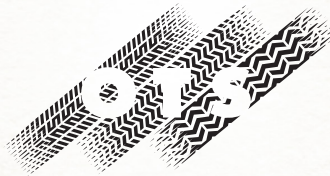


DUI DOESN'T JUST MEAN BOOZE

CALIFORNIA HIGHWAY
SAFETY PLAN 2018



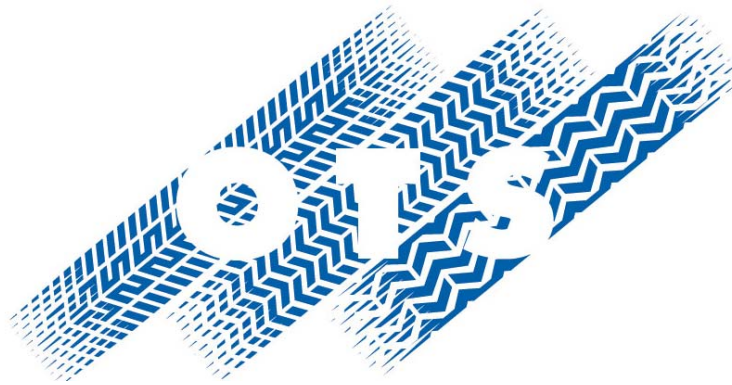
CALIFORNIA OFFICE
OF TRAFFIC SAFETY



HIGHWAY SAFETY PLAN

Federal Fiscal Year 2018

(October 1, 2017 through September 30, 2018)



PREPARED FOR

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

PREPARED BY

CALIFORNIA OFFICE OF TRAFFIC SAFETY

Rhonda L. Craft, Director



Edmund G. Brown Jr.
Governor

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

Brian P. Kelly
Secretary

Dear Fellow Californians:

The Office of Traffic Safety (OTS) undertakes the development of each year's Highway Safety Plan with one goal in mind – zero traffic fatalities. The OTS identifies the problems that stand in the way of reaching the goal, along with the most effective countermeasures and solutions to move past them.

As OTS looks to 2018, it recognizes that, while California is still below the number of traffic fatalities seen a decade ago, it is not immune from the disturbing national trend of recent increases in fatal and injury crashes. Nationally, traffic fatalities increased seven percent from 32,675 to 35,072, from 2014 to 2015. In California, fatalities increased two percent during that same time. Additionally, in 2015, California's fatalities per vehicle miles traveled was .95, lower than the national average of 1.13. Data shows, that as the economy improves, more people are driving additional miles which increases the likelihood of collisions and fatalities. This trend is further influenced by drug-impaired driving, distracted driving, speed, and aggressive driving.

Despite the issues we face, I am encouraged by the dedication and resolve of those working to end the tragedies on our streets and highways. This plan acknowledges the need for both proven strategies and breaking new ground to create programs and approaches that will reverse these dangerous trends. The OTS has allocated \$101.8 million in federal funding to support 305 traffic safety grants to state and local agencies. To maximize the impact of this funding, the OTS actively partners with federal, state and local agencies, along with private industry, non-profits, advocates, and stakeholders who share the same goal of zero traffic fatalities.

OTS is strategically providing funding and outreach in areas to reduce traffic collisions. OTS is addressing the increasing number of drug-related crashes by expanding efforts in public awareness, collaborative courts, and toxicology. OTS continues to focus on activities that assist with the apprehension of impaired drivers and educate, promote, and enforce safe bicyclist, pedestrian and motorist behavior.

This plan embodies our emphasis on employing the most pioneering and effective traffic safety strategies that move us closer to the zero-fatality goal. The California State Transportation Agency is committed to this plan, its objectives, and the efforts of OTS and its many partners in their work toward saving lives and preventing injuries on our roadways.

Sincerely,

BRIAN P. KELLY
Secretary

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HIGHWAY SAFETY PLANNING PROCESS

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 120.11 as a result of the 2015 signing of the “Fixing America’s Surface Transportation (FAST) Act.”

Annual Grant Cycle (Federal Fiscal Year)

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

Data Sources

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

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

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

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

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

OTS Collision Rankings - The OTS rankings were developed so that individual cities can compare their city's traffic safety statistics to those of other cities with similar-sized populations. In recent years, media, researchers, and the public have taken an interest in the OTS Rankings via the OTS website. A variety of items are compared, including collisions and/or victims involving alcohol and several other PCFs, pedestrians, bicycles, motorcycles, as well as driving under the influence (DUI) arrests, age variables, population, and vehicle miles traveled factors. Cities can use these comparisons to see what areas they may have problems with and where they are doing well. The results help cities and OTS identify emerging or ongoing traffic safety problem areas which can be targeted for more in-depth analysis. OTS staff solicits applications from agencies that have significant problems, but who have not submitted applications to address them. City rankings are for incorporated cities only. County rankings include all roads – state, county, and local – and all jurisdictions – California Highway Patrol (CHP), Sheriff, Police, and special districts. Additional data elements can be added to the database as needed. OTS staff is trained to use the database as an additional tool for problem identification. Staff knowledge, experience, and judgment continue to be important considerations in identifying problems and selecting jurisdictions for funding.

Fatality Analysis Reporting System (FARS) – This system contains census data of fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a highway or roadway customarily open to the public and result in the death of a person (occupant of a vehicle or a non-occupant) within 30 days of the crash. FARS, operational since 1975, collects information on over 100 different coded data elements that characterize the crash, the vehicle, and the people involved.

State Traffic Safety Information (STSI) - This website provides traffic safety performance (core outcome) measures for all 50 states by using FARS data. These performance measures were developed by NHTSA and the Governors Highway Safety Association (GHSA). The website includes charts, graphs, and color coded maps that show trends, county information, and a comparison to national statistics.

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

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

The Department of Motor Vehicles Driving Under the Influence Management Information System Report (DUI MIS Report) - This report establishes and maintains a data monitoring system to evaluate the efficacy of intervention programs for persons convicted of DUI in order to provide accurate and up-to-date comprehensive statistics to enhance the ability to make informed and timely policy decisions. The report combines and cross references DUI data from CHP, Department of Justice (DOJ), and Department of Motor Vehicles (DMV), and presents them in a single reference. It also evaluates the effectiveness of court and administrative sanctions on convicted DUI offenders.

The Transportation System Network (TSN) combined with the Traffic Accident Surveillance and Analysis System. (TASAS) - These systems provide data pertaining to state and interstate highways and include detailed data on the location of collisions and roadway descriptions. The California Department of Transportation (Caltrans) maintains this database.

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

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

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

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

Participants in the Process

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

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 Highway Safety Improvement Plan (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. OTS is also represented on the SHSP Steering Committee, which meets monthly to provide day-to-day oversight over the plan and provides assistance for the Challenge Area Teams.

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

- 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. OTS provides funding for a number of projects and programs in the plan. In addition to behavioral Challenge Areas, OTS members provide expertise to the Data Technical Advisory Team, which is overseeing the tracking, monitoring, and evaluation of the plan. The plan involves safety expertise from a variety of disciplines including licensing, state and local law enforcement, transportation planning, emergency medical services, engineering, health education, advocacy, and other areas from public and private agencies and organizations. The 2015-2019 SHSP was finalized in September 2015. A companion business plan was completed in February 2016.

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

Outreach

Since 2013, 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, CHP, DMV, and OTS. These meetings were developed for the purpose of identifying challenges and strategies related to DUI and driving under the influence of drugs (DUID) enforcement, prosecution, and training. The valuable input received from these critical stakeholders assists OTS in funding future countermeasures and strategies.

In September 2016, OTS hosted the second all-day DUID Roundtable meeting with several key representatives from law enforcement, crime labs, district attorney's offices, education and outreach organizations, the International Association of Chiefs of Police, NHTSA Region 9, and Washington State. Trends, issues, and challenges were discussed, including what California would face if recreational marijuana were to be approved by voters. (Note: Subsequent to the DUID Roundtable meeting, California voters approved a November 2016 ballot initiative which legalizes the sale and use of recreational marijuana.) The conversations were robust and participants were able to gather a better understanding of each other's challenges, issues, and obstacles. After the meeting, participants were asked to provide feedback on next steps and opportunities. Suggestions included ongoing communication among the group, continued training for law enforcement, prosecution, and toxicology, and discouraging a per se level for marijuana. Going forward, the group has agreed to meet on a periodic basis.

In November 2016, OTS hosted an all-day Teen Traffic Safety Roundtable. This group was comprised of all Teen Traffic Safety Grantees as well as experts in education from state and national organizations. Discussions included proven and innovative strategies to prevent teen collisions and ensuring that grant funding was addressing underserved and high collision areas. It was agreed that this group should meet on an annual basis.

In December 2016, 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, OTS partners with the University of California Berkeley, Safe Transportation Research and Education Center (SafeTREC) for assistance with program area statistical analysis and the California State Polytechnic University, Pomona for technical guidance with data trend analysis and performance measures.

Selection Process

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

Applications from state and local agencies are carefully evaluated and selected for maximum statewide impact. OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS application review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 30, 2017, OTS received 392 grant applications for Federal Fiscal Year (FFY) 2018 funding, all submitted into OTS's new Grant Electronic Management System (GEMS).

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

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

OTS is organized by program areas statewide. There are five program areas with 11 Program Coordinators and one Program Manager assigned to 307 awarded grants. The program area assignments provide OTS Program Coordinators the ability to review and analyze application submittals from agencies with similar traffic safety problems, at the statewide level. The statewide review process helps build synergy within the program areas and is resulting in more comprehensive local grant programs. Evaluations for funding are consistent in program areas for long standing traffic safety partners, and those agencies who may not have received a recent or a prior OTS grant. Another advantage of program area assignments is that local governmental agencies are working with Program Coordinators who are monitoring activities and education in specific program areas. Additionally, the OTS program area grant assignments allow the Program Coordinators to develop expertise in specific program areas. Because the coordinators are familiar with their program areas, in some cases they have helped to develop regional and statewide grants whereby one agency is the host and becomes the conduit for funding for several other agencies. This streamlines the process for all the local agencies as well as for OTS program and fiscal staff. OTS assigns individual coordinators to serve as program area specialists for the various subdivisions of the five program areas. By the end of July 2017, each OTS Program Coordinator will have conducted a pre-funding assessment of each subrecipient new to the OTS process. At this meeting, the final negotiations of the agreement terms are conducted, deciding on the level of subrecipient effort required to meet the goals and objectives, and level of funding.

Program/Grant Development

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

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

EVIDENCED-BASED ENFORCEMENT PLAN

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

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

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 3.3 percent from 3,074 in 2014 to 3,176 in 2015.
- Serious traffic injuries increased 8.6 percent from 10,995 in 2014 to 11,942 in 2015.
- Alcohol-impaired driving fatalities increased 3.6 percent from 882 in 2014 to 914 in 2015.
- Speeding-related fatalities decreased 3.6 percent from 991 in 2014 to 955 in 2015.
- Motorcyclist fatalities decreased 11.0 percent from 519 in 2014 to 462 in 2015.
- Drivers age 20 or younger involved in fatal crashes increased 1.3 percent from 380 in 2014 to 385 in 2015.
- Pedestrian fatalities increased 6.5 percent from 697 in 2014 to 742 in 2015.
- Bicyclist fatalities increased 0.8 percent from 128 in 2014 to 129 in 2015.

Deployment of Traffic Law Enforcement Resources Based on Analysis

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

Subrecipients follow best practice traffic safety enforcement efforts as listed in the National Highway Traffic Safety Administration's (NHTSA) "*Countermeasures That Work*," such as driving under the influence (DUI)/drivers license checkpoints, DUI saturation patrols, warrant details, court stings, and stakeouts. In addition, these efforts include integrated traffic enforcement such as traffic enforcement operations focusing on top primary collision factors, distracted driving operations, motorcycle safety enforcement operations, and bike and pedestrian enforcement operations.

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

Enforcement objectives will be conducted by the California Highway Patrol, Alcoholic Beverage Control, and Selective Traffic Enforcement Program (STEP) subrecipients. The number of planned enforcement operations is part of this plan but not accompanied in the Highway Safety Plan. Many of the law enforcement agencies are conducting educational presentations to communities, schools, and employers. Effective education presentations include Every 15 Minutes, Know Your Limit, Impact Teen Drivers, and Start Smart programs. Others include child passenger safety, distracted driving presentations, as well as bike rodeo events.

Continuous Follow-up and Adjustment

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

PERFORMANCE PLAN

PERFORMANCE PLAN

Mission

The Office of Traffic Safety's mission is to effectively and efficiently administer traffic safety grants while fostering partnerships to deliver innovative programs that reduce traffic deaths, injuries, and economic losses.

Vision

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

State Demographic Analysis

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

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

There are 174,991 miles of maintained roads in California. Of that total, 65,334 miles are county roads and an additional 15,103 comprise the state highway system. The state is made up of 132,256 square miles of rural lands and 23,150 square miles of urban lands. As of December 2016, there were 26,484,646 licensed drivers and 35,310,563 registered vehicles.

Print and electronic media outlets include 113 commercial and educational television stations, 1,078 commercial radio stations, 69 daily newspapers and 120 weekly or specialty newspapers.

Priority Funding Strategies

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.

OTS is collaborating with the Orange County District Attorney's office to create 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 a tuition free, three-day, Traffic Safety College for prosecutors and law enforcement officers. 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.

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. Fifteen county agencies and 12 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 grantees by conducting workshops, providing technical assistance, and encouraging best practices.

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

Selective Traffic Enforcement Program (STEP) grants include an increased focus on educational presentations on impaired driving, teen driving, distracted driving, and bicycle and pedestrian safety. These educational interactions with law enforcement should not only increase safety, but provide an opportunity for additional positive interactions between law enforcement and the public.

Through the problem identification process, OTS recognizes a need for increased funding in several areas. 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 OTS funding include: four fire agencies, one district attorney's office, three public works agencies, five public health agencies, one transportation authority, one parks & recreation department, one teen traffic safety organization and 11 new cities.

With the recognition that motor vehicle crashes are still the leading cause of deaths for teen, OTS continues to focus on teen drivers. OTS convened a Teen Driver Safety Roundtable in 2016 to discuss strategies to reduce teen collisions. OTS wants to ensure that limited grant funding is allocated to under-served and high collision areas in the state. To accomplish this, OTS developed a heat-map that will strategically aid in the planning of grant activities related to teen education.

OTS is also partnering with the California Department of Transportation (Caltrans) to align the focus areas of the Highway Safety Plan (HSP) with the Highway Safety Improvement Plan (HSIP). In addition, OTS has continuous to partner with Caltrans providing workshops statewide to discuss HSP and HSIP funding opportunities. Caltrans and OTS examines areas where efforts are being placed and how projects can complement each other to provide increased safety and transportation options. OTS and Caltrans also utilizes this joint effort to increase local participation in the Strategic Highway Safety Plan (SHSP).

Process for Developing Targets

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

OTS had several meetings with Caltrans staff to select the targets for the three common core performance measures. New regulations required the state to use the five-year rolling average as the basis for setting the 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/VMT (C3) in actual numbers to accurately show that each of these targets for 2018 represent a reduction from the estimated numbers for 2017. 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 increase 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).

CORE PERFORMANCE MEASURES

The Highway Safety Plan and the Highway Safety Improvement Plan are required to align on Performance Targets for the three Core Performance Measures. The latest data sources, and estimates for 2016 and 2017, were utilized to predict targets for Traffic Fatalities, Serious Injuries and Fatalities/Vehicle Miles Traveled for 2018. Regulations require the use of the five-year rolling average to determine targets. Polynomial trend lines were utilized as predictors of future performance, as they are statistically more accurate predictors of future values than linear trend lines.

CORE PERFORMANCE MEASURES			Actual					Predicted		
			2011	2012	2013	2014	2015	2016	2017	2018
C-1	Traffic Fatalities (FARS)	Annual	2,816	2,966	3,107	3,102	3,176	3,680	4,158	3,838
	Based on the 2011-2015 five-year rolling average, the five-year average of traffic fatalities will increase 18.4 percent from an average of 3033 to 3591 by December 31, 2018. This increase is still below the trendline. The actual number of traffic fatalities, based on estimates for 2017, will decrease from 4,158 to 3,838, from 2017 to 2018.	5-Year Rolling Average	3,211	3,005	2,940	2,942	3,033	3,206	3,445	3,591
C-2	Serious Injuries (SWITRS)	Annual	10,607	10,864	10,664	10,995	11,942	13,017	14,188	13,975
	Based on the 2011-2015 five-year rolling average, the five-year average of serious injuries will increase 16.4 percent from an average of 11,014 to 12,824 by December 31, 2018. This increase is still below the trendline. The actual number of serious injuries, based on estimates for 2017, will decrease from 14,188 to 13,975 from 2017 to 2018.	5-Year Rolling Average	11,396	10,942	10,585	10,711	11,014	11,496	12,161	12,824
C-3	Fatalities/VMT (FARS/FHWA)	Annual	0.88	0.91	0.94	0.93	0.95	1.06	1.17	1.06
	Based on the 2011-2015 five-year rolling average, the five-year average of fatalities/VMT will increase 0.11 percent from an average of 0.92 to 1.03 by December 31, 2018. This increase is still below the trendline. The actual number of fatalities/VMT, based on estimates for 2017, will increase slightly from 1.01 to 1.03.	5-Year Rolling Average	0.99	0.93	0.91	0.90	0.92	0.95	1.01	1.03

- C1-Traffic Fatality estimates for 2016 are based upon National Safety Council (NSC) predictions of increases in traffic related fatalities showing a 6 percent increase in fatalities from 2015 to 2016, as agreed to by the Office of Traffic Safety and the Department of Transportation. A similar increase for 2017 was used as NSC predictions for that year are not yet available.
- C2- Serious Injury estimates for 2016 and 2017 are based upon ISWTRS numbers provided by the California Highway Patrol.
- C3- Vehicle Miles Traveled for 2016 and 2017 were based upon Department of Transportation estimates.

CORE PERFORMANCE MEASURES			2011	2012	2013	2014	2015
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	528	496	516	479	545
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 10 percent from 513 (2011-2015 five-year rolling average) to 462 by December 31, 2018.	5-Year Rolling Average	642	570	532	500	513
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	774	829	880	876	914
	Reduce alcohol-impaired driving fatalities 5 percent from 855 (2011-2015 five-year rolling average) to 812 by December 31, 2018.	5-Year Rolling Average	926	865	836	827	855
C-6	Speeding-Related Fatalities (FARS)	Annual	898	954	992	995	955
	Reduce speeding-related fatalities 5 percent from 959 (2011-2015 five-year rolling average) to 911 by December 31, 2018.	5-Year Rolling Average	1,105	1,001	972	953	959

CORE PERFORMANCE MEASURES			2011	2012	2013	2014	2015
C-7	Motorcyclist Fatalities (FARS)	Annual	415	447	463	522	462
	Reduce motorcyclist fatalities 2 percent from 462 (2011-2015 five-year rolling average) to 453 by December 31, 2018.	5-Year Rolling Average	448	434	414	440	462
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	26	32	35	24	22
	Reduce unhelmeted motorcyclist fatalities 10 percent from 28 (2011-2015 five-year rolling average) to 25 by December 31, 2018.	5-Year Rolling Average	47	39	33	28	28
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	327	330	358	383	385
	Reduce drivers age 20 or younger involved in fatal crashes 10 percent from 357 (2011-2015 five-year rolling average) to 321 by December 31, 2018.	5-Year Rolling Average	446	390	356	347	357
C-10	Pedestrian Fatalities (FARS)	Annual	633	653	734	709	742
	Reduce pedestrian fatalities 3 percent from 694 (2011-2015 five-year rolling average) to 673 by December 31, 2018.	5-Year Rolling Average	614	615	638	666	694
C-11	Bicyclist Fatalities (FARS)	Annual	116	129	147	129	129
	Reduce bicyclist fatalities 3 percent from 130 (2011-2015 five-year rolling average) to 126 by December 31, 2018.	5-Year Rolling Average	107	111	118	124	130

CORE BEHAVIOR MEASURE			2012	2013	2014	2015	2016
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (CSU Fresno Observational Survey)	Annual	95.5%	97.4%	97.1%	97.3%	96.5%
	Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from 96.5 percent (2016 observation) to 97.5 percent by December 31, 2018.						

ACTIVITY MEASURES		2013	2014	2015	2016
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities	2,203	2,508	2,746	3,880
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	12,643	14,247	14,033	11,831
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities	22,036	21,630	20,317	12,330

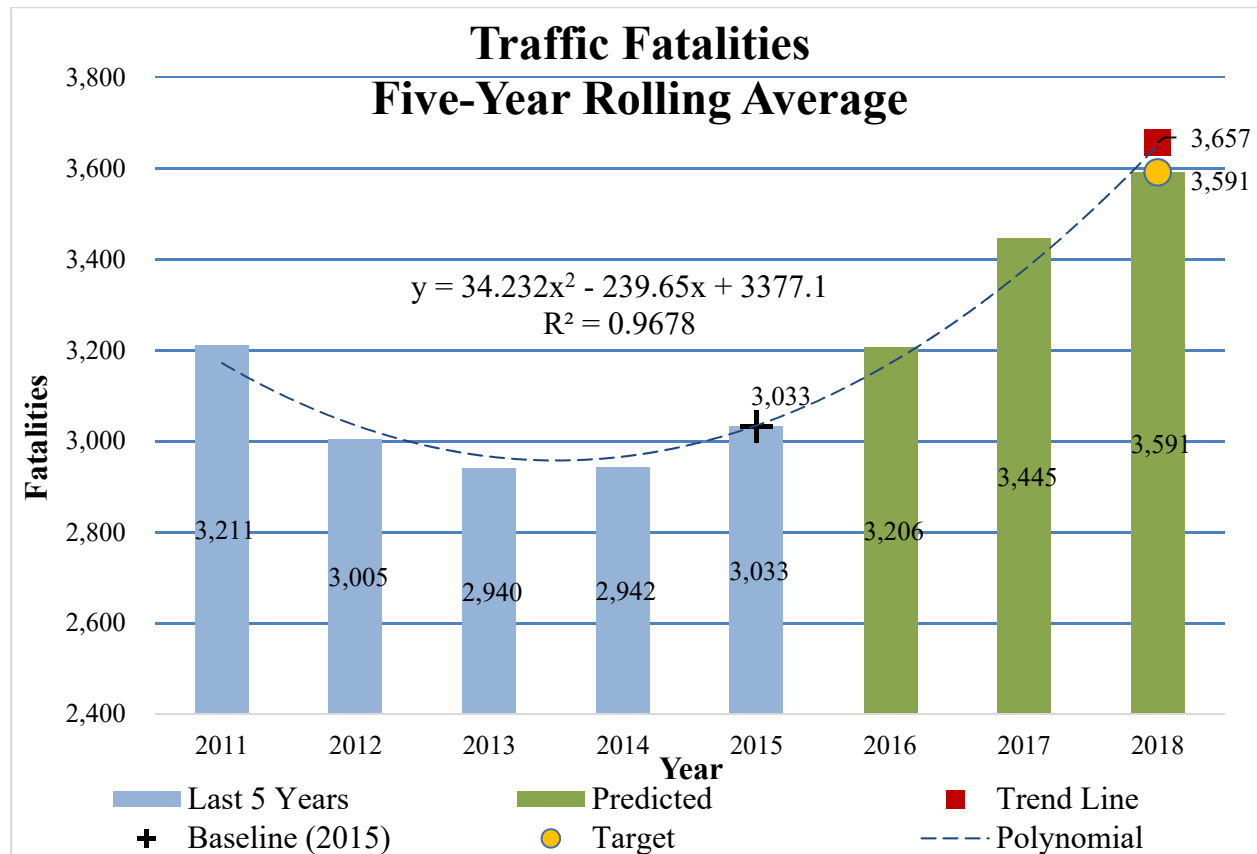
PERFORMANCE MEASURES

C-1 Traffic Fatalities (FARS)

Target: Based on the 2011-2015 five-year rolling average, the five-year average of traffic fatalities will increase 18.4 percent from an average of 3033 to 3591, by December 31, 2018. This increase is still below the polynomial trend line. The actual number of traffic fatalities, based on estimates for 2017, will decrease from 4,158 to 3,838, from 2017 to 2018.

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. This method shows an increase of the five-year rolling average in 2018, while the target based on actual fatalities is less than the estimated number in 2017. California foresees that the grants chosen for funding will reverse the recent upward trend in fatalities.

This performance measure is identical to one of the three required common performance measures that the State Highway Safety Office and the Department of Transportation are required to agree upon and must be include in the Highway Safety Plan and the Highway Safety Improvement plan.

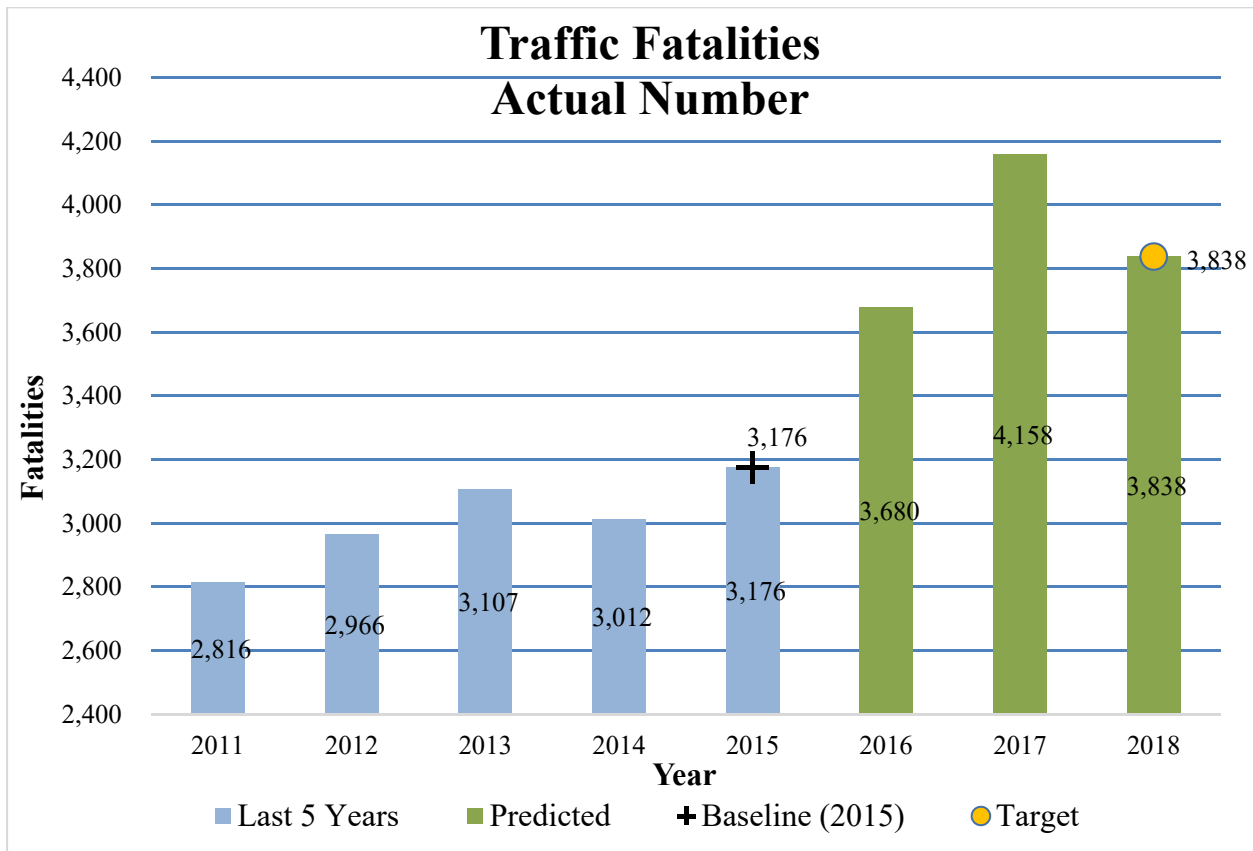


STATE COMPARISON

C-1 Traffic Fatalities

Target: Based on 2011-2015 actual number of fatalities and the projected number of fatalities from 2016-2017, traffic fatalities will decrease 7.7 percent from 4,158 to 3,838, from December 31, 2017 to December 31, 2018.

Justification: As new laws take effect, as well as innovative programs and technologies become available, the actual number of traffic fatalities shows the immediate impact of these changes. The five-year rolling average, as applied on the previous chart, considers a five-year period as the baseline to demonstrate the cumulative effect of traffic safety programs and policies. OTS believes the strategies outlined in the program areas of this Highway Safety Plan will reverse the upward trend in traffic fatalities in 2018 and the chart below demonstrates the decrease.

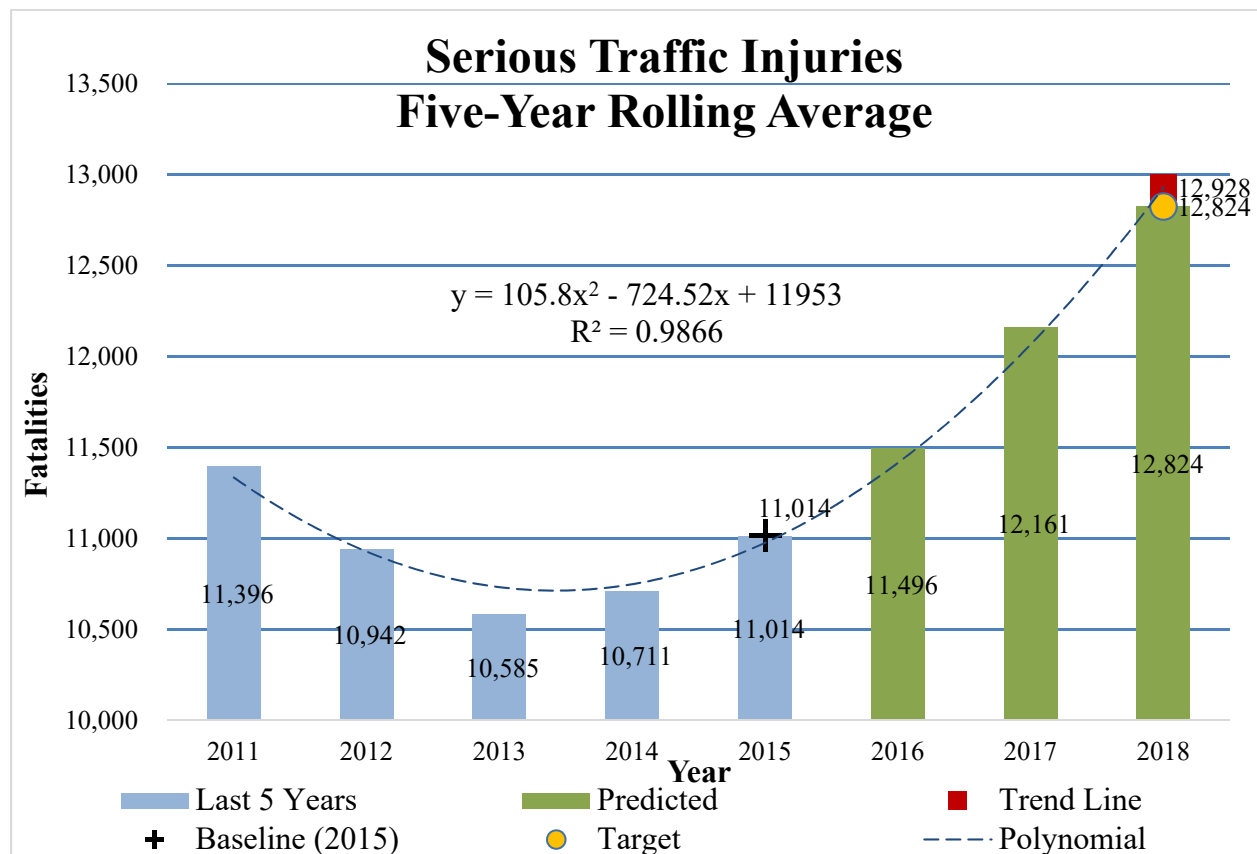


C-2 Serious Traffic Injuries (SWITRS)

Target: Based on the 2011-2015 five-year rolling average, the five-year average of serious injuries will increase 16.4 percent from an average of 11,014 to 12,824, by December 31, 2018. This increase is still below the polynomial trend line. The actual number of serious injuries, based on estimates for 2017, will decrease from 14,188 to 13,975 from 2017 to 2018.

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. This method shows an increase of the five-year rolling average in 2018, while the target based on actual fatalities is less than the estimated number in 2017. California foresees that the grants chosen for funding will reverse the recent upward trend in fatalities.

This performance measure is identical to one of the three required common performance measures that the State Highway Safety Office and the Department of Transportation are required to agree upon and must be include in the Highway Safety Plan and the Highway Safety Improvement plan.

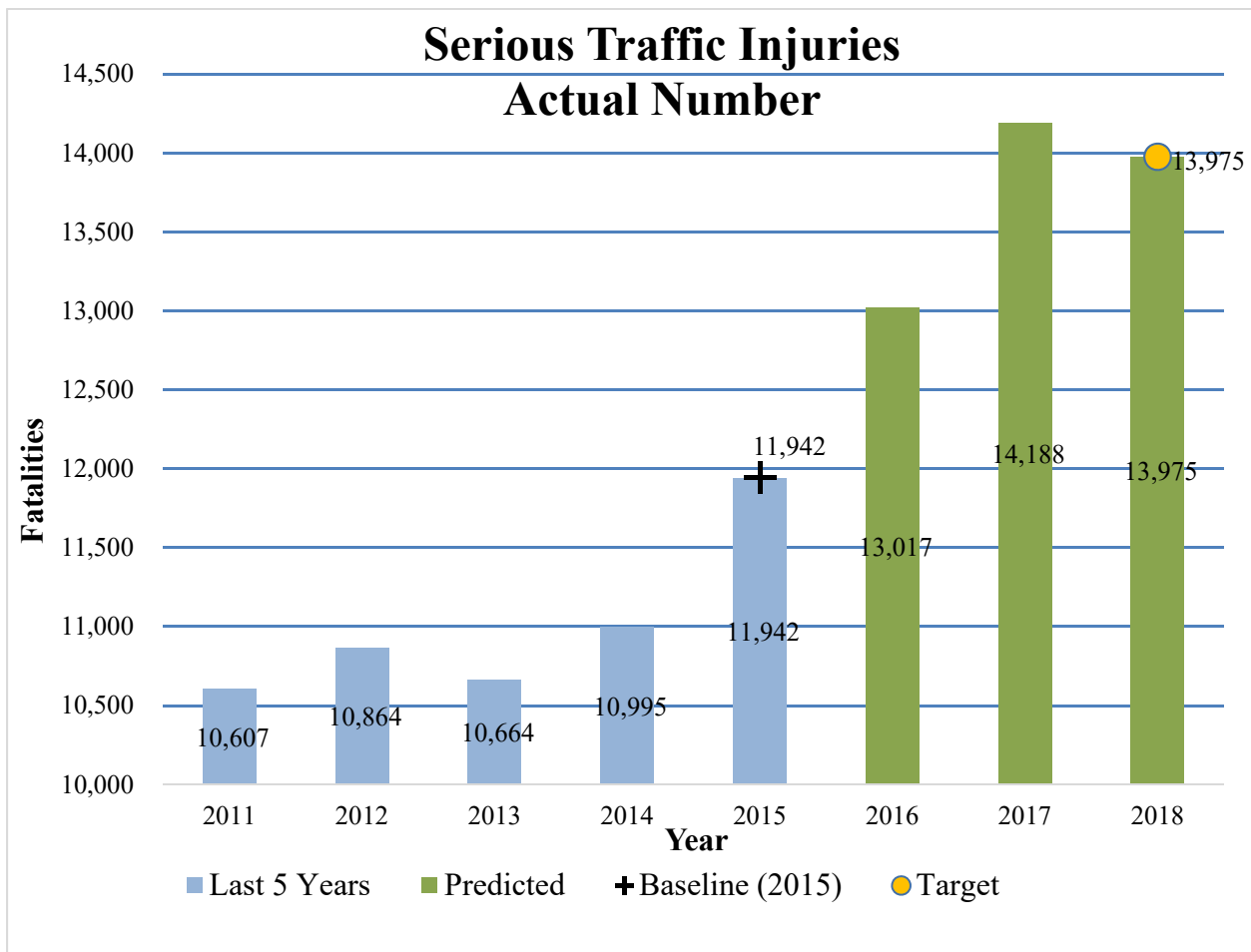


STATE COMPARISON

C-2 Serious Traffic Injuries

Target: Based on 2011-2015 actual number of serious traffic injuries and the projected number of serious traffic injuries from 2016-2017, serious traffic injuries will decrease 1.5 percent from 14,188 to 13,975, from December 31, 2017 to December 31, 2018.

Justification: As new laws take effect, as well as innovative programs and technologies become available, the actual number of serious traffic injuries shows the immediate impact of these changes. The five-year rolling average, as applied on the previous chart, considers a five-year period as the baseline to demonstrate the cumulative effect of traffic safety programs and policies. OTS believes the strategies outlined in the program areas of this Highway Safety Plan will reverse the upward trend in serious traffic injuries in 2018 and the chart below demonstrates the decrease.

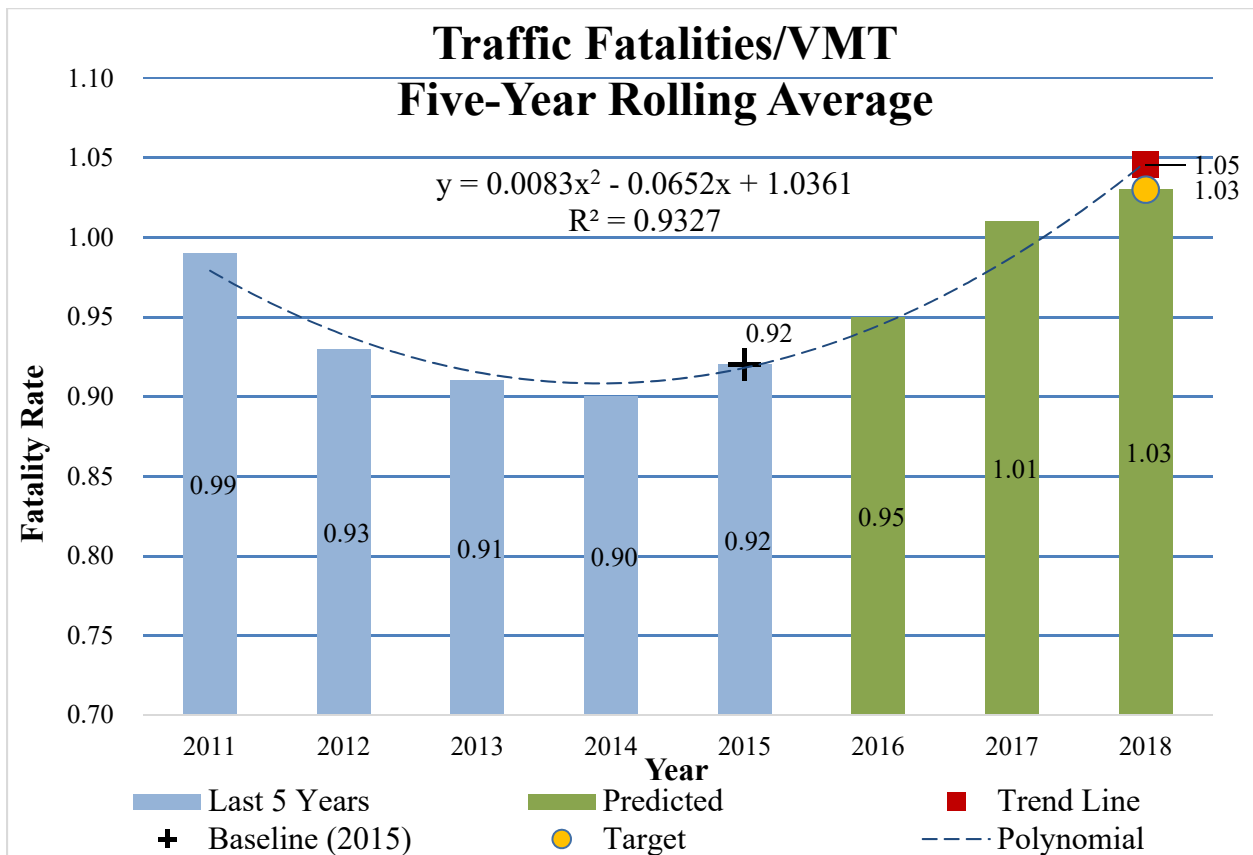


C-3 Fatalities/Vehicle Miles Traveled (VMT) (FARS/FHWA)

Target: Based on the 2011-2015 five-year rolling average, the five-year average of fatalities/VMT will increase 0.11 from an average of 0.92 to 1.03 by December 31, 2018. This increase is still below the polynomial trend line. The actual number of fatalities/VMT, based on estimates for 2017, will increase slightly from 1.01 to 1.03.

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. This method shows an increase of the five-year rolling average in 2018, while the target based on actual fatalities is less than the estimated number in 2017. California foresees that the grants chosen for funding will reverse the recent upward trend in fatalities/VMT.

This performance measure is identical to one of the three required common performance measures that the State Highway Safety Office and the Department of Transportation are required to agree upon and must be include in the Highway Safety Plan and the Highway Safety Improvement plan.

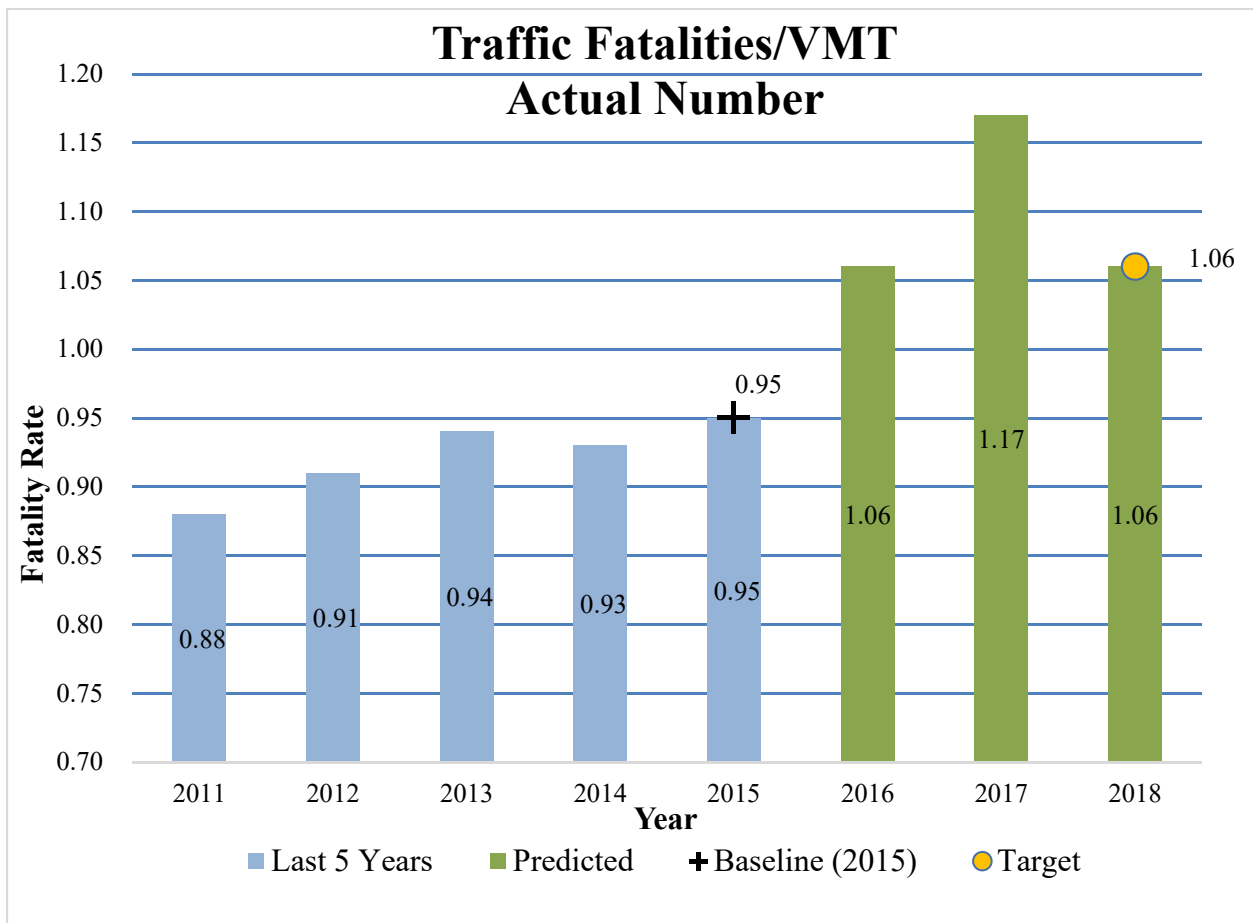


STATE COMPARISON

C-3 Fatalities/Vehicle Miles Traveled (VMT)

Target: Based on 2011-2015 actual number of fatalities per 100 million vehicle miles traveled and the projected number of fatalities per 100 million vehicle miles traveled from 2016-2017, fatalities per 100 million vehicle miles traveled will decrease 0.11 percentage points from 1.17 to 1.06, from December 31, 2017 to December 31, 2018.

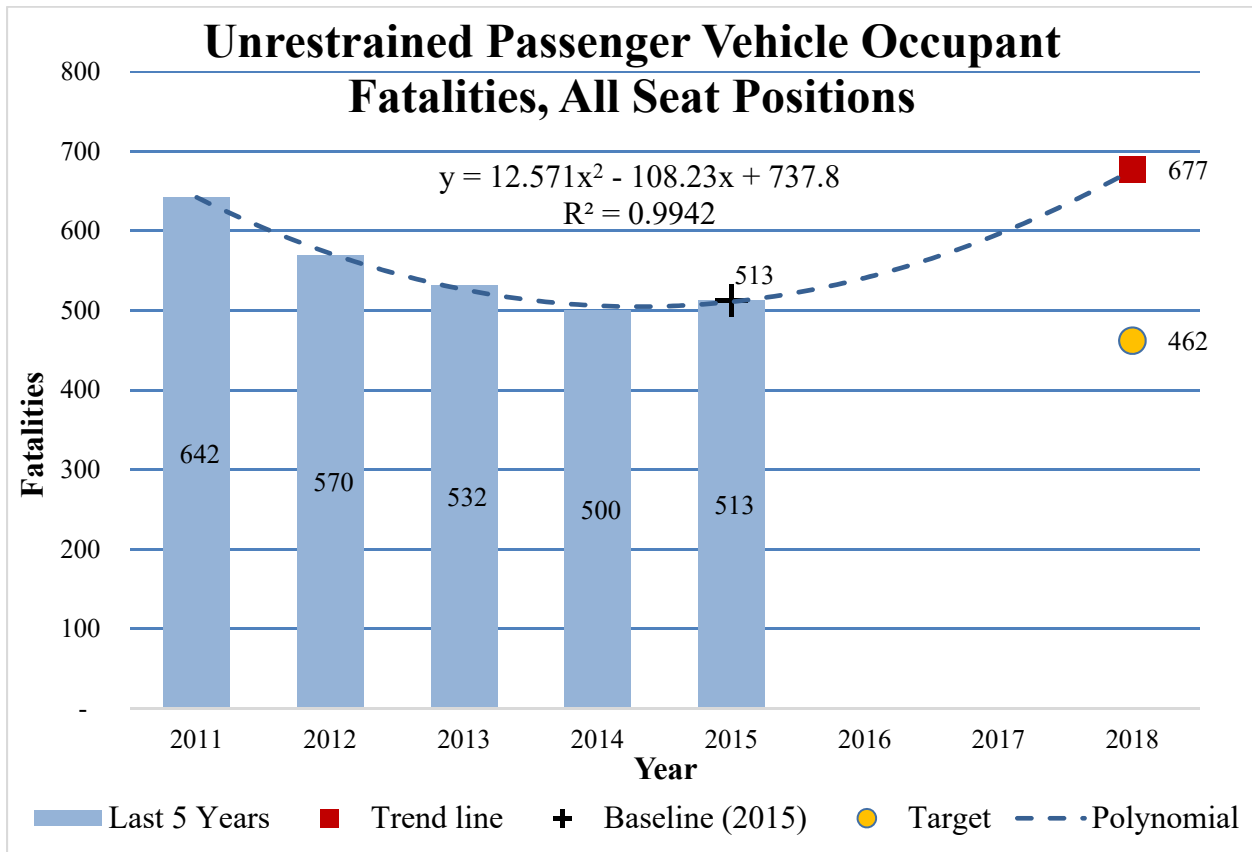
Justification: As new laws take effect, as well as innovative programs and technologies become available, the actual number of traffic fatalities/VMT shows the immediate impact of these changes. The five-year rolling average, as applied on the previous chart, considers a five-year period as the baseline to demonstrate the cumulative effect of traffic safety programs and policies. OTS believes the strategies outlined in the program areas of this Highway Safety Plan will reverse the upward trend in traffic fatalities/VMT in 2018 and the chart below demonstrates the decrease.



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

Goal: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 10 percent from 513 (2011-2015 five-year rolling average) to 462 by December 31, 2018.

Justification: The performance target was selected by using a polynomial trend line based on the 2011-2015 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2016 and 2017, the trend line is justified in indicating a rise in Unrestrained Passenger Vehicle Occupant Fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

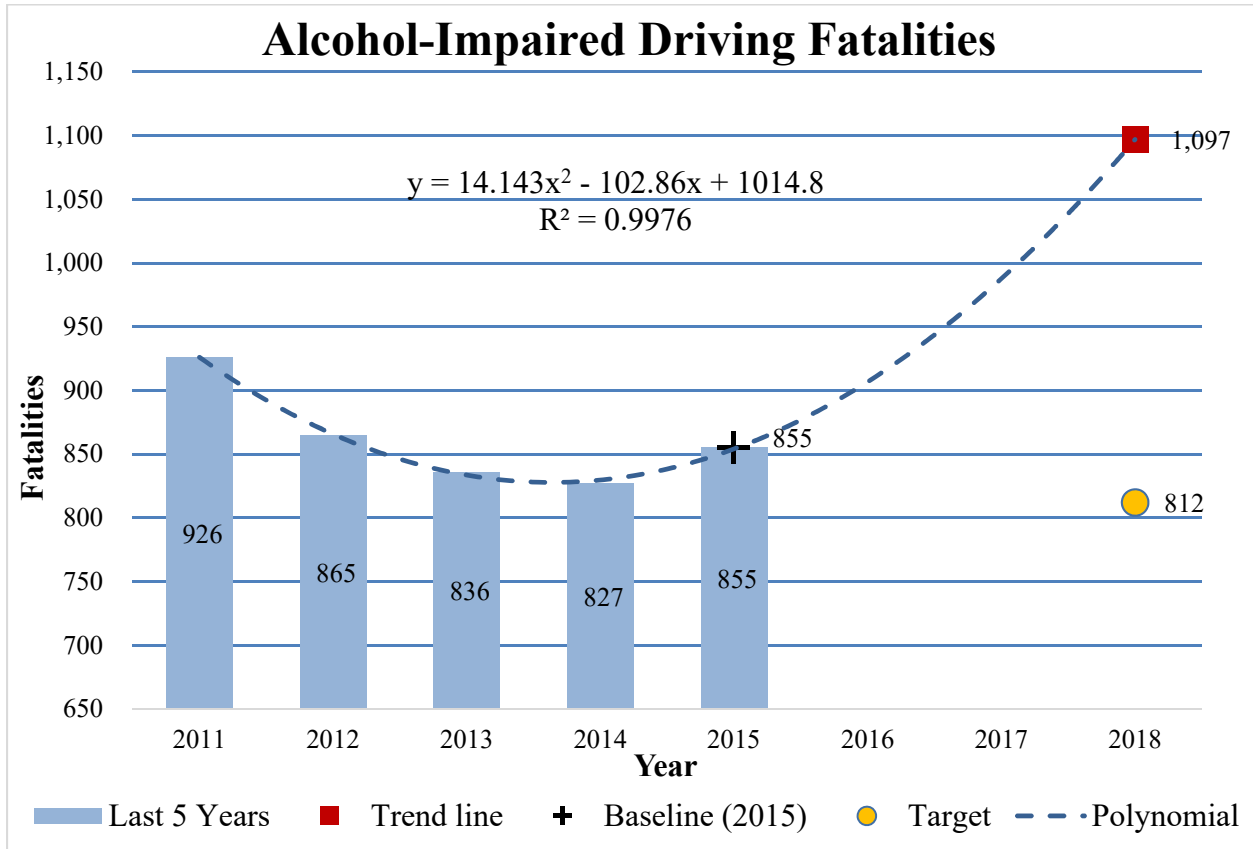


Countermeasures: Funded countermeasures to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic populations, supporting NHTSA standardized Child Passenger Safety (CPS) Technician and Instructor Training Programs, providing CPS educational resources to law enforcement and other agencies, funding and distributing child safety seats to low-income families, providing a toll-free CPS Helpline in English and Spanish, illuminating the “Click It or Ticket” message during NHTSA mobilizations on fixed freeway changeable message signs, and high visibility enforcement during “Click It or Ticket” and “CPS Awareness Week” campaigns. For a complete list of unrestrained passenger vehicle occupant fatalities, all seat positions, countermeasures see page 123.

C-5 Alcohol-Impaired Driving Fatalities (FARS)

Goal: Reduce alcohol-impaired driving fatalities 5 percent from 855 (2011-2015 five-year rolling average) to 812 by December 31, 2018.

Justification: The performance target was selected by using a polynomial trend line based on the 2011-2015 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2016 and 2017, the trend line is justified in indicating a rise in Alcohol-Impaired Driving Fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

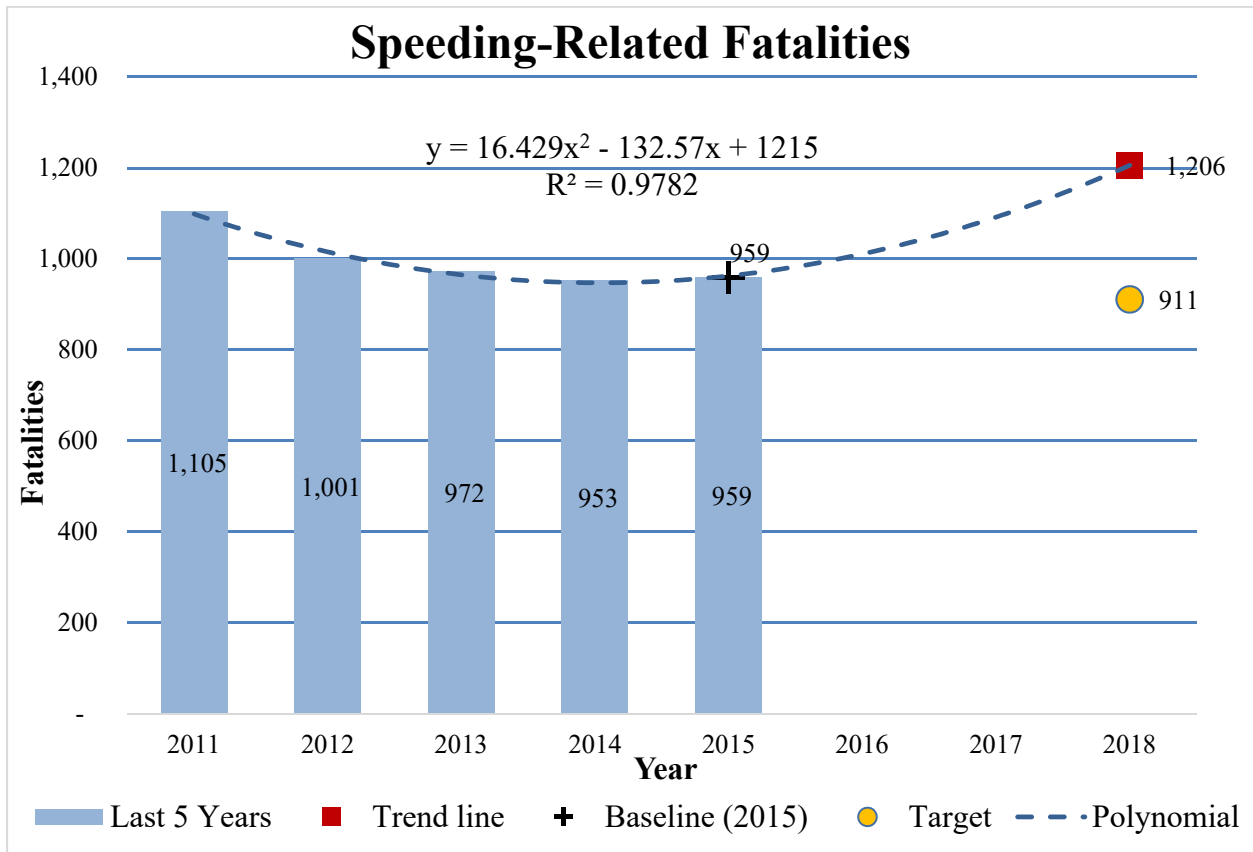


Countermeasures: Funded countermeasures to reduce alcohol-impaired driving fatalities will include alcohol awareness and education programs in middle schools, high school, and colleges, funding “Know Your Limit” alcohol awareness programs in local jurisdictions, funding ABC alcohol education and enforcement programs, funding Standard Field Sobriety Testing (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement, promoting and supporting NHTSA’s alcohol awareness and DUI prevention campaigns, and conducting high visibility enforcement during NHTSA mobilizations and campaigns. For a complete list of alcohol-impaired driving fatalities countermeasures, see page 79.

C-6 Speeding-Related Fatalities (FARS)

Goal: Reduce speeding-related fatalities 5 percent from 959 (2011-2015 five-year rolling average) to 911 by December 31, 2018.

Justification: The performance target was selected by using a polynomial trend line based on the 2011-2015 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2016 and 2017, the trend line is justified in indicating a rise in Speeding-Related Fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

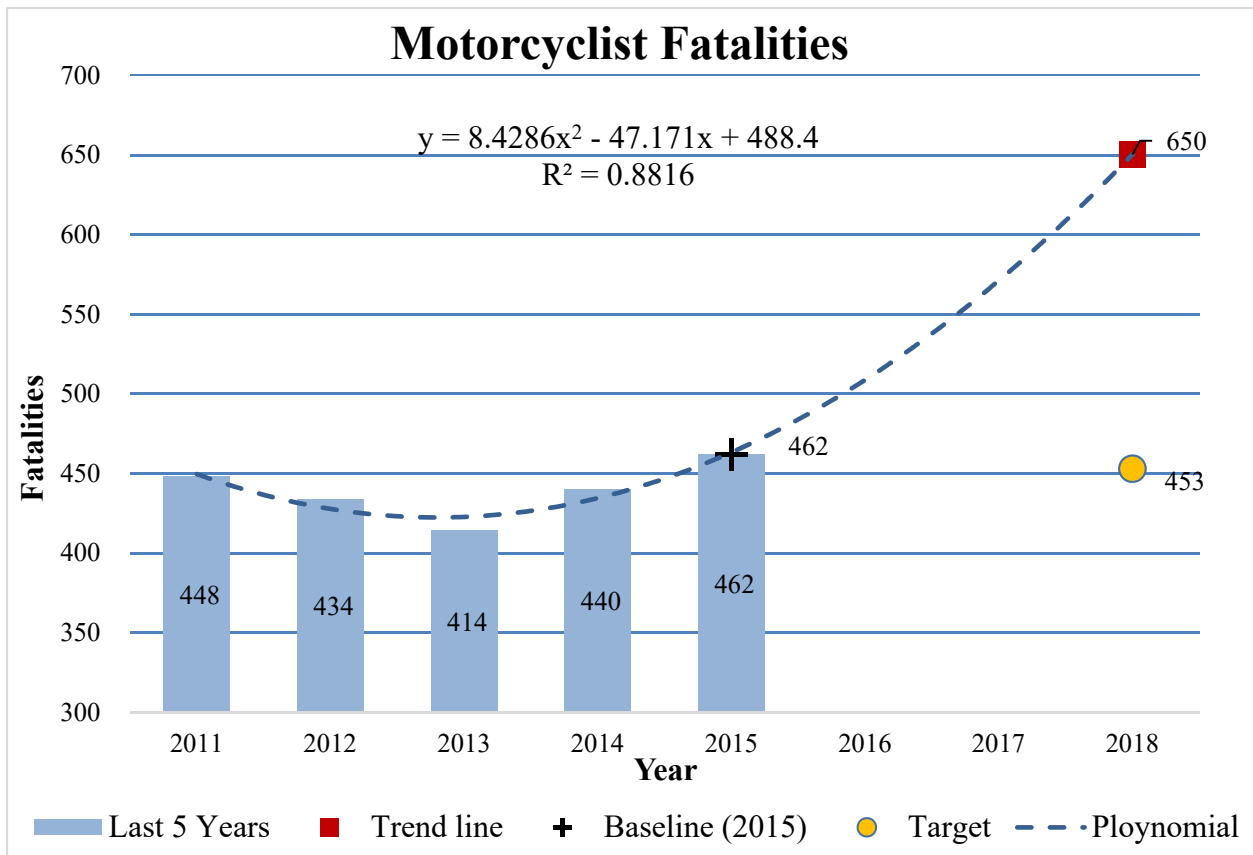


Countermeasures: Funded countermeasures to reduce speeding-related fatalities will include conducting traffic safety presentations for communities, organizations, and schools, deploying changeable message signs and visible display radar trailers to curb unsafe speed and aggressive driving, conducting traffic enforcement training and illegal-street racing enforcement training for law enforcement officers, and conducting special enforcement operations targeting unsafe speed or aggressive driving. For a complete list of speeding-related fatalities countermeasures, see page 140.

C-7 Motorcyclist Fatalities (FARS)

Goal: Reduce motorcyclist fatalities 2 percent from 462 (2011-2015 five-year rolling average) to 453 by December 31, 2018.

Justification: The performance target was selected by using a polynomial trend line based on the 2011-2015 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2016 and 2017, the trend line is justified in indicating a rise in Motorcyclist Fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

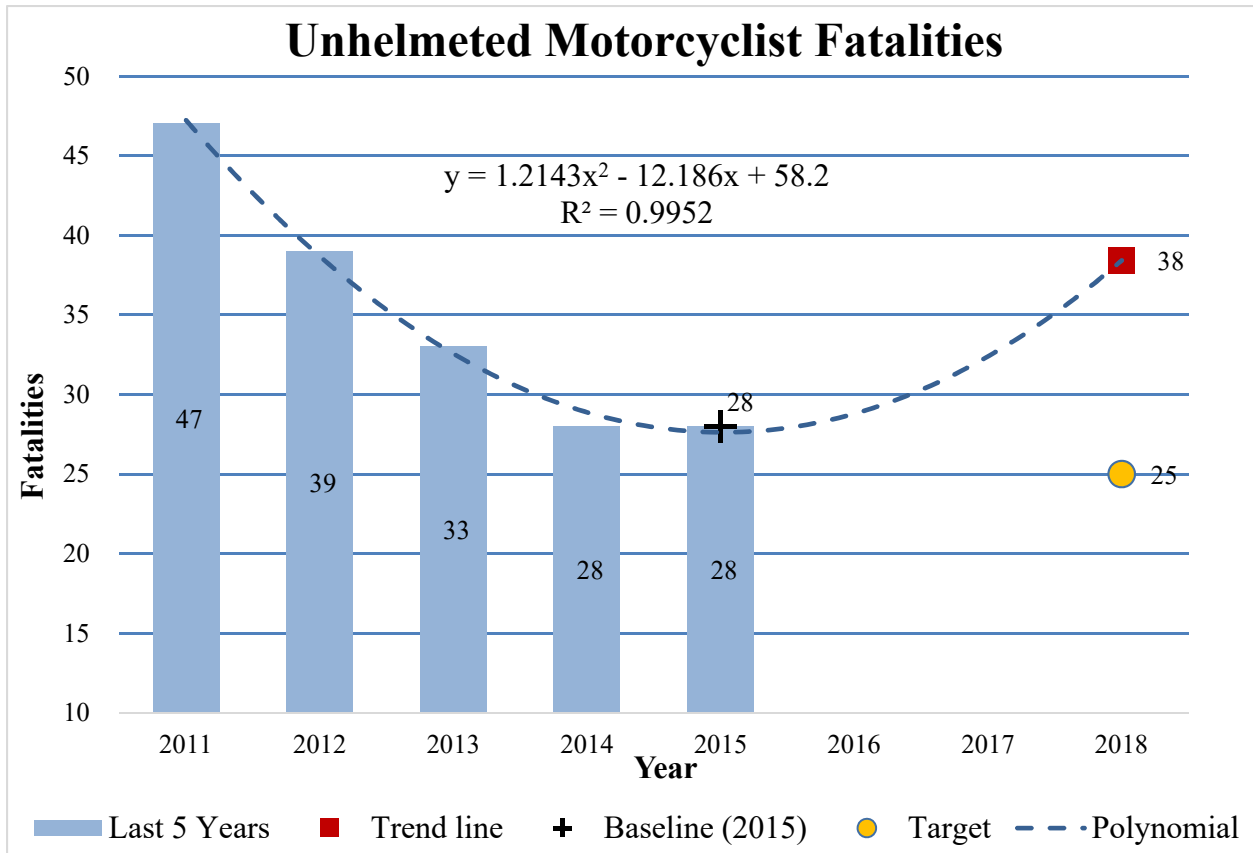


Countermeasures: Funded countermeasures to reduce motorcycle fatalities will include motorcycle safety public awareness events, conducting highly publicized motorcycle safety enforcement operations, and continuing the collaborative program for training and education to reduce motorcycle-involved collisions in the City of San Francisco. For a complete list of motorcycle fatalities countermeasures, see page 111.

C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Goal: Reduce unhelmeted motorcyclist fatalities 10 percent from 28 (2011-2015 five-year rolling average) to 25 by December 31, 2018.

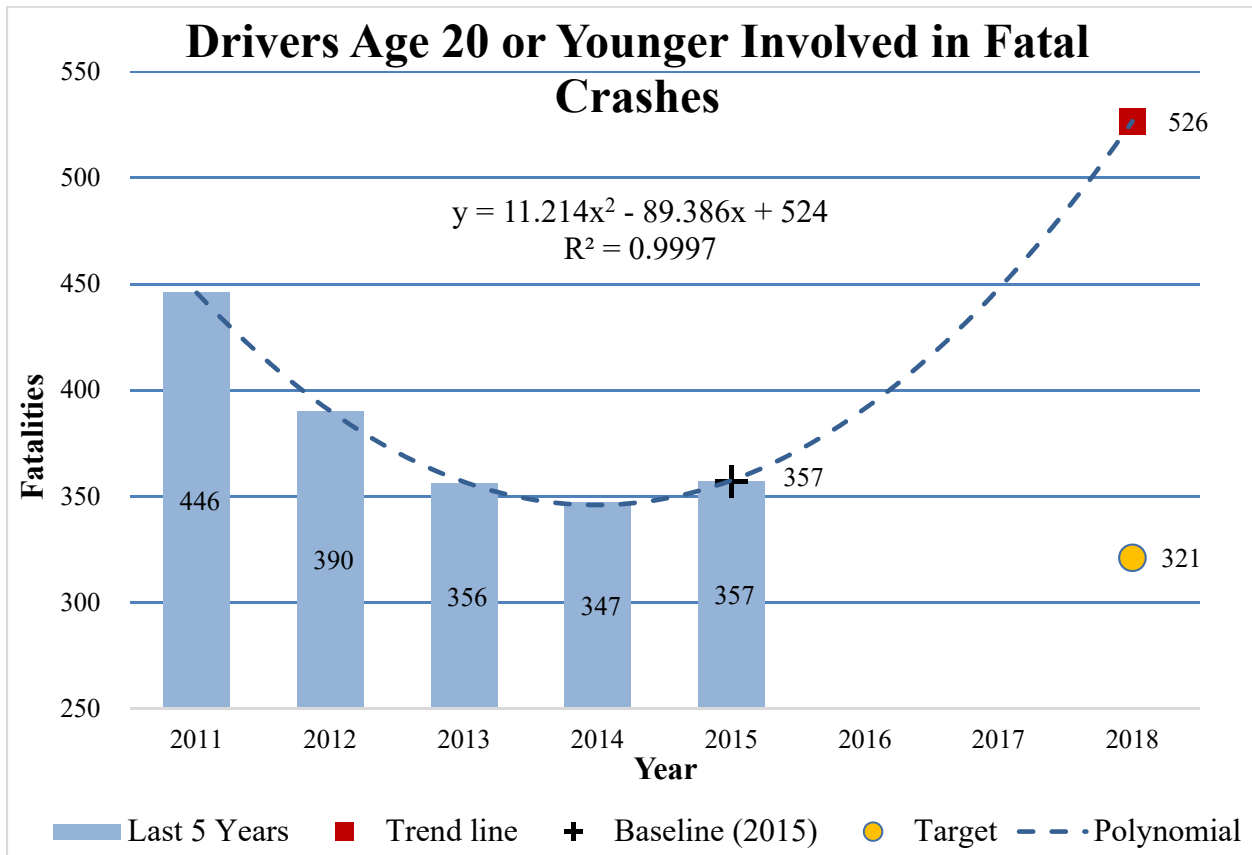
Justification: The performance target was selected by using a polynomial trend line based on the 2011-2015 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2016 and 2017, the trend line is justified in indicating a rise in Unhelmeted Motorcyclist Fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.



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

Goal: Reduce drivers age 20 or younger involved in fatal crashes 10 percent from 357 (2011-2015 five-year rolling average) to 321 by December 31, 2018.

Justification: The performance target was selected by using a polynomial trend line based on the 2011-2015 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2016 and 2017, the trend line is justified in indicating a rise in Drivers Age 20 or Younger Involved in Fatal Crashes. California foresees that the grants chosen for funding will result in a decrease in this category.

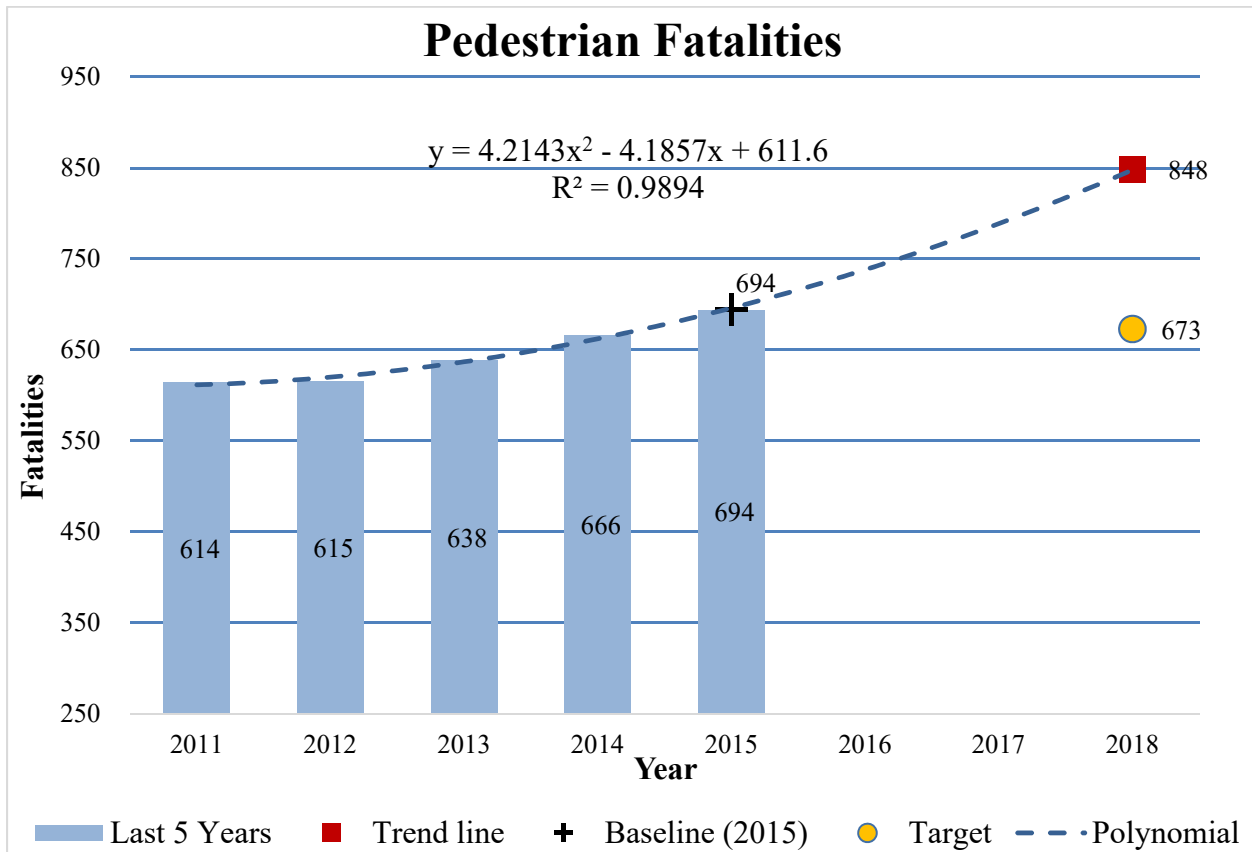


Countermeasures: Funded countermeasures to reduce the number of drivers age 20 or younger involved in fatal crashes will include middle school, high school, and college traffic safety campaigns; CHP supported teen traffic safety programs such as Start Smart, Every 15 Minutes, Impact Teen Drivers, and ABC enforcement for Shoulder Tap and Minor Decoy operations. For a complete list of countermeasures to reduce the number of drivers age 20 or younger involved in fatal crashes, see page 79, 90, and 140.

C-10 Pedestrian Fatalities (FARS)

Goal: Reduce pedestrian fatalities 3 percent from 694 (2011-2015 five-year rolling average) to 673 by December 31, 2018.

Justification: The performance target was selected by using a polynomial trend line based on the 2011-2015 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2016 and 2017, the trend line is justified in indicating a rise in Pedestrian Fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

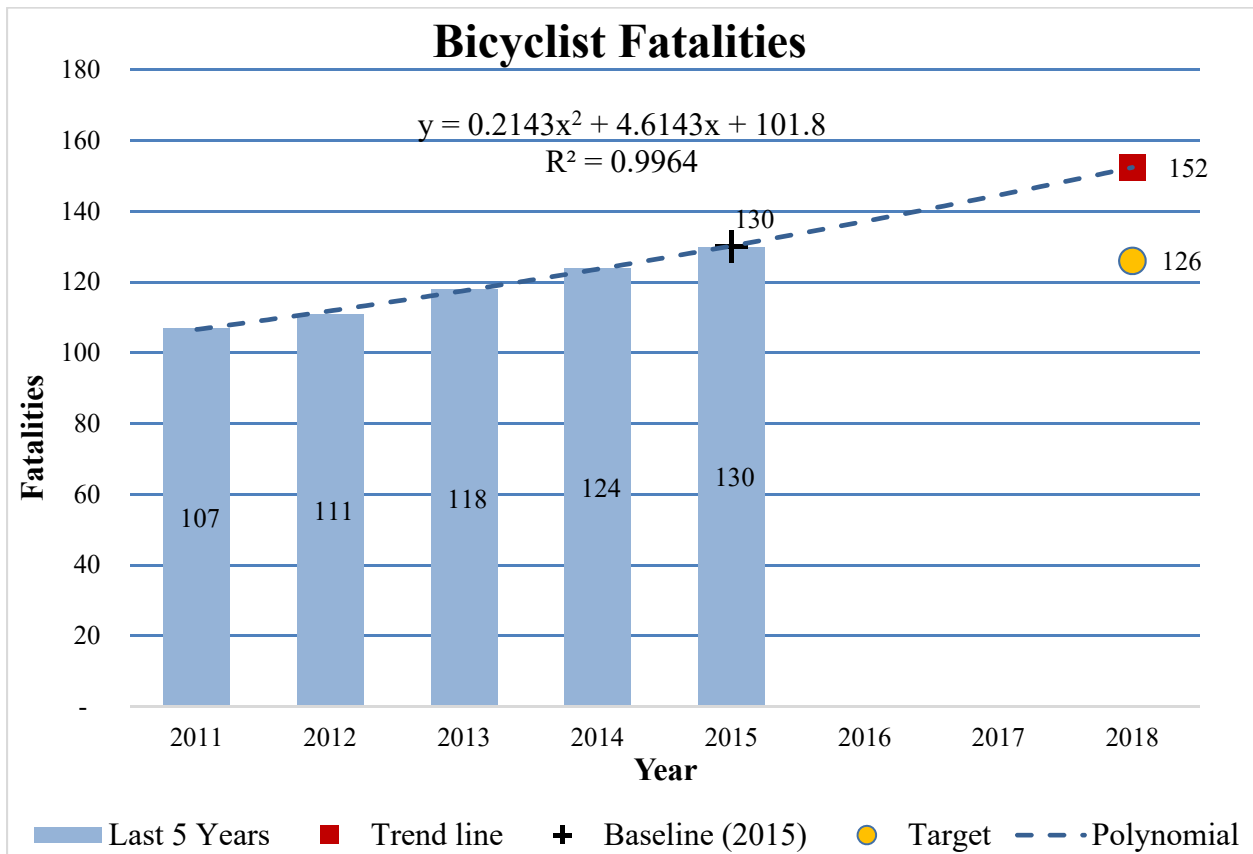


Countermeasures: Funded countermeasures to reduce pedestrian fatalities will include implementing driver and pedestrian safety education and awareness campaigns with an emphasis on Pedestrian Safety Month in September, provide law enforcement training on pedestrian enforcement through train-the-trainer courses, and conducting extensive engineering analysis for improved pedestrian safety at locations where there are high collision incidences. For a complete list of pedestrian fatalities countermeasures, see page 132.

C-11 Bicyclist Fatalities (FARS)

Goal: Reduce bicyclist fatalities 3 percent from 130 (2011-2015 five-year rolling average) to 126 by December 31, 2018.

Justification: The performance target was selected by using a polynomial trend line based on the 2011-2015 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2016 and 2017, the trend line is justified in indicating a rise in Bicyclist Fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

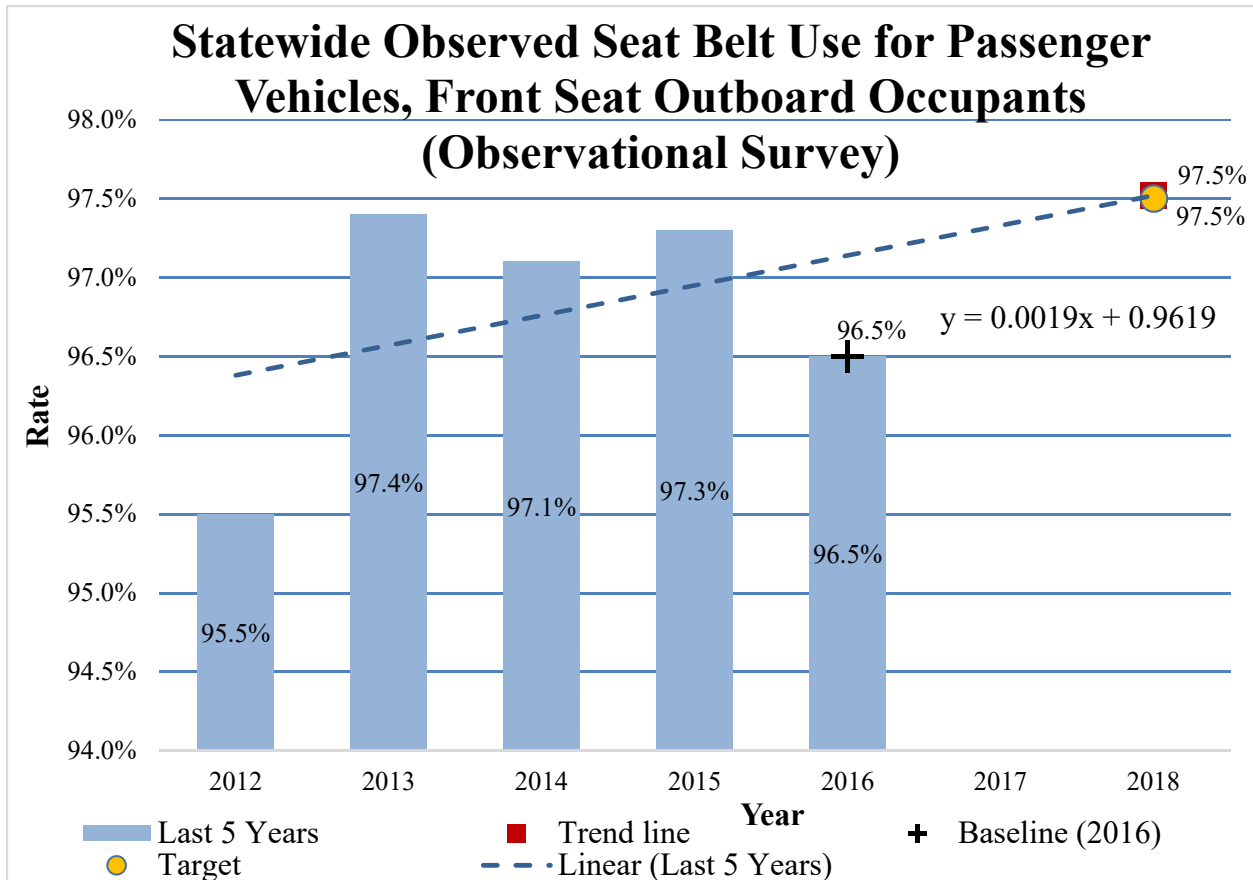


Countermeasures: Funded countermeasures to reduce bicyclist fatalities will include implementing driver and bicyclist safety education and awareness campaigns with an emphasis on Bicycle Safety Month in May, provide law enforcement training on bicycle enforcement through train-the-trainer courses, and funding for adult bicycle safety programs to educate and promote safer bicycling behaviors. For a complete list of bicyclist fatalities countermeasures, see page 132.

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 1.0 percentage point from 96.5 percent (2016 observation) to 97.5 percent by December 31, 2018.

Justification: The performance target was selected by using the 2016 calendar year as the baseline. The trend below indicates California will reach its target increase of 1.0 percentage point in 2018 and the number of statewide observed seat belt use of front seat outboard occupants in passenger vehicles will increase.

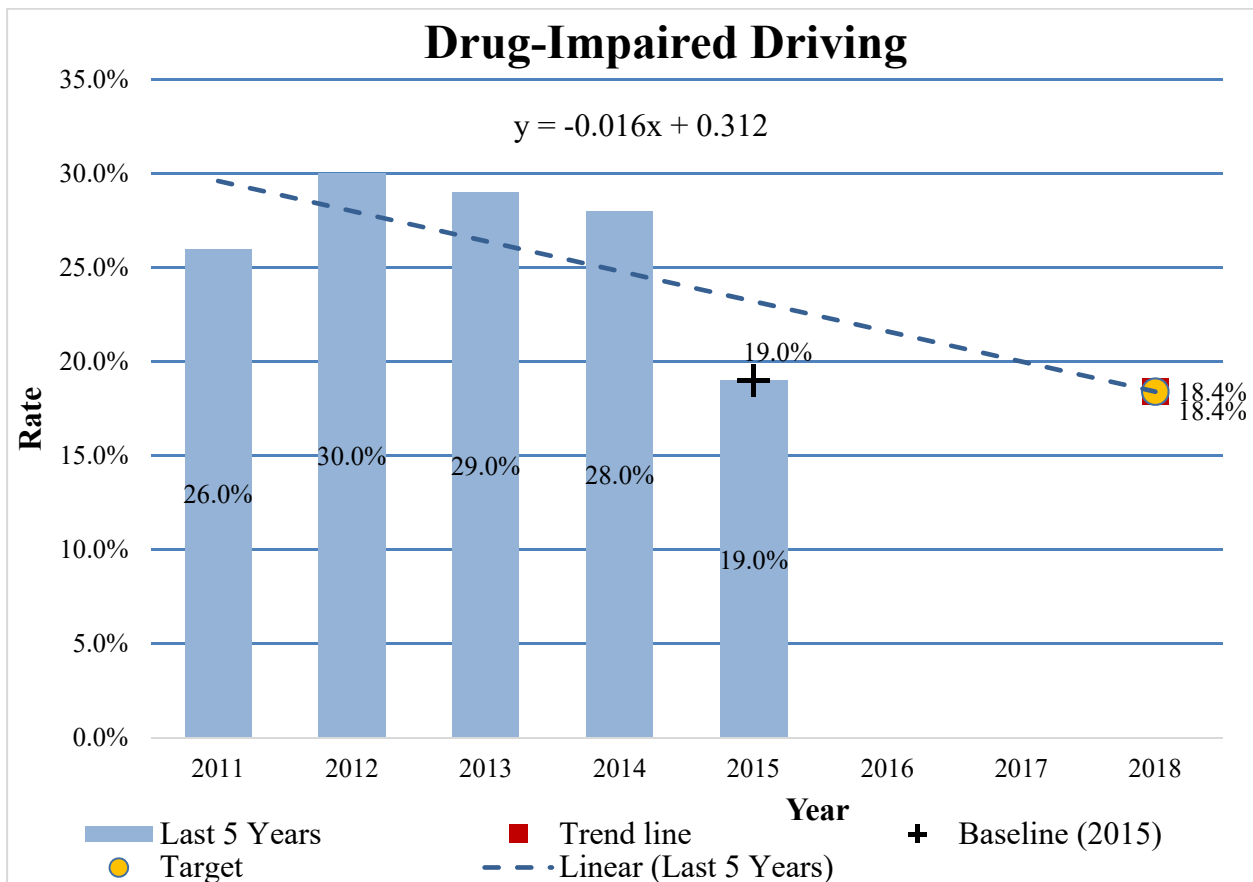


Countermeasures: Funded countermeasures to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic populations, illuminating the “Click It or Ticket” message during NHTSA mobilizations on fixed freeway changeable message signs, and high visibility enforcement during “Click It or Ticket” and “CPS Awareness Week” campaigns. For a complete list of countermeasures to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles, see page 123.

Drug-Impaired Driving (FARS)

Goal: Reduce the number of California drivers killed in crashes that tested positive for drug involvement 3 percent from the 2015 calendar base year of 19 percent to 18.4 percent by December 31, 2018.

Justification: The performance target was selected by using the 2015 calendar year as the baseline. The trend line anticipates a slight annual decrease. However, 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 OTS efforts and selected grants for funding, we hope to continue on a downward trend.

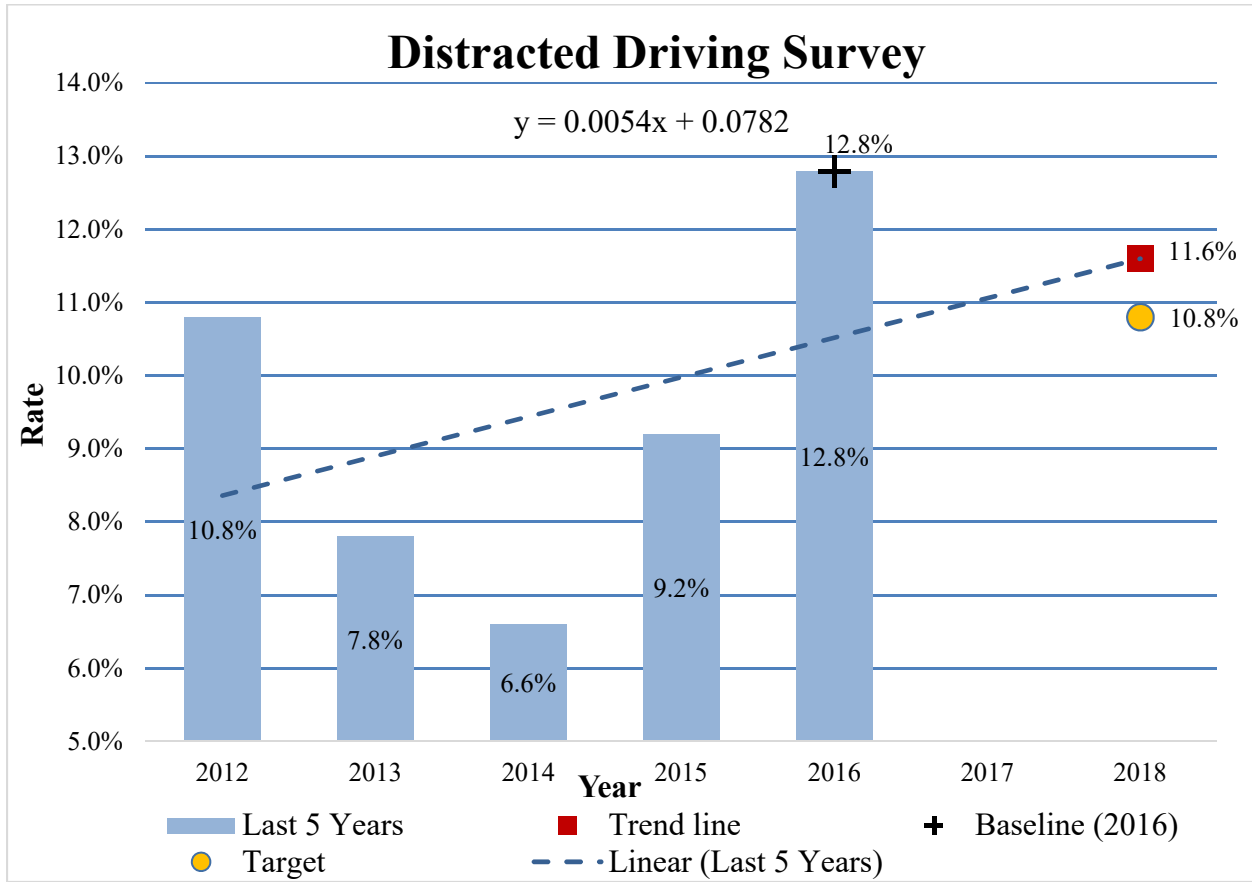


Countermeasures: Funded countermeasures to reduce drug-impaired driving will include convening periodic DUID Roundtable meetings with expert stakeholders, preparing a statewide DUID blueprint, funding a public awareness campaign on the dangers of DUID in English and Spanish, funding educational programming and training for health care and educational professionals, funding ARIDE and Drug Recognition Expert (DRE) training for law enforcement, and funding state-of-the-art drug testing equipment and training for large county laboratories. For a complete list of drug-impaired driving fatalities countermeasures, see page 97.

Distracted Driving (Survey)

Goal: Reduce the number of California drivers observed using a handheld cell phone or texting 2 percentage points from the 2016 calendar base year of 12.8 percent to 10.8 percent by December 31, 2018.

Justification: The performance target was selected by using the 2016 calendar year as the baseline. California foresees that the grants chosen for funding will assist in reaching the selected target.



Countermeasures: Funded countermeasures to reduce the percentage of drivers observed using a handheld cell phone or texting will include conducting traffic safety educational and distracted driving awareness programs in middle schools, high schools, and colleges, funding programs to educate businesses and organizations about the dangers of distracted driving, funding and supporting state and national distracted driving awareness campaigns, and conducting high visibility enforcement during NHTSA mobilizations. For a complete list of countermeasures to reduce the percentage of drivers observed using a handheld cell phone or texting, see page 90.

Traffic Records

Goal: Increase the number of crash reports electronically submitted to the Statewide Integrated Traffic Records System (SWITRS) system 5 percent from the 2015 calendar base year total of 90,447 reports to 94,970 reports by December 31, 2018.

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

Emergency Medical Services (EMS)

Goal: Increase participation in the California EMS Information System (CEMSIS) call data collection program (using National EMS Information System (NEMSIS) Version 3.0 software) 8.7 percent from 23 to 25 Local EMS Agencies by December 31, 2018.

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

ADDITIONAL TRAFFIC SAFETY MEASURES

Calendar Years					
Additional Activity Measures	2012	2013	2014	2015	2016
Statewide DUI Arrests*	172,893	160,388	Not Yet Available	Not Yet Available	Not Yet Available
Statewide DUI Conviction Rate*	74%	Not Yet Available	Not Yet Available	Not Yet Available	Not Yet Available
Statewide Seat Belt Violation Convictions**	259,888	193,633	164,970	135,364	103,511
Statewide Child Restraint Violation Convictions**	9,555	27,813	24,400	21,781	17,789
Statewide Speeding Convictions**	1,477,208	1,365,955	1,282,881	1,217,790	1,053,925
Hand-held Cell Phone Convictions**	425,041	399,064	329,572	237,642	178,539
Texting Convictions**	21,059	27,207	29,633	31,492	31,109
Hand-held Device by Someone Under Age 18 Convictions**	114	89	84	96	421

Calendar Years					
Additional Outcome Measures	2011	2012	2013	2014	2015
Rural Fatalities/VMT (FARS/FHWA)	2.11	2.09	2.32	2.23	2.54
Urban Fatalities/VMT (FARS/FHWA)	0.61	0.66	0.69	0.69	0.64
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (SWITRS)	0.88	0.92	0.94	0.93	Not Yet Available
Motor Vehicle Fatalities, Age 16 -19 (FARS)	189	180	216	222	211
Male	125	130	141	160	141
Female	64	50	75	62	70
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	78	79	72	92	94
Male	55	65	57	71	74
Female	23	14	15	21	20
Fatality Rate Per 100,000 Population (FARS)	7.47	7.79	8.09	8.00	8.11
Total Motor Vehicle Injuries (SWITRS)	225,602	226,544	223,128	230,904	254,434
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	18,697	19,871	19,146	19,132	20,411
Hit-and-Run Fatal Collisions (FARS)	238	226	282	285	273
Hit-and-Run Injury Collisions (SWITRS)	14,564	14,629	14,119	15,422	17,224
Hit-and-Run Fatalities (FARS)	246	229	296	298	281
Hit-and-Run Injuries (SWITRS)	18,801	18,824	18,351	20,042	22,201
Fatal Collisions between 2100-0300 (FARS)	723	717	750	806	799
Injury Collisions between 2100-0300 (SWITRS)	19,943	20,149	19,615	21,106	22,941
Motor Vehicle Fatalities between 2100-0300 (FARS)	801	795	846	871	899
Motor Vehicle Injuries between 2100-0300 (SWITRS)	29,039	29,149	28,316	30,417	32,988

Calendar Years					
Alcohol-Impaired Driving	2011	2012	2013	2014	2015
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.24	0.25	0.27	0.26	0.27
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.33	0.35	0.34	0.33	0.33
Percent of Alcohol-Impaired Driving Fatalities	27%	28%	28%	28%	29%
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	16	19	18	16	25
Male	12	17	14	11	19
Female	4	1	3	5	6
Alcohol-Related Fatalities (at least one driver or non-occupant had a BAC of .01 or greater) (FARS)	1,121	1,198	1,277	1,268	1,325
Alcohol-Related Injuries (SWITRS)	23,853	23,905	23,178	23,993	25,068
Alcohol Related Injuries Age 16 -19 (SWITRS)	2,232	2,111	1,893	1,688	1,702
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	19	21	23	25	31
Male	15	19	19	19	22
Female	4	1	3	6	10
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	143	134	160	150	142
Male	115	115	133	120	119
Female	27	20	27	30	23

Calendar Years					
Bicycles	2011	2012	2013	2014	2015
Bicyclist Fatalities (FARS)	116	129	147	129	129
Bicyclist Injuries (SWITRS)	13,605	13,920	13,283	13,042	12,645
Bicyclist Fatalities Under Age 15 (FARS)	12	4	4	5	5
Bicyclist Injuries Under Age 15 (SWITRS)	1,868	1,834	1,429	1,348	1,247
Unhelmeted Bicyclist Fatalities (FARS)	116	129	147	129	129

Calendar Years					
Distracted Driving	2013	2014	2015	2016	2017
Cell Phone and Texting Survey	7.8%	6.6%	9.2%	12.8%	Not Yet Available

Calendar Years					
Drug-Impaired Driving	2011	2012	2013	2014	2015
Drivers Killed, Tested Positive for Drugs	26%	31%	32%	31%	19%

Calendar Years					
Motorcycles	2011	2012	2013	2014	2015
Total Motorcycle Registrations (DMV)	818,650	832,304	857,624	862,705	884,665
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	51	54	54	61	56
Motorcyclist Injuries (SWITRS)	12,028	12,617	13,143	13,744	13,668
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	94%	93%	92%	95%	95%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	36%	29%	33%	32%	32%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	85	98	104	138	109
Motorcycle Rider (Operator) Fatalities (FARS)	387	426	445	504	449
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	22%	23%	23%	27%	24%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	66%	69%	65%	65%	67%
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	57%	56%	55%	55%	54%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	27%	31%	29%	29%	31%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	19%	15%	17%	15%	15%

Calendar Years					
Occupant Protection	2012	2013	2014	2015	2016
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	33%	34%	32%	34%	Not Yet Available
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	Not Conducted	96.9%	95.2%	96.0%	96.4%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	42%	43%	38%	33%	Not Yet Available
Child Safety Seat Use Rate (Statewide Observational Survey)	91.6%	88.5%	90.7%	94.0%	94.6%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	42	31	36	23	Not Yet Available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,059	5,088	5,104	5,998	6,519

Calendar Years					
Pedestrians	2011	2012	2013	2014	2015
Pedestrian Injuries (SWITRS)	13,427	13,280	12,331	13,154	13,476
Pedestrian Fatalities Under Age 15 (FARS)	28	22	28	24	24
Pedestrian Injuries Under Age 15 (SWITRS)	2,153	2,075	1,964	1,868	1,776
Pedestrian Fatalities Age 65 and Older (FARS)	153	159	179	185	173
Pedestrian Injuries Age 65 and Older (SWITRS)	1,305	1,430	1,376	1,546	1,662

Calendar Years					
Speeding and Aggressive Driving	2011	2012	2013	2014	2015
Speeding Related Injuries (SWITRS)	70,653	70,291	70,447	72,291	80,111

*DMV DUI Management Information System Report

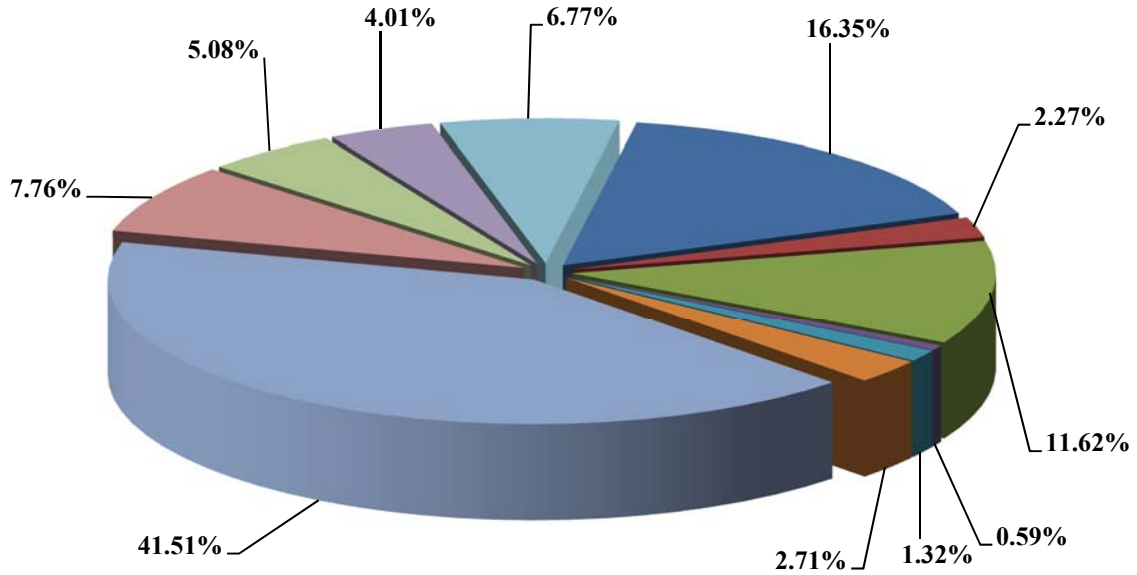
**DMV

HIGHWAY SAFETY PROJECTS

PLANNED FUND DISTRIBUTION

BY PROGRAM AREA

\$112,142,620

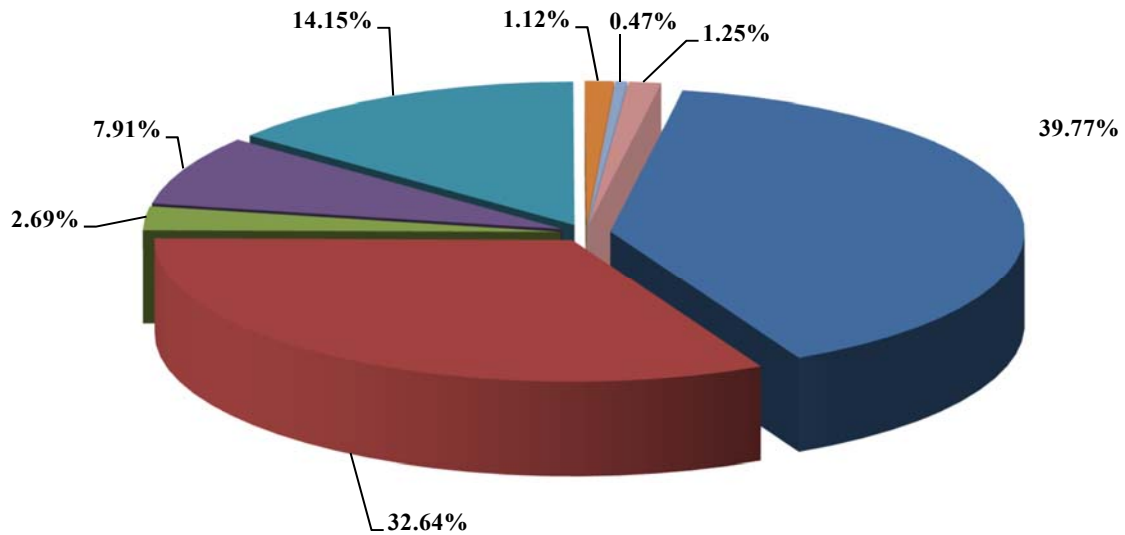


■ ALCOHOL-IMPAIRED DRIVING 16.35% (\$18,336,975)	■ DISTRACTED DRIVING 2.27% (\$2,545,000)
■ DRUG-IMPAIRED DRIVING 11.62% (\$13,031,932)	■ EMERGENCY MEDICAL SERVICES 0.59% (\$665,000)
■ MOTORCYCLE SAFETY 1.32% (\$1,484,800)	■ OCCUPANT PROTECTION 2.71% (\$3,041,939)
■ POLICE TRAFFIC SERVICES 41.51% (\$46,544,961)	■ PEDESTRIAN/BICYCLE SAFETY 7.76% (\$8,703,000)
■ PLANNING & ADMINISTRATION 5.08% (\$5,700,213)	■ PUBLIC RELATIONS 4.01% (\$4,500,000)
■ TRAFFIC RECORDS 6.77% (\$7,588,800)	

PLANNED FUND DISTRIBUTION

BY FUND TYPE

\$112,142,620



■ 164AL 39.77% (\$44,598,184)	■ 402 32.64% (\$36,605,072)	■ 405b OP 2.69% (\$3,020,715)	■ 405c TR 7.91% (\$8,873,244)
■ 405d AL 14.15% (\$15,872,390)	■ 405e DD 1.12% (\$1,253,435)	■ 405f MC 0.47% (\$522,000)	■ 405h PS 1.25% (\$1,397,580)

PROGRAM FUNDING SOURCES

FUND
<p>164 - Minimum Penalties for Repeat Offenders for Driving While Intoxicated</p> <p>These funds can be used for alcohol-impaired driving programs and hazard elimination programs.</p>
<p>402 - State/Community Highway Safety Grant Program</p> <p>Section 402 funds are to be used to support the States' Performance Plans, which contain performance goals and performance measures, based on the National Priority Program Areas and other problems identified by the States, and Highway Safety Plans for the implementation of programs that address a wide range of highway safety problems that are related to human factors and the roadway environment and that contribute to the reduction of crashes, deaths, and injuries resulting thereof. Section 402 enhances States' programs by providing resources to start up new, more effective projects; by catalyzing or accelerating State programs to address major safety issues with well-planned strategies; and by leveraging additional State and local investment in highway safety.</p>
<p>405b - Occupant Protection Grants</p> <p>The purpose of this program is to encourage States to adopt and implement occupant protection laws and programs to reduce highway deaths and injuries from individuals riding unrestrained in motor vehicles.</p>
<p>405c - State Traffic Safety Information System Improvements Grants</p> <p>The purpose of this program is to support State efforts to improve the data systems needed to help identify priorities for Federal, State and local highway and traffic safety programs, to link intra-state data systems, and to improve the compatibility and interoperability of these data systems with national data systems and the data systems of other States for highway safety purposes, such as enhancing the ability to analyze national trends in crash occurrences, rates, outcomes and circumstances.</p>
<p>405d - Impaired Driving Countermeasures Grants</p> <p>Funding under this program includes high visibility impaired driving enforcement, prosecution and adjudication outreach, blood alcohol concentration (BAC) testing, high risk drivers, DUI courts, underage drinking prevention, administrative license suspension and revocation, and self-sustaining impaired driving prevention.</p>
<p>405e - Distracted Driving Grants</p> <p>States may use funds only to educate the public through advertising that contains information about the dangers of texting or using a cell phone while driving, for traffic signs that notify drivers about the distracted driving law of the State, or for law enforcement costs related to the enforcement of the distracted driving law.</p>
<p>405f - Motorcyclist Safety Grants</p> <p>States may qualify for this funding by meeting two of six grant criteria: Motorcycle Rider Training Courses; Motorcyclists Awareness Program; Reduction of Fatalities and Crashes Involving Motorcycles; Impaired Driving Program; Reduction of Fatalities and Collisions Involving Impaired Motorcyclists; and Use of Fees Collected from Motorcyclists for Motorcycle Programs.</p>
<p>405h - Non Motorized Safety Grants</p> <p>States may use funds only for: training of law enforcement officials on State laws applicable to pedestrian and bicycle safety; enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety; or public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of State traffic laws applicable to pedestrian and bicycle safety.</p>



**POLITICAL SUBDIVISION PARTICIPATION
IN STATE HIGHWAY SAFETY PROGRAM
FEDERAL FISCAL YEAR 2018
HIGHWAY SAFETY PLAN**

402 State and Community Highway Safety

	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
New Grants	\$21,423,022	\$0	\$15,182,050	\$36,605,072
Continuations	\$0	\$0	\$0	\$0
Total	\$21,423,022		\$15,182,050	\$36,605,072
	58.52%		41.48%	100.00%

164AL Minimum Penalties for Repeat Offenders for Driving While Intoxicated

	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
New Grants	\$30,607,294	\$0	\$13,990,890	\$44,598,184
Continuations	\$0	\$0	\$0	\$0
Total	\$30,607,294		\$13,990,890	\$44,598,184
	68.63%		31.37%	100.00%

164AL / 402

	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
Combined	\$52,030,316	\$0	\$29,172,940	\$81,203,256
Total	\$52,030,316		\$29,172,940	\$81,203,256
	64.07%		35.93%	100.00%

*Includes the Planning and Administration grants.

NOTES:

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

**PROGRAM COST SUMMARY
AND
LIST OF PROJECTS**

STATE: CALIFORNIA

NUMBER: 2018-00

DATE: 10/1/2017

PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS			FEDERAL SHARE TO LOCAL
			PREVIOUS BALANCE	INCREASE/DECREASE	CURRENT BALANCE	
164-AL-18	44,598,184.00	TBD				30,607,294.00
SUBTOTAL	44,598,184.00	0.00				30,607,294.00
164-HE-18	0.00	TBD				0.00
SUBTOTAL	0.00	0.00				0.00
402-AL-18	439,765.00	0.00				400,000.00
402-DD-18	2,237,561.00	0.00				55,000.00
402-EM-18	694,612.00	0.00				665,000.00
402-MC-18	1,028,652.00	0.00				234,800.00
402-OP-18	162,246.00	0.00				0.00
402-PA-18	1,238,939.00	498,216.00				0.00
402-PM-18	1,655,000.00	0.00				865,000.00
402-PS-18	8,396,120.00	0.00				4,092,000.00
402-PT-18	20,752,177.00	0.00				15,111,222.00
SUBTOTAL	36,605,072.00	498,216.00				21,423,022.00
405b-18	3,020,715.00	TBD				1,379,189.00
SUBTOTAL	3,020,715.00	0.00				1,379,189.00
405c-18	8,873,244.00	TBD				6,095,500.00
SUBTOTAL	8,873,244.00					6,095,500.00
405d-18	15,872,390.00	TBD				9,955,767.00
SUBTOTAL	15,872,390.00	0.00				9,955,767.00
405e-18	1,253,435.00	TBD				0.00
SUBTOTAL	1,253,435.00	0.00				0.00
405f-18	522,000.00	TBD				0.00
SUBTOTAL	522,000.00	0.00				0.00
405h-18	1,397,580.00	TBD				0.00
SUBTOTAL	1,397,580.00	0.00				0.00
Total NHTSA	112,142,620.00	498,216.00	0.00	0.00	0.00	69,460,772.00
Total FHWA	0.00	0.00	0.00	0.00	0.00	0.00
Total NHTSA & FHWA	112,142,620.00	498,216.00	0.00	0.00	0.00	69,460,772.00

STATE OFFICIAL AUTHORIZED SIGNATURE:

NAME:

TITLE:

DATE:

[Handwritten Signature]
 Director
 May 30, 2017

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:

NAME:

TITLE:

DATE:

Effective Date:

LIST OF ALL FEDERAL FISCAL YEAR (FFY) 2018 GRANTS

Grant	Agency	Fund	Amount
AL18001	Butte County Probation Department	164 AL	\$ 200,272
AL18002	California Department of Alcoholic Beverage Control	164 AL	\$ 1,700,000
AL18004	California Department of Alcoholic Beverage Control	164 AL	\$ 372,000
		402 DD	\$ 393,000
		402 PM	\$ 10,000
AL18005	California Department of Motor Vehicles	164 AL	\$ 141,000
AL18006	California Highway Patrol	164 AL	\$ 6,500,000
AL18007	California Highway Patrol	164 AL	\$ 350,000
AL18008	California Highway Patrol	164 AL	\$ 200,000
AL18009	California Highway Patrol	164 AL	\$ 1,600,000
AL18010	Contra Costa County Probation Department	164 AL	\$ 373,541
AL18011	Fresno County Probation Department	164 AL	\$ 385,506
AL18012	Kern County Probation Department	164 AL	\$ 211,285
AL18013	Sacramento County Probation Department	164 AL	\$ 490,011
AL18014	San Joaquin County Superior Court	164 AL	\$ 650,000
AL18015	San Mateo County Superior Court	164 AL	\$ 397,000
AL18016	Santa Barbara County Probation Department	164 AL	\$ 124,952
AL18017	Solano County Probation Department	164 AL	\$ 280,083
AL18018	Los Angeles County Probation Department	164 AL	\$ 341,136
AL18019	Placer County Probation Department	164 AL	\$ 90,437
AL18020	San Bernardino County	164 AL	\$ 510,636
AL18021	San Diego County Probation Department	164 AL	\$ 535,111
AL18022	San Joaquin County Probation Department	164 AL	\$ 162,848
AL18023	Santa Cruz County Health Services Agency	164 AL	\$ 100,000
AL18024	Shasta County Health and Human Services Agency	164 AL	\$ 100,000
AL18025	Riverside County Department of Public Health	164 AL	\$ 115,000
AL18026	Sacramento County District Attorney's Office	164 AL	\$ 135,000
AL18027	Tulare County Office of Education	402 AL	\$ 400,000
AL18028	Tulare County Probation Department	164 AL	\$ 170,157
AL18029	University of California, Berkeley - SafeTREC	164 AL	\$ 985,000
AL18031	Sacramento County Superior Court	164 AL	\$ 313,000
		Subtotal	\$ 18,336,975

Grant	Agency	Fund	Amount
DD18001	California Department of Transportation	402 PM	\$ 750,000
DD18002	California Highway Patrol	405e DD	\$ 400,000
DD18003	California Highway Patrol	405e DD	\$ 800,000
DD18004	California Highway Patrol	402 DD	\$ 540,000
DD18005	San Luis Obispo County Public Health Department	402 DD	\$ 55,000
		Subtotal	\$ 2,545,000

Grant	Agency	Fund	Amount
DI18001	California Department of Justice - Bureau of Forensic Services	405d AL	\$ 1,434,000
DI18002	California Department of Motor Vehicles	405d AL	\$ 127,585
DI18003	California Highway Patrol	405d AL	\$ 2,000,000
DI18004	Contra Costa County Sheriff's Department	405d AL	\$ 453,000
DI18005	El Dorado County District Attorney's Office	405d AL	\$ 195,677
DI18006	Fresno County District Attorney's Office	405d AL	\$ 382,711
DI18007	Kern County District Attorney's Office	405d AL	\$ 220,259
DI18008	Marin County District Attorney's Office	405d AL	\$ 174,222

Grant	Agency	Fund	Amount
DI18009	Monterey County District Attorney's Office	405d AL	\$ 232,241
DI18010	Riverside County District Attorney's Office	405d AL	\$ 423,895
DI18011	San Francisco District Attorney's Office	405d AL	\$ 178,340
DI18013	Shasta County Health and Human Services Agency	405d AL	\$ 155,000
DI18014	Yolo County District Attorney's Office	405d AL	\$ 165,941
DI18015	Long Beach Department of Health and Human Services	405d AL	\$ 239,000
DI18016	Los Angeles City Attorney's Office	405d AL	\$ 331,583
DI18017	Los Angeles County District Attorney's Office	405d AL	\$ 869,646
DI18018	Monterey County Superior Court	405d AL	\$ 600,000
DI18019	Orange County District Attorney's Office	405d AL	\$ 1,267,211
DI18020	Orange County Sheriff's Department	405d AL	\$ 270,000
DI18021	Sacramento County District Attorney's Office	405d AL	\$ 250,141
DI18022	San Bernardino County District Attorney's Office	405d AL	\$ 211,883
DI18023	San Diego City Attorney's Office	405d AL	\$ 294,414
DI18024	San Diego County District Attorney's Office	405d AL	\$ 244,173
DI18025	Shasta County District Attorney's Office	405d AL	\$ 149,015
DI18026	Solano County District Attorney's Office	405d AL	\$ 309,990
DI18027	Solano County District Attorney's Office	405d AL	\$ 436,600
DI18028	Sonoma County District Attorney's Office	405d AL	\$ 353,537
DI18029	Tulare County District Attorney's Office	405d AL	\$ 153,620
DI18030	University of California, Irvine	405d AL	\$ 237,000
DI18031	Ventura County Behavioral Health Department	405d AL	\$ 258,000
DI18032	Ventura County District Attorney's Office	405d AL	\$ 413,248
		Subtotal	\$ 13,031,932

Grant	Agency	Fund	Amount
EM18001	Amador Fire Protection District	402 EM	\$ 70,000
EM18002	Butte County Fire Department	402 EM	\$ 105,000
EM18003	Pismo Beach Fire Department	402 EM	\$ 70,000
EM18004	Russian River Fire Protection District	402 EM	\$ 105,000
EM18005	Lake County Fire Protection District	402 EM	\$ 105,000
EM18006	Nevada County Fire Protection District	402 EM	\$ 70,000
EM18007	North Monterey County Fire Protection District	402 EM	\$ 70,000
EM18008	South Monterey County Fire Protection District	402 EM	\$ 70,000
		Subtotal	\$ 665,000

Grant	Agency	Fund	Amount
MC18001	Hawthorne Police Department	402 MC	\$ 59,800
MC18002	San Francisco Municipal Transportation Agency	402 MC	\$ 175,000
MC18003	California Highway Patrol	402 MC	\$ 600,000
		405f MC	\$ 500,000
MC18004	University of California, Berkeley - SafeTREC	402 MC	\$ 150,000
		Subtotal	\$ 1,484,800

Grant	Agency	Fund	Amount
OP18001	Butte County Public Health Department	405b OP	\$ 91,500
OP18002	California Department of Public Health	405b OP	\$ 488,300
OP18003	California Highway Patrol	405b OP	\$ 725,500
OP18004	California Highway Patrol	402 OP	\$ 150,000
OP18005	California State University, Fresno	405b OP	\$ 298,950
OP18006	Contra Costa County Health Services	405b OP	\$ 88,500
OP18007	Los Angeles County Department of Public Health	405b OP	\$ 67,500

Grant	Agency	Fund	Amount
OP18008	San Joaquin County Public Health Services	405b OP	\$ 85,700
OP18009	Santa Cruz County Health Services Agency	405b OP	\$ 44,500
OP18010	Ventura County Fire Department	405b OP	\$ 58,900
OP18011	Yuba County Health and Human Services Department	405b OP	\$ 47,500
OP18012	Los Angeles Housing and Community Investment Department	405b OP	\$ 154,000
OP18013	Pomona Police Department	405b OP	\$ 150,589
OP18014	Riverside County Department of Public Health	405b OP	\$ 129,000
OP18015	San Diego County Health & Human Services Agency - CAP	405b OP	\$ 88,500
OP18016	San Luis Obispo County Public Health Department	405b OP	\$ 46,000
OP18017	Stanislaus County Health Services Agency	405b OP	\$ 97,000
OP18018	Tehama County Health Services Agency	405b OP	\$ 65,000
OP18019	Yolo County Health and Human Services Agency	405b OP	\$ 165,000
		Subtotal	\$ 3,041,939

Grant	Agency	Fund	Amount
PA18001	Office of Traffic Safety	164 AL	\$ 1,906,890
		402 AL	\$ 39,765
		402 DD	\$ 49,561
		402 EM	\$ 29,612
		402 MC	\$ 43,852
		402 OP	\$ 12,246
		402 PA	\$ 1,238,939
		402 PS	\$ 296,120
		402 PT	\$ 841,455
		405b OP	\$ 128,776
		405c TR	\$ 359,944
		405d AL	\$ 618,038
		405e DD	\$ 53,435
		405f MC	\$ 22,000
405h PS	\$ 59,580		
		Subtotal	\$ 5,700,213

Grant	Agency	Fund	Amount
PR18001	Office of Traffic Safety	402 DD	\$ 1,200,000
		402 PS	\$ 1,600,000
		402 PT	\$ 200,000
		405d AL	\$ 1,500,000
		Subtotal	\$ 4,500,000

Grant	Agency	Fund	Amount
PS18001	Orange County Transportation Authority	402 PS	\$ 75,000
PS18002	Westminster Police Department	402 PS	\$ 25,000
PS18003	Alameda County Public Works Department	402 PS	\$ 125,000
PS18004	Anaheim Police Department	402 PS	\$ 70,000
PS18005	Bakersfield Police Department	402 PS	\$ 30,000
PS18006	Baldwin Park Police Department	402 PS	\$ 40,000
PS18007	Butte County Public Health Department	402 PS	\$ 29,000
PS18008	California Highway Patrol	405h PS	\$ 1,338,000
PS18009	Escondido Police Department	402 PS	\$ 25,000
PS18010	Fresno (PARCS)	402 PS	\$ 120,000
PS18011	Humboldt County Public Health	402 PS	\$ 125,000
PS18012	Montclair Human Services	402 PS	\$ 40,000

Grant	Agency	Fund	Amount
PS18013	Sacramento Police Department	402 PS	\$ 75,000
PS18014	Santa Cruz County Health Services Agency	402 PS	\$ 170,000
PS18015	Long Beach Department of Health and Human Services	402 PM	\$ 40,000
		402 PS	\$ 110,000
PS18016	Los Angeles County Department of Public Works	402 PM	\$ 25,000
		402 PS	\$ 125,000
PS18017	Los Angeles Housing and Community Investment Department	402 PS	\$ 300,000
PS18018	Modesto Police Department	402 PS	\$ 55,000
PS18019	Monterey County Health Department	402 PS	\$ 130,000
PS18020	Pasadena Transportation Department	402 PS	\$ 112,000
PS18021	Riverside County Department of Public Health	402 PS	\$ 135,000
PS18022	Riverside Public Works Department	402 PS	\$ 136,000
PS18023	Sacramento County Office of Education	402 PS	\$ 170,000
PS18024	Sacramento Public Works	402 PS	\$ 200,000
PS18025	San Benito County Health and Human Services Agency	402 PS	\$ 25,000
PS18026	San Diego Police Department	402 PS	\$ 200,000
PS18027	San Jose Department of Transportation	402 PS	\$ 150,000
PS18028	San Luis Obispo County Public Health Department	402 PS	\$ 160,000
PS18029	Santa Ana Public Works Agency	402 PS	\$ 75,000
PS18030	Santa Clara Police Department	402 PS	\$ 35,000
PS18031	Solano Transportation Authority	402 PS	\$ 170,000
PS18032	Southern California Association of Governments	402 PM	\$ 800,000
		402 PS	\$ 700,000
PS18033	Standard School District	402 PS	\$ 30,000
PS18034	University of California, Berkeley - SafeTREC	402 PS	\$ 2,000,000
PS18035	University of California, Berkeley - TTP	402 PS	\$ 408,000
PS18036	Watsonville Police Department	402 PS	\$ 35,000
PS18037	Yolo County Health and Human Services Agency	402 PS	\$ 50,000
PS18038	Yuba County Health and Human Services Department	402 PS	\$ 40,000
		Subtotal	\$ 8,703,000

Grant	Agency	Fund	Amount
PT18001	Alhambra Police Department	164 AL	\$ 60,000
		402 PT	\$ 55,000
PT18002	Anaheim Police Department	164 AL	\$ 205,200
		402 PT	\$ 198,000
PT18003	Arcadia Police Department	164 AL	\$ 50,000
		402 PT	\$ 50,000
PT18004	Atascadero Police Department	164 AL	\$ 60,000
		402 PT	\$ 10,000
PT18005	Azusa Police Department	164 AL	\$ 50,000
		402 PT	\$ 41,500
PT18006	Bakersfield Police Department	164 AL	\$ 347,000
		402 PT	\$ 121,000
		405c TR	\$ 136,000
PT18007	Baldwin Park Police Department	164 AL	\$ 40,000
		402 PT	\$ 30,000
PT18008	Bell Gardens Police Department	164 AL	\$ 60,000
		402 PT	\$ 35,000
PT18009	Bell Police Department	164 AL	\$ 60,000
		402 PT	\$ 40,000
PT18010	Berkeley Police Department	164 AL	\$ 132,500
		402 PT	\$ 132,500

Grant	Agency	Fund	Amount
PT18011	Beverly Hills Police Department	164 AL	\$ 60,000
		402 PT	\$ 55,000
PT18012	Brea Police Department	164 AL	\$ 45,000
		402 PT	\$ 60,000
PT18013	Brentwood Police Department	164 AL	\$ 45,000
		402 PT	\$ 30,000
PT18014	Buena Park Police Department	164 AL	\$ 90,000
		402 PT	\$ 50,000
PT18015	Burbank Police Department	164 AL	\$ 50,000
		402 PT	\$ 50,000
PT18016	Burlingame Police Department	164 AL	\$ 40,000
		402 PT	\$ 30,000
PT18017	California Highway Patrol	402 PT	\$ 500,000
PT18018	California Highway Patrol	402 PM	\$ 20,000
		402 PT	\$ 130,000
PT18019	California Highway Patrol	402 PT	\$ 1,500,000
PT18020	California Highway Patrol	402 PT	\$ 275,000
PT18021	California Highway Patrol	402 PT	\$ 69,500
PT18022	California Highway Patrol	402 PT	\$ 380,000
PT18023	Cathedral City Police Department	164 AL	\$ 45,000
		402 PT	\$ 50,000
PT18024	Chino Police Department	164 AL	\$ 90,000
		402 PT	\$ 40,000
PT18025	Chula Vista Police Department	164 AL	\$ 400,000
		402 PT	\$ 130,000
PT18026	Citrus Heights Police Department	164 AL	\$ 90,000
		402 PT	\$ 40,000
		405c TR	\$ 34,000
PT18027	Claremont Police Department	164 AL	\$ 60,000
		402 PT	\$ 40,000
PT18028	Clovis Police Department	164 AL	\$ 60,000
		402 PT	\$ 30,000
PT18029	Colton Police Department	164 AL	\$ 90,000
		402 PT	\$ 25,000
PT18030	Concord Police Department	164 AL	\$ 142,000
		402 PT	\$ 70,000
PT18031	Corona Police Department	164 AL	\$ 50,000
		402 PT	\$ 25,000
PT18032	Costa Mesa Police Department	164 AL	\$ 165,000
		402 PT	\$ 125,000
PT18033	Covina Police Department	164 AL	\$ 50,000
		402 PT	\$ 20,000
PT18034	Culver City Police Department	164 AL	\$ 50,000
		402 PT	\$ 70,000
PT18035	Daly City Police Department	164 AL	\$ 60,000
		402 PT	\$ 40,000
PT18036	Downey Police Department	164 AL	\$ 200,000
		402 PT	\$ 130,000
PT18037	Dublin Police Department	164 AL	\$ 50,000
		402 PT	\$ 25,000
PT18038	El Cajon Police Department	164 AL	\$ 73,000
		402 PT	\$ 127,000

Grant	Agency	Fund	Amount
PT18039	El Centro Police Department	164 AL	\$ 60,000
		402 PT	\$ 50,000
PT18040	El Monte Police Department	164 AL	\$ 110,000
		402 PT	\$ 90,000
PT18041	Elk Grove Police Department	164 AL	\$ 120,000
		402 PT	\$ 100,000
PT18042	Escondido Police Department	164 AL	\$ 400,000
		402 PT	\$ 110,000
PT18043	Folsom Police Department	164 AL	\$ 80,000
		402 PT	\$ 40,000
		405c TR	\$ 30,000
PT18044	Fontana Police Department	164 AL	\$ 240,000
		402 PT	\$ 115,000
PT18045	Fountain Valley Police Department	164 AL	\$ 44,400
		402 PT	\$ 44,400
		405d AL	\$ 11,200
PT18046	Fremont Police Department	164 AL	\$ 100,000
		402 PT	\$ 65,000
PT18047	Fresno Police Department	164 AL	\$ 490,000
		402 PT	\$ 200,000
PT18048	Fullerton Police Department	164 AL	\$ 180,000
		402 PT	\$ 85,000
		405d AL	\$ 135,000
PT18049	Garden Grove Police Department	164 AL	\$ 135,000
		402 PT	\$ 151,000
PT18050	Gardena Police Department	164 AL	\$ 90,000
		402 PT	\$ 40,000
PT18051	Gilroy Police Department	164 AL	\$ 50,000
		402 PT	\$ 35,000
PT18052	Glendale Police Department	164 AL	\$ 150,000
		402 PT	\$ 157,000
		405c TR	\$ 32,500
		405d AL	\$ 15,000
PT18053	Glendora Police Department	164 AL	\$ 60,000
		402 PT	\$ 40,000
PT18054	Hawthorne Police Department	164 AL	\$ 95,000
		402 PT	\$ 45,000
PT18055	Hayward Police Department	164 AL	\$ 140,000
		402 PT	\$ 100,000
PT18056	Hemet Police Department	164 AL	\$ 75,000
		402 PT	\$ 55,000
PT18057	Hollister Police Department	164 AL	\$ 50,000
		402 PT	\$ 20,000
PT18058	Huntington Beach Police Department	164 AL	\$ 450,000
		402 PT	\$ 160,000
PT18059	Huntington Park Police Department	164 AL	\$ 100,000
		402 PT	\$ 40,000
PT18060	Inglewood Police Department	164 AL	\$ 100,000
		402 PT	\$ 120,000
PT18061	Irvine Police Department	164 AL	\$ 385,000
		402 PT	\$ 125,000

Grant	Agency	Fund	Amount
PT18062	Long Beach Police Department	164 AL	\$ 286,000
		402 PT	\$ 200,000
		405c TR	\$ 138,000
PT18063	Los Angeles Police Department	164 AL	\$ 3,313,000
		402 PT	\$ 1,476,000
		405d AL	\$ 350,000
PT18064	Manteca Police Department	164 AL	\$ 50,000
		402 PT	\$ 65,000
PT18065	Montclair Police Department	402 PT	\$ 37,402
PT18066	Ontario Police Department	164 AL	\$ 490,000
		402 PT	\$ 130,000
		405c TR	\$ 145,000
PT18067	Rancho Cordova Police Department	164 AL	\$ 70,000
		402 PT	\$ 70,000
PT18068	Redondo Beach Police Department	164 AL	\$ 75,000
		402 PT	\$ 40,000
		405c TR	\$ 36,000
PT18069	San Diego Police Department	164 AL	\$ 913,000
		402 PT	\$ 590,000
PT18070	San Francisco Police Department	164 AL	\$ 154,000
		402 PT	\$ 126,000
PT18071	Novato Police Department	164 AL	\$ 60,000
		402 PT	\$ 25,000
		405c TR	\$ 12,000
PT18072	Sacramento Police Department	164 AL	\$ 530,000
		402 PT	\$ 690,000
PT18073	San Bernardino County Sheriff's Department	164 AL	\$ 277,903
		402 PT	\$ 185,269
PT18074	San Diego County Sheriff's Department	164 AL	\$ 435,000
		402 PT	\$ 135,000
PT18075	San Jose Police Department	164 AL	\$ 150,000
		402 PT	\$ 107,000
PT18076	Santa Barbara Police Department	164 AL	\$ 160,000
		402 PT	\$ 100,000
PT18077	Santa Maria Police Department	164 AL	\$ 285,000
		402 PT	\$ 80,000
		405c TR	\$ 35,000
PT18078	Signal Hill Police Department	164 AL	\$ 60,000
		402 PT	\$ 34,000
PT18079	Vallejo Police Department	164 AL	\$ 178,000
		402 PT	\$ 52,000
PT18080	Ventura County Sheriff's Department	164 AL	\$ 250,000
		402 PT	\$ 150,000
		405d AL	\$ 87,000
PT18081	Visalia Police Department	164 AL	\$ 180,000
		402 PT	\$ 80,000
PT18082	West Sacramento Police Department	164 AL	\$ 60,000
		402 PT	\$ 60,000
		405c TR	\$ 80,000
PT18083	Whittier Police Department	164 AL	\$ 130,000
		402 PT	\$ 45,000
		405c TR	\$ 30,000

Grant	Agency	Fund	Amount
PT18084	La Habra Police Department	164 AL	\$ 190,000
		402 PT	\$ 40,000
PT18085	La Mesa Police Department	164 AL	\$ 60,000
		402 PT	\$ 65,000
PT18086	Laguna Beach Police Department	164 AL	\$ 65,000
		402 PT	\$ 40,000
PT18087	Livermore Police Department	164 AL	\$ 75,000
		402 PT	\$ 40,000
PT18088	Lodi Police Department	164 AL	\$ 60,000
		402 PT	\$ 45,000
PT18089	Lompoc Police Department	164 AL	\$ 60,000
		402 PT	\$ 25,000
PT18090	Los Angeles County Sheriff's Department	164 AL	\$ 1,107,231
		402 PT	\$ 738,154
PT18091	Manhattan Beach Police Department	164 AL	\$ 143,000
		402 PT	\$ 57,000
PT18092	Menlo Park Police Department	164 AL	\$ 55,000
		402 PT	\$ 40,000
PT18093	Merced Police Department	164 AL	\$ 60,000
		402 PT	\$ 40,000
		405c TR	\$ 20,000
PT18094	Milpitas Police Department	164 AL	\$ 60,000
		402 PT	\$ 40,000
PT18095	Modesto Police Department	164 AL	\$ 215,000
		402 PT	\$ 215,000
PT18096	Montebello Police Department	164 AL	\$ 80,000
		402 PT	\$ 50,000
PT18097	Monterey Park Police Department	164 AL	\$ 60,000
		402 PT	\$ 70,000
PT18098	Mountain View Police Department	164 AL	\$ 75,000
		402 PT	\$ 40,000
PT18099	Murrieta Police Department	164 AL	\$ 70,000
		402 PT	\$ 40,000
PT18100	Napa Police Department	164 AL	\$ 75,000
		402 PT	\$ 40,000
PT18101	National City Police Department	164 AL	\$ 80,000
		402 PT	\$ 40,000
PT18102	Newport Beach Police Department	164 AL	\$ 200,000
		402 PT	\$ 100,000
PT18103	Oakdale Police Department	164 AL	\$ 35,000
		402 PT	\$ 35,000
PT18104	Oakland Police Department	164 AL	\$ 484,000
		402 PT	\$ 224,000
PT18105	Oceanside Police Department	164 AL	\$ 170,000
		402 PT	\$ 89,400
		405d AL	\$ 5,600
PT18106	Orange County Sheriff's Department	164 AL	\$ 312,785
		402 PT	\$ 208,523
PT18107	Orange Police Department	164 AL	\$ 175,000
		402 PT	\$ 67,580
		405d AL	\$ 11,420

Grant	Agency	Fund	Amount
PT18108	Oxnard Police Department	164 AL	\$ 382,800
		402 PT	\$ 114,000
		405c TR	\$ 85,000
		405d AL	\$ 3,200
PT18109	Pacifica Police Department	164 AL	\$ 60,000
		402 PT	\$ 50,000
PT18110	Palm Springs Police Department	164 AL	\$ 60,000
		402 PT	\$ 70,000
PT18111	Pasadena Police Department	164 AL	\$ 200,000
		402 PT	\$ 215,000
PT18112	Paso Robles Police Department	164 AL	\$ 60,000
		402 PT	\$ 30,000
PT18113	Petaluma Police Department	164 AL	\$ 70,000
		402 PT	\$ 70,000
PT18114	Pittsburg Police Department	164 AL	\$ 50,000
		402 PT	\$ 50,000
PT18115	Placentia Police Department	164 AL	\$ 50,000
		402 PT	\$ 30,000
PT18116	Pleasanton Police Department	164 AL	\$ 65,000
		402 PT	\$ 45,000
PT18117	Pomona Police Department	164 AL	\$ 280,000
		402 PT	\$ 170,000
PT18118	Porterville Police Department	164 AL	\$ 90,000
		402 PT	\$ 30,000
PT18119	Redding Police Department	164 AL	\$ 245,000
		402 PT	\$ 70,000
PT18120	Redlands Police Department	164 AL	\$ 76,000
		402 PT	\$ 42,000
PT18121	Redwood City Police Department	164 AL	\$ 236,000
		402 PT	\$ 60,000
PT18122	Rialto Police Department	164 AL	\$ 107,000
		402 PT	\$ 108,000
PT18123	Riverside County Sheriff's Department	164 AL	\$ 890,000
		402 PT	\$ 728,994
		405c TR	\$ 70,000
PT18124	Riverside Police Department	164 AL	\$ 203,000
		402 PT	\$ 305,000
		405d AL	\$ 100,000
PT18125	Rohnert Park Department of Public Safety	164 AL	\$ 60,000
		402 PT	\$ 35,000
PT18126	Salinas Police Department	164 AL	\$ 125,000
		402 PT	\$ 55,000
PT18127	San Bernardino Police Department	164 AL	\$ 418,000
		402 PT	\$ 257,000
PT18128	San Gabriel Police Department	164 AL	\$ 60,000
		402 PT	\$ 50,000
PT18129	San Luis Obispo Police Department	164 AL	\$ 60,000
		402 PT	\$ 59,000
PT18130	San Mateo Police Department	164 AL	\$ 65,000
		402 PT	\$ 35,000
PT18131	San Rafael Police Department	164 AL	\$ 60,000
		402 PT	\$ 50,000

Grant	Agency	Fund	Amount
PT18132	San Ramon Police Department	164 AL	\$ 22,500
		402 PT	\$ 22,500
PT18133	Santa Ana Police Department	164 AL	\$ 295,000
		402 PT	\$ 156,000
		405d AL	\$ 4,000
PT18134	Santa Barbara County Sheriff's Department	164 AL	\$ 50,000
		402 PT	\$ 35,000
PT18135	Santa Monica Police Department	164 AL	\$ 125,000
		402 PT	\$ 175,000
PT18136	Santa Rosa Police Department	164 AL	\$ 250,000
		402 PT	\$ 140,000
PT18137	Simi Valley Police Department	164 AL	\$ 80,000
		402 PT	\$ 50,000
PT18138	South Gate Police Department	164 AL	\$ 90,000
		402 PT	\$ 40,000
PT18139	South Pasadena Police Department	164 AL	\$ 50,000
		402 PT	\$ 20,000
PT18140	South San Francisco Police Department	164 AL	\$ 60,000
		402 PT	\$ 50,000
PT18141	Stockton Police Department	164 AL	\$ 300,000
		402 PT	\$ 255,000
PT18142	Sunnyvale Department of Public Safety	164 AL	\$ 45,000
		402 PT	\$ 35,000
PT18143	Turlock Police Department	164 AL	\$ 50,000
		402 PT	\$ 35,000
PT18144	Tustin Police Department	164 AL	\$ 60,000
		402 PT	\$ 40,000
PT18145	Union City Police Department	164 AL	\$ 60,000
		402 PT	\$ 40,000
		405c TR	\$ 41,000
PT18146	Vacaville Police Department	164 AL	\$ 65,000
		402 PT	\$ 40,000
PT18147	Westminster Police Department	164 AL	\$ 55,000
		402 PT	\$ 87,000
PT18148	Yuba City Police Department	164 AL	\$ 45,000
		402 PT	\$ 30,000
PT18149	Torrance Police Department	164 AL	\$ 154,000
		402 PT	\$ 86,000
PT18150	University of California, Berkeley - SafeTREC	402 PT	\$ 895,000
PT18151	University of California, San Diego	402 PM	\$ 10,000
		402 PT	\$ 790,000
PT18152	Upland Police Department	164 AL	\$ 110,000
		402 PT	\$ 60,000
PT18153	Ventura Police Department	164 AL	\$ 80,000
		402 PT	\$ 116,000
PT18154	Vernon Police Department	164 AL	\$ 70,000
		402 PT	\$ 30,000
PT18155	Watsonville Police Department	164 AL	\$ 30,000
		402 PT	\$ 40,000
PT18156	West Covina Police Department	164 AL	\$ 140,000
		402 PT	\$ 5,000

Grant	Agency	Fund	Amount
PT18157	Woodland Police Department	164 AL	\$ 50,000
		402 PT	\$ 25,000
		Subtotal	\$ 46,544,961

Grant	Agency	Fund	Amount
TR18001	California Department of Motor Vehicles	405c TR	\$ 117,000
TR18002	California Department of Public Health	405c TR	\$ 652,000
TR18003	California Department of Transportation	405c TR	\$ 210,000
TR18004	California Emergency Medical Services Authority	405c TR	\$ 295,000
TR18005	California Emergency Medical Services Authority	405c TR	\$ 30,700
TR18006	California Polytechnic State University, Pomona	405c TR	\$ 178,500
TR18007	Los Angeles Police Department	405c TR	\$ 4,600,000
TR18008	Solano Transportation Authority	405c TR	\$ 171,000
TR18009	University of California, Berkeley - SafeTREC	405c TR	\$ 270,000
TR18010	University of California, Berkeley - SafeTREC	405c TR	\$ 57,000
TR18011	University of California, Berkeley - SafeTREC	405c TR	\$ 150,000
TR18012	University of California, Berkeley - SafeTREC	405c TR	\$ 94,000
TR18013	University of California, Berkeley - SafeTREC	405c TR	\$ 96,000
TR18014	University of California, Berkeley - SafeTREC	405c TR	\$ 217,000
TR18015	California Highway Patrol	405c TR	\$ 50,600
TR18016	California Department of Transportation	405c TR	\$ 400,000
		Subtotal	\$ 7,588,800
		TOTAL	\$ 112,142,620

EQUIPMENT LIST

EQUIPMENT LIST

Grant	Agency	Equipment	Units	Unit Cost	Fund
EM18001	Amador Fire Protection District	Fully Equipped Extrication System	2	\$ 35,000	402 EM
PT18005	Azusa Police Department	Crash Data Retrieval System	1	\$ 18,953	402 PT
PT18006	Bakersfield Police Department	Handheld Citation Data Collection Devices	1	\$ 136,000	405c TR
PT18012	Brea Police Department	Radar Trailer	1	\$ 20,000	402 PT
PT18015	Burbank Police Department	Radar Trailer	1	\$ 12,000	402 PT
EM18002	Butte County Fire Department	Fully Equipped Extrication System	5	\$ 21,000	402 EM
DI18001	California Department of Justice - Bureau of Forensic Services	Liquid Chromatograph Tandem Mass Spectrometer	2	\$ 649,800	405d AL
		Gas Chromatograph Blood Alcohol Analyzer	9	\$ 148,122	
DI18004	Contra Costa County Sheriff's Department	Liquid Chromatograph Tandem Mass Spectrometer	1	\$ 442,333	405d AL
PT18032	Costa Mesa Police Department	Radar Trailer	1	\$ 18,500	164 AL
PT18036	Downey Police Department	Changeable Message Sign Trailer with Radar	1	\$ 23,000	402 PT
		Police Motorcycle	1	\$ 28,000	
PT18038	El Cajon Police Department	Police Motorcycle	1	\$ 27,000	402 PT
PT18039	El Centro Police Department	Changeable Message Sign Trailer with Radar	1	\$ 20,000	402 PT
PT18040	El Monte Police Department	Changeable Message Sign Trailer with Radar	1	\$ 18,000	402 PT
PT18041	Elk Grove Police Department	Police Motorcycle	1	\$ 36,000	402 PT
PT18042	Escondido Police Department	Changeable Message Sign Trailer with Radar	1	\$ 18,000	402 PT
PT18043	Folsom Police Department	Electronic Citation Data Collection System	1	\$ 30,000	405c TR
PT18046	Fremont Police Department	Vehicle Speed Feedback Sign	2	\$ 10,000	402 PT
PT18048	Fullerton Police Department	DUI Trailer	1	\$ 35,000	164 AL
PT18049	Garden Grove Police Department	Traffic Collision Reconstruction System	1	\$ 36,000	402 PT
PT18050	Gardena Police Department	Police Motorcycle	1	\$ 30,000	402 PT
PT18056	Hemet Police Department	Radar Trailer	1	\$ 15,000	164 AL
PT18059	Huntington Park Police Department	DUI Trailer	1	\$ 35,000	164 AL
PT18060	Inglewood Police Department	Radar Trailer	2	\$ 10,000	402 PT
PT18085	La Mesa Police Department	Police Motorcycle	1	\$ 30,000	402 PT
EM18005	Lake County Fire Protection District	Fully Equipped Extrication System	3	\$ 35,000	402 EM
PT18088	Lodi Police Department	Vehicle Speed Feedback Sign	1	\$ 7,000	402 PT
PT18062	Long Beach Police Department	Breath Alcohol Analyzer	6	\$ 7,245	164 AL
		Breath Alcohol Analyzer Software	1	\$ 8,925	
		Handheld Citation Data Collection Devices	1	\$ 128,110	
PT18063	Los Angeles Police Department	Changeable Message Sign Trailer with Radar	2	\$ 18,000	402 PT
TR18007	Los Angeles Police Department	Electronic Citation Data Collection System	1	\$1,500,000	405c TR
PT18064	Manteca Police Department	Traffic Collision Reconstruction System	1	\$ 30,000	402 PT
PT18093	Merced Police Department	Crash Data Retrieval System	1	\$ 20,000	402 PT
PT18097	Monterey Park Police Department	DUI Trailer	1	\$ 20,000	164 AL
EM18006	Nevada County Fire Protection District	Fully Equipped Extrication System	2	\$ 35,000	402 EM
EM18007	North Monterey County Fire Protection District	Fully Equipped Extrication System	2	\$ 35,000	402 EM
PT18071	Novato Police Department	Electronic Citation Data Collection System	1	\$ 12,000	405c TR
PT18103	Oakdale Police Department	Changeable Message Sign Trailer with Radar	1	\$ 18,000	402 PT
PT18104	Oakland Police Department	Traffic Collision Reconstruction System	1	\$ 30,000	402 PT
		Crash Data Retrieval System	1	\$ 20,000	
PT18105	Oceanside Police Department	DUI Trailer	1	\$ 35,000	164 AL
PT18066	Ontario Police Department	Electronic Citation Data Collection System	10	\$ 6,000	405c TR
		Traffic Collision Database System	1	\$ 85,000	
PT18106	Orange County Sheriff's Department	Traffic Collision Reconstruction System	1	\$ 50,000	402 PT
PT18108	Oxnard Police Department	Electronic Citation Data Collection System	1	\$ 85,000	405c TR

Grant	Agency	Equipment	Units	Unit Cost	Fund
PT18109	Pacifica Police Department	Traffic Collision Reconstruction System	1	\$ 20,000	402 PT
PT18110	Palm Springs Police Department	Radar Trailer	1	\$ 10,000	402 PT
PT18111	Pasadena Police Department	Traffic Collision Reconstruction System	1	\$ 65,000	402 PT
PT18113	Petaluma Police Department	Police Motorcycle	1	\$ 32,000	402 PT
EM18003	Pismo Beach Fire Department	Fully Equipped Extrication System	2	\$ 35,000	402 EM
PT18117	Pomona Police Department	Changeable Message Sign Trailer	1	\$ 15,000	402 PT
		Police Motorcycle	1	\$ 29,000	
PT18118	Porterville Police Department	DUI Trailer	1	\$ 35,000	164 AL
PT18067	Rancho Cordova Police Department	Changeable Message Sign Trailer	2	\$ 18,000	402 PT
PT18068	Redondo Beach Police Department	Electronic Citation Data Collection System	1	\$ 36,000	405c TR
PT18122	Rialto Police Department	Changeable Message Sign Trailer	1	\$ 18,000	402 PT
		DUI Trailer	1	\$ 12,000	164 AL
PT18124	Riverside Police Department	Traffic Collision Reconstruction System	1	\$ 110,000	402 PT
PS18022	Riverside Public Works Department	Vehicle Speed Feedback Sign	13	\$ 10,314	402 PS
EM18004	Russian River Fire Protection District	Fully Equipped Extrication System	3	\$ 35,000	402 EM
PT18072	Sacramento Police Department	DUI Trailer	1	\$ 35,000	164 AL
PT18127	San Bernardino Police Department	Changeable Message Sign Trailer	1	\$ 35,000	402 PT
		Police Motorcycle	2	\$ 30,000	
PT18128	San Gabriel Police Department	Changeable Message Sign Trailer with Radar	1	\$ 20,000	402 PT
PT18129	San Luis Obispo Police Department	Traffic Collision Reconstruction System	1	\$ 19,000	402 PT
PT18132	San Ramon Police Department	Vehicle Speed Feedback Sign	1	\$ 18,000	402 PT
PT18077	Santa Maria Police Department	Electronic Citation Data Collection System	1	\$ 35,000	405c TR
PT18135	Santa Monica Police Department	Radar Trailer	1	\$ 8,200	402 PT
PT18136	Santa Rosa Police Department	Radar Trailer	1	\$ 10,000	402 PT
PT18078	Signal Hill Police Department	Radar Trailer	1	\$ 9,000	402 PT
DI18027	Solano County District Attorney's Office	Liquid Chromatograph Tandem Mass Spectrometer	1	\$ 380,000	405d AL
TR18008	Solano Transportation Authority	Traffic Collision Database System	1	\$ 140,000	405c TR
EM18008	South Monterey County Fire Protection District	Fully Equipped Extrication System	2	\$ 35,000	402 EM
PT18141	Stockton Police Department	Police Motorcycle	2	\$ 27,500	402 PT
PT18144	Tustin Police Department	Light Tower System	2	\$ 5,500	164 AL
PT18145	Union City Police Department	Electronic Citation Data Collection System	1	\$ 41,000	405c TR
PT18152	Upland Police Department	Police Motorcycle	1	\$ 36,000	402 PT
PT18080	Ventura County Sheriff's Department	Light Tower System	2	\$ 6,000	164 AL
PT18153	Ventura Police Department	Police Motorcycle	1	\$ 36,000	402 PT
PT18081	Visalia Police Department	Radar Trailer	1	\$ 10,000	402 PT
PT18082	West Sacramento Police Department	Electronic Citation Data Collection System	1	\$ 80,000	405c TR
		Changeable Message Sign Trailer with Radar	1	\$ 20,000	402 PT
PT18147	Westminster Police Department	Traffic Collision Reconstruction System	1	\$ 32,000	402 PT
PT18083	Whittier Police Department	DUI Trailer	1	\$ 32,500	164 AL
		Electronic Citation Data Collection System	1	\$ 30,000	405c TR

**HIGHWAY SAFETY STRATEGIES
AND
PROGRAM AREA GRANTS**

PROGRAM PLANNING AND ADMINISTRATION

PROGRAM OVERVIEW

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

- Identifying the state's most significant traffic safety problems.
- Prioritizing problems and developing methods for the distribution of funds.
- Developing the Highway Safety Plan (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 Strategic Highway Safety Plan (SHSP) challenge area meetings, various traffic safety committees, and task forces.
- Generally promoting and coordinating traffic safety in California.
- Creating public awareness campaigns and providing staff and spokespersons for all annual national campaigns, e.g., *Drive Sober or Get Pulled Over*, *National Distracted Driving Awareness Month*, *Pedestrian Safety*, etc.
- Providing regional fiscal and operations trainings to all applicable grant personnel annually.
- Maintaining and providing continuous improvements to the current Grant Electronic Management Solution (GEMS).
- Conducting workshops on OTS grant funding and the use of GEMS.

Current Staff

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

Training and Development

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

- Managing NHTSA Grant Funds - This training course provided by the Transportation Safety Institute (TSI) provides OTS staff with in-depth knowledge of the regulations and guidance that apply to the funding of highway safety programs and projects.
- Grants Management Solutions Suite (GMSS) – This course provided by the TSI provides GMSS training to OTS staff on NHTSA's new on-line solution for all grant activities. This hands-on training takes participants through the entire grant process starting with the HSP and ending with close out procedures.
- Skills Building Workshops - Various brief workshop sessions designed to build skills may be scheduled. These may include writing, team building, analytical skills, contracting, presentation skills, etc. Attendance at these workshops will result in improved job performance.
- Computer Training Courses - Courses designed to provide OTS staff with the knowledge necessary to operate the software programs installed on our computer system may be offered. Attendance at the courses will increase knowledge in operating skills for all users and provide the system administrator and backup administrator with the skills to maintain and support the computer system.
- Program and Grant Specific Workshops/Seminars - A number of program specific training sessions are supported or planned by OTS staff and occasionally included in individual local programs. Various workshops and seminars will be conducted for subrecipient agencies throughout the State on grant specific information.
- Leadership Development - This training will enhance the quality of leadership within an individual or an organization. Through these programs, the OTS management team will acquire strategies, techniques, and knowledge to motivate, inspire, and increase performance within the organization.

Goals and Performance Measures

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

- Developing a coordinated Highway Safety Plan to submit to the California State Transportation Agency (CalSTA) Secretary by June 1, 2017 and to NHTSA by July 1, 2017.
- Providing documentation on qualifications for special funded incentive programs.
- Developing, coordinating, monitoring, and administratively evaluating traffic safety grants identified in the Highway Safety Plan.
- Submitting the Annual Report to the CalSTA Secretary by December 1, 2017, and to NHTSA by January 1, 2018.
- Utilizing all available means for improving and promoting the California traffic safety program.

Costs

Operation of the Program

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

In accordance with 23 CFR 1252.5 (c)(3)(d), OTS is requesting NHTSA approval to continue charging salaries of the Associate Accounting Analyst, Database Administrator, and Associate Governmental Program Analyst positions to be charged to a combination of planning, administrative, and program management functions based on the following tasks:

- The Associate Accounting Analyst's main responsibilities include: reviewing all grant agreements to verify budgeted amounts are reasonable and allowable; grantee audit reports conducted by the DOF; and monitoring reports to ensure fiscal issues are properly documented and that corrective action is taken within six months.
- The Database Administrator's 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 Associate Governmental Program Analyst's main responsibility is maintaining, collecting, and publicizing media forums. The position will assist the Public Information Officer by managing media contracts and proving oversight of deliverables.

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

A contracted Project Manager (PM) acquired by the means of a Memorandum of Understanding with the California Department of Technology will support the maintenance of the current automated Grant Electronic Management System. The PM will oversee all aspects of the project including, but not limited to, the areas of integration, scope, time, cost, quality, resource, communications, risk, procurement, and project closeout. The PM will facilitate the necessary scoping, planning, coordination, direction, governance and project management best practices necessary for successful project implementation.

Program Development and Administrative Coordination

Funding is provided for the necessary staff time and expenses incurred by 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 Highway Safety Plan. 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 California Highway Patrol grant administration.

DETAIL FOR PLANNING AND ADMINISTRATION COSTS

A. PERSONNEL COSTS	\$	3,469,934	
B. TRAVEL EXPENSES	\$	71,500	
C. CONTRACTUAL SERVICES	\$	1,684,691	
D. EQUIPMENT	\$	31,000	
E. OTHER DIRECT COSTS	\$	487,071	
F. INDIRECT COSTS	\$	454,232	
TOTAL OTS BUDGET	\$	6,198,428	
LESS: STATE SHARE	\$	(498,216)	
FEDERAL SHARE	\$	5,700,212	
LESS: AMOUNT CHARGEABLE TO PROGRAM AREAS	\$	4,461,273	
TOTAL: FEDERAL SHARE OF PSP 18-PA	\$	1,238,939	

<u>FUNDING</u>	<u>PROBLEM SOLUTION PLAN (PSP)</u>	<u>COST</u>	<u>PERCENT</u>
18-164AL	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$ 1,906,890	42.74%
18-402AL	State/Community Highway Safety Grant Program	\$ 39,765	0.89%
18-402DD	State/Community Highway Safety Grant Program	\$ 49,561	1.11%
18-402EM	State/Community Highway Safety Grant Program	\$ 29,612	0.66%
18-402MC	State/Community Highway Safety Grant Program	\$ 43,852	0.98%
18-402OP	State/Community Highway Safety Grant Program	\$ 12,246	0.27%
18-402PM	State/Community Highway Safety Grant Program	\$ -	0.00%
18-402PS	State/Community Highway Safety Grant Program	\$ 296,120	6.64%
18-402PT	State/Community Highway Safety Grant Program	\$ 841,455	18.86%
18-405b OP	National Priority Safety Programs	\$ 128,776	2.89%
18-405c TR	National Priority Safety Programs	\$ 359,944	8.07%
18-405d AL	National Priority Safety Programs	\$ 618,038	13.85%
18-405e DD	National Priority Safety Programs	\$ 53,435	1.20%
18-405f MC	National Priority Safety Programs	\$ 22,000	0.50%
18-405h PS	National Priority Safety Programs	\$ 59,580	1.34%
		\$ 4,461,273	100.00%

PUBLIC RELATIONS, ADVERTISING AND MARKETING

PROGRAM OVERVIEW

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

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.

Countermeasures and Strategies

- Local and Regional Media: Work directly with OTS subrecipients in the development of media related materials, coordination of events, materials for public consumption, and specialty articles for publication – all designed to garner increased earned media and positive public awareness of traffic safety messages. Work directly with media outlets to be the first and primary resource for accurate, timely, and expert information on traffic safety issues.
- Current Campaigns: Activities surrounding three primary, specific, intensive and dated campaigns, which include 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: 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, CHP, Caltrans, DMV, Alcoholic Beverage Control, California Department of Public Health, non-governmental organizations, and law enforcement agencies throughout the state. Leverage paid media expenditures to gain additional bonus/free marketing opportunities.
- All campaigns and strategies include marketing to underserved segments of California’s population.

ACTION PLAN

The OTS marketing, public relations, media relations, and public affairs effort will focus on generating earned media and utilizing paid media for a wide and deep variety of traffic safety initiatives. This will be accomplished similar to previous years, through targeted DUI, distracted driving, and expanded pedestrian safety campaigns and through active grants – all designed toward lowering the mileage death rate. 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.

OTS Public Affairs will be utilizing a public relations and advertising contractor in support of many of these initiatives. The contractor assists OTS in campaign development, media buys, advertising services, graphic design, publication production, and various other marketing activities that are designed to assist 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, 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.

TASKS

Public Relations

Statewide Campaigns

OTS Public Affairs will spearhead several key public awareness campaigns during FFY 2018. Key campaigns will include California's December Holiday DUI Crackdown, Pedestrian Safety, and Distracted Driving (also see Paid Advertising), "*Click It or Ticket*," Child Passenger Safety Week, Motorcycle Safety Month, and DUI enforcement campaigns around other major holiday periods: Memorial Day, Independence Day, and Labor Day weekends, as well as St. Patrick's Day, Cinco de Mayo, and Halloween celebration periods. All campaigns will rely heavily upon earned media to educate Californians about safe driving practices, including distracted driving, seat belt use, child passenger safety, pedestrian safety and impaired driving. Moving forward, OTS will also continue to expand partnerships with CHP, the DMV, Caltrans, ABC and other state and federal agencies on various programs and campaigns.

Partnerships

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

OTS Website and Social Media

Subrecipients, law enforcement agencies, and other traffic safety stakeholders are increasingly reliant on the OTS website for topical information on everything from grant application information to new data on a plethora of traffic safety subjects. The news media and researchers are using the OTS site as a valued resource. The website is geared to the needs of its primary audiences. Potential and current subrecipients make up the bulk of those visiting the site, with media, researchers, stakeholders, and the general public following along successively. The site was formatted with this usage in mind. However, OTS sees the gains that could be made by expansion of the offerings of the website, and will be undertaking significant changes in 2018.

OTS has had a social media presence since launching 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 50,000 followers, supplying millions of audience impressions. It serves primarily as a public engagement presence for OTS, supplying traffic safety related posts and supporting specific public awareness campaigns. This social media platform allows OTS to communicate with all California motorists with real-time updates, life-saving resources and engaging applications. The site is updated multiple times per week with news, engaging posts, videos, photos, polls, Smartphone apps, links and more. 2018 will see Facebook continued growth as a major communication medium, particularly with our target demographics. In 2010, 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 crash victim videos to special OTS produced videos solely for social media, to appropriate videos from other organizations. In 2011, OTS initiated a presence on Twitter, which expanded in 2014 with a separate, dedicated DUI “DDVIP” campaign account. Near daily “tweets” provide engaging and often informative communications have grown the sites to over 8,600 followers. Both OTS and DDVIP opened Instagram in 2015 for more visual interactivity.

All of the current OTS presences on social media are seen as a necessary and highly strategic door into the under-35 demographic that is most at risk on our roadways. We will continue to utilize them heavily in 2018 and beyond. In addition, OTS will continuously monitor the ever-changing universe of social media, evaluating current strategies while staying mindful of what new technologies may be beneficial in the future.

Media Relations

Bringing together expert resources in media relations, public affairs and community outreach, OTS Public Affairs offers an array of services, including: media relations, marketing, event logistics, creative writing, and campaign management. In 2018, OTS Public Affairs will be continuing its successful targeted outreach to major media representatives to expand its role as the primary source for traffic safety information in the state. OTS Public Affairs is a “one-stop shop” resource for all of its subrecipients, whether organizing a media event or assisting in garnering earned media through press releases, press events and the placement of specialty stories or op/eds. OTS works with subrecipients when needed to foster positive relations with the media covering their traffic safety programs.

Subrecipient Support

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

Paid Advertising

During 2018, OTS will be using paid media for the December DUI Crackdown, Distracted Driving, and Pedestrian Safety campaigns.

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

FFY 2018 Campaign Paid Media

Campaign	Fund	Amount
Distracted Driving	402 DD	\$550,000
DUI Crackdown	164	\$750,000
Pedestrian Safety	402 PS	\$1,000,000
Other Program Areas	402	\$20,000
	TOTAL	\$2,320,000

The following table reflects grants with paid media:

FFY 2018 Grants with Paid Media

Grant	Agency	Traditional Paid Media	Fund	Amount
DD18001	California Department of Transportation	Move Over & Be Work Zone Alert	402 PM	\$750,000
MC18003	California Highway Patrol	Motorcycle Safety	405f MC	\$540,000
PS18032	Southern California Association of Government	Go Human Campaign	402 PM	\$800,000
Grant	Agency	Digital Media	Fund	Amount
AL18002	Alcoholic Beverage Control	Social Hosting	164 AL	\$50,000
AL18003	Alcoholic Beverage Control	Teen Traffic Safety	402 PM	\$10,000
DII8013	Shasta County	Drug-Impaired Driving	405d AL	\$10,000
DII8031	Ventura County	Drug-Impaired Driving	405d AL	\$10,000
DD18003	California Highway Patrol	Distracted Driving	402 PM	\$75,000
PS18008	California Highway Patrol	Bicycle/Pedestrian Campaign	405h	\$75,000
PS18105	Long Beach Public Health	Go Human Campaign	402 PM	\$40,000
PS18016	Los Angeles County	Pacific Coast Highway Corridor Bicycle/Pedestrian Campaign	402 PM	\$25,000
PT18018	California Highway Patrol	Highway 12 Safety Corridor	402 PM	\$20,000
PT18151	University of California, San Diego	Impaired Driving	402 PM	\$10,000
			TOTAL	\$2,415,000

Marketing

OTS has an extensive, year-round effort in place to produce and place as much “public service” materials as possible in the media. For FFY 2018 this will come in the form of television and radio public service announcements. Although there is no cost for airing and displaying the media, there are solicitation, production and distribution costs. This marketing had a paid media equivalent of over \$6 million in 2016. The messaging is impaired driving and distracted driving.

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

FFY 2018 Marketing

Program	Fund	Amount
Alcohol and Drug Impairment	402 AL	\$750,000
Distracted Driving	402 DD	\$650,000
Pedestrian Safety	402 PS	\$600,000
Other Program Areas	402	\$144,000
PSA Production, Placement and Solicitation	402	\$36,000
		TOTAL
		\$2,180,000

AGING ROAD USERS

PROBLEM IDENTIFICATION AND DATA ANALYSIS

California has the greatest number of licensed aging road users of any state; with 3,856,205 drivers over age 65. Per population, older adults have lower crash involvement as they age. However, when looking at vehicle miles traveled, fatal crash rates start to increase most dramatically among older adults at ages 70–74 and are highest among drivers age 85 and older. Physical and mental changes, including reduced visual acuity, decreased strength, and cognitive impairment can directly and indirectly result in age-related driving impairments.

Analyses presented in this section include fatal and severe injuries where a driver or passenger was unrestrained and 65 or older. Collisions here are defined as crashes where at least one driver or passenger was unrestrained and 65 or older.

National

- In 2015, there were 6,165 people age 65 and older killed in collisions in the US, accounting for 18 percent of all traffic fatalities (NCSA, 2017). This reflects an eight percent increase in the numbers of fatalities among people aged 65 and older compared to 2014 (NCSA, 2017).
- Most traffic fatalities in crashes involving older drivers in 2015 occurred during the daytime at 74 percent, and on weekdays at 70 percent (NCSA, 2017).

California

- Per population in California, older adults have lower crash involvement of any age group. However, when looking at vehicle miles traveled, fatal crash rates start to increase most dramatically among older adults at ages 70–74 and are highest among drivers age 85 and older.

Fatal and Severe Injuries to Unrestrained Aging Road Users in California

- In 2015, there were 99 unrestrained older adults age 65 and older who were fatally or severely injured in a traffic collision. This is a 9.2 percent decrease from 109 in 2014 and an 8.8 percent increase from 91 in 2011.

Primary Collision Factors of Unrestrained Aging Road Users Fatal and Severe Injury Collisions

- The top five primary collision factors for unrestrained older adult fatal and severe injury collisions were similar to those of the population overall: improper turning, driving or bicycling under the influence of alcohol or drugs, unsafe speed, automobile right of way, and wrong side of road. For older adults, the most common PCF was improper turning at 21.6 percent, which was second for the general population.

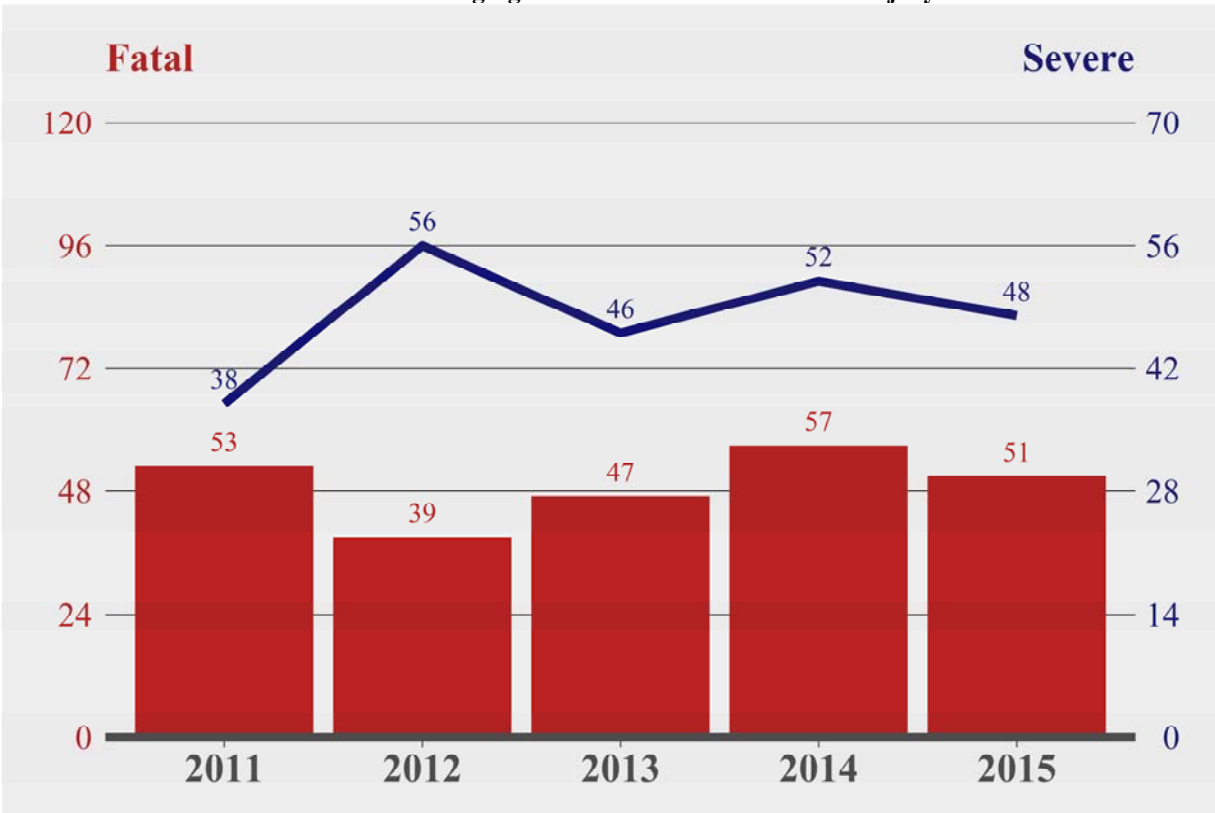
Crash Types of Unrestrained Aging Road Users Fatal and Severe Injury Collisions

- Similar to the general population, the most common crash type for unrestrained older adults who were fatally or severely injured was hitting an object, which accounts for 30.9 of older adult fatal and severe injury unrestrained collisions.

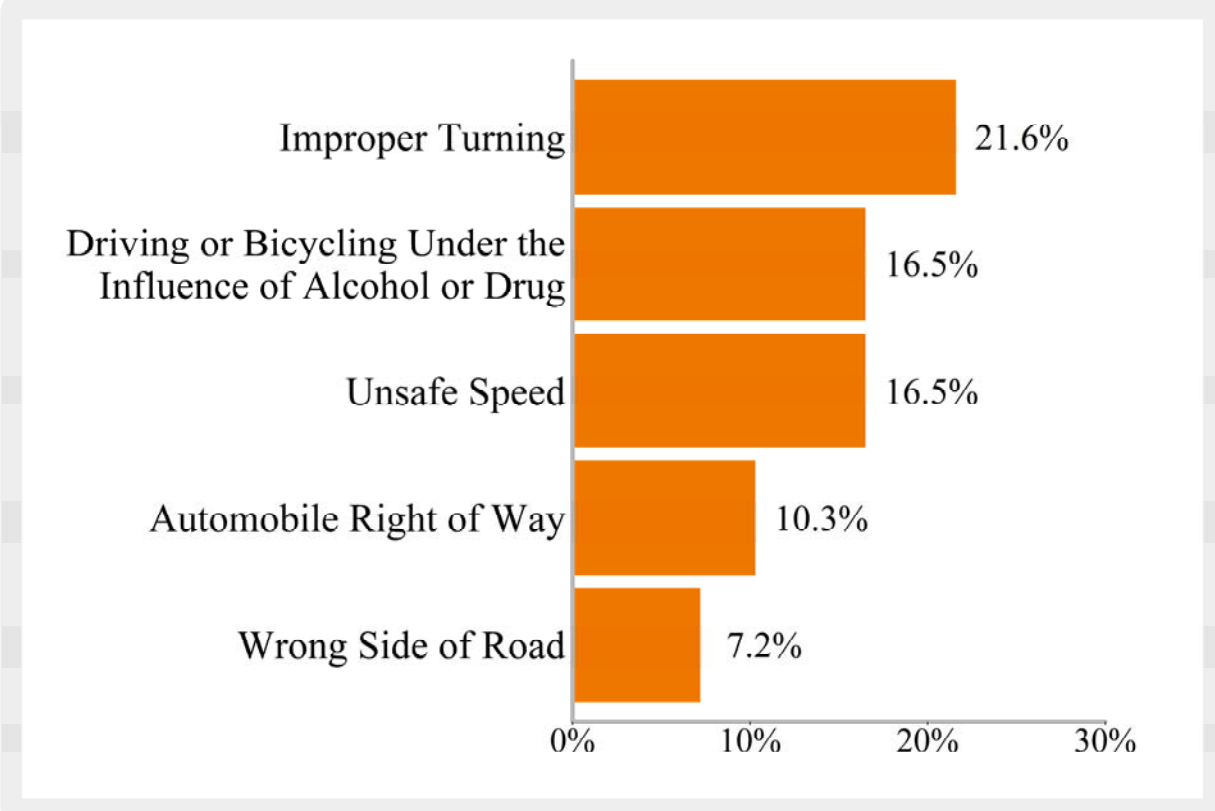
Time and Day of Fatal and Severe Injury Unrestrained Aging Road Users Victims

- In California, 62.6 percent of fatal and severe injuries to older adults occurred between noon and 9pm.
- Fatal and severe injuries to older adults occurred more frequently on a weekday, at the rate of 69.7 percent.

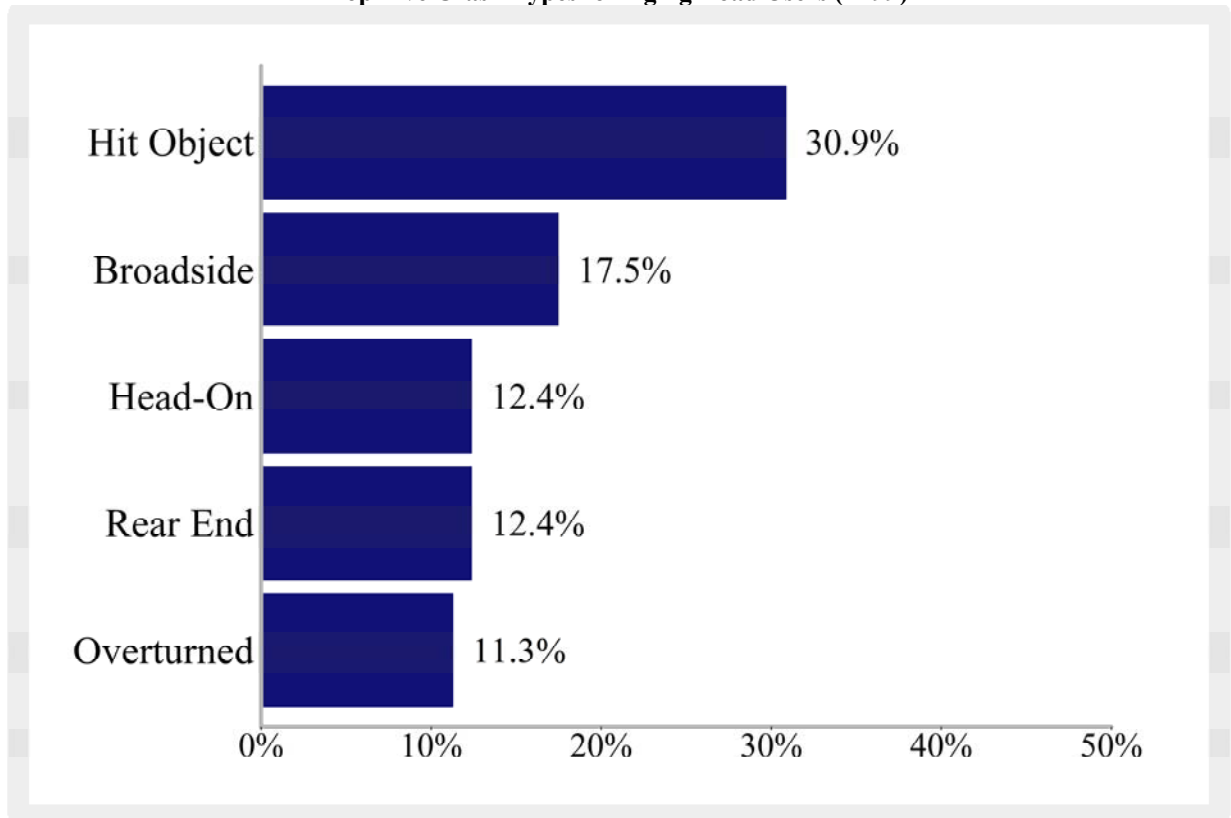
Unrestrained Aging Road Users Fatal and Severe Injury Trends



Top Five Collision Factors for Unrestrained Aging Road Users Fatal and Severe Injury Collisions (n=99)



Top Five Crash Types for Aging Road Users (n=99)



Time and Day of Aging Road User Fatal and Severe Injuries (n=99)

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	0	0	0	1	1	4	6 [6.1%]
3-6AM	3	0	0	0	0	1	0	4 [4.0%]
6-9AM	1	0	0	2	2	1	1	7 [7.1%]
9AM-Noon	4	1	3	1	1	2	0	12 [12.1%]
Noon-3PM	3	1	3	9	3	5	5	29 [29.3%]
3-6PM	1	2	5	1	2	2	2	15 [15.2%]
6-9PM	5	1	3	3	1	2	3	18 [18.2%]
9PM-Midnight	1	1	0	3	2	1	0	8 [8.1%]
Unknown	0	0	0	0	0	0	0	0 [0.0%]
TOTAL	18 [18.2%]	6 [6.1%]	14 [14.1%]	19 [19.2%]	12 [12.1%]	15 [15.2%]	15 [15.2%]	99 [100.0%]

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Countermeasures and Strategies

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.

TASKS

Aging Road Users

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

GRANT SUMMARY

Aging Road Users			
Grant	Agency	Fund	Amount
OP18004	California Highway Patrol	402 OP	\$150,000

GRANT DESCRIPTION

Aging Road Users	
Grant	Agency/Title/Description
OP18004	California Highway Patrol
	Keeping Everyone Safe (KEYS) IX
	The California Highway Patrol (CHP) will implement a 12-month statewide grant project to address the need for established safety and mobility programs for older drivers to prevent injuries and fatalities. The project seeks to promote the program statewide by using multidisciplinary community-based collaborative groups. These groups will assess the issues and make recommendations to address the needs of the senior driving community. The collaborative groups will include members from public and private organizations including law enforcement personnel, health and aging professionals, transportation agency representatives, and other stakeholders. The CHP will continue to partner with the Department of Motor Vehicles to educate the motoring public with specific emphasis upon older drivers.

ALCOHOL-IMPAIRED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

The Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley conducted analyses under each program area for inclusion in California's Highway Safety Plan. Analyses use Fatality Analysis Reporting System (FARS) data from the National Highway Traffic Safety Administration (NHTSA) File Transfer Protocol (FTP) site and the Statewide Integrated Traffic Records System (SWITRS) data from the California Highway Patrol downloaded in March 2017. Fatality analyses are based on 2011 to 2014 FARS data and the 2015 FARS Annual Report File (ARF). Severe injury and some fatality analyses are based on 2011 to 2013 SWITRS data and provisional 2014 and 2015 SWITRS data. Population data is from the California Department of Finance, 2015.

While 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 an average in 2015, one person died from an alcohol-impaired driving collision every 51 minutes (NCSA, 2016). Almost 30 percent of fatalities in the United States (US) in 2015 were due to impaired driving (NCSA, 2016). Additionally, there was a continued increase in the numbers of impaired driving fatalities in the US between 2014 and 2015.

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

National

- In the US, there were 10,265 people killed in alcohol-impaired collisions in 2015, a 3.2 percent increase from 9,943 in 2014, and a 4.1 percent increase from 9,865 in 2011.
- 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 vary considerably which affect the accuracy and reliability of BAC estimates.
- Across all states, the percentage of drivers with known BAC test results ranged from 30 to 90 percent. Of the 48,613 drivers involved in fatal crashes nationally in 2015, only 46.6 percent, or 22,635, of drivers had known BAC test results (NCSA, 2016).
- In the US in 2015, of the 35,092 motor vehicle fatalities, 29.3 percent involved a driver with a BAC of .08 or higher (NCSA, 2016).

California

- In California, there were 914 people killed in alcohol-impaired collisions in 2015, a 4.3 percent increase from 876 in 2014, and an 18.1 percent increase from 774 in 2011.
- In California, of the 3,176 motor vehicle fatalities in 2015, 28.8 percent involved a driver with a BAC of .08 or higher. This is slightly lower than the national average.
- California only reported BAC results for 35.3 percent of drivers involved in a fatal crash, which is lower than the national average.
- Testing rates were higher for drivers who died than surviving drivers, but testing rates in California were lower than the national average. Of drivers who died, 55.8 percent had known BAC test results compared to only 22.1 percent of surviving drivers. California's rate of testing is lower than the national average.

Fatal and Severe Injury Alcohol-Impaired Collisions

- Not all areas in California are equally affected by alcohol-impaired driving. In 2015, four counties reported three or fewer fatalities resulting from alcohol-impaired driving and severe injuries from alcohol-involved driving, while over half of all alcohol-impaired driving fatalities and alcohol-involved severe injuries occurred in only four counties.
- The highest number of alcohol-impaired fatal and alcohol-involved severe injuries were in Southern California in Los Angeles, San Diego, Riverside, San Bernardino, and Orange Counties and the Central California counties of Fresno and Sacramento. Conversely, the highest rate of alcohol impaired fatal and severe injury per population were concentrated in the northern more rural parts of California in Sierra, Modoc, Plumas, Tuolumne, and Trinity counties.

Primary Collision Factors of Alcohol-Involved Fatal and Severe Injury Collisions

- Expectedly, almost 80 percent of the primary collision factors (PCF) for the alcohol-involved driving program area were classified as driving or bicycling under the influence.
- Following that PCF, improper turning (6.4 percent) and unsafe speed (5.6 percent) were the most frequent PCFs recorded.

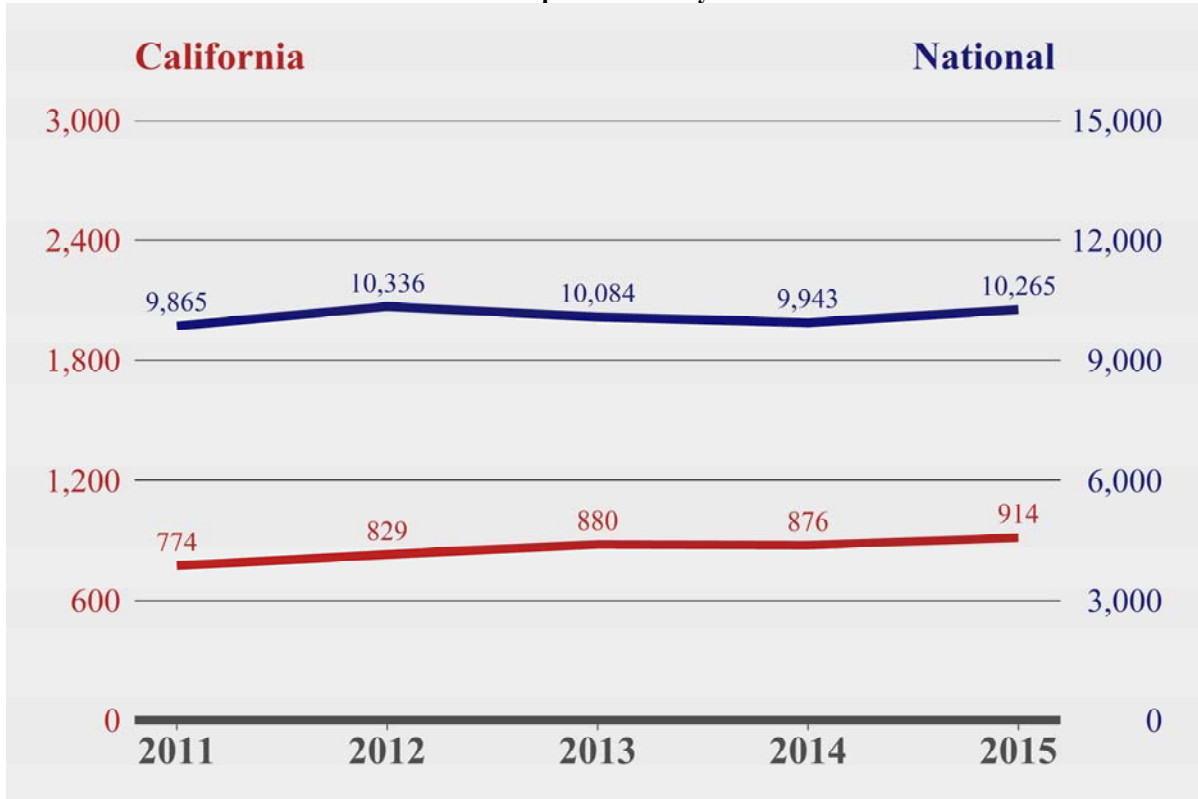
Crash Types for Alcohol-Involved Fatal and Severe Injury Collisions

- Hit objects was the most prevalent type of alcohol-involved crashes at 45.4 percent.
- More than half (57.3 percent) of the fatal and serious injury alcohol-involved collisions were single vehicle crashes.

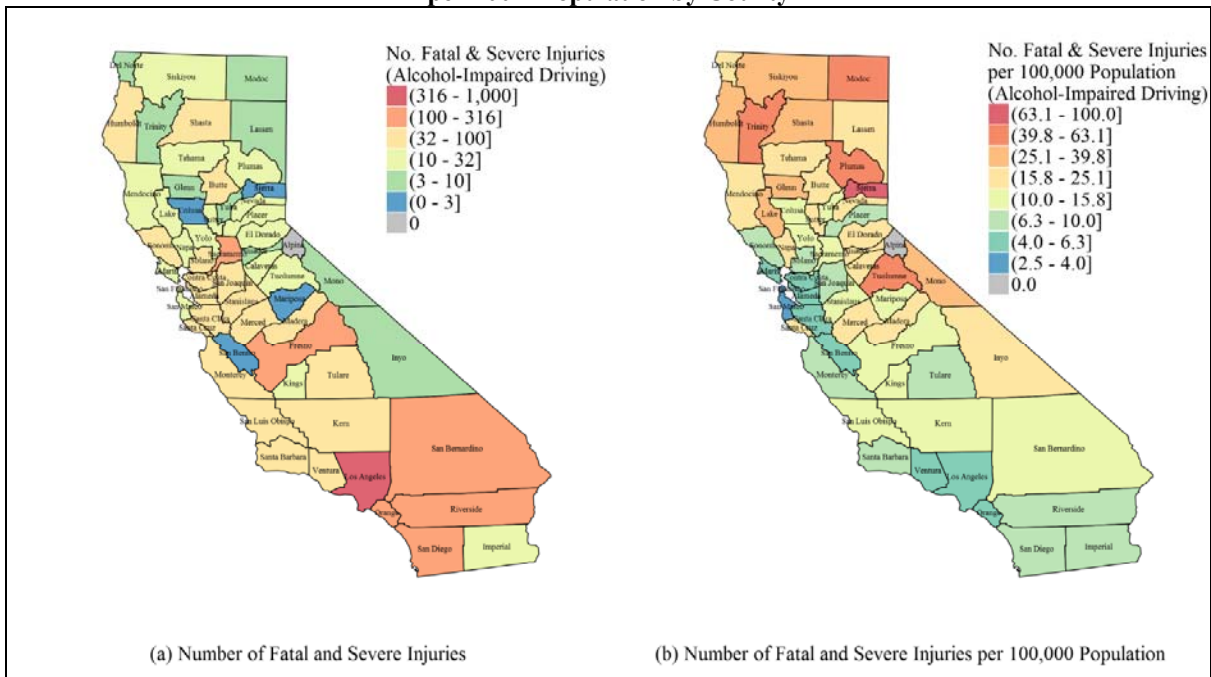
Time and Day of Fatal Alcohol-Impaired and Severe Injury Alcohol-Involved Victims

- The rate of alcohol-impaired fatal and alcohol-involved severe injuries was much higher at night, especially on weekends, than during the day.
- Almost two-thirds (63.0 percent) of all alcohol-impaired driving fatalities and alcohol-involved driving serious injuries occurred on Friday, Saturday, and Sunday.

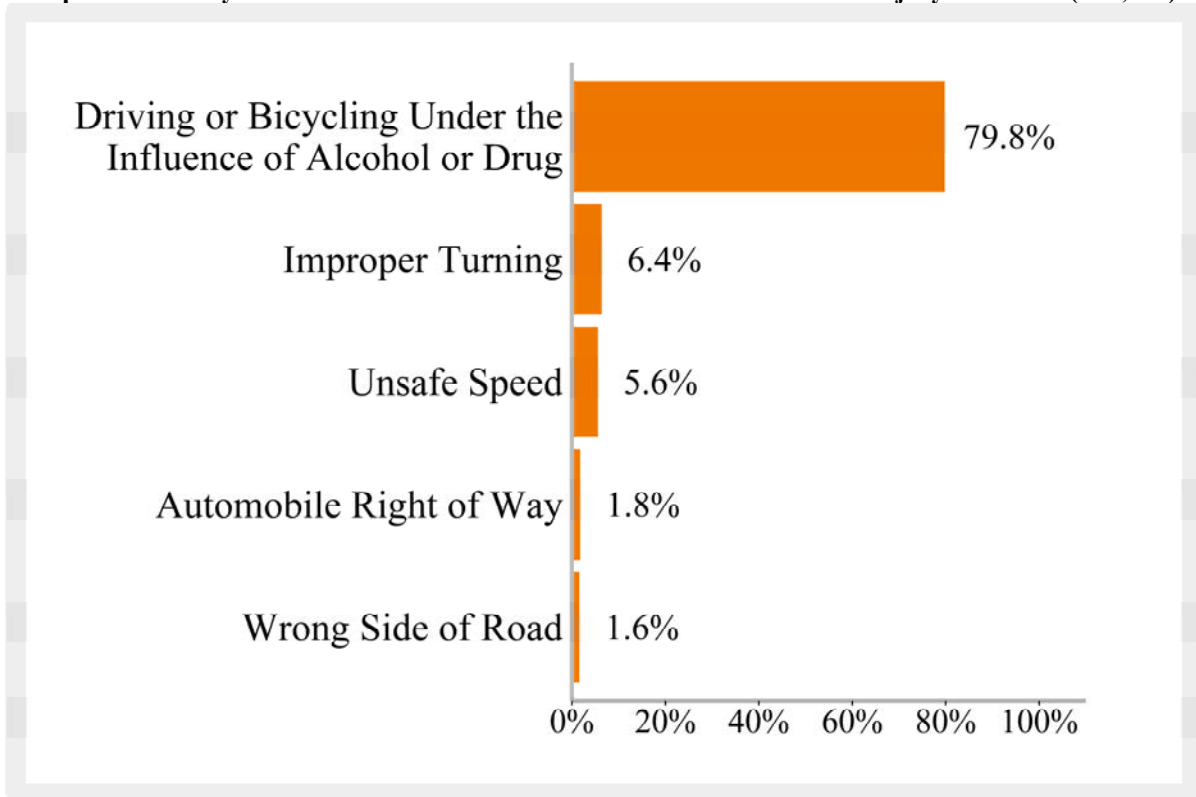
Alcohol-Impaired Fatality Trends



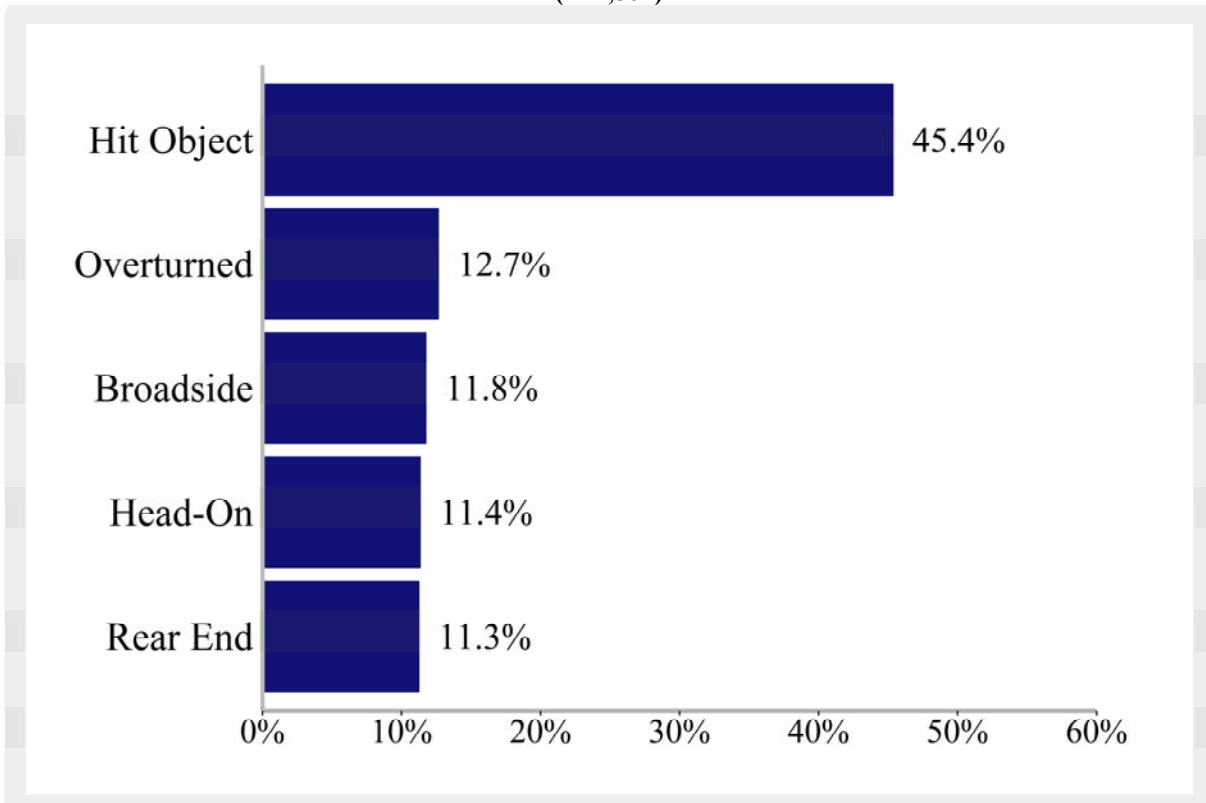
Alcohol-Impaired Fatal and Alcohol-Involved Severe Injury and Fatal and Severe Injury Number per 100K Population by County



Top Five Primary Collision Factors of Alcohol-Involved Fatal and Severe Injury Collisions (n=2,801)



Top Five Crash Types for Alcohol-Involved Fatal and Severe Injury Collisions (n=2,801)



**Time of Day and Day of Week of Alcohol-Impaired Fatal and Alcohol-Involved Severe Injury Victims
(n=3,098)**

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	93	47	64	68	74	204	248	798 [25.8%]
3-6AM	24	24	23	31	50	87	134	373 [12.0%]
6-9AM	11	10	5	5	6	37	40	114 [3.7%]
9AM-Noon	10	12	10	7	10	9	20	78 [2.5%]
Noon-3PM	33	18	16	16	24	40	37	184 [5.9%]
3-6PM	27	24	30	32	64	83	78	338 [10.9%]
6-9PM	45	49	54	56	84	112	104	504 [16.3%]
9PM-Midnight	62	70	71	81	145	129	103	661 [21.3%]
Unknown	3	4	4	6	9	12	10	48 [1.5%]
TOTAL	308 [9.9%]	258 [8.3%]	277 [8.9%]	302 [9.7%]	466 [15.0%]	713 [23.0%]	774 [25.0%]	3,098 [100.0%]

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Countermeasures and Strategies

Education/Public Awareness

- Conduct Teen Traffic Safety Roundtable meetings and use the Teen Traffic Safety Blueprint 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 RADD (Regents of the University of California, Berkeley and the Entertainment Industry's 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 SADD to implement a three-phase project to; create a clearing house of approved OTS teen traffic safety programs, select 75 communities to implement the “UR the Key” program, and create a California Student Advisory Board to serve as regional spokespersons responsible for promoting the activities and programs of OTS.
- 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 the “B.R.A.K.E.S.” (Be Responsible and Keep Everyone Safe) teen behind-the-wheel driver education program through the Tulare County Office of Education.
- Fund MADD’s community-based DUI prevention and education efforts (Power of Parents, Power of You(th), Teen Influencer, and Zero Tolerance programs) including booths, and multi-media presentations at schools and community events, and victim impact panels.

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 and introduction of School Officers Bringing Educational Resources (SOBER) program into select California high schools.
- Fund “corridor DUI programs” that select corridors based on data showing disproportionate numbers of DUI collisions and convene task forces to implement identified solutions.

Evaluation

- Fund research to predict the likelihood of compliance with the IID requirements among DUI offenders.

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.

Training

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

Funded Grant Goals

- Reduce the number of persons killed in alcohol-involved collisions by September 30, 2018.
- Reduce the number of persons injured in alcohol-involved collisions by September 30, 2018.
- Reduce hit-and-run fatal collisions by September 30, 2018.
- Reduce hit-and-run injury collisions by September 30, 2018.
- Reduce nighttime (2100 - 0259 hours) fatal collisions by September 30, 2018.
- Reduce nighttime (2100 - 0259 hours) injury collisions by September 30, 2018.
- Reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury crashes by September 30, 2018.
- Reduce the number of motorcyclists killed in alcohol-involved collisions by September 30, 2018.
- Reduce the number of motorcyclists injured in alcohol-involved collisions by September 30, 2018.

TASKS

Education/Public Awareness

This task provides funding for statewide alcohol education and awareness programs with valued partners such as CHP, ABC, RADD, MADD, SADD, and California Friday Night Live Partnership. Their successful teen education programs focus on youth, middle school, high school, and college students. In addition, funding is provided to Sacramento, Santa Cruz, Shasta, and Riverside counties to expand education and public awareness campaigns and conduct Real DUI Court Sentencings.

Enforcement

This task provides funding to the CHP and ABC, the lead statewide agencies for conducting impaired driving enforcement. CHP will conduct enhanced DUI enforcement and DUI warrant operations with an emphasis in areas of over represented fatal alcohol related collisions. ABC will conduct underage drinking prevention and enforcement activities which include: Minor Decoy, Shoulder Tap, Trap Door, Target Responsibility for Alcohol Connected Emergencies (TRACE), Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT), School Officers Bringing Educational Resources (SOBER), and Retail Operating Standards Task Force (ROSTF) operations.

Evaluation

This task provides funding for evaluation projects related to impaired driving. More specifically, it will fund the DMV to examine factors that predict the likelihood of compliance with the IID requirements among DUI offenders in four pilot counties.

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.

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 HOT Sheets.

GRANT SUMMARY

Education/Public Awareness			
Grant	Agency	Fund	Amount
AL18004	California Department of Alcoholic Beverage Control	402 DD	\$393,000
		164 AL	\$372,000
		402 PM	\$10,000
AL18009	California Highway Patrol	164 AL	\$1,600,000
AL18023	Santa Cruz County Health Services Agency	164 AL	\$100,000
AL18024	Shasta County Health and Human Services Agency	164 AL	\$100,000
AL18025	Riverside County Department of Public Health	164 AL	\$115,000
AL18026	Sacramento County District Attorney's Office	164 AL	\$135,000
AL18027	Tulare County Office of Education	402 AL	\$400,000
AL18029	University of California, Berkeley - SafeTREC	164 AL	\$985,000

Enforcement			
Grant	Agency	Fund	Amount
AL18002	California Department of Alcoholic Beverage Control	164 AL	\$1,700,000
AL18006	California Highway Patrol	164 AL	\$6,500,000
AL18007	California Highway Patrol	164 AL	\$350,000
AL18008	California Highway Patrol	164 AL	\$200,000

Evaluation			
Grant	Agency	Fund	Amount
AL18005	California Department of Motor Vehicles	164 AL	\$141,000

Judicial			
Grant	Agency	Fund	Amount
AL18014	San Joaquin County Superior Court	164 AL	\$650,000
AL18015	San Mateo County Superior Court	164 AL	\$397,000
AL18031	Sacramento County Superior Court	164 AL	\$313,000

Probation			
Grant	Agency	Fund	Amount
AL18001	Butte County Probation Department	164 AL	\$200,272
AL18010	Contra Costa County Probation Department	164 AL	\$373,541
AL18011	Fresno County Probation Department	164 AL	\$385,506
AL18012	Kern County Probation Department	164 AL	\$211,285

Probation			
Grant	Agency	Fund	Amount
AL18013	Sacramento County Probation Department	164 AL	\$490,011
AL18016	Santa Barbara County Probation Department	164 AL	\$124,952
AL18017	Solano County Probation Department	164 AL	\$280,083
AL18018	Los Angeles County Probation Department	164 AL	\$341,136
AL18019	Placer County Probation Department	164 AL	\$90,437
AL18020	San Bernardino County	164 AL	\$510,636
AL18021	San Diego County Probation Department	164 AL	\$535,111
AL18022	San Joaquin County Probation Department	164 AL	\$162,848
AL18028	Tulare County Probation Department	164 AL	\$170,157
		Total	\$18,336,975

GRANT DESCRIPTIONS

Education/Public Awareness	
Grant	Agency/Title/Description
AL18004	California Department of Alcoholic Beverage Control
	Partnerships to Educate and Eliminate Impaired Driving
	The Department of Alcoholic Beverage Control (ABC) will partner with Mothers Against Drunk Driving (MADD) and Students Against Destructive Decisions (SADD) to expand efforts to educate and bring awareness to California communities of the human toll alcohol related crashes take throughout California. ABC and MADD will collaborate with law enforcement agencies focused on the same campaign of intolerance to driving under the influence and underage drinking. ABC and SADD will collaborate to create a statewide website of teen traffic safety programs, conduct intensive UR the Key programs, and implement a California Student Mentor Advisory Board.
AL18009	California Highway Patrol
	Teen Outreach on Drinking and Driving II
	The California Highway Patrol will publicize the Every 15 Minutes (E15M) program, Sober Graduation events, and other alcohol reduction education programs by conducting informational presentations to high schools, community-based organizations, local law enforcement, fire departments, and/or health departments in California. The department will facilitate E15M programs, Sober Graduation events, and other alcohol reduction education programs to schools unable to participate in the full E15M program, and distribute educational materials emphasizing the consequences of drinking and driving.
AL18023	Santa Cruz County Health Services Agency
	Impacting Impaired Driving
	The Santa Cruz County Health Services Agency will implement best practice strategies to reduce the number of persons killed and injured in alcohol involved crashes. The strategies will include: prevention and community education events, presentations, and data collection to develop targeted campaigns. These countermeasures will be conducted countywide with a focus on communities with high numbers of alcohol related collisions and populations including school-aged youth, underage adults, college students, adults between the ages of 21-34, and licensed and non-licensed alcohol vendors. Efforts will be coordinated with Vision Zero campaigns, and work with community based organizations to prevent alcohol-impaired driving fatalities and injuries.

Education/Public Awareness	
Grant	Agency/Title/Description
AL18024	Shasta County Health and Human Services Agency
	Shasta Teens Drive Safe
	This countywide program will educate teens about the dangers and consequences of impaired and distracted driving. Activities will encourage teens to drive responsibly, be responsible passengers and responsible pedestrians. This will be done through educational programming and dissemination of messages to teens and their parents. Activities will provide education related to teen driver and pedestrian safety and DUI and distracted driving prevention; and will include educational campaigns, presentations, traffic safety events, community events, and educational activities on school campuses. Grant activities will be conducted through collaboration among community and agency partners, and will include peer-driven education and awareness campaigns.
AL18025	Riverside County Department of Public Health
	Be Wiser - Teen Impaired Driving Program
	Riverside County Department of Public Health seeks to reduce the number of residents killed or injured due to teen impaired and distracted driving. The program focuses on establishing a Be Wiser peer-to-peer traffic safety education and awareness program at eight selected high school campuses; training student leaders to create awareness campaigns around the issues of teen impaired and distracted driving; and conducting meaningful bilingual awareness campaigns educating youth on the dangers of poor choices and their consequences surrounding impaired and distracted driving.
AL18026	Sacramento County District Attorney's Office
	Countywide Impaired Driving Awareness and Education Campaign
	The District Attorney's (DA's) Office and Law Enforcement Chaplaincy (LEC) will facilitate the delivery of the "Real DUI Court Sentencing" Program in Sacramento County high schools, middle schools, and community colleges. Activities will include coordination with schools, judges and attorneys, and conducting classroom surveys and evaluations. The LEC will also assist with planning and delivery of the "Every 15 Minutes" Program to schools in Sacramento County.
AL18027	Tulare County Office of Education
	California Friday Night Live Partnership
	The Tulare County Office of Education will oversee the California Friday Night Live Partnership (CFNLP). CFNLP alcohol awareness programming will focus specifically on reducing youth access (both social and retail) to prevent underage drinking and driving in California. CFNLP in collaboration with Be Responsible and Keep Everyone Safe (B.R.A.K.E.S.) will implement traffic safety education, activities, and outreach to reduce teen fatal and injury collisions. BRAKES will train and educate teenage drivers and their parents about the importance of safe and responsible driving through more conscientious and confident behind the wheel skills. Communication and educational activities will include community outreach to parents, law enforcement, and peers. CFNLP will take a new approach to the old problem of underage drinking, as well as the new legal impairment opportunity – marijuana.
AL18029	University of California, Berkeley - SafeTREC
	RADD California College DUI Awareness Program
	UC Berkeley's SafeTREC will oversee the RADD College DUI Awareness Program at college campuses in California, and collaborate with campus, community, and other partners to train, implement, support, monitor, and evaluate the program. RADD will provide targeted community educational marketing materials, best practices, expertise, and outreach for both on- and off-campus programming. Objectives include: training opportunities on evidence-based strategies to address impaired driving, increasing the awareness of Californians age 18-34 who reside within participating college communities to recognize the RADD program messages which promotes alternatives to impaired driving, and implementing 55 traffic safety DUI prevention high-profile campus events.

Enforcement	
Grant	Agency/Title/Description
AL18002	California Department of Alcoholic Beverage Control
	Education and Teen Alcohol Enforcement Program
	The Department of Alcoholic Beverage Control (ABC) will expand its efforts to achieve the ongoing goal of reducing youth access to alcohol by combining enforcement with training and educational programs. Enforcement and training grants will be awarded to local law enforcement agencies and University of California and California State University campus police departments. ABC agents will conduct TRACE investigations, IMPACT inspections, enforcement programs, on-site and on-line LEAD training classes, and social media campaigns.
AL18006	California Highway Patrol
	Statewide Impairment Reduction (SIR)
	The California Highway Patrol will implement a 12-month statewide grant to combat fatal/injury collisions attributed to driving under the influence (DUI). Grant activities include sobriety/driver license checkpoints, DUI task force operations, proactive DUI patrol operations, and a broad public awareness campaign in an effort to decrease the number of alcohol-involved fatal and injury collisions and associated victims on California's roadways.
AL18007	California Highway Patrol
	Driving Under the Influence (DUI) Warrant Service Team Effort (WaSTE) VIII
	The California Highway Patrol will implement a statewide driving under the influence warrant service program. The department will provide training and warrant service operations and will be determined by statistical data to identify counties with a high number of outstanding DUI warrants.
AL18008	California Highway Patrol
	Regional Campaign Against Impaired Drivers IV
	The California Highway Patrol will conduct a 12-month grant to reduce the number of victims killed and injured in reportable traffic collisions where the primary collision factor is driving under the influence (DUI) in the Placerville and Santa Cruz Areas. This grant will include enhanced enforcement and a public education campaign to raise awareness on the dangers of DUI. Enhanced enforcement will include repeat DUI offender task force operations and DUI saturation patrols.

Evaluation	
Grant	Agency/Title/Description
AL18005	California Department of Motor Vehicles
	Factors Predicting DUI Offenders Compliance with an Order to Install an IID
	California Assembly Bill 91 (AB 91, effective July 2011) introduced a mandatory requirement that DUI offenders convicted in one of four pilot counties (Alameda, Los Angeles, Sacramento, and Tulare) install an ignition interlock device (IID) in order to be eligible for full license reinstatement. The Department of Motor Vehicles will research factors that predict the likelihood of compliance with the IID requirements among DUI offenders in the four pilot counties. Using information from the driver records of DUI offenders convicted during 2013, regression analyses will be conducted that estimate the extent to which conditions such as serving multiple concurrent license actions, the reasons current and prior license actions were taken (e.g. traffic violations, non-driving offenses), indicators of socioeconomic status, the number of prior DUI offenses, arrest BAC, and compliance with other reinstatement requirements (e.g. DUI program enrollment) predict the likelihood of compliance with an IID order.

Judicial	
Grant	Agency/Title/Description
AL18014	San Joaquin County Superior Court
	San Joaquin County DUI Court Program
	The San Joaquin County Superior Court will continue an existing DUI Court Program designed to stop repeat DUI offenders from re-offending. The goal of this program is to continue reducing recidivism, and as a result, decrease alcohol and drug-related collisions, injuries and fatalities. The DUI Court in San Joaquin County is an intensive program that combines judicial supervision with monitoring, drug and alcohol testing, mandated treatment when needed, and the use of incentives and sanctions to influence behavior changes. The two-track model consists of: Track 1, which focuses on offenders with high-risk factors and low needs; and Track 2 which targets individuals who have been assessed as having high-risk factors and high-treatment needs.
AL18015	San Mateo County Superior Court
	San Mateo County Multiple DUI Intensive Supervision Court
	The San Mateo County Superior Court will implement a DUI Intensive Supervision Court designed to stop repeat DUI offenders from re-offending. The goal of this program is to reduce DUI related recidivism, decrease alcohol related collisions, injuries, and fatalities by requiring multiple offenders to be actively supervised by the court and county probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by state law.
AL18031	Sacramento County Superior Court
	Sacramento County Driving While Impaired (DWI) Treatment Court
	The Sacramento County Superior Court, in partnership with the District Attorney's and Public Defender Offices and the Probation and Health and Human Services Departments, will develop and implement a comprehensive DWI Treatment Court program. This program will target high-risk/need, repeat DWI offenders, with the goals of reducing recidivism and decreasing alcohol-related collisions, injuries, and fatalities. The program will utilize the drug court model, which offers treatment, supervision, and frequent court appearances, thus holding the offenders accountable and changing their behaviors regarding substance abuse.

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

DISTRACTED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Many distractions exist for drivers while behind the wheel. According to the National Safety Council, mobile devices are among the top distractions for drivers nation-wide. However, mobile devices are not the only form of distracted driving. Eating, radios, grooming, etc. are all distractions that divert a driver's attention from the task of driving. The cognitive attention required to carry on discussions via cell phone is demanding. In fact, one study found that the relative risk of being involved in a traffic collision while using a cell phone is similar to the risk associated with alcohol-impaired driving (Strayer, Drews, and Crouch, 2006).

California Assembly Bill 1785 states that, as of January 1, 2017, use of mobile devices while on public roads is prohibited, unless they are used hands-free, or with voice-operated commands. California defines a hands-free system such that a phone must be 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. Drivers under the age of 18 and school bus drivers are prohibited from using phones even with a hands-free system.

Analyses presented in the distracted driving program area is defined by driver's inattention to driving due to some other activity as seen in the list below. Unlike other program areas, distracted driving analyses will focus exclusively on fatalities using the FARS data set. SWITRS distracted driving data is limited to cell phone use, and a recent study suggests that this data collection related to cell phone involvement in collisions is inconsistent (Griswold and Grembek, 2015).

Limitations to the Distracted Driving Data

- The National Safety Council summarizes the understanding that, as of now, there are many challenges to knowing if cell phone use was a contributing factor in a collision. A few reasons for this are:
- 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. If drivers do not admit this, or are too severely injured, this is not possible.
- Accounts from witnesses may be inaccurate.
- Police might choose to investigate "clearer" violations; e.g., speeding or alcohol/drug-impairment.

National

- There is an upward national trend in deaths due to distracted driving. There was an 8.8 percent increase from 3,197 fatalities in 2014 to 3,477 fatalities in 2015.
- There is a misconception that hands-free is risk-free. The 2015 Traffic Safety Culture Index by the American Automobile Association (AAA) Foundation for Traffic Safety found:
- A majority of drivers, 77.4 percent, report that texting or emailing while driving severely threatens their personal safety.
- More than half of drivers, 55.7 percent, believe talking on the phone poses a "very serious threat" to their safety.
- More than two-thirds of drivers surveyed, 69.9 percent, say that they have talked on a phone while driving in the past 30 days.
- Almost three-quarters of drivers interviewed, 72.8 percent, believe that when talking on the phone using hands-free devices while driving is safer than using a hand-held cell phone (AAA Foundation, 2016).

- A 2012 survey by the National Highway Traffic Safety Administration (NHTSA) found that the majority of drivers surveyed, 57 to 63 percent, age 18 to 34 believe cell phones have no impact on driving (Tison J, Chaudhary N, Cosgrove L, 2011). Specifically, about one-fifth, 19.6 percent, of 18 to 20-year-old drivers said texting does not affect their driving, while almost 30 percent of drivers age 21 to 34 said texting has no impact.

California

- There was a 12.4 percent decrease in distracted driving fatalities in California from 137 in 2014 to 120 in 2015.
- In 2016, Californians were asked about their top traffic safety concerns in the Traffic Safety Study sponsored by the Office of Traffic Safety. The most frequently cited safety problems were: “Speeding and Aggressive Driving,” “Distracted Driving because of Texting” and “Distracted Driving because of Talking.”
- Over one-quarter of drivers, 25.9 percent, reported that distracted driving because of texting is a top concern.
- Almost one-fifth of drivers, 19.6 percent, reported that distracted driving because of talking is a top concern.
- Almost half of California drivers, 45.5 percent, cited distracted driving due to mobile phone use as a major concern.

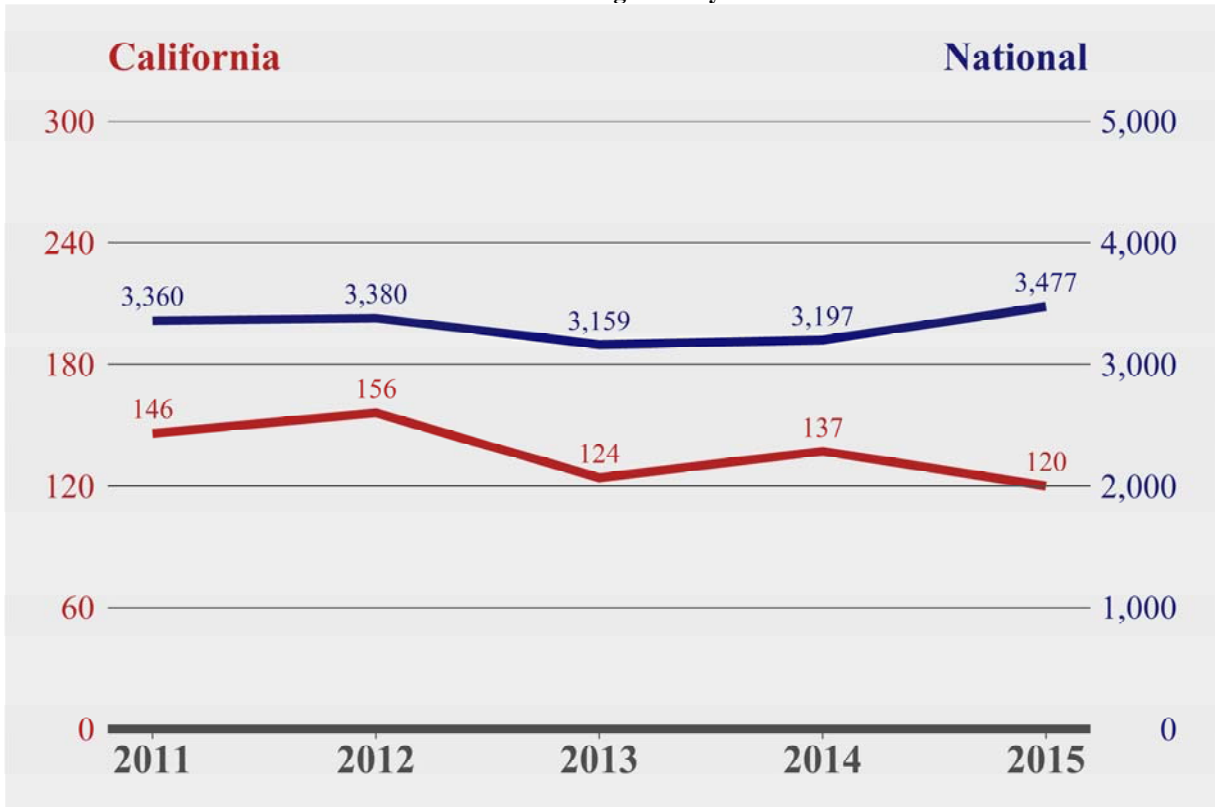
Fatal Distracted Driving Collisions

- By number, the counties with the greatest number of fatal injuries were concentrated in southern California in Los Angeles, Riverside, San Bernardino, and Orange counties.
- By rate, the highest were in the small counties where one injury affects the rate significantly. Mendocino, Sutter, El Dorado, Amador, Calaveras, San Joaquin and Imperial counties all reported the highest fatal injury rate per population.
- Twenty-six counties recorded zero fatalities related to distracted driving.

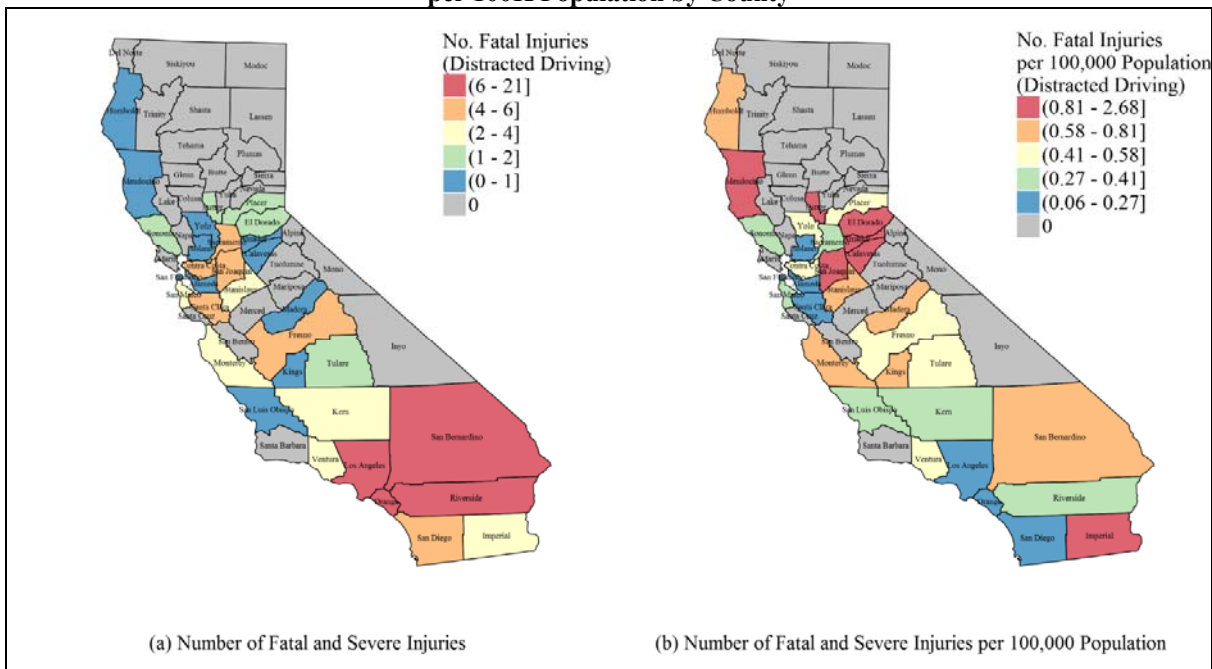
Time and Day of Distracted Driving Fatal and Severe Injuries

- Distracted driving fatalities occurred sporadically in no particular pattern. However, they were more likely to occur between noon and 6pm or on Friday, Saturday, and Sunday.

Distracted Driving Fatality Trends



Distracted Driving Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County



Time of Day and Day of Week (n=120)

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	4	1	2	0	1	3	4	15 [12.5%]
3-6AM	0	0	3	0	0	1	0	4 [3.3%]
6-9AM	2	0	2	1	2	1	0	8 [6.7%]
9AM-Noon	2	1	3	1	3	2	0	12 [10.0%]
Noon-3PM	1	2	2	5	2	3	6	21 [17.5%]
3-6PM	5	3	2	2	9	3	3	27 [22.5%]
6-9PM	1	0	0	2	5	3	6	17 [14.2%]
9PM-Midnight	1	2	2	3	1	1	4	14 [11.7%]
Unknown	0	0	0	0	0	2	0	2 [1.7%]
TOTAL	16 [13.3%]	9 [7.5%]	16 [13.3%]	14 [11.7%]	23 [19.2%]	19 [15.8%]	23 [19.2%]	120 [100.0%]

FSI Num+% 0 1 2 3 4-5 6-9

In April and May 2017, California conducted its Seventh Annual Statewide Observational Survey of Cell Phone Use and Texting among California drivers at 134 sites. There were 10,755 observations. Drivers were observed at intersections for the following behaviors: holding phone to ear, talking on handheld, and manipulating handheld. The overall observed cell phone use rate in California in 2017 was 5.7 percent which is down from 7.6 percent in 2016, but higher than the 5.4 percent reported in 2015. Of the three categories of cell phone use, manipulating a handheld was the most prevalent (42.9 percent of the use cases), followed closely by holding phone to ear (39.6 percent) and then talking on a handheld (17.5 percent).

Countermeasures and Strategies

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 “Interventions to Reduce Distracted Driving” through the University of California, San Diego that provides education to businesses and organizations as part of employee safety and wellness.
- Fund Caltrans expansion of the “*Be Work Zone Alert*” and “*Move Over*” campaigns statewide and at the California State Fair.

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.
- Conduct an extensive multifaceted, multimedia public awareness campaign during April’s National Distracted Driving Awareness Month.
- Partner with Caltrans to illuminate “*Be Work Zone Alert*” and “*Move Over*” on approximately 625 fixed freeway changeable message signs during April’s National Distracted Driving Awareness Month.

Funded Grant Goals

- Reduce fatal collisions involving drivers using handheld cell phones by September 30, 2018.
- Reduce injury collisions involving drivers using handheld cell phones by September 30, 2018.

TASKS

Education/Public Awareness

This task 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.

Enforcement

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

GRANT SUMMARY

Education/Public Awareness			
Grant	Agency	Fund	Amount
DD18001	California Department of Transportation	402 PM	\$750,000
DD18005	San Luis Obispo County Public Health Department	402 DD	\$55,000

Enforcement			
Grant	Agency	Fund	Amount
DD18002	California Highway Patrol	405e DD	\$400,000
DD18003	California Highway Patrol	405e DD	\$800,000
DD18004	California Highway Patrol	402 DD	\$540,000
		Total	\$2,545,000

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

GRANT DESCRIPTIONS

Education/Public Awareness	
Grant	Agency/Title/Description
DD18001	California Department of Transportation
	Highway Safety Campaign
	The California Department of Transportation (Caltrans) will expand upon the "Be Work Zone Alert" and "Move Over" statewide highway work zone safety public awareness campaigns. Caltrans will continue to examine its work zone safety and mobility practices and focus on the general public, teens, and Hispanics; continue to evaluate the impact of the "Be Work Zone Alert" campaign; and analyze existing work zone collision data to determine whether the campaign continues to be successful in reducing work zone collisions.
DD18005	San Luis Obispo County Public Health Department
	San Luis Obispo County Youth Traffic Safety Initiative
	The San Luis Obispo County Youth Traffic Safety Initiative is aimed at engaging youth to make the communities of the Central Coast safer. The County of San Luis Obispo's Behavioral Health Department (SLOBHD) will continue its work reaching youth and community members by providing education and outreach focused on distracted, impaired, and unsafe driving. Education, awareness, prevention, and media campaigns targeting impaired, distracted, and unsafe driving will be integrated with Friday Night Live and other traffic safety programs on local high school and college campuses.

Enforcement	
Grant	Agency/Title/Description
DD18002	California Highway Patrol
	Adult Distracted Drivers VIII
	The California Highway Patrol will conduct a statewide enforcement and education campaign designed to bring distracted driving behaviors to the attention of the motoring public. Grant activities will include traffic safety presentations to help educate the public on different types of distractions including: interacting with passengers/pets, using cellular phones, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.
DD18003	California Highway Patrol
	Teen Distracted Drivers Education and Enforcement (TDDEE) VII
	The California Highway Patrol will implement a 12-month statewide grant focusing on distracted driving among teens. The grant will provide enhanced enforcement and a broad public awareness, educational, and media campaign. Teen drivers are increasingly distracted by mobile devices such as cellular phones (and associated texting), causing collisions, injuries, and fatalities. This program will contract with a teen traffic safety education group to provide presentations to stakeholders, conduct a broad media campaign to educate teen drivers on the dangers of distracted driving, and partner with stakeholder groups (including teachers, parents, and teen groups) to enhance community involvement.
DD18004	California Highway Patrol
	Start Smart Teen Driver Safety Education X
	The California Highway Patrol will implement a traffic safety grant specifically focused on providing newly licensed teen drivers 15-19 years of age, and their parents, with enhanced driver education classes emphasizing the dangers typically encountered by their age group. Class facilitators will provide education on primary collision factors involving teens, safe and defensive driving practices, and California driving laws.

DRUG-IMPAIRED DRIVING

PROBLEM IDENTIFICATION AND DATA ANALYSIS

The use of marijuana, prescription drugs, and other drugs are increasingly prominent on our roadways, where nearly 10 percent of the 35,092 nationwide fatalities in 2015 that were tested were related to driving under the influence of drugs (UCB SafeTREC analysis of FARS ARF 2015). 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 marijuana, increasing concerns about traffic safety (Compton & Berning, 2015). Aside from alcohol, marijuana is the most frequently detected drug in drivers who are in collisions (Compton & Berning, 2015). The impact of drugs on the brain and behavior varies considerably depending on how it is metabolized. There are also large variations across jurisdictions in the frequency of testing suspected impaired drivers for drugs and the consistency of laboratory drug testing practices.

FARS analyses presented in the drug-impaired program area include fatalities where a driver tested positive for a drug. SWITRS analyses presented in this program area refer to drug-involvement and include fatalities and severe 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 is drug-impaired or driving under the influence of drugs, depending on which data set is used.

National

- In the United States, 5,902 people were killed in drug-impaired collisions in 2015, a 2.7 percent increase from 5,746 in 2014, and a 12.1 percent increase from 5,267 in 2011.
- The dangers of DUID relative to alcohol are relatively unknown. However, national data indicates an increased prevalence of drug-impaired driving.
- Of fatally injured drivers with known drug tests, 43.0 percent were positive for drugs – legal and illegal.
- The Substance Abuse and Mental Health Services Administration’s (SAMHSA) *2015 National Survey of Drug Use and Health* reported nearly 10 million people, or 3.7 percent of the population, driving under the influence of illicit drugs during the past year. Although useful as a measure of the prevalence, self-reported drug use may be under-reported (Center for Behavioral Health Statistics and Quality, 2016).
- NHTSA’s *2015 Drug and Alcohol Crash Risk: A Case-Control Study* found that delta-9-tetrahydrocannabinol (THC) was the most prominent drug used by drivers, but was not associated with an increase in crash risk. However, a National Institute on Drug Abuse (NIDA) study found that when THC was present in the driver’s blood, the driver was much more likely to be at fault for the crash (Lacey et al, 2016).
- NHTSA’s *2013-14 National Roadside Survey of Alcohol and Drug Use by Drivers*, found nearly one in four drivers in the US tested positive for at least one potentially impairing drug, prescription, or recreational (Berning A et al, 2015).
- Alcohol use in combination with drug use increases impairment. (Hartman and Huestis, 2013).

California

- In California, there were 375 drug-impaired fatalities in 2015, a 34.3 percent decrease from 571 in 2014 and a 14.8 percent decrease from 440 in 2011. The 2015 FARS data reported is from the Annual Report File that is being finalized, so numbers may change.

- California's 2012 *Roadside Survey of Alcohol and Drug Use by Drivers* found drug prevalence to be 14.0 percent, twice that of alcohol at 7.4 percent. This study did not examine if drivers were impaired by the substance, but only for the presence of a possible impairing substance (Lacey, et al, 2013).
- In 2016, California voters passed a ballot initiative that legalized the sale and use of recreational marijuana. Based on similar laws in Colorado and Washington, the number of drug-impaired drivers is expected to increase.

Drug-Impaired Driving Fatal and Drug-Involved Severe Injury Collisions

- Not all areas in California are equally affected by DUID, though some of it may be connected to the limitations in and/or lack of testing.
- The highest number of DUID fatal and serious injuries were in the southern part of the state in Los Angeles, San Diego, and Riverside counties. Conversely, the highest rate of DUID fatal and serious injury by population were concentrated in the northern part of the state in Modoc, Colusa, and Tuolumne counties.

Primary Collision Factors of Drug-Involved Driving Fatal and Severe Injury Collisions

- The majority, or 86 percent, of the primary collision factors (PCF) in the DUID program area fall under driving or bicycling under the influence of alcohol or drugs. Unknown PCFs, improper turning, unsafe speed, and driving on the wrong side of the road all comprise small percentages of PCFs.

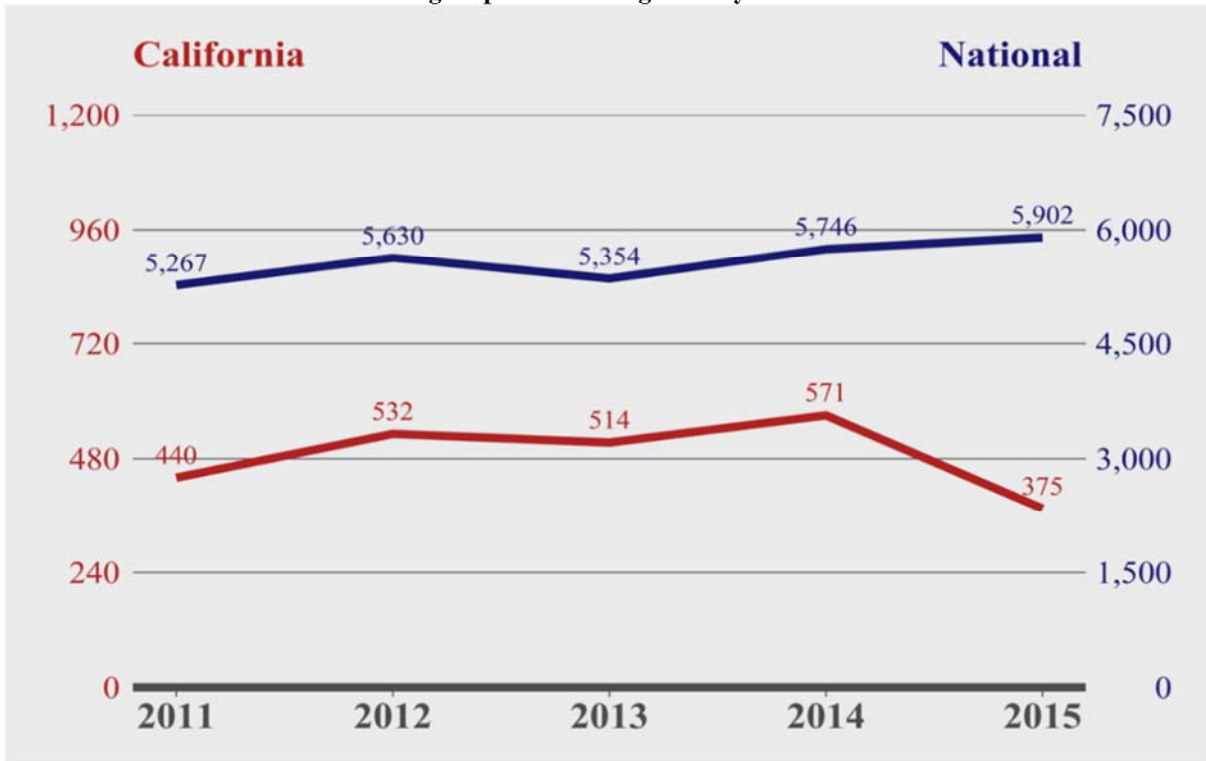
Crash Types of Drug-Involved Driving Fatal and Severe Injury Collisions

- Hit objects was the most prevalent type of DUID crash at 31.8 percent followed by head-on collisions at 23.7 percent.

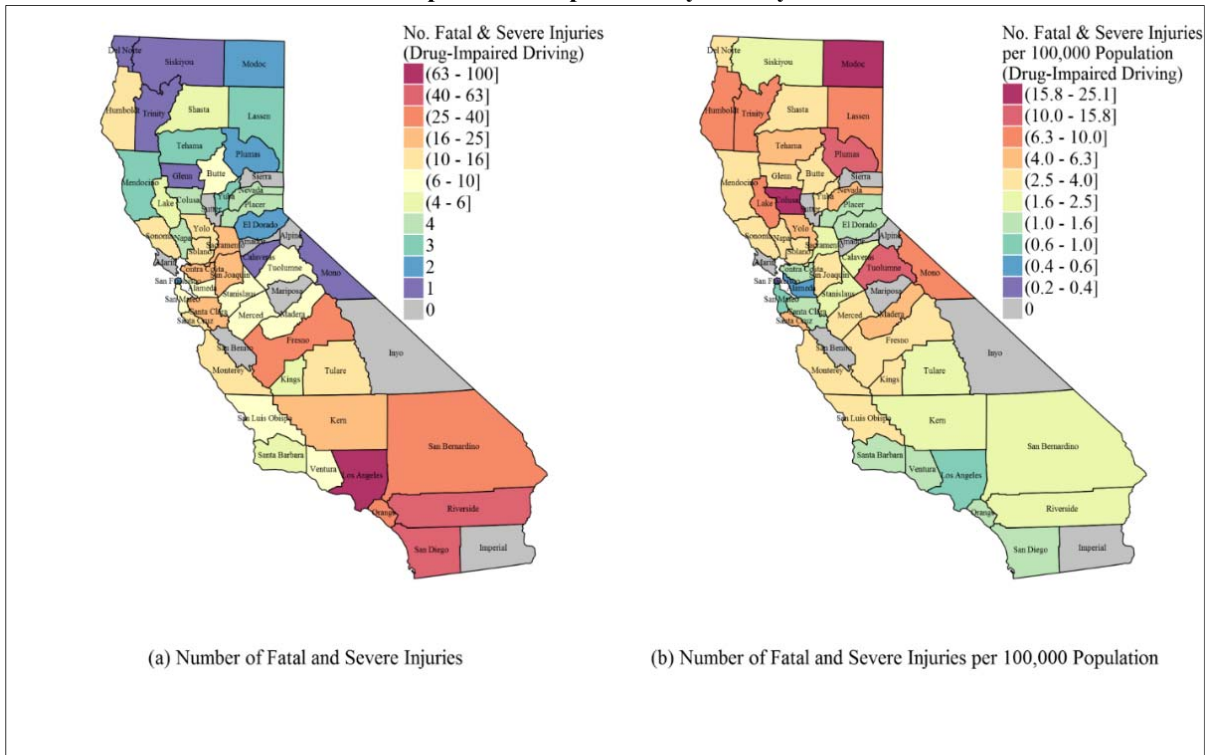
Time and Day of Drug-Impaired Driving Fatal and Drug-Involved Severe Injuries

- DUID fatal and severe injuries varied greatly by day of week and time of day. The number of fatal and severely injured victims is markedly higher between 9pm Saturday and 6am Sunday and between 6pm and midnight on Sunday.

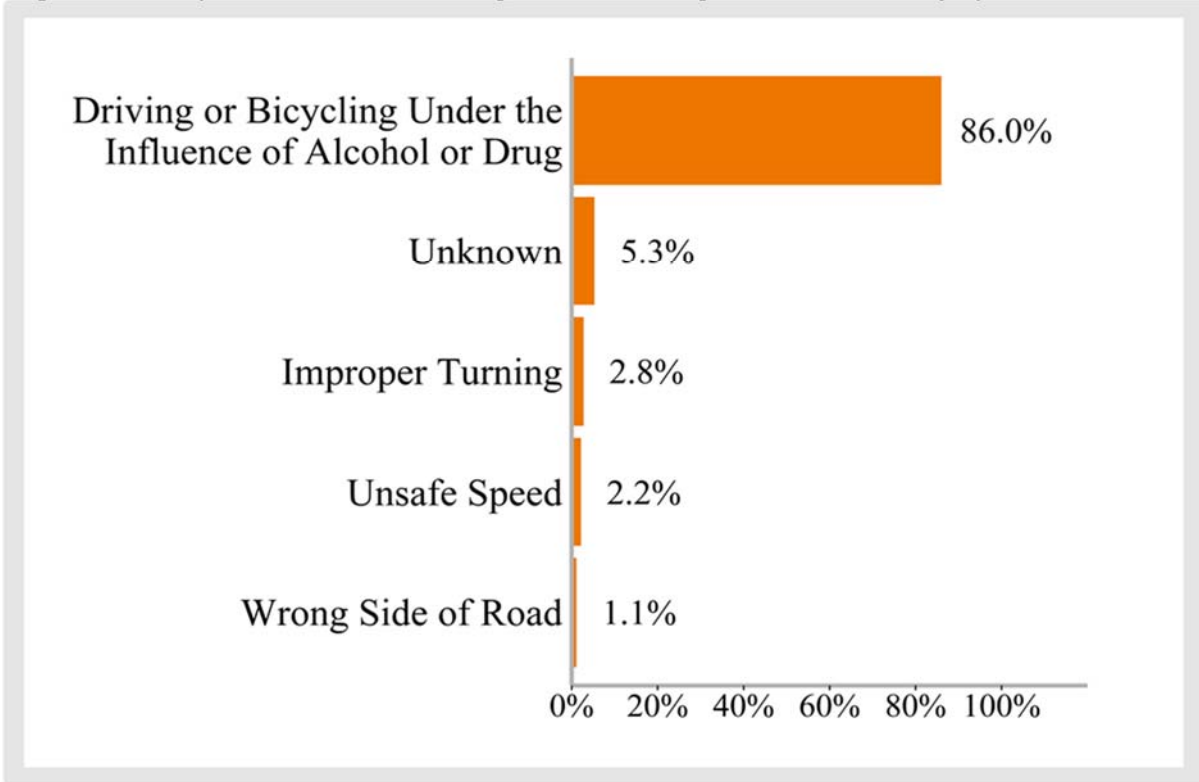
Drug-Impaired Driving Fatality Trends



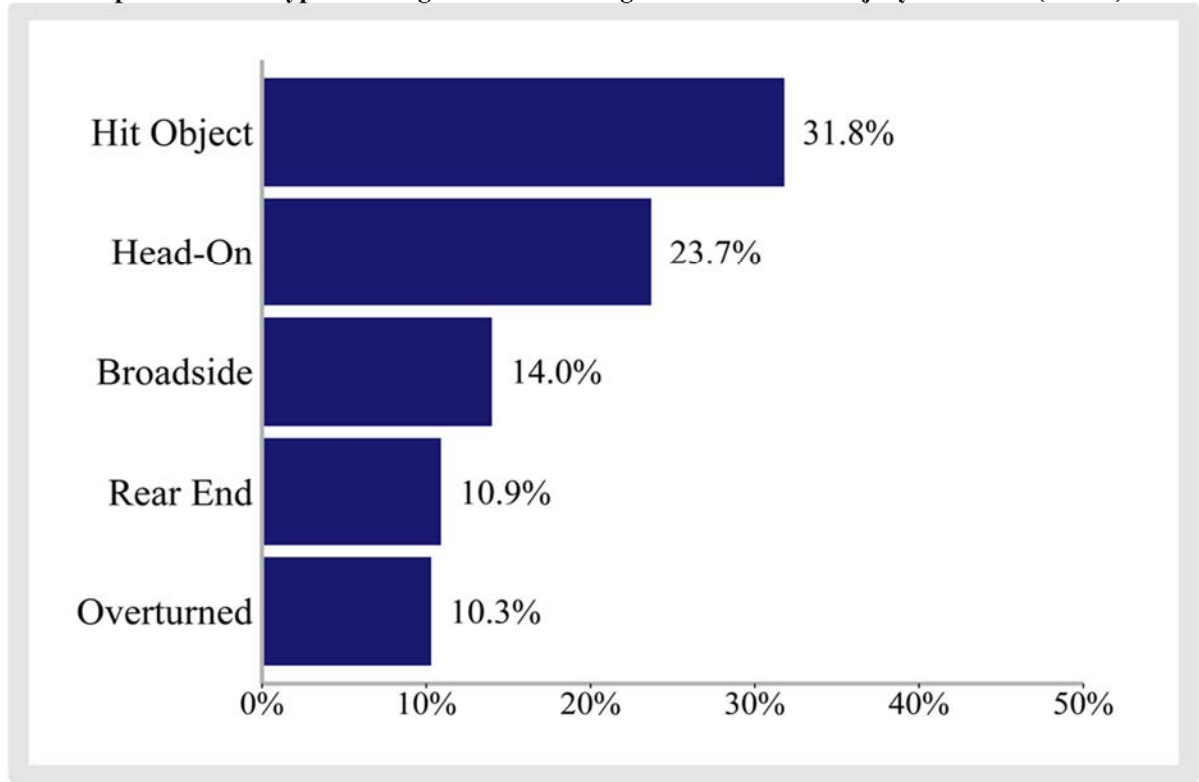
Drug-Impaired Driving Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County



Top Five Primary Collision Factors of Drug-Involved Driving Fatal and Severe Injury Collisions (n=502)



Top Five Crash Types of Drug-Involved Driving Fatal and Severe Injury Collisions (n=502)



Time of Day and Day of Week for Drug-Impaired Driving Fatal and Drug-Involved Severe Injuries (n=622)

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	12	6	4	15	15	14	24	90 [13.4%]
3-6AM	14	4	3	10	11	15	24	81 [12.0%]
6-9AM	18	17	9	9	5	7	9	74 [11.0%]
9AM-Noon	9	17	10	7	6	12	11	72 [10.7%]
Noon-3PM	12	8	17	8	9	15	9	78 [11.6%]
3-6PM	5	7	7	14	15	10	12	70 [10.4%]
6-9PM	8	20	9	24	11	10	18	100 [14.8%]
9PM-Midnight	13	10	13	10	16	23	16	101 [15.0%]
Unknown	2	1	0	0	1	1	3	8 [1.2%]
TOTAL	93 [13.8%]	90 [13.4%]	72 [10.7%]	97 [14.4%]	89 [13.2%]	107 [15.9%]	126 [18.7%]	674 [100.0%]

FSI Num+% 0 1 - 6 7 - 9 10 - 12 13 - 15 16 - 24

Countermeasures and Strategies

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 marijuana, prescription, and illicit drugs, especially in combination with alcohol.

Equipment

- Fund state-of-the-art equipment* as well as personnel to improve the methodology of drug testing.

Evaluation

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

Judicial

- Continue evidence-based therapeutic treatment court model focused on multiple DUI offenders.

*Pending approval by NHTSA.

Training

- Fund basic SFST classes, training at least 1,000 law enforcement personnel, and SFST instructor classes, training at least 24 law enforcement personnel.
- Fund DRE school and certification instruction, training at least 450 law enforcement personnel, and DRE instructor classes, training at least 24 law enforcement personnel.
- Fund alcohol wet lab and field certification training for POST DRE Academies.
- Increase the number of certified DRE's, and recertify DRE's statewide as necessary.
- Fund ARIDE classes, training at least 1,400 law enforcement personnel.
- Fund Drug Impairment Training for Educational Professionals (DITEP) and other drug education training for health care and educational professionals.
- Fund training events for criminologists in the attempt to standardize drug testing among the various crime labs statewide.

Vertical Prosecution

- Improve the TSRP program by collaborating with the Orange County District Attorney's office to provide a training network for prosecutors and law enforcement.
- Provide funding for vertical prosecution grants to prosecute alcohol and drug-impaired driving cases.

Funded Grant Goals

- Provide increased training to law enforcement to identify drug-impaired drivers by September 30, 2018.

TASKS

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.

Equipment

This task provides for drug testing equipment for the statewide toxicology lab as well as Contra Costa and Solano counties.

Evaluation

This task also provides for the continuation and enhancement of an intervention application for at-risk DUID drivers.

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.

Training

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

Vertical Prosecution

OTS 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.

GRANT SUMMARY

Education/Public Awareness			
Grant	Agency	Fund	Amount
DI18013	Shasta County Health and Human Services Agency	405d AL	\$155,000
DI18015	Long Beach Department of Health and Human Services	405d AL	\$239,000
DI18031	Ventura County Behavioral Health Department	405d AL	\$258,000

Equipment			
Grant	Agency	Fund	Amount
DI18001	California Department of Justice - Bureau of Forensic Services	405d AL	\$1,434,000
DI18004	Contra Costa County Sheriff's Department	405d AL	\$453,000
DI18027	Solano County District Attorney's Office	405d AL	\$436,600

Evaluation			
Grant	Agency	Fund	Amount
DI18002	California Department of Motor Vehicles	405d AL	\$127,585
DI18020	Orange County Sheriff's Department	405d AL	\$270,000
DI18030	University of California, Irvine	405d AL	\$237,000

Judicial			
Grant	Agency	Fund	Amount
DI18018	Monterey County Superior Court	405d AL	\$600,000

Training			
Grant	Agency	Fund	Amount
DI18003	California Highway Patrol	405d AL	\$2,000,000

Vertical Prosecution			
Grant	Agency	Fund	Amount
DI18005	El Dorado County District Attorney's Office	405d AL	\$195,677
DI18006	Fresno County District Attorney's Office	405d AL	\$382,711
DI18007	Kern County District Attorney's Office	405d AL	\$220,259
DI18008	Marin County District Attorney's Office	405d AL	\$174,222
DI18009	Monterey County District Attorney's Office	405d AL	\$232,241
DI18010	Riverside County District Attorney's Office	405d AL	\$423,895
DI18011	San Francisco District Attorney's Office	405d AL	\$178,340
DI18014	Yolo County District Attorney's Office	405d AL	\$165,941
DI18016	Los Angeles City Attorney's Office	405d AL	\$331,583
DI18017	Los Angeles County District Attorney's Office	405d AL	\$869,646
DI18019	Orange County District Attorney's Office	405d AL	\$1,267,211
DI18021	Sacramento County District Attorney's Office	405d AL	\$250,141
DI18022	San Bernardino County District Attorney's Office	405d AL	\$211,883
DI18023	San Diego City Attorney's Office	405d AL	\$294,414
DI18024	San Diego County District Attorney's Office	405d AL	\$244,173
DI18025	Shasta County District Attorney's Office	405d AL	\$149,015
DI18026	Solano County District Attorney's Office	405d AL	\$309,990
DI18028	Sonoma County District Attorney's Office	405d AL	\$353,537
DI18029	Tulare County District Attorney's Office	405d AL	\$153,620
DI18032	Ventura County District Attorney's Office	405d AL	\$413,248
		Total	\$13,031,932

GRANT DESCRIPTIONS

Education/Public Awareness	
Grant	Agency/Title/Description
DI18013	Shasta County Health and Human Services Agency
	"Drive Sober Shasta" Drug-Impaired Driving Prevention Program
	The Shasta County Health and Human Services Agency will implement the "Drive Sober Shasta" to educate teens and young adults about drug-impaired driving in an effort to prevent driving while under the influence of harmful substances in Shasta County. The countywide project will provide community education and build local capacity through: presentations to parent and community groups, interactive educational booths at high school campuses and colleges, conducting media spokesperson trainings to build the capacity of local youth and young adults to educate and raise awareness, production of web-based videos utilizing local youth and young adult spokespersons to educate peers about the risks related to drug-impaired driving, and peer-driven education and awareness promoted through earned and social media.
DI18015	Long Beach Department of Health and Human Services
	The City of Long Beach Drug-Impaired Driving Campaign
	The City of Long Beach will launch the city's first drug-impaired driving campaign. With the renewed licensing of medical marijuana dispensaries, and with a maximum of 32 dispensaries opening by the end of 2017, research and the development and dissemination of a local, innovative and collaborative campaign will be conducted. The goal is to educate the residents of Long Beach about the dangers of drug-impaired driving. Outreach will be conducted through multiple community-based partners and via the Long Beach Collective Association.

Education/Public Awareness	
Grant	Agency/Title/Description
DI18031	Ventura County Behavioral Health Department
	Shifting the Trend to Reverse: Female-Focused Impaired Driving Prevention
	The Drug-Impaired Driving "Shifting the Trend to Reverse" campaign grant, will focus its media efforts on young female drivers in an effort to reverse the harmful gains seen in the female driving population and to raise awareness for drug-impaired driving in Ventura County. However, community based impaired driving prevention work will continue to focus on young male drivers to drive the message forward about drug and combination DUIs.

Equipment	
Grant	Agency/Title/Description
DI18001	California Department of Justice - Bureau of Forensic Services
	Toxicology Instrumentation to Expand Testing Capabilities
	The California Department of Justice - Bureau of Forensic Services (BFS) Toxicology Laboratory will purchase two liquid chromatograph tandem mass spectrometer (LC/MS/MS) instruments, an automated sample preparation system, and a screening analyzer. In addition, two nitrogen generators, method development, training for the criminalists, and instrumentation validation will be funded to target drug-impaired driving and provide structural elucidation in DUID cases.
DI18004	Contra Costa County Sheriff's Department
	Improved Technology for Identification of Impairing Substances in DUID Cases
	The Contra Costa County Office of the Sheriff-Forensic Services Division (FSD) will purchase a liquid chromatograph with tandem mass spectrometry (LC-MS/MS) instrument. The instrument will provide the FSD with the capabilities of full-spectrum toxicological analysis and quantitation of Tier 1 drugs from blood samples taken from drivers suspected in DUID cases to investigators and prosecutors. Training of staff, instrument data integration, method development, and validation will be conducted in this project.
DI18027	Solano County District Attorney's Office
	Acquisition of LC-MS/MS Technology for Enhancement of DUID Forensic Testing
	The Solano County District Attorney's Office, Bureau of Forensic Services (BFS) will purchase a liquid chromatograph with tandem mass spectrometry (LC-MS/MS) instrument. The instrument will provide the BFS with the capabilities of full-spectrum toxicological analysis and quantitation of Tier 1 drugs from blood samples taken from drivers suspected in DUID cases to investigators and prosecutors. Training of staff, instrument data integration, method development, and validation will be conducted in this project.

Evaluation	
Grant	Agency/Title/Description
DI18002	California Department of Motor Vehicles
	Outcome Analysis of California's DUI Vertical Prosecution Program
	The DMV Research and Development Branch (DMV R&D) will conduct an outcome evaluation of the efficacy of the OTS vertical prosecution grant program. This evaluation will update information previously developed for and monitored in OTS Grants AL1616 and DI1719. DMV R&D will use the updated information, as well as new information obtained from current and former vertical prosecution grantees and other stakeholders to complete the outcome evaluation. The assessment will include measures of grant-funded prosecutors' access to state-of-knowledge DUI/DUID training and their effectiveness in filing maximal charges, obtaining desired outcomes and prompting greater community or police awareness. It will also assess the impact of the vertical prosecution program on recidivism rates and other indirect measures of the grant's effects on traffic safety. DMV R&D will summarize these findings in a report that may include further recommendations for improved course of action for the program that may lead to increased traffic safety.
DI18020	Orange County Sheriff's Department
	Cannabinoid and Other Drug Prevalence in DUI Drivers
	The Orange County Crime Laboratory (OCCL) will continue to work collaboratively to improve toxicological analysis and testimony on DUID cases within the County of Orange. The laboratory has established standards of performance in both DUID testing and expert testimony that have been recognized at both the state and national level. OCCL staff will test all blood samples from DUI incidences for the presence drugs other than alcohol. Hiring additional forensic scientists to the lab will dramatically increase the quantity of samples tested.
DI18030	University of California, Irvine
	Development of a Mobile App to Investigate & Intervene Drivers at Risk for DUID
	The University of California, Irvine will develop a mobile application as a tool to investigate, educate, and intervene with "at-risk" drivers who may drive under the influence of drugs (DUID). This application will be developed using previous data obtained and will push important educational content to these drivers and receive content from them regarding their behavior and decisions regarding DUID.

Judicial	
Grant	Agency/Title/Description
DI18018	Monterey County Superior Court
	Drug/Alcohol DUI Treatment Court
	The Monterey County Superior Court in collaboration with local probation and behavioral health offices will sustain and expand participation in the existing evidence-based therapeutic treatment court model focused on multiple DUI offenders. The program includes both alcohol and drug DUI offenders with two or more offenses or those with a first offense with high blood alcohol content. 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.

Training	
Grant	Agency/Title/Description
DI18003	California Highway Patrol
	Drug Recognition Evaluator (DRE) Program 2018
	The California Highway Patrol will implement a DRE statewide training project. This program intends to provide instructor training classes, conduct DRE and SFST instruction and certification, DITEP, and ARIDE training. Funding will be used to train allied agency officers, education professionals, and department uniformed personnel. Increasing the number of DRE-certified law enforcement officers statewide is a specific action item for the Alcohol and Drug Impairment Challenge Area of the California SHSP.

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

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

EMERGENCY MEDICAL SERVICES

PROBLEM IDENTIFICATION AND DATA ANALYSIS

The Haddon Matrix is a model which applies basic principles of public health to motor vehicle-related injuries. It's based on three phases of a crash and the factors that impact the prevention, severity, and survivability of crashes. Applying the Haddon Matrix, Emergency Medical Services (EMS) play a critical role in all facets of the model, especially in the post-crash phase, as seen in the table below, to minimize the consequences of a crash. Response time, proximity to an appropriate trauma center, and access to first responders with the appropriate equipment and training are all key factors for reducing the chance of fatalities. EMS is recognized as a critical component of traffic safety.

	Pre-Crash	Crash	Post-Crash
Human Factors	<ul style="list-style-type: none"> • Education and licensing • Driver impairment • Crash avoidance maneuvers (braking, turning, etc.) 	<ul style="list-style-type: none"> • Health at time of crash • Sitting properly in restraint • Impairment 	<ul style="list-style-type: none"> • Response to EMS • Severity of injury • Type of injury
Vehicle/ Equipment Factors	<ul style="list-style-type: none"> • Crash avoidance equipment and technology (lights, tires, collision avoidance, etc.) • Vehicle design • Vehicle load 	<ul style="list-style-type: none"> • Speed of travel • Functioning of safety equipment (seat belts, air bags, child restraints) • Energy absorption of vehicle 	<ul style="list-style-type: none"> • Ease of extraction from vehicle • Integrity of fuel systems and battery systems
Physical Environment	<ul style="list-style-type: none"> • Road hazards • Distractions • Weather conditions 	<ul style="list-style-type: none"> • Roadside features • Guardrails • Type and size of object struck 	<ul style="list-style-type: none"> • Distance of EMS personnel • Notification of EMS personnel • Accessibility to crash victims
Social/ Economic	<ul style="list-style-type: none"> • Enforcement activities • Insurance incentives • Social norming • Ability to use safety equipment appropriately 	<ul style="list-style-type: none"> • Laws concerning use of safety equipment 	<ul style="list-style-type: none"> • Trauma system equipment, personnel, training • Information sharing

National

In 2015, there were nearly 1.8 million fatal and injury police-reported collisions in the United States. As seen in the Haddon Matrix, increased coordination between first responders, hospitals, and other traffic safety stakeholders, along with improved EMS data collection, would improve planning efforts which help to improve first responder time to collisions. In emergency medicine, practitioners have a “golden hour”, sometimes less, following the traumatic injury sustained where there is the highest chance that prompt medical attention will prevent death. Thus, 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.

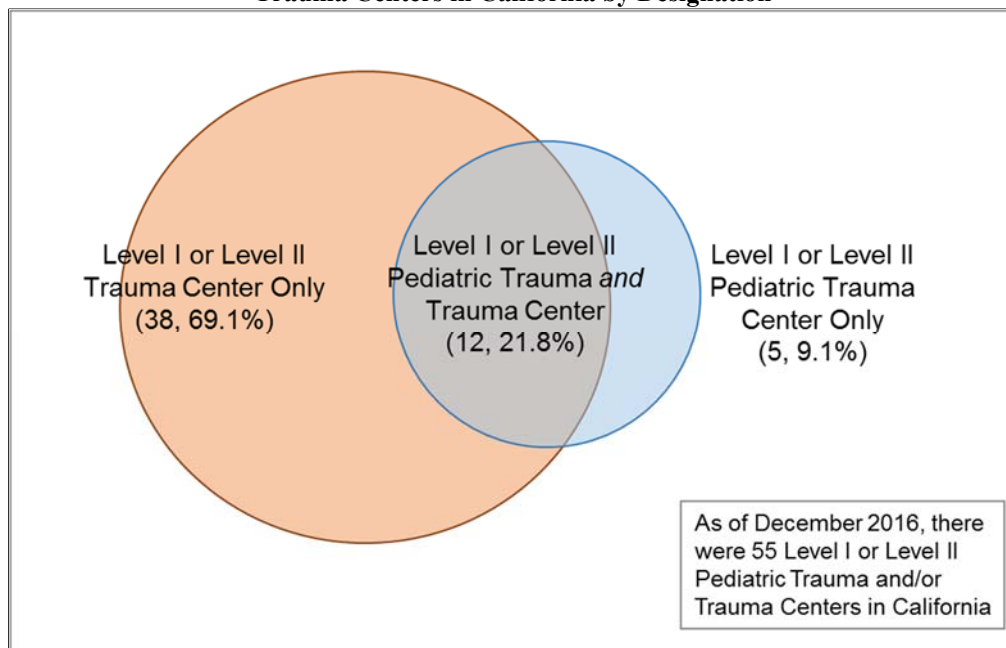
California

California's EMS system management has 33 local EMS systems that provide services for all 58 counties. Seven regional EMS systems and 26 single-county agencies provide the services. Regional systems are usually comprised of smaller, more rural counties, whereas single-county systems are generally in larger and more urban counties. As of December 2016, the state's trauma center network is comprised of 79 hospitals, of which 69.6 percent offer Level I or Level II trauma and/or pediatric trauma services alongside other comprehensive resources needed for providing definitive care. Rural California faces barriers to trauma care due to limited access and transportation.

Provisional 2015 SWITRS data reports that there were 11,168 severe injuries and 224,535 minor injuries resulting from motor vehicle collisions, many of which required emergency medical attention.

- Of the 55 licensed hospitals designated as a trauma center, nearly one quarter are designated as *both* a Level I or Level II trauma center *and* a Level I or Level II pediatric trauma center.
- According to the California Office of Statewide Health Planning and Development (OSHPD), only seven of the state's 79 trauma centers are located in designated rural areas. However, these are only designated as Level III and Level IV centers, which mean they typically provide initial stabilization for trauma patients.

Trauma Centers in California by Designation



Given that a 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, almost 184,000 first responders are exposed to traffic each year. Despite the degree of risk, only 26 have been killed in the line of duty on California's highways between 2010 and March 2016.

As of March 2017, California has 17,532 first responders trained in TIM, which represents 24.6 percent of the workforce and surpasses the national goal of 20 percent. By improving TIM training, California could reduce congestion related to traffic crashes and the risk of secondary collisions.

Countermeasures and Strategies

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.

Funded Grant Goal

- Decrease the average response time for the arrival of appropriate equipment at collision sites in rural areas by September 30, 2018.

TASK

First Responder Equipment

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

GRANT SUMMARY

First Responder Equipment			
Grant	Agency	Fund	Amount
EM18001	Amador Fire Protection District	402 EM	\$70,000
EM18002	Butte County Fire Department	402 EM	\$105,000
EM18003	Pismo Beach Fire Department	402 EM	\$70,000
EM18004	Russian River Fire Protection District	402 EM	\$105,000
EM18005	Lake County Fire Protection District	402 EM	\$105,000
EM18006	Nevada County Fire Protection District	402 EM	\$70,000
EM18007	North Monterey County Fire Protection District	402 EM	\$70,000
EM18008	South Monterey County Fire Protection District	402 EM	\$70,000
		Total	\$665,000

MOTORCYCLE SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Motorcycle collisions are a major source of preventable injury and death in the United States (US). Collisions involving motorcycles have been a significant and persistent problem. Because motorcycle riders are susceptible to injury during collisions, they comprise a disproportionate share of all injured and killed vehicle occupants – 27 percent of severely injured occupants and 20 percent of fatalities. 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) found that only 65.3 percent of US motorcycle riders wore a helmet in 2016. In states with a universal helmet law, which requires all riders to use a helmet, the helmet use rate among fatally injured motorcycle riders ranged from 78 percent to 100 percent (NCSA, 2017). In states without a universal helmet law, the rate was lower and ranged from 18 percent to 68 percent (NCSA, 2017). Helmet use is high among California motorcycle riders due to the state's universal helmet law. NHTSA estimates that helmets saved 260 lives in California in 2015, and 8 additional lives could have been saved if all motorcyclists wore helmets (NCSA, 2017).

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

National

- In 2015, there were 4,942 motorcyclists killed on public roadways in the United States. This number reflects an 8.5 percent increase from 2014, when 4,553 motorcyclists were killed.
- Alcohol use was common among motorcycle riders involved in fatal collisions – 27 percent of riders had a blood alcohol content (BAC) of .08 or greater, compared with 21 percent of drivers of passenger cars. Improper licensure is common among collision-involved motorcyclists in all regions of the nation (NCSA, 2017).
- Over one quarter, 27 percent, of fatally injured motorcyclists in 2015 were not properly licensed.

California

- California has long been a center of motorcycling. In fact, the state has more motorcyclists than any other US state. Since 2011, the state has seen an increase of motorcycle fatalities rising from a low of 414 in 2011 to 521 in 2014, then decreasing to 461 fatalities in 2015. The number of severely injured riders has also steadily increased to 2,317 in 2015.

Fatal and Severe Injury Motorcycle Collisions

- Los Angeles, Riverside, San Bernardino and San Diego Counties in Southern California, along with Sacramento and Alameda Counties in Northern California, have the highest number of fatal and severe injuries among motorcyclists.
- Rural counties of Alpine, Inyo and Sierra have the highest rates of fatal and severe injury per 100K population by county.

Primary Collision Factors of Motorcycle Fatal and Severe Injury Collisions

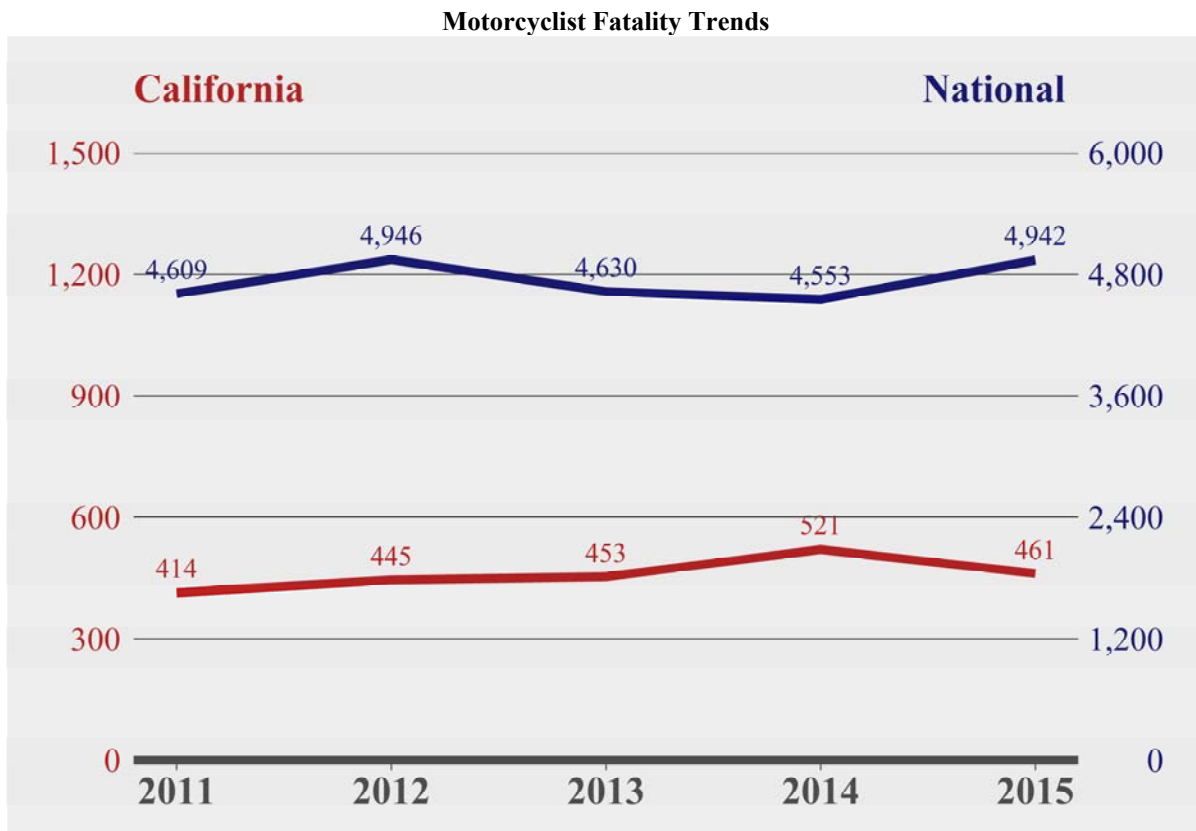
- Unsafe speed, followed by right-of-way violations by automobiles and improper turning were the most frequent primary collision factors (PCF) for fatal and severe motorcyclist collisions.

Crash Types of Motorcycle Fatal and Severe Injury Collisions

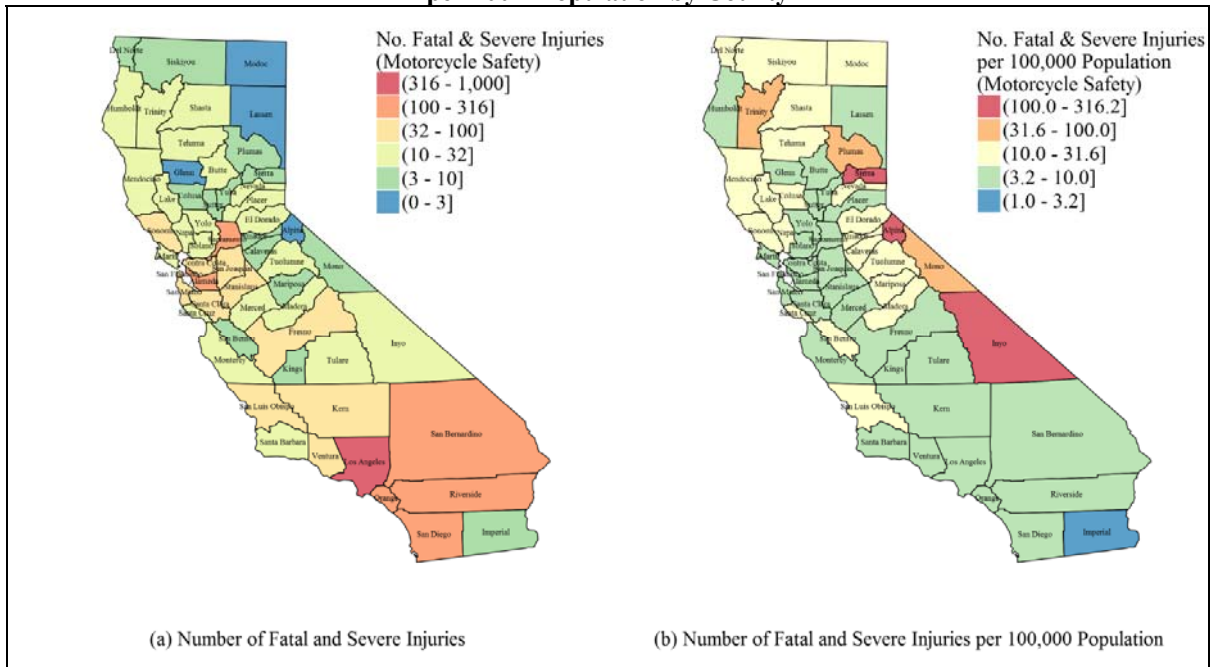
- Broadside collisions comprised the most frequent crash type at 26.8 percent of motorcycle collisions, followed by overturned vehicles, at 19.3 percent, hit objects, at 16.6 percent, rear-end, at 14.6 percent, and sideswipe, at 10.8 percent of collisions.

Time and Day of Motorcycle Fatal and Severe Injuries

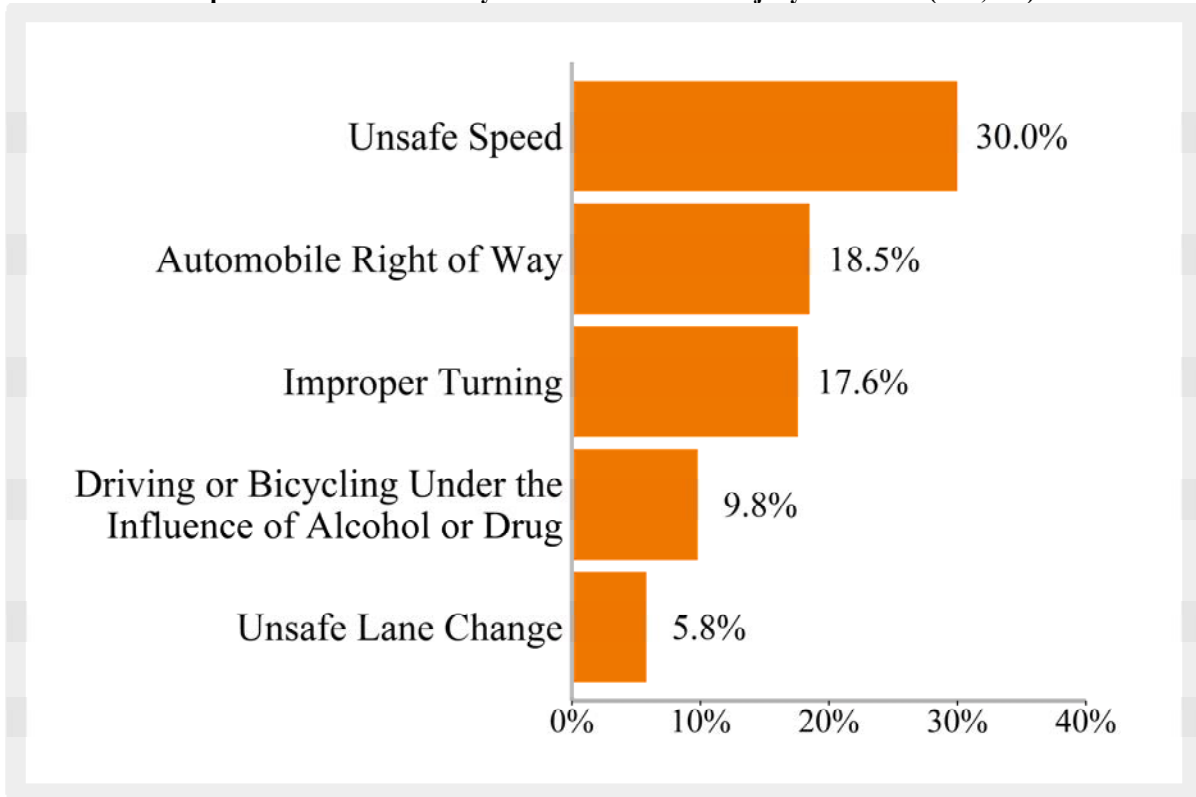
- The number of injured riders is markedly higher between 3pm and 6pm on the afternoons of Thursdays, Fridays, Saturdays, and Sundays.
- Early afternoons (noon to 3pm) are high collision times on weekends only. The only evening that has a disproportionate number of collisions were Fridays between 6pm and 9pm.



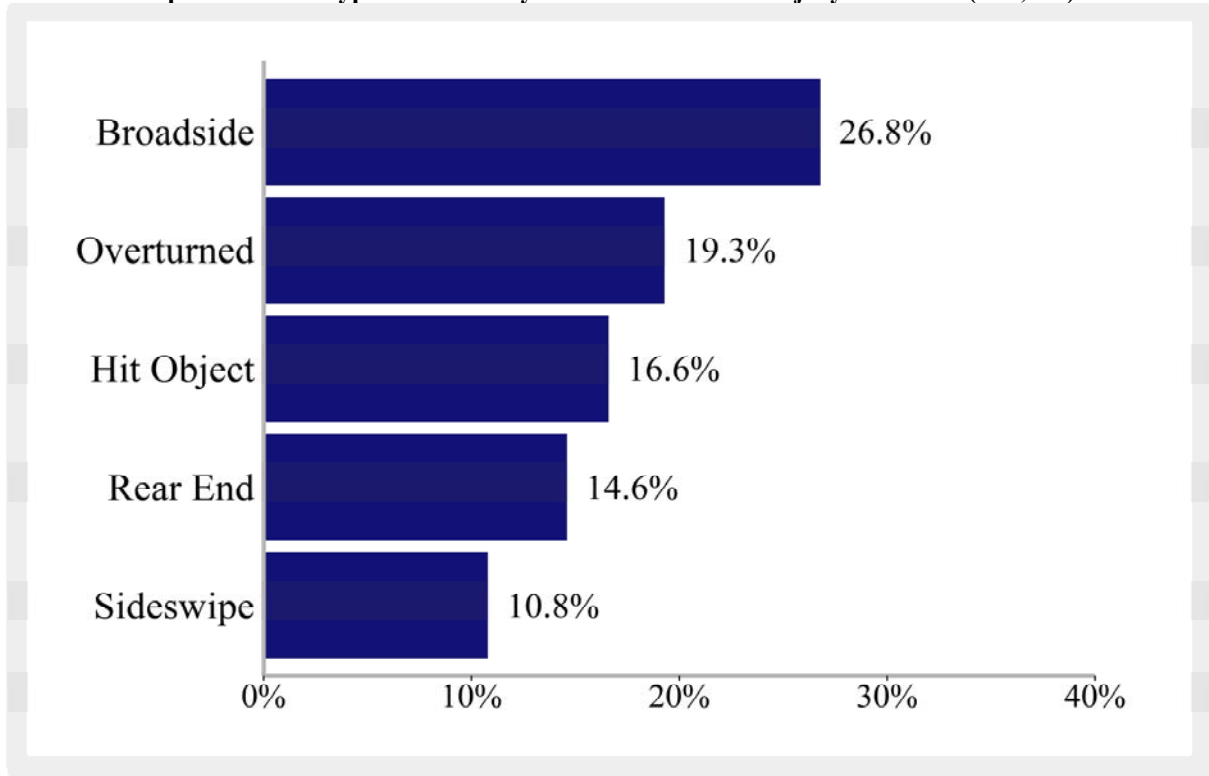
Motorcyclist Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County



Top Five PCFs for Motorcycle Fatal and Severe Injury Collisions (n=2,808)



Top Five Crash Types for Motorcycle Fatal and Severe Injury Collisions (n=2,808)



Time of Day and Day of Week for Motorcycle Fatal and Severe Injuries (n=2,778)

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	15	4	7	14	13	32	31	116 [4.2%]
3-6AM	6	9	7	11	14	11	12	70 [2.5%]
6-9AM	33	52	53	49	38	30	21	276 [9.9%]
9AM-Noon	34	37	37	34	51	85	74	352 [12.7%]
Noon-3PM	62	43	49	54	71	122	114	515 [18.5%]
3-6PM	83	81	78	104	101	122	110	679 [24.4%]
6-9PM	57	56	73	68	91	73	84	502 [18.1%]
9PM-Midnight	26	25	41	50	44	46	24	256 [9.2%]
Unknown	1	3	2	0	1	3	2	12 [0.4%]
TOTAL	317 [11.4%]	310 [11.2%]	347 [12.5%]	384 [13.8%]	424 [15.3%]	524 [18.9%]	472 [17.0%]	2,778 [100.0%]

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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 project in the City/County of San Francisco utilizing partnerships between the Metropolitan Transportation Agency, Department of Public Health and the Police Department to research, develop and deliver a motorcycle safety education campaign and training curriculum to support behavioral changes to result in reduced motorcycle-involved collisions, injuries and fatalities.
- Fund a public motorcycle training course “Live to Ride” through Hawthorne Police Department.

Funded Grant Goal

- Reduce motorcyclist fatalities and injuries and motorcyclist-involved collisions through increased enforcement, education, and public awareness campaigns by September 30, 2018.

TASK

Education/Public Awareness/Enforcement

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

GRANT SUMMARY

Education/Public Awareness/Enforcement			
Grant	Agency	Fund	Amount
MC18001	Hawthorne Police Department	402 MC	\$59,800
MC18002	San Francisco Municipal Transportation Agency	402 MC	\$175,000
MC18003	California Highway Patrol	402 MC	\$600,000
		405f MC	\$500,000
MC18004	University of California, Berkeley - SafeTREC	402 MC	\$150,000
		Total	\$1,484,800

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

GRANT DESCRIPTIONS

Education/Public Awareness/Enforcement	
Grant	Agency/Title/Description
MC18001	Hawthorne Police Department
	Ride to Live Motorcycle Education Grant
	The Hawthorne Police Department will conduct two motorcycle safety courses designed to reduce death and injury resulting from motorcycle collisions. "Ride to Live" is an eight hour, hands-on motorcycle class put on by sworn motorcycle instructors/officers. The course begins with low speed handling and maneuvering of the motorcycle and gradually moves up to higher speed emergency braking, counter-steering, obstacle avoidance, and curve negotiation. Ninety-five percent of the class is hands on instruction with skills taught and demonstrated by motor officers, but then actually performed in a controlled manner by the students. The "Ride to Live Canyon Course" focuses solely on curve negotiation skills with instructors providing coaching during guided rides.
MC18002	San Francisco Municipal Transportation Agency
	Vision Zero Three Year Motorcycle Education Campaign
	The San Francisco Municipal Transportation Agency will continue partnerships with the San Francisco Police Department and San Francisco Department of Public Health to continue the city's Vision Zero program. Activities will include the review of the best and emerging practices for motorcycle safety, evaluation of the public awareness campaign, and updating education and outreach efforts.
MC18003	California Highway Patrol
	Have A Good Ride (HAGR) IV
	The California Highway Patrol will implement a 12-month statewide grant to reduce motorcycle-involved collisions, and victims killed and injured in motorcycle-involved collisions. To maximize enforcement efforts, each department Division will identify and concentrate on problematic routes within their respective Areas where motorcycle-involved collisions are the highest. Strategies include greatly enhanced enforcement and a public awareness campaign (media campaign, safety presentations, educational materials, etc.).
MC18004	University of California, Berkeley - SafeTREC
	Understanding Motorcycle Lane-Splitting Collisions
	UC Berkeley's SafeTREC will conduct an in-depth examination of motorcycle collisions that involved lane splitting and develop guidelines to help motorcyclists improve their lane-splitting behaviors. Unfortunately, information about the safest method of lane-splitting is extremely limited. This project will fill some of this knowledge gap by completing a full reconstruction of lane-splitting motorcycle collisions using methods developed in several federal motorcycle collision reconstruction projects. It will use police collision reports to identify and summarize the chain of events leading up to 900 lane-splitting collisions.

OCCUPANT PROTECTION

PROBLEM IDENTIFICATION AND DATA ANALYSIS

The 2015 National Occupant Protection Use Survey (NOPUS) (NHTSA, February 2017) reported an 88.5 percent seat belt use rate for the nation as a whole. This reflects a 1.8 percent increase over the 86.7 percent reported in 2014. Seat belt use was slightly higher among women. Women were observed to use seat belts at the rate of 90.7 percent compared with 86.6 percent for men. Front passengers were more likely to use seat belts, as well. The front-seat belt use rate was 88.5 percent, compared with 74.8 percent for rear-seat occupants. The strongest determinant of seat belt use was the presence of a seat belt use law. States with a seat belt law that applies to all vehicle occupants had a seat belt use rate of 83.3 percent compared to 61.4 percent in states without such a law.

Analyses presented in the occupant protection program area include fatal and severe injuries where a driver or passenger was unrestrained. Occupant protection collisions are defined as crashes where one or more drivers or passengers was unrestrained. Under this program area, there is an additional analysis that addresses child passenger safety.

National

- The fatality trends for unrestrained motor vehicle occupants in California and in the United States are roughly similar.
- In the United States, there were 10,073 unrestrained motor vehicle occupants killed in traffic collisions in 2015, a 4.6 percent increase from 9,628 in 2014.
- In 2015, of the 22,441 passenger vehicle occupants killed in motor vehicle traffic crashes, 9,874 or 44.0 percent were unrestrained (NCSA, 2017).
- In 2015, of those with known restraint use, during nighttime collisions, 31.5 percent of passenger vehicle occupants were unrestrained, compared with 22.6 percent during daytime collisions (NCSA, 2017).
- NHTSA has estimated that, among passenger vehicle occupants aged five or older involved in traffic collisions, seat belt use saved 13,941 lives in 2015. In addition, if all passenger vehicle occupants aged five or older had been wearing seat belts, an additional 2,804 lives could have been saved in 2015 (NCSA, 2017).

California

- In California, there were 545 unrestrained occupants killed in traffic collisions in 2015, an 11.5 percent increase from 489 in 2014.
- In 2015 California's seat belt use was estimated to be 97.3 percent, which, along with the state of Georgia, was the highest use rate in the nation (Chen & Webb, 2016).
- California's seat belt use rate has been 95 percent or greater for the last eight years from 2008 through 2015 (Chen & Webb, 2016).
- In 2015, seatbelts saved 1,342 California passenger vehicle occupants, age five and older, involved in traffic collisions (NCSA, 2016). If all vehicle occupants used restraints, an additional 67 lives would have been saved (NCSA, 2016).

Fatal and Severe Injury Unrestrained Occupant Collisions

- The number of unrestrained fatalities and severe injuries vary among counties in the state of California. The numbers range from less than ten fatal or severely injured occupants in nineteen counties, to 224 in Los Angeles County. The counties with the highest numbers of unrestrained occupants with fatal or severe injuries after Los Angeles are San Bernardino, Riverside, San Diego, and Kern counties.
- When considering the per-population rate of fatal or severe injury among unrestrained occupants, it is the most rural counties in the state that stand out. The counties with the highest per-100,000 population rates include Siskiyou, Modoc, and Plumas. A total of nine rural counties have rates greater than 20 fatal or severe injuries per-100,000 population.

Primary Collision Factors of Unrestrained Occupant Fatal and Severe Injury Collisions

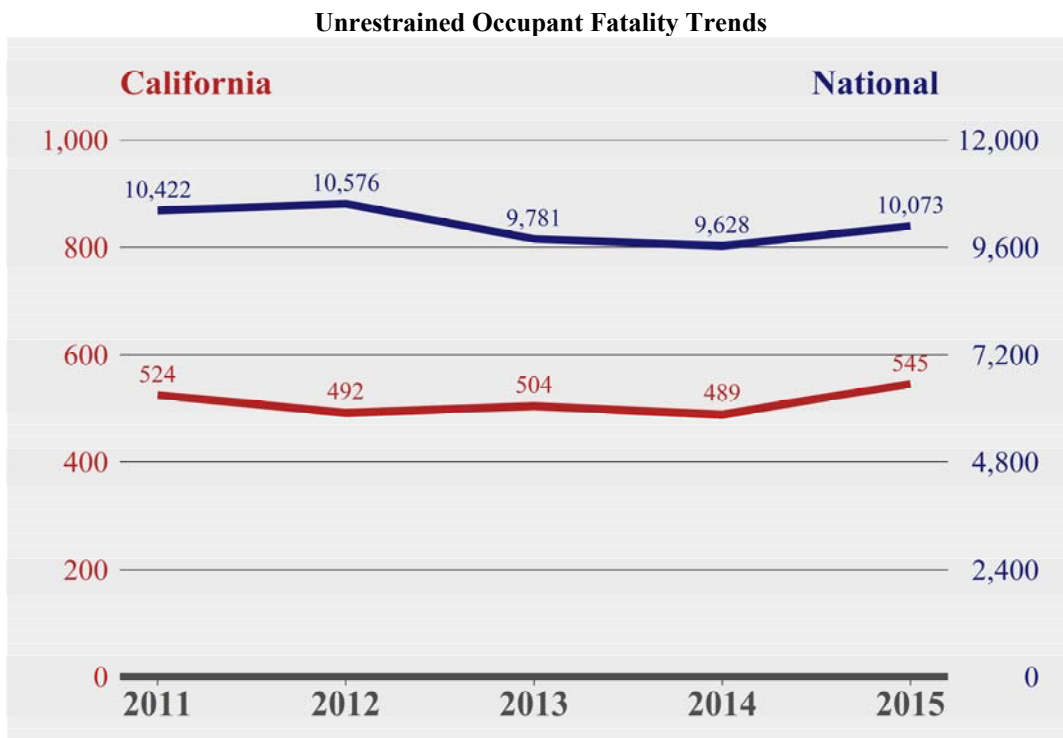
- The most common primary collision factor (PCF) for unrestrained fatal and severe injury collisions were: driving or bicycling under the influence of alcohol or drugs at 37.1 percent, improper turning at 25.2 percent, and unsafe speed at 14.9 percent.

Crash Types of Unrestrained Occupant Fatal and Severe Injury Collisions

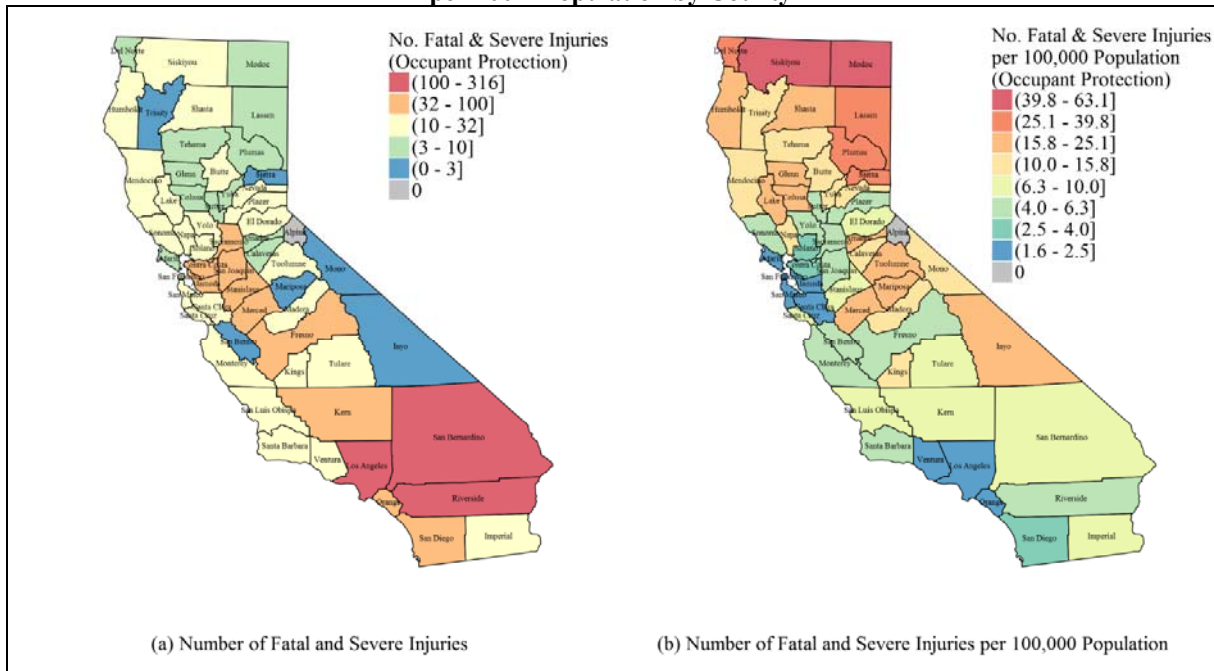
- Almost half, or 42.9 percent of all occupant protection fatal and severe injuries were due to hit object collisions, followed by overturned at 14.7 percent and broadside at 13.9 percent.

Time and Day of Fatal and Severe Injury Unrestrained Occupant Victims

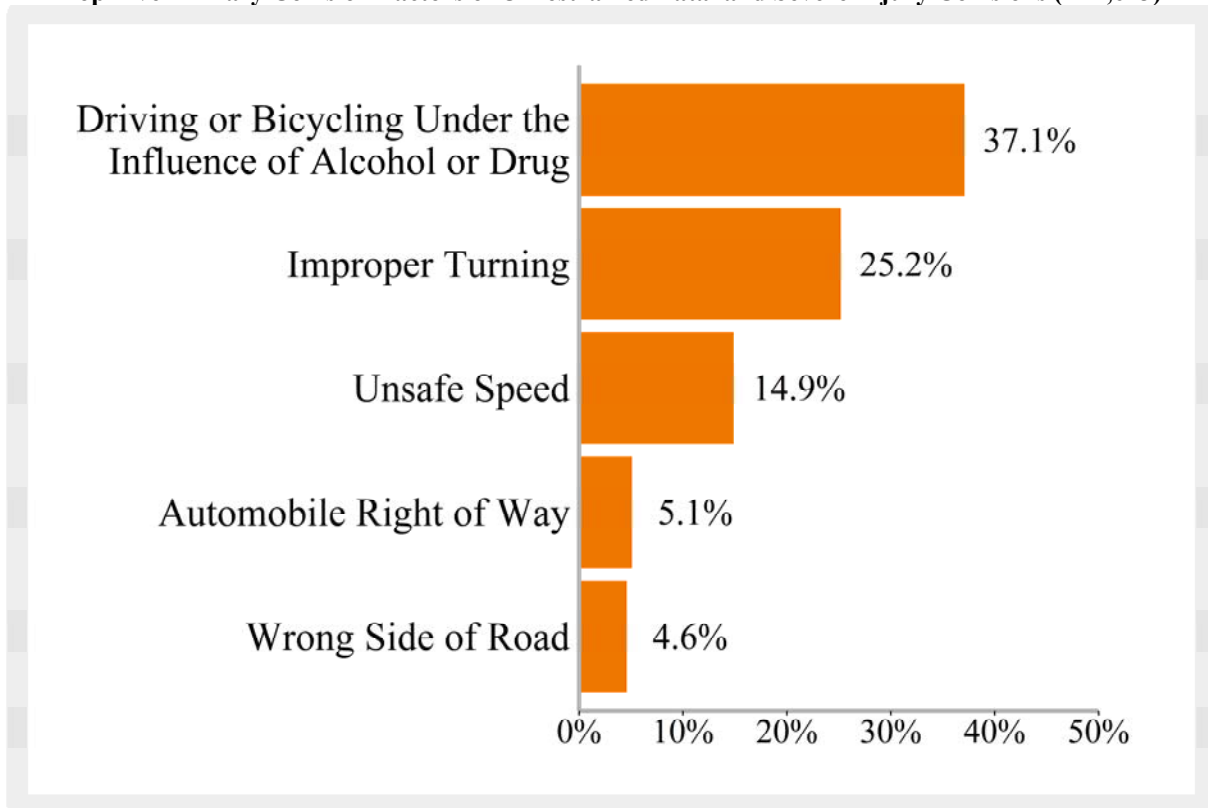
- Fatal and severe injuries among unrestrained occupants were more prevalent on Fridays, Saturdays, and Sundays, especially nighttime hours. These time periods coincide with high rates of restraint misuse, as reported by the NOPUS survey, and with times of high rates of alcohol use and other risk factors, including driving with passengers, and recreational driving.



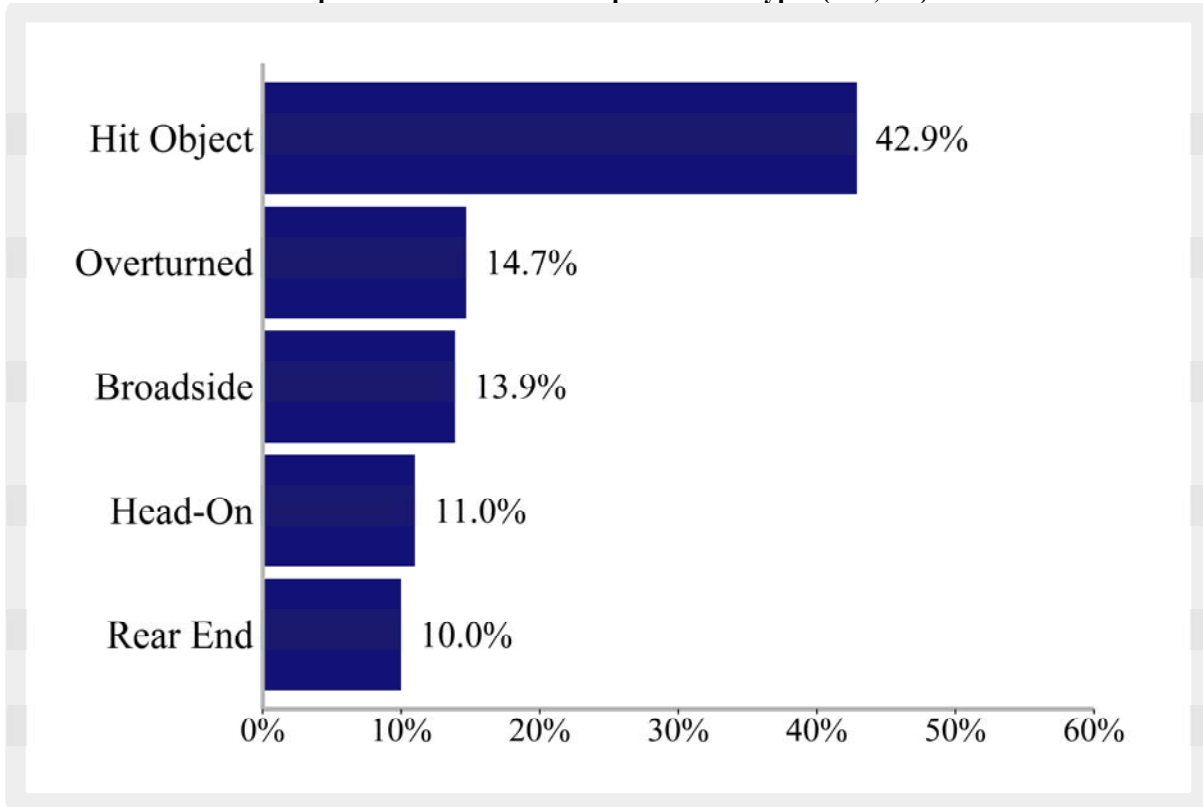
Unrestrained Occupants Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County



Top Five Primary Collision Factors of Unrestrained Fatal and Severe Injury Collisions (n=1,673)



Top Five Unrestrained Occupant Crash Types (n=1,673)



Time of Day and Day of Week of Unrestrained Occupant Fatal and Severe Injury Victims (n=1,623)

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	34	20	19	28	30	78	105	314 [19.3%]
3-6AM	20	17	7	22	22	38	42	168 [10.4%]
6-9AM	18	22	16	11	15	34	34	150 [9.2%]
9AM-Noon	16	9	10	10	22	21	18	106 [6.5%]
Noon-3PM	19	22	22	30	21	44	28	186 [11.5%]
3-6PM	24	21	24	30	36	28	38	201 [12.4%]
6-9PM	30	26	31	40	30	50	48	255 [15.7%]
9PM-Midnight	23	19	18	25	56	47	32	220 [13.6%]
Unknown	3	1	1	4	3	5	6	23 [1.4%]
TOTAL	187 [11.5%]	157 [9.7%]	148 [9.1%]	200 [12.3%]	235 [14.5%]	345 [21.3%]	351 [21.6%]	1,623 [100.0%]

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Child Passenger Safety

Nationally, an average of three children age 14 and under were killed every day in traffic collisions in 2015 (NCSA, 2017). NHTSA reports a five percent increase in child motor vehicle traffic fatalities from 1,073 in 2014 to 1,132 in 2015, and an overall 37 percent decrease from 1,798 in 2006. Across the age spectrum, child motor vehicle fatalities have steadily decreased, with the highest decrease in fatalities among the 'Under-1' age group (54 percent decrease from 125 in 2006 to 57 in 2015). This shift in fatality trends are in part due to child safety seats and lap/shoulder seat belt use. Of the 4,512 child passenger vehicle occupants who survived fatal crashes, 3,646 or 80.7 percent were restrained.

National

- In 2015, there were 1,132 children age 14 and younger killed in motor vehicle collisions in the United States which accounts for 3.2 percent of all fatalities (NCSA, 2017). This reflects a 5.5 percent increase from 1,073 in 2014 (NCSA, 2017).
- Of the 710 children killed in passenger vehicle crashes with known restraint use in 2015, 38.6 percent were unrestrained. The percent unrestrained in child fatalities increased with age from 20 percent of infants under age one to 60 percent of youth age 13 to 14 (NCSA, 2017).
- Among children under age five, an estimated 266 lives were saved in 2015 by restraint use, including 248 via child safety seats (NCSA, 2017).
- NHTSA estimates that child safety seats reduce the risk of fatal injury by 71 percent for infants under age one and 54 percent for toddlers age one to four in passenger vehicles (NCSA, 2017).

California

- As of January 2017, new child passenger safety laws came into effect (CDPH, 2016). Children under age two must be rear facing in a car seat unless they weigh 40 pounds or more, or are 40 inches or taller.
- Children under age eight must also 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.

Fatal and Severe Injuries to Unrestrained Child Passengers in California

- In 2015, there were 85 unrestrained children ages 14 or younger who were fatally or severely injured in traffic collisions. This is a 26.9 percent increase from 67 in 2014 and an 18.3 percent decrease from 104 in 2011.

Primary Collision Factors of Unrestrained Child Passenger Fatal and Severe Injury Collisions

- The top five PCF's for unrestrained child passenger fatal and severe injury collisions were improper turning, driving or bicycling under the influence of alcohol or drugs, unsafe speed, traffic signals and signs, and right of way. The most common PCF was improper turning at 30.9 percent.

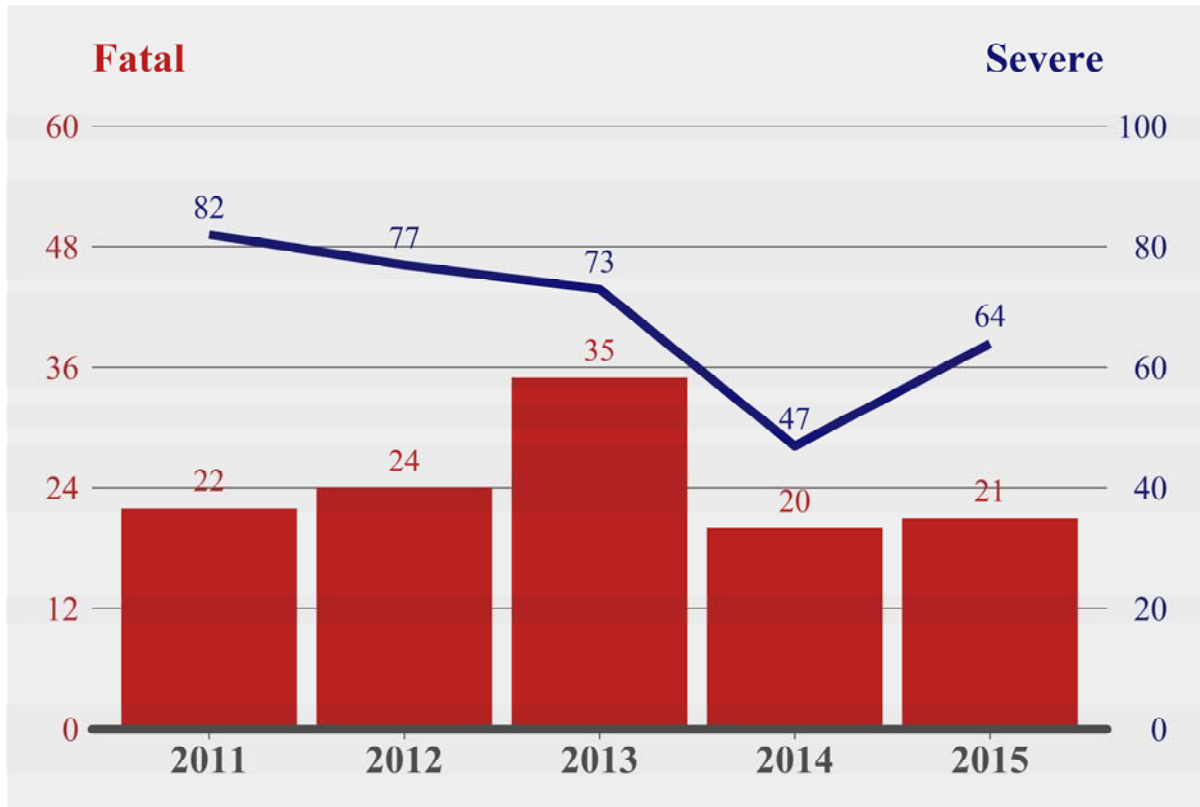
Crash Types of Unrestrained Child Passenger Fatal and Severe Injury Collisions

- The most common crash type for unrestrained child passengers who were fatally or severely injured was hitting an object. Whereas hitting an object accounted for 42.9 percent of fatal and severe injury unrestrained collisions, it accounts for 35.8 percent of child passengers fatal and severe injury unrestrained collisions.

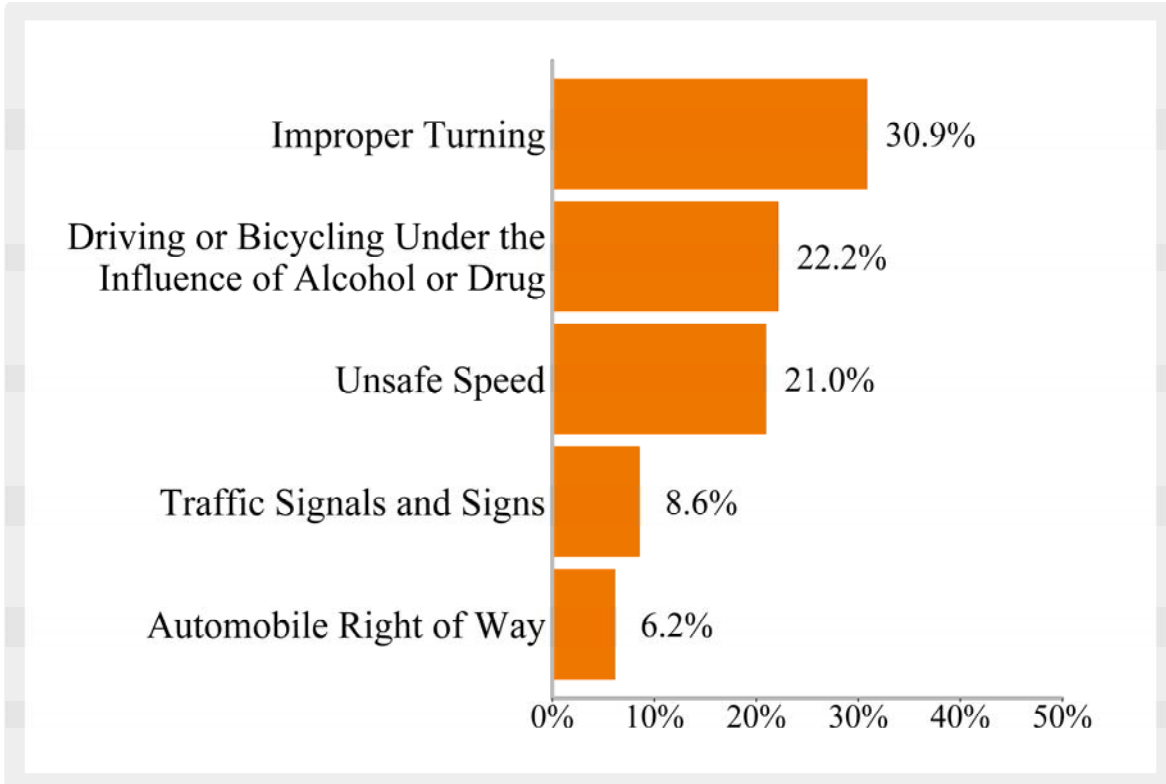
Time and Day of Fatal and Severe Injury Unrestrained Child Passenger Victims

- In California, 48.3 percent of fatal and severe injuries to unrestrained child passengers occurred between noon and 6pm.
- Fatal and severe injuries to unrestrained child passengers occurred more frequently on Tuesdays and Fridays, between 3pm and 6pm.

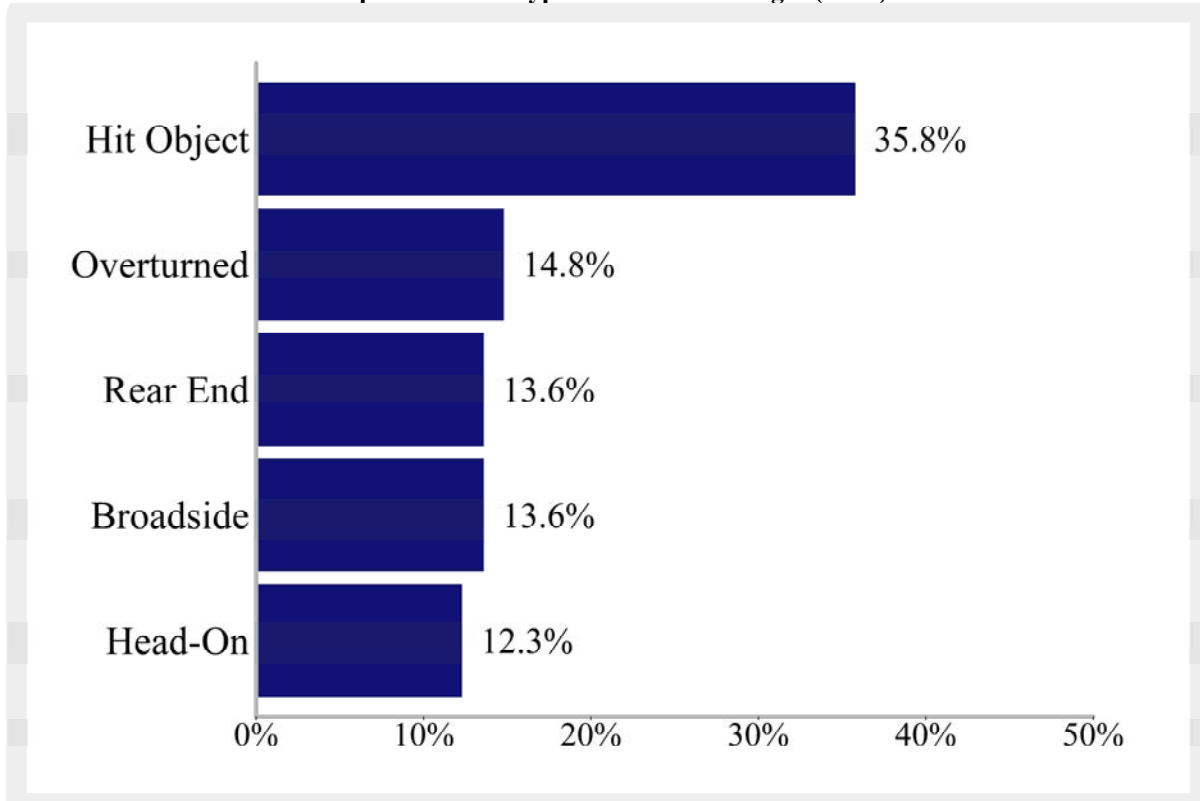
Unrestrained Child Passenger Fatal and Severe Injury Trends



Top Five Collision Factors for Unrestrained Child Passenger Fatal and Severe Injury Collisions (n=85)



Top Five Crash Types for Child Passenger (n=85)



Time and Day of Child Passenger Fatal and Severe Injuries (n=85)

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	1	0	0	1	1	0	0	3 [3.5%]
3-6AM	1	0	0	0	0	2	2	5 [5.9%]
6-9AM	0	2	1	1	1	2	1	8 [9.4%]
9AM-Noon	2	0	0	2	1	1	1	7 [8.2%]
Noon-3PM	2	2	3	3	3	3	2	18 [21.2%]
3-6PM	3	7	1	2	4	3	3	23 [27.1%]
6-9PM	2	0	1	3	0	2	3	11 [12.9%]
9PM-Midnight	0	0	1	2	3	2	1	9 [10.6%]
Unknown	0	0	0	0	0	1	0	1 [1.2%]
TOTAL	11 [12.9%]	11 [12.9%]	7 [8.2%]	14 [16.5%]	13 [15.3%]	16 [18.8%]	13 [15.3%]	85 [100.0%]

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Child Passenger Safety Inspections Stations and Training

The following tables list (1) California’s active network of child restraint inspection stations and the number of NHTSA certified Child Passenger Safety (CPS) Technicians per county, and (2) the number of CPS certification, recertification and renewal classes planned for FFY 2018, their locations, and the number of students estimated to participate in each class.

California Counties List of CPS Technicians and CPS Inspection Stations*			
CA County	CA Population (2017)	# CPS Technicians	# Inspection Stations
Alameda	1,633,558	131	8
Alpine	1,271	0	2
Amador	37,845	10	1
Butte	230,722	50	3
Calaveras	47,050	12	1
Colusa	23,237	12	1
Contra Costa	1,133,167	56	5
Del Norte	28,807	19	1
El Dorado	186,937	4	3
Fresno	1,010,409	127	3
Glenn	29,651	8	1
Humboldt	137,904	52	2
Imperial	197,273	15	2

CA County	CA Population (2017)	# CPS Technicians	# Inspection Stations
Inyo	19,423	14	2
Kern	930,660	69	5
Kings	159,378	31	2
Lake	67,897	14	1
Lassen	35,637	8	4
Los Angeles	10,271,018	360	12
Madera	163,926	43	2
Marin	259,362	25	2
Mariposa	18,357	4	3
Mendocino	89,343	12	2
Merced	276,536	17	2
Modoc	9,508	2	2
Mono	14,743	5	2
Monterey	435,776	28	2
Napa	144,136	25	2
Nevada	99,682	10	3
Orange	3,191,995	92	3
Placer	382,047	37	3
Plumas	19,305	5	2
Riverside	2,382,941	97	8
Sacramento	1,506,034	205	9
San Benito	60,683	6	2
San Bernardino	2,158,076	120	8
San Diego	3,302,343	85	7
San Francisco	865,639	50	2
San Joaquin	740,959	44	2
San Luis Obispo	277,466	33	3
San Mateo	762,445	49	3
Santa Barbara	445,640	50	3
Santa Clara	1,923,263	76	3
Santa Cruz	276,584	46	1
Shasta	182,649	31	2
Sierra	3,227	1	4
Siskiyou	45,712	7	2
Solano	441,457	26	3
Sonoma	509,831	50	5
Stanislaus	552,065	43	2

CA County	CA Population (2017)	# CPS Technicians	# Inspection Stations
Sutter	100,448	22	1
Tehama	66,037	18	3
Trinity	13,969	3	1
Tulare	479,080	22	5
Tuolumne	55,099	8	2
Ventura	860,467	45	10
Yolo	213,178	23	1
Yuba	77,292	22	2
Total	39,589,144	2,479	183

*As of June 2017

List of NHTSA CPS Technician Trainings*				
CA County	# Technician Trainings	# Students (estimated)	# Recertification/Update/Renewal Trainings	# Students (estimated)
Butte	2	40	2	40
Contra Costa	1	20		
Los Angeles	4	80	1	20
Monterey	1	20		
Orange	1	20		
Riverside	1	20		
Sacramento	1	20		
San Diego	1	20	1	20
San Joaquin	1	20		
Santa Cruz	1	20		
Shasta	1	20		
Sonoma	1	20		
Stanislaus	2	40		
Ventura	1	20		
Yolo	1	20		
Yuba	1	20		
To Be Determined	17	340	26	520
Total	38	760	30	600

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

Child Passenger Safety

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

Funded Grant Goals

- Increase seat belt compliance by September 30, 2018.
- Increase child safety seat usage by September 30, 2018.
- Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2018.

TASKS

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 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.

GRANT SUMMARY

Local Education			
Grant	Agency	Fund	Amount
OP18001	Butte County Public Health Department	405b OP	\$91,500
OP18006	Contra Costa County Health Services	405b OP	\$88,500
OP18007	Los Angeles County Department of Public Health	405b OP	\$67,500
OP18008	San Joaquin County Public Health Services	405b OP	\$85,700
OP18009	Santa Cruz County Health Services Agency	405b OP	\$44,500
OP18010	Ventura County Fire Department	405b OP	\$58,900
OP18011	Yuba County Health and Human Services Department	405b OP	\$47,500
OP18012	Los Angeles Housing and Community Investment Department	405b OP	\$154,000
OP18013	Pomona Police Department	405b OP	\$150,589
OP18014	Riverside County Department of Public Health	405b OP	\$129,000
OP18015	San Diego County Health & Human Services Agency - CAP	405b OP	\$88,500
OP18016	San Luis Obispo County Public Health Department	405b OP	\$46,000
OP18017	Stanislaus County Health Services Agency	405b OP	\$97,000
OP18018	Tehama County Health Services Agency	405b OP	\$65,000
OP18019	Yolo County Health and Human Services Agency	405b OP	\$165,000

Statewide Education			
Grant	Agency	Fund	Amount
OP18002	California Department of Public Health	405b OP	\$488,300
OP18003	California Highway Patrol	405b OP	\$725,500

Statewide Usage Surveys			
Grant	Agency	Fund	Amount
OP18005	California State University, Fresno	405b OP	\$298,950
		Total	\$3,041,939

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

GRANT DESCRIPTIONS

Statewide Education	
Grant	Agency/Title/Description
OP18002	California Department of Public Health
	Vehicle Occupant Safety Program (VOSP)
	The Vehicle Occupant Safety Program (VOSP) will coordinate CPS training and education efforts across California. VOSP will support local programs by providing national CPS technician certification courses and continuing educational and training opportunities to local CPS programs. Educational materials will also be provided to enhance effectiveness of local program implementation and CPS services, and will promote national CPS week and California car/booster seat laws.
OP18003	California Highway Patrol
	CA Restraint Safety Education and Training (CARSEAT)
	The California Highway Patrol will conduct a 12-month traffic safety grant focusing on community outreach and enforcement measures to increase seat belt and child safety restraint usage. The grant goals are to reduce the number of fatalities and injuries in traffic collisions in which victims did not use, or improperly used, their vehicle occupant restraint system. Objectives are to conduct child safety seat inspections, distribute child safety seats, conduct a statewide enforcement and awareness campaign, and provide comprehensive traffic safety educational seminars, classes, and informational sessions. The grant will provide CPS certification training to department and allied agency personnel.

Statewide Usage Surveys	
Grant	Agency/Title/Description
OP18005	California State University, Fresno
	Statewide Observational Restraint Usage Surveys
	Statewide seat belt usage data will be collected throughout California by using probability sampling method and adhering to NHTSA rules in 23 CFR Part 1340 (Docket No. NHTSA-2010-000). Based on NHTSA approved methods, roadway sites in 17 counties accounting for 85 percent of fatalities on California roadways will be sampled. Standard error will not exceed 2.5 percent. The data on usage rates at approximately 306 sites will be collected in Spring and Summer of 2018. During the Spring and Summer restraint surveys, a Distracted Driving survey will be simultaneously conducted. In addition, a statewide survey of high school driver and passenger seat belt usage will be performed at 102 high schools along with an infant/child restraint usage survey of 102 sites across the state.

PEDESTRIAN AND BICYCLE SAFETY

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Pedestrian Safety

Walking is an increasingly popular mode of transportation. In 2015, the Government Accountability Office released a study that found approximately one million more people reported non-motorized commutes in 2013 than in 2005 (2015, Pedestrians and Cyclists). According to a report published by the Governors Highway Safety Association (GHSA), reasons for the increase include: health, economic, and environmental benefits (2016, Preliminary Data, Pedestrian Traffic Fatalities by State). GHSA contends that pedestrian fatalities in the United States are rising at a disconcerting rate (2016 Preliminary Data, Pedestrian Traffic Fatalities by State). From 2010 to 2015, pedestrian fatalities increased by 25 percent nationally. During the same time, total traffic deaths increased by approximately six percent. The research found that pedestrian fatalities now account for the largest proportion of traffic fatalities recorded in the past 25 years.

Analyses presented in the pedestrian program area include fatal and severe injuries to pedestrians. Pedestrian collisions are defined as crashes where one or more victims is a pedestrian.

National

- Pedestrian fatalities continued to rise between 2011 and 2015, increasing 20.6 percent from 4,585 people in 2011 to 5,530 people in 2015.
- NHTSA reports that almost 15 people died every day in pedestrian/motor vehicle collisions in 2015.

California

- The increase in pedestrian fatalities was more moderate in California than nationally; however, the number of fatalities still rose 16.7 percent from 663 in 2011 to 774 in 2015.
- In the 2016 Traffic Safety Survey conducted by UC Berkeley SafeTREC, Californians were asked to think of the times they had been a pedestrian in the past six months and to identify the safety problems they experienced. “Cars not stopping” was reported by 27.6 percent, “cell phone-distracted drivers” was noted by 20.5 percent, and “speeding drivers” was reported by 14.5 percent of respondents.

Pedestrian Fatal and Severe Injury Collisions

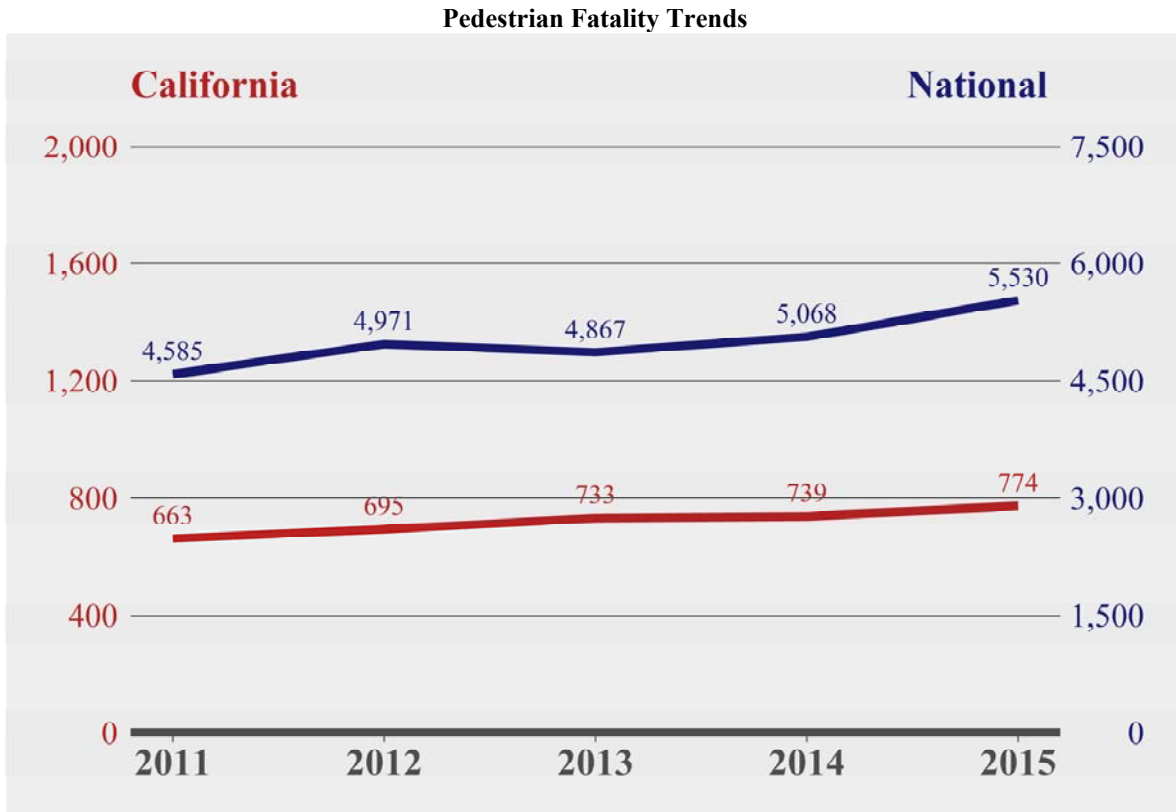
- The highest rates of pedestrian fatalities and severe injuries occurred in densely populated areas in Los Angeles, San Diego, Riverside, San Bernardino, San Francisco, Alameda, and Sacramento counties.
- The highest rates of pedestrian fatalities and severe injuries by population occurred in northern counties of Humboldt, Butte, Colusa, Sacramento, Sutter, and San Francisco.

Primary Collision Factors for Pedestrian Fatal and Severe Injury Collisions

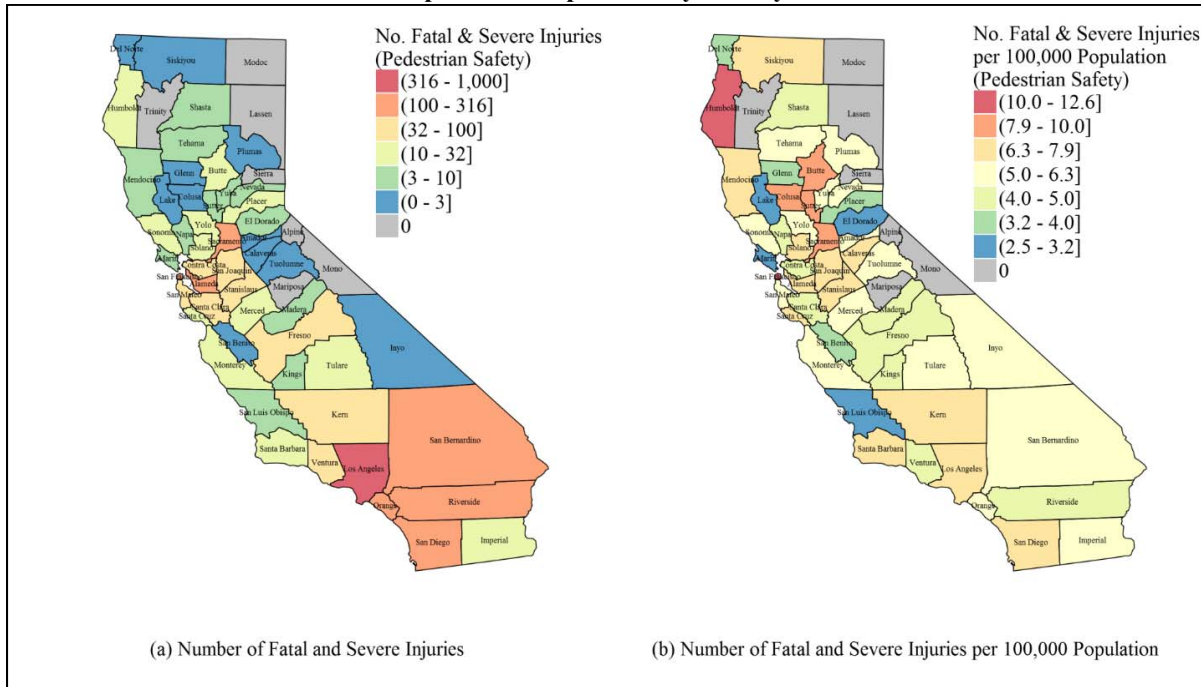
- The most common primary collision factor (PCF) for pedestrian fatalities and severe injuries were pedestrian violations, at 52.5 percent. This PCF does not necessarily mean that the pedestrian was at fault.
- A 2011 study by the AAA Foundation for Traffic Safety, found that the average risk of severe injury to a pedestrian when hit by a vehicle traveling at 23 MPH is 25 percent, traveling at 31 MPH is 50 percent, and traveling at 46 MPH is 75 percent. Among older pedestrians, the risk increases at slower speeds.

Time and Day of Pedestrian Fatal and Severe Injuries

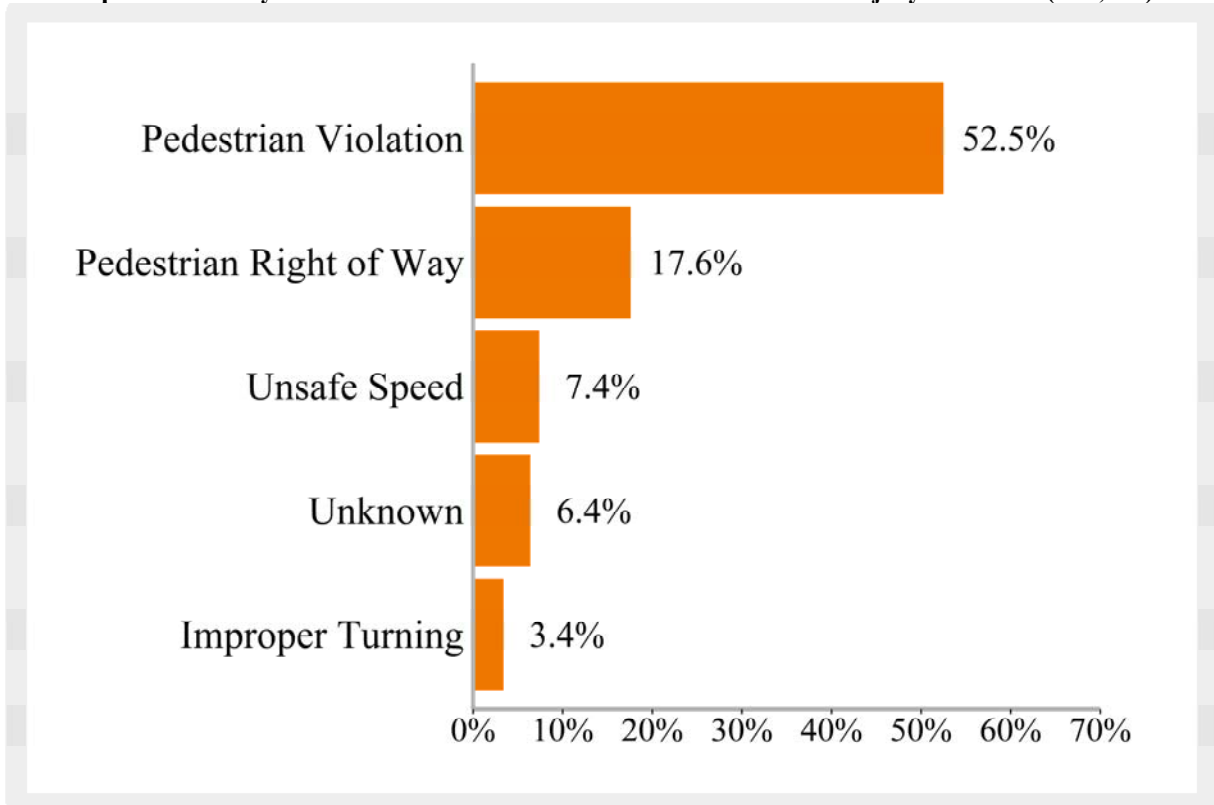
- Most pedestrian fatalities and severe injuries occur during dusk and darkness: between 6pm and 9pm every day; between 9pm and midnight on Friday-Sunday; and on Saturday between midnight and 3pm.



Pedestrian Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County



Top Five Primary Collision Factors for Pedestrian Fatal and Severe Injury Collisions (n=2,568)



Time of Day and Day of Week for Pedestrian Fatal and Severe Injury (n=2,494)

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	19	14	22	24	28	66	51	224 [9.0%]
3-6AM	24	21	22	17	28	30	20	162 [6.5%]
6-9AM	44	33	51	44	50	29	14	265 [10.6%]
9AM-Noon	23	24	30	18	25	28	13	161 [6.5%]
Noon-3PM	21	26	28	37	36	17	21	186 [7.5%]
3-6PM	45	43	47	48	70	37	40	330 [13.2%]
6-9PM	90	108	92	109	113	110	90	712 [28.5%]
9PM-Midnight	57	54	56	58	71	81	62	439 [17.6%]
Unknown	1	4	0	1	2	2	5	15 [0.6%]
TOTAL	324 [13.0%]	327 [13.1%]	348 [14.0%]	356 [14.3%]	423 [17.0%]	400 [16.0%]	316 [12.7%]	2,494 [100.0%]

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Bicycle Safety

Bicycling is becoming more popular across the country. In 2015, more than two people were killed each day in bicycle injury collisions in the US, representing a six percent increase in bicyclist fatalities since 2006 and a 12.2 percent increase from 2014. These fatalities represent about two percent of the total number of road users killed or injured in 2015 (2015 Data, Pedestrian and Bicycle Information Center).

Analyses presented in the bicycling program area include fatal and severe 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

- Between 2011 and 2015, bicycle fatalities and severe injuries climbed at a progressive rate nationally, with the steepest increase of 12.2 percent between 2014 and 2015.
- In 2014, NHTSA reported that bicyclists accounted for two percent of all crash-related injuries.
- Fatality trends nationally are similar to those at the state level. Male bicyclists between 20-24 years old, cyclists in urban areas, and cyclists riding during commute and evening hours of 6pm and 9pm are injured most frequently.
- Twenty-one percent of cyclists in crashes had a blood alcohol concentration (BAC) of .08 grams or higher.

California

- In California, while bicycle fatalities and severe injuries did not climb between 2014 and 2015, they comprise 16 percent of the national level of fatal and severe bicycle injury collisions.
- 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 2016 Traffic Safety Survey, drivers were asked if they believed it to be legal for bicyclists to ride on roadways when there is no bike lane present. Sixty-eight percent agreed, while 32 percent did not.
- The cities of Los Angeles, San Diego and San Jose, respectively, were among the top 10 cities in the nation with the highest number of bicycle fatalities.

Fatal and Severe Injury Bicycle Collisions

- Rates of bicycle fatalities and injuries were highest in densely populated areas of Los Angeles, San Diego, Orange, Riverside, San Bernardino, Alameda, San Francisco, Santa Clara, and Sacramento counties.
- The highest rates of bicycle fatalities and injuries by population occurred in rural areas of Mariposa, Trinity, Mendocino, and Inyo counties.

Primary Collision Factors for Bicycling Fatal and Severe Injury Collisions

- The primary collision factor (PCF) varied considerably for bicycling fatal and severe injury collisions. The two top PCFs were automobile right-of-way at 19.3 percent and improper turning at 16.2 percent.

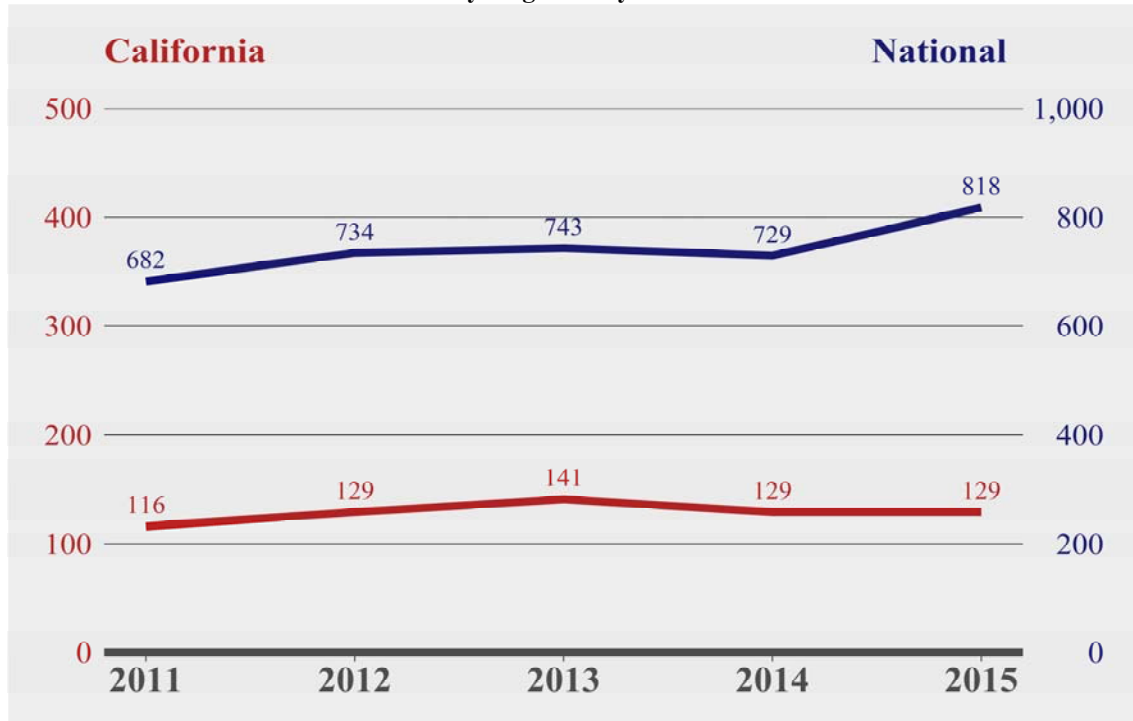
Crash Types for Bicycling Fatal and Severe Injury Collisions

- Nearly one-third of bicycling fatal and severe injury collisions were broadside, followed by non-specified "other" collisions, sideswipes, overturned, and rear-end collisions.

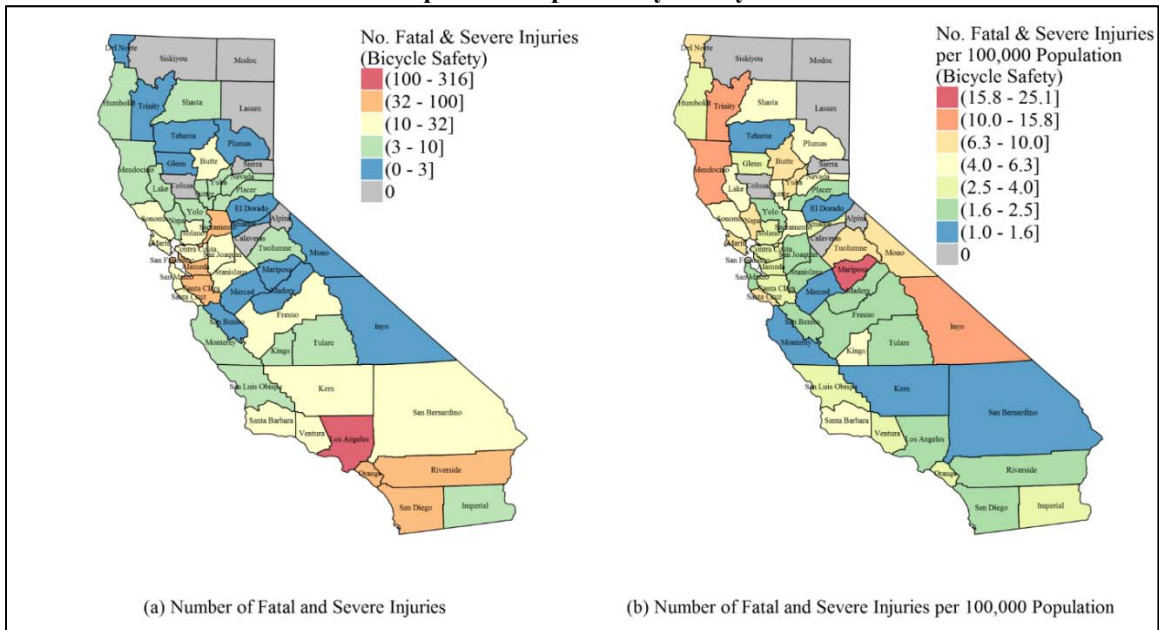
Time and Day of Bicycling Fatal and Severe Injuries

- The time of day when the highest number of bicycle fatal and severe injury collisions occurred is between 3pm and 6pm on weekdays, and 9am to 9pm on weekends.
- The highest number of bicycle crashes occur during commute hours on weekdays.

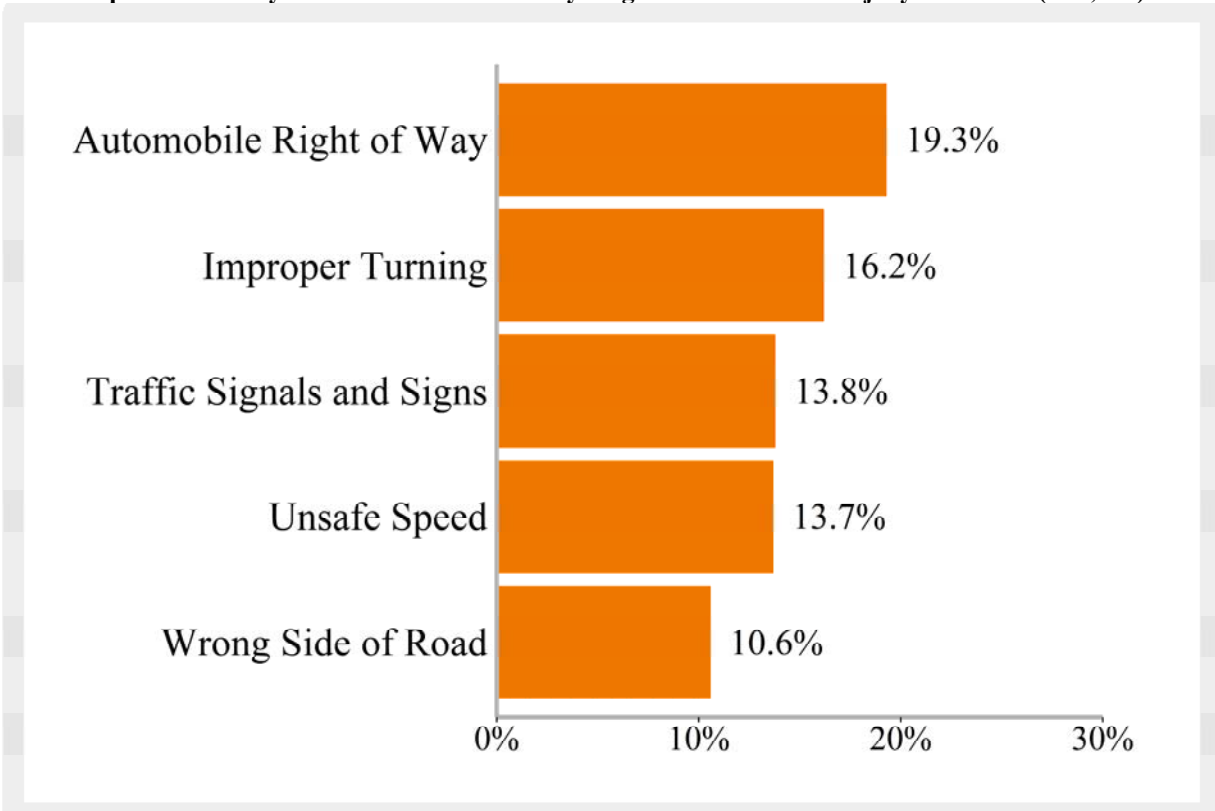
Bicycling Fatality Trends



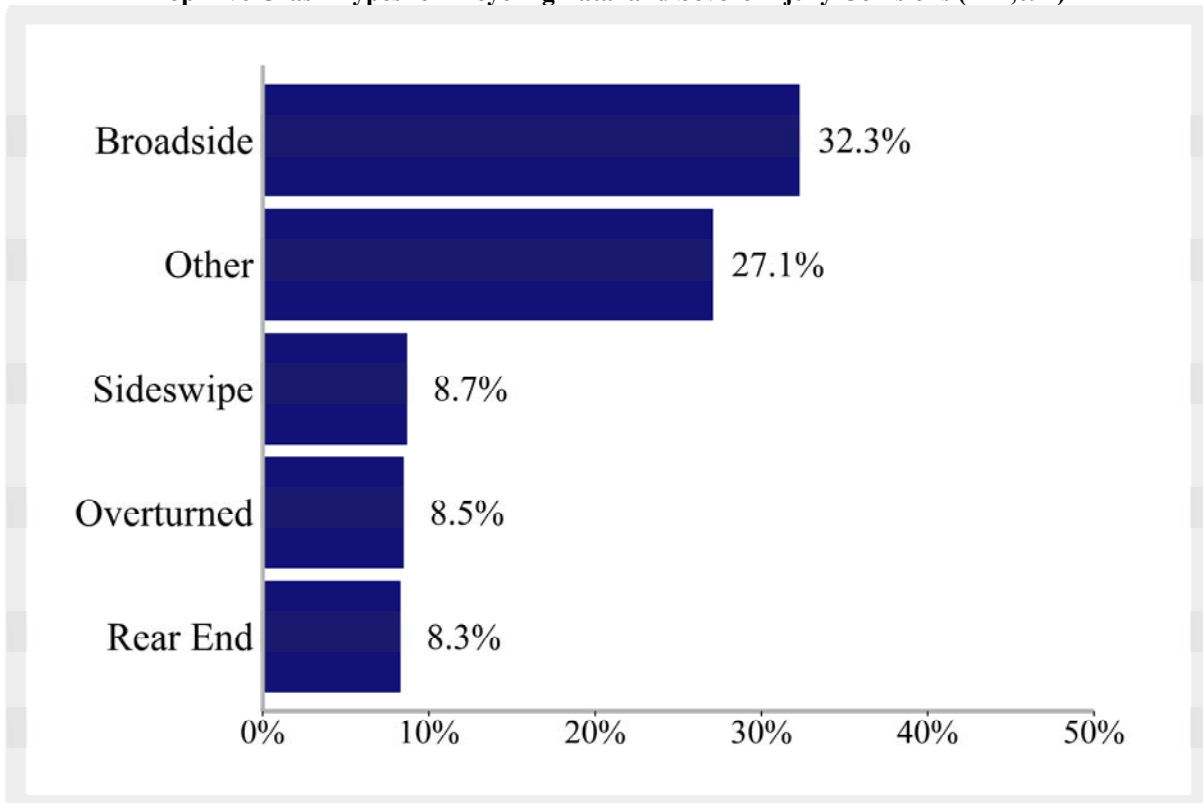
Bicycling Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County



Top Five Primary Collision Factors for Bicycling Fatal and Severe Injury Collisions (n=1,097)



Top Five Crash Types for Bicycling Fatal and Severe Injury Collisions (n=1,097)



Time of Day and Day of Week for Bicycling Fatal and Severe Injury (n=1,075)

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	5	2	4	1	2	8	8	30 [2.8%]
3-6AM	6	6	3	3	2	4	4	28 [2.6%]
6-9AM	18	22	20	45	14	13	6	138 [12.8%]
9AM-Noon	17	14	15	16	21	31	32	146 [13.6%]
Noon-3PM	22	21	16	30	28	34	32	183 [17.0%]
3-6PM	31	42	31	42	37	25	25	233 [21.7%]
6-9PM	26	30	29	29	28	36	31	209 [19.4%]
9PM-Midnight	12	17	13	16	14	19	13	104 [9.7%]
Unknown	2	0	1	0	1	0	0	4 [0.4%]
TOTAL	139 [12.9%]	154 [14.3%]	132 [12.3%]	182 [16.9%]	147 [13.7%]	170 [15.8%]	151 [14.0%]	1,075 [100.0%]

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Countermeasures and Strategies

Pedestrian and Bicycle Safety

- Expand the statewide pedestrian safety campaign “Pedestrians Don’t Have Armor,” to include paid and earned media efforts.
- Expand activities, events, and public information during May’s Bicycle Safety Month and September’s Pedestrian Safety month.
- Conduct a Pedestrian Safety Roundtable with statewide stakeholders.
- Fund the Southern California Association of Governments (SCAG) to expand the “Go Human” pedestrian and bicycle safety media campaign and provide community outreach and education in Los Angeles, Riverside, San Bernardino, Orange, Imperial, and Ventura counties.
- Fund SafeTREC to facilitate sustained networks, conduct community workshops, technical assistance, among FHWA Pedestrian and Bicyclist Focus Cities including Los Angeles, San Francisco, San Diego, San Jose, Santa Ana, Fresno, and Bakersfield.
- Offer free Pedestrian Safety Assessments to cities and communities.
- Continue community based education workshops on pedestrian safety best practices, walkability and community engagements to cities with high rates of pedestrian and bicycle fatalities and injuries.
- Fund the development of pedestrian and bicycle safety videos.

Funded Grant Goals

- Reduce the number of pedestrians killed by September 30, 2018.
- Reduce the number of pedestrians injured by September 30, 2018.

- Reduce the number of pedestrians killed under the age of 15 by September 30, 2018.
- Reduce the number of pedestrians injured under the age of 15 by September 30, 2018.
- Reduce the number of pedestrians killed over the age of 65 by September 30, 2018.
- Reduce the number of pedestrians injured over the age of 65 by September 30, 2018.
- Reduce the number of bicyclists killed in traffic related collisions by September 30, 2018.
- Reduce the number of bicyclists injured in traffic related collisions by September 30, 2018.
- Reduce the number of bicyclists killed in traffic related collisions under the age of 15 by September 30, 2018.
- Reduce the number of bicyclists injured in traffic related collisions under the age of 15 by September 30, 2018.
- Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2018.

TASKS

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).

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.

GRANT SUMMARY

Community Support/Technical Assistance			
Grant	Agency	Fund	Amount
PS18034	University of California, Berkeley - SafeTREC	402 PS	\$2,000,000
PS18035	University of California, Berkeley - TTP	402 PS	\$408,000

Education and Public Awareness			
Grant	Agency	Fund	Amount
PS18001	Orange County Transportation Authority	402 PS	\$75,000
PS18002	Westminster Police Department	402 PS	\$25,000
PS18003	Alameda County Public Works Department	402 PS	\$125,000
PS18004	Anaheim Police Department	402 PS	\$70,000
PS18005	Bakersfield Police Department	402 PS	\$30,000

Education and Public Awareness			
Grant	Agency	Fund	Amount
PS18006	Baldwin Park Police Department	402 PS	\$40,000
PS18007	Butte County Public Health Department	402 PS	\$29,000
PS18008	California Highway Patrol	405h PS	\$1,338,000
PS18009	Escondido Police Department	402 PS	\$25,000
PS18010	Fresno (PARCS)	402 PS	\$120,000
PS18011	Humboldt County Public Health	402 PS	\$125,000
PS18012	Montclair Human Services	402 PS	\$40,000
PS18013	Sacramento Police Department	402 PS	\$75,000
PS18014	Santa Cruz County Health Services Agency	402 PS	\$170,000
PS18015	Long Beach Department of Health and Human Services	402 PS	\$110,000
		402 PM	\$40,000
PS18016	Los Angeles County Department of Public Works	402 PS	\$125,000
		402 PM	\$25,000
PS18017	Los Angeles Housing and Community Investment Department	402 PS	\$300,000
PS18018	Modesto Police Department	402 PS	\$55,000
PS18019	Monterey County Health Department	402 PS	\$130,000
PS18020	Pasadena Transportation Department	402 PS	\$112,000
PS18021	Riverside County Department of Public Health	402 PS	\$135,000
PS18022	Riverside Public Works Department	402 PS	\$136,000
PS18023	Sacramento County Office of Education	402 PS	\$170,000
PS18024	Sacramento Public Works	402 PS	\$200,000
PS18025	San Benito County Health and Human Services Agency	402 PS	\$25,000
PS18026	San Diego Police Department	402 PS	\$200,000
PS18027	San Jose Department of Transportation	402 PS	\$150,000
PS18028	San Luis Obispo County Public Health Department	402 PS	\$160,000
PS18029	Santa Ana Public Works Agency	402 PS	\$75,000
PS18030	Santa Clara Police Department	402 PS	\$35,000
PS18031	Solano Transportation Authority	402 PS	\$170,000
PS18032	Southern California Association of Governments	402 PM	\$800,000
		402 PS	\$700,000
PS18033	Standard School District	402 PS	\$30,000
PS18036	Watsonville Police Department	402 PS	\$35,000
PS18037	Yolo County Health and Human Services Agency	402 PS	\$50,000
PS18038	Yuba County Health and Human Services Department	402 PS	\$40,000
		Total	\$8,703,000

GRANT DESCRIPTIONS

Community Support/Technical Assistance	
Grant	Agency/Title/Description
PS18034	University of California, Berkeley - SafeTREC
	Community Pedestrian and Bicycle Safety Program
	The target population for this program are pedestrian high risk communities (communities with higher than average pedestrian collisions or observed pedestrian problems; e.g., near-misses, unsafe conditions with high volumes of pedestrians, etc.). The program will focus significantly on ensuring equity, as well as safety for children and seniors, UC Berkeley's SafeTREC will provide education based information on best practice guidance, conduct 20 pedestrian bicycle safety workshops in high-risk communities, provide technical assistance to 25 communities to support sustained pedestrian and bicycle safety efforts, conduct five Safe Routes to School trainings, and provide technical assistance to seven focus cities in California.
PS18035	University of California, Berkeley - TTP
	Pedestrian and Bicycle Safety Program
	The Technology Transfer Program will conduct 12 Complete Streets Safety Assessments statewide. This free expert technical assistance will be tailored for agencies to implement traffic safety solutions for all road users.

Education/Public Awareness	
Grant	Agency/Title/Description
PS18008	California Highway Patrol
	California Pedestrian and Bicyclist Enforcement and Education Project V
	The California Highway Patrol will conduct a 12-month statewide grant to reduce pedestrian and bicyclist collisions and victims. This project includes both enhanced enforcement and a public education and awareness campaign focusing on pedestrian and bicyclist traffic safety, including motorist behavior when in the presence of pedestrians and bicyclists. Objectives will provide enhanced enforcement in problematic locations, conduct comprehensive traffic safety educational events, rodeos, and community informational sessions; collaborate with community and advocacy groups; distribute bicycle helmets and other safety equipment; disseminate pedestrian and bicyclist educational materials; and conduct appropriate training for department uniformed personnel on bicycle and pedestrian safety.

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

POLICE TRAFFIC SERVICES

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Speeding is defined as driving too fast for the conditions or in excess of the posted speed limit. In the United States, speeding has been involved in nearly one-third of all fatal crashes for more than twenty years and is a leading contributing factor in traffic collisions (NHTSA, 2014). In 2015, almost 10,000 people died on US roads in speeding-related crashes. Nationally, between 2014 and 2015, speeding-related fatalities increased three percent, from 9,283 to 9,557 (NCSA, 2016). 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 severe injuries. Speeding-related collisions are defined as crashes where one or more drivers was speeding.

National

- In the United States, there were 9,557 people killed in a speeding-related traffic collision in 2015, a three percent increase from 9,283 in 2014, and a 4.4 percent decrease from 10,001 in 2011.
- In 2015, 27.2 percent of the nation's 35,092 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, 40.9 percent had a BAC of .08 or higher compared to only 16.6 percent of non-speeding drivers involved in fatal crashes in 2014 (NCSA, 2016).
- In 2014, a little over half, or 51 percent, of speeding passenger vehicle drivers involved in fatal crashes were restrained, compared to 78 percent of non-speeding drivers (NCSA, 2016).
- In 2014, about one-third of motorcycle riders involved in fatal crashes were speeding, more than any other vehicle type (NCSA, 2016).

California

- In California, there were 955 people killed in speeding-related traffic collisions in 2015, a 4.2 percent decrease from 995 in 2014, and a 6.4 percent increase from 898 in 2011.
- In 2015, 30.1 percent of California's 3,176 motor vehicle fatalities were speeding-related. As recently as 2014, California had the second highest number of speeding-related fatalities in the nation with 995 (NCSA, 2016).
- The 2016 OTS Traffic Safety Survey reported that 59.5 percent of drivers surveyed perceive that it is safe to drive ten miles over the speed limit on freeways (Ewald & Wasserman, 2016).
- When asked about the safety of driving 20 miles over the speed limit, 7.6 percent of drivers surveyed believed it is safe. Of young adult drivers age 18 to 24, 13.5 percent believe it is safe to do so (Ewald & Wasserman, 2016).

Speeding-Related Fatal and Severe Injury Collisions

- Not all areas in California are equally affected by speeding-related collisions. In 2015, eight counties reported zero fatal speeding-related collisions. Over half of all speeding-related fatalities and severe injuries occurred in only six counties.

- The highest number of speeding-related fatal and serious injuries were in southern California in Los Angeles, San Diego, Orange, San Bernardino, and Riverside counties, followed by Alameda county.
- Conversely, the highest rate of speeding-related fatal and serious injury per population were concentrated in more rural parts of California in Alpine, Sierra, Inyo, and Plumas counties.

Primary Collision Factors for Speeding-Related Fatal and Severe Injury Collisions

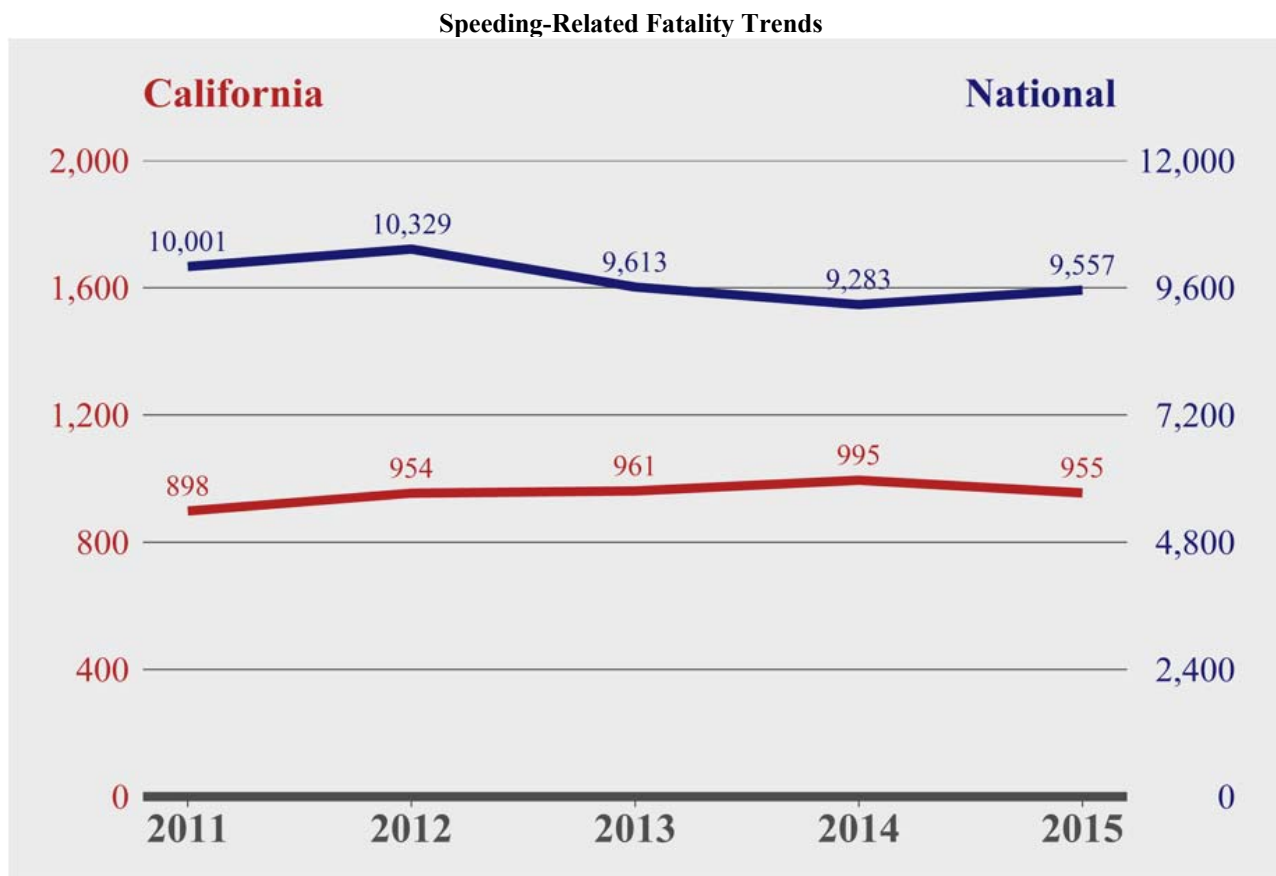
- This program area is defined by collisions in which drivers are speeding; therefore, 100 percent of the collisions in this program area have a primary collision factor of unsafe speed.

Crash Types for Speeding-Related Fatal and Severe Injury Collisions

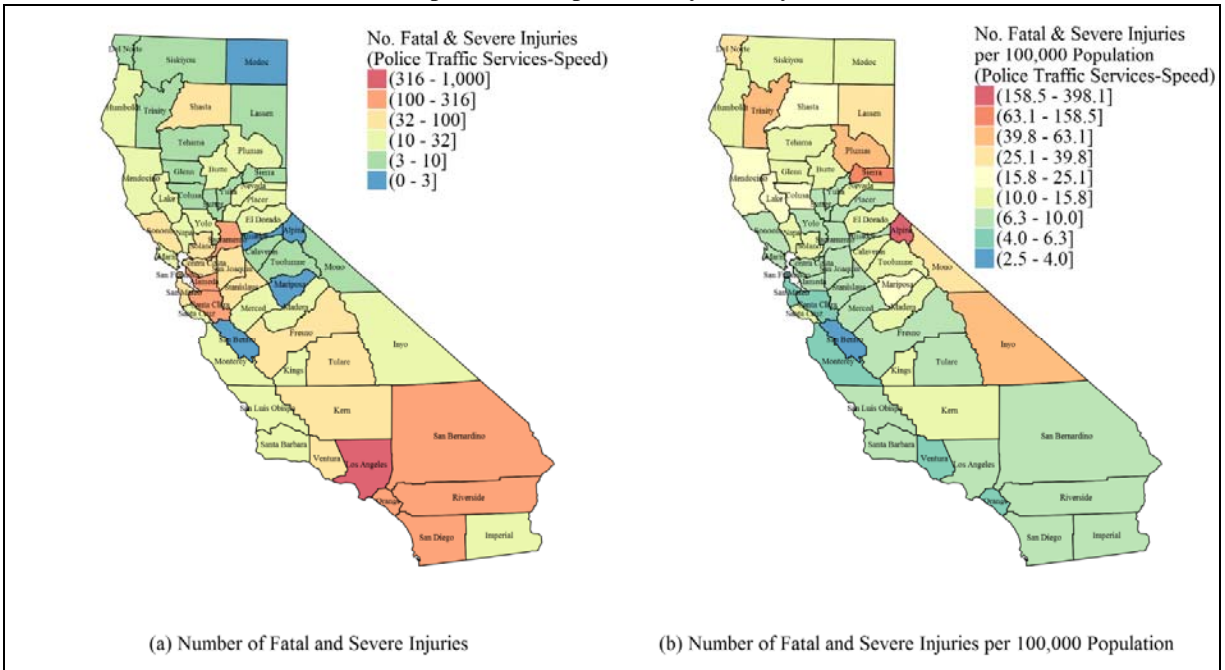
- Over one-third, 35.5 percent, of speeding-related crashes were rear end collisions. Other common crash types for speeding-related collisions were hitting an object at 21.5 percent and overturned vehicle at 15.9 percent.

Time and Day of Speeding-Related Fatal and Severe Injuries

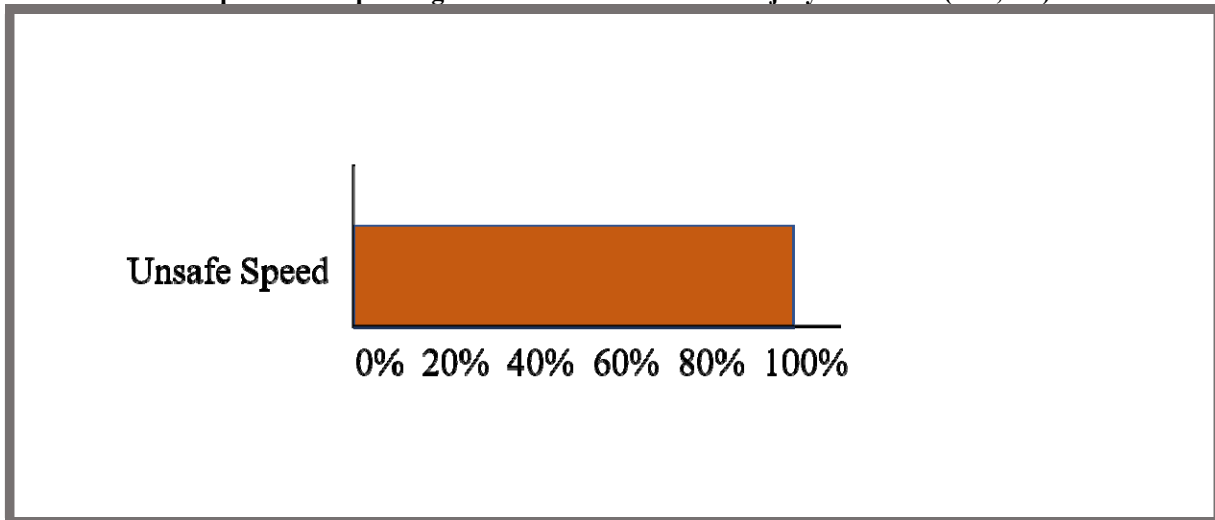
- Fatal and severe speeding-related collisions were more likely to occur during the weekday evening commute hours between 3pm and 6pm, as well as on weekends.



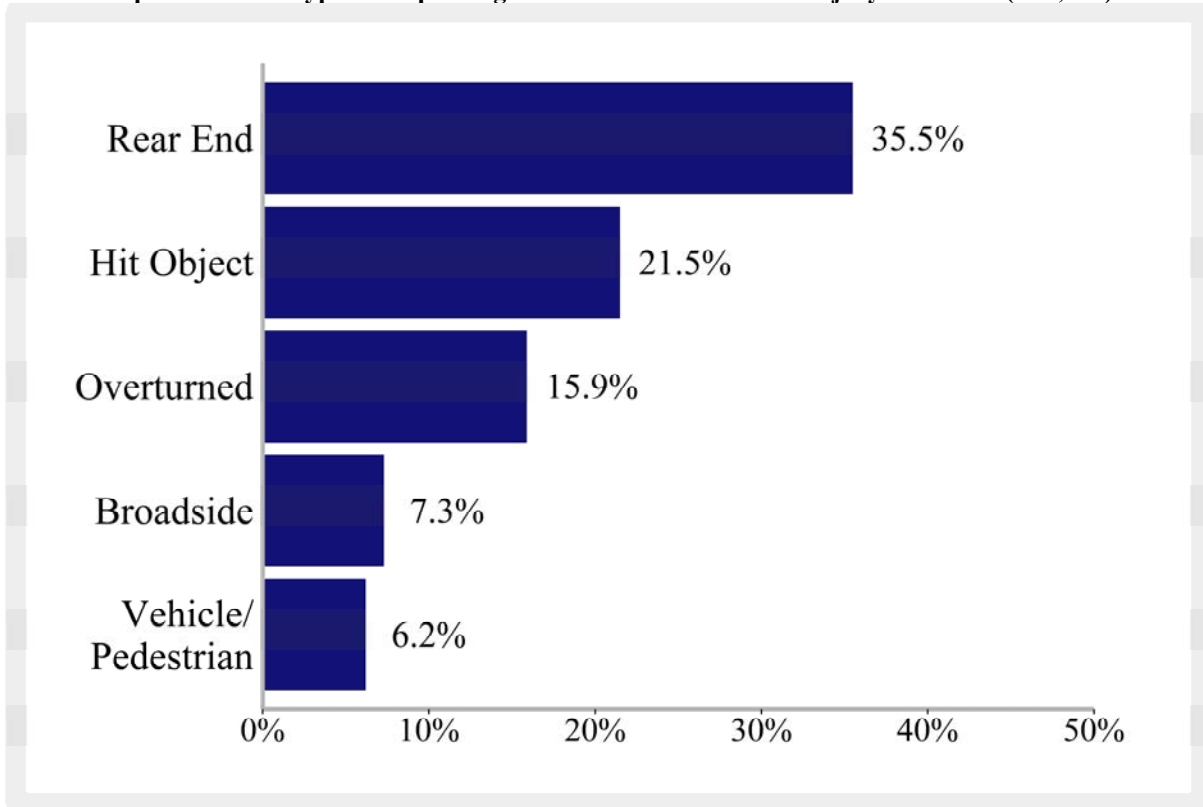
Speeding-Related Fatal and Severe Injury and Fatal and Severe Injury Number per 100K Population by County



Top PCF for Speeding-Related Fatal and Severe Injury Collisions (n=2,545)



Top Five Crash Types for Speeding-Related Fatal and Severe Injury Collisions (n=2,545)



Time of Day and Day of Week for Speeding-Related Fatal and Severe Injury Collisions (n=2,987)

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	45	26	25	29	39	73	80	317 [10.6%]
3-6AM	17	25	17	25	33	43	63	223 [7.5%]
6-9AM	46	43	51	45	38	49	29	301 [10.1%]
9AM-Noon	48	40	31	38	46	54	76	333 [11.1%]
Noon-3PM	60	43	40	62	60	94	98	457 [15.3%]
3-6PM	56	74	77	84	107	79	90	567 [19.0%]
6-9PM	50	57	50	83	64	79	56	439 [14.7%]
9PM-Midnight	31	46	47	59	59	53	40	335 [11.2%]
Unknown	0	3	2	0	4	4	2	15 [0.5%]
TOTAL	353 [11.8%]	357 [12.0%]	340 [11.4%]	425 [14.2%]	450 [15.1%]	528 [17.7%]	534 [17.9%]	2,987 [100.0%]

FSI Num+% 0 1 - 27 28 - 43 44 - 51 52 - 69 70 - 107

Countermeasures and Strategies

High Visibility Enforcement

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

Increased Enforcement

- Conduct special enforcement operations targeting primary collision factor violations.
- Fund full-time law enforcement personnel, overtime, lidar and radar units, DUI trailers, visible display radar trailers, changeable message signs, geographical information systems (GIS), motorcycles, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.
- Conduct courthouse, stake-out, and probation compliance operations to address impaired driving offenders with suspended or revoked licenses, and those on probation.

Education/Public Awareness

- 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.
- Deploy visible speed display message/radar trailers.
- Promote traffic enforcement and impaired driving recognition training for law enforcement personnel.
- Conduct illegal-street racing enforcement training to California law enforcement agencies.

Other

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

Funded Grant Goals

- Reduce the number of persons killed in traffic collisions by September 30, 2018.
- Reduce the number of persons injured in traffic collisions by September 30, 2018.

TASKS

Education/Public Awareness

University staff will work closely with community-based organizations, employers, 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 OTS subrecipients.

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.

Statewide Enforcement

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

GRANT SUMMARY

Education/Public Awareness			
Grant	Agency	Fund	Amount
PT18150	University of California, Berkeley - SafeTREC	402 PT	\$895,000
PT18151	University of California, San Diego	402 PM	\$10,000
		402 PT	\$790,000

Local/Allied Agency Enforcement			
Grant	Agency	Fund	Amount
PT18001	Alhambra Police Department	164 AL	\$60,000
		402 PT	\$55,000
PT18002	Anaheim Police Department	164 AL	\$205,200
		402 PT	\$198,000
PT18003	Arcadia Police Department	164 AL	\$50,000
		402 PT	\$50,000
PT18004	Atascadero Police Department	164 AL	\$60,000
		402 PT	\$10,000
PT18005	Azusa Police Department	164 AL	\$50,000
		402 PT	\$41,500

Local/Allied Agency Enforcement			
Grant	Agency	Fund	Amount
PT18006	Bakersfield Police Department	164 AL	\$347,000
		402 PT	\$121,000
		405c TR	\$136,000
PT18007	Baldwin Park Police Department	164 AL	\$40,000
		402 PT	\$30,000
PT18008	Bell Gardens Police Department	164 AL	\$60,000
		402 PT	\$35,000
PT18009	Bell Police Department	164 AL	\$60,000
		402 PT	\$40,000
PT18010	Berkeley Police Department	164 AL	\$132,500
		402 PT	\$132,500
PT18011	Beverly Hills Police Department	164 AL	\$60,000
		402 PT	\$55,000
PT18012	Brea Police Department	164 AL	\$45,000
		402 PT	\$60,000
PT18013	Brentwood Police Department	164 AL	\$45,000
		402 PT	\$30,000
PT18014	Buena Park Police Department	164 AL	\$90,000
		402 PT	\$50,000
PT18015	Burbank Police Department	164 AL	\$50,000
		402 PT	\$50,000
PT18016	Burlingame Police Department	164 AL	\$40,000
		402 PT	\$30,000
PT18023	Cathedral City Police Department	164 AL	\$45,000
		402 PT	\$50,000
PT18024	Chino Police Department	164 AL	\$90,000
		402 PT	\$40,000
PT18025	Chula Vista Police Department	164 AL	\$400,000
		402 PT	\$130,000
PT18026	Citrus Heights Police Department	164 AL	\$90,000
		402 PT	\$40,000
		405c TR	\$34,000
PT18027	Claremont Police Department	164 AL	\$60,000
		402 PT	\$40,000
PT18028	Clovis Police Department	164 AL	\$60,000
		402 PT	\$30,000
PT18029	Colton Police Department	164 AL	\$90,000
		402 PT	\$25,000
PT18030	Concord Police Department	164 AL	\$142,000
		402 PT	\$70,000

Local/Allied Agency Enforcement			
Grant	Agency	Fund	Amount
PT18031	Corona Police Department	164 AL	\$50,000
		402 PT	\$25,000
PT18032	Costa Mesa Police Department	164 AL	\$165,000
		402 PT	\$125,000
PT18033	Covina Police Department	164 AL	\$50,000
		402 PT	\$20,000
PT18034	Culver City Police Department	164 AL	\$50,000
		402 PT	\$70,000
PT18035	Daly City Police Department	164 AL	\$60,000
		402 PT	\$40,000
PT18036	Downey Police Department	164 AL	\$200,000
		402 PT	\$130,000
PT18037	Dublin Police Department	164 AL	\$50,000
		402 PT	\$25,000
PT18038	El Cajon Police Department	164 AL	\$73,000
		402 PT	\$127,000
PT18039	El Centro Police Department	164 AL	\$60,000
		402 PT	\$50,000
PT18040	El Monte Police Department	164 AL	\$110,000
		402 PT	\$90,000
PT18041	Elk Grove Police Department	164 AL	\$120,000
		402 PT	\$100,000
PT18042	Escondido Police Department	164 AL	\$400,000
		402 PT	\$110,000
PT18043	Folsom Police Department	164 AL	\$80,000
		402 PT	\$40,000
		405c TR	\$30,000
PT18044	Fontana Police Department	164 AL	\$240,000
		402 PT	\$115,000
PT18045	Fountain Valley Police Department	164 AL	\$44,400
		402 PT	\$44,400
		405d AL	\$11,200
PT18046	Fremont Police Department	164 AL	\$100,000
		402 PT	\$65,000
PT18047	Fresno Police Department	164 AL	\$490,000
		402 PT	\$200,000
PT18048	Fullerton Police Department	164 AL	\$180,000
		402 PT	\$85,000
		405d AL	\$135,000

Local/Allied Agency Enforcement			
Grant	Agency	Fund	Amount
PT18049	Garden Grove Police Department	164 AL	\$135,000
		402 PT	\$151,000
PT18050	Gardena Police Department	164 AL	\$90,000
		402 PT	\$40,000
PT18051	Gilroy Police Department	164 AL	\$50,000
		402 PT	\$35,000
PT18052	Glendale Police Department	164 AL	\$150,000
		402 PT	\$157,000
		405c TR	\$32,500
		405d AL	\$15,000
PT18053	Glendora Police Department	164 AL	\$60,000
		402 PT	\$40,000
PT18054	Hawthorne Police Department	164 AL	\$95,000
		402 PT	\$45,000
PT18055	Hayward Police Department	164 AL	\$140,000
		402 PT	\$100,000
PT18056	Hemet Police Department	164 AL	\$75,000
		402 PT	\$55,000
PT18057	Hollister Police Department	164 AL	\$50,000
		402 PT	\$20,000
PT18058	Huntington Beach Police Department	164 AL	\$450,000
		402 PT	\$160,000
PT18059	Huntington Park Police Department	164 AL	\$100,000
		402 PT	\$40,000
PT18060	Inglewood Police Department	164 AL	\$100,000
		402 PT	\$120,000
PT18061	Irvine Police Department	164 AL	\$385,000
		402 PT	\$125,000
PT18062	Long Beach Police Department	164 AL	\$286,000
		402 PT	\$200,000
		405c TR	\$138,000
PT18063	Los Angeles Police Department	164 AL	\$3,313,000
		402 PT	\$1,476,000
		405d AL	\$350,000
PT18064	Manteca Police Department	164 AL	\$50,000
		402 PT	\$65,000
PT18065	Montclair Police Department	402 PT	\$37,402
PT18066	Ontario Police Department	164 AL	\$490,000
		402 PT	\$130,000
		405c TR	\$145,000

Local/Allied Agency Enforcement			
Grant	Agency	Fund	Amount
PT18067	Rancho Cordova Police Department	164 AL	\$70,000
		402 PT	\$70,000
PT18068	Redondo Beach Police Department	164 AL	\$75,000
		402 PT	\$40,000
		405c TR	\$36,000
PT18069	San Diego Police Department	164 AL	\$913,000
		402 PT	\$590,000
PT18070	San Francisco Police Department	164 AL	\$154,000
		402 PT	\$126,000
PT18071	Novato Police Department	164 AL	\$60,000
		402 PT	\$25,000
		405c TR	\$12,000
PT18072	Sacramento Police Department	164 AL	\$530,000
		402 PT	\$690,000
PT18073	San Bernardino County Sheriff's Department	164 AL	\$277,903
		402 PT	\$185,269
PT18074	San Diego County Sheriff's Department	164 AL	\$435,000
		402 PT	\$135,000
PT18075	San Jose Police Department	164 AL	\$150,000
		402 PT	\$107,000
PT18076	Santa Barbara Police Department	164 AL	\$160,000
		402 PT	\$100,000
PT18077	Santa Maria Police Department	164 AL	\$285,000
		402 PT	\$80,000
		405c TR	\$35,000
PT18078	Signal Hill Police Department	164 AL	\$60,000
		402 PT	\$34,000
PT18079	Vallejo Police Department	164 AL	\$178,000
		402 PT	\$52,000
PT18080	Ventura County Sheriff's Department	164 AL	\$250,000
		402 PT	\$150,000
		405d AL	\$87,000
PT18081	Visalia Police Department	164 AL	\$180,000
		402 PT	\$80,000
PT18082	West Sacramento Police Department	164 AL	\$60,000
		402 PT	\$60,000
		405c TR	\$80,000
PT18083	Whittier Police Department	164 AL	\$130,000
		402 PT	\$45,000
		405c TR	\$30,000

Local/Allied Agency Enforcement			
Grant	Agency	Fund	Amount
PT18084	La Habra Police Department	164 AL	\$190,000
		402 PT	\$40,000
PT18085	La Mesa Police Department	164 AL	\$60,000
		402 PT	\$65,000
PT18086	Laguna Beach Police Department	164 AL	\$65,000
		402 PT	\$40,000
PT18087	Livermore Police Department	164 AL	\$75,000
		402 PT	\$40,000
PT18088	Lodi Police Department	164 AL	\$60,000
		402 PT	\$45,000
PT18089	Lompoc Police Department	164 AL	\$60,000
		402 PT	\$25,000
PT18090	Los Angeles County Sheriff's Department	164 AL	\$1,107,231
		402 PT	\$738,154
PT18091	Manhattan Beach Police Department	164 AL	\$143,000
		402 PT	\$57,000
PT18092	Menlo Park Police Department	164 AL	\$55,000
		402 PT	\$40,000
PT18093	Merced Police Department	164 AL	\$60,000
		402 PT	\$40,000
		405c TR	\$20,000
PT18094	Milpitas Police Department	164 AL	\$60,000
		402 PT	\$40,000
PT18095	Modesto Police Department	164 AL	\$215,000
		402 PT	\$215,000
PT18096	Montebello Police Department	164 AL	\$80,000
		402 PT	\$50,000
PT18097	Monterey Park Police Department	164 AL	\$60,000
		402 PT	\$70,000
PT18098	Mountain View Police Department	164 AL	\$75,000
		402 PT	\$40,000
PT18099	Murrieta Police Department	164 AL	\$70,000
		402 PT	\$40,000
PT18100	Napa Police Department	164 AL	\$75,000
		402 PT	\$40,000
PT18101	National City Police Department	164 AL	\$80,000
		402 PT	\$40,000
PT18102	Newport Beach Police Department	164 AL	\$200,000
		402 PT	\$100,000
PT18103	Oakdale Police Department	164 AL	\$35,000
		402 PT	\$35,000

Local/Allied Agency Enforcement			
Grant	Agency	Fund	Amount
PT18104	Oakland Police Department	164 AL	\$484,000
		402 PT	\$224,000
PT18105	Oceanside Police Department	164 AL	\$170,000
		402 PT	\$89,400
		405d AL	\$5,600
PT18106	Orange County Sheriff's Department	164 AL	\$312,785
		402 PT	\$208,523
PT18107	Orange Police Department	164 AL	\$175,000
		402 PT	\$67,580
		405d AL	\$11,420
PT18108	Oxnard Police Department	164 AL	\$382,800
		402 PT	\$114,000
		405c TR	\$85,000
		405d AL	\$3,200
PT18109	Pacifica Police Department	164 AL	\$60,000
		402 PT	\$50,000
PT18110	Palm Springs Police Department	164 AL	\$60,000
		402 PT	\$70,000
PT18111	Pasadena Police Department	164 AL	\$200,000
		402 PT	\$215,000
PT18112	Paso Robles Police Department	164 AL	\$60,000
		402 PT	\$30,000
PT18113	Petaluma Police Department	164 AL	\$70,000
		402 PT	\$70,000
PT18114	Pittsburg Police Department	164 AL	\$50,000
		402 PT	\$50,000
PT18115	Placentia Police Department	164 AL	\$50,000
		402 PT	\$30,000
PT18116	Pleasanton Police Department	164 AL	\$65,000
		402 PT	\$45,000
PT18117	Pomona Police Department	164 AL	\$280,000
		402 PT	\$170,000
PT18118	Porterville Police Department	164 AL	\$90,000
		402 PT	\$30,000
PT18119	Redding Police Department	164 AL	\$245,000
		402 PT	\$70,000
PT18120	Redlands Police Department	164 AL	\$76,000
		402 PT	\$42,000
PT18121	Redwood City Police Department	164 AL	\$236,000
		402 PT	\$60,000

Local/Allied Agency Enforcement			
Grant	Agency	Fund	Amount
PT18122	Rialto Police Department	164 AL	\$107,000
		402 PT	\$108,000
PT18123	Riverside County Sheriff's Department	164 AL	\$890,000
		402 PT	\$728,994
		405c TR	\$70,000
PT18124	Riverside Police Department	164 AL	\$203,000
		402 PT	\$305,000
		405d AL	\$100,000
PT18125	Rohnert Park Department of Public Safety	164 AL	\$60,000
		402 PT	\$35,000
PT18126	Salinas Police Department	164 AL	\$125,000
		402 PT	\$55,000
PT18127	San Bernardino Police Department	164 AL	\$418,000
		402 PT	\$257,000
PT18128	San Gabriel Police Department	164 AL	\$60,000
		402 PT	\$50,000
PT18129	San Luis Obispo Police Department	164 AL	\$60,000
		402 PT	\$59,000
PT18130	San Mateo Police Department	164 AL	\$65,000
		402 PT	\$35,000
PT18131	San Rafael Police Department	164 AL	\$60,000
		402 PT	\$50,000
PT18132	San Ramon Police Department	164 AL	\$22,500
		402 PT	\$22,500
PT18133	Santa Ana Police Department	164 AL	\$295,000
		402 PT	\$156,000
		405d AL	\$4,000
PT18134	Santa Barbara County Sheriff's Department	164 AL	\$50,000
		402 PT	\$35,000
PT18135	Santa Monica Police Department	164 AL	\$125,000
		402 PT	\$175,000
PT18136	Santa Rosa Police Department	164 AL	\$250,000
		402 PT	\$140,000
PT18137	Simi Valley Police Department	164 AL	\$80,000
		402 PT	\$50,000
PT18138	South Gate Police Department	164 AL	\$90,000
		402 PT	\$40,000
PT18139	South Pasadena Police Department	164 AL	\$50,000
		402 PT	\$20,000
PT18140	South San Francisco Police Department	164 AL	\$60,000
		402 PT	\$50,000

Local/Allied Agency Enforcement			
Grant	Agency	Fund	Amount
PT18141	Stockton Police Department	164 AL	\$300,000
		402 PT	\$255,000
PT18142	Sunnyvale Department of Public Safety	164 AL	\$45,000
		402 PT	\$35,000
PT18143	Turlock Police Department	164 AL	\$50,000
		402 PT	\$35,000
PT18144	Tustin Police Department	164 AL	\$60,000
		402 PT	\$40,000
PT18145	Union City Police Department	164 AL	\$60,000
		402 PT	\$40,000
		405c TR	\$41,000
PT18146	Vacaville Police Department	164 AL	\$65,000
		402 PT	\$40,000
PT18147	Westminster Police Department	164 AL	\$55,000
		402 PT	\$87,000
PT18148	Yuba City Police Department	164 AL	\$45,000
		402 PT	\$30,000
PT18149	Torrance Police Department	164 AL	\$154,000
		402 PT	\$86,000
PT18152	Upland Police Department	164 AL	\$110,000
		402 PT	\$60,000
PT18153	Ventura Police Department	164 AL	\$80,000
		402 PT	\$116,000
PT18154	Vernon Police Department	164 AL	\$70,000
		402 PT	\$30,000
PT18155	Watsonville Police Department	164 AL	\$30,000
		402 PT	\$40,000
PT18156	West Covina Police Department	164 AL	\$140,000
		402 PT	\$5,000
PT18157	Woodland Police Department	164 AL	\$50,000
		402 PT	\$25,000

Statewide Enforcement			
Grant	Agency	Fund	Amount
PT18017	California Highway Patrol	402 PT	\$500,000
PT18018	California Highway Patrol	402 PM	\$20,000
		402 PT	\$130,000
PT18019	California Highway Patrol	402 PT	\$1,500,000
PT18020	California Highway Patrol	402 PT	\$275,000
PT18021	California Highway Patrol	402 PT	\$69,500
PT18022	California Highway Patrol	402 PT	\$380,000
		Total	\$46,544,961

GRANT DESCRIPTIONS

Education/Public Awareness	
Grant	Agency/Title/Description
PT18150	University of California, Berkeley - SafeTREC
	SafeTREC: Education, Technical Assistance and Data Analysis
	SafeTREC will employ key strategies, including: 1) educating students to build the traffic safety expertise of future professionals; 2) conducting data analysis for safety stakeholders representing public, private, and community-based organizations; and 3) facilitation, outreach and survey research to learn about Californians traffic safety behavior and attitudes.
PT18151	University of California, San Diego
	Statewide Traffic Safety Curriculum and Training
	The University of California, San Diego - Training, Research and Education for Driving Safety (TREDS) will develop, update statewide traffic safety curriculums relating to distracted driving, alcohol/drug impaired driving, aging driving, occupant protection, and bicycle/pedestrian safety. Through partnerships, TREDS will provide train-the-trainer classes for law enforcement, health professionals, and other first responder personnel to address traffic safety issues in their communities.

Statewide Enforcement	
Grant	Agency/Title/Description
PT18017	California Highway Patrol
	Communities Against Racing and Sideshows (C.A.R.S.)
	The California Highway Patrol Southern Division will conduct a 12-month traffic safety grant to reduce the number of victims killed and injured in traffic collisions, due to illegal street racing and sideshows. Grant activities will include task force undercover operations, proactive patrol operations, local high school presentations, and a public awareness campaign.
PT18018	California Highway Patrol
	Drive to Stay Alive II Highway 12 Regional Safety Project
	The California Highway Patrol will conduct a 12-month high-collision traffic safety grant to reduce the number of victims killed and injured in traffic collisions, due to PCF's on State Route (SR)-12 within the CHP Solano, South Sacramento, and Stockton Areas. Local task forces will be formed, including the participation of representatives from local, regional, state, federal, and/or private organizations and agencies to address the issues on SR-12 in each Area. The task force will identify and implement short and/or long-term solutions through education and enforcement.

Statewide Enforcement	
Grant	Agency/Title/Description
PT18019	California Highway Patrol
	Regulate Aggressive Driving and Reduce Speed (RADARS) II
	The California Highway Patrol will conduct a 12-month statewide traffic safety grant focusing on speed-caused collisions and those primary collision factors that have elements of aggressive driving such as unsafe turns, following too closely, unsafe passing, driving on the wrong side of the road, and unsafe lane changing. The project will also focus on street racing activities, such as drag racing, freeway racing, and sideshows.
PT18020	California Highway Patrol
	Focused High-Collision Reduction V
	The California Highway Patrol will conduct a 12-month traffic safety grant to reduce the "top five" PCF's in the Westminster and Arrowhead Areas to reduce the number of victims killed and injured in traffic collisions. Local task forces comprised of representatives from local, regional, state, federal, and/or private organizations and agencies will be formed to address traffic issues in each Area. The task force will identify and implement short- and/or long-term solutions individually tailored to each Area by comprehensively evaluating both causes and possible remedies.
PT18021	California Highway Patrol
	Collision Reduction and Winter Driving Preparedness Program
	The California Highway Patrol Truckee and Gold Run Areas will conduct a 12-month traffic safety program to reduce the number of fatal and injury collisions, along with collisions involving speed. Activities will include conducting speed enforcement operations and traffic safety presentations. The Areas will also utilize social media to provide winter driving safety tips and other traffic related educational messages.
PT18022	California Highway Patrol
	Grant Administration Program (GAP) 2018
	This 12-month grant provides funding for three full-time, regular positions (two analysts and one accounting officer) at the California Highway Patrol to manage the OTS-funded traffic safety grants.

TRAFFIC RECORDS/ROADWAY SAFETY

PROGRAM OVERVIEW

The traffic records system 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 Office of Traffic Safety and the state Traffic Records Coordinating Committee (TRCC) continue to work toward comprehensive collection of all state traffic records, as well as improve accuracy, completeness, timeliness, uniformity, accessibility, and integration of core databases.

Traffic Records Coordinating Committee

The TRCC meets bi-monthly, or 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 Strategic Highway Safety Plan (SHSP), and the 2016 National Highway Traffic Safety Association's (NHTSA) Traffic Records Assessment.

Crash Data

The primary data repository for crash records in California, the Statewide Integrated Traffic Records System (SWITRS), managed by the California Highway Patrol (CHP), collects and stores collision data from state and local law enforcement agency reports. CHP continues to improve and expand SWITRS for data accuracy and timeliness, through electronic crash reporting.

Roadway Information

Of the 171,800 miles of public roads in California, the California Department of Transportation (Caltrans) manages 15,100 miles, and California counties and cities manage 156,682 miles. Caltrans continues to improve the roadway database, a state-wide base map used in further analysis of crash data.

Vehicle Records

The Department of Motor Vehicles (DMV) maintains a statewide database of registered motor vehicles, licensed drivers, and drivers determined to be unlicensed after a traffic stop or collision. DMV continues to improve driver record accessibility for California courts.

Driver History - Citation/Adjudication Records

Two databases in California provide real-time information related to criminal and individual driver history. The California Law Enforcement Telecommunications System (CLETS) provides real-time criminal and driver license history, while the DMV database provides driver license and vehicle registration information.

EMS/ Injury Surveillance

The California EMS Information System (CEMSIS) database, maintained by the Emergency Medical Services Authority (EMSA), captures response times to collisions, and subsequent treatment of collision victims. Data is reported from local emergency medical services agencies and trauma centers. All regional trauma systems store and retrieve medical data and transmit to CEMSIS. EMS linkage is necessary for the sensitivity index computation, and provides traffic engineers and traffic law enforcement personnel invaluable information on morbidity and fatality rates. Data is used to research and track the frequency, nature, and severity of injuries sustained in motor vehicle crashes.

Local Agency Traffic Records Systems

OTS remains focused on enhancing city and county law enforcement data records systems for consistent data collection across both local and statewide databases. Data collected includes; collision, arrests, citations, and crash data from local roadways. 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, 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

- Work to incorporate recommendations from the February 2016 Traffic Records Assessment, FHWA sponsored Peer-to-Peer conference, and CDIP evaluation into the SHSP and traffic records programs.
- Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Continue to provide funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems in order to provide timely tracking, identification, analysis, and graphing of collision and citation data.
- Improve the Caltrans All Roads Linear Referencing System on a county by county basis, to better align existing geometry to the road centerline, to eliminate erroneous geometry, to add new or missing roads, to correct existing road attribution and to supply any missing road attribution information.
- Expand the CMOD Program and enhance the value of this integrated data by creating actionable information. CMOD leverages existing resources to improve data access by sharing data and knowledge with state and local partners.
- Improve the quality and quantity of traffic collision data collected on and near tribal areas. Geocoded crash data for a ten-year period has been linked with tribal shape files to identify injury collisions within tribal boundaries and in the immediate vicinity of tribal areas (5,490 and over 100,000 injury collisions, respectively).
- 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.
- Ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate, and analyze critical traffic safety issues.
- Develop a performance measure tool that will aid in the evaluation of the SHSP and help SHSP leadership prioritize resources and actions in the future.

TASKS

Data Improvement

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 OTS.

Local Data Records Design/Equipment

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

Statewide Data Records Design/Equipment

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

Strategic Highway Safety Planning

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

GRANT SUMMARY

Data Improvement			
Grant	Agency	Fund	Amount
TR18006	California Polytechnic State University, Pomona	405c TR	\$178,500
TR18015	California Highway Patrol	405c TR	\$50,600

Local Data Records Design/Equipment			
Grant	Agency	Fund	Amount
TR18007	Los Angeles Police Department	405c TR	\$4,600,000
TR18008	Solano Transportation Authority	405c TR	\$171,000
TR18011	University of California, Berkeley - SafeTREC	405c TR	\$150,000

Statewide Data Records Design/Equipment			
Grant	Agency	Fund	Amount
TR18001	California Department of Motor Vehicles	405c TR	\$117,000
TR18002	California Department of Public Health	405c TR	\$652,000
TR18003	California Department of Transportation	405c TR	\$210,000
TR18004	California Emergency Medical Services Authority	405c TR	\$295,000
TR18005	California Emergency Medical Services Authority	405c TR	\$30,700
TR18009	University of California, Berkeley - SafeTREC	405c TR	\$270,000
TR18010	University of California, Berkeley - SafeTREC	405c TR	\$57,000
TR18014	University of California, Berkeley - SafeTREC	405c TR	\$217,000
TR18016	California Department of Transportation	405c TR	\$400,000

Strategic Highway Safety Planning			
Grant	Agency	Fund	Amount
TR18012	University of California, Berkeley - SafeTREC	405c TR	\$94,000
TR18013	University of California, Berkeley - SafeTREC	405c TR	\$96,000
		Total	\$7,588,800

Note: Each Traffic Records grant listed above addresses recommendations from both California's 2015 Traffic Records Assessment and the California Strategic Traffic Safety Data Plan.

GRANT DESCRIPTIONS

Data Improvement	
Grant	Agency/Title/Description
TR18006	California Polytechnic State University, Pomona
	Statewide Collision Data Analysis and Ranking Program
	Cal Poly Pomona Department of Civil Engineering will perform the EB analysis of statewide collision data and provide city and county rankings. Three rankings will be calculated which include EB-based crash number, potential safety improvement, and relative risk. The department will also conduct trend analysis for calculating statewide performance measure targets, as well as perform other analyses related to travel behavior, motorcycle risk, and hazardous location ranking of selected cities.
TR18015	California Highway Patrol
	FARS Backlog Project
	The California Highway Patrol will implement a program utilizing overtime for qualified CHP Support Services Section personnel. FARS Unit staff will process fatal traffic collision reports into the Micro Data Entry database for the NHTSA releases of the Annual file and Final file of FARS data.

Local Data Records Design/Equipment	
Grant	Agency/Title/Description
TR18007	Los Angeles Police Department
	RMS Traffic Citation Module
	The Los Angeles Police Department will purchase and implement a traffic citation module for the department's records management system. The program will improve both the efficiency and effectiveness of the department's traffic safety efforts because traffic citation data will be entered once and will be made readily available for analysis. Additionally, since traffic citation data will be entered electronically by the citing officer, data will be uploaded to the Los Angeles County Superior Court case management system.
TR18008	Solano Transportation Authority
	Countywide Collision Data Collection, Reporting, and Analysis Standardization
	The Solano County Transportation Authority will procure and implement a countywide traffic collision record system to standardize the collection, reporting, and analysis of collision data. The system will collect traffic collision data from eight cities (excluding collisions on state highways) and allow sharing of data to facilitate decisions directing and prioritizing resources for safety improvements to reduce fatalities, injuries, and property damage. It also will allow the county and cities to compare regional trends to consider solutions that require coordination among agencies. Features will include the ability to create a model of roadway classifications, speed limits, intersection controls and traffic volume data, and to produce collision rates by road class and intersection control. Lastly, the records will be available to upload to the state level.
TR18011	University of California, Berkeley - SafeTREC
	Developing a Crowdsourcing Pedestrian and Bicycle Safety Data Collection Tool
	SafeTREC will develop a traffic safety crowd-sourcing data collection tool to assist in closing the gap in systematic traffic safety data collection. This tool will collect various types of information that police-reported data do not, such as visual evidence, voice recording, frequent near misses, and public perceptions of dangerous neighborhoods for walking and bicycling. Multiple modes of data collection engage different members of the public in different ways, which would ensure greater representativeness of the problems reported. In the long run, a system could be used to complement official traffic records in databases such as SWITRS.

Statewide Data Records Design/Equipment	
Grant	Agency/Title/Description
TR18001	California Department of Motor Vehicles
	Improving DUI-Drugs Information in the California DUI Management Information System
	The California Department of Motor Vehicles (DMV) will examine the existing state level data sources, such as the DOJ DUI arrest data, SWITRS, and FARS, with the intention of determining what currently exists in terms of reliable drug-specific DUI information in any of these data sources. Upon identifying such data, the DMV will examine the feasibility of extracting and using this information for further analyses and presentations in future DUI-MIS reports.

Statewide Data Records Design/Equipment	
Grant	Agency/Title/Description
TR18002	California Department of Public Health
	Crash Medical Outcomes Data (CMOD) Program
	The Department of Public Health will continue work with California's traffic safety and injury prevention stakeholders to maintain comprehensive "crash through outcome" data to identify risk factors and reduce crash-related injuries and deaths. The Crash Medical Outcomes Data (CMOD) Program is responsive to this need and the vision of NHTSA's TRCC for data integration. As a necessary precursor to data integration, CMOD staff will provide technical assistance to multiple traffic safety agencies to improve the quality, timeliness, and completeness of primary data sources. It also will expand successful crash-medical data linkage outcomes data, enhance the value of these integrated data by creating actionable information, and leverage existing resources to improve data access by sharing data and knowledge with state and local partners.
TR18003	California Department of Transportation
	All Roads Linear Referencing System (LRS)
	Caltrans will collaborate with a California State University to improve the All Roads Linear Referencing System (LRS) on a county by county basis, to better align existing geometry to the road centerline, eliminate erroneous geometry, add new or missing roads, correct existing road attribution, and supply any missing road attribution information. These improvements will enable local and state agencies to respond to federal mandates regarding logging collision location information and performing safety analysis. Improved road representation will result in more accurate analysis.
TR18004	California Emergency Medical Services Authority
	California EMS Information System - CEMSIS
	The Emergency Medical Services Authority (EMSA) will continue the facilitation of the collection of local EMS agency (LEMSA) pre-hospital and trauma data into the California EMS Information System (CEMSIS). The statewide traffic related, post-crash survivability data collected in CEMSIS provides insight into traffic related issues in California, contributes to the development of the SHSP, provides a detailed data standard for providers, states, and federal partners, and improves the analysis of post-crash survivability factors related to EMS responses. Using the required National EMS Information System (NEMCIS) Version 3.4 software will facilitate an increase in LEMSA data submission and lead to a need for increased support, training, and analysis by EMSA.
TR18005	California Emergency Medical Services Authority
	California State Trauma Quality Improvement Program
	The California Emergency Medical Services Authority will collaborate with the American College of Surgeons (ACS) Trauma Quality Improvement Program to improve outcomes for injuries focusing on traffic related incidents. The program will benchmark risk-adjusted outcomes regionally and as a state against all 650+ nationally participating ACS-TQIP centers; identify traffic related issues for regional/state level trauma system quality improvement; provide opportunities for stakeholders to improve post-crash survivability throughout the regional/state trauma system; identify best practices among CA-TQIP participants; gain education from the ACS tailored to CA-TQIP development; and obtain custom reports.

Statewide Data Records Design/Equipment	
Grant	Agency/Title/Description
TR18009	University of California, Berkeley - SafeTREC
	TIMS: A Tool for Safety Performance Measures
	SafeTREC will continue to administer and enhance the Transportation Injury Mapping System (TIMS), an important resource for collision data and mapping applications to aid traffic safety initiatives in California. Functional enhancements will be made to improve the maps, charts, and graphs for problem identification and potential countermeasures for traffic safety stakeholders.
TR18010	University of California, Berkeley - SafeTREC
	California Active Transportation Safety Information Pages
	SafeTREC will enhance and expand the reach of the California Active Transportation Safety Information Pages (CATSIP) website (catsip.berkeley.edu). CATSIP was created in response to growing interest in increasing the amount of walking and bicycling as a share of travel in California, which highlighted the need for evidence-based information, tools, and resources to enhance active transportation safety. The CATSIP website has become a robust source of information with increasing usage year to year. The CATSIP website has had a significant impact in deepening public knowledge of active transportation safety issues and strengthening active transportation safety in communities by providing tools and best practices.
TR18014	University of California, Berkeley - SafeTREC
	Tribal Road Safety Data
	SafeTREC will provide guidance and assistance to improve the quality and quantity of traffic collision data collected on and near tribal areas. Geocoded crash data for a ten-year period has been linked with tribal shape files to identify injury collisions within tribal boundaries and in the immediate vicinity of tribal areas (5,490 and over 100,000 injury collisions, respectively). However, there is a universal acknowledgment that crashes occurring on and near tribal areas are underreported. SafeTREC will work in collaboration with the National Indian Justice Center (NIJC) to enhance the capacity of tribal entities to collect, store and analyze crash data as well as transmit crash data to SWITRS.
TR18016	California Department of Transportation
	Traffic Collision Report Backlog Reduction
	Caltrans will hire a maximum of 25 part-time or equivalent student assistants to help code and process a surging workload of traffic collision records due to CHP's new electronic system. The department will process approximately 180,000 records.

Strategic Highway Safety Planning	
Grant	Agency/Title/Description
TR18012	University of California, Berkeley - SafeTREC
	Traffic Collision Mapping and Analysis Tool
	SafeTREC will develop an analysis tool that provides maps, charts, and tables of collision data for SHSP members, metropolitan planning organizations, OTS, CHP, Caltrans, and other traffic safety stakeholders. This assistance will enable planners and decision makers to better allocate necessary resources and effective countermeasures.

Strategic Highway Safety Planning	
Grant	Agency/Title/Description
TR18013	University of California, Berkeley - SafeTREC
	Strategic Highway Safety Plan Tracking Tool
	In partnership with the SHSP Steering Committee and stakeholders, SafeTREC will enhance the capabilities of the SHSP Tracking Tool. The SHSP Tracking Tool will facilitate process and performance evaluation, as well as, serve as a repository of SHSP institutional knowledge. This application will enhance the data analysis capabilities of the existing tool to support evaluation required under current federal transportation regulations.

HAZARD ELIMINATION PROJECTS

The following are hazard elimination grants scheduled for 2018 and funded through the California Department of Transportation (Grant #12-00005).

CITY OR COUNTY	AMOUNT	PROJECT TYPE	FUND
Alameda County	\$ 3,000,000	Replace Pedestrian Guardrail	164HE
Contra Costa & Alameda County	\$ 3,000,000	Install Metal Beam Guardrail	164HE
Fresno County	\$ 900,000	Construct Concrete Guardrail	164HE
Los Angeles County	\$ 2,800,000	Replace Bridge Rails	164HE
Los Angeles County	\$ 4,500,000	Tunnel Lighting Upgrade	164HE
San Bernardino County	\$ 9,220,000	Shoulder Widening	164HE
San Bernardino County	\$ 10,000,000	Cure Realignment & Shoulder Widening	164HE
San Bernardino County	\$ 5,000,000	Concrete Barrier & Metal Beam Guardrail	164HE
San Francisco County	\$ 5,500,000	Upgrade Bridge Rails	164HE
San Francisco County	\$ 1,700,000	Pedestrian Improvement	164HE
Santa Cruz County	\$ 1,500,000	Upgrade Metal Beam Guardrails	164HE
Shasta County	\$ 13,474,821	Realignment and Bridge Replacement	164HE
Siskiyou County	\$ 1,000,000	Construct Bridge & Improve Roadway Geometry	164HE
Solano County	\$ 8,000,000	Shoulder Widening	164HE
Trinity County	\$ 3,550,000	Curve Improvement	164HE

PERFORMANCE REPORT

PERFORMANCE REPORT

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

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

Fatality numbers in 2015 increased for core performance measures C-1, C-3, C-5, C-7, C-10, and C-11. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2018 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

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

**CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS**

CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Public Law 109-59, As Amended By Sec. 4011, Public Law 114-94)

State: California Fiscal Year: 2018

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

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

GENERAL REQUIREMENTS

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subward and Executive Compensation Reporting*, August 27, 2010,

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

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

NONDISCRIMINATION

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions To Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause: During the performance of this contract/funding agreement, the contractor/funding recipient agrees—
 - a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
 - b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;

- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 - o Taking appropriate personnel action against such an employee, up to and including termination.
 - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- 1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress,

an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1300.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 2 CFR part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1300.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1300.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

BUY AMERICA ACT

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
 - (23 U.S.C. 402(b)(1)(F))
8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

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

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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



Signature Governor's Representative for Highway Safety

May 30, 2017

Date

Rhonda L. Craft

Printed name of Governor's Representative for Highway Safety

OFFICE OF TRAFFIC SAFETY

2208 KAUSEN DRIVE, SUITE 300
ELK GROVE, CA 95758
www.ots.ca.gov
(916) 509-3030
(800) 735-2929 (TT/TDD-Referral)
(916) 509-3055 (FAX)



June 20, 2017

Chris Murphy, Administrator, Region 9
National Highway Traffic Safety Administration
650 Capitol Mall, Suite #5-400
Sacramento, CA 95814

RE: Maintenance of Effort Certification

Dear Mr. Murphy:

The California Office of Traffic Safety (OTS) is the designated State agency to receive NHTSA federal funding and is required to submit certification regarding Maintenance of Effort (MOE) under 23 CFR Part 1300 Uniform Procedures for State Highway Safety Grant Programs. The MOE determinations were made weighing the established criteria of the amount of State expenditures for each program, the level of program involvement, and the level of control and authority over the program.

In my capacity as the Governor's Representative for Highway Safety, I hereby designate the California Highway Patrol as the lead State agency responsible for maintaining its aggregate expenditures for Occupant Protection Programs (405b), Impaired Driving Programs (405d), and Traffic Safety Information System Improvement Programs (405c) above the average level of such expenditures in the fiscal years 2014 and 2015.

Sincerely,

A handwritten signature in blue ink that reads "Rhonda L. Craft".

RHONDA L. CRAFT
Director

Cc: Lieutenant Scott Baland, CHP
Brenda Risk, CHP
Sue Barsanti, CHP

ACRONYM GLOSSARY

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

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

**DUI DOESN'T
JUST MEAN
BOOZE**



**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

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

State: CALIFORNIA

Fiscal Year: 2018

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

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

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

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

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

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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

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

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

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

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

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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



Signature Governor's Representative for Highway Safety

June 30, 2017

Date

RHONDA L. CRAFT

Printed name of Governor's Representative for Highway Safety