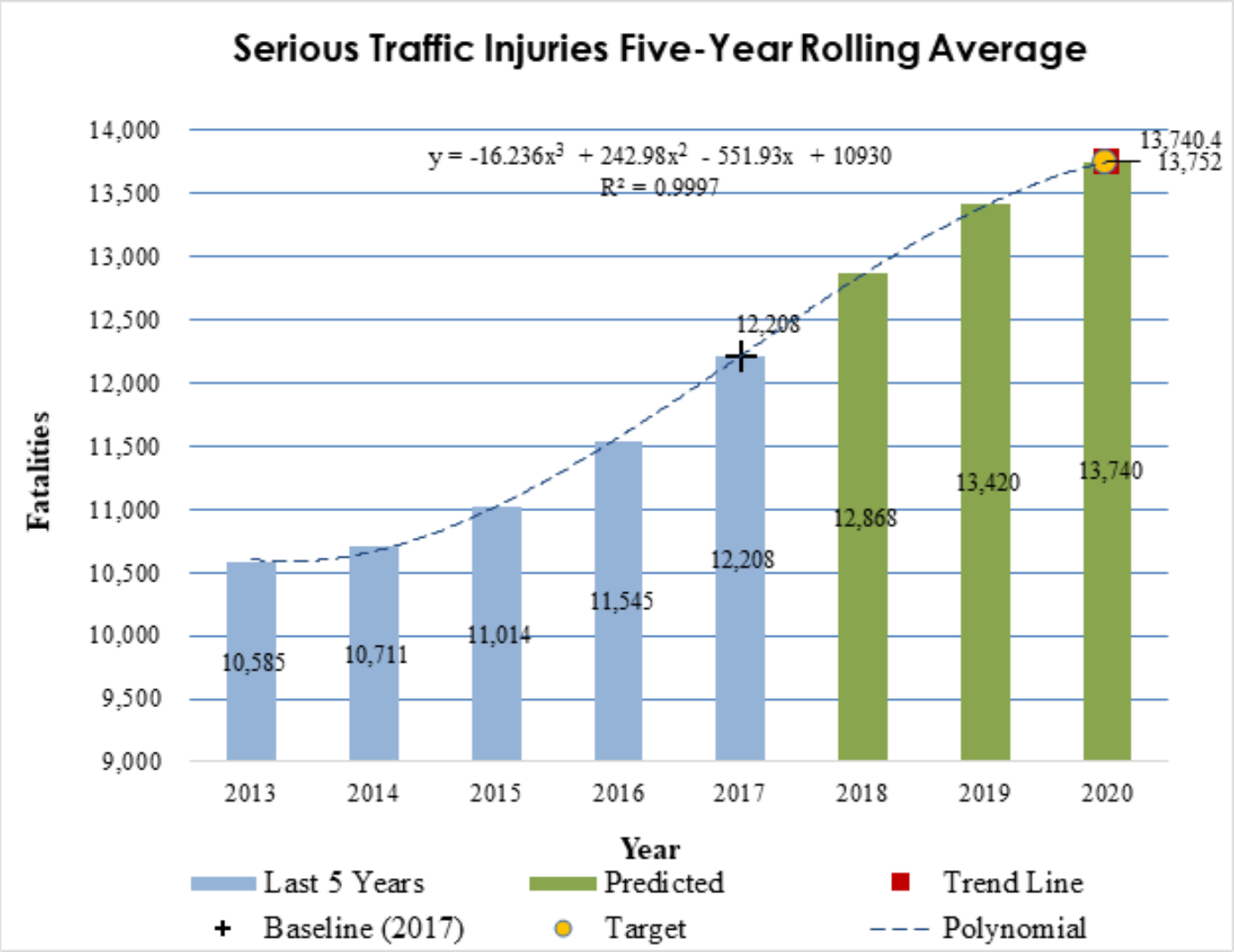
C-2 Serious Traffic Injuries (SWITRS)

Target: Based on the 2013-2017 five-year rolling average, the five-year average of serious traffic injuries will

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

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in serious traffic injuries.

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



Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

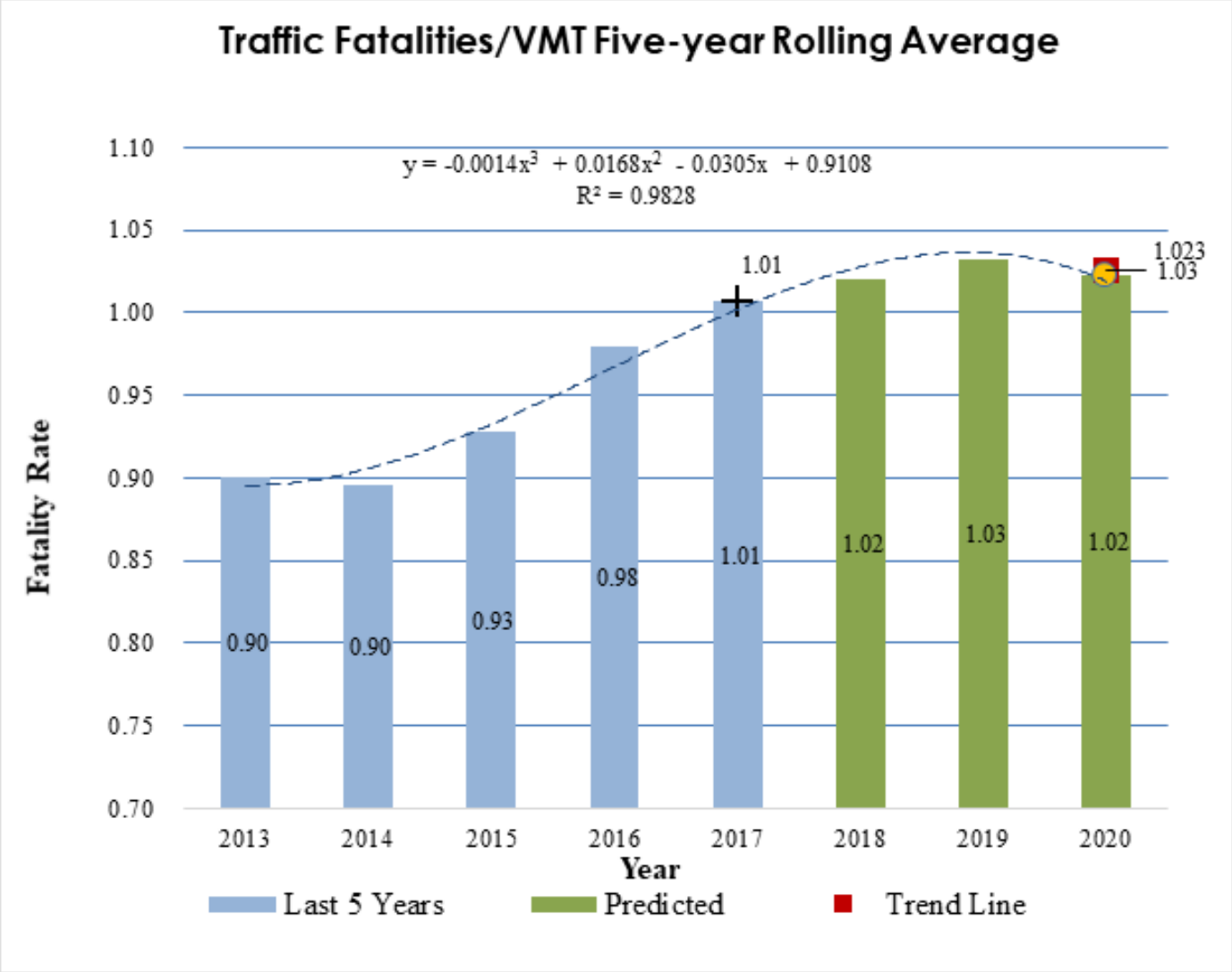
Program-Area-Level Report

C-3 Fatalities/VMT (FARS/FHWA)

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

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in fatalities/VMT.

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



Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

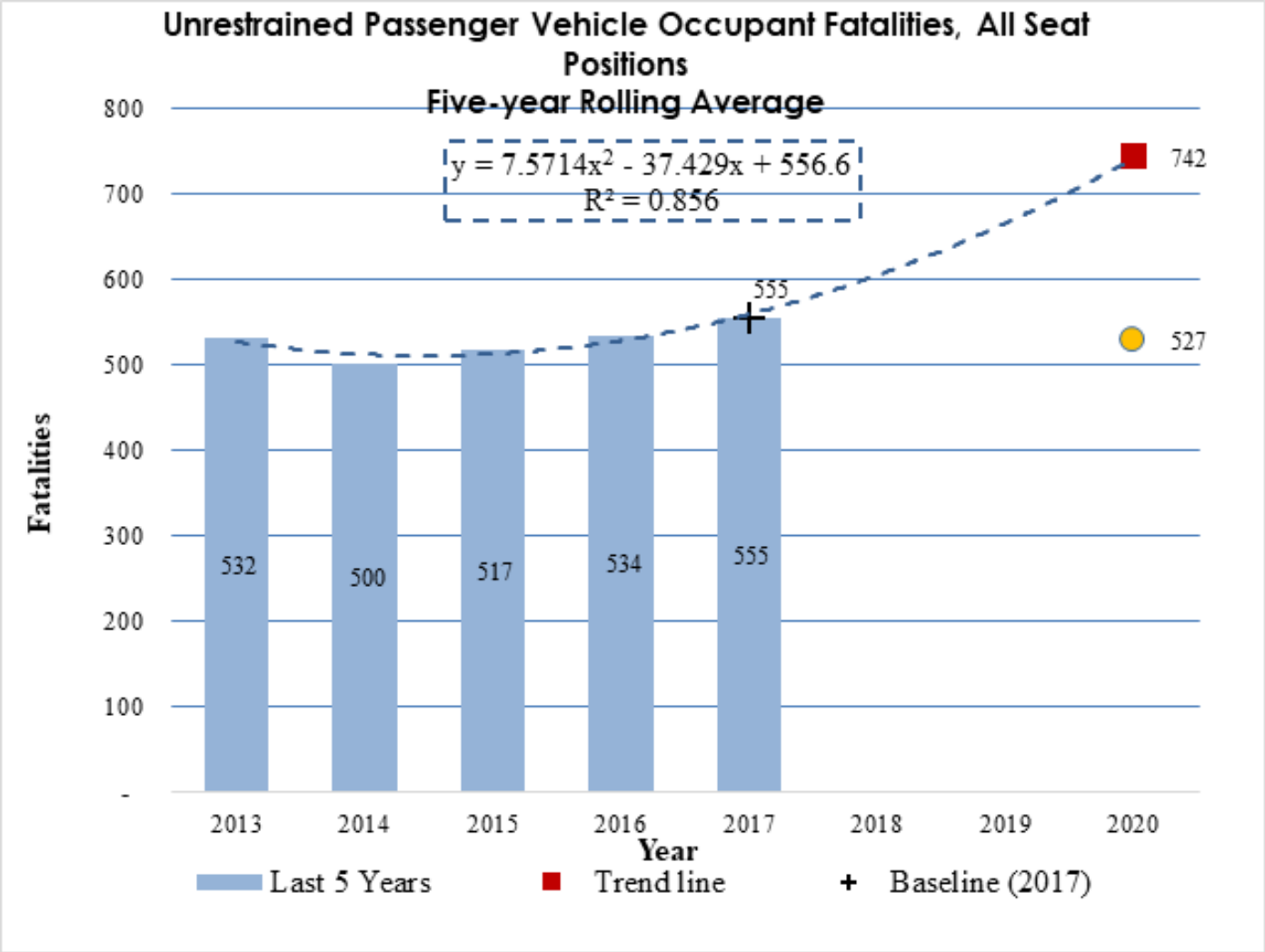
Progress: In Progress

Program-Area-Level Report

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

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

Justification: The performance target was selected by using a polynomial trend line based on the 2013-2012 data and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category.



Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Program-Area-Level Report

C-5 Alcohol-Impaired Driving Fatalities (FARS)

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

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

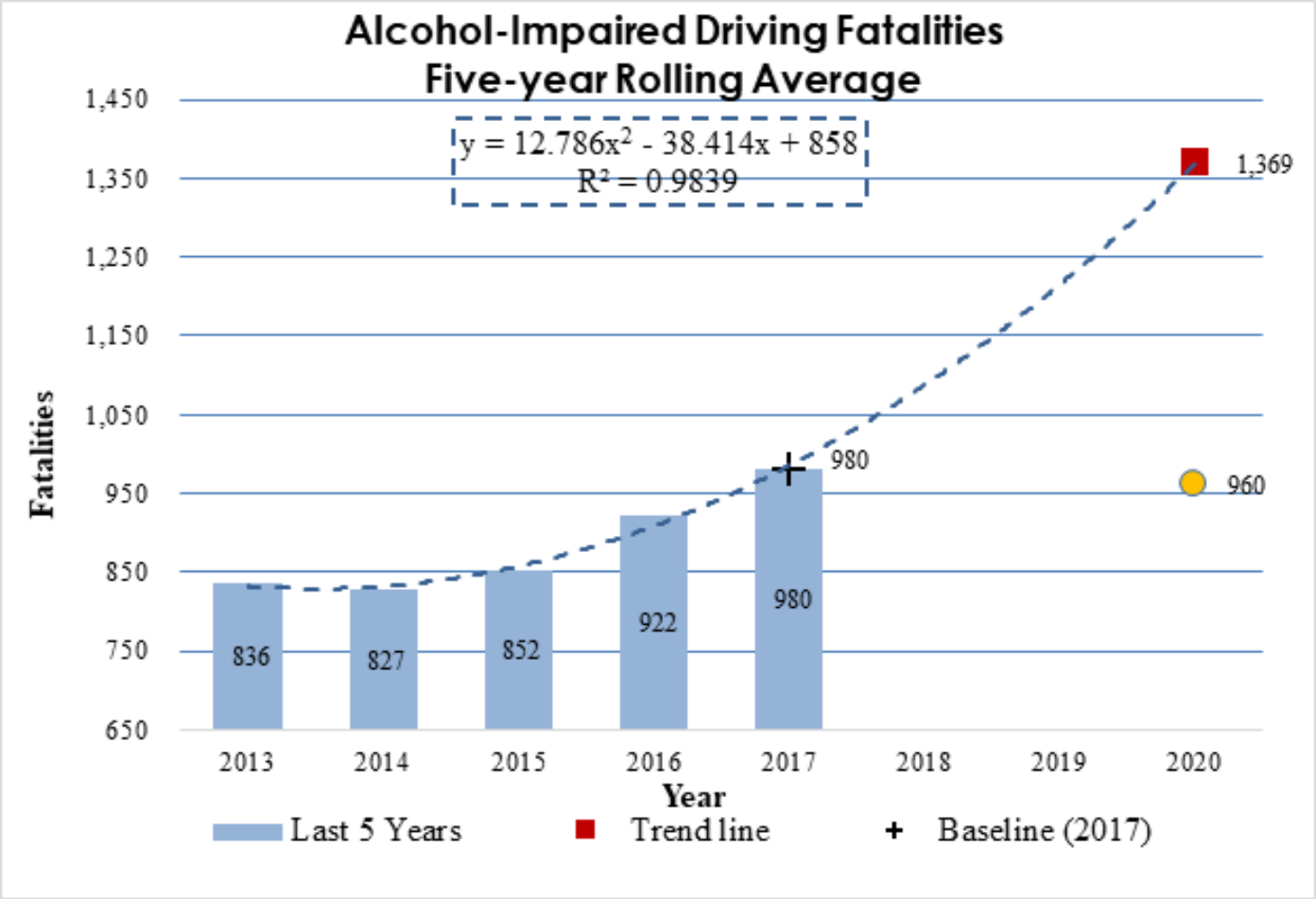
Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress



Program-Area-Level Report

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

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

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

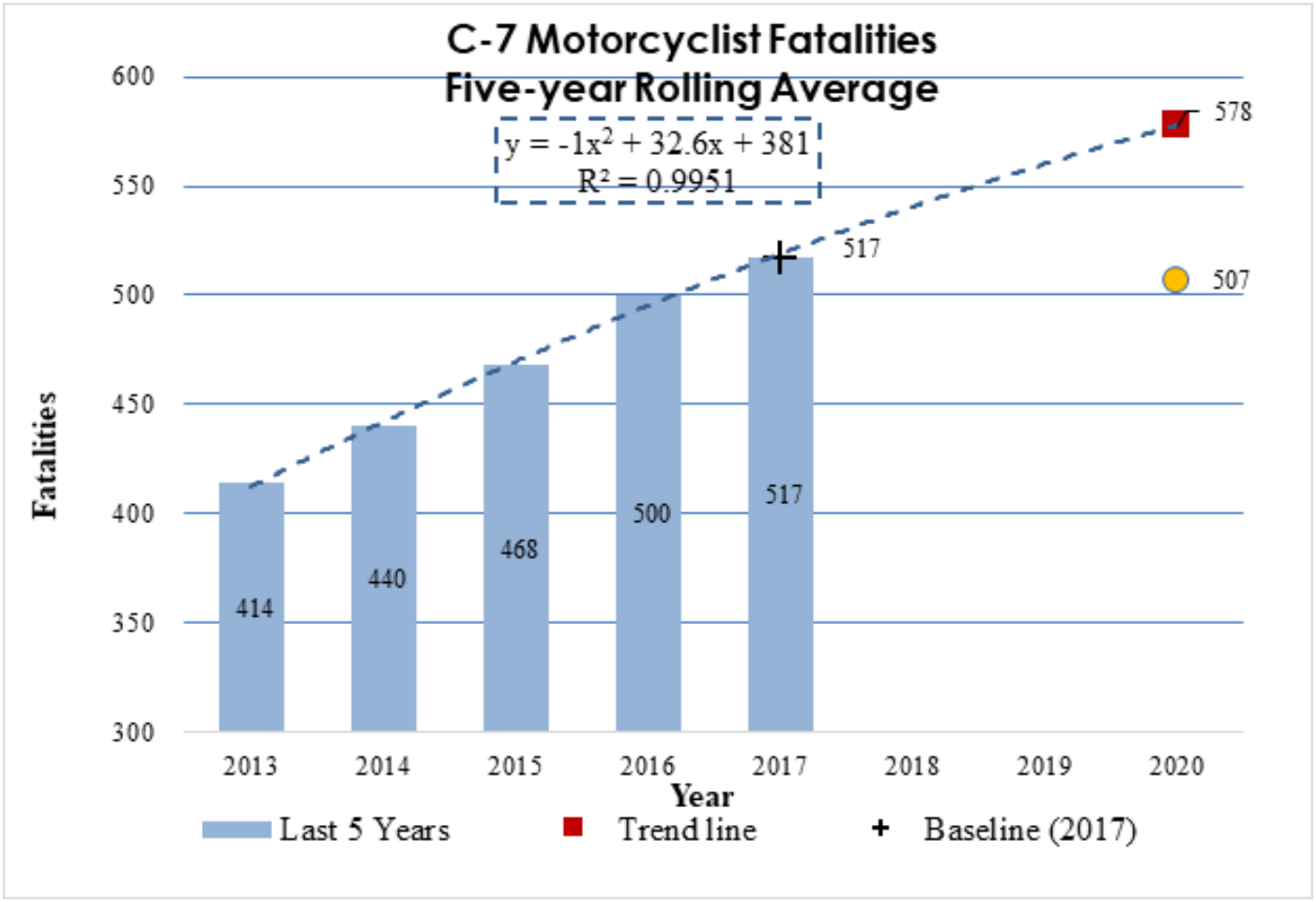
Progress: In Progress

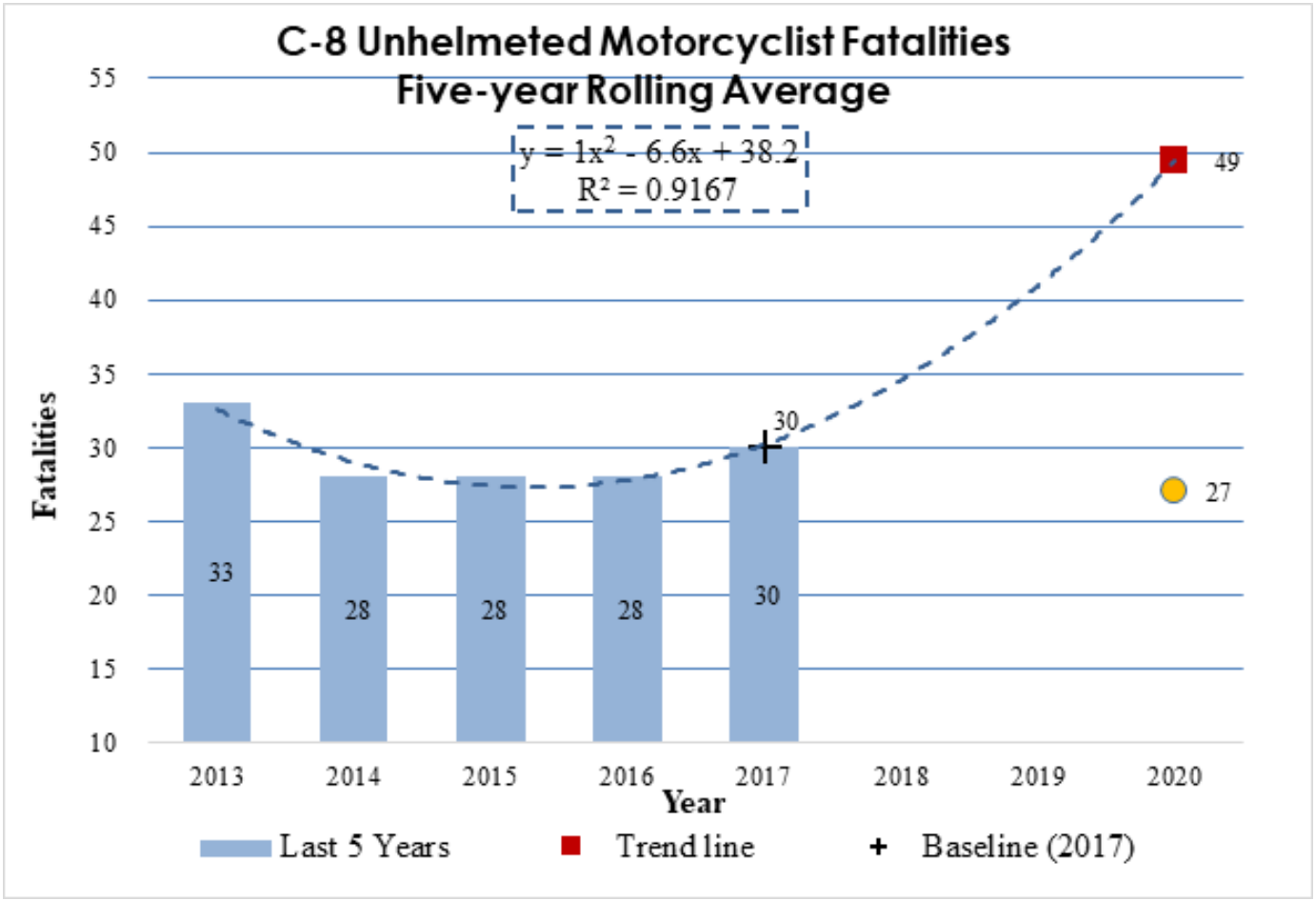
Program-Area-Level Report

C-8 Unhelmeted Motorcyclist Fatalities (FARS)

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

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


C-7 Motorcyclist Fatalities
Five-year Rolling Average
y = -1x² + 32.6x + 381
R² = 0.9951
600
550
500
450
400
350
300
Fatalities
414
440
468
500
517
517
578
507
2013
2014
2015
2016
2017
2018
2019
2020
Year
Last 5 Years
Trend line
Baseline (2017)


C-8 Unhelmeted Motorcyclist Fatalities
Five-year Rolling Average
y = 1x² - 6.6x + 38.2
R² = 0.9167
55
50
45
40
35
30
25
20
15
10
Fatalities
33
28
28
28
30
30
49
27
2013
2014
2015
2016
2017
2018
2019
2020
Year
Last 5 Years
Trend line
Baseline (2017)

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

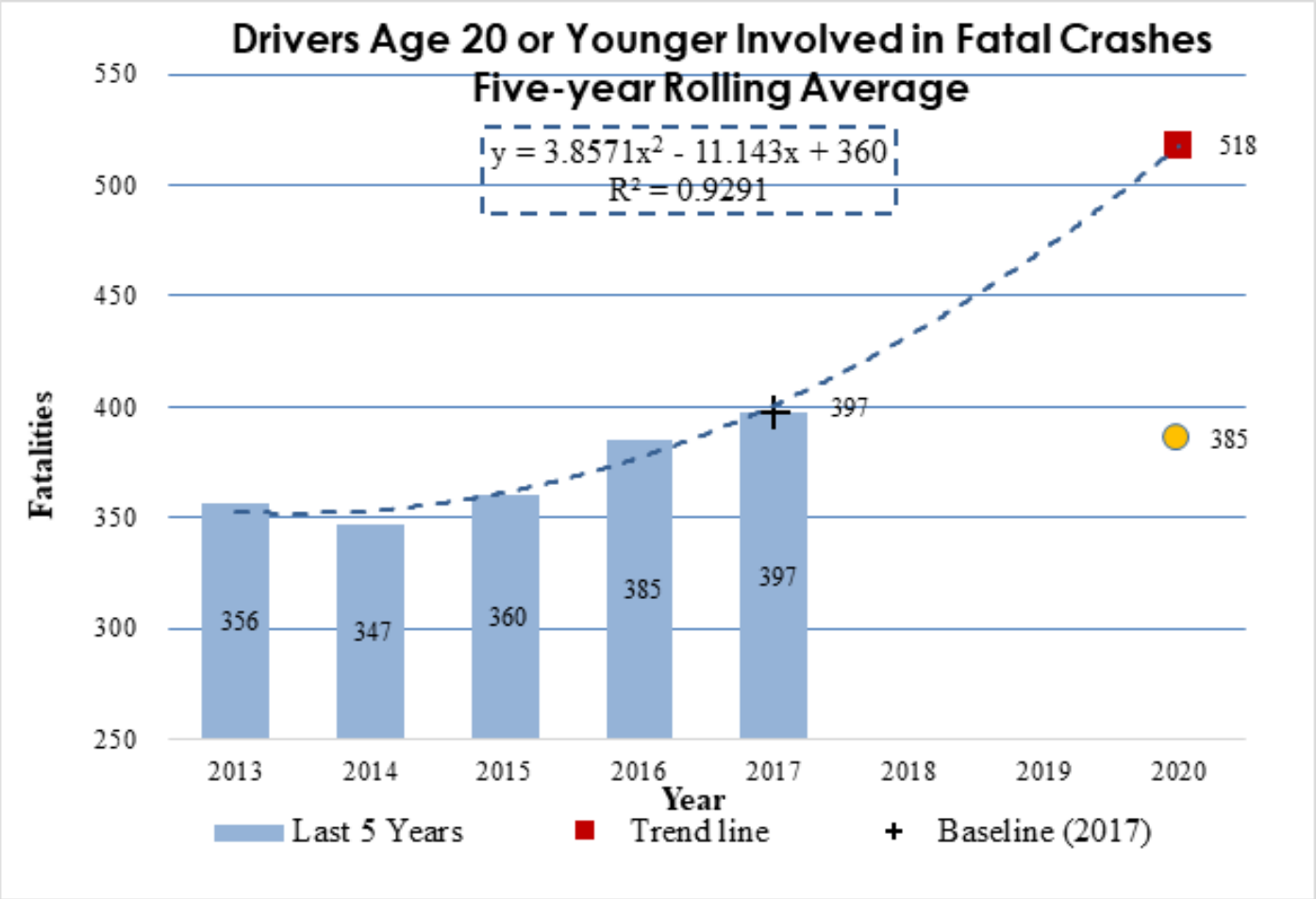
Progress: In Progress

Program-Area-Level Report

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

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

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



Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

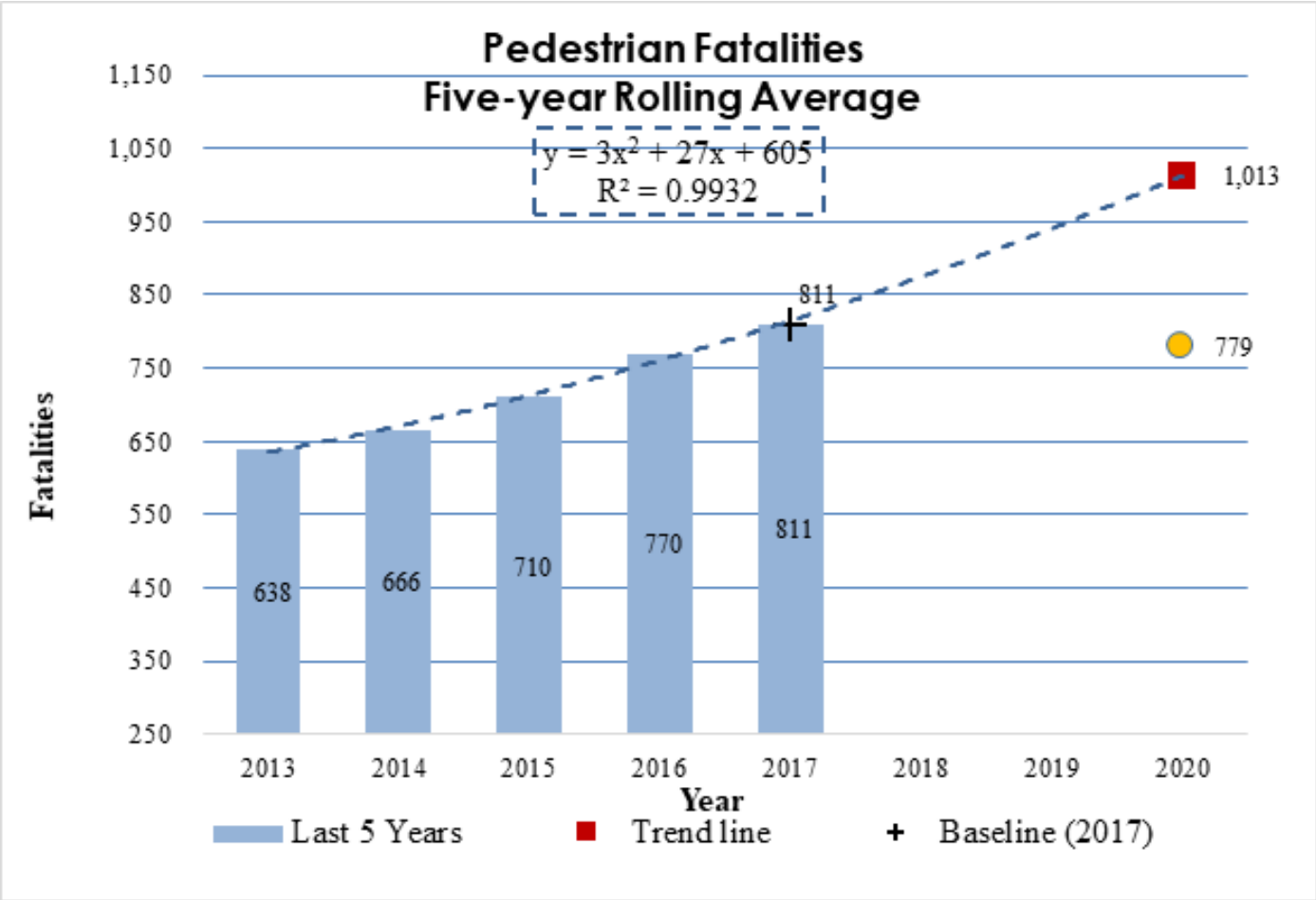
Program-Area-Level Report

C-10 Pedestrian Fatalities (FARS)

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

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

result in a decrease in this category.



Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

C-11 Bicyclist Fatalities (FARS)

Goal: Reduce bicyclist fatalities 5 percent from 138 (2013-2017 five-year rolling average) to 131 by December 31, 2019.

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

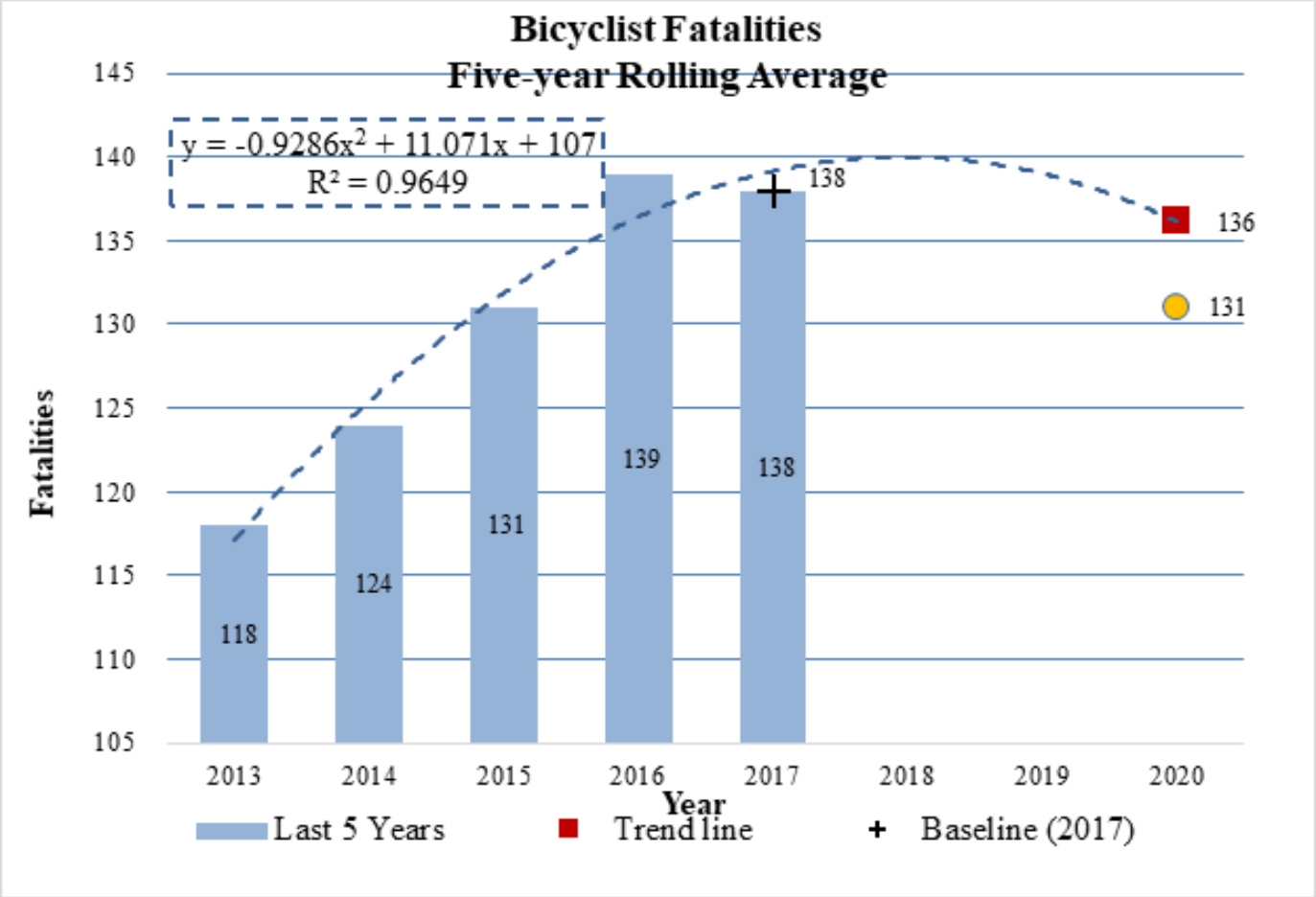
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Program-Area-Level Report

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

Goal: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage points from 96.0 percent (2018 observation) to 97 percent by December 31, 2020.



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

Performance Measure: Drug-Impaired Driving

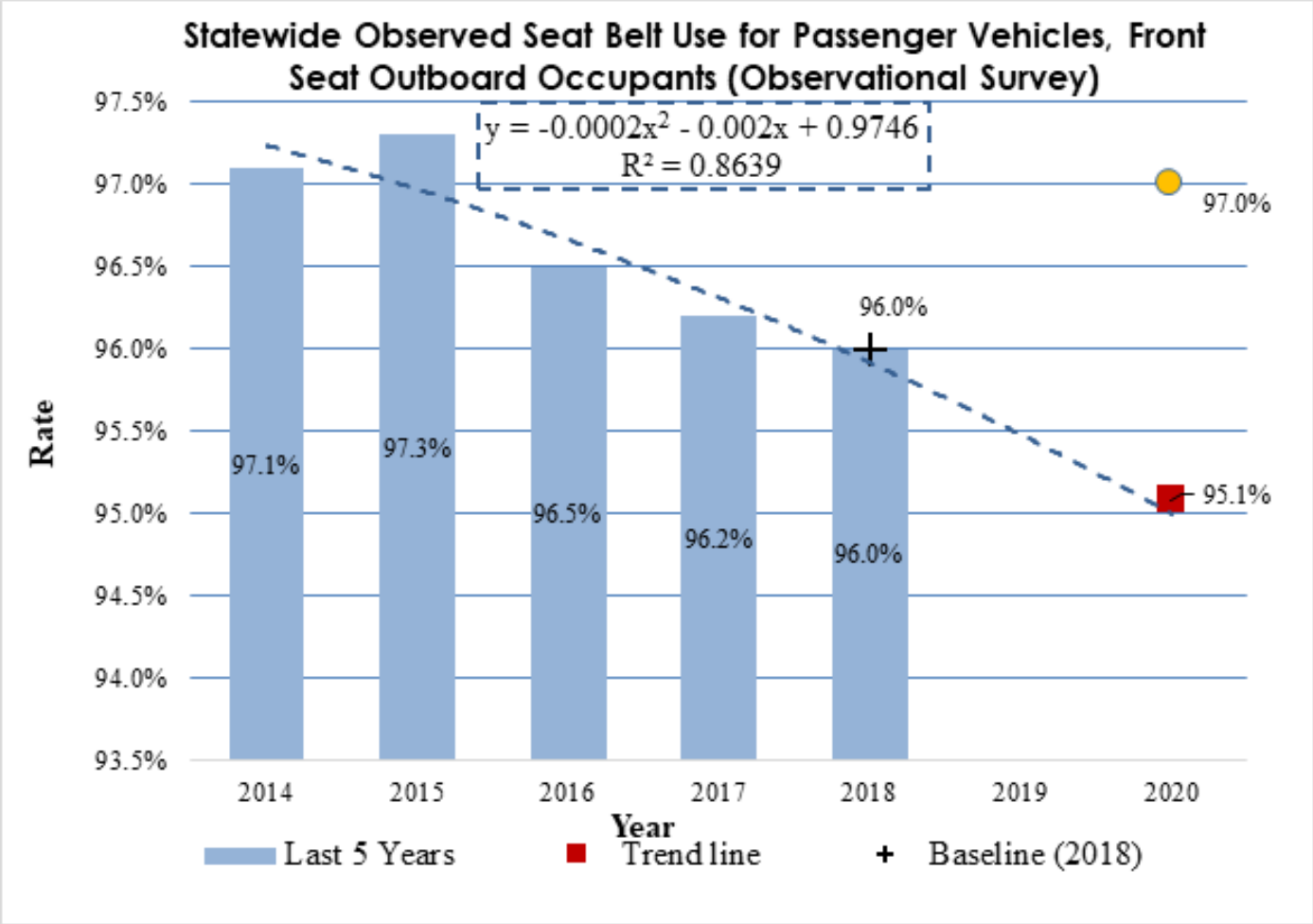
Progress: In Progress

Program-Area-Level Report

Drug-Impaired Driving (FARS)

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

Justification: The performance target was selected by using the 2017 calendar year as the baseline. The trend line anticipates an annual increase. With the legalization of recreational marijuana in California, and the increase in marijuana-related fatalities in Colorado after legalization, we are anticipating the same effect. With the OTS efforts and selected grants for funding, we hope to move towards a downward trend.



Performance Measure: Distracted Driving Survey

Progress: In Progress

Program-Area-Level Report

Performance Measure: Traffic Records

Progress: In Progress

Program-Area-Level Report

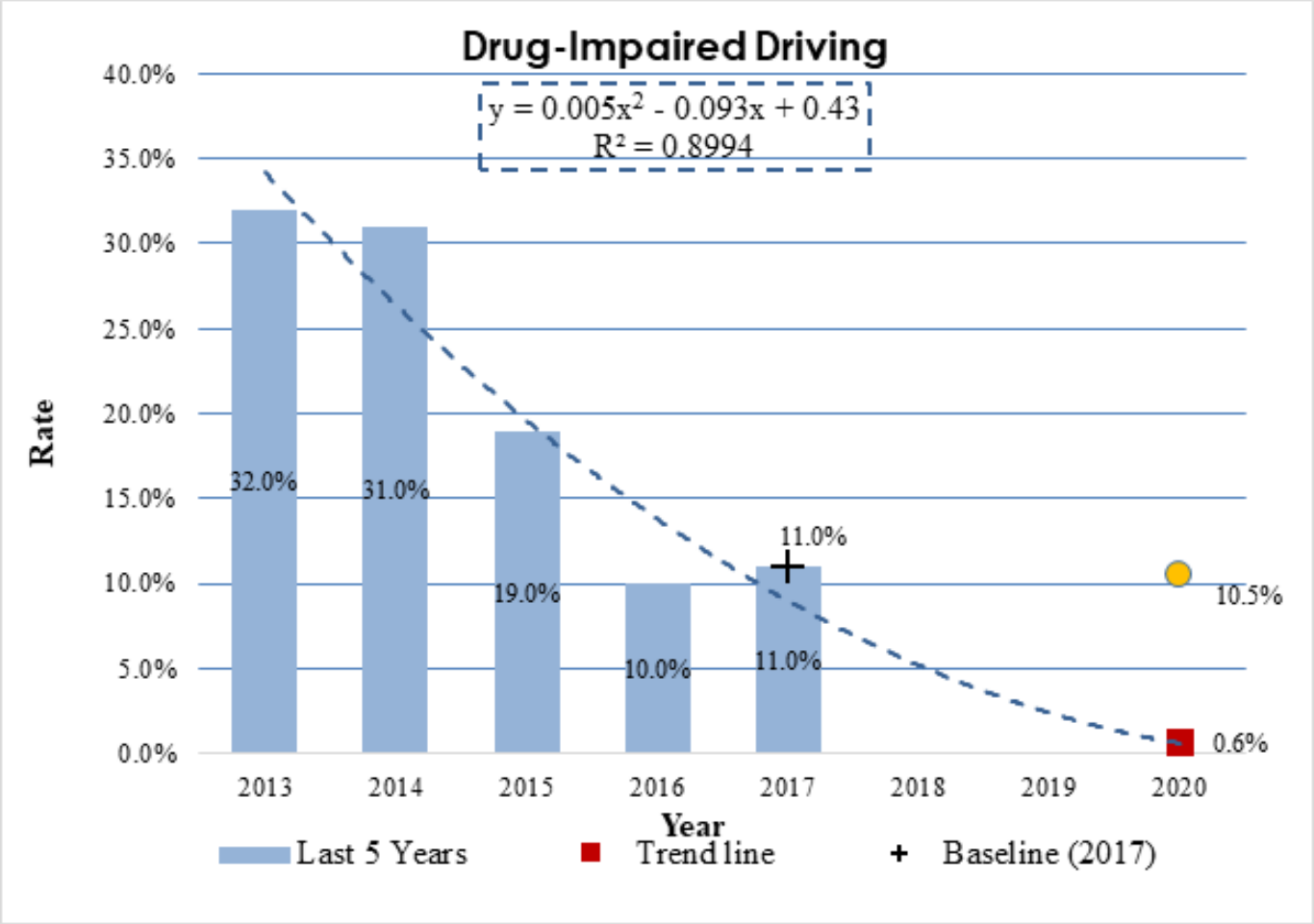
Performance Measure: Emergency Medical Services

Progress: In Progress

Program-Area-Level Report

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	3518



2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	13740
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.02
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	527

5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	960
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	1027
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	507
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	27
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	385
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	779
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	131.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	97.00
13	Drug-Impaired Driving	Annual	2020	2020	10.5

14	Distracted Driving Survey	Annual	2020	2020	4.0
15	Traffic Records	Annual	2020	2020	15000
16	Emergency Medical Services	Annual	2020	2020	4.50

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	3518	5 Year	2016

Performance Target Justification

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in traffic fatalities.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	13740	5 Year	2016

Performance Target Justification

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in serious traffic injuries. This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.02	5 Year	2016

Performance Target Justification

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in fatalities/VMT. This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	527	5 Year	2016

Performance Target Justification

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

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	960	5 Year	2016

Performance Target Justification

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

result in a decrease in this category.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	1027	5 Year	2016

Performance Target Justification

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

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	507	5 Year	2016

Performance Target Justification

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

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	27	5 Year	2016

Performance Target Justification

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

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal

crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	385	5 Year	2016

Performance Target Justification

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

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	779	5 Year	2016

Performance Target Justification

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

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	131.00	5 Year	2016

Performance Target Justification

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

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	97.00	Annual	2020

Performance Target Justification

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

Performance Measure: Drug-Impaired Driving

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Drug-Impaired Driving-2020	Percentage	10.5	Annual	2020

Performance Target Justification

Justification: The performance target was selected by using the 2017 calendar year as the baseline. The trend line anticipates an annual increase. With the legalization of recreational marijuana in California, and the increase in marijuana-related fatalities in Colorado after legalization, we are anticipating the same effect. With the OTS efforts and selected grants for funding, we hope to move towards a downward trend.

Performance Measure: Distracted Driving Survey

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Distracted Driving Survey-2020	Percentage	4.0	Annual	2020

Performance Target Justification

Justification: The performance target was selected by using the 2018 calendar year as the baseline as that is when the survey was conducted. The trendline below indicates a decrease in the observed use of handheld cell phones or texting. California foresees that the grants chosen for funding will assist in the downward trend to reach the selected target.

Performance Measure: Traffic Records

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Traffic Records-2020	Numeric	15000	Annual	2020

Primary performance attribute: Completeness

Core traffic records data system to be impacted: Crash

Performance Target Justification

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

Performance Measure: Emergency Medical Services

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Emergency Medical Services-2020	Numeric	4.50	Annual	2020

Performance Target Justification

Click or tap here to enter text.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: 1976

Fiscal Year A-1: 2018

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 8563

Fiscal Year A-2: 2018

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: 12053

Fiscal Year A-3: 2018

Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Like commercial marketers, traffic safety campaign managers have the same basic challenge: affecting consumer behavior. The key to influencing consumer behavior is understanding what motivates consumers.

NHTSA has conducted extensive research to glean insights about our targeted populations nationwide. OTS will utilize national insights in conjunction with research findings from our own California specific efforts to inform our outreach campaigns with the goal of educating the California population about how to stay safe on California roadways.

ACTION PLAN

The OTS marketing, public relations, media relations, and public affairs effort will focus on generating earned media and utilizing paid media for a wide and deep variety of traffic safety initiatives. This will be accomplished similar to previous years, through targeted DUI, distracted driving, and expanded pedestrian safety campaigns and through active grants – all designed toward lowering the mileage death rate. The OTS will increase emphasis and efforts to engage audiences, particularly 16-35-year-olds, through expanded and demographically relevant social media. The campaigns will also expand efforts to build outreach to communities by soliciting and enlisting active partnerships with groups and organizations down to the neighborhood level. The effort includes providing materials and means to local groups so that they can spread various traffic safety messages to their communities, as well as increased media assistance to local subrecipients on proven and new, innovative programs and continuing to target under-represented groups, target audiences, and the general population with traffic safety messages.

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

While emphasizing the program areas mentioned above, the OTS will persist with efforts to keep additional problem areas such as motorcycle safety, child passenger safety, seat belts, emergency medical services, aging road users, aggressive driving, and teen drivers in the public eye.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	3518

Countermeasure Strategies in Program Area

Countermeasure Strategy
(PR) Public Relations, Advertising, and Marketing

Countermeasure Strategy: (PR) Public Relations, Advertising, and Marketing

Program Area: Communications (Media)

Project Safety Impacts

Public Relations, Advertising, and Marketing complements all NHTSA Countermeasures That Work. California adopted multiple Countermeasures That Work for our priority programs such as; Alcohol and Drug Impaired

Driving, Distracted Driving, and Pedestrian and Bicycle Safety. This countermeasure strategy supports national campaigns such as; Click it or Ticket, Child Passenger Safety Week, and Heatstroke Campaign.

Linkage Between Program Area

Countermeasures and Strategies

Local and Regional Media: Work directly with the OTS subrecipients in the development of media related materials, coordination of events, materials for public consumption, and specialty articles for publication – all designed to garner increased earned media and positive public awareness of traffic safety messages. Work directly with media outlets to be the first and primary resource for accurate, timely, and expert information on traffic safety issues.

Current Campaigns: Activities surrounding three primary, specific, intensive and dated campaigns, which include DUI/DUID, Distracted Driving Awareness Month, and Pedestrian Safety. Providing on-going, year-round activities which support the three primary campaigns. Providing activities to limited campaigns, including: "Click It or Ticket," Child Passenger Safety Week, Kids in Hot Cars, and several smaller but significant campaigns such as DUI around certain traditional celebration dates, seasonal and weather-related driving, and other national safety days and weeks.

Advertising/Marketing: The OTS Public Affairs enlists the assistance of local, statewide and national media in anti-DUI/DUID, pedestrian safety, and anti-distracted driving campaigns and initiatives. Enhance media reach by partnering with NHTSA, the CHP, Caltrans, Department of Motor Vehicles (DMV), the ABC, California Department of Public Health (CDPH), non-governmental organizations, and law enforcement agencies throughout the state. Leverage paid media expenditures to gain additional bonus/free marketing opportunities. All campaigns and strategies include marketing to underserved segments of California's population.

Goals

Increase efforts to aggressively pursue successful local, regional, and statewide traffic safety media relations, educational, earned media, public awareness, and social norming campaigns that have an impact on behavior change, foster positive relationships, and create effective traffic safety education and outreach programs.

Include safe driving messages in all campaigns, so that incidents of traffic collisions will result in fewer injuries and more lives saved.

Support the OTS mission of reducing traffic deaths, injuries and economic losses in all public relations, advertising and marketing efforts.

Rationale

Public Relations, Advertising, and Marketing complements all NHTSA Countermeasures That Work. California adopted multiple Countermeasures That Work for our priority programs such as; Alcohol and Drug Impaired Driving, Distracted Driving, and Pedestrian and Bicycle Safety. This countermeasure strategy supports national campaigns such as; Click it or Ticket, Child Passenger Safety Week, and Heatstroke Campaign.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(PR) Pub	PR Tasks

Planned Activity: PR Tasks

Planned activity number: (PR) Pub

Primary Countermeasure Strategy ID:

Planned Activity Description

TASKS

Public Relations

Statewide Campaigns

The OTS Public Affairs will spearhead several key public awareness campaigns during FFY 2020. Key campaigns will include California's December Holiday DUI Crackdown (Winter Mobilization), Pedestrian Safety, and Distracted Driving (also see Paid Advertising), "Click It or Ticket," Child Passenger Safety Week, Motorcycle Safety Month, and DUI enforcement campaigns around other major holiday periods: Memorial Day, Independence Day, and the Summer Mobilization ending Labor Day weekend, as well as St. Patrick's Day, Cinco de Mayo, and Halloween celebration periods. All campaigns will rely heavily upon earned media to educate Californians about safe driving practices, including distracted driving, seat belt use, child passenger safety, pedestrian safety and impaired driving. Moving forward, the OTS will also continue to expand partnerships with the CHP, the DMV, Caltrans, the ABC and other state and federal agencies on various programs and campaigns.

Partnerships

The OTS has an established track record of developing successful partnerships to raise awareness of important traffic safety issues. The OTS partners represent a variety of community groups; traffic safety industry representatives; local, regional and state government agencies; as well as general business and industry organizations. Public/Private partnerships are very important to the OTS's long-term planning. These partnerships are designed to augment resources, extend outreach to diverse audiences and at-risk communities, and extend marketing opportunities. Past and current partners have supported teen anti-DUI programs, December DUI Crackdown, year-round DUI efforts, child passenger safety, safety belt use, distracted driving, and bicycle and pedestrian issues, to name a few. The OTS will build upon existing partnerships and forge new alliances to support and facilitate the distribution of its traffic safety messages, as well as its own training seminars, meetings, and community events.

NBA- Sacramento Kings

Public and private partnerships are an important resource for OTS to extend traffic safety messages to new, diverse audiences. The OTS is partnering with the Sacramento Kings to educate fans and concertgoers on how to be safe and attentive when they head to and from the Golden 1 Center. Since April 2017, more than one million people have attended over 125 NBA games, concerts, and shows at the Golden 1 Center. This partnership is designed to provide best safety practices for people leaving a Golden 1 Center event through a variety of platforms, including no texting or distractions while driving, not driving while impaired by utilizing a designated driver or alternative transportation like ride-sharing, bus, train or light rail, and being aware of pedestrians around the downtown Sacramento area. The event experience starts in the car, and support from the Sacramento Kings helps open the door to engaging marketing opportunities about traffic safety issues that resonate with eventgoers, impacting behavior changes that saves lives.

OTS Website and Social Media

Subrecipients, law enforcement agencies, and other traffic safety stakeholders are increasingly reliant on the OTS website for topical information on everything from grant application information to new data on a plethora of traffic safety subjects. The news media and researchers are using the OTS site as a valued resource. The website is 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. However, the OTS sees the gains that could be made by expansion of the offerings of the website and will be undertaking significant changes in 2020.

The OTS has had a social media presence since launching the OTS Facebook in 2009. The use and growth of the OTS Facebook presence has been overwhelmingly positive, with phenomenal growth to a current level of over 74,000 followers, supplying millions of audience impressions. It serves primarily as a public engagement presence for the OTS, supplying traffic safety related posts and supporting specific public awareness campaigns. This social media platform allows the OTS to communicate with all California motorists with real-time updates, life-saving resources and engaging applications. The site is updated multiple times per week with news, engaging posts, videos, photos, links and more. In 2020, Facebook will continue to grow as a major communication medium, particularly with our target demographics. In 2010, the OTS expanded its social media presence with the advent of a dedicated OTS YouTube channel featuring videos ranging from California state agency produced PSAs to special OTS produced videos solely for social media. In 2011, the OTS initiated a presence on Twitter, which expanded in 2014 with a separate, dedicated DUI "DDVIP" campaign account. The "tweets" provide engaging and often informative communications have grown the sites to over 11,000 followers. Both the OTS and DDVIP started utilizing Instagram in 2015 for more visual interactivity. In 2018, the OTS expanded their social media presence with the addition of a Facebook and Twitter account for the new OTS umbrella brand "Go Safely, California," garnering more than 7,000 followers on Facebook. "Go Safely, California" serves as a transportation rallying cry encouraging responsible and safe driving by Californians so that they can get to where they need to go safely. More than just a brand, "Go Safely, California" is a valuable resource for Californians to stay informed about best practices on roadways. In late 2018, we launched a website, gosafelyca.org, that is catered to the general public as well as other traffic safety partners to advance the brand and educate the public on ways they can arrive to their destination safely.

All the current OTS presences on social media are a necessary and highly strategic door into the under-35 demographic that is most at risk on our roadways. We will continue to utilize them heavily in 2020 and beyond. In addition, the OTS will continuously monitor the ever-changing universe of social media, evaluating current strategies while staying mindful of what new technologies may be beneficial in the future.

Media Relations

Bringing together expert resources in media relations, public affairs and community outreach, the OTS Public Affairs offers an array of services, including: media relations, marketing, event logistics, creative writing, and campaign management. In 2020, the OTS Public Affairs will be continuing its successful targeted outreach to major media representatives to expand its role as the primary source for traffic safety information in the state. The OTS Public Affairs is a "one-stop shop" resource for all of its subrecipients, whether organizing a media event or assisting in garnering earned media through press releases, press events and the placement of specialty stories. The OTS works with subrecipients when needed to foster positive relations with the media covering their traffic safety programs.

Subrecipient Support

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

Intended Subrecipients

Media Contractor, California Department of Transportation, and the Sacramento Kings.

Countermeasure strategies

Countermeasure Strategy
(PR) Public Relations, Advertising, and Marketing

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	$1,510,000.00		$0.00
2020	FAST Act 405b OP High	405b High Paid Advertising (FAST)	$100,000.00	$0.00	
2020	FAST Act 405d Impaired Driving Low	405d Low Paid/Earned Media	$1,010,000.00	$0.00	
2020	FAST Act 405e Special Distracted Driving	405e Paid Advertising (FAST)	$655,000.00	$0.00	
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$1,050,000.00	$0.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$175,000.00	$0.00	$0.00

Program Area: Distracted Driving

Description of Highway Safety Problems

DISTRACTED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Safe driving requires attention. Many activities - such as eating, listening to music, and grooming - distract from the main task of operating a motor vehicle. Serious distractions include activities associated with mobile devices such as talking, texting, and using social media. According to the National Safety Council, mobile devices are among the top distractions for drivers nationwide. Studies have found that talking on cell phones, both handheld and hands-free, increases crash risk by about four times relative to baseline driving. Issues related to this include the practice of “inattention blindness,” as well as “task switching” rather than “multi-tasking,” a popular rationale for engaging in distractions.

California Assembly Bill 1785, which prohibits use of mobile devices while on public roads unless the device is used hands-free or with voice-operated commands, went into effect January 1, 2017. California defines a hands-free system as a phone mounted on a windshield or dashboard in a way that does not hinder the driver’s view of the road, and the driver’s hand must be able to activate or deactivate it with a single swipe or tap. The adoption of cell phone laws has national support. In a 2015 telephone survey, the National Highway Traffic Safety Administration (NHTSA) found that 74 percent of respondents approved of a hand-held cell phone ban while driving and 92 percent expressed support for laws banning texting while driving.

Analyses presented in the distracted driving program area are defined by driver’s inattention to driving due to some other activity. These analyses will focus exclusively on fatalities using the FARS data set as the SWITRS distracted driving data is limited to cell phone use.

Challenges with Distracted Driving Data

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

Police often need drivers to admit to using a cell phone in order to document that a phone was in use at the time of a collision.

Witnesses may inaccurately report events prior to a collision.

If a collision occurs in a jurisdiction that does not have laws pertaining to distracted driving, cell phone use might not be investigated in the case of a collision.

It is difficult to obtain cell phone records from wireless companies to confirm distracted driving involvement.

Police might choose to investigate “clearer” violations; e.g., speeding or alcohol/drug-impairment.

NationalNationally, 3,166 were killed in distracted driving collisions in 2017. This represents a 9.3 percent decrease from 3,490 in 2016.There is a general conception that teens engage in less driving habits, but drivers age 20-29 and age 30-39 comprise a larger percentage of distracted drivers. Nearly three in ten (27.3 percent) of distracted drivers were age 20-29; nearly one in ten (9.1 percent) of distracted drivers were teens age 15-29.

An annual survey by the National Highway Traffic Safety Administration (NHTSA), the National Occupant Protection Use Survey, found that self-reported driver handheld cell phone use in passenger vehicles decreased from 3.3 percent in 2016 to 2.9 percent in 2017. Another NHTSA survey, the 2015 National Telephone Survey on Distracted Driving Attitudes and Behaviors, found:

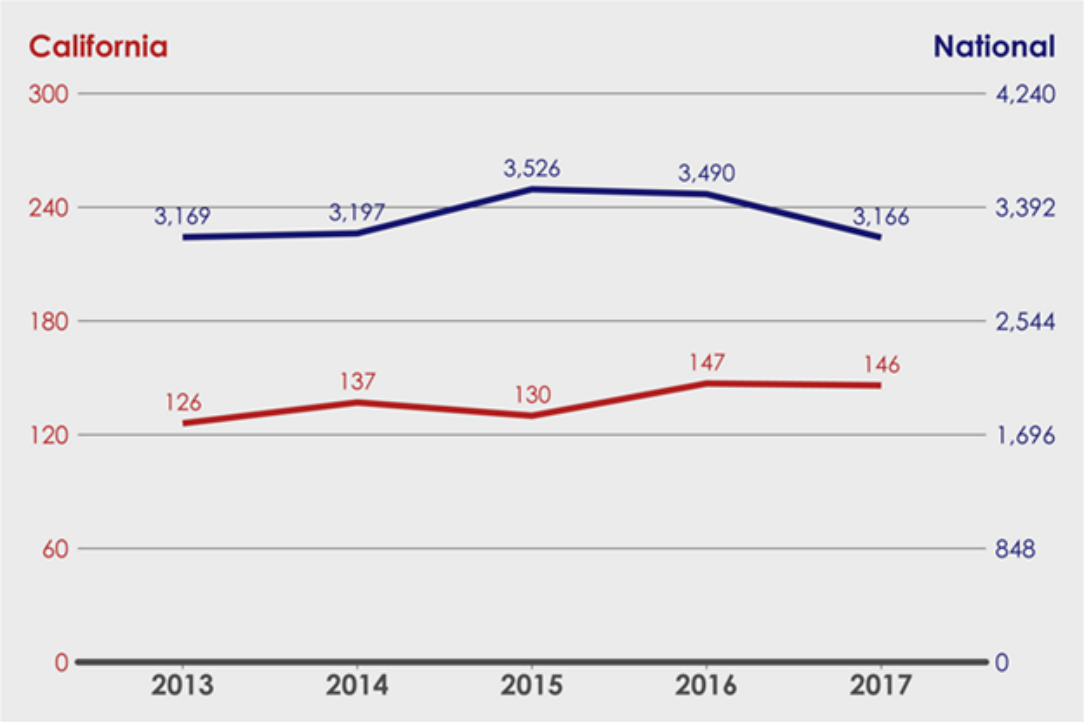
About 9 percent of respondents said they sent text messages or e-mail while driving “at least sometimes,” while 80 percent said they never do so.

Over half (52.6 percent) of respondents who reported talking on the phone while driving perceived that there was no difference in their driving when talking on the phone while 20.1 percent reported

that they were distracted while talking on the phone.
Using apps was perceived as having a similar effect on driving, with 52.5 percent of respondents perceiving no difference in their driving while using apps and 20.9 percent reporting that they were distracted.
Texting was perceived to be more distracting: 33.8 percent reported that they were distracted while driving and texting while 31.3 percent believed that there was no difference.
The majority of respondents (over 80 percent) said they would feel very unsafe if they were passengers in vehicles where their drivers were sending or reading text messages or e-mails.
Respondents reported a belief that distracted driving was common -- 69 percent stated that more than half of drivers talk at some point on cell phones while driving.
The 2017 Traffic Safety Culture Index by the American Automobile Association (AAA) Foundation for Traffic Safety found:
Nearly two-third of drivers (60.5%) said they spoke on a hands-free cell phone in the past month, while 49.1 percent spoke on a hand-held cell phone.
Hands free phone use is more acceptable; 69.0 percent of drivers accept hands-free phone use while driving; 24.6 percent approve of hand-held cellphone use while driving.
Talking, texting and emailing on a cellphone while driving all were reported as serious threats; however, texting or emailing was viewed as a more serious threat by 96.8 percent of drivers and 87.7 percent said talking on cellphones was a more serious threat. However, drivers still engaged in these behaviors. Forty-four percent reported reading a text or email while driving and 34.6 percent of drivers reported typing or sending a text or email while driving in the last 30 days.
CaliforniaDistracted driving fatalities stayed level in California from 2016 to 2017. There were 146 deaths in 2017 compared to 147 in 2016.In 2018, the California Office of Traffic Safety (OTS) conducted its Eighth Annual Statewide Observational Survey of Cell Phone Use and Texting among California drivers at 204 sites across California and found that distracted driving due to electronic devices increased from 3.6 percent in 2017 to 4.5 percent in 2018. The survey also found:
Cell phone use was higher on local roads (4.9 percent), rather than secondary roads (3.2 percent) or highways (2.4 percent).
Cell phone use increased when drivers were alone. Use was 5.6 percent when no passenger was in the vehicle, but was 0.7 percent when passengers were in the vehicle.
In the 2018 Traffic Safety Survey, a study of public opinion on traffic safety issues sponsored by the OTS, Californians were asked about their top traffic safety concerns. The second-most frequently cited safety problem was: “Distracted Driving because of Texting”.
When asked about their own electronic wireless device use in the past 30 days while driving, over fifty-three percent of drivers reported using a device “Regularly” (32.0 percent) or “Sometimes” (21.3 percent). Drivers forty-five and over were more likely to report “Never” using an electronic wireless device over the past 30 days, compared to those under forty-five. Forty-six percent of drivers reported they had made a driving mistake while talking or texting on a cell phone at some point in the past. Drivers fifty-five and over were more likely to report never making a driving mistake while talking or texting on a cell phone, compared to drivers 18 to 44.
Nearly two-thirds (62.3 percent) of drivers reported being involved in a collision with a driver who was talking

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

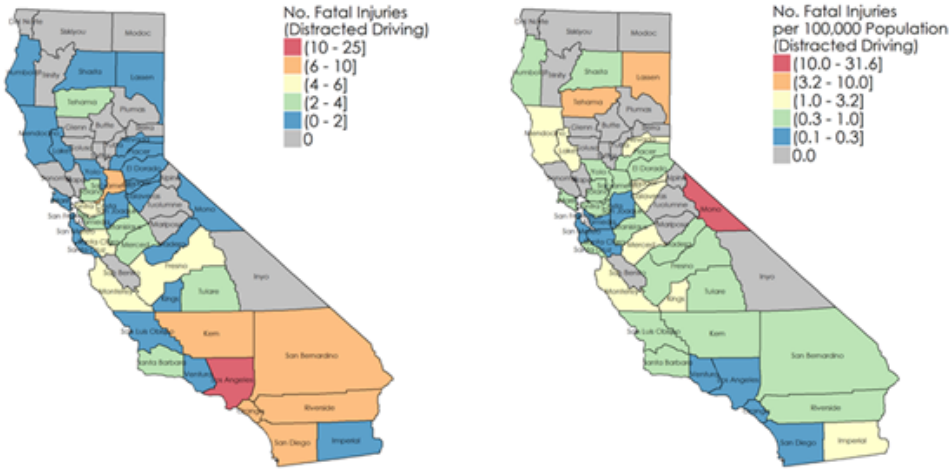
Distracted Driving Fatality Trends



Source: FARS 2013-2016 Final File, 2017 ARF

Number of Distracted Driving Fatal Injuries by County

and Rate per 100K Population By County



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

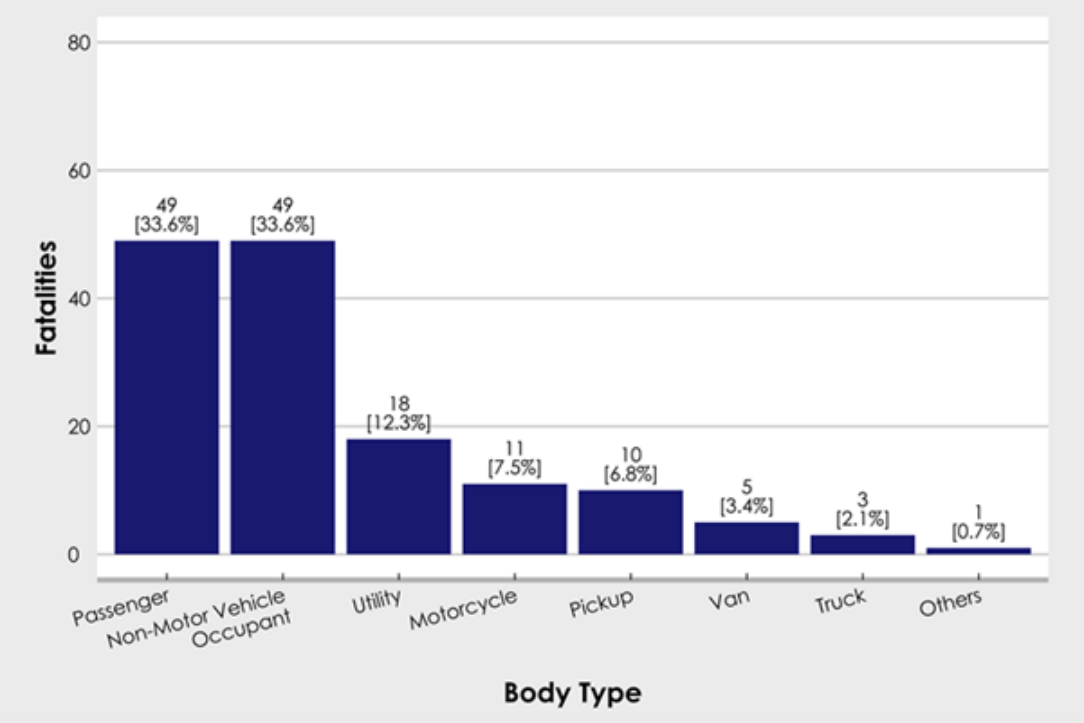
Time of Day and Day of Week of Distracted Driving Fatal Injury Victims

Source: FARS ARF 2017; Provisional SWITRS 2017

Vehicle Type for Distracted Driving Fatal Injury Victims

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

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



Source: FARS ARF 2017

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Distracted Driving Survey	2020	Annual	4.0

Countermeasure Strategies in Program Area

(DD) Communication Campaign

(DD) High Visibility Cellphone/Text Messaging Enforcement

Countermeasure Strategy: (DD) Communication Campaign

Program Area: Distracted Driving

Project Safety Impacts

Linkage Between Program Area

Education/Public Awareness

Fund “Impact Teen Drivers” through a CHP grant that provides education to teens.

Fund traffic safety presentations to educate the public on the dangers of different types of distractions including: interacting with passengers/pets, using cellular phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.

Fund “Statewide Traffic Safety Curriculum Development, Education and Training” through the University of California, San Diego that provides education to businesses and organizations as part of employee safety and wellness.

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

Rationale

This countermeasure strategy supports national campaigns such as; National Distracted Driving Month in April.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(DD) Edu	(DD) Education/Public Awareness

Planned Activity: (DD) Education/Public Awareness

Planned activity number: (DD) Edu

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity provides funding for safe driving education with a focus on work zone safety and young drivers. Projects include; the “Be Work Zone Alert” and “Move Over” campaigns to emphasize work zone public safety. Other initiatives include teen and youth distracted driving awareness education programs. In addition this task will provide funds to education on traffic safety to businesses and organizations.

Intended Subrecipients

Various State / County and IHE Entities

Countermeasure strategies

Countermeasure Strategy
(DD) Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	$400,000.00	$0.00	
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	$1,316,000.00	$0.00	$0.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$300,000.00	$0.00	$0.00

Countermeasure Strategy: (DD) High Visibility Cellphone/Text Messaging Enforcement

Program Area: Distracted Driving

Project Safety Impacts

Enforcement

This task provides funding to the California Highway Patrol for statewide enforcement, public information and education focusing on the dangers of distracted driving. These efforts will focus on education and awareness for adult drivers.

Linkage Between Program Area

Enforcement

Fund law enforcement agencies to enforce distracted driving laws.

Enlist the assistance of local law enforcement agencies to conduct “zero tolerance” enforcement operations during April’s National Distracted Driving Awareness Month.

Rationale

This countermeasure strategy supports national campaigns such as; Distracted Driving Awareness Month.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(DD) Enf	(DD) Enforcement

Planned Activity: (DD) Enforcement

Planned activity number: (DD) Enf

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity provides funding to the California Highway Patrol for statewide enforcement public information and education focusing on the dangers of distracted driving. These efforts will focus on education and awareness for adult drivers.

Intended Subrecipients

State Highway Patrol

Countermeasure strategies

Countermeasure Strategy
(DD) High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	$300,000.00	$0.00	$0.00

Program Area: Emergency Medical Services

Description of Highway Safety Problems

EMERGENCY MEDICAL SERVICES

PROBLEM IDENTIFICATION AND DATA ANALYSIS

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

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

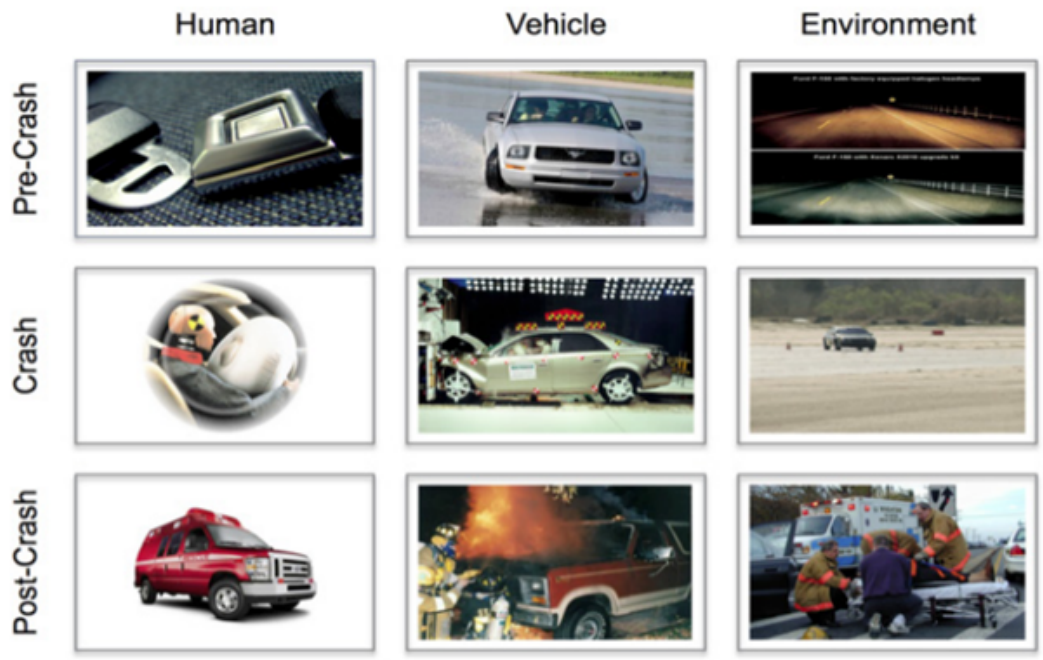
Haddon Matrix

Source: NHTSA, 2016.

The national 911 system was implemented over 50 years ago to provide efficient public access to emergency assistance. While effective, the 911 system must also evolve with technological improvements. A 911 system update is planned in the near future which will allow users to securely send text messages, video, and photos to 911, and in turn allow 911 dispatchers to transmit this information along with location information on to first responders. This enhanced 911 system will allow first responders to more accurately locate crash victims to assess their injuries, thereby improving patient outcomes.

National

In 2017, there were 37,133 people killed in motor vehicle crashes and countless more who were injured on United States roadways. As seen in the Haddon Matrix, increased coordination between first responders, hospitals, and other traffic safety stakeholders, enhanced training, and EMS system improvements would increase survivability from a crash. In emergency medicine, the quicker a traumatic injury victim receives medical attention, the better the chance of preventing death. Improved timeliness and technologies, proximity



to care, and roadway access increase a victim's chance of survivability.

Traffic incidents put travelers' and responders' lives at risk; the corresponding congestion can lead to secondary crashes that further increase safety risk and economic costs. The National Traffic Incident Management (TIM) Responder Training was developed to help first responders quickly detect, respond to, and remove traffic incidents to restore traffic capacity as quickly and safely as possible. The Federal Highway Administration (FHWA) has prioritized TIM under its "Every Day Counts" initiatives since 2012. They are currently working to improve its data collection and encouraging the adoption of three national TIM performance measures: reducing roadway clearance time, incident clearance time, and the number of secondary crashes.

California

State Emergency Medical Services System

California's EMS system management includes 33 local EMS systems that serve all 58 counties through seven regional EMS systems and 26 single-county agencies. Regional systems are usually comprised of smaller, more rural counties, whereas single-county systems are generally in larger and more urban counties. Of the seven regional EMS systems, six are multi-county agencies, which serve 30 counties in rural areas that have substantial tourism.

As of September 2018, the state's trauma center network is comprised of 80 hospitals and admits over 70,000 trauma patients per year, though not all related to motor vehicle collisions. Over two-thirds of the designated trauma centers (70.0 percent) offer Level I or Level II trauma services alongside other comprehensive resources needed for providing definitive care and over one quarter (25.0 percent) are designated pediatric trauma centers. Six counties do not have a designated trauma center within their boundaries but have approved trauma plans. Rural California faces more barriers to trauma care due to limited access to higher level trauma centers and more remote distances to care.

Of the 56 licensed hospitals designated as a Level I or Level II trauma center, one-quarter(25.0 percent) are designated as both a Level I or Level II trauma center and a Level I or Level II pediatric trauma center by the

American College of Surgeons (ACS), the Local EMS Agency (LEMSA), or both.

State Traffic Incident Management

In California preliminary 2017 data, there were 3,602 fatalities from motor vehicle collisions and 14,178 serious injuries.[1]

Since the typical crash response in California puts fifteen people (including numerous law enforcement, fire department, EMS, towing, and Caltrans responders) potentially in harm's way and an injury collision occurs every three minutes, a responder is placed in harm's way 2.7 million times each year in California. On California's highways between 2010 and April 2019, there have been 39 responders killed in the line of duty. As of April 2019, California has 23,817 first responders trained in Strategic Highway Research Project (SHRP2) TIM, which represents 33.4 percent of the workforce and exceeds the national goal of 30 percent. By improving TIM training, California could reduce congestion related to traffic crashes and the risk of secondary collisions.

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[1] The fatality figure is from 2017 FARS ARF and the serious injury number is from provisional SWITRS data dated February 2019.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Emergency Medical Services	2020	Annual	4.50

Countermeasure Strategies in Program Area

Countermeasure Strategy
(EM) First Responder Equipment and Training

Countermeasure Strategy: (EM) First Responder Equipment and Training

Program Area: Emergency Medical Services

Project Safety Impacts

First Responder Equipment

Provide funds for regional grants for the purchase of hydraulic and pneumatic extrication equipment.

Promote state-certified extrication training programs.

Promote partnerships to support and coordinate comprehensive and integrated injury control systems.

Promote public/private partnerships.

Promote community involvement in traffic safety.

Provide funds for advanced training in modern rescue techniques, including new car technology and the requisite difficulties and dangers associated with airbags, hybrid vehicles, fuel cell technology, and similar high-tech automobiles and devices.

Linkage Between Program Area

Funded Grant Goal

Decrease the average response time for the arrival of appropriate equipment at collision sites in rural areas by September 30, 2020.

Decrease the average extrication time, from the time of arrival at the crash site to transport, by September 30, 2020.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(EMS) Fi	(EMS) First Responder Equipment and Training

Planned Activity: (EMS) First Responder Equipment and Training

Planned activity number: (EMS) Fi

Primary Countermeasure Strategy ID:

Planned Activity Description

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.

Intended Subrecipients

Various County and Local Fire Protection Districts

Countermeasure strategies

Countermeasure Strategy
(EM) First Responder Equipment and Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Emergency Medical Services (FAST)	$1,081,200.00	$0.00	$0.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Air Bag Lift System	8	$5,750.00	$46,000.00	$5,750.00	$46,000.00
Fully Equipped Extrication System	29	$35,000.00	$1,015,000.00	$35,000.00	$1,015,000.00

Program Area: Impaired Driving (Alcohol)

Description of Highway Safety Problems

ALCOHOL-INVOLVED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

While alcohol-impaired driving fatalities have fallen significantly in the last three decades, NHTSA reports that alcohol-impaired driving still comprises a large percentage of traffic injuries and fatalities. On average in 2017, one person died from an alcohol-impaired driving collision every 48 minutes. There was a decrease in the numbers of alcohol-impaired driving fatalities in the United States between 2016 and 2017.

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

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

National

In the United States, there were 10,874 people killed in alcohol-impaired collisions in 2017, a 1.1 percent decrease from 10,996 in 2016, and a 7.8 percent increase from 10,084 in 2013.

All 50 states have laws that make it illegal to drive with a BAC of .08 grams per deciliter (g/dL) or higher. However, testing standards for when to administer a BAC test vary considerably between states and local jurisdictions which affect the accuracy and reliability of BAC estimates.

Of the 52,274 drivers involved in fatal crashes nationally in 2017, only 40.7 percent, or 21,279, of drivers had known BAC test results. Across all states, the percentage of drivers with known BAC test results ranged from 23.3 to 88.6 percent.

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

California

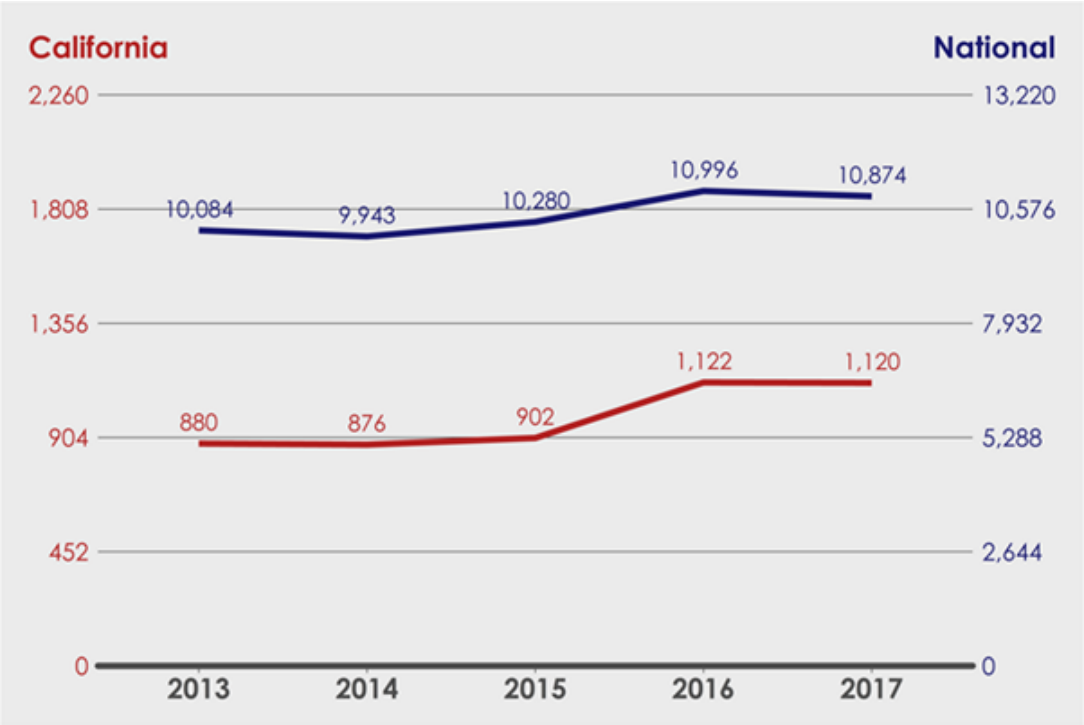
In California, there were 1,120 people killed in alcohol-impaired collisions in 2017, a 0.2 percent decrease from 1,122 in 2016, and a 27.3 percent increase from 880 in 2013.

In California, of the 3,602 motor vehicle fatalities in 2017, 31.1 percent involved a driver with a BAC of 0.08. This is slightly higher than the national average of 29.3 percent.

California only reported BAC results for 28.9 percent of drivers involved in a fatal crash in 2017, which is lower than the national average of 40.7 percent. Of drivers who died, 40.9 percent had known BAC test results compared to only 21.2 percent of drivers that survived.

In 2018, Californians were asked about their top traffic safety concerns in the Traffic Safety Study sponsored by the Office of Traffic Safety. The fifth most frequently cited safety problem was “Drunk Driving,” which dropped to 6.5 percent of concerns expressed from 22.9 percent of concerns expressed in 2017.

Alcohol-Impaired Fatality Trends

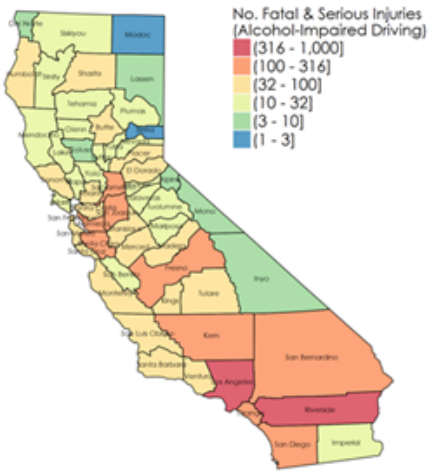


Source: FARS 2013-2016 Final File, 2017 ARF

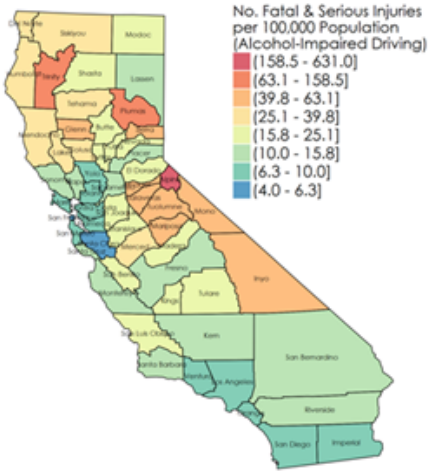
Number of Alcohol-Impaired Fatal and Alcohol-Involved Serious Injuries by County and Rate per 100K Population By County

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

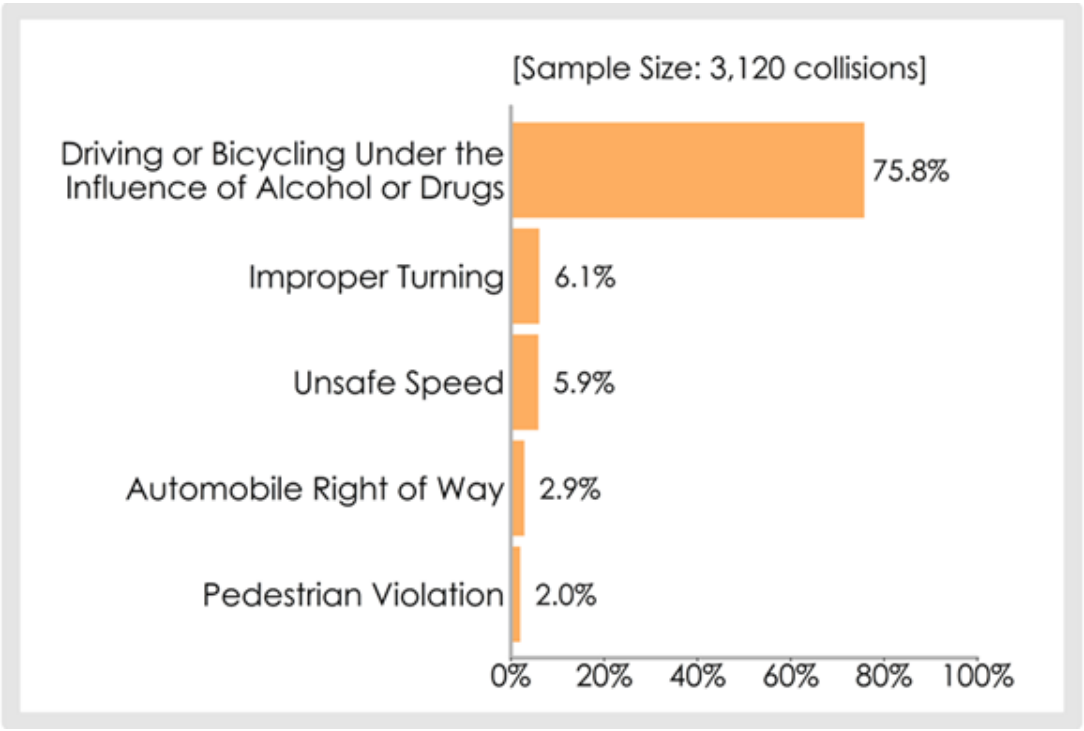
Top Five Primary Collision Factors of Alcohol-Involved Fatal and Serious Injury Collisions



(a) Number of Fatal and Serious Injuries



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

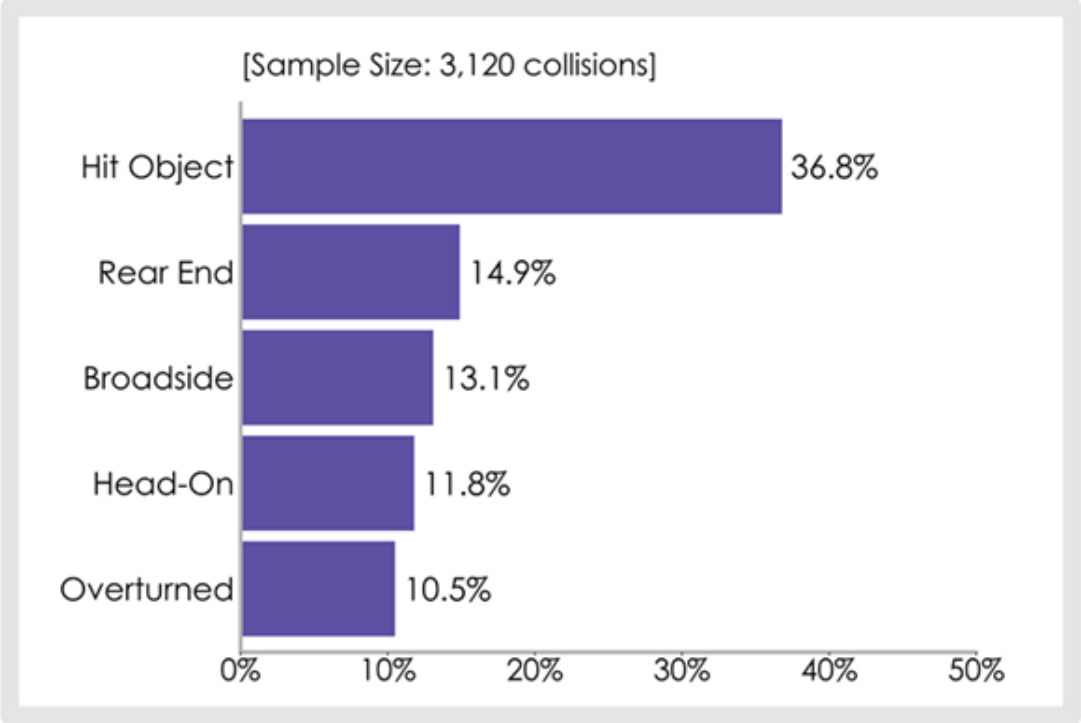


Source: Provisional SWITRS 2017

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

Source: Provisional SWITRS 2017

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



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

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

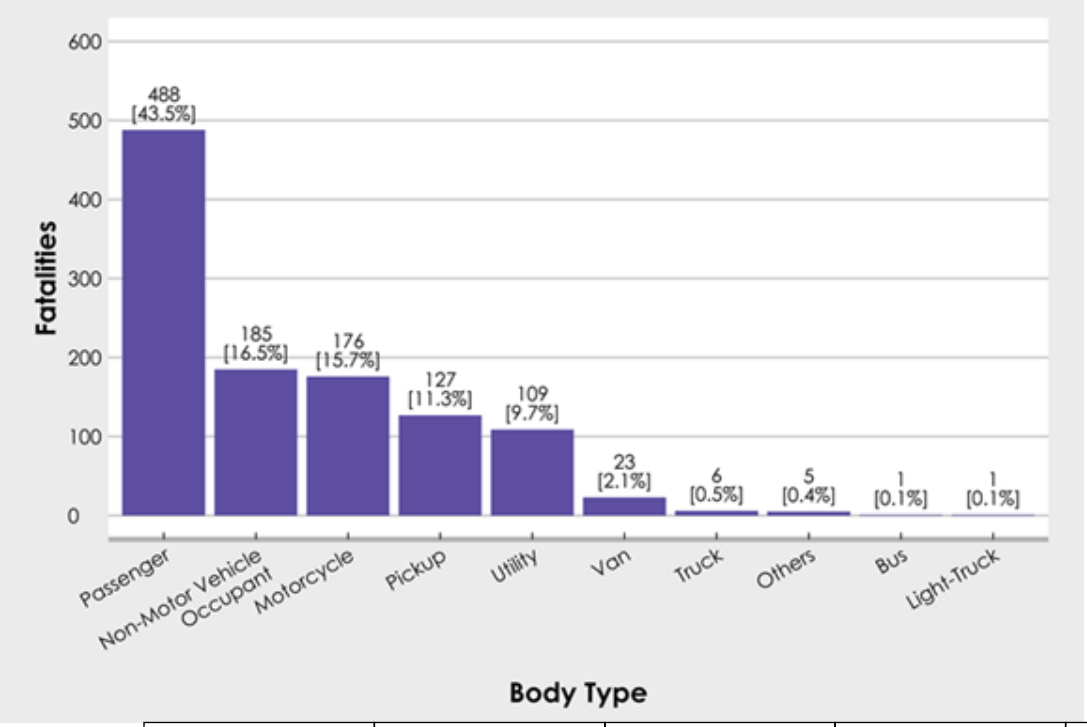
Source: FARS ARF 2017; Provisional SWITRS 2017

Vehicle Type for Alcohol-Impaired Fatal Injury Victims

Source: FARS ARF 2017

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value



2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	960

Countermeasure Strategies in Program Area

Countermeasure Strategy
(AL) Communication Campaign
(AL) DUI Courts
(AL) High Visibility Enforcement
(AL) Probation Services
(AL) Training

Countermeasure Strategy: (AL) Communication Campaign

Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

Linkage Between Program Area

Education/Public Awareness

Conduct Teen Traffic Safety Roundtable meetings and use the Teen Best Practices Guide strategies as guiding principles for collaborating with stakeholders and making funding decisions.

Fund statewide priority youth education programs such as “Every 15 Minutes,” “Sober Graduation,” “Friday Night Live” programs.

Increase the delivery of statewide education programs to underserved high schools by using the Teen

Traffic Safety Heat Map.
Continue a statewide collaboration with the entertainment industry's voice for road safety (RADD) (California Department of Alcoholic Beverage Control and the Entertainment Industryaposs Voice for Road Safety) to promote a model designated driver rewards programs with alcohol establishments as well as provide large scale, peer driven education programs on college campuses.
Fund Students Against Destructive Decisions (SADD) to expand a clearing house of approved OTS teen traffic safety programs, select 50 high risk communities to conduct "Is It Worth the Risk" underage drinking prevention programs, and implement other SADD peer-to-peer traffic safety campaigns.
Fund and expand the "Know Your Limit" campaigns with local law enforcement agencies at restaurants and alcohol establishments that promote the knowledge of BAC levels and the use of sober designated drivers and ride share opportunities.
Fund live DUI court proceedings (trials and/or sentencing) in high schools to provide students the opportunity to see, up-close, the consequences of DUI to individual drivers and crash victims in their own communities.
Fund Mothers Against Drunk Driving's (MADD) community-based DUI prevention and education efforts (Power of Parents, Power of You(th), Teen Influencer, and Zero Tolerance programs) including booths, and multi-media presentations at schools and community events, and victim impact panels.

Rationale

This countermeasure strategy supports national campaigns such as; Winter and Summer Alcohol Impaired Mobilizations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(AL) Edu	(AL) Education/Public Awareness

Planned Activity: (AL) Education/Public Awareness

Planned activity number: (AL) Edu

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Various State and County Entities

Countermeasure strategies

Countermeasure Strategy
(AL) Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	164 Transfer Funds-AL	164 Alcohol	$3,433,500.00		$0.00

Countermeasure Strategy: (AL) DUI Courts

Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

Judicial

This task provides funding for specialized courts to track DUI offenders through vertical prosecution and DUI courts. The DUI court program is designed to stop repeat offenders from driving while impaired and reduce recidivism. This model, funded in San Joaquin and San Mateo counties, provides an intensive program using judicial supervision, periodic alcohol/drug testing, mandated treatment where needed, and the use of incentives and sanctions to make behavior changes.

Linkage Between Program Area

Judicial

Continue support of intensive supervision of DUI offenders through vertical prosecution and DUI courts.

Continue support of collaboration between local law enforcement and DUI Court program.

Rationale

This countermeasure strategy is based on the court probation program listed in NHTSA's "Countermeasures That Work".

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(AL) Jud	(AL) Judicial

Planned Activity: (AL) Judicial

Planned activity number: (AL) Jud

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity provides funding for specialized courts to track DUI offenders through vertical prosecution and DUI courts. The DUI court program is designed to stop repeat offenders from driving while impaired and reduce recidivism. This model funded in San Joaquin and San Mateo counties provides an intensive program using judicial supervision periodic alcohol/drug testing mandated treatment where needed and the use of incentives and sanctions to make behavior changes.

Intended Subrecipients

Various County Courts

Countermeasure strategies

Countermeasure Strategy
(AL) DUI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	$330,000.00		$0.00

Countermeasure Strategy: (AL) High Visibility Enforcement

Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

Enforcement

This task provides funding to the CHP and the ABC, the lead statewide agencies for conducting impaired driving enforcement. The CHP will conduct enhanced DUI enforcement and DUI warrant operations with an emphasis in areas of overrepresented fatal alcohol related collisions. The ABC will conduct underage drinking prevention and enforcement activities which include: Minor Decoy, Shoulder Tap, Trap Door, TRACE, IMPACT, School Officers Bringing Educational Resources, and ROSTF operations.

Linkage Between Program Area

Enforcement

Conduct increased DUI enforcement, such as DUI/Driver's License (DL) checkpoints, saturations, court stings, warrant details, and stakeouts, as well as enhanced media awareness during the Winter and Summer NHTSA mobilizations, and sustained enforcement during Halloween, Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, Memorial Day, and Independence Day holidays.
Illuminate "Report Drunk Drivers – Call 911", "Buzzed Driving is Drunk Driving", "Driving Sober Saves Lives, including Yours", and "Prevent a Tragedy, Drive Sober" on approximately 625 fixed freeway changeable message signs.
Promote NHTSA's "Drive Sober or Get Pulled Over" message as appropriate in press releases, interviews, and social media.
Through ABC, fund local law enforcement agencies to conduct underage drinking prevention and enforcement activities including Minor Decoy, Shoulder Tap, Trap Door, Target Responsibility for Alcohol Connected Emergencies (TRACE), Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT), and Retail Operating Standards Task Force (ROSTF) operations.
Fund "corridor DUI programs" that select corridors based on data showing disproportionate numbers of DUI collisions and convene task forces to implement identified solutions.

Rationale

This countermeasure strategy is based on the alcohol enforcement program listed in NHTSA's "Countermeasures That Work".

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(AL) Enf	(AL) Enforcement

Planned Activity: (AL) Enforcement

Planned activity number: (AL) Enf

Primary Countermeasure Strategy ID:

Planned Activity Description

Click or tap here to enter This planned activity provides funding to the CHP and the ABC the lead statewide agencies for conducting impaired driving enforcement. The CHP will conduct enhanced DUI enforcement and DUI warrant operations with an emphasis in areas of over represented fatal alcohol related collisions. The ABC will conduct underage drinking prevention and enforcement activities which include: Minor Decoy Shoulder Tap Trap Door TRACE IMPACT School Officers Bringing Educational Resources and ROSTF operations. text.

Intended Subrecipients

Various State Entities

Countermeasure strategies

Countermeasure Strategy
(AL) High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	$7,650,000.00		$0.00

Countermeasure Strategy: (AL) Probation Services

Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

Probation

This task provides funding to county probation departments to reduce DUI related fatalities and injuries, as well as prevent DUI recidivism. High-risk, felony, and repeat DUI offenders will be held accountable through intensive supervision to ensure compliance with court-ordered conditions of probation and prevent re-arrest on new DUI charges. Supervision activities include; monitoring of treatment and DUI program participation, conducting office visits, field contacts, unannounced fourth waiver searches, random alcohol testing, and distribution of Habitual Offender Tracking (HOT) Sheets.

Linkage Between Program Area

Probation

Fund probation departments to provide intensive supervision of DUI offenders.

This countermeasure strategy is based on the court probation program listed in NHTSA's "Countermeasures That Work".

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

(AL) Pro	(AL) Probation

Planned Activity: (AL) Probation

Planned activity number: (AL) Pro

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity provides funding to county probation departments to reduce DUI related fatalities and injuries as well as prevent DUI recidivism. High-risk felony and repeat DUI offenders will be held accountable through intensive supervision to ensure compliance with court-ordered conditions of probation and prevent re-arrest on new DUI charges. Supervision activities include; monitoring of treatment and DUI program participation conducting office visits field contacts unannounced fourth waiver searches random alcohol testing and distribution of Habitual Offender Tracking (HOT) Sheets.

Intended Subrecipients

Various County Probation Departments

Countermeasure strategies

Countermeasure Strategy
(AL) Probation Services

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	$3,297,331.00		$0.00

Countermeasure Strategy: (AL) Training

Program Area: Impaired Driving (Alcohol)

Project Safety Impacts

Training

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

Linkage Between Program Area

Equipment

Fund state-of-the-art training, equipment, and personnel, to improve the methodology of alcohol testing.

Rationale

This countermeasure strategy is based on the strategies to reduce alcohol impaired driving through programs listed in NHTSA's "Countermeasures That Work".

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

(AL) Tra	(AL) Training

Planned Activity: (AL) Training

Planned activity number: (AL) Tra

Primary Countermeasure Strategy ID: (AL) Training

Planned Activity Description

This planned activity provides for enhanced alcohol testing including; personnel, training, and equipment for Local Allied Agencies.

Intended Subrecipients

Local Allied Enforcement Agencies.

Countermeasure strategies

Countermeasure Strategy
(AL) Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	$113,000.00		$0.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Gas Chromatograph Blood Alcohol Analyzer	1	$60,000.00	$60,000.00	$60,000.00	$60,000.00

Program Area: Impaired Driving (Drug)

Description of Highway Safety Problems

DRUG-IMPAIRED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

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

The use of cannabis, prescription drugs, and other drugs are increasingly prominent on our roadways, where 22.2 percent of the nation’s 37,133 fatalities in 2017 were related to drug-involved driving. Driving can be impaired by a variety of legal and illegal drugs, substances, and medications. In the United States, several states

have legalized the use of medical and/or recreational cannabis, increasing concerns about traffic safety. Aside from alcohol, cannabis is the most frequently detected drug in drivers who are in collisions. The impact of drugs on the brain and behavior varies considerably depending on the type of drug and how it is metabolized. There is also large variations across jurisdictions in the frequency of testing suspected impaired drivers for drugs, the consistency of laboratory drug testing practices, and the capacity of law enforcement.

Analyses from FARS presented in the drug-impaired program area include fatalities in collisions that involved a fatally injured driver who tested positive for a drug that could cause impairment. Analyses from SWITRS presented in this program area refer to drug-involvement and include fatal and serious injuries where law enforcement reported the driver to be under the influence of drugs. Collisions in the program area are defined as where one or more drivers tested positive for a drug that could cause impairment or was reported as driving under the influence of drugs, depending on which data set is used.

National

In the United States, 8,262 people were killed in drug-involved collisions in 2017, a 9.6 percent decrease from 9,140 in 2016, and a 16.3 percent increase from 7,102 in 2013.

In 2017, of fatally injured drivers with known drug tests, 44.3 percent were positive for drugs – legal and illegal.

The Substance Abuse and Mental Health Services Administration's (SAMHSA) 2017 National Survey of Drug Use and Health estimated that 12.8 million people drove under the influence of selected illicit drugs in 2017, including marijuana, cocaine, heroin, hallucinogen, inhalant, and methamphetamine. While data on self-reported drug use has usefulness, it may be under-reported.

Alcohol use in combination with drug use increases impairment. In 2017, the National Survey of Drug Use and Health found that 40.3 percent of those reporting that they drove under the influence of drugs within the past year also reported that they drove under the influence of alcohol in the same time period. While generally understood as unsafe, research is emerging on the specific dangers of driving under the influence of drugs and in combination with alcohol.

NHTSA's 2015 Drug and Alcohol Crash Risk: A Case-Control Study found that delta-9-tetrahydrocannabinol (THC) was the illicit drug found to be most commonly used by drivers but was not associated with an increase in crash risk.

NHTSA's 2013-14 National Roadside Survey of Alcohol and Drug Use by Drivers found nearly one in four drivers (22.3 percent of Friday daytime drivers and 22.5 percent of Friday and Saturday nighttime drivers) in the United States tested positive for at least one potentially impairing drug, either illegal or medication. Of weekend nighttime drivers tested, 8.3 percent were alcohol positive while 15.2 percent tested positive for cannabis or any illegal drug and 7.3 percent tested positive for only medications.

California

In California, there were 547 fatalities in drug-involved collisions in 2017, a 48.6 percent decrease from 1,064 in 2016 and a 25.7 percent decrease from 736 in 2013. The 2016 FARS figure increased significantly between the preliminary Annual Report File and the Final Report released, so the 2017 FARS figure may change substantially.

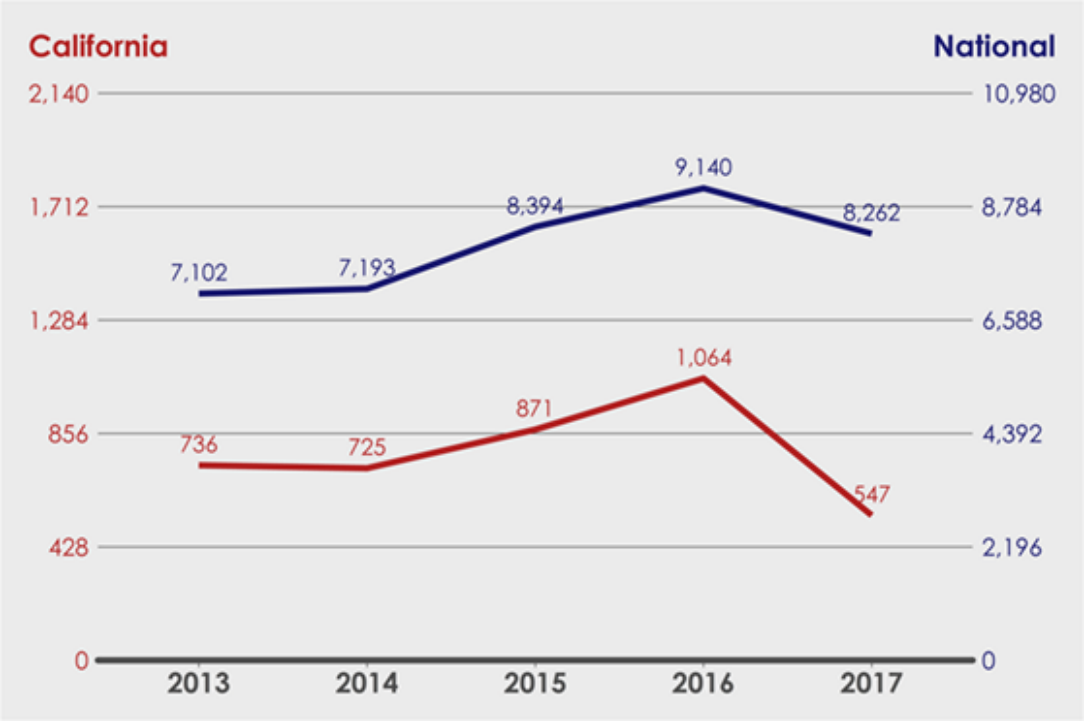
In 2016, California voters passed a ballot initiative that legalized the sale and use of recreational cannabis. In 2018, the legal sale of cannabis began in some jurisdictions. Based on patterns following

similar laws in Colorado and Washington, the number of drug-involved drivers is expected to increase.

In 2017, a total of 5,045 drivers were involved in fatal collisions in California, but only 24.4 percent or 1,232 drivers were drug tested. Of those tested, drugs were found in 38.9 percent of drivers—detected drugs included narcotics, depressants, stimulants, hallucinogens, cannabinoids, phencyclidine, anabolic steroids, and inhalants among others. Four in five drivers who tested positive for drugs were men.

According to the 2018 California Traffic Safety Survey, almost half (49.3 percent) of respondents said they thought driving under the influence of drugs including marijuana, prescription and illegal drugs was “a very big” problem, while 36.7 percent thought it was somewhat of a problem.

Drug-Involved Driving Fatality Trends

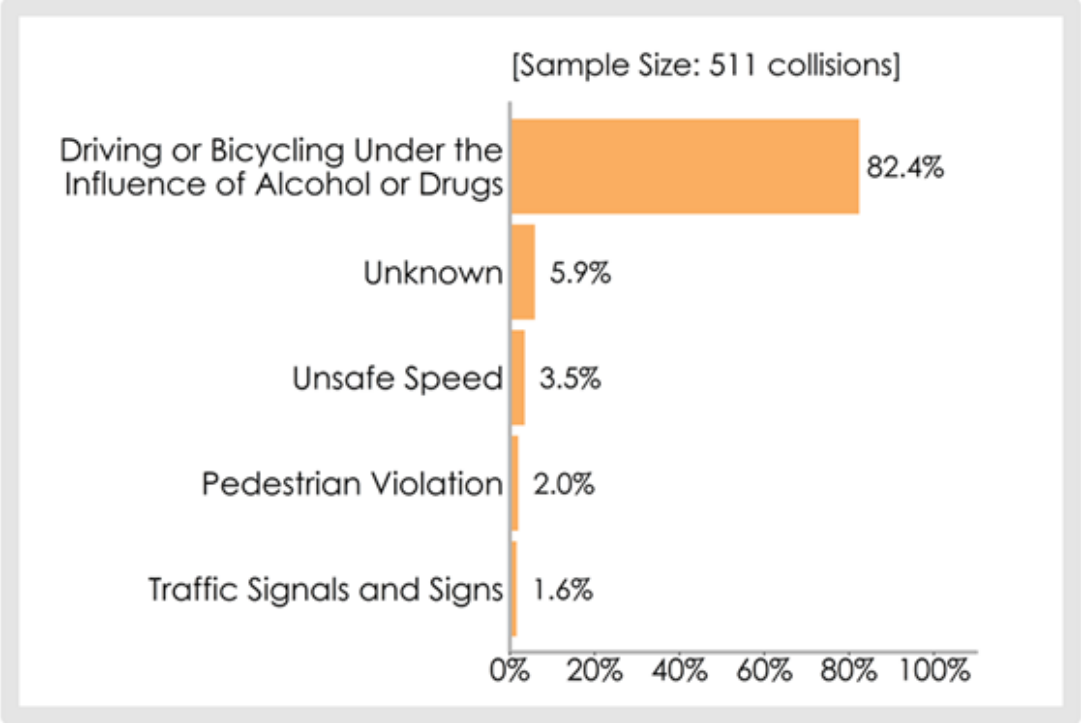


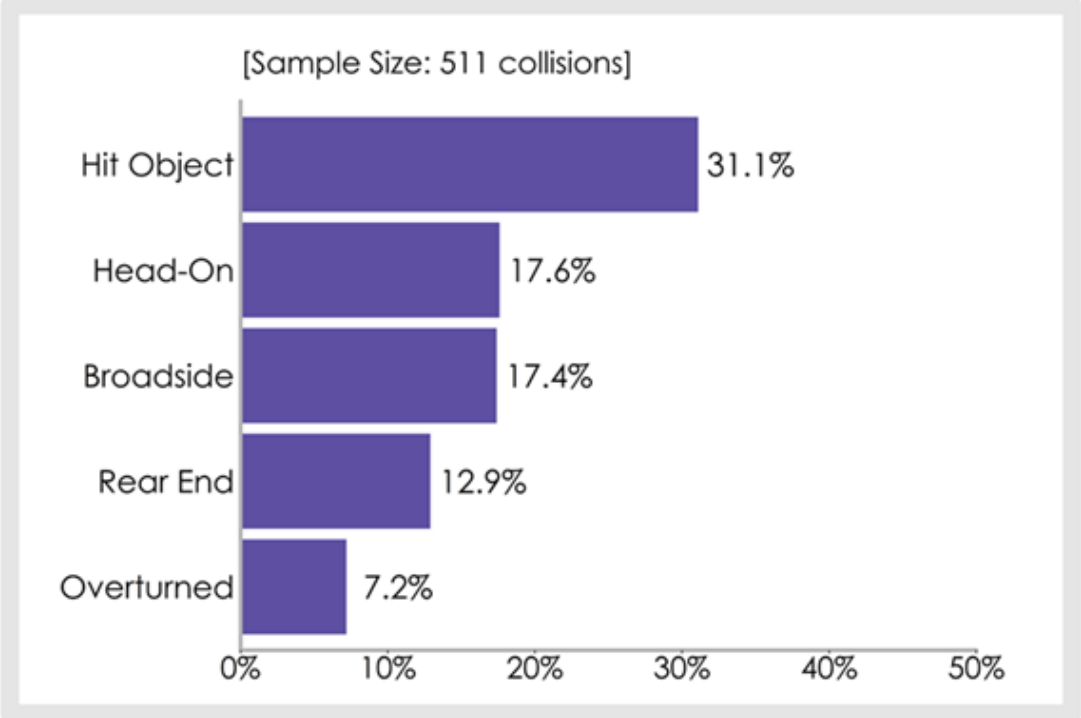
Source: FARS 2013-2016, FARS ARF 2017

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

Source: Provisional SWITRS 2017

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





Source: Provisional SWITRS 2017

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

Source: FARS ARF 2017, Provisional SWITRS 2017

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Drug-Impaired Driving	2020	Annual	10.5

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

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Countermeasure Strategies in Program Area

Countermeasure Strategy
(DI) Education/Public Awareness
(DI) Evaluation
(DI) Judicial
(DI) Training
(DI) Vertical Prosecution

Countermeasure Strategy: (DI) Education/Public Awareness

Program Area: Impaired Driving (Drug)

Project Safety Impacts

Education/Public Awareness

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

Linkage Between Program Area

Education/Public Awareness

Fund public awareness campaigns on the dangers of drug-impaired driving.

Increase public awareness through earned and social media stressing the dangers of driving while under the influence of cannabis, prescription, and illicit drugs, especially in combination with alcohol.

Continue a statewide collaboration with RADD to promote a model designated driver rewards programs with alcohol establishments as well as provide large scale, peer driven education programs on college campuses.

Rationale

This countermeasure strategy supports statewide drug-impaired campaigns.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(DI) Edu	(DI) Education/Public Awareness

Planned Activity: (DI) Education/Public Awareness

Planned activity number: (DI) Edu

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity 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.

Intended Subrecipients

Various County and Local Public Health Entities

Countermeasure strategies

Countermeasure Strategy
(DI) Education/Public Awareness

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Other Based on Problem ID (FAST)	$1,110,300.00	$0.00	

Countermeasure Strategy: (DI) Evaluation

Program Area: Impaired Driving (Drug)

Project Safety Impacts

Evaluation

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

Linkage Between Program Area

Evaluation

Convene periodic DUID Roundtable meetings and use the statewide DUID blueprint strategies as guiding principles for collaborating with stakeholders and making funding decisions.

Continue to improve drug detection methods in alcohol and drug-impaired driving.

Rationale

This evaluation is to evaluate samples taken from alleged drugged-driving offenders. This is a crucial step for the prosecution and treatment of DUID offenders.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(DI) Eva	(DI) Evaluation

Planned Activity: (DI) Evaluation

Planned activity number: (DI) Eva

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity provides for the continuation and enhancement of an intervention application for at-risk DUID drivers. Funding allows to the Orange County Crime Laboratory to continue the improvement of drug detection and evaluation of the expertise of forensic scientists.

Intended Subrecipients

County Sheriffs Department

Countermeasure strategies

Countermeasure Strategy
(DI) Evaluation

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low (FAST)	405d Impaired Driving Low (FAST)	$765,000.00	$0.00	

Countermeasure Strategy: (DI) Judicial

Program Area: Impaired Driving (Drug)

Project Safety Impacts

Judicial

This task will expand participation in the existing evidence-based therapeutic treatment court model focused on multiple DUI offenders. The program addresses the increase in fatalities and injuries resulting from collisions resulting from drivers with drugs and/or alcohol in their systems through a therapeutic treatment court model, which includes strict judicial and probation supervision, treatment, peer group counseling, drug/alcohol testing and other measures.

Linkage Between Program Area

Rationale

This countermeasure strategy is based on the DUI court program listed in NHTSA's "Countermeasures That Work". In this case we have modified the existing DUI court model for DUID cases.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(DI) Jud	(DI) Judicial

Planned Activity: (DI) Judicial

Planned activity number: (DI) Jud

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity will expand participation in the existing evidence-based therapeutic treatment court model focused on multiple DUI offenders. The program addresses the increase in fatalities and injuries resulting from collisions resulting from drivers with drugs and/or alcohol in their systems through a therapeutic treatment court model which includes strict judicial and probation supervision treatment peer group counseling drug/alcohol testing and other measures.

Intended Subrecipients

County Court

Countermeasure strategies

Countermeasure Strategy
(DI) Judicial

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	$500,000.00		$0.00

Countermeasure Strategy: (DI) Training

Program Area: Impaired Driving (Drug)

Project Safety Impacts

Training

This task provides for basic and instructor SFST, ARIDE, and DRE training and certification of law enforcement personnel, and DITEP training to educational professionals. In addition, funding is provided to the Orange County District Attorney's Office to continue the California TSRP Training Network who provides training to both prosecutors and law enforcement personnel.

Linkage Between Program Area

Training

Fund basic SFST classes, training at least 1,200 law enforcement personnel, and SFST instructor classes, training at least 20 law enforcement personnel.

Fund ARIDE classes, training at least 1,200 law enforcement personnel.

Fund DRE school and certification instruction, training at least 400 law enforcement personnel, and DRE instructor classes, training at least 10 law enforcement personnel.

Fund DRE recertification classes, training at least 350 law enforcement personnel.

Fund alcohol wet lab and field certification training for Peace Officers Standards and Training DRE Academies.

Increase the number of certified DRE's and recertify DRE's statewide as necessary.

Fund Drug Impairment Training for Educational Professionals (DITEP) and other drug education training for health care and educational professionals.

Fund training events for criminologists in the attempt to standardize drug testing among the various crime labs statewide.

Advance the Traffic Safety Resource Prosecutor (TSRP) program by continuing the collaborative efforts with the Orange County District Attorney's office, who provides a training network for prosecutors and law enforcement.

Rationale

Training is one of our best countermeasures for law enforcement to properly enforce impaired driving laws.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(DI) Tra	(DI) Training

Planned Activity: (DI) Training

Planned activity number: (DI) Tra

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity provides for basic and instructor SFST ARIDE and DRE training and certification of law enforcement personnel and DITEP training to educational professionals. In addition funding is provided to the Orange County District Attorney's Office to continue the California TSRP Training Network who provides training to both prosecutors and law enforcement personnel. Funding is also provided to the DMV to provide uniform refresher training for Driver Safety Hearing Officers (DSHO) 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.

Intended Subrecipients

Various State and County Entities

Countermeasure strategies

Countermeasure Strategy
(DI) Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405c Data Program	Data Analysis Improvement Projects	$1,200,000.00	$0.00	
2020	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	$2,722,513.00	$0.00	

Countermeasure Strategy: (DI) Vertical Prosecution

Program Area: Impaired Driving (Drug)

Project Safety Impacts

Vertical Prosecution

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

Linkage Between Program Area

Vertical Prosecution

Provide funding for vertical prosecution grants to prosecute alcohol and drug-impaired driving cases.

Rationale

This countermeasure strategy in the past improved the collaboration between law enforcement, prosecutors, and criminalists.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(DI) Ver	(DI) Vertical Prosecution

Planned Activity: (DI) Vertical Prosecution

Planned activity number: (DI) Ver

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Various County and Local DA Offices

Countermeasure strategies

Countermeasure Strategy
(DI) Vertical Prosecution

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	$613,766.00		$0.00
2020	FAST Act 405d Impaired Driving Low	405d Low Court Support	$5,779,232.00	$0.00	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

MOTORCYCLE SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Collisions involving motorcycles are a major traffic safety concern in the United States. Since motorcycle riders are susceptible to injury during collisions, they comprise a disproportionate share of all injured and killed vehicle occupants. In 2016, motorcycle riders were 28 times more likely than passenger car occupants to be fatally injured in a traffic collision, per vehicle miles traveled. The primary countermeasures used to address this problem have included motorcycle helmet laws and other helmet-oriented programs, rider training and licensing programs, vehicle enhancements including anti-lock braking technology, rider conspicuity programs, campaigns to increase other road users' awareness of motorcycles, and campaigns to reduce impaired riding. The National Occupant Protection Use Survey (NOPUS) reported that only 65.2 percent of motorcycle riders in the United States wore a DOT-compliant helmet in 2017. In states with a universal helmet law, which requires all riders to use a helmet, the "known" helmet use rate among fatally injured motorcycle riders ranged from 66 percent to 100 percent in 2016. In states without a universal helmet law, the rate was lower and ranged widely from 0 percent to 69 percent in 2016. In California, which has a universal helmet law, the known helmet use rate among fatally injured California motorcycle riders in 2017 was high (92.1 percent). NHTSA estimates that helmets saved 287 lives in California in 2017, and 16 additional lives could have been saved if all motorcyclists wore helmets.

Analyses presented in the motorcycle program area include fatal and serious injuries to drivers and passengers riding motorcycles, three-wheel motorcycles, mopeds, motorized bicycles, off-road motorcycles, and other motored cycle type vehicles. Motorcycle collisions are defined as a collision where one or more victims is a motorcycle driver or passenger.

National

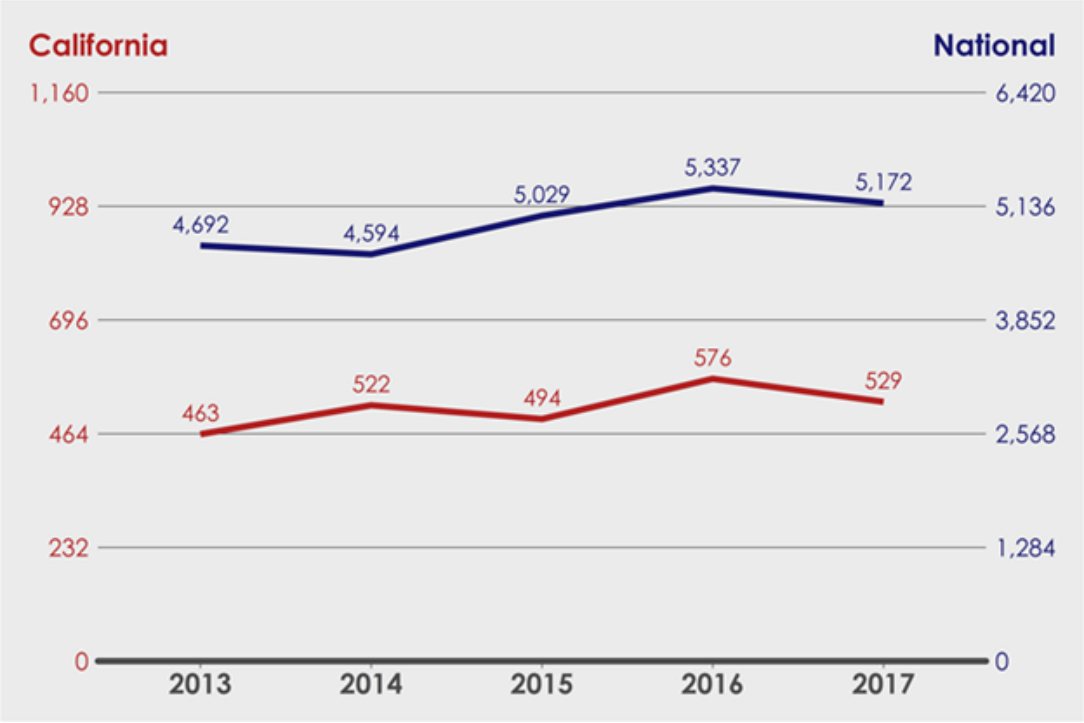
In 2017, there were 5,172 motorcyclists killed on public roadways in the United States. This number

reflects a 10.2 percent increase from 2013, when 4,692 motorcyclists were killed.
In 2016, alcohol use was common among motorcycle riders involved in fatal collisions – 25 percent of riders who died were alcohol-impaired, compared with 21 percent of drivers of passenger cars.
Improper licensure is common among collision-involved motorcyclists in all regions of the nation. Over one-quarter, 27 percent, of motorcyclists involved in fatal collisions in 2016 were not properly licensed.

California

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

Motorcycle Fatality Trends

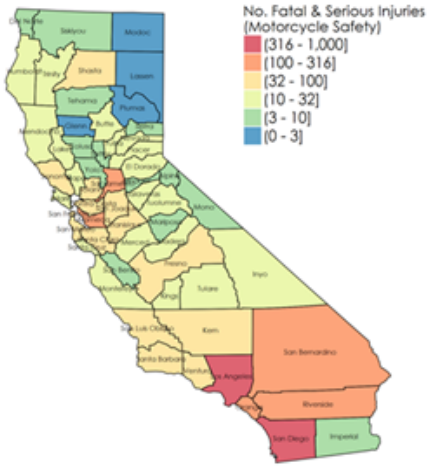


Source: FARS 2013-2016, FARS ARF 2017

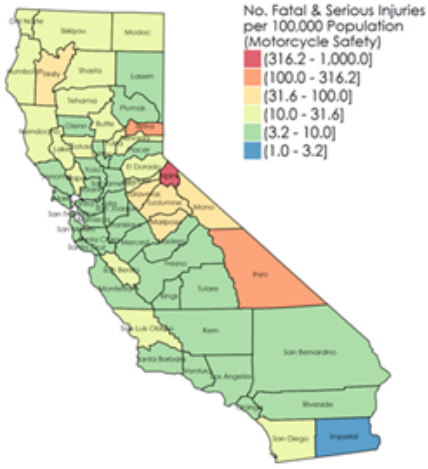
Motorcycle Fatal and Serious Injury Number and Rate per 100K Population by County

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

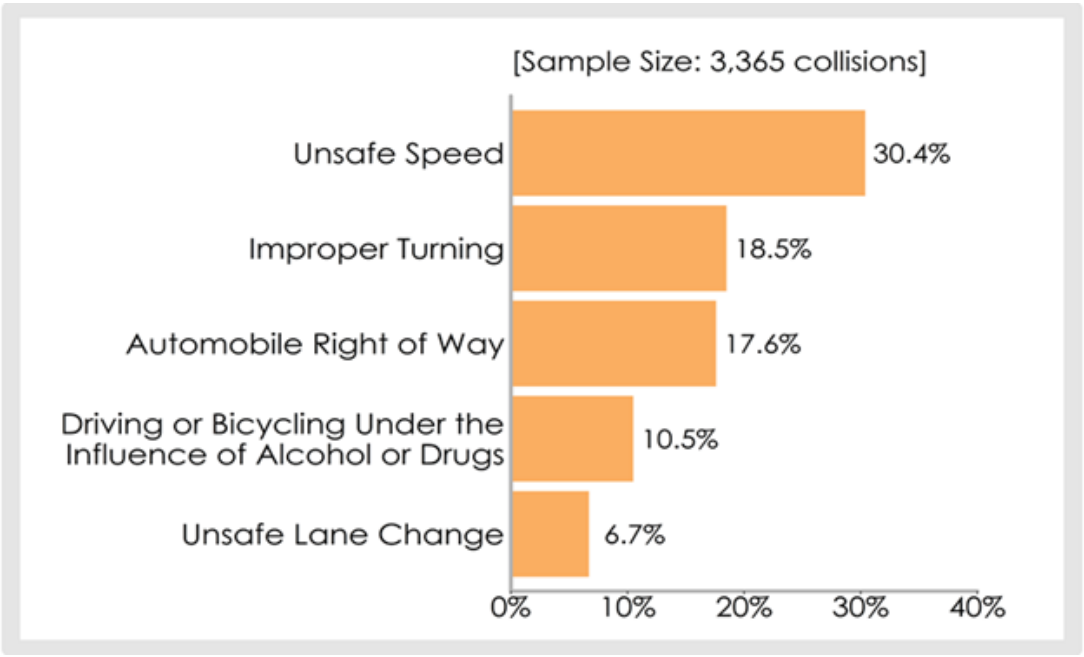
Top Five Primary Collision Factors of Motorcycle Fatal and Serious Injury Collisions



(a) Number of Fatal and Serious Injuries



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

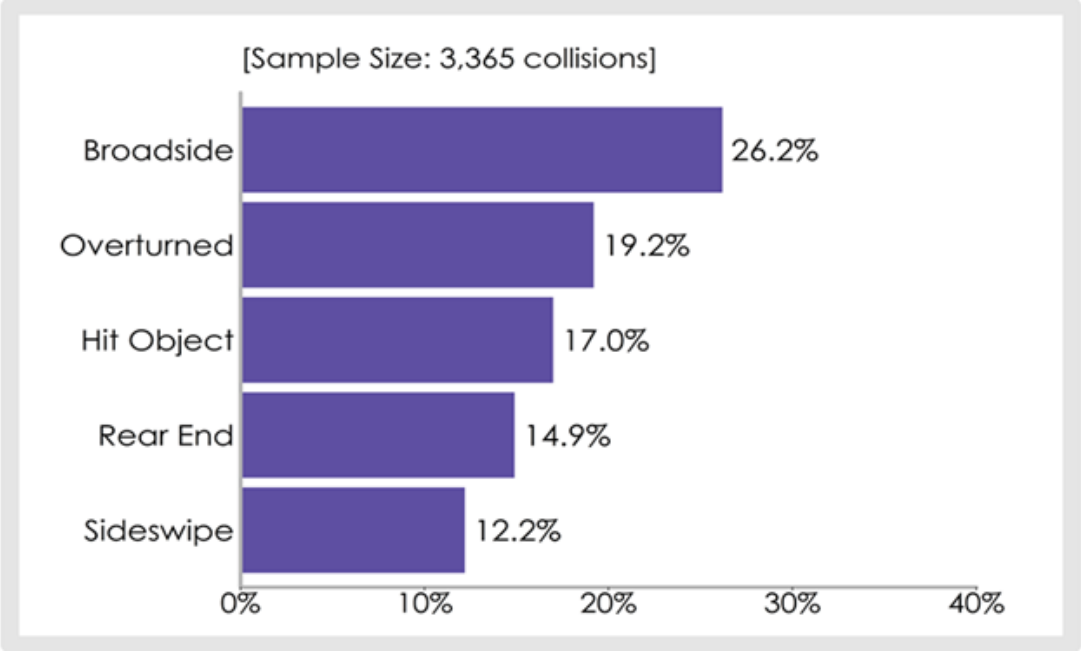


Source: Provisional SWITRS 2017

Top Five Crash Types of Motorcycle Fatal and Serious Injury Collisions

Source: Provisional SWITRS 2017

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



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

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Source: FARS ARF 2017, Provisional SWITRS 2017

Roadway Type of Motorcycle Fatality Victims

Source: FARS ARF 2017

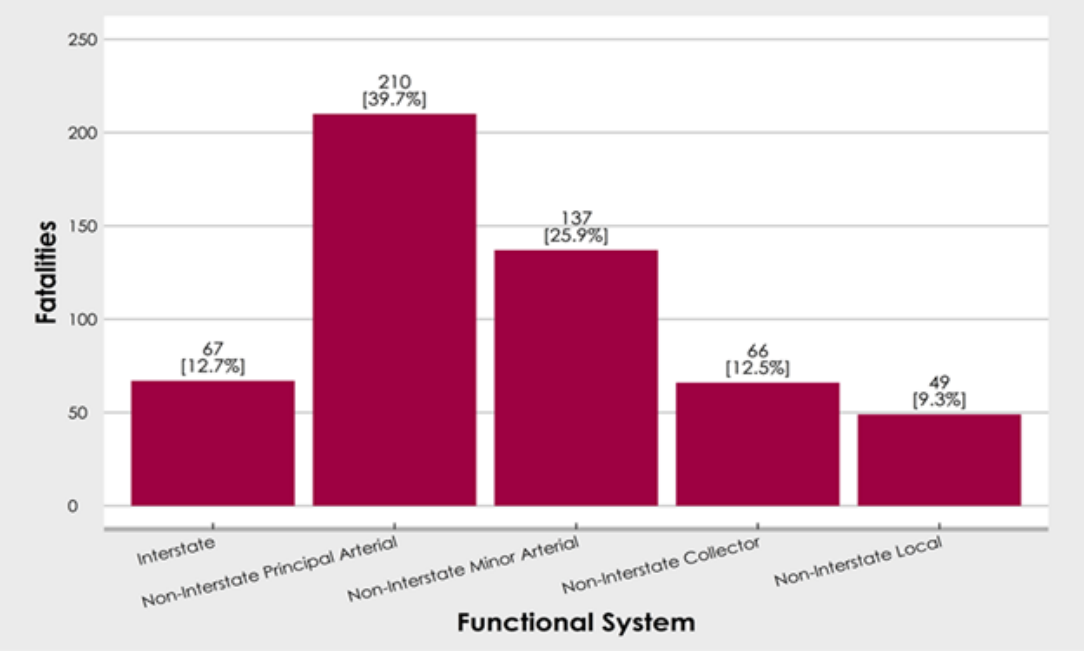
Countermeasures and Strategies

Education/Public Awareness/Enforcement

Continue public awareness efforts including outreach at a variety of motorcycle events providing information about training, DOT-compliant helmets and other protective gear, as well as safe and sober riding.

Conduct highly publicized motorcycle safety enforcement operations targeting impaired driving and riding, as well as PCF violations by riders and other vehicle drivers that contribute to motorcycle collisions.

Fund a public motorcycle training course “Live to Ride” through Hawthorne and Anaheim Police



Departments.

Funded Grant Goal

Reduce motorcyclist fatalities and injuries and motorcyclist-involved collisions through increased enforcement, education, and public awareness campaigns by September 30, 2020.

TASK

Education/Public Awareness/Enforcement

This task provides for comprehensive evaluation of motorcycle programs to improve and develop effective countermeasures to reach the increasing population of motorcyclists. Additionally, this task provides for enhanced enforcement; public awareness campaigns to increase driver awareness of motorcyclists; and to increase rider awareness of proper helmets, safety gear, and safe and sober riding.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	507
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	27

Countermeasure Strategies in Program Area

Countermeasure Strategy
(MC) Education/Public Awareness/Enforcement

Countermeasure Strategy: (MC) Education/Public Awareness/Enforcement

Program Area: Motorcycle Safety

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Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(MC) Edu	(MC) Education/Public Awareness and Enforcement

Planned Activity: (MC) Education/Public Awareness and Enforcement

Planned activity number: (MC) Edu

Primary Countermeasure Strategy ID: (MC) Education/Public Awareness/Enforcement

Planned Activity Description

This planned activity provides for comprehensive evaluation of motorcycle programs to improve and develop effective countermeasures to reach the increasing population of motorcyclists. Additionally This planned activity provides for enhanced enforcement; public awareness campaigns to increase driver awareness of motorcyclists; and to increase rider awareness of proper helmets safety gear and safe and sober riding. 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 and lane splitting.

Intended Subrecipients

Various State and Local Entities

Countermeasure strategies

Countermeasure Strategy
(MC) Education/Public Awareness/Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	$555,008.00	$0.00	
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$299,992.00	$0.00	$0.00

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

PEDESTRIAN AND BICYCLE SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Pedestrian Safety

Everyone is a pedestrian, whether or not walking is one’s primary mode of travel. As a commute mode, walking is gaining in numbers. In its 2019 report, “Pedestrian Traffic Fatalities by State, 2018 Preliminary Data” the GHSA reports that pedestrian fatalities in the nation have increased disproportionately to other traffic

deaths. Pedestrian fatalities as a proportion of total motor vehicle deaths increased from 12 percent in 2008 to 16 percent in 2017. Moreover, pedestrian fatalities increased 35 percent from 2008 to 2017 while other traffic deaths decreased 6 percent. Further, GHSA estimates 6,227 pedestrians were fatally injured in 2018, a 4 percent increase from 2017, continuing an increasing trend and the largest number of pedestrian fatalities nationwide since 1990. Another GHSA report from 2019, "Speeding Away from Zero: Rethinking a Forgotten Traffic Safety Challenge," found that states reported the largest proportion of pedestrian deaths around divided highways, which generally have speed limits of 45 or more. There is often limited access on or off these roadways, no controlled intersections, and few safe crossing areas.

Analyses presented in the pedestrian program area include fatal and serious injuries to pedestrians. FARS only includes pedestrians on foot, whereas SWITRS fatal and serious injury analysis include both pedestrians and persons on personal conveyances, e.g., skateboards, wheelchairs, etc. Pedestrian collisions are defined as crashes where one or more victims is a pedestrian. The following road users are excluded: people on personal conveyances, such as roller skates, inline skates, skateboards, baby strollers, scooters, toy wagons, motorized skateboards, motorized toy cars, Segway-style devices, motorized and non-motorized wheelchairs, and scooters for those with disabilities.

National

Pedestrian fatalities rose between 2013 and 2017, increasing 25.1 percent from 4,779 people in 2013 to 5,977 people in 2017.

NHTSA reports that an average of 16 pedestrians were killed every day in 2017.

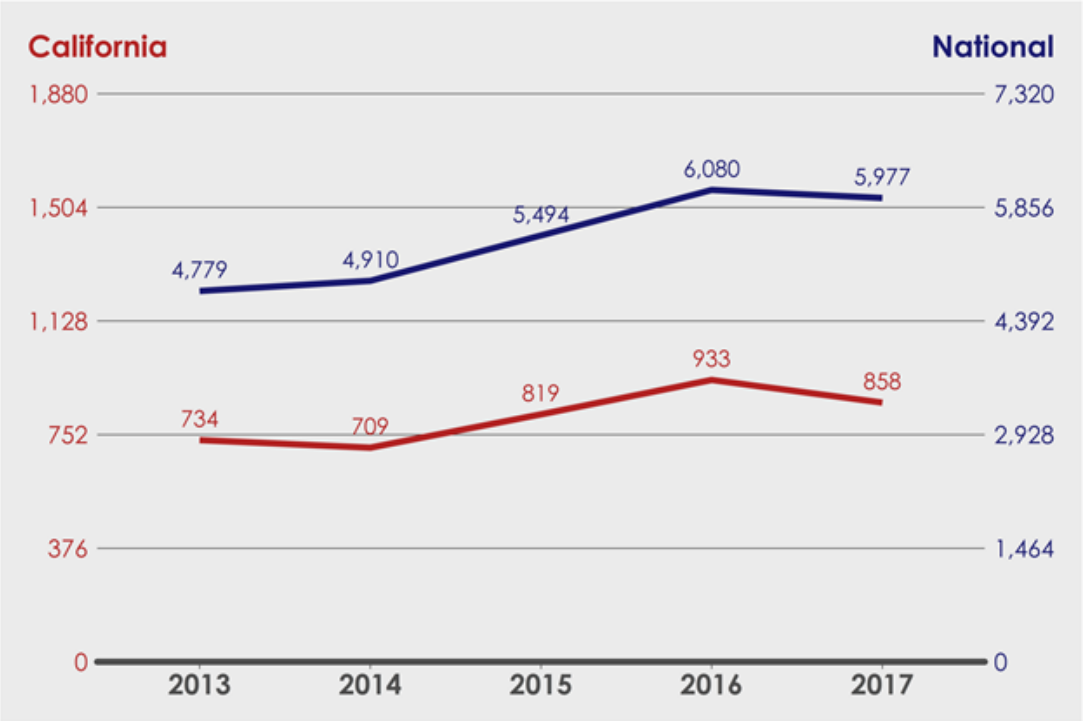
California

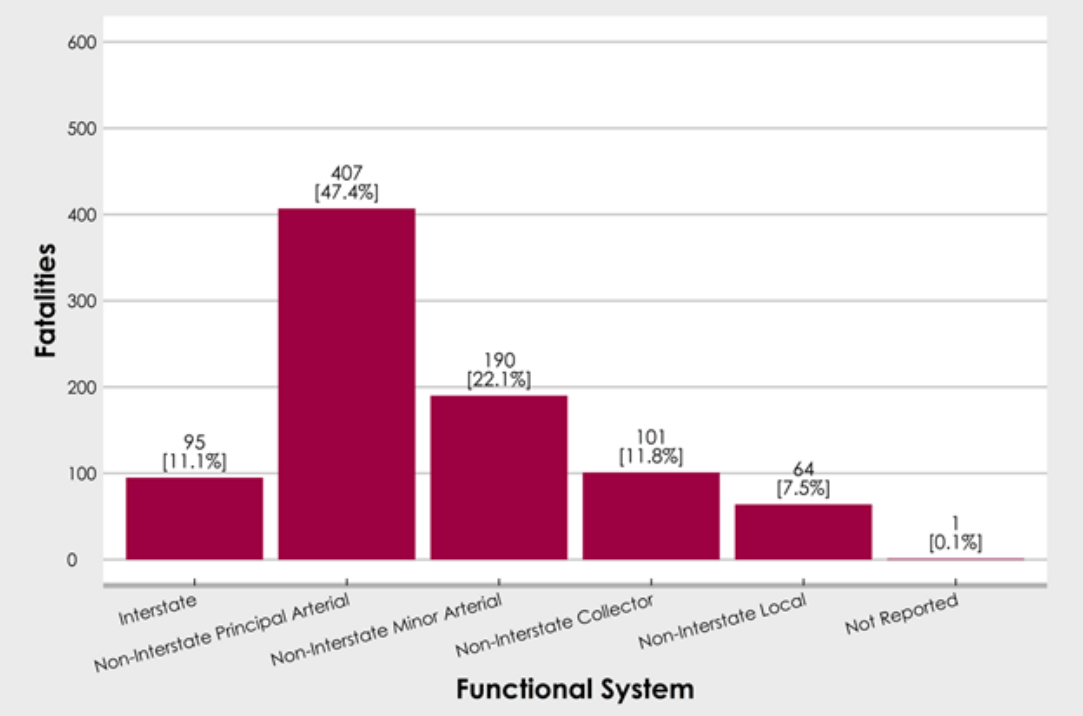
In the 2018 Traffic Safety Survey conducted by UC Berkeley SafeTREC, Californians were asked to think of the times they had been a pedestrian or bicyclist in the past six months and to identify the safety problems they experienced. "Distracted Drivers (by cell phones)" was reported by 31.1 percent of respondents. "Cars not stopping" was noted by 24.5 percent, and "cars going too fast" was reported by 17.5 percent of respondents.

Pedestrian Fatality TrendsSource: FARS 2013-2016; FARS ARF 2017 Pedestrian Fatal and Serious InjuryNumber and Rate per 100K Population by CountySource: FARS ARF 2017; Provisional SWITRS 2017; California Department of Finance 2018Top Five Primary Collision Factors for Pedestrian Fatal and Serious Injury CollisionsSource: Provisional SWITRS 2017 Time of Day and Day of Week for Pedestrian Fatal and Serious Injuries

Pedestrian fatalities also continued to increase in California; the number of fatalities rose 16.9 percent from 734 in 2013 to 858 in 2017.

Source: FARS ARF 2017; Provisional SWITRS 2017Roadway Type for Pedestrian Fatality VictimsSource: FARS ARF 2017





Bicycle Safety

Bicycling is becoming more popular across the country, for commuting, exercise, and leisure. However, in the event of a traffic collision between a motor vehicle and a bicyclist, the bicyclist is the more vulnerable party and more likely to be injured or killed than a motor vehicle occupant. In 2017, there were 783 bicyclists killed in a traffic collision in the US. In citing concern about the level of bicycle fatalities, the Governors Highway Safety Association (GHSA) identified key recommendations for improving safety, including collection of better crash data, increased training for law enforcement to understand laws designed to protect bicyclists, partnerships with bicycling and community organizations regarding safety messaging and public education campaigns about

infrastructure improvements.

Analyses presented in the bicycling program area include fatal and serious injuries to bicyclists, other cyclists, and passengers on bicycles. Bicycle collisions are defined as crashes where one or more victims is a bicyclist, other cyclist, or bicycling passenger.

National

Bicycling fatalities decreased 8.1 percent from 852 in 2016 to 783 in 2017. This one-year drop does not necessarily indicate a trend unless we see this pattern continue for several more years.

Bicycle fatalities represented 2.1 percent of the total number of traffic fatalities in 2017.

In 2017, 16.0 percent of cyclists killed in a traffic crash had a BAC of .08 g/dL or higher.

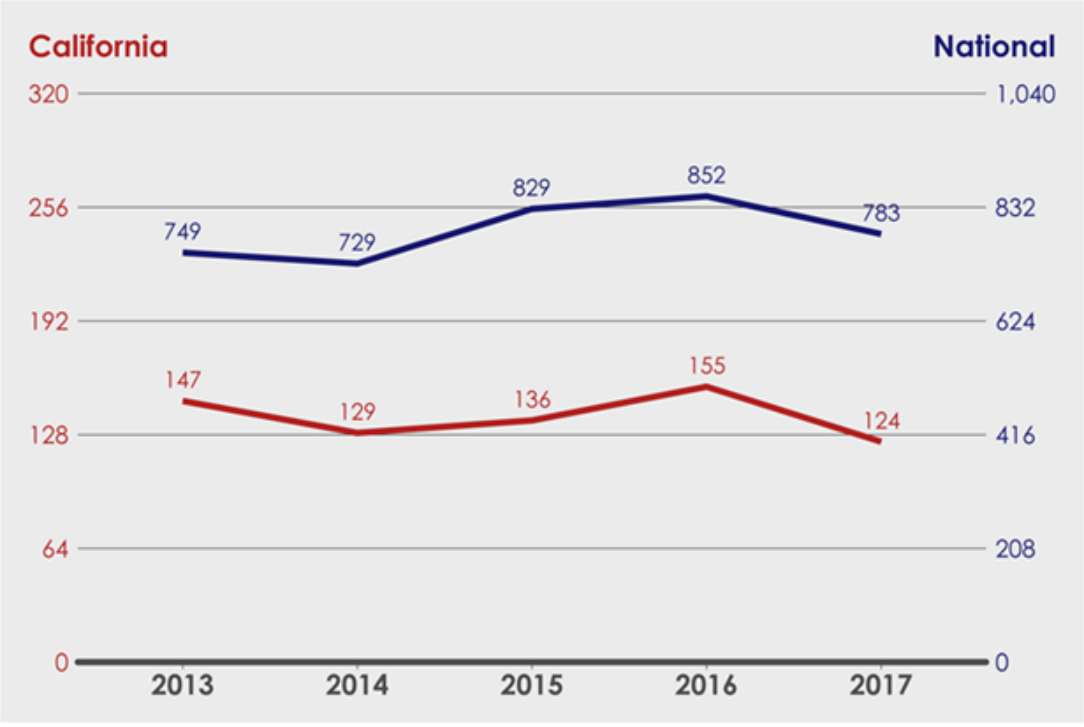
California

In California, bicycle fatalities decreased 20.0 percent from 155 fatalities in 2016 to 124 fatalities in 2017.

Bicycle fatalities represented 3.4 percent of the total number of traffic fatalities in 2017 in California.

Bicyclists are required to follow the California Vehicle Code while riding on California roadways. Unless prohibited, bicyclists are allowed to ride in travel lanes. In the 2018 California Traffic Safety Survey, 73.8 percent of drivers surveyed believed it is legal for bicyclists to ride on roadways when there is not a bicycle lane present, a 1.6 percent increase from 2017.

Bicycling Fatality Trends



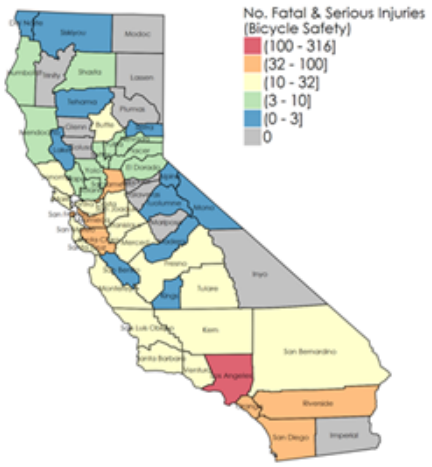
Source: FARS 2013-2016, FARS ARF 2017

Bicycling Fatal and Serious Injury

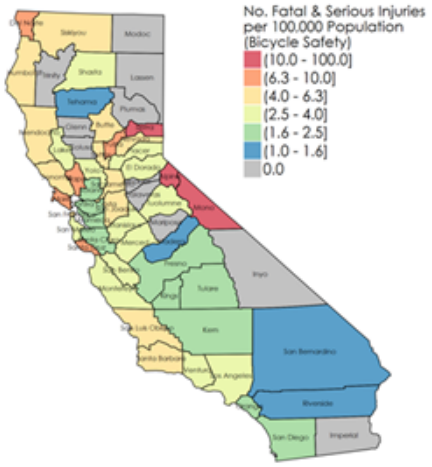
Number and Rate per 100K Population by County

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

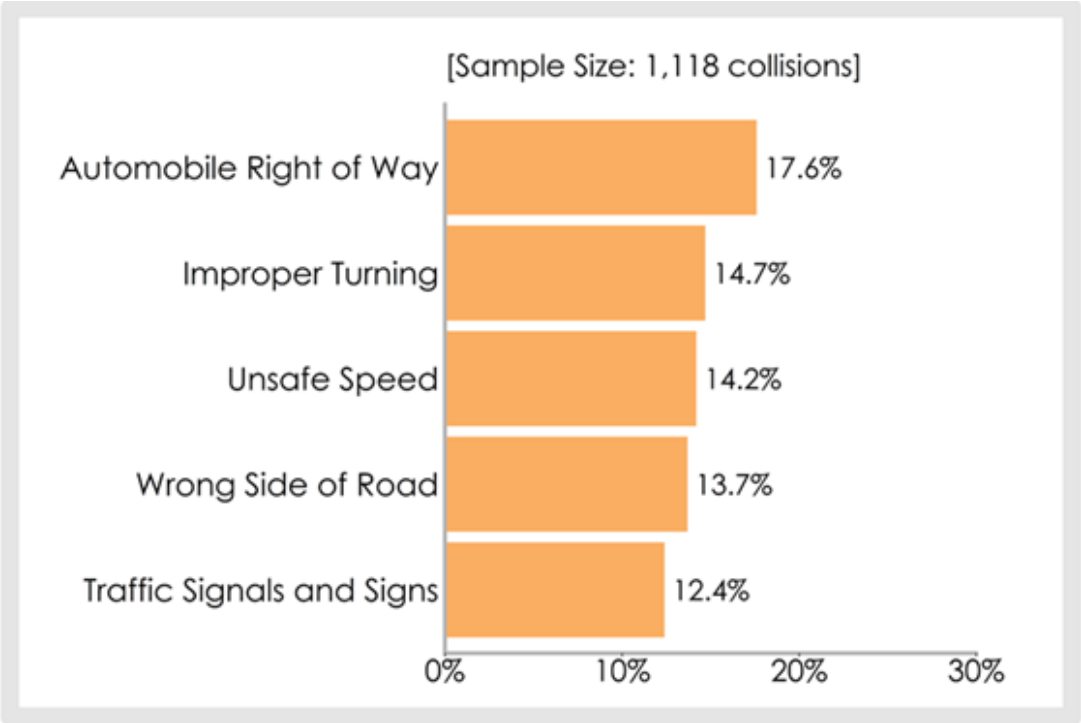
Top Five Primary Collision Factors for Bicycling Fatal and Serious Injury Collisions



(a) Number of Fatal and Serious Injuries



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

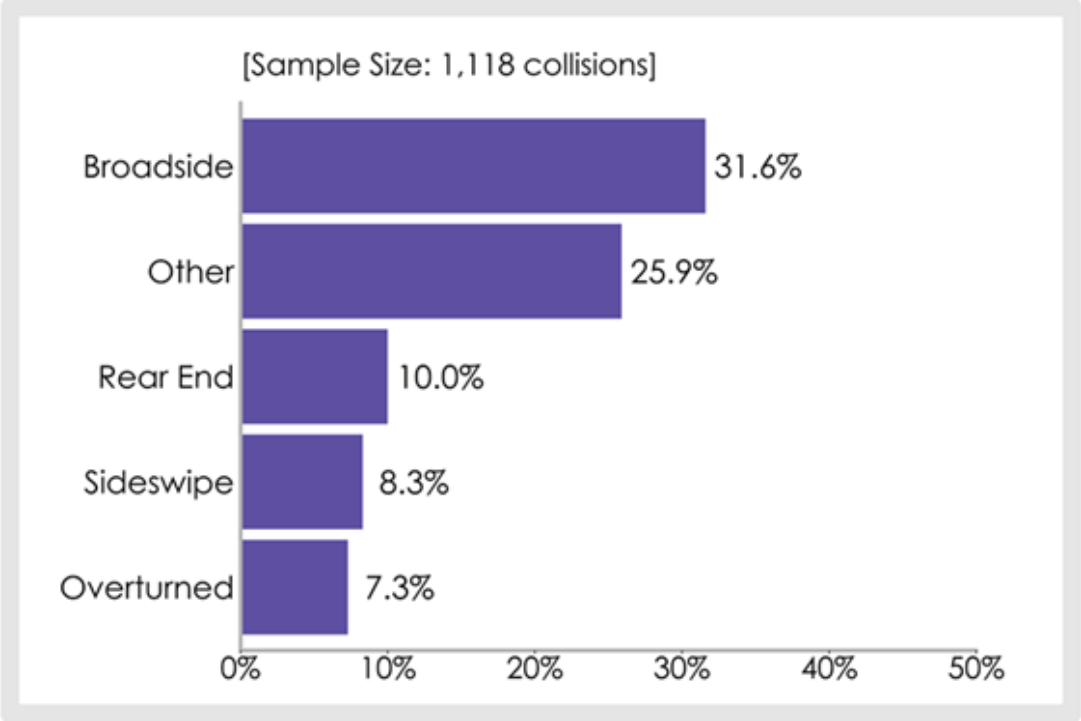


Source: Provisional SWITRS 2017

Top Five Crash Types for Bicycling Fatal and Serious Injury Collisions

Source: Provisional SWITRS 2017

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



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

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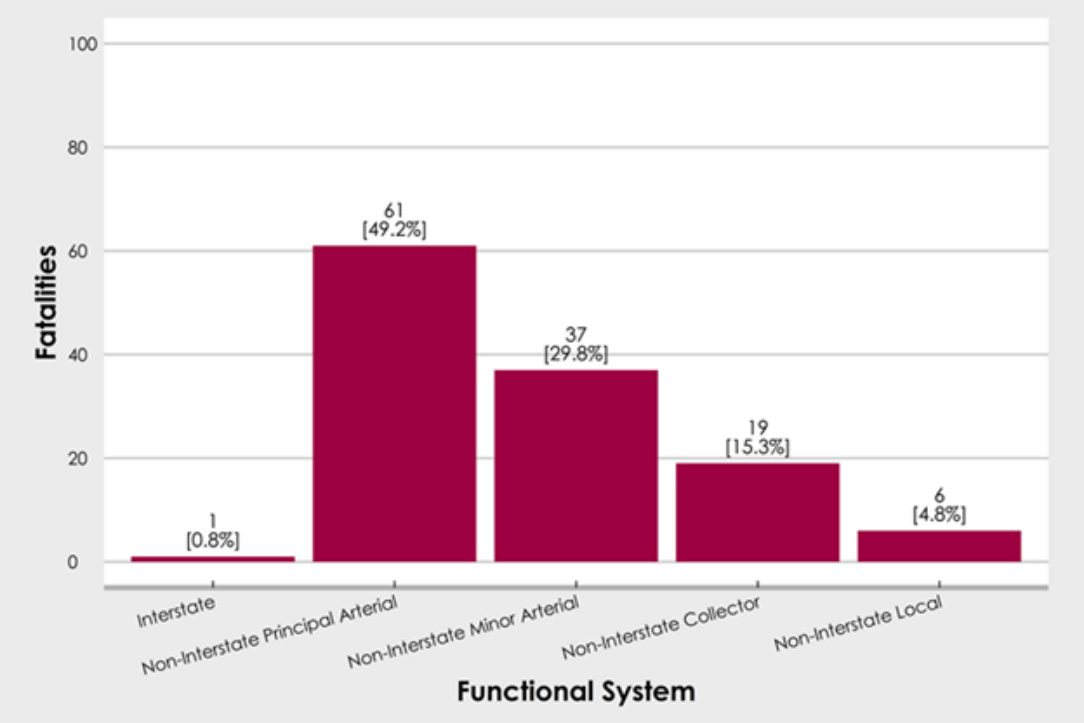
Source: FARS ARF 2017; Provisional SWITRS 2017

Roadway Type for Bicycling Fatality Victims

Source: FARS ARF 2017

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	779
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	131.00



Countermeasure Strategies in Program Area

Countermeasure Strategy
(PS) Community Support/Technical Assistance
(PS) Education/Public Awareness

Countermeasure Strategy: (PS) Community Support/Technical Assistance

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

Community Support/Technical Assistance

This task provides funding for the University of California Berkeley to conduct workshops, provide technical assistance, and encourage best practices at the community level. Pedestrian and bicycle safety efforts will be conducted within high collision cities and communities as well as the seven focus cities (Los Angeles, San Diego, San Francisco, San Jose, Santa Ana, Fresno, and Bakersfield).

Linkage Between Program Area

Community Support/Technical Assistance

Fund SafeTREC to facilitate sustained networks, conduct community workshops, and provide technical assistance among FHWA Pedestrian and Bicyclist Focus Cities including Los Angeles, San Francisco, San Diego, San Jose, Santa Ana, Fresno, and Bakersfield.

Offer free Pedestrian Safety Assessments to cities and communities.

Rationale

This countermeasure strategy is based on the Pedestrian and Bicycle safety programs listed in NHTSA's "Countermeasures That Work".

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(PS) Com	(PS) Community Support/Technical Assistance

Planned Activity: (PS) Community Support/Technical Assistance

Planned activity number: (PS) Com

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity provides funding for the University of California Berkeley to conduct workshops provide technical assistance and encourage best practices at the community level. Pedestrian and bicycle safety efforts will be conducted within high collision cities and communities as well as the seven focus cities (Los Angeles San Diego San Francisco San Jose Santa Ana Fresno and Bakersfield).

Intended Subrecipients

IHE

Countermeasure strategies

Countermeasure Strategy
(PS) Community Support/Technical Assistance

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$1,900,000.00	$0.00	$0.00

Countermeasure Strategy: (PS) Education/Public Awareness

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

Education/Public Awareness

Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving pedestrians and bicyclists. The funded strategies may include classroom education, bicycle rodeos, community events, presentations, and workshops. These countermeasures should be conducted in communities with high numbers of pedestrian and/or bicycle related collisions including underserved communities, older adults, and school-aged children. Coordinated efforts such as Safe Routes to School initiatives, Vision Zero campaigns, and working with community-based organizations are highly encouraged to prevent fatalities and injuries of vulnerable non-motorized road users.

Linkage Between Program Area

Education/Public Awareness

Expand the statewide pedestrian safety campaign “Go Safely, California.”

Continue the use of the “Pedestrians Don’t Have Armor” suit throughout the state.
Expand activities, events, and public information of National Walk to School Day, National Bicycle Safety Month and California’s Pedestrian Safety Month.
Fund the Southern California Association of Governments (SCAG) to provide community outreach and education in Los Angeles, Riverside, San Bernardino, Orange, Imperial, and Ventura counties.
Continue community-based education workshops on pedestrian safety best practices, walkability and community engagements to cities with high rates of pedestrian and bicycle fatalities and injuries.

Rationale

This countermeasure strategy is based on the Pedestrian and Bicycle safety programs listed in NHTSA's "Countermeasures That Work".

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(PS) Edu	(PS) Education and Public Awareness

Planned Activity: (PS) Education and Public Awareness

Planned activity number: (PS) Edu

Primary Countermeasure Strategy ID:

Planned Activity Description

Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving pedestrians and bicyclists. The funded strategies may include classroom education bicycle rodeos community events presentations and workshops. These countermeasures should be conducted in communities with high numbers of pedestrian and/or bicycle related collisions including underserved communities older adults and school-aged children. Coordinated efforts such as Safe Routes to School initiatives Vision Zero campaigns and working with community-based organizations are highly encouraged to prevent fatalities and injuries of vulnerable non-motorized road users.

Intended Subrecipients

Various State / County and Local Entities

Countermeasure strategies

Countermeasure Strategy
(PS) Education/Public Awareness

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$1,250,000.00	$0.00	

2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$4,005,700.00	$0.00	$0.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Illuminated Crosswalk	11	$10,250.00	$112,750.00		

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

OCCUPANT PROTECTION

PROBLEM IDENTIFICATION AND DATA ANALYSIS

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

Analyses presented in the occupant protection program area include fatal and serious injuries where a driver or passenger in a passenger vehicle was unrestrained. Occupant protection collisions in this report are defined as collisions where one or more occupants in a passenger vehicle was unrestrained. Under this program area, there is additional analyses that address aging road users and child passenger safety.

National

The fatality trends for unrestrained passenger vehicle occupants in California and in the United States are similar.

In the United States, there were 10,076 unrestrained passenger vehicle occupants killed in traffic collisions in 2017, a 4.2 percent decrease from 10,514 in 2016.

In 2017, of the 21,464 passenger vehicle occupants with known restraint use killed in motor vehicle traffic collisions, 10,076 or 46.9 percent were known to be unrestrained.

In 2017, daytime restraint use was higher than nighttime; 54.9 percent of passenger vehicle occupants with known restraint use involved in a nighttime fatal collision were unrestrained compared with 39.8 percent involved in a daytime collision.

NHTSA estimated that, among passenger vehicle occupants aged five or older involved in traffic collisions, seat belt use saved 14,955 lives in 2017. In addition, if all passenger vehicle occupants aged five or older had been wearing seat belts, an additional 2,549 lives could have been saved in 2017.

California

In California, there were 600 unrestrained occupants killed in traffic collisions in 2017, a 2.1 percent decrease from 613 in 2016.

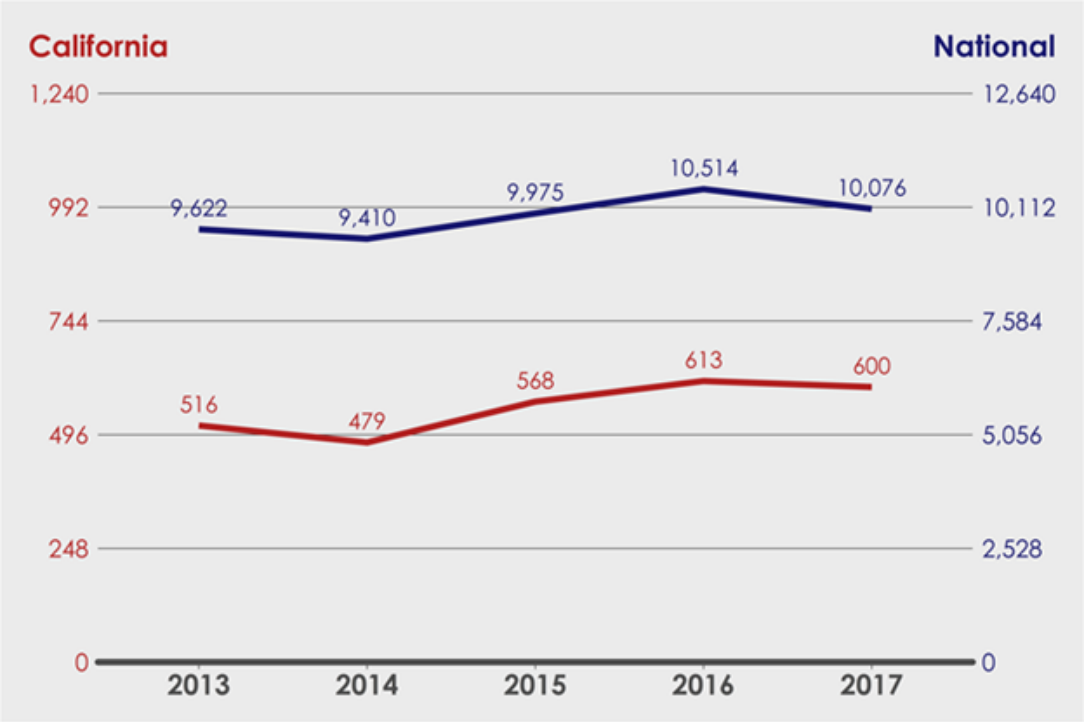
In 2017, California's front seat belt use was observed to be 96.2 percent, which was the third-highest use rate in the nation.

California's front seat belt use rate has been greater than 95 percent for the last ten years from 2008 to 2017.

In 2017, seat belts saved 1,488 California passenger vehicle occupants, age five and older, involved in traffic collisions. If all vehicle occupants used seat belts, an additional 89 lives would have been saved.

The Summer 2018 Seat Belt Usage study reported that the combined use rate for drivers and front seat passengers was 96.0 percent. This is a decrease from 96.2 percent in 2017, 96.5 percent in 2016, and 97.3 percent in 2015.

Unrestrained Occupant Fatality Trends



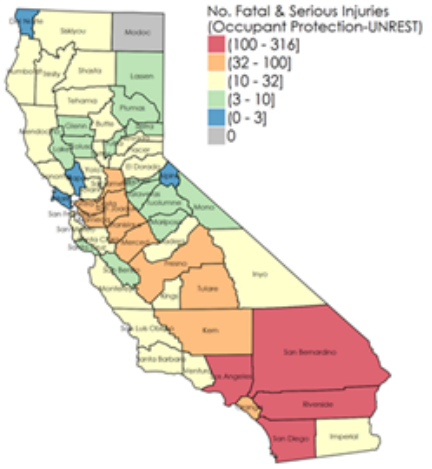
Source: FARS 2013-2016, FARS ARF 2017

Unrestrained Occupants Fatal and Serious Injury

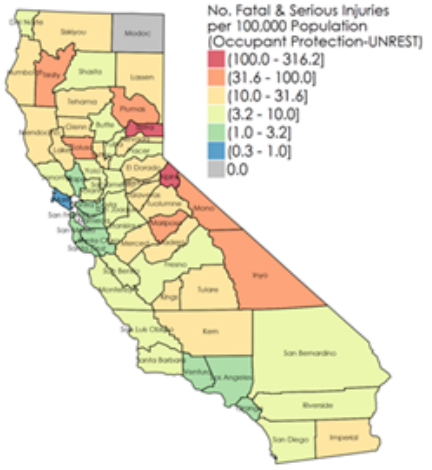
Number and Rate per 100K Population by County

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

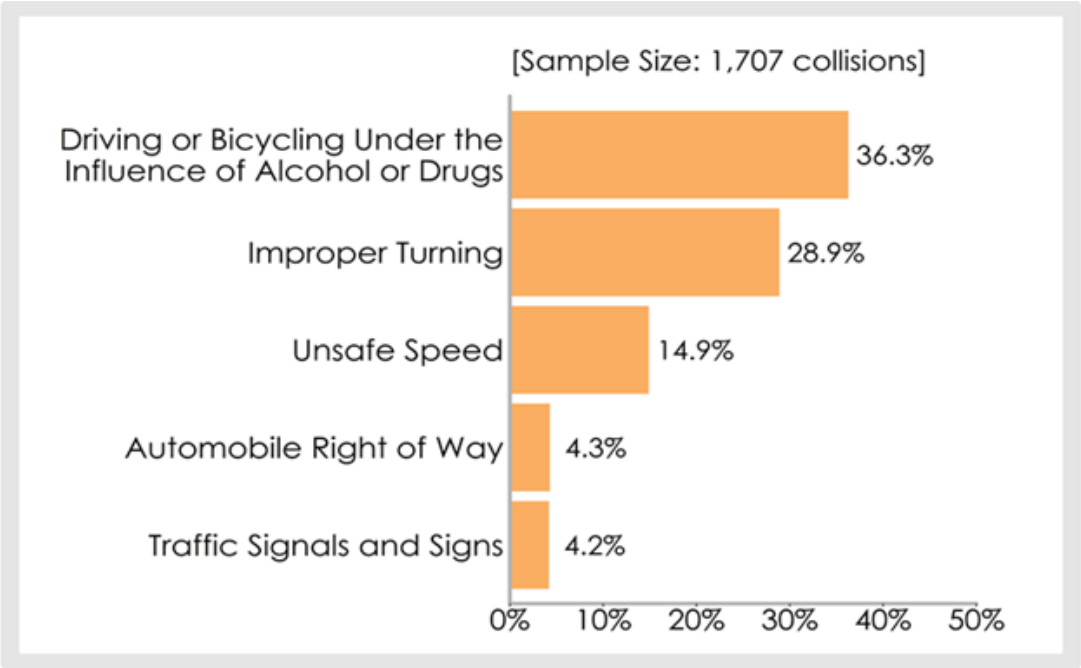
Top Five Primary Collision Factors of Unrestrained Occupant Fatal and Serious Injury Collisions



(a) Number of Fatal and Serious Injuries



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

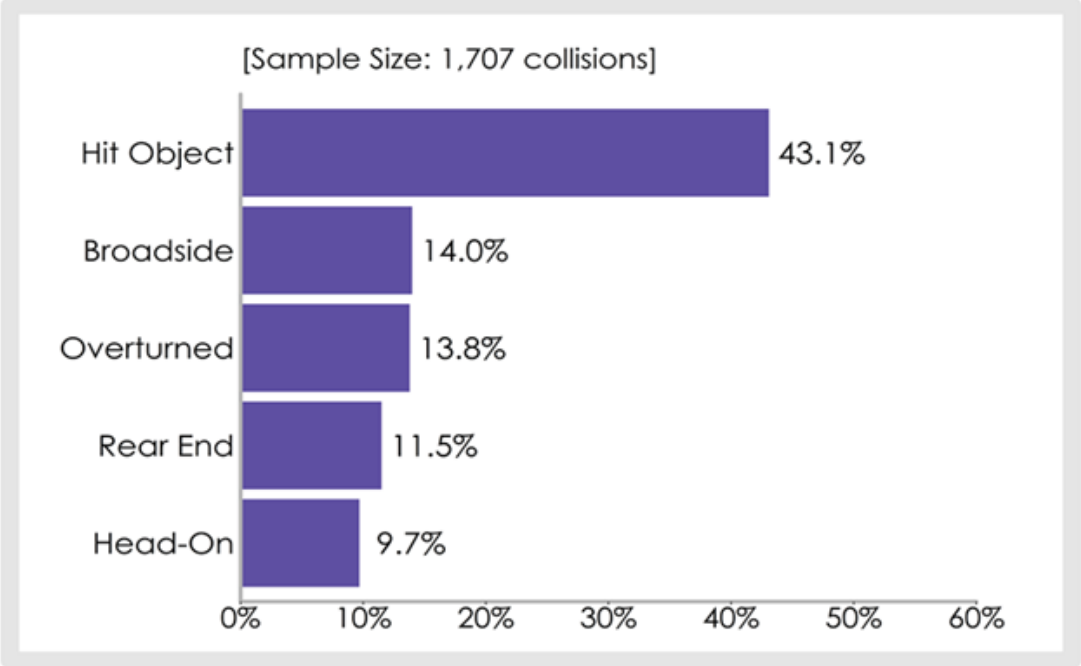


Source: Provisional SWITRS 2017

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

Source: Provisional SWITRS 2017

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



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

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Source: FARS ARF 2017, Provisional SWITRS 2017

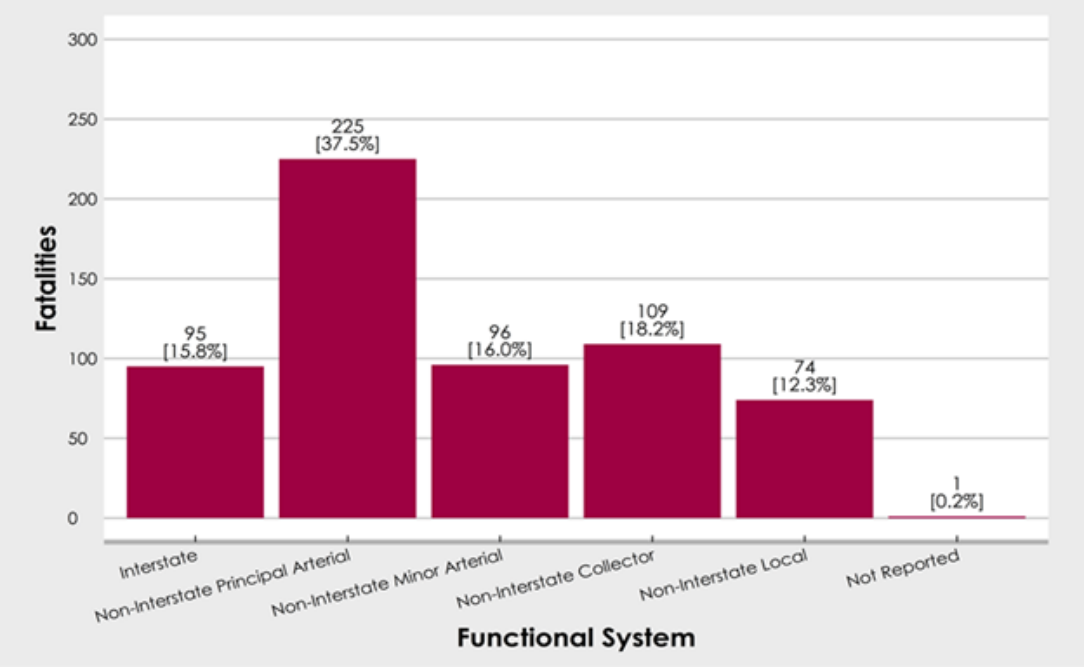
Roadway Type for Unrestrained Occupant Fatality Victims

Source: FARS ARF 2017

AGING ROAD USERS

PROBLEM IDENTIFICATION AND DATA ANALYSIS

The older adult population in the United States aged 65 and older is expected to almost double between 2012 and 2050, from 43.1 million to 83.7 million. In 2017, there were 6,784 people aged 65 or older killed in a traffic collision in the United States; this accounted for 18.3 percent of all traffic fatalities. To provide context, the overall population aged 65 or older accounts for 14.9 percent of people in the United States and 19.4 percent of all licensed drivers in 2017. California has the largest number of licensed drivers aged 65 or older in the nation with 4,251,349, or 15.9 percent of all licensed drivers in the state. However, as drivers age, physical and



mental changes including reduced visual acuity, increased fragility, restricted movement, and cognitive impairment can directly and indirectly result in age-related driving impairments.

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

National

Nearly seven thousand 6,784 people age 65 and older were fatally injured in motor vehicle crashes in 2017, a 22 percent increase from 2008. This is much higher than the one percent decrease in total traffic fatalities for all ages from 2008 to 2017.

In 2017, 59 percent of the traffic fatalities involving passenger vehicle drivers age 65 and older were the older drivers themselves. In 2017, drivers age 65 and older had a lower involvement rate in fatal collisions (16.6 per 100,000 licensed drivers) than drivers age 16-64 (24.1 per 100,000 licensed drivers).

Drivers 65 and older had lower blood alcohol concentrations (BAC) than drivers under 65. Of drivers 65 and older who were involved in fatal crashes in 2017, eight percent were alcohol-impaired, less than the 20 percent of all drivers involved in fatal crashes that were alcohol-impaired. Of drivers involved in fatal crashes, 37 percent were 65 and older.

In 2017, the rate of pedestrian deaths per 100,000 population was highest for adults aged 80-84.

California

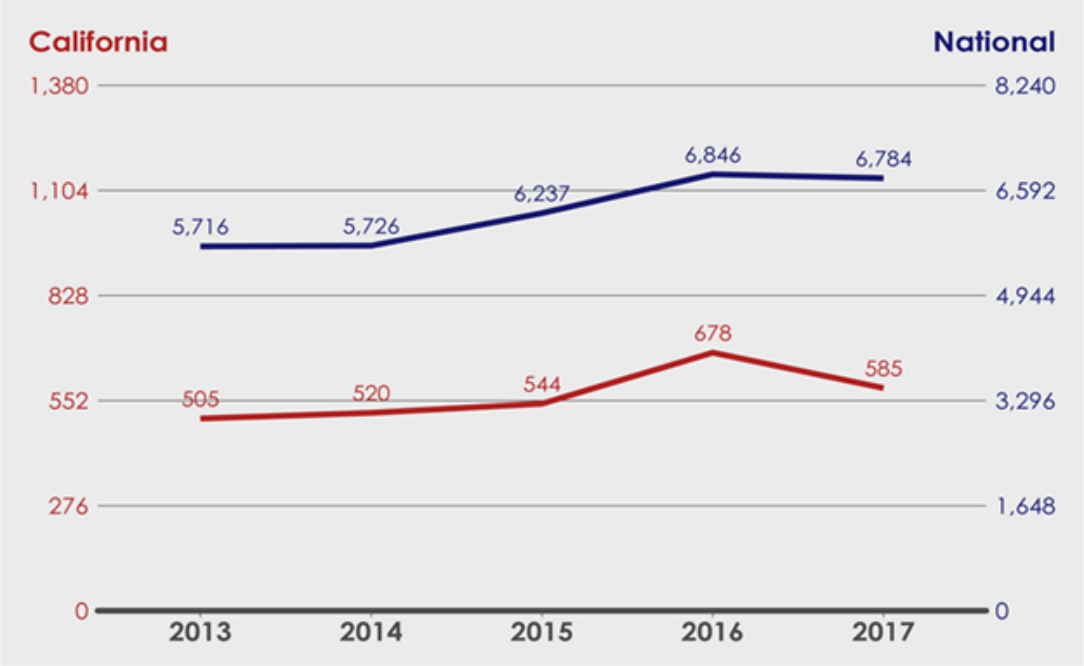
In 2017, there were 585 people age 65 and older killed in traffic collisions in California, which is a 13.7 percent decrease from 678 in 2016.

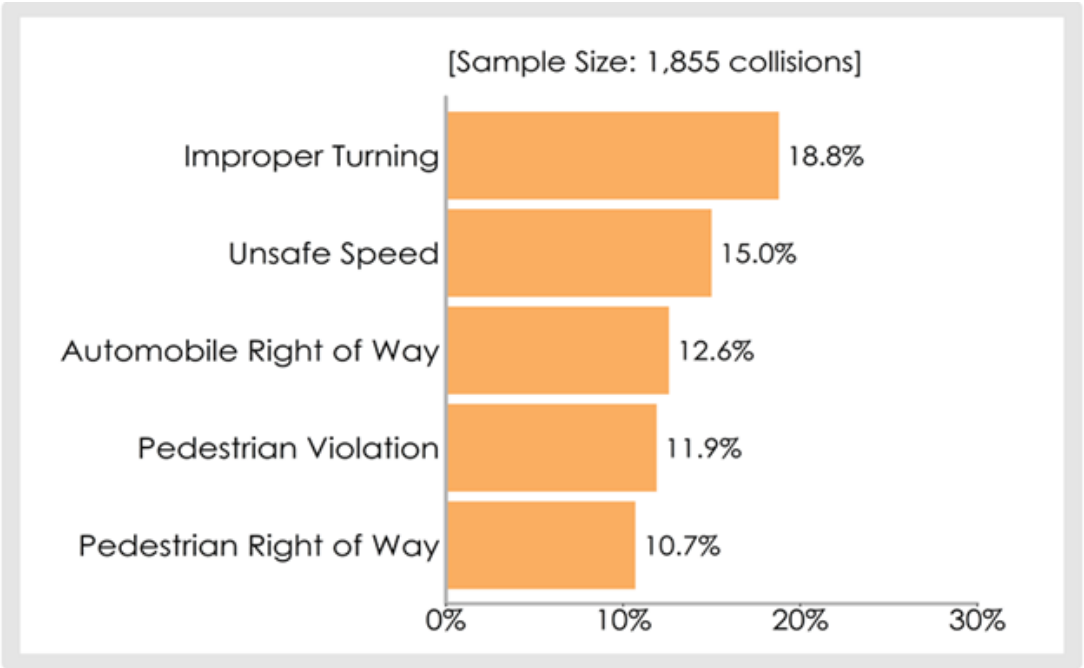
Pedestrian fatalities aged 65 and older decreased 18.8 percent, from 239 in 2016 to 194 in 2017.

Aging Road User Fatality Trends

Source: FARS 2013-2016, FARS ARF 2017

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



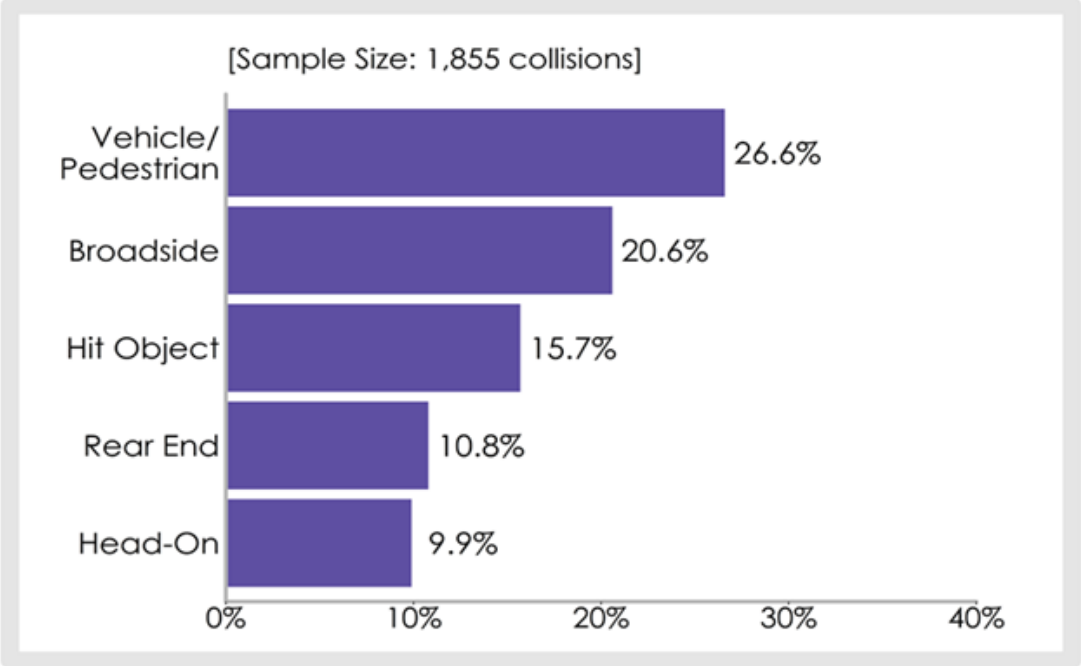


Source: Provisional SWITRS 2017

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

Source: Provisional SWITRS 2017

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



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

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Source: FARS ARF 2017, Provisional SWITRS 2017

Roadway Type for Aging Road User Fatality Victims

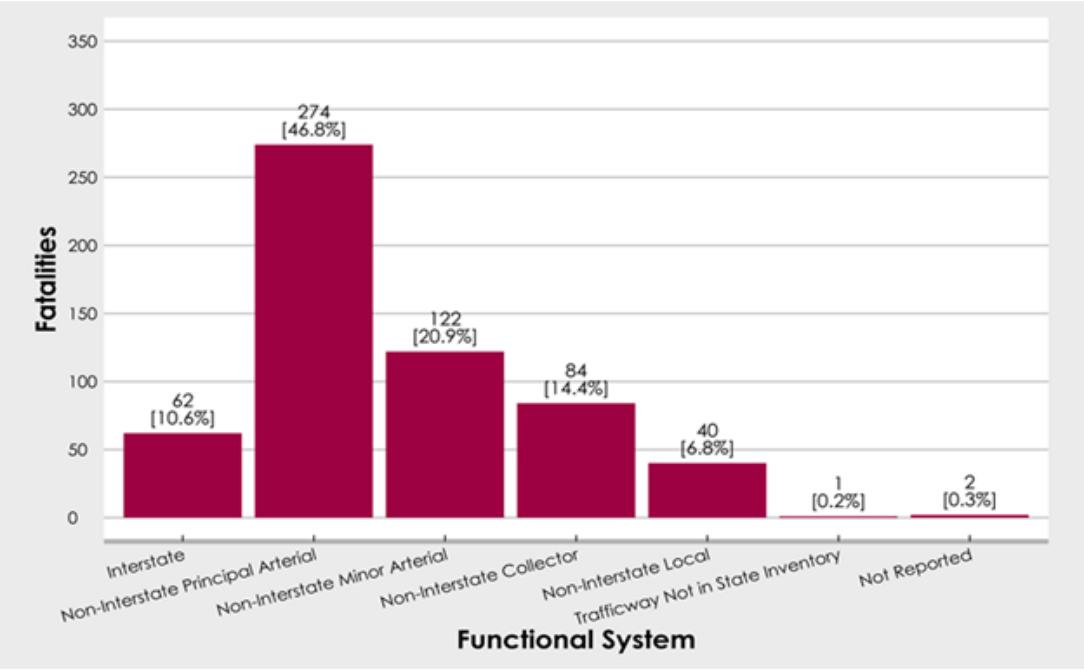
Source: FARS ARF 2017

CHILD PASSENGER SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

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

National



In 2017, there were 1,147 children age 14 and younger killed in motor vehicle collisions in the United States which accounts for 3.1 percent of all fatalities. This reflects a 7.8 percent decrease from 1,244 in 2016.

Of the 721 child passenger vehicle occupants killed with known restraint use in 2017, 37 percent were unrestrained. In 2017, the percent known to be unrestrained in child fatalities increased with age from 25 percent of infants under age one to 49 percent of youth age 13 to 14.

Among children under age five, an estimated 325 lives were saved in 2017 by restraint use. Of the 325 lives saved, 312 were due to child safety seats and 14 due to the use of adult seat belts.

The National Child Restraint Use Special Study interviewed drivers and found 84.6 percent of drivers have never driven with unrestrained children. Of those that have driven with unrestrained children, the most common reason for not restraining children was “Short Trip,” at 51.0 percent of responses.

In 2017, there were 267 unrestrained children age 14 and younger killed in the US in traffic collisions. This is a 7.3 percent decrease from 288 unrestrained child fatalities in 2016.

California

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

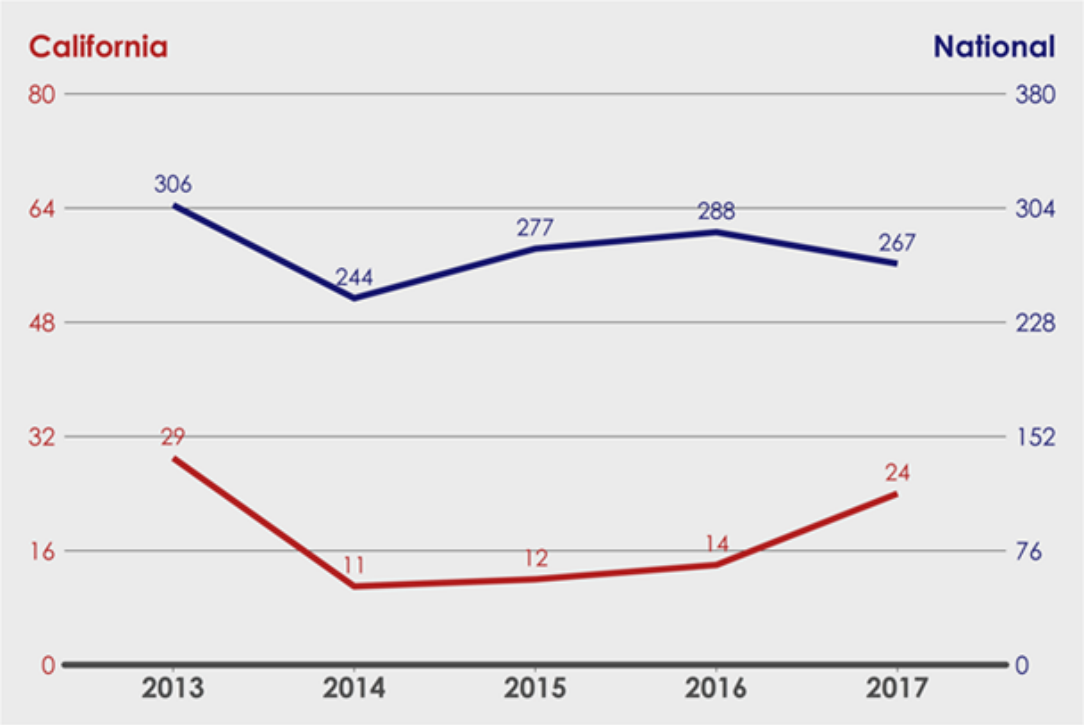
Among children under age 5 in California, an estimated 22 lives were saved by child restraint use.

As of January 2017, children under age two must be rear facing in a car seat unless they weigh at least 40 pounds or are at least 40 inches tall (California Vehicle Code § 27360).

Children under age eight must be buckled into a car seat or booster seat in the back seat. Children over age eight, or 4’9” or taller, may use the vehicle seat belt system if it fits properly (California

Vehicle Code § 27363).

Unrestrained Child Passenger Fatality Trends



Source: FARS 2013-2016, FARS ARF 2017

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

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

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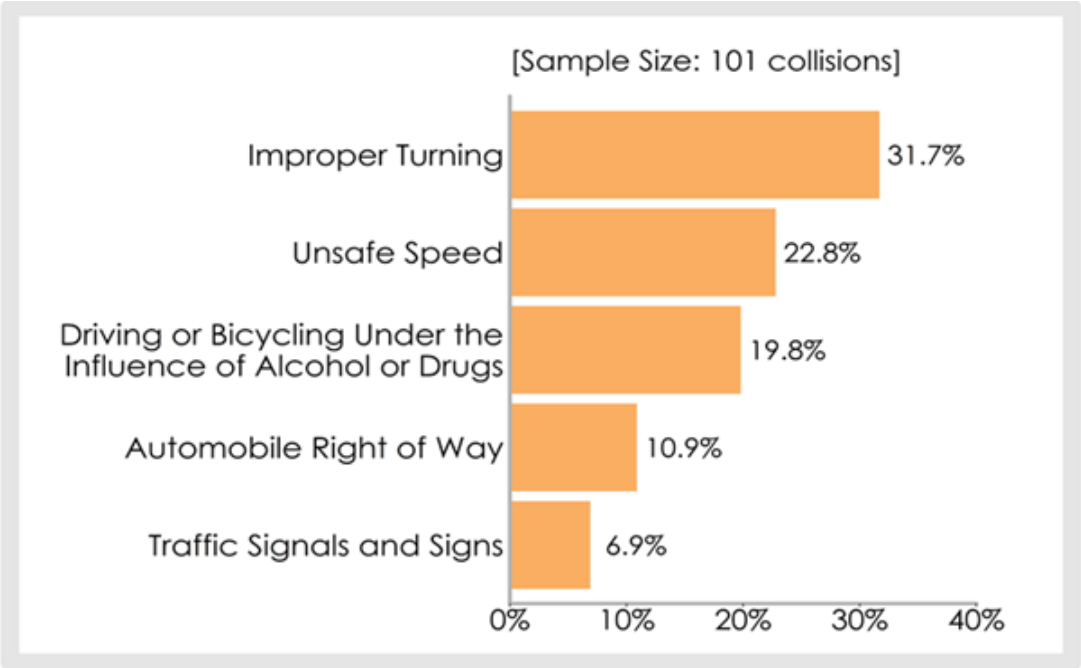
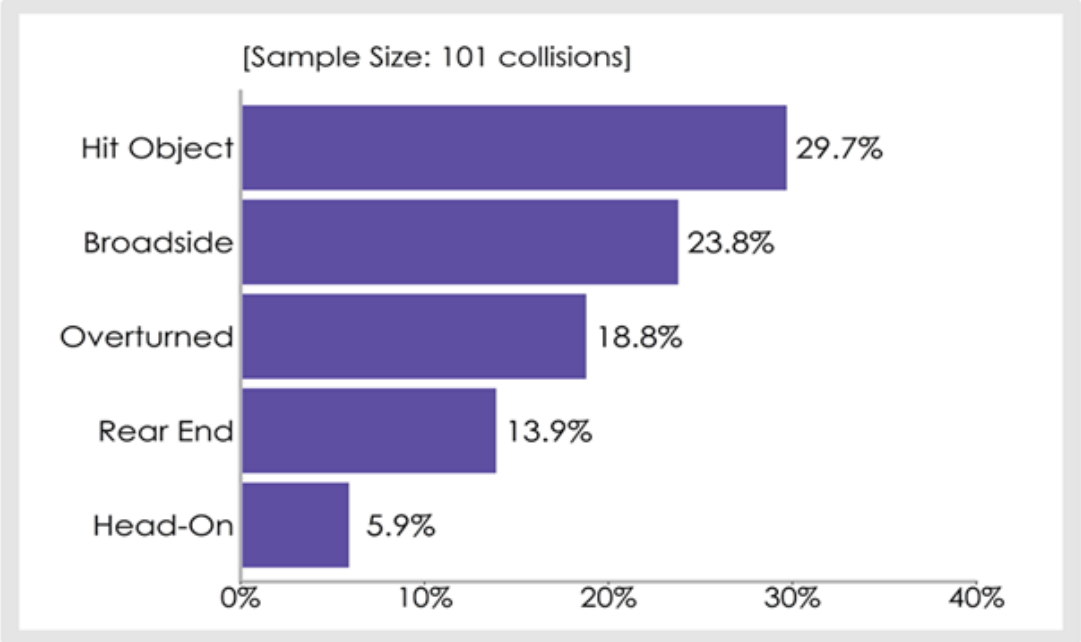
Source: FARS ARF 2017, Provisional SWITRS 2017

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

Source: Provisional SWITRS 2017

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





Source: Provisional SWITRS 2017

Countermeasures and Strategies

Enforcement

Encourage participation in the statewide and national “Click It or Ticket” campaign and CPS Awareness Week.

Illuminate the “Click It or Ticket” message during the NHTSA mobilization on approximately 625 fixed freeway changeable message signs.

Occupant Protection – General

Develop occupant protection educational programs among multicultural and diverse ethnic populations.

Urge the media to report occupant restraint usage as a part of every collision.

Target high-risk populations with education and enforcement to increase occupant protection use.
Improve occupant protection educational outreach.
Increase occupant protection enforcement and improve adjudication of violations.
Improve occupant protection data collection processes.

Aging Road Users

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

Child Passenger Safety

Maintain the levels of CPS Certified Technicians by providing NHTSA's standardized CPS Technician and Instructor Training Programs, and renewal and update classes.
Conduct at least 46 NHTSA standardized CPS Certification training courses.
Train a minimum of 616 new CPS Certified technicians.
Provide CPS Recertification training to at least 110 CPS technicians.
Provide technical webinars for CPS instructors and technicians.
Provide CPS educational resources to law enforcement and other agencies.
Provide a toll-free CPS Helpline in English and Spanish.
Conduct child safety seat education classes to low-income residents.
Conduct a minimum of 13,000 inspections to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.
Conduct at least 260 child safety seat check-ups to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.
Provide child safety seats to low-income families.
Maintain an active network of partnerships between local, state, and national agencies.

Statewide Usage Surveys

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

Funded Grant Goals

Increase seat belt compliance by September 30, 2020.
Increase child safety seat usage by September 30, 2020.
Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2020.

TASKS

Aging Road Users

This grant will provide training and public awareness to the community and stakeholders related to aging road users.

Local Education

These grants conducted by county health departments and cities include activities with schools, universities,

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

Statewide Education

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

Statewide Usage Surveys

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	527
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	97.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
(OP) Aging Road Users
(OP) Local Education
(OP) Statewide Education
(OP) Statewide Usage Surveys

Countermeasure Strategy: (OP) Aging Road Users

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Aging Road Users

This countermeasure will provide training and public awareness to the community and stakeholders related to aging road users.

Linkage Between Program Area

Aging Road Users

Develop and disseminate education materials, programs and tools that explain how the aging process may affect safe driving.

Promote awareness of the impact that prescription and non-prescription medications and supplements have on aging road users.

Law enforcement training on how to recognize older drivers whose driving abilities have declined.

Rationale

This countermeasure strategy is based on the Older Drivers program listed in NHTSA's "Countermeasures That Work".

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(OP) Agi	(OP) Aging Road Users

Planned Activity: (OP) Aging Road Users

Planned activity number: (OP) Agi

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

State Highway Patrol

Countermeasure strategies

Countermeasure Strategy
(OP) Aging Road Users

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Public Education (FAST)	$150,000.00	$0.00	

Countermeasure Strategy: (OP) Local Education

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Local Education

These grants conducted by county health departments and cities include activities with schools, universities,

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

Linkage Between Program Area

Child Passenger Safety

Maintain the levels of CPS Certified Technicians by providing NHTSA's standardized CPS Technician and Instructor Training Programs, and renewal and update classes.

Conduct at least 46 NHTSA standardized CPS Certification training courses.

Train a minimum of 616 new CPS Certified technicians.

Provide CPS Recertification training to at least 110 CPS technicians.

Provide technical webinars for CPS instructors and technicians.

Provide CPS educational resources to law enforcement and other agencies.

Provide a toll-free CPS Helpline in English and Spanish.

Conduct child safety seat education classes to low-income residents.

Conduct a minimum of 13,000 inspections to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.

Conduct at least 260 child safety seat check-ups to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.

Provide child safety seats to low-income families.

Maintain an active network of partnerships between local, state, and national agencies.

Occupant Protection – General

Develop occupant protection educational programs among multicultural and diverse ethnic populations.

Urge the media to report occupant restraint usage as a part of every collision.

Target high-risk populations with education and enforcement to increase occupant protection use.

Improve occupant protection educational outreach.

Increase occupant protection enforcement and improve adjudication of violations.

Improve occupant protection data collection processes.

Rationale

This countermeasure strategy is based on the Seatbelts and Child Restraints program listed in NHTSA's "Countermeasures That Work".

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(OP) Loc	(OP) Local Education

Planned Activity: (OP) Local Education

Planned activity number: (OP) Loc

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Various County and Local Entities

Countermeasure strategies

Countermeasure Strategy
(OP) Local Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Public Education (FAST)	$1,601,000.00	$0.00	

Countermeasure Strategy: (OP) Statewide Education

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Statewide Education

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

Linkage Between Program Area

Child Passenger Safety

Maintain the levels of CPS Certified Technicians by providing NHTSA’s standardized CPS Technician and Instructor Training Programs, and renewal and update classes.

Conduct at least 46 NHTSA standardized CPS Certification training courses.

Train a minimum of 616 new CPS Certified technicians.

Provide CPS Recertification training to at least 110 CPS technicians.

Provide technical webinars for CPS instructors and technicians.
Provide CPS educational resources to law enforcement and other agencies.
Provide a toll-free CPS Helpline in English and Spanish.
Conduct child safety seat education classes to low-income residents.
Conduct a minimum of 13,000 inspections to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.
Conduct at least 260 child safety seat check-ups to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.
Provide child safety seats to low-income families.
Maintain an active network of partnerships between local, state, and national agencies.

Rationale

This countermeasure strategy is based on the Seatbelts and Child Restraints program listed in NHTSA's "Countermeasures That Work".

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(OP) StE	(OP) Statewide Education

Planned Activity: (OP) Statewide Education

Planned activity number: (OP) StE

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity 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.

Intended Subrecipients

Various State Entities

Countermeasure strategies

Countermeasure Strategy
(OP) Statewide Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Public Education (FAST)	$1,450,000.00	$0.00	

Countermeasure Strategy: (OP) Statewide Usage Surveys

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Statewide Usage Surveys

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

Linkage Between Program Area

Statewide Usage Surveys

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

Rationale

This countermeasure strategy fulfills NHTSA's requirement of an annual survey in the FAST Act.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(OP) StU	(OP) Statewide Usage Surveys

Planned Activity: (OP) Statewide Usage Surveys

Planned activity number: (OP) StU

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

IHE

Countermeasure strategies

Countermeasure Strategy
(OP) Statewide Usage Surveys

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Occupant Protection (FAST)	$270,000.00	$0.00	

Program Area: Planning & Administration

Description of Highway Safety Problems

Operation of the Program

Costs included in this program area include the salaries of the GR, management, fiscal, information technology

unit, clerical support personnel, and most operating costs. The portion of all other OTS personnel salaries, as well as certain operating expenses directly related to program development, coordination, public relations, monitoring, evaluation, and auditing are charged to the appropriate program area. Additionally, funding is used to contract with Caltrans for personnel and miscellaneous administrative services.

In accordance with Appendix D to Part 1300, the OTS is requesting NHTSA approval to continue charging the salary of the following positions to a combination of planning, administrative, and program management functions based on the following tasks:

The Information Technology Administrator two main responsibilities include: providing in-house support to GEMS internal and external users; maintaining the data integrity of the system by means of updates and processing data related solutions on an on-going basis; compiling and analyzing grant program/financial data and traffic safety data for reporting purposes; responsible for the documentation and retention of the GEMS life cycle and its implemented phases for future development and sustainability; and managing all projects related to GEMS.

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

Program Development and Administrative Coordination

Funding is provided for the necessary staff time and expenses incurred by the OTS that are directly related to the planning, development, coordination, monitoring, evaluation, and auditing of grants within each program area. Assistance is also provided for individuals to attend and participate in committees, training sessions, educational meetings or conferences, and for the preparation of the HSP. Funding may also be provided for the printing of brochures and pamphlets, distribution of literature and media materials developed through successful grants or obtained from other sources, and funding for the CHP grant administration.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
(PA) Pla	(PA) Planning and Administration	

Planned Activity: (PA) Planning and Administration

Planned activity number: (PA) Pla

Primary Countermeasure Strategy ID:

Planned Activity Description

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 stateaposs most significant traffic safety problems

Prioritizing problems and developing methods for the distribution of funds

Developing the HSP and Annual Report (AR)
Recommending individual grants to be funded
Developing planned grants
Conducting risk assessments
Monitoring grants
Evaluating accomplishments
Preparing a variety of program and grant reports
Conducting grant performance reviews
Contracting with the Department of Finance (DOF) to conduct subrecipient compliance audits
Increasing public awareness and community support
Participating in the SHSP challenge area meetings, various traffic safety committees, and task forces
Generally promoting and coordinating traffic safety in California
Creating public awareness campaigns and providing staff and spokespersons for all annual national campaigns, e.g., Drive Sober or Get Pulled Over, National Distracted Driving Awareness Month, Pedestrian Safety, DUI Crackdown, Click It or Ticket, DUI Doesn't Just Mean Booze, Child Passenger Safety Week, Motorcycle Safety Month, etc.
Providing fiscal and operations trainings to all applicable grant personnel annually
Maintaining and providing continuous improvements to Grant Electronic Management System (GEMS)
Conducting workshops on the OTS grant program

Intended Subrecipients

The State Highway Safety Office

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	$2,121,413.00		$0.00
2020	FAST Act 405b OP High	405b OP High (FAST)	$242,675.00	$0.00	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$509,501.00	$0.00	
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$602,004.00	$0.00	
2020	FAST Act 405e Special Distracted Driving	405e Occupant Protection (FAST)	$22,259.00	$0.00	

2020	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	$30,884.00	$0.00	
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$69,558.00	$0.00	
	FAST Act NHTSA 402	Distracted Driving (FAST)			
	FAST Act NHTSA 402	Emergency Medical Services (FAST)			
	FAST Act NHTSA 402	Motorcycle Safety (FAST)			
	FAST Act NHTSA 402	Planning and Administration (FAST)			
	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)			
	FAST Act NHTSA 402	Police Traffic Services (FAST)			
2020	FAST Act NHTSA 402	Alcohol (FAST)	$2,666,706.00	$0.00	$0.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

POLICE TRAFFIC SERVICES

PROBLEM IDENTIFICATION AND DATA ANALYSIS

A speeding-related collision is defined as one where a driver is speeding, racing, driving too fast for the conditions, or driving in excess of the posted speed limit. In the United States, over one in four (26.2 percent) fatalities involved speeding, a steady decline from a decade ago. Speeding reduces a driver's ability to steer safely around curves or objects, reduces the amount of time a driver has to react to a dangerous situation, and extends safe stopping distances. Analyses presented in the police traffic services program area refer to speeding-related fatal and serious injuries.

National

In the United States, there were 9,717 people killed in a speeding-related traffic collision in 2017, a 5.6 percent decrease from 10,291 in 2016, and a 0.2 percent increase from 9,696 in 2013.

In 2017, 26.2 percent of the nation's 37,133 motor vehicle fatalities were speeding-related. Drivers involved in a fatal speeding-related crash were also more likely to engage in other risky behaviors compared to non-speeding drivers.

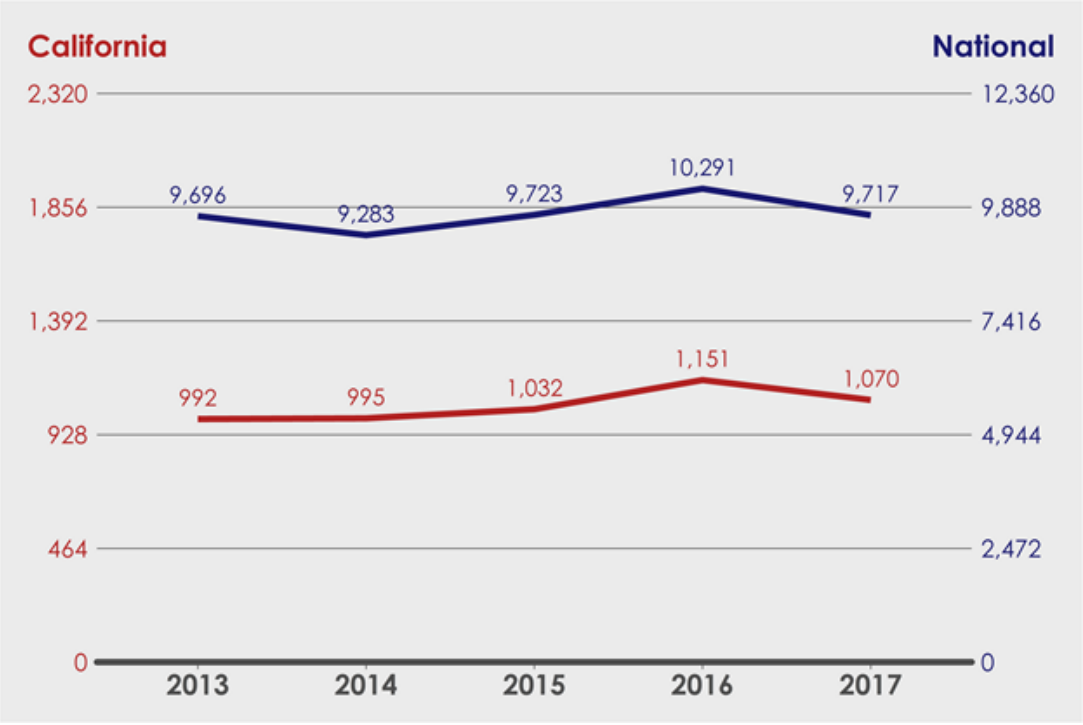
Of all speeding drivers in fatal crashes, 37.3 percent had a BAC of .08 or higher compared to only 16.2 percent of non-speeding drivers involved in fatal crashes in 2017.

In 2017, only 51.5 percent of speeding passenger vehicle drivers involved in fatal crashes were known to be restrained, compared to 78.8 percent of non-speeding drivers.
In 2017, 31.9 percent of motorcycle riders involved in fatal crashes were speeding, more than any other vehicle type.
According to AAA's 2017 Traffic Safety Culture Index report, about half (50.3 percent) of drivers reported driving 15 mph over the speed limit on freeways and slightly fewer (47.6 percent) reported driving 10 mph over the speed limit on residential streets. This self-reported behavior differed from their beliefs about speeding: 23.9 percent of drivers believed that speeding by 15 mph or more on a freeway was at least somewhat acceptable, while only 14.0 percent believed that speeding by 10 mph on a residential street was at least somewhat acceptable.

California

In California, there were 1,070 people killed in speeding-related traffic collisions in 2017, a 7.0 percent decrease from 1,151 in 2016, and a 7.9 percent increase from 992 in 2013.
In 2017, 29.7 percent of California's 3,602 motor vehicle fatalities were speeding-related. California had the highest number of speeding-related fatalities in the nation in 2017.
The 2018 OTS Traffic Safety Survey reported that 56.9 percent of drivers surveyed perceive that it is safe to drive 10 miles over the speed limit on freeways. When asked about the safety of driving 5 miles over the speed limit in a residential area, only 33.2 percent of drivers surveyed believe it is safe. Of young adult drivers age 18 to 24, 50.0 percent believe it is safe to do so. The survey also found speeding and aggressive driving was the most commonly mentioned safety problem on California roadways, comprising 19.4 percent of responses.

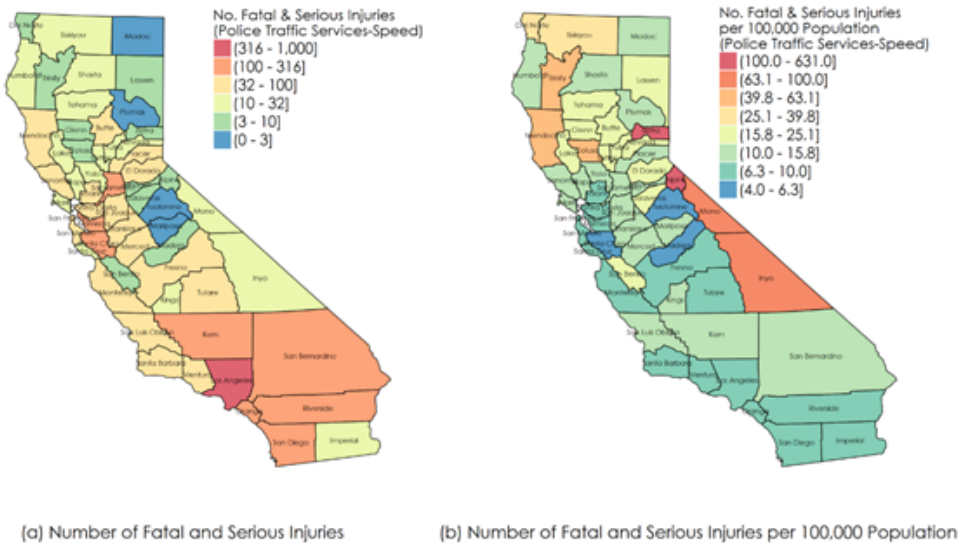
Speeding-Related Fatality Trends



Source: FARS 2013-2016; FARS ARF 2017

Speeding-Related Fatal and Serious Injury

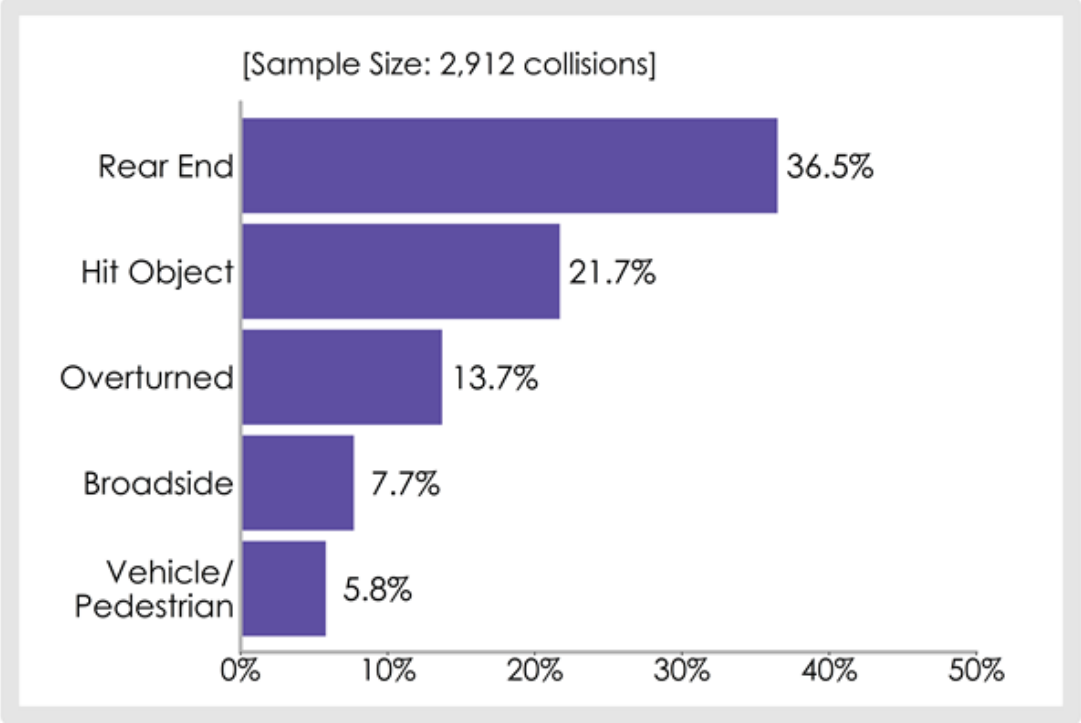
Number and Rate per 100K Population by County



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

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

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



Source: Provisional SWITRS 2017

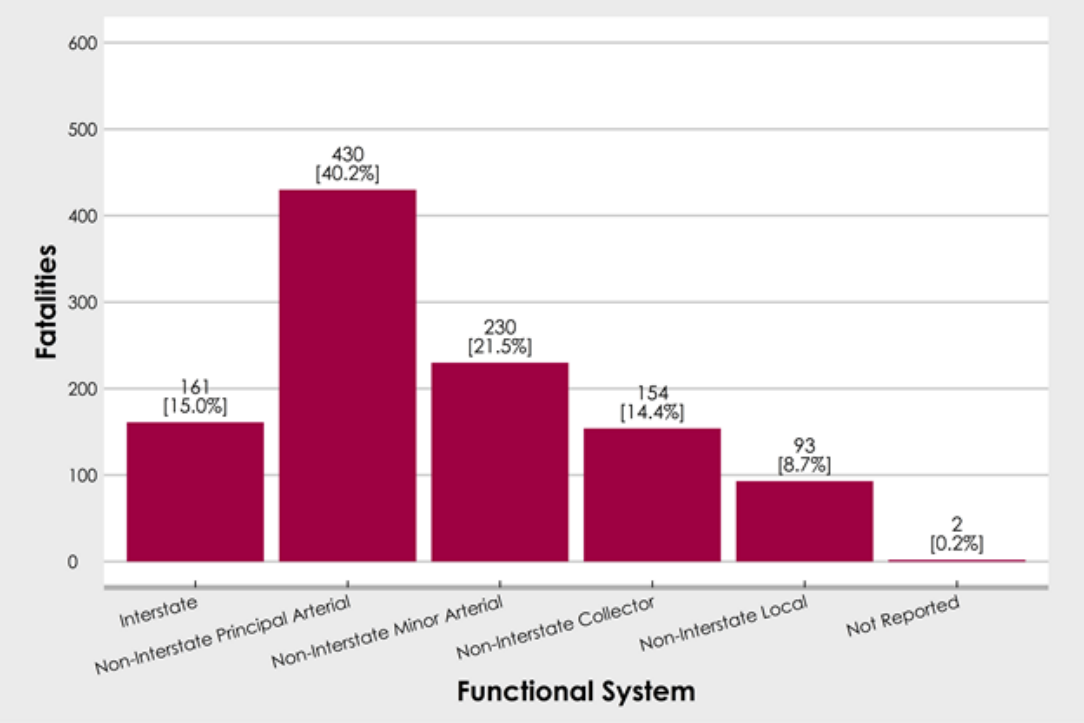
Time of Day and Day of Week for Speeding-Related Fatal and Serious Injury Victims

Source: FARS ARF 2017; Provisional SWITRS 2017

Roadway Type for Speeding-Related Fatality Victims

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

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



Source: FARS ARF 2017

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	3518

Countermeasure Strategies in Program Area

Countermeasure Strategy
(PT) Education and Public Awareness

(PT) Local and Allied Agency Enforcement
(PT) Statewide Enforcement

Countermeasure Strategy: (PT) Education and Public Awareness

Program Area: Police Traffic Services

Project Safety Impacts

Education/Public Awareness

University staff will work closely with community-based organizations, employers, the OTS subrecipients, and stakeholders to conduct public awareness, outreach, education, data analysis, and surveys. Training curriculums will be developed and/or updated and distributed to the OTS subrecipients.

Linkage Between Program Area

Education/Public Awareness

Promote traffic enforcement and impaired driving recognition training for law enforcement personnel.
Illuminate traffic safety messages on approximately 625 fixed freeway changeable message signs.
Conduct traffic safety educational presentations to communities, organizations, and schools. Educational presentations may include topics such as; impaired driving, distracted driving, speed, bicycle and pedestrian safety, seat belt use, and child passenger safety.
Encourage the involvement of community-based organizations in program planning and participation in activities to promote traffic safety.
Deploy visible speed display message/radar trailers.
Conduct illegal-street racing enforcement training to California law enforcement agencies.

Rationale

The evaluation of Educational and Public Awareness campaigns is an essential component of determining the effectiveness of our Enforcement programs.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(PT) Edu	(PT) Education/Public Awareness

Planned Activity: (PT) Education/Public Awareness

Planned activity number: (PT) Edu

Primary Countermeasure Strategy ID:

Planned Activity Description

University staff will work closely with community-based organizations employers the OTS subrecipients and stakeholders to conduct public awareness outreach education data analysis and surveys. Training curriculums will be developed and/or updated and distributed to the OTS subrecipients.

Intended Subrecipients

IHE

Countermeasure strategies

Countermeasure Strategy
(PT) Education and Public Awareness

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program (FAST)	405c Data Program (FAST)	$727,025.00	$0.00	
2020	FAST Act NHTSA 402	Other	$472,975.00	$0.00	$0.00

Countermeasure Strategy: (PT) Local and Allied Agency Enforcement

Program Area: Police Traffic Services

Project Safety Impacts

Local/Allied Agency Enforcement

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

Linkage Between Program Area

High Visibility Enforcement

Conduct DUI/DL checkpoints, saturations, court stings, and warrant details.

Conduct highly publicized special motorcycle safety enforcement operations in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other PCFs by motorcyclists and other drivers.

Conduct enforcement operations in identified areas of high bicycle and pedestrian traffic.

Conduct night-time “Click It or Ticket” enforcement operations.

Conduct enforcement during National Distracted Driving Awareness Month in April, “Click It or Ticket,” National Motorcycle Safety and Bicycle Safety Month in May, and California’s Pedestrian Safety Month in September.

Increased Enforcement

Use geographic information systems (GIS) to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.

Conduct special enforcement operations targeting primary collision factor violations.

Conduct courthouse, stake-out, and probation compliance operations to address impaired driving offenders with suspended or revoked licenses, and those on probation.

Fund full-time law enforcement personnel, overtime, lidar and radar units, DUI trailers, visible display radar trailers, changeable message signs, GIS, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.

Rationale

This countermeasure strategy supports national campaigns such as; Click it or Ticket, Child Passenger Safety Week, and Heatstroke Campaign.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(PT) Loc	(PT) Local/Allied Agency Enforcement

Planned Activity: (PT) Local/Allied Agency Enforcement

Planned activity number: (PT) Loc

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Local Law Enforcement Agencies

Countermeasure strategies

Countermeasure Strategy
(PT) Local and Allied Agency Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	$22,164,400.00		$0.00
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$991,900.00	$0.00	
2020	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	$741,300.00	$0.00	
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$12,167,200.00	$0.00	$0.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Changeable Message Sign Trailer	1	$15,000.00	$15,000.00	$15,000.00	$15,000.00
Changeable Message Sign Trailer with Radar	15	$17,586.67	$263,800.05	$17,586.67	$263,800.05
Collision System site license software	1	$10,000.00	$10,000.00	$10,000.00	$10,000.00
Crash Data Retrieval System	1	$20,000.00	$20,000.00	$20,000.00	$20,000.00
Crash Retrieval Tool	1	$14,000.00	$14,000.00	$14,000.00	$14,000.00
DUI Collision Mapping Software	1	$10,000.00	$10,000.00	$10,000.00	$10,000.00
DUI Trailer	3	$35,000.00	$105,000.00	$35,000.00	$105,000.00
DUI Utility Trailer	1	$6,500.00	$6,500.00	$6,500.00	$6,500.00
Electronic Citation Data Collection System	7	$46,142.86	$323,000.02	$46,142.86	$323,000.02
Evidential Breath Alcohol Analyzer	8	$11,000.00	$88,000.00	$11,000.00	$88,000.00
Handheld Citation Data Collection Devices	6	$13,500.00	$81,000.00	$13,500.00	$81,000.00
Light Tower Cart	1	$5,100.00	$5,100.00	$5,100.00	$5,100.00
Light Tower Trailer	4	$13,000.00	$52,000.00	$13,000.00	$52,000.00
Portable Light Tower	1	$6,000.00	$6,000.00	$6,000.00	$6,000.00
Radar Trailer	6	$13,500.00	$81,000.00	$13,500.00	$81,000.00
Traffic Collision Database System	2	$29,500.00	$59,000.00	$29,500.00	$59,000.00
Vehicle Speed Feedback Sign	1	$10,400.00	$10,400.00	$10,400.00	$10,400.00

Countermeasure Strategy: (PT) Statewide Enforcement

Program Area: Police Traffic Services

Project Safety Impacts

Statewide Enforcement

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

Linkage Between Program Area

High Visibility Enforcement

Conduct DUI/DL checkpoints, saturations, court stings, and warrant details.

Conduct highly publicized special motorcycle safety enforcement operations in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other PCFs by motorcyclists and other drivers.

Conduct enforcement operations in identified areas of high bicycle and pedestrian traffic.

Conduct night-time “Click It or Ticket” enforcement operations.

Conduct enforcement during National Distracted Driving Awareness Month in April, “Click It or Ticket,” National Motorcycle Safety and Bicycle Safety Month in May, and California’s Pedestrian Safety Month in September.

Increased Enforcement

Use geographic information systems (GIS) to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.

Conduct special enforcement operations targeting primary collision factor violations.

Conduct courthouse, stake-out, and probation compliance operations to address impaired driving offenders with suspended or revoked licenses, and those on probation.

Fund full-time law enforcement personnel, overtime, lidar and radar units, DUI trailers, visible display radar trailers, changeable message signs, GIS, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.

Rationale

This countermeasure strategy supports national campaigns such as; Click it or Ticket, Child Passenger Safety Week, and Heatstroke Campaign.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(PT) Sta	(PT) Statewide Enforcement

Planned Activity: (PT) Statewide Enforcement

Planned activity number: (PT) Sta

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

State Highway Patrol

Countermeasure strategies

Countermeasure Strategy
(PT) Statewide Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$2,920,000.00	$0.00	$0.00

Program Area: Traffic Records

Description of Highway Safety Problems

TRAFFIC RECORDS/ROADWAY SAFETY

PROGRAM OVERVIEW

The traffic records systems in California consists of hardware, software, personnel, and procedures which capture, store, transmit, analyze, and interpret traffic safety data. State and local databases contain crash, citation, adjudication, driver licensing, emergency medical services, injury surveillance, roadway information, and vehicle records. The OTS and the state Traffic Records Coordinating Committee (TRCC) continue to work towards improving accuracy, completeness, timeliness, uniformity, accessibility, and integration of core databases.

Traffic Records Coordinating Committee

The TRCC meets bi-monthly and more frequently if necessary. Membership includes stakeholders from agencies representing all core data systems. The TRCC technical committee reviews proposed traffic records projects to identify areas for improvement in training and technical needs. The California Strategic Traffic Safety Data Plan, developed by the TRCC, outlines goals and objectives, and identifies initiatives designed to address traffic records deficiencies identified in the SHSP, and the 2016 NHTSA Traffic Records Assessment.

Crash Data

The primary data repository for crash records in California, SWITRS, managed by the CHP, collects and stores collision data from state and local law enforcement agency reports. The CHP continues to improve and expand

SWITRS for data accuracy, timeliness and completeness, through electronic crash reporting and integration with local crash databases.

Roadway Information

Of the 171,800 miles of public roads in California, the Caltrans manages 15,100 miles, while counties and cities manage 156,682 miles. Caltrans continues to expand the roadway data collected including, at a minimum, the Model Inventory of Roadway Elements and all fields from the National Highway Railway Crossing Inventory.

Local Agency Traffic Records Systems

The OTS remains focused on the improvement and modernization of city and county law enforcement traffic records systems for consistent data collection across both local and statewide databases. Data collected includes arrests, citations, and crash data from local roadways. The OTS plans to continue support for fully automated collision and citation records and analysis systems for improved collection of state and local traffic records.

Countermeasures and Strategies

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

The purpose for the assessment was to determine whether the traffic records system in California successfully identifies State highway safety problems, manages countermeasures to reduce or eliminate those problems, and evaluates programs for effectiveness. Recommendations from the traffic records assessment, as well as goals and objectives listed in the strategic traffic safety data plan, help to determine traffic record program priorities.

Funded Grant Goals

Continue work on incorporating the recommendations from the February 2016 Traffic Records Assessment, FHWA sponsored Peer-to-Peer conference, and Crash Data Improvement Plan evaluation into the SHSP and traffic records programs.

Continue to provide funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems to provide timely tracking, identification, analysis, and graphing of collision and citation data.

Establish citywide and countywide GIS collision analysis systems, electronic collision reporting and/or electronic citation systems, including hardware, software, and network cabling to enable data sharing between enforcement agencies, departments of public works, judicial courts and other related agencies.

Continue to provide funding to use and improve the linkage methodologies of linked crash-medical data and make it available for further analysis as well as encourage efforts for a records integration effort and expand the collaborative relationship with the DMV.

Provide funding and support to California local and state agencies to respond to federal mandates regarding logging collision location information and performing safety analysis for all California public roadways.

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

injury incidents.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Traffic Records	2020	Annual	15000

Countermeasure Strategies in Program Area

Countermeasure Strategy
(TR) Traffic Records

Countermeasure Strategy: (TR) Traffic Records

Program Area: Traffic Records

Project Safety Impacts

TASKS

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

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

Statewide Data Records Design/Equipment This task provides funding and support for the expansion of data collection efforts and analysis of pedestrian and bicycle fatalities in California, enhancements to the existing online Traffic Information Management System website, and collaboration with the National Indian Justice Center for improvement of traffic safety for California's tribal population.

Strategic Highway Safety Planning This task provides continued funding for employing the more sophisticated Empirical Bayes (EB) method recommended by the American Association of State Highway and Transportation Officials Highway Safety Manual and incorporated into FHWA Interactive Highway Safety Design Model software for comparing collision numbers and establishing performance measures for various program priority areas by the OTS.

Linkage Between Program Area

Funded Grant Goals

Continue work on incorporating the recommendations from the February 2016 Traffic Records Assessment, FHWA sponsored Peer-to-Peer conference, and Crash Data Improvement Plan evaluation into the SHSP and traffic records programs.

Continue to provide funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems to provide timely tracking, identification, analysis, and graphing of collision and citation data.

Establish citywide and countywide GIS collision analysis systems, electronic collision reporting and/or electronic citation systems, including hardware, software, and network cabling to enable data sharing between enforcement agencies, departments of public works, judicial courts and other related

agencies.

Continue to provide funding to use and improve the linkage methodologies of linked crash-medical data and make it available for further analysis as well as encourage efforts for a records integration effort and expand the collaborative relationship with the DMV.

Provide funding and support to California local and state agencies to respond to federal mandates regarding logging collision location information and performing safety analysis for all California public roadways.

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
(TR) Dat	(TR) Data Improvement
(TR) Loc	(TR) Local Data Records Design/Equipment
(TR) Sta	(TR) Statewide Data Records Design/Equipment
(TR) Str	(TR) Strategic Highway Safety Planning

Planned Activity: (TR) Data Improvement

Planned activity number: (TR) Dat

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity provides continued funding for employing the more sophisticated Empirical Bayes (EB) method recommended by the American Association of State Highway and Transportation Officials Highway Safety Manual and incorporated into FHWA Interactive Highway Safety Design Model software for comparing collision numbers and establishing performance measures for various program priority areas by the OTS.

Intended Subrecipients

Various State Entities and IHE

Countermeasure strategies

Countermeasure Strategy
(TR) Traffic Records

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405c Data Program	405c Data Program (FAST)	$754,854.00	$0.00	

Planned Activity: (TR) Local Data Records Design/Equipment

Planned activity number: (TR) Loc

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity 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.

Intended Subrecipients

Various County and Local Entities and IHE

Countermeasure strategies

Countermeasure Strategy
(TR) Traffic Records

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$240,000.00	$0.00	

Planned Activity: (TR) Statewide Data Records Design/Equipment

Planned activity number: (TR) Sta

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity 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 Crash Medical Outcomes Data Project (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 California EMS Information System is compliant with National EMS Information System and National Trauma Data Bank data requirements. Additionally This planned activity 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.

Intended Subrecipients

IHE

Countermeasure strategies

Countermeasure Strategy
(TR) Traffic Records

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$600,550.00	$0.00	

Planned Activity: (TR) Strategic Highway Safety Planning

Planned activity number: (TR) Str

Primary Countermeasure Strategy ID:

Planned Activity Description

This planned activity 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.

Intended Subrecipients

Various IHE

Countermeasure strategies

Countermeasure Strategy
(TR) Traffic Records

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$271,000.00	$0.00	

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
(DD) Enf	(DD) Enforcement
(MC) Edu	(MC) Education/Public Awareness and Enforcement
(PT) Loc	(PT) Local/Allied Agency Enforcement

(PT) Sta	(PT) Statewide Enforcement

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

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 OTS used many data sources to identify emerging problems identified by agencies that submitted funding applications. The OTS Collision Rankings, along with data from the FARS, SWITRS, STSI, and DUI MIS Report were reviewed and analyzed.

Nationally traffic fatalities have increased, and California's statistics reflect this national trend. An improved economy, drug-impaired driving, distracted driving, speed, and aggressive driving are all contributing factors for this trend, and are discussed in greater detail throughout this document. In California:

Total traffic fatalities increased 7.0 percent from 3,387 in 2015 to 3,623 in 2016

Serious traffic injuries increased 10.3 percent from 11,942 in 2015 to 13,171 in 2016

Alcohol-impaired driving fatalities increased 16.2 percent from 911 in 2015 to 1,059 in 2016

Speeding-related fatalities increased 2.3 percent from 1,032 in 2015 to 1,056 in 2016

Motorcyclist fatalities increased 10.9 percent from 494 in 2015 to 548 in 2016

Drivers age 20 or younger involved in fatal crashes increased 7.2 percent from 404 in 2015 to 433 in 2016

Pedestrian fatalities increased 5.9 percent from 819 in 2015 to 867 in 2016

Bicyclist fatalities increased 8.1 percent from 136 in 2015 to 147 in 2016

Deployment of Resources

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 OTS used many data sources to identify emerging problems identified by agencies that submitted funding applications. The OTS Collision Rankings, along with data from the FARS, SWITRS, STSI, and DUI MIS Report were reviewed and analyzed.

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Effectiveness Monitoring

Continuous Follow-up and Adjustment

Program Area Coordinators will review subrecipient Quarterly Performance Reports (QPR), conduct Grant Performance Reviews (GPR) 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.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
(AL) Communication Campaign
(AL) High Visibility Enforcement
(DD) Communication Campaign
(DD) High Visibility Cellphone/Text Messaging Enforcement
(PT) Local and Allied Agency Enforcement
(PT) Statewide Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
(DD) Enf	(DD) Enforcement
(MC) Edu	(MC) Education/Public Awareness and Enforcement
(PT) Loc	(PT) Local/Allied Agency Enforcement
(PT) Sta	(PT) Statewide Enforcement

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Burbank Police Department
Carlsbad Police Department
Cathedral City Police Department
Central Main Police Authority

Cypress Police Department
Delano Police Department
Desert Hot Springs Police Department
Hanford Police Department
Lompoc Police Department
Madera Police Department
Manteca Police Department
Marysville Police Department
Mendota Police Department
Mountain View Police Department
Richmond Police Department
Ridgecrest Police Department
Rocklin Police Department
San Fernando Police Department
San Ramon Police Department
Santa Clara Police Department
Seal Beach Police Department
Turlock Police Department
West Covina Police Department
Woodland Police Department
California Highway Patrol
Alhambra Police Department
Anaheim Police Department
Arcadia Police Department
Azusa Police Department
Bakersfield Police Department
Baldwin Park Police Department
Bell Gardens Police Department
Bell Police Department
Berkeley Police Department
Beverly Hills Police Department
Brea Police Department
Brentwood Police Department
Buena Park Police Department
Burlingame Police Department
Chino Police Department
Chula Vista Police Department
Citrus Heights Police Department
Claremont Police Department
Clovis Police Department
Colton Police Department
Concord Police Department
Corona Police Department
Costa Mesa Police Department
Culver City Police Department

Downey Police Department
Dublin Police Department
El Cajon Police Department
El Centro Police Department
El Monte Police Department
Elk Grove Police Department
Emeryville Police Department
Escondido Police Department
Eureka Police Department
Fontana Police Department
Fountain Valley Police Department
Fremont Police Department
Fresno Police Department
Fullerton Police Department
Garden Grove Police Department
Gardena Police Department
Gilroy Police Department
Glendale Police Department
Glendora Police Department
Hawthorne Police Department
Hayward Police Department
Hemet Police Department
Hollister Police Department
Huntington Beach Police Department
Huntington Park Police Department
Inglewood Police Department
Irvine Police Department
La Habra Police Department
La Mesa Police Department
Laguna Beach Police Department
Lathrop Police Department
Livermore Police Department
Lodi Police Department
Long Beach Police Department
Los Angeles County Sheriffs Department
Los Angeles Police Department
Manhattan Beach Police Department
Menlo Park Police Department
Merced Police Department
Milpitas Police Department
Modesto Police Department
Monrovia Police Department
Montebello Police Department
Monterey Park Police Department
Murrieta Police Department

National City Police Department
Newark Police Department
Newport Beach Police Department
Novato Police Department
Oakland Police Department
Oceanside Police Department
Ontario Police Department
Orange County Sheriffs Department
Orange Police Department
Oxnard Police Department
Pacifica Police Department
Palm Springs Police Department
Pasadena Police Department
Paso Robles Police Department
Petaluma Police Department
Pittsburg Police Department
Placentia Police Department
Placerville Police Department
Pomona Police Department
Porterville Police Department
Rancho Cordova Police Department
Redding Police Department
Redlands Police Department
Redondo Beach Police Department
Redwood City Police Department
Rialto Police Department
Riverside County Sheriffs Department
Riverside Police Department
Rohnert Park Department of Public Safety
Sacramento Police Department
Salinas Police Department
San Bernardino County Sheriffs Department
San Bernardino Police Department
San Diego County Sheriffs Department
San Diego Police Department
San Francisco Police Department
San Gabriel Police Department
San Jose Police Department
San Luis Obispo Police Department
San Mateo Police Department
San Rafael Police Department
Santa Ana Police Department
Santa Barbara County Sheriffs Department
Santa Barbara Police Department
Santa Cruz Police Department

Santa Maria Police Department
Santa Monica Police Department
Santa Rosa Police Department
Signal Hill Police Department
Simi Valley Police Department
South Gate Police Department
South San Francisco Police Department
Stockton Police Department
Sunnyvale Department of Public Safety
Torrance Police Department
Tustin Police Department
Upland Police Department
Vacaville Police Department
Vallejo Police Department
Ventura County Sheriffs Department
Ventura Police Department
Vernon Police Department
Visalia Police Department
Watsonville Police Department
West Sacramento Police Department
Westminster Police Department
Whittier Police Department
Yuba City Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

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.

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
(OP) Local Education

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
(OP) Loc	(OP) Local Education

(OP) StE	(OP) Statewide Education

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 247

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 148

Populations served - rural: 99

Populations served - at risk: 125

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
(OP) Local Education

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
(OP) Loc	(OP) Local Education
(OP) StE	(OP) Statewide Education

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 46

Estimated total number of technicians: 726

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
7/18/2018
9/12/2018
11/14/2018
1/16/2019

3/13/2019
5/15/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: William Ehart

Title of State's Traffic Records Coordinator: TRCC Records Chairman/Coordinator

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

California TRCC Committee Membership Rosters

Executive TRCC Membership (June 2019)

Name Title Home Organization Member Function

Rhonda Craft	Director – Governors Highway Safety Rep	California Office of Traffic Safety	Program Advisor
Martin Hoshino	Administrative Dir. Administrative Dir.	Judicial Council of California	Law Enforcement/Adjudication Data SystemLaw Enforcement/Adjudication Data System
Warren Stanley	Commissioner	California Highway Patrol	Crash Data System
Laurie Berman	Director	California Department of Transportation	Roadway Data System
TBD	Director	California Department of Motor Vehicles	Driver/Vehicle Data System
Howard Backer, MD, MPH, FACEP	Director	California Emergency Medical Services Authority	Pre-Hospital EMS System
Robert P. David	Director	California Office of Statewide Health Planning and Development	Emergency Department and Hospital Discharge Data
Karen L. Smith, MD, MPH	Public Health Officer and Director	California Department of Public Health	Injury Surveillance Data System
Christopher Murphy	Regional Administrator -R9	National Highway Transportation Administration	Program Advisor
Dr. David Ragland	Director - SafeTREC	University of California – Berkeley – Safe Transportation and Research Center	Crash Data Analysis Advisor

Primary Duties and Functions of all Executive TRCC voting members

Provide executive direction and oversight for the current Traffic Safety Information System

Provide executive direction and oversight for the current Traffic Safety Information System Improvement Program

Provide executive direction and oversight for the current Traffic Safety Information System Strategic Plan Technical TRCC committee Membership (June 2019)

Name	Member Function	Title	Agency	
Bill Ehart	TRCC Committee Coordinator	Law Enforcement Liaison	California Office of Traffic Safety	
Jay Song	Crash Data System	Chief Technology Officer	California Highway Patrol	
Dr. David Ragland	Crash Data Analysis	Director - SafeTREC	University Of California – Berkeley	
Dara Wheeler Dara Wheeler	Roadway Data System	Chief, Division of Research, Innovation, and System Information	California Department of Transportation	
Mandy Chu	Roadway Data System	Office Chief, Highway System Information amp Performance	California Department of Transportation	
Suzanne Schleder	Information Technology/ Administrative Division	Senior Business Systems Analyst	Judicial Council of California	
Isaac Tillman	Crash Data System	Commander	California Highway Patrol	
Teri Harness	Pre-Hospital EMS System		California Emergency Medical Services Authority	
Thomas Schriber	Roadway Data System	Chief, Traffic Safety Program	California Department of Transportation	
Steven Mills	Crash Data System	Assistant Chief	California Highway Patrol	
Edward Ofori	Federal Liaison	Team Leader: Safety/Design/Ops/ITSTeam Leader: Safety/Design/Ops/ITS	Federal Highway Administration	
Kathleen Bissell	Program Director		California Emergency Medical Services Authority	
Brian Domsic	Roadway Data System	Chief, TASAS Branch	California Department of Transportation	

Brian Huynh	Federal Liaison	Regional Program Manager	National Highway Transportation Administration	
Ed Armitage	Pre-Hospital EMS System	Chief Information Officer	California Emergency Medical Services Authority	
Kimberly Holder	Crash Data System	Data Processing Manager III	California Highway Patrol	
Randy Weissman	Program Advisor	Chief Deputy, Operations	California Office of Traffic Safety	
Matt DeMelo	Program Advisor	Asst. Dir of Operations	California Office of Traffic Safety	
Sladjana Oulad Daoud	Driver Data/Vehicle Registration Data System	Research Program Specialist II	California Department of Motor Vehicles	
Chris Krawczyk, PhD	Emergency Department Data and Hospital Discharge Data	Chief Analytics Officer	California Office of Statewide Health Planning and Development - Healthcare Analytics Branch	
Bao Her	Program Advisor	Regional Coordinator	California Office of Traffic Safety	
Nancy Marker	Research Program	Specialist 1	California Emergency Medical Services Authority	
Thomas McGinnis	Pre-Hospital EMS System	Director	California Emergency Medical Services Authority	
Dan Smiley	Pre-Hospital EMS System	Deputy Director	California Emergency Medical Services Authority	
Jill Cooper	Crash Data Analysis	Co-Director – SafeTREC	University of California – Berkeley	
SangHyouk Oum	Crash Data Analysis	SafeTREC	University of California - Berkeley	

Carolyn Zambrano	Injury Surveillance Data System	Research Scientist	California Department of Public Health California Department of Public Health	
Steve Wirtz	Injury SurveillanceDat a System Injury SurveillanceDat a System	Research Scientist Supervisor	California Department of Public Health California Department of Public Health	
Nana Tufuoh	Injury SurveillanceDat a System Injury SurveillanceDat a System	Research Scientist	California Department of Public Health	
Robert Peterson	Roadway Data System	Chief	Caltrans Division of Local Assistance	
Adrienne Kim	CEMSIS Pre-Hospital EMS System CEMSIS Pre-Hospital EMS System	Coordinator	California Emergency Medical Services Authority	
Andrew Malizia	Local Road Data	Civil Engineer	Stanislaus County Public Works	
Sui Tan Data	MPO-Local Road/Roadway	Program Manager	Bay Area Metropolitan Transportation Commission	

Primary Duties and Functions of all Technical TRCC voting members

Provides the leadership and coordination necessary to develop, implement, and monitor the TRCC strategic plan

Influences agency policy decisions that impact the State’s traffic records system

Allocates Federal funding as appropriate

Identifies performance measures and monitors progress

Serves as a forum for the discussion of the State’s traffic records investments and challenges

Provides meaningful coordination among stakeholders

Traffic Records System Assessment

Strategic Planning Recommendations

Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Crash Recommendations

Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS / Injury Surveillance Recommendations

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Counter measure strategies and planned activities are listed in the state traffic records strategic plan tab in GMSS.

Performance Measures:

Increased the accuracy of statewide linear reference base map system project.

Increase in the number of data sharing agreements for CMOD outcome data linkage project.

Traffic Records Supporting Non-Implemented Recommendations

California 2016 Traffic Records Assessment Recommendation Implementation Status for FFY 2020

While it is the intention of the California TRCC to address and continue work on all of listed recommendations from the California 2016 Traffic Records Assessment, the following recommendation will not be addressed at this time in FFY 2020 due to budgetary constraints:

Citation / Adjudication Recommendations

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Traffic Records for Model Performance Measures

These are California's 2 best performance measures. Additional performance measures are available In the ”Uploaded Documents” section.

Section 405 Interim Progress Report

State: California

Report Date: 6/12/2019

Submitted by: Bill Ehart

System:(Pick one)	Crash Driver Vehicle X Roadway Citation/Adjudication EMS/Injury Surveillance Other/Specify:		Data Quality:(Pick one)	TimelinessX Accuracy Completeness Uniformity Integration Accessibility Other/specify:	

Performance Measure and Narrative Description Performance Measure and Narrative Description	Increased the accuracy of statewide linear reference base map system project.		Based on which measure in “Model Performance Measures for StateTraffic Records Systems” (DOT HS 811 441) document Based on which measure in “Model Performance Measures for StateTraffic Records Systems” (DOT HS 811 441) document Based on which measure in “Model Performance Measures for StateTraffic Records Systems” (DOT HS 811 441) document Based on which measure in “Model Performance Measures for StateTraffic Records Systems” (DOT HS 811 441) document		RA1: The percentage of all road segment records with no errors in critical data elements.

Relevant Project(s) in the State's Strategic Plan, including page number and project number	Initiative 3.1.2 – 2016 Update and Clean-up of Caltrans' All Roads Linear Referencing System Initiative 3.1.2 – 2016 Update and Clean-up of Caltrans' All Roads Linear Referencing System		Performance Achieved Performance Achieved	882% increase in accuracy of all LRS geometry	

Specification of how the Measure is calculated / estimated	Baseline and performance year statistics pulled from Caltrans LRS Geometry statistical database. Completion dateCOUNTYTOTAL MILES Apr-18Alameda 5,684.7 Jun-18Santa Clara 7,411.5 Jul-18Marin 2,053.8 Jul-18San Francisco 1,203.5 Jul-18San Mateo 2,917.9 Aug-18Napa 1,188.8 Sep-18Sonoma 5,143.0 Oct-18Solano 8,253.3 Mar-19Los Angeles 31,548.5		Baseline Period andBaseline Value for the MeasureBaseline Period andBaseline Value for the Measure	Baseline Period: 4/01/2017 – 3/31/2018Baseline Value: Total miles complete during base year - 6211 Baseline Period: 4/01/2017 – 3/31/2018Baseline Value: Total miles complete during base year - 6211 Baseline Period: 4/01/2017 – 3/31/2018Baseline Value: Total miles complete during base year - 6211 Baseline Period: 4/01/2017 – 3/31/2018Baseline Value: Total miles complete during base year - 6211 Baseline Period: 4/01/2017 – 3/31/2018Baseline Value: Total miles complete during base year - 6211 Baseline Period: 4/01/2017 – 3/31/2018Baseline Value: Total miles complete during base year - 6211 Baseline Period: 4/01/2017 – 3/31/2018Baseline Value:	

				Total miles complete during base year - 6211	

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
IPR CHP Number of allied agencies submitting TCR to SWITRS system electronically 2019.doc
IPR CHP MMUCC Severity of Injury reporting performance on TCR 2018 to 2019.doc
CA's resonse to 405c clarifying question.msg
IPR CHP Number of allied agency TCRs submitted to SWITRS system electronically 2019.doc
CSTSDP_with MIRE Plan June 7 2019.pdf
IPR CDPH CMOD data sharing agreements 2019.doc
IPR CHP Crash Report GPS location performance 2018 to 2019.doc
2 TRCC Charter signed by OTS director.pdf
IPR CALTRANS LRS Cleanup and error checking 2018 to 2019.doc

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
(TR) Dat	(TR) Data Improvement
(TR) Loc	(TR) Local Data Records Design/Equipment
(TR) Sta	(TR) Statewide Data Records Design/Equipment
(TR) Str	(TR) Strategic Highway Safety Planning

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
IPR CHP Number of allied agencies submitting TCR to SWITRS system electronically 2019.doc
IPR CHP MMUCC Severity of Injury reporting performance on TCR 2018 to 2019.doc
CA's resonse to 405c clarifying question.msg

IPR CHP Number of allied agency TCRs submitted to SWITRS system electronically 2019.doc
CSTSDP_with MIRE Plan June 7 2019.pdf
IPR CDPH CMOD data sharing agreements 2019.doc
IPR CHP Crash Report GPS location performance 2018 to 2019.doc
2 TRCC Charter signed by OTS director.pdf
IPR CALTRANS LRS Cleanup and error checking 2018 to 2019.doc

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 2/22/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(e) Distracted driving grant

Sample Questions

Here is a sample distracted driving question taken from the DMV website:

The safest precaution that you can take regarding the use of cellular phones and driving is:

a. Use hands-free devices so you can keep both hands on the steering wheel.

b. Keep your phone within easy reach so you won't need to take your eyes off the road.

c. Review the number before answering a call.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 1/1/2017

Date amended:

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	No

Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: California Vehicle Code Section 23123.5

Amended Date:

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 1/1/2017

Date amended:

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Legal citations for exemptions to the State's youth cell phone use ban.

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Reduction of fatalities and crashes: No

Impaired driving program: No

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: No

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: California Highway Patrol

State authority name/title: Warren A. Stanley / Commissioner

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: (iv) California Motorcyclist Safety Program Motorcyclist Training Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Alameda	32,840
Butte	7,095
Contra Costa	27,527
El Dorado	8,526
Fresno	17,716
Humboldt	4,857
Imperial	3,214
Kern	18,210
Los Angeles	158,309
Merced	4,652
Mono	656
Orange	62,380
Placer	13,726
Riverside	50,392
Sacramento	32,674
San Bernardino	44,941
San Diego	86,580
San Francisco	22,004
San Joaquin	15,168
San Luis Obispo	10,959
San Mateo	17,235
Santa Barbara	12,624
Santa Clara	39,349
Santa Cruz	10,464
Solano	13,049

Sonoma	17,261
Stanislaus	12,138
Tehama	1,906
Ventura	24,436
Yolo	4,284

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 880,588

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: California Highway Patrol

State authority name/title: Warren A. Stanley / Commissioner

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	507	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	27	8

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
Alameda	592
Butte	40
Contra Costa	237
El Dorado	30
Fresno	96
Humboldt	32
Imperial	15
Kern	117
Los Angeles	3,870
Merced	44

Mono	4
Orange	951
Placer	50
Riverside	705
Sacramento	358
San Bernardino	579
San Diego	1,196
San Francisco	423
San Joaquin	158
San Luis Obispo	71
San Mateo	199
Santa Barbara	82
Santa Clara	373
Santa Cruz	86
Solano	112
Sonoma	124
Stanislaus	99
Tehama	9
Ventura	177
Yolo	31

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: 13,402

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
(MC) Education/Public Awareness/Enforcement

Unique Identifier	Planned Activity Name
(MC) Edu	(MC) Education/Public Awareness and Enforcement

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Document

CA Certifications and Assurances FY2020.pdf