



HIGHWAY SAFETY PLAN

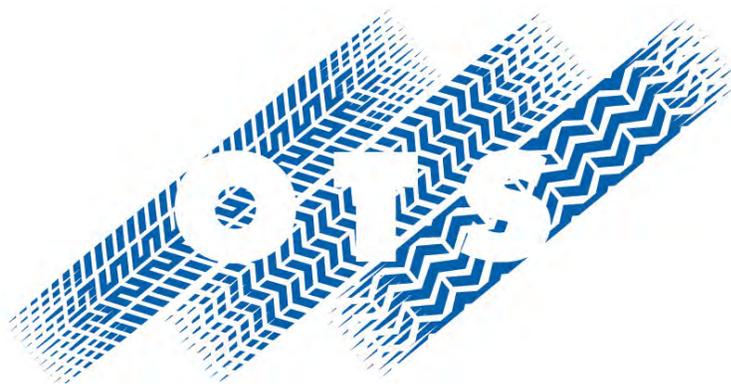


CALIFORNIA OFFICE OF TRAFFIC SAFETY

HIGHWAY SAFETY PLAN

Federal Fiscal Year 2016

(October 1, 2015 through September 30, 2016)



PREPARED FOR

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

PREPARED BY

OFFICE OF TRAFFIC SAFETY
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CALIFORNIA STATE TRANSPORTATION AGENCY

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Dear Fellow Californians:

This Annual Performance Report is an overview of traffic safety programs and initiatives supported by funding and direction from the Office of Traffic Safety (OTS) in Federal Fiscal Year 2015.

These safety efforts are aimed at making California a safer place for all roadway users, regardless of whether they walk, bicycle or drive a vehicle. In 2015, the OTS assigned \$102.5 million in federal funding to support 285 traffic safety grants to state and local agencies. Most of the OTS grant programs reach down to individual communities, allowing residents and their civic leaders to shape safety programs to meet their needs, consistent with state and federal plans.

OTS works with local partners and other stakeholders to revise its grant program to ensure the greatest needs are being addressed. For example, more Californians today are walking or riding bicycles and motorcycles than ever before, a fact being tragically reflected in higher crash and fatality rates. OTS recognized the need to address these problems, and built pedestrian, bicycle and motorcycle safety education and enforcement components into each of the nearly 150 Selective Traffic Enforcement Program grants to local agencies, plus specialized bicycle and pedestrian grants to 13 local agencies.

Education is increasingly taking an active position alongside enforcement in schools, colleges, and community centers statewide to expand safety efforts. Programs like the California Highway Patrol's Smart Start, Every 15 Minutes, and Impact Teen Drivers programs; Friday Night Live; Real DUI Trials in Schools; RADD College Awareness; and other locally customized educational programs promote a positive shift in traffic safety culture.

The recent recession years saw dramatic declines in all areas of roadway crashes resulting in death and injury. Those declines turned to increases as the state recovered and more Californians returned to our roadways. Fortunately, the increases have not reached pre-recession levels, but the trend does reflect the need for OTS and its many partners to continue innovating and evolving their approaches so California can continue to be a national leader when it comes to highway safety.

The Transportation Agency remains committed to the shared mission of OTS and its federal, state, and local partners to realize its goals of providing an environment of safety on California's roadways.

Sincerely,



BRIAN P. KELLY
Secretary

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**HIGHWAY SAFETY
PLANNING PROCESS**

HIGHWAY SAFETY PLANNING PROCESS

The California Office of Traffic Safety's (OTS) mission is to effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses. The Highway Safety Plan (HSP) serves as California's application for federal funds available to states. It describes California's highway safety problems, identifies countermeasures, provides qualitative and quantitative measurements to determine goal and objective attainments, and gives descriptions of all proposed new grants. The HSP presentation, contents, and format are designed to meet requirements of California Vehicle Code 2900 and the 23 Code of Federal Regulations (CFR) Part 120.11 as a result of the 2012 reauthorization program, "Moving Ahead for Progress in the 21st Century Act" (MAP-21).

Annual Grant Cycle (Federal Fiscal Year)

November/December	Prepare Annual Performance Report Review Final Quarterly Reports and Claims Post Request for Proposals
January	Proposals Due to OTS
February/March/April	Evaluate and Prioritize Proposed Applications Conduct Grantee Risk Assessments Finalize Funding Decisions
May	Notify Grant Awards to Grantee 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 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 proposals from agencies that have significant problems, but who have not submitted proposals 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) - 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.

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 driving under the influence (DUI) in order to provide accurate and up-to-date comprehensive statistics to enhance the ability to make informed and timely policy decisions. The report combines and cross references DUI data from CHP, Department of Justice (DOJ), and Department of Motor Vehicles (DMV), and presents them in a single reference. It also evaluates the effectiveness of court and administrative sanctions on convicted DUI offenders.

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

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

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

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

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

Participants in the Process

OTS involves many participants in the process of developing grants and addressing traffic safety problems to help California achieve its traffic safety goals. OTS collaborates with the California State Transportation Agency (CalSTA) and Business, Community Services, and Housing Agency and partners with agencies such as CHP, DMV, Caltrans, and Alcoholic Beverage Control (ABC), as well as law enforcement agencies, public health departments, public works departments, universities, community-based organizations, and traffic safety advocates. These partnerships add tremendous value to our statewide traffic safety program as we work towards similar missions and visions.

The OTS Director is an active member of the Strategic Highway Safety Plan (SHSP) Executive Steering Committee, which approves action items from 16 identified challenge area committees and participates in the annual Transportation Directors' Committee that meets to discuss high priority traffic safety issues. The outcomes of these high level meetings often results in future funding for significant problem areas.

Several OTS staff members act in a co-lead capacity on the following behavioral committees:

- Alcohol and Drug Impairment
- Bicycling
- Driver Licensing and Competency
- Occupant Protection
- Young Drivers
- Pedestrians
- Speeding and Aggressive Driving
- Motorcyclists
- Distracted Driving

The committee co-leads facilitate and lead team discussions as well as develop recommended action items that are brought to the SHSP Executive Steering Committee for approval. Other participants include: licensing, transportation and local law enforcement agencies; emergency medical services; engineers; health educators; advocacy groups; and other interested stakeholders from governmental and private agencies. As a result of many approved action items, OTS provides funding for projects related to these action items. Additional outcomes include great collaboration of stakeholders with institutional highway safety knowledge, and executive leadership driving priority issues. The 2015-2020 SHSP will be finalized in September 2015.

In 2013, OTS initiated the development of quarterly law enforcement roundtable meetings in more than 20 counties. Included in these meetings is representation from local District Attorneys' offices, crime lab staff, local law enforcement, CHP, DMV, and OTS. These meetings were developed for the purpose of identifying challenges and strategies related to DUI and driving under the influence of drug (DUID) enforcement, prosecution, and training. The valuable input received from these critical stakeholders assists OTS in funding future countermeasures and strategies.

In the fall of 2014, OTS conducted Grant Writing Workshops in Dublin, Fresno, Sacramento, Los Angeles, Irvine, Ontario, and San Diego for approximately 300 attendees. Traffic safety partners were invited from the top 50 cities with the most serious DUI, pedestrian, and bicycle problems. Our office encouraged agencies to submit innovative and community-wide educational funding applications toward reducing impaired driving, pedestrian, and bicycle safety and promoting safer transportation options for all roadway users.

In January 2015, the CHP held the inaugural Drug Evaluation and Classification Program (DECP) State Advisory Panel Meeting. The purpose of the meeting was to connect allied agency drug recognition experts (DRE's) with CHP Division coordinators, to form Regional DRE Task Forces. The Regional Task Forces will meet, at minimum, quarterly to discuss any drug trends and/or issues within their respective CHP Divisions. Members will include personnel from the CHP, local law enforcement agencies, OTS, Traffic Safety Resource Prosecutors (TSRP's), District Attorneys, crime labs, and probation departments. The Regional Task Forces will then reconvene with the DECP State Advisory Panel to provide updates of their Region to the Panel. It is anticipated that having Regional Task Forces will strengthen the DRE program and prosecution of DUID drivers by collaborating with all involved agencies.

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 grantee applicants against both quantitative and qualitative criteria. The proposals 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.

Proposals 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 proposal review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 31, 2015, OTS had received 393 proposal requests for Federal Fiscal Year 2016 (FFY 2016) funding.

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

In March 2015, OTS Regional Coordinators completed their analyses of these proposals and presented funding recommendations to OTS management. The Director finalized these recommendations and, on May 29, 2015, submitted an Issue Memorandum to the CalSTA Secretary, Brian Kelly, presenting OTS' funding recommendations. OTS submitted a draft HSP to the CalSTA Secretary for approval on May 29, 2015. Once approved by CalSTA, OTS submitted the HSP to the NHTSA Region 9 Office on July 1, 2015.

OTS Regional Coordinators monitor grantee performance throughout the year through onsite assessments, on-site pre-operational reviews, quarterly performance reports, grantee 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 regions within the state. There are ten regions with 12 Regional Coordinators assigned to 303 grants. The regional grant assignments provide OTS Regional Coordinators the ability to network with cities and encourage proposal submittals from agencies with disproportionate traffic safety problems, and from those who may not have received a recent or a prior OTS grant. Another advantage of regional grant assignments is that local governmental agencies only have to contact a single OTS Regional Coordinator for information on various program areas. The regional concepts helps build synergy within the region and is resulting in more comprehensive local grant programs. Additionally, the OTS regional grant assignments allow the Regional Coordinators to develop expertise in all program areas.

Because the coordinators are familiar with their region, they have helped to develop regional 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. To complement the regional assignments, OTS assigns individual coordinators to serve as Program Area Specialists for the various program areas. Refer to page 11 for appropriate OTS Regional Coordinator and Program Area Specialist contact information. By the end of July, each OTS Regional Coordinator conducted a pre-funding assessment of each grantee new to the OTS process. At

this meeting, the final negotiations of the agreement terms are conducted, deciding on the level of grantee effort required to meet the goals and objectives, and level of funding.

Program/Grant Development

The process for FFY 2016 new grants selection included the following major steps:

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

The OTS grant program stresses a community-based approach giving communities the flexibility to structure highway safety programs in a way that meets their needs yet 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. OTS used many data sources to analyze emerging problems identified by agencies that submitted funding applications. OTS Collision Rankings, and data from FARS, SWITRS, STSI, and the DUI MIS Report were reviewed and analyzed. Although California maintains a Mileage Death Rate (MDR) 15 percent below the national level, the following data suggests a continued emphasis on the statewide enforcement plan.

California's Statistics:

- Total traffic fatalities increased from .2 percent from 2,996 in 2012 to 3,000 in 2013.
- Serious traffic injuries increased 2.4 percent from 10,607 in 2011 to 10,864 in 2012.
- Alcohol-impaired driving fatalities increased 4.4 percent from 829 in 2012 to 867 in 2013.
- Speeding-related fatalities increased .8 percent from 954 in 2012 to 961 in 2013.
- Motorcyclist fatalities increased 1.4 percent from 447 in 2012 to 453 in 2013.
- Drivers age 20 or younger involved in fatal crashes increased 5.5 percent from 330 in 2012 to 349 in 2013.
- Pedestrian fatalities increased 6.9 percent from 653 in 2012 to 701 in 2013.
- Bicyclist fatalities increased 8.6 percent from 129 in 2012 to 141 in 2013.

Deployment of Traffic Law Enforcement Resources Based on Analysis

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

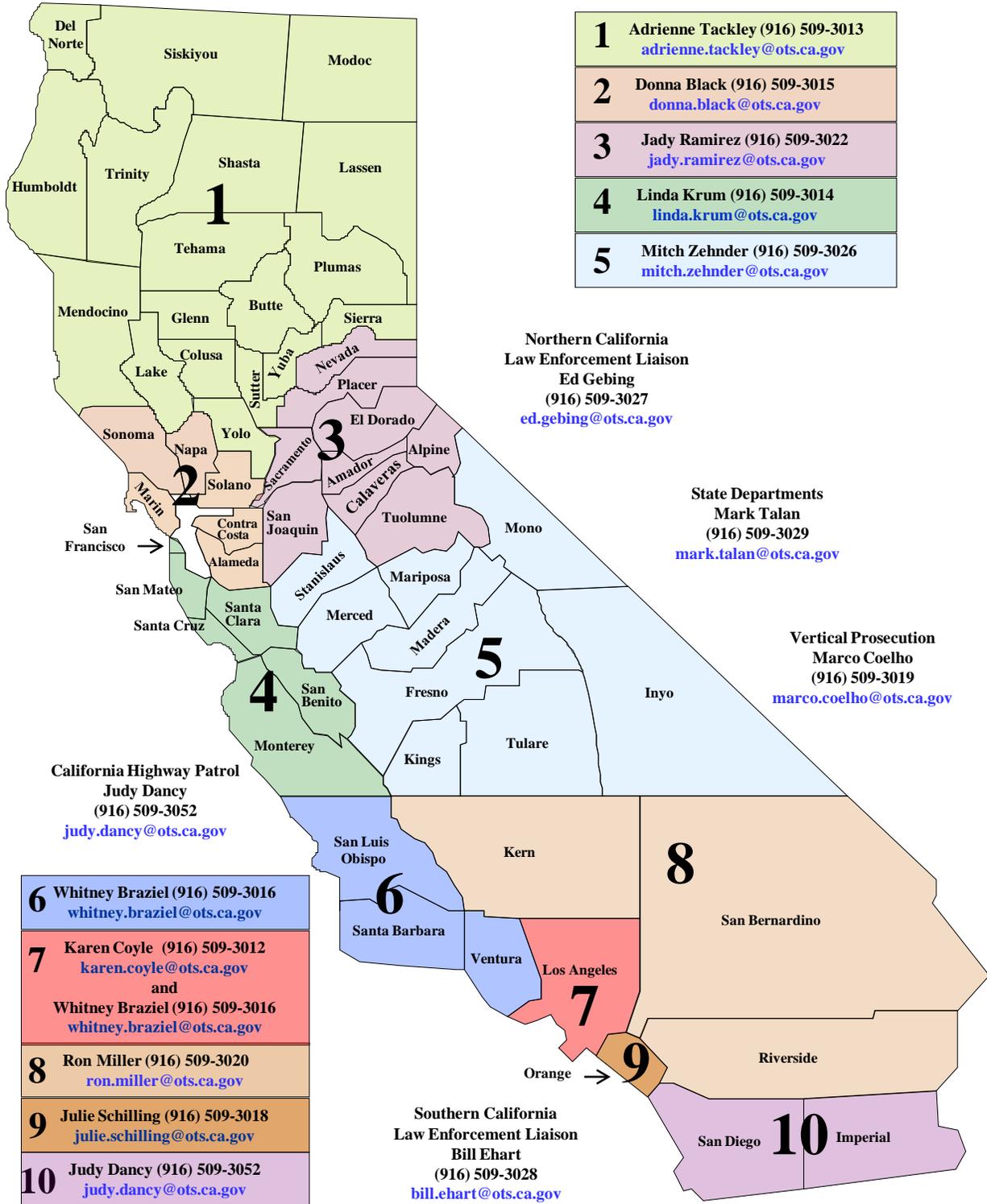
Grantees follow best practice traffic safety enforcement efforts as listed in NHTSA's "Countermeasures That Work," such as DUI/ Drivers License (DL) checkpoints, DUI saturation patrols, warrant details, court stings, and stakeouts, as well as integrated traffic enforcement such as: traffic enforcement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

Enforcement objectives are conducted by the CHP, regional Avoid projects, and Selective Traffic Enforcement Program (STEP) projects. The STEP grants also include funding for distracted driving, motorcycle safety, and bicycle and pedestrian enforcement and education. A detailed list of the number of planned enforcement operations is part of this plan but not accompanied in the HSP.

Continuous Follow-up and Adjustment

Regional Coordinators review Grantee Quarterly Performance Reports, conduct Grantee Performance Reviews and Risk Assessments, and communicate consistently with grantees regarding challenges, accomplishments, and emerging traffic safety issues. Ongoing monitoring provides a mechanism for recommending budget modifications and/or revisions to grant objectives.

Regions and Coordinators



Program Area Specialists

Alcohol-Impaired Driving
Adrienne Tackley – (916) 509-3013 Adrienne.tackley@ots.ca.gov
Distracted Driving
Mitch Zehnder – (916) 509-3026 mitch.zehnder@ots.ca.gov
Drug-Impaired Driving
Julie Schilling – (916) 509-3018 julie.schilling@ots.ca.gov
Emergency Medical Services
Mitch Zehnder – (916) 509-3026 mitch.zehnder@ots.ca.gov
Motorcycle Safety
Ron Miller – (916) 509-3020 ron.miller@ots.ca.gov
Occupant Protection
Donna Black – (916) 509-3015 donna.black@ots.ca.gov
Older Drivers
Judy Dancy – (916) 509-3052 judy.dancy@ots.ca.gov
Pedestrian Safety/Bicycle Safety
Jady Ramirez – (916) 509-3022 jady.ramirez@ots.ca.gov
Police Traffic Services
Whitney Braziel – (916) 509-3016 whitney.braziel@ots.ca.gov
Teen Programs
Mark Talan – (916) 509-3029 mark.talan@ots.ca.gov
Traffic Records/Roadway Safety
Linda Krum – (916) 509-3014 linda.krum@ots.ca.gov

PERFORMANCE PLAN

PERFORMANCE PLAN

Mission

Our mission is to effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses.

Vision

In 2009, along with GHSA, California adopted the vision of “Toward zero deaths, every 1 counts.” We believe that saving lives on California roadways calls for more than just a reduction of fatalities. Our vision is to eliminate traffic fatalities altogether.

Similar to our statewide vision, “Vision Zero” is a multi-national road traffic safety project which aims to achieve a highway system with no fatalities or serious injuries in road traffic. San Francisco is the first city in California to introduce “Vision Zero”, where they are developing engineering, enforcement, and educational countermeasures to address pedestrian and bicycle related collisions in their most dangerous intersections. In addition to the “Vision Zero” concept, U.S. Department of Transportation, Secretary Foxx encouraged city leaders to join the “Mayors' Challenge for Safer People and Safer Streets,” to raise the bar for bicyclist and pedestrian safety. Approximately 21 cities in California are already involved in this effort.

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. OTS is an active member of the Tribal Liaison Advisory Committee for CalSTA and is supporting efforts to obtain accurate traffic collision data to identify educational and enforcement needs on tribal land.

There are 174,991 miles of maintained roads in California. Of that total, 65,334 miles are county roads and an additional 15,103 comprise the state highway system. The state is made up of 132,256 square miles of rural lands and 23,150 square miles of urban lands. As of January 2014, there were 24,643,432 licensed drivers and 33,761,471 registered vehicles.

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

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

Priority Funding Strategies

California's traffic fatalities increased 9.4 percent since the lowest levels in 2010 from 2,720 to 3,000 in 2013. However, preliminary 2014 figures show a slight decrease. While great strides have been made to reduce alcohol-impaired driving fatalities, these fatalities have increased 10.8 percent from 774 in 2010 and 2011 to 867 in 2013. Further, pedestrian fatalities are also on the rise, with the lowest level at 567 in 2009 to 701 in 2013.

Therefore, OTS is emphasizing its efforts towards impaired driving and pedestrian programs. Our office is committed to allocating priority funding to agencies that increase educational traffic safety efforts, provide integrated traffic enforcement with a priority on DUI and DUID, and encourage partnerships with all stakeholders including community-based-organizations to carry out our traffic safety messages.

This year's STEP grants include an increased focus on educational presentations on impaired driving, teen driving, distracted driving, bicycle, and pedestrian safety. Through targeted outreach, 18 new cities, three fire departments, two school districts, five health agencies, and one rail transit authority are receiving OTS funding. In addition, continued funding is committed to vertical prosecution grants to district attorneys' offices as well as high-intensive supervision programs for probation departments.

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

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

Process for Developing Targets

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

Selected targets were developed by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and while long-term predictions indicate very aggressive targets, short-term predictions indicate either very conservative or unrealistic targets. For some of the core performance measures, OTS developed the target by using the average of the long-term and short-term prediction. While our ultimate goal is to reduce the upward trend for motorcycles, pedestrians, and bicycles, OTS decided to use an acceptable method of maintaining the baseline for these performance measures.

As mandated under MAP-21, OTS met with Caltrans personnel to ensure that the three required common performance targets in the HSIP are identical. As listed on the following page, the three identical common performance measures are:

- Reduce traffic fatalities by 6.4 percent from 2,918 (2009-2013) to 2,731 by December 31, 2016.
- Reduce serious traffic injuries by 4.7 percent from 10,585 (2009-2013) to 10,089 by December 31, 2016.
- Reduce fatalities/ VMT by .03 percentages points from .90 (2009-2013) to .87 by December 31, 2016.

Traffic Safety Performance Measures

Core performance measures were developed by NHTSA in collaboration with GHSA as outlined in “Traffic Safety Performance Measures for States and Federal Agencies” (DOT HS 811 025). Mandated by MAP-21, California prepared goal statements, graphs, and justifications on the required performance measures, and tracked an additional 72 statewide data points.

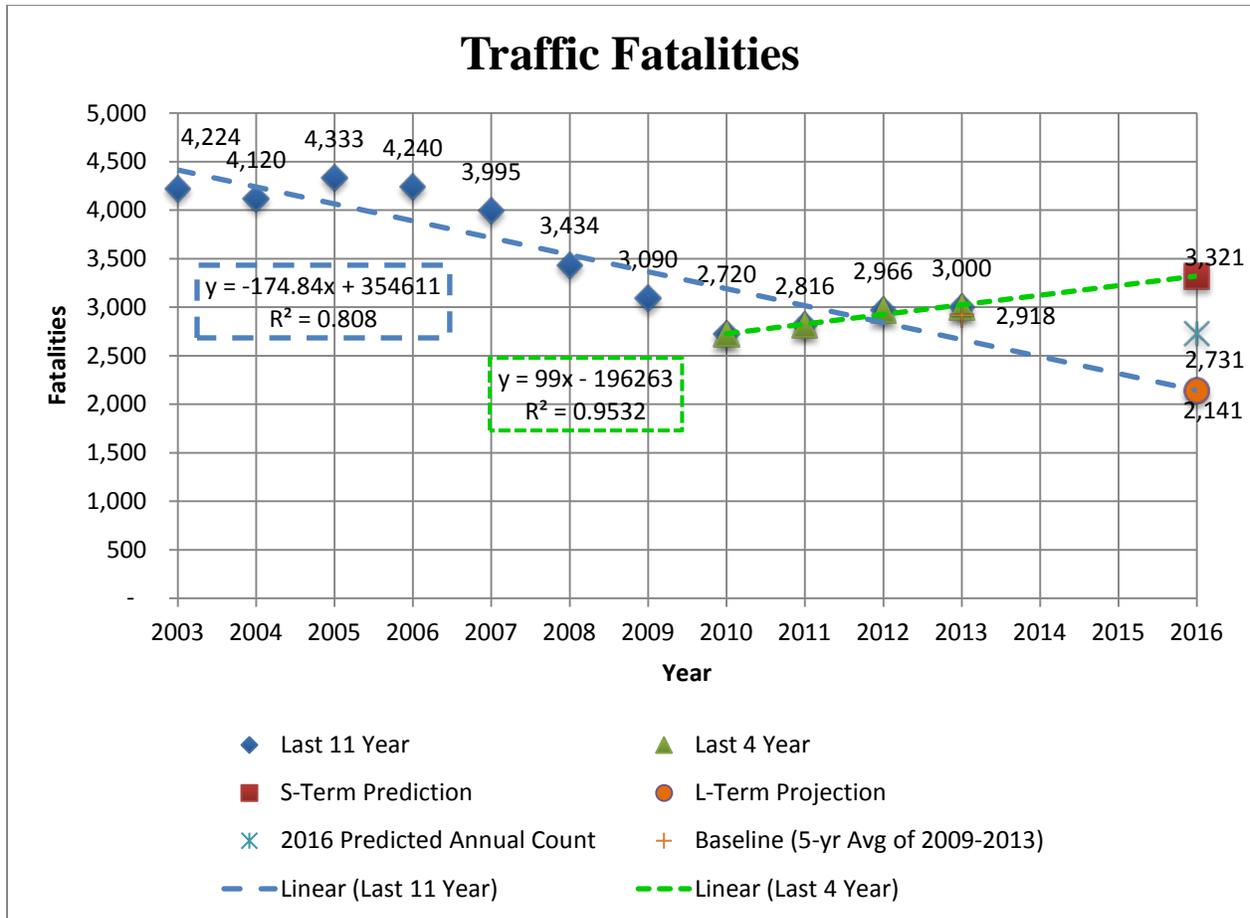
CORE PERFORMANCE MEASURES			2009	2010	2011	2012	2013
C-1	Traffic Fatalities (FARS)	Annual	3,090	2,720	2,816	2,966	3,000
	Reduce total fatalities by 6.4 percent from 2,918 (2009-2013 average) to 2,731 by December 31, 2016	5-Year Moving Average	3,818	3,496	3,211	3,005	2,918
C-2	Serious Injuries (SWITRS)	Annual	10,369	10,423	10,607	10,864	10,664
	Reduce serious traffic injuries by 4.7 percent from 10,585 (2009-2013 average) to 10,089 by December 31, 2016	5-Year Moving Average	12,452	11,893	11,396	10,942	10,585
C-3	Fatalities/VMT (FARS/FHWA)	Annual	0.95	0.84	0.88	0.91	0.91
	Reduce fatalities/VMT by .03 percentage points from .90 (2009-2013) to .87 by December 31, 2016	5-Year Moving Average	1.17	1.07	0.99	0.93	0.90
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	639	483	528	496	500
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 10 percent from 529 (2009-2013 average) to 476 by December 31, 2016	5-Year Moving Average	819	721	642	570	529
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	924	774	774	829	867
	Reduce alcohol-impaired driving fatalities 5.6 percent from 834 (2009-2013 average) to 788 by December 31, 2016	5-Year Moving Average	1,130	1,025	926	865	834
C-6	Speeding-Related Fatalities (FARS)	Annual	1,089	925	898	954	961
	Reduce speeding-related fatalities 10 percent from 965 (2009-2013 average) to 869 by December 31, 2016	5-Year Moving Average	1,316	1,206	1,105	1,001	965
C-7	Motorcyclist Fatalities (FARS)	Annual	394	352	415	447	453
	Maintain motorcyclist fatalities at 412 (2009-2013 average) by December 31, 2016	5-Year Moving Average	489	466	448	434	412
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	46	25	26	32	34
	Reduce unhelmeted motorcyclist fatalities 3 percent from 33 (2009-2013 average) to 32 by December 31, 2016	5-Year Moving Average	61	55	47	39	33
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	431	336	327	330	349
	Reduce drivers age 20 or younger involved in fatal crashes by 10 percent from 355 (2009-2013 average) to 320 by December 31, 2016	5-Year Moving Average	608	526	446	390	355
C-10	Pedestrian Fatalities (FARS)	Annual	567	601	633	653	701
	Maintain pedestrian fatalities at 631 (2009-2013 average) by December 31, 2016	5-Year Moving Average	660	631	614	615	631
C-11	Bicyclist Fatalities (FARS)	Annual	99	100	116	129	141
	Maintain bicyclist fatalities at 117 (2009-2013 average) by December 31, 2016	5-Year Moving Average	115	112	107	111	117
CORE BEHAVIOR MEASURE			2010	2011	2012	2013	2014
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (CSU Fresno Observational Survey)	Annual	96.2%	96.6%	95.5%	97.4%	97.1%
	Increase statewide observed seat belt use of Front Seat Outboard Occupants in Passenger Vehicles .4 percentage points from 97.1 (2014 observation) to 97.5 percent by December 31, 2016						
ACTIVITY MEASURES					2012	2013	2014
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities				4,181	2,203	2,508
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities				17,695	12,643	14,247
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities				37,418	22,036	21,630

PERFORMANCE GOALS

C-1 Traffic Fatalities (FARS)

Goal: Reduce total fatalities by 6.4 percent from 2,918 (2009-2013 average) to 2,731 by December 31, 2016.

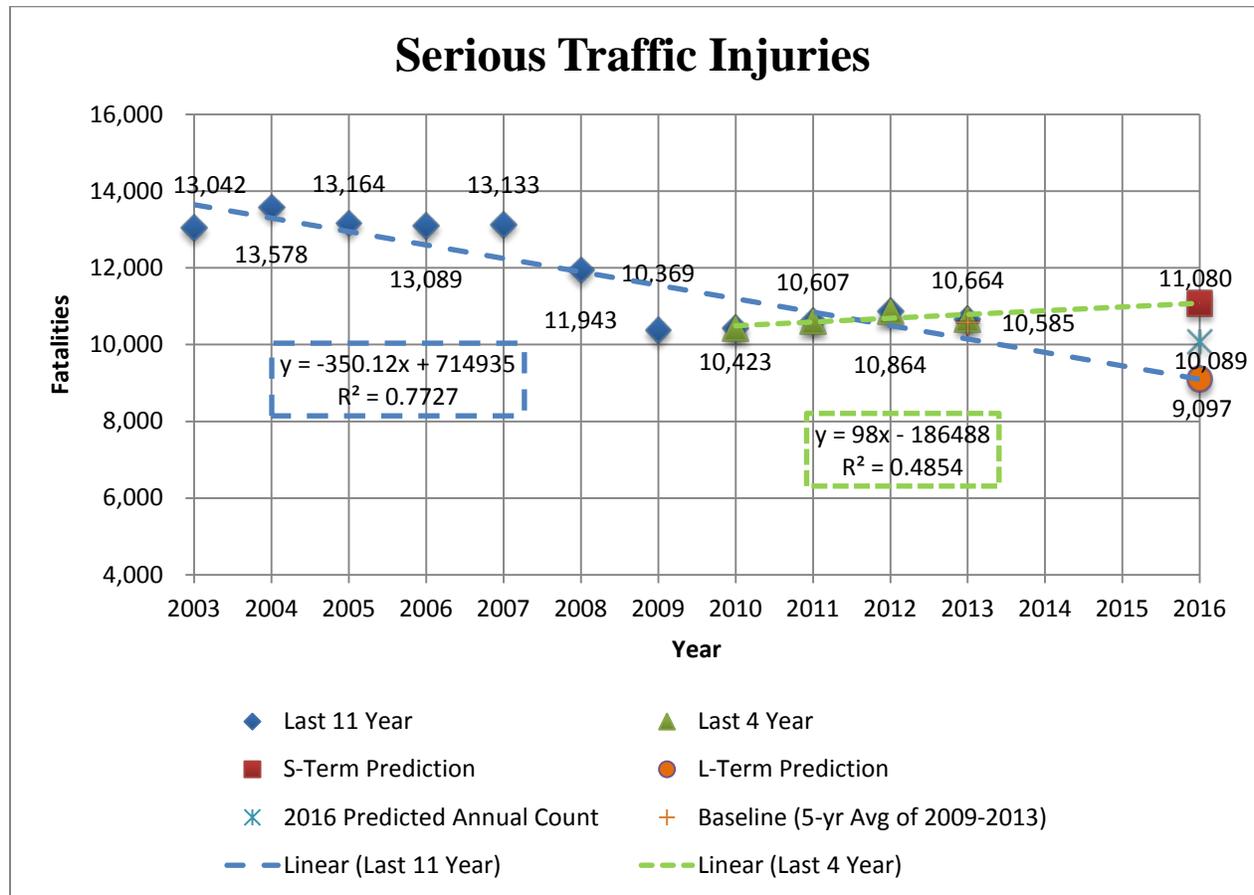
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and indicated very aggressive predictions. Instead, the target was selected by using the average of the long and short-term predictions. This performance measure is identical to one of the three required common performance measures coordinated with the HSIP.



C-2 Serious Traffic Injuries (SWITRS)

Goal: Reduce serious traffic injuries by 4.7 percent from 10,585 (2009-2013 average) to 10,089 by December 31, 2016.

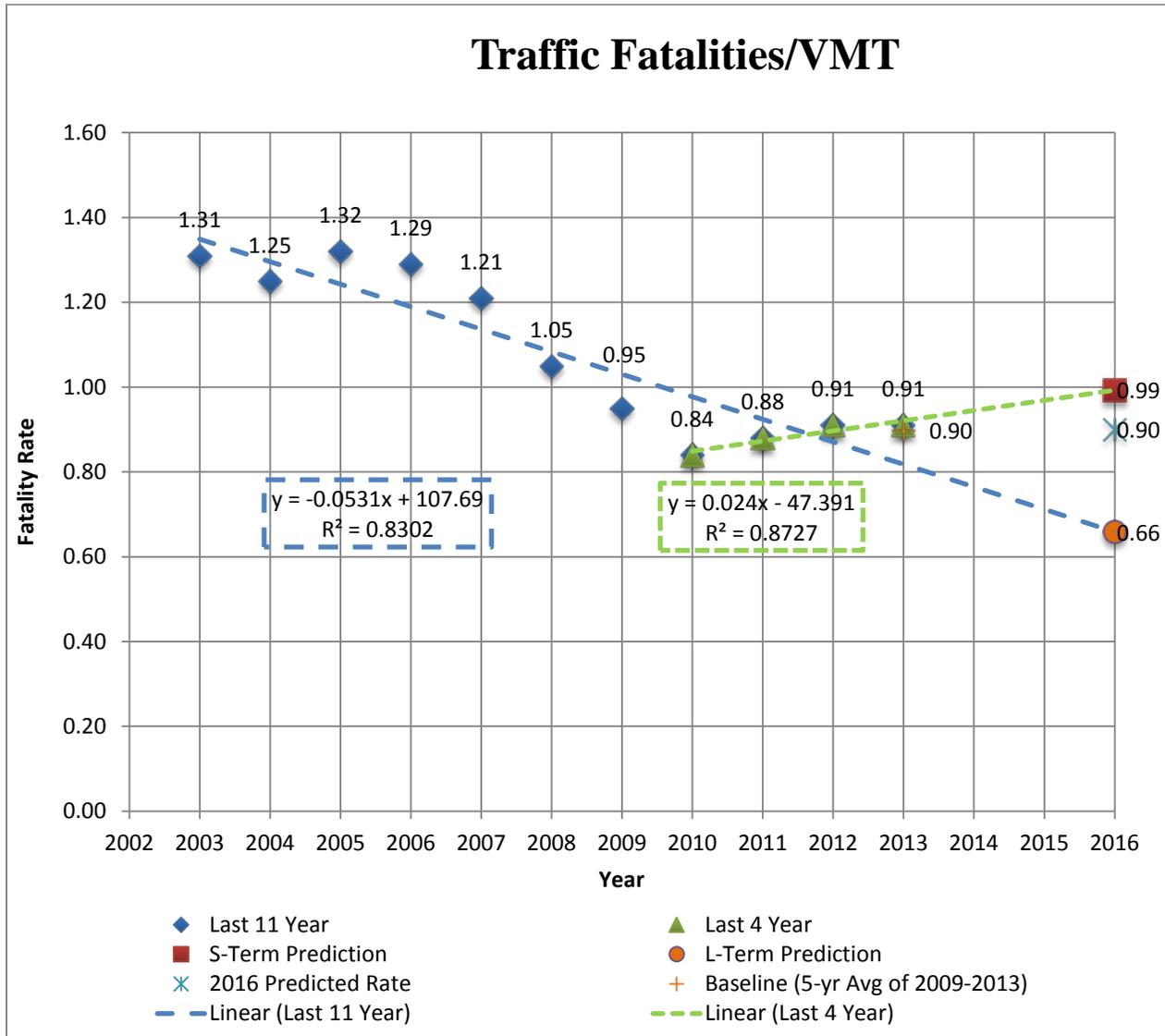
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and indicated very aggressive predictions. Instead, the target was selected by using the average of the long and short-term predictions. This performance measure is identical to one of the three required common performance measures coordinated with the HSIP.



C-3 Fatalities/VMT (FARS/FHWA)

Goal: Reduce fatalities/VMT by .03 percentage points from .90 (2009-2013 average) to .87 by December 31, 2016.

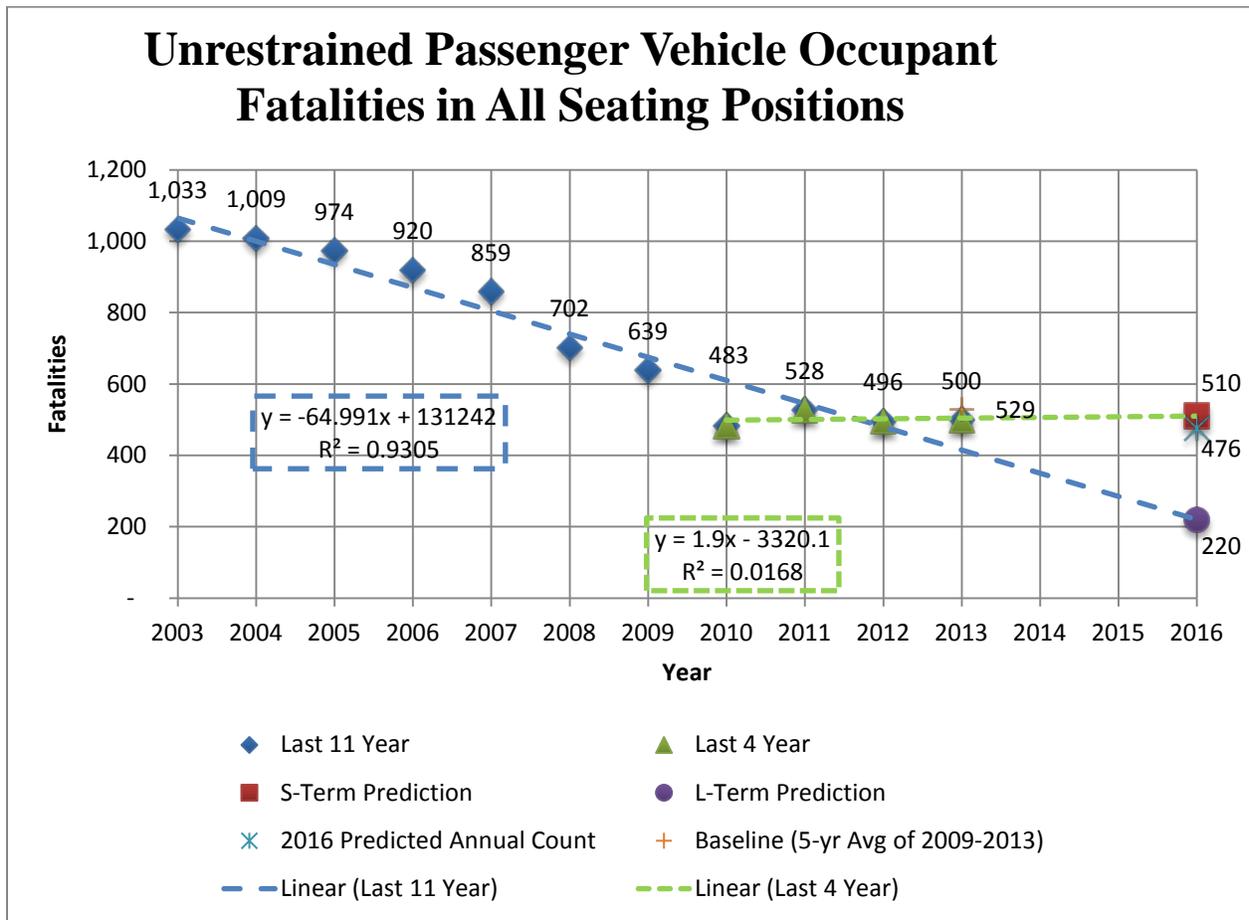
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and indicated very aggressive predictions. Instead, the target was selected by using a slight reduction of a more realistic rate. This performance measure is identical to one of the three required common performance measures coordinated with the HSIP.



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

Goal: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 10 percent from 529 (2009-2013 average) to 476 by 2016.

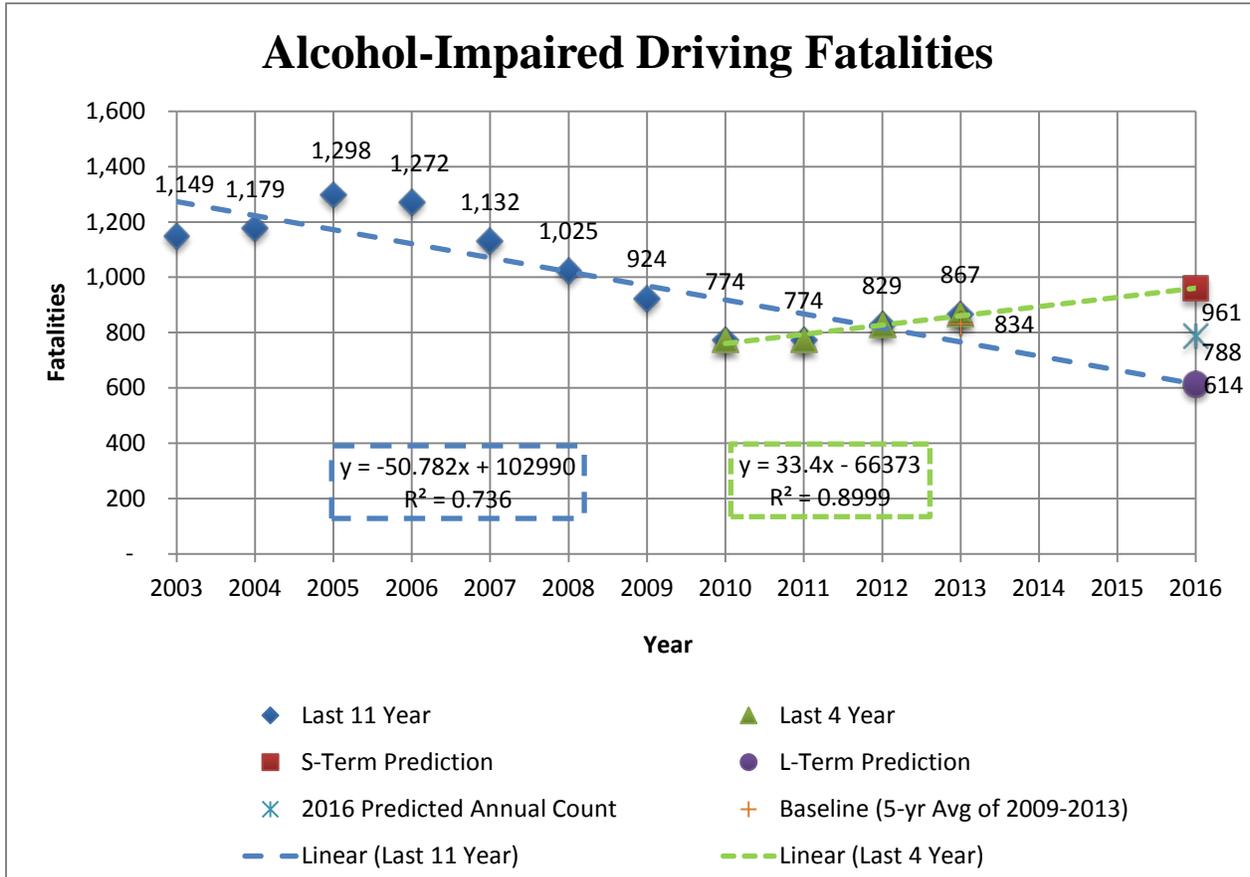
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and indicated very aggressive predictions. Instead, the target was selected by using a straight 10 percent reduction of the short-term prediction.



C-5 Alcohol-Impaired Driving Fatalities (FARS)

Goal: Reduce alcohol-impaired driving fatalities 5.6 percent from 834 (2009-2013 average) to 788 by December 31, 2016.

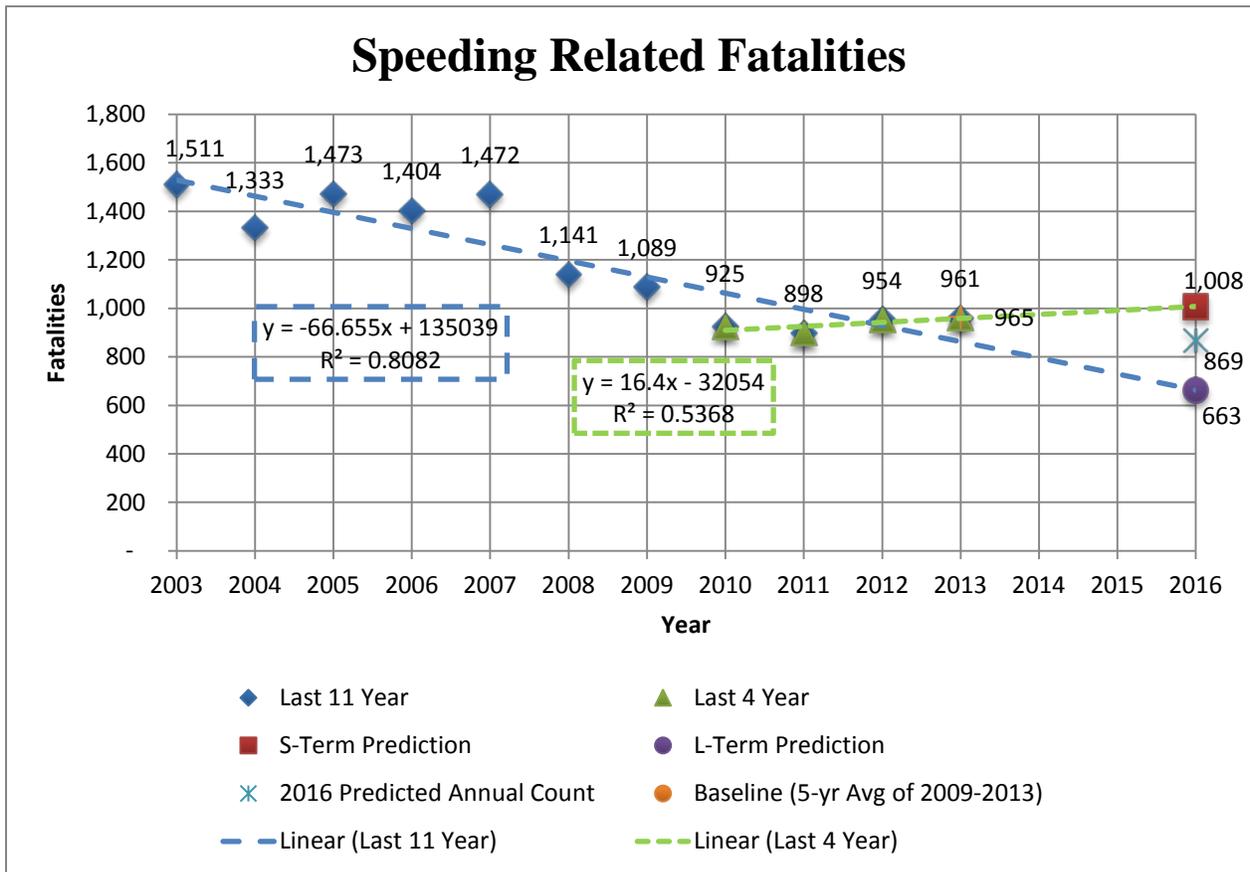
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and indicated very aggressive predictions. Instead, the target was selected by using the average of the long and short-term predictions.



C-6 Speeding-Related Fatalities (FARS)

Goal: Reduce speeding-related fatalities 10 percent from 965 (2009- 2013 average) to 869 by December 31, 2016.

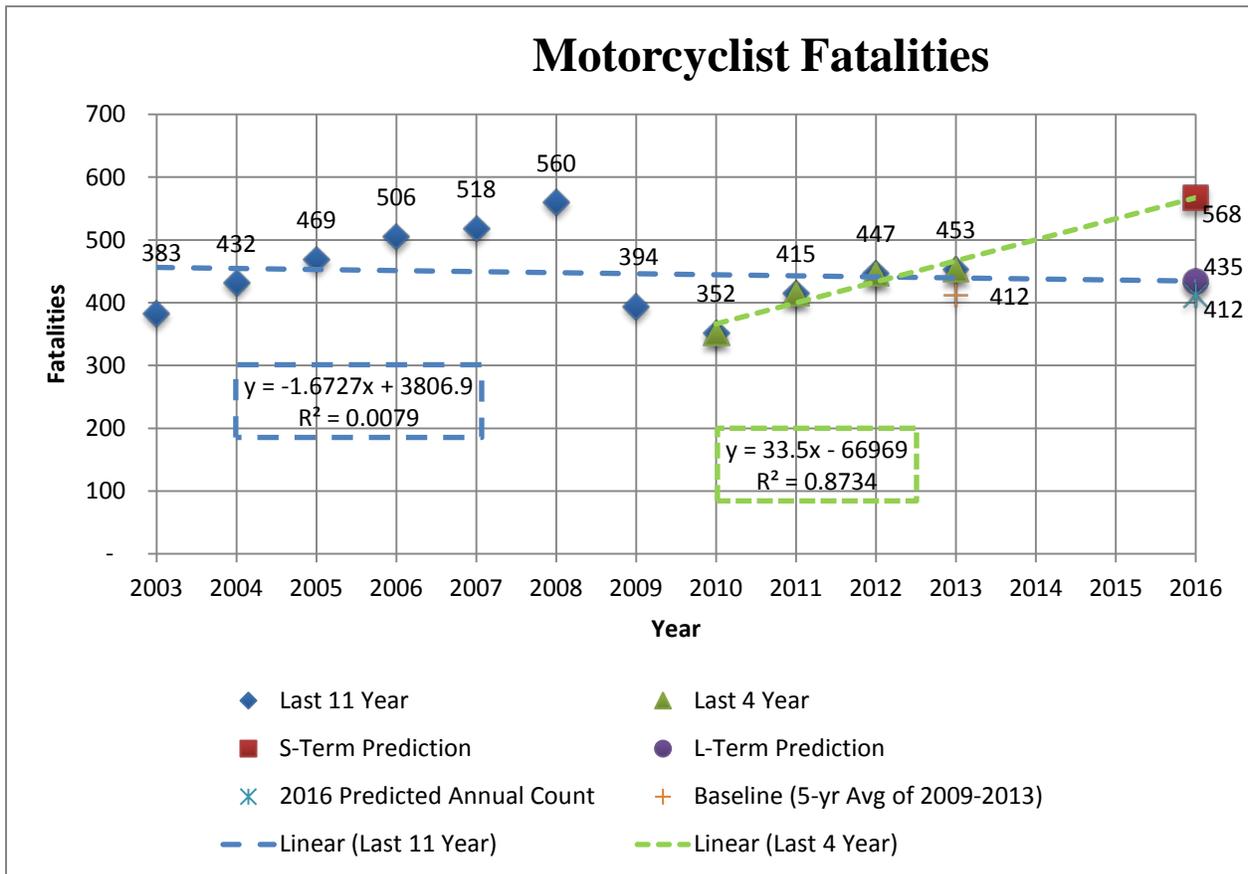
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and indicated very aggressive predictions. Instead, the target was selected by using a straight 10 percent reduction of the short-term prediction.



C-7 Motorcyclist Fatalities (FARS)

Goal: Maintain motorcyclist fatalities at 412 (2009-2013 average) by December 31, 2016.

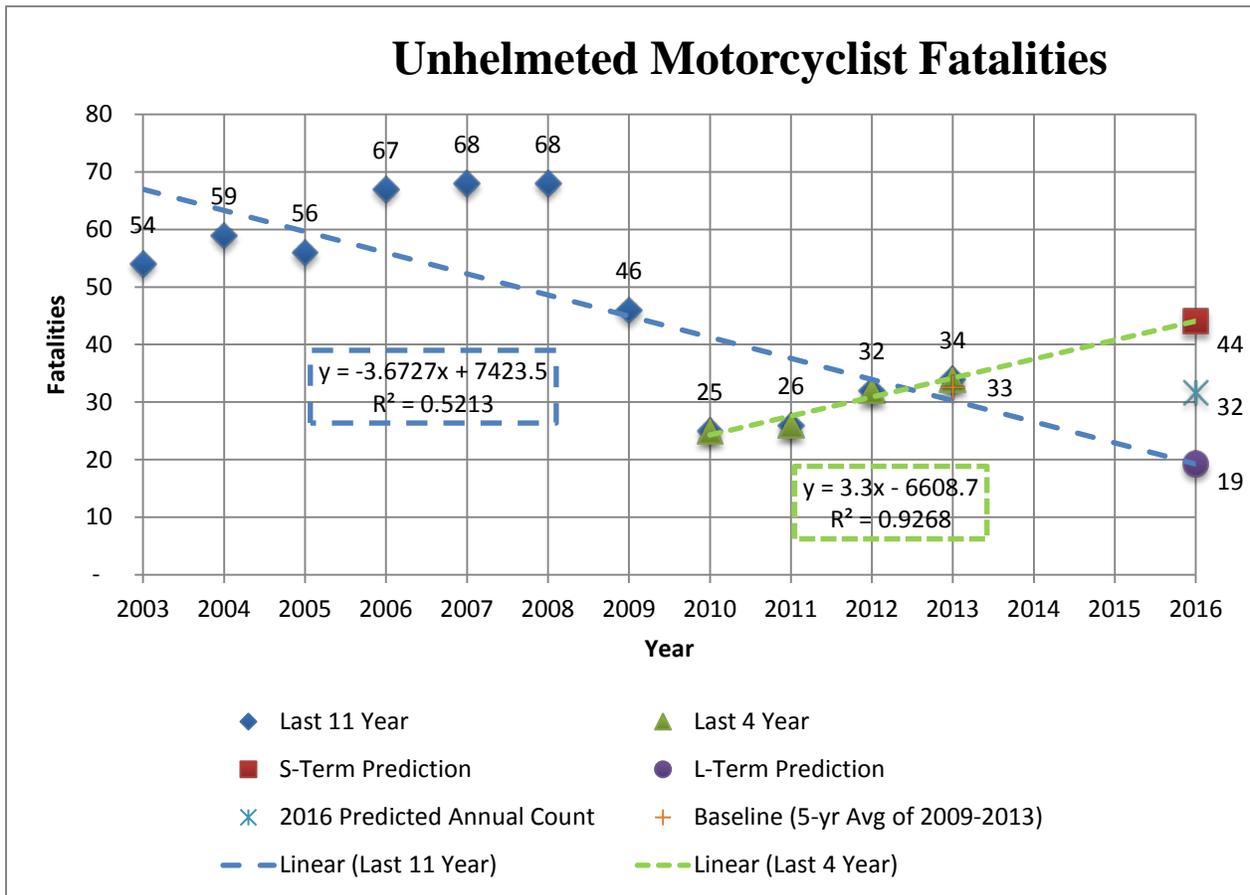
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and actually indicated an increase in motorcyclist fatalities. Instead, the target was selected by an acceptable method of maintaining the baseline for this performance measure.



C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Goal: Reduce unhelmeted motorcyclist fatalities 3 percent from 33 (2009-2013 average) to 32 by December 31, 2016.

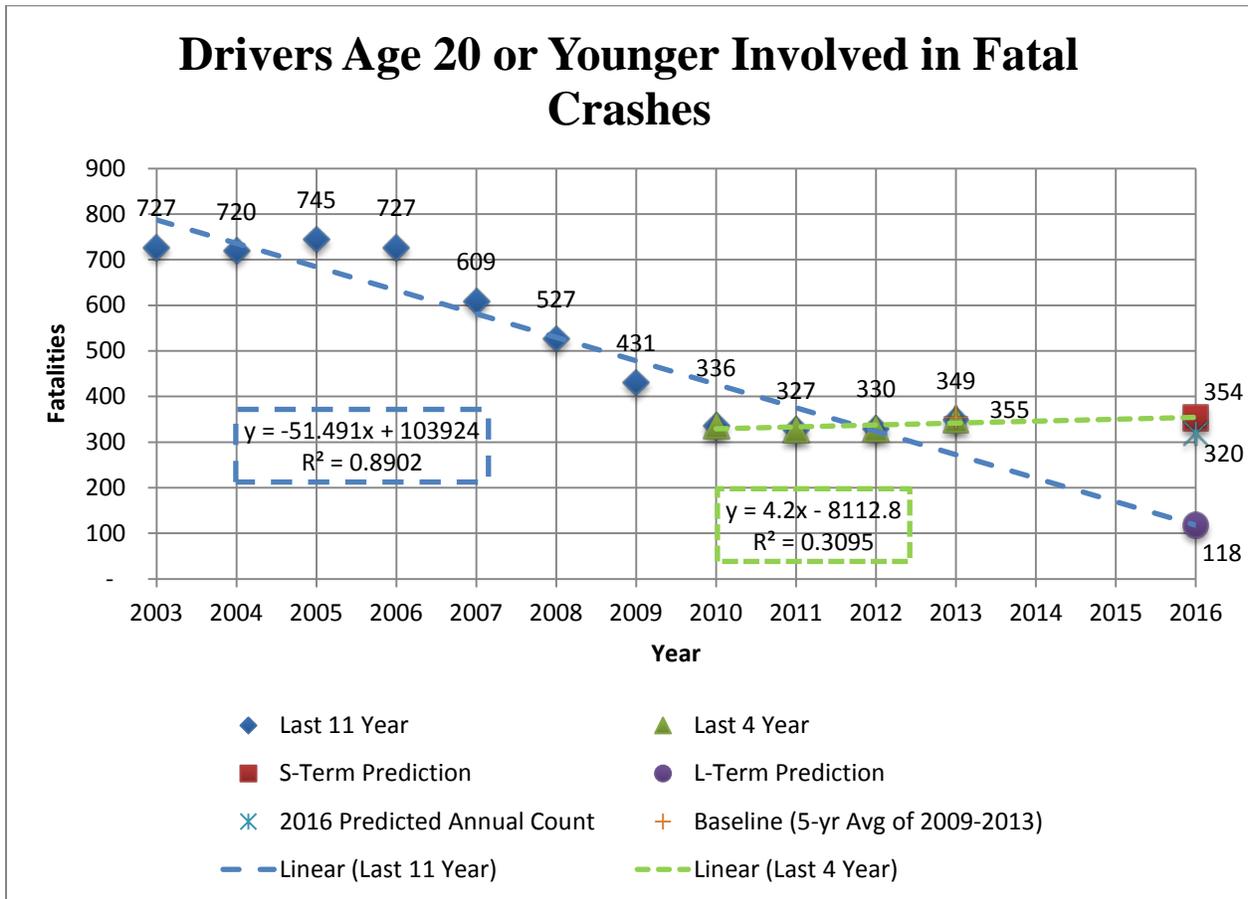
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and indicated very aggressive predictions. Instead, the target was selected by using the average of the long and short-term predictions.



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

Goal: Reduce drivers age 20 or younger involved in fatal crashes by 10 percent from 355 (2009-2013 average) to 320 by December 31, 2016.

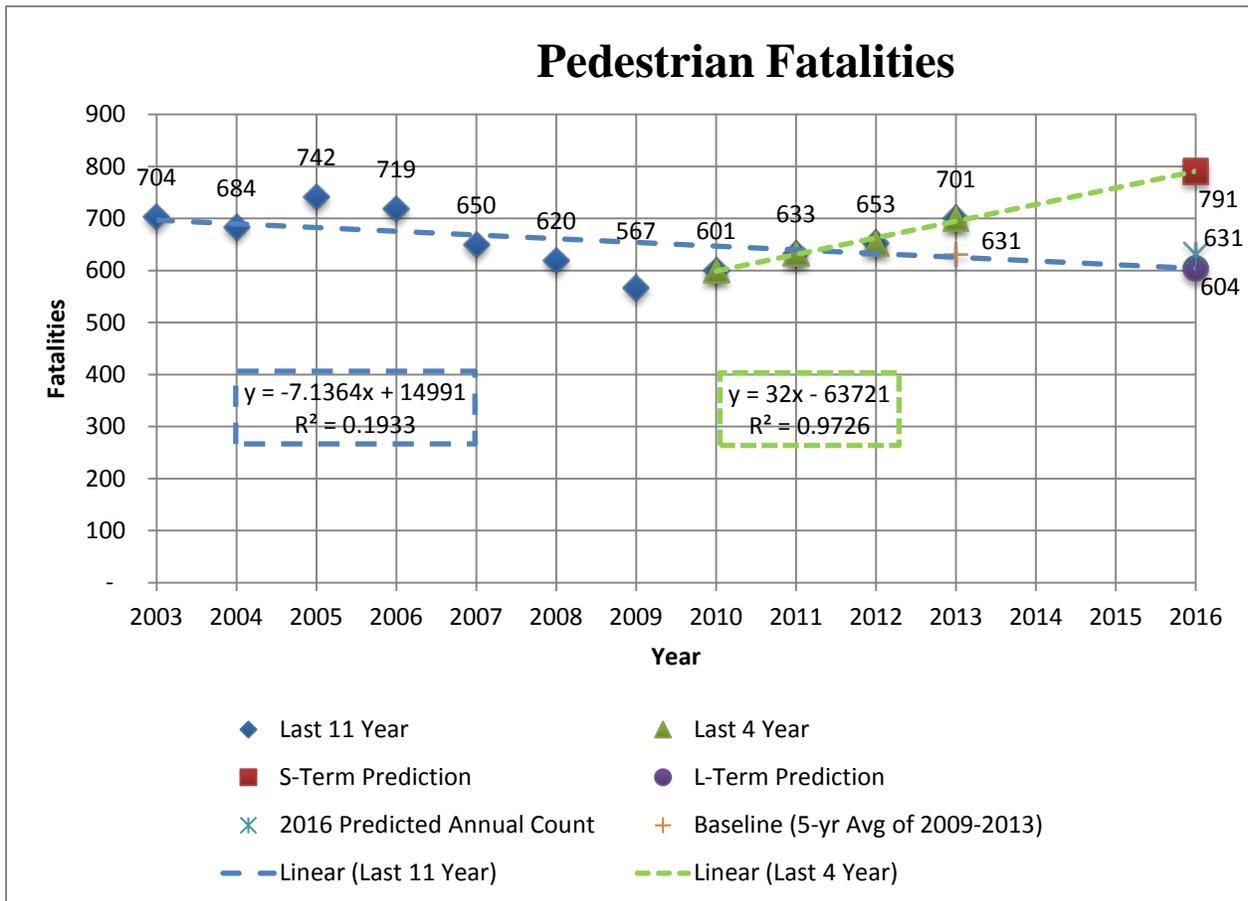
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and indicated very aggressive predictions. Instead, the target was selected by using a straight 10 percent reduction of the short-term prediction.



C-10 Pedestrian Fatalities (FARS)

Goal: Maintain pedestrian fatalities at 631 (2009-2013 average) by December 31, 2016.

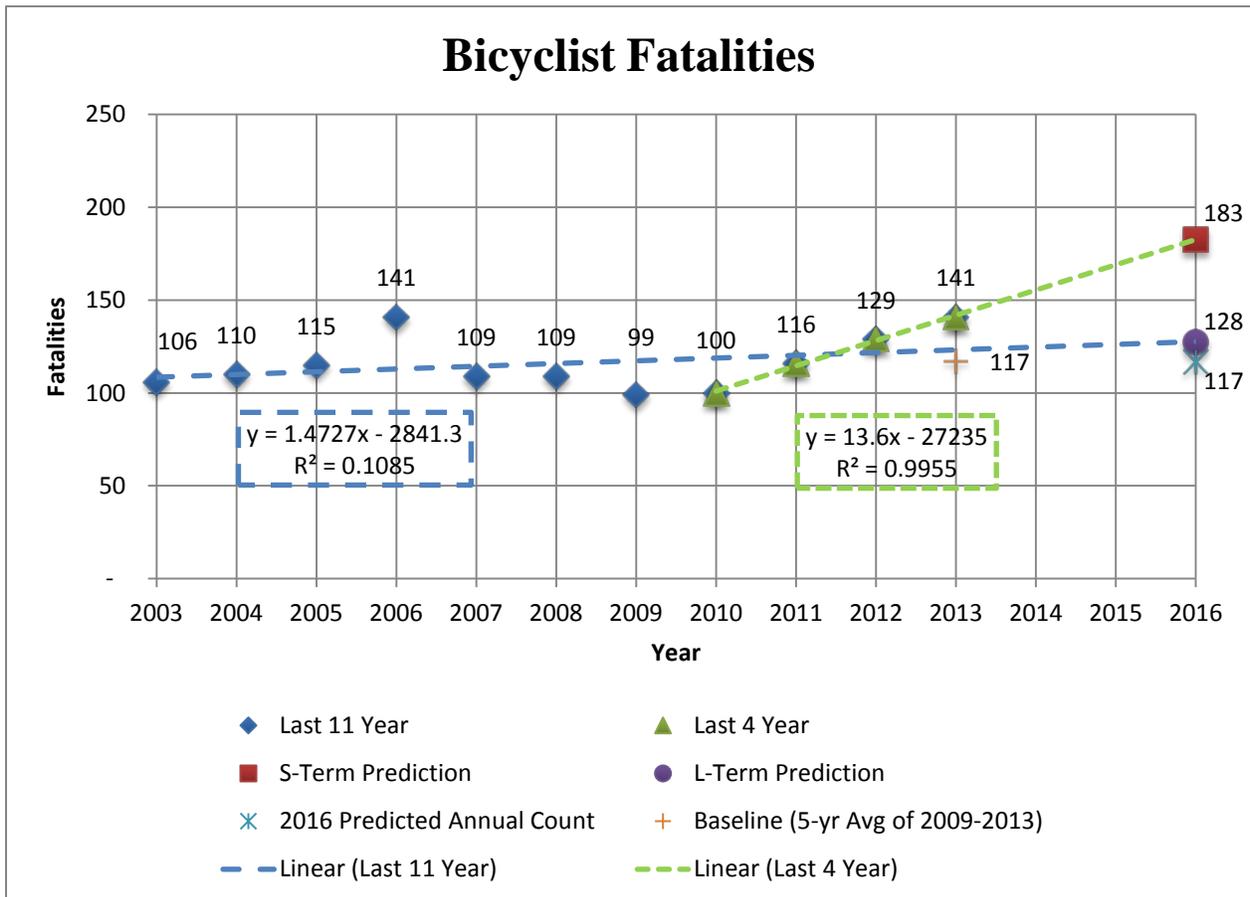
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and actually indicated an increase in pedestrian fatalities. Instead, the target was selected by an acceptable method of maintaining the baseline for this performance measure.



C-11 Bicyclist Fatalities (FARS)

Goal: Maintain bicyclist fatalities at 117 (2009-2013 average) by December 31, 2016.

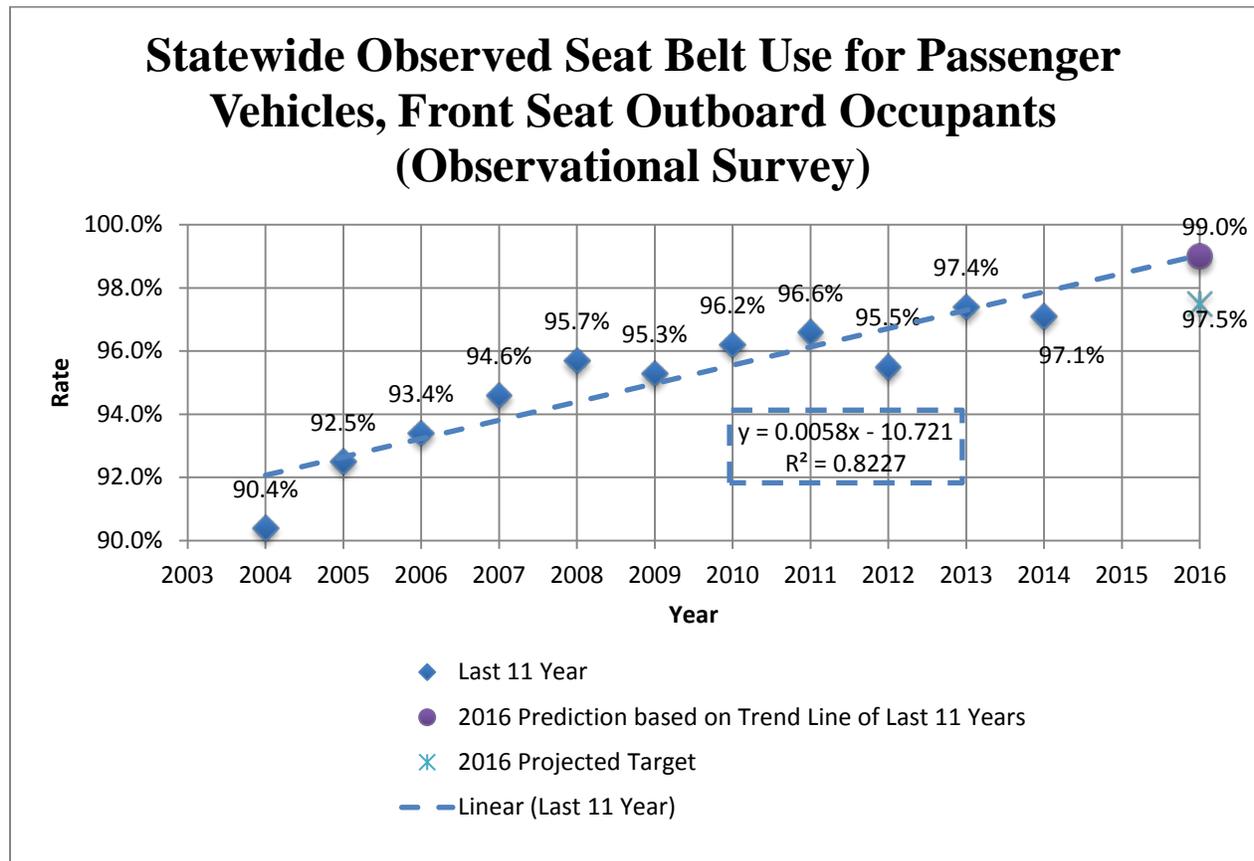
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and actually indicated an increase in bicyclist fatalities. Instead, the target was selected by an acceptable method of maintaining the baseline for this performance measure.



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 .4 percentage points from 97.1 percent (2014 calendar year) to 97.5 percent by December 31, 2016.

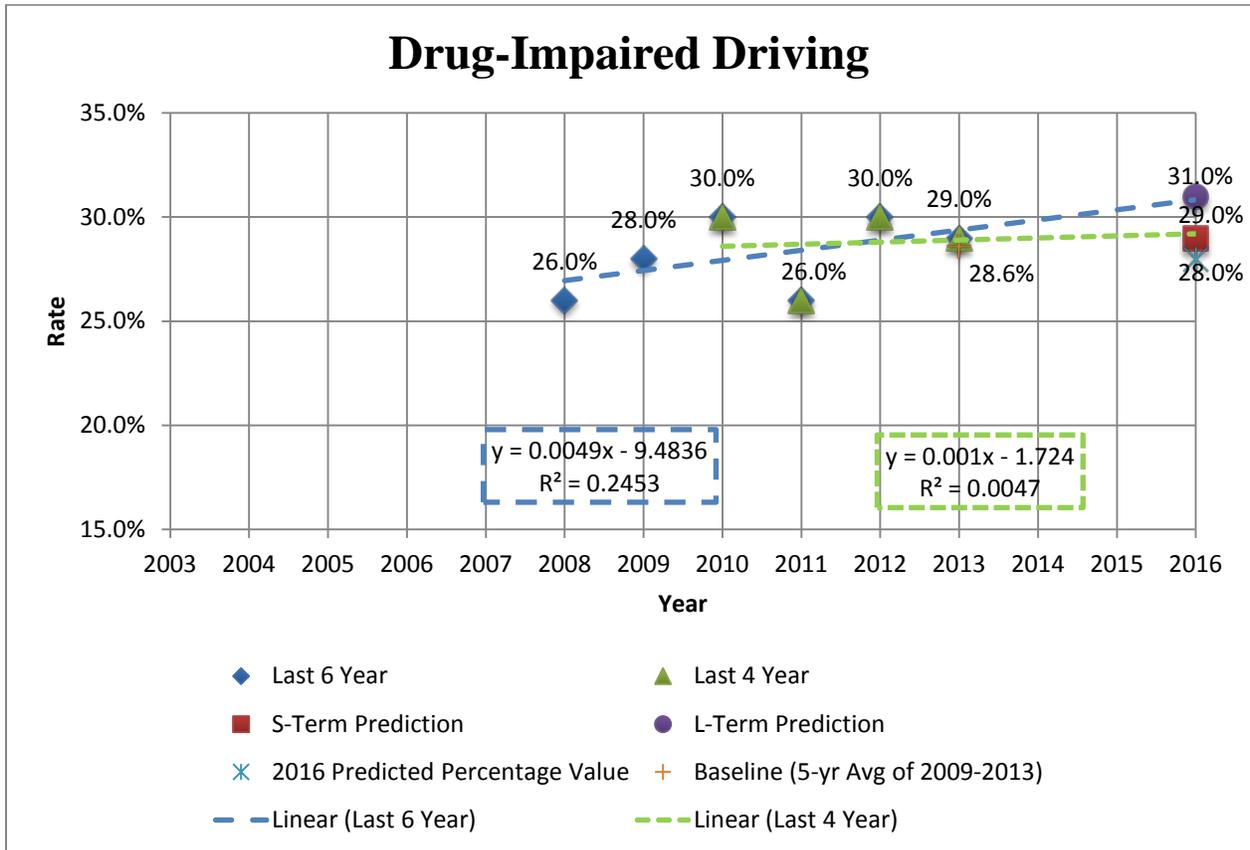
Justification: The performance target was selected by using the 2014 calendar year as the baseline. This target was selected by using a minimal yet more realistic increase.



Drug-Impaired Driving (FARS)

Goal: Maintain the number of California drivers killed in crashes that tested positive for drug involvement at 28 percent (2009-2013 average) by December 31, 2016.

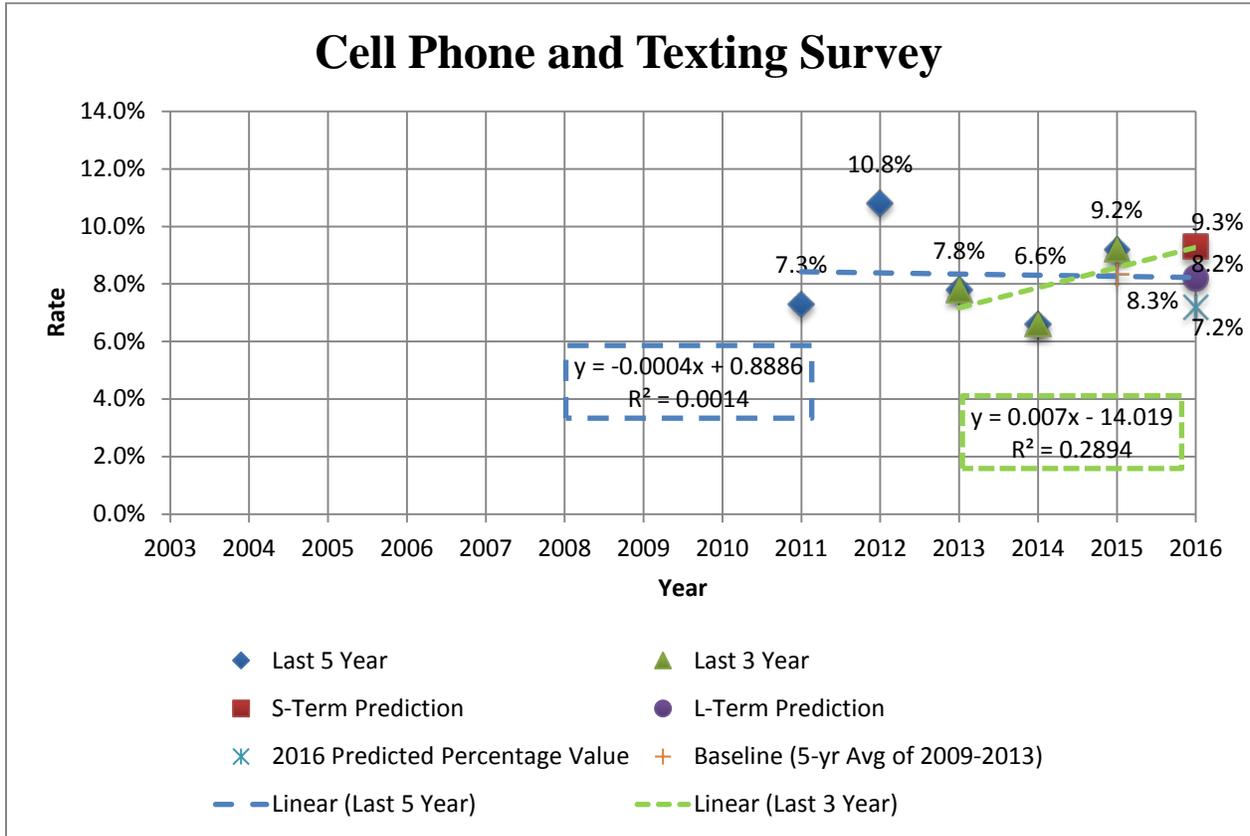
Justification: The performance target was selected by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and actually indicated an increase in DUID fatalities. The target was selected by an acceptable method of maintaining the baseline for this performance measure.



Distracted Driving (Survey)

Goal: Reduce the percentage of drivers observed using a handheld cell phone or texting two percentage points from the 2015 calendar year of 9.2 percent to 7.2 percent by December 31, 2016.

Justification: The performance target was selected by using the 2015 calendar year as the baseline. This target was selected by using a minimally aggressive decrease.



Traffic Records

Goal: Increase the number of crash reports electronically submitted to the SWITRS system 5 percent of the estimated annual total from 0 to 19,500 by December 31, 2016.

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 NEMSIS Version 3.0 software) 20 percent from 17 to 21 Local EMS Agencies by December 31, 2016.

Justification: California is the first state to link to the National EMS Information System. 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 1600 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	2010	2011	2012	2013	2014
Statewide DUI Arrests	195,879	180,212	172,893	160,388	Not Available
*Statewide DUI Conviction Rate	73%	73%	74%	Available January 2017	Available January 2018
Statewide Seat Belt Violation Convictions	238,761	260,026	259,888	193,633	164,970
Statewide Child Restraint Violation Convictions	39,528	35,365	30,607	27,813	24,400
Statewide Speeding Convictions	1,734,258	1,613,877	1,477,208	1,357,683	1,282,881
Hand-held Cell Phone Convictions	361,260	460,487	425,041	399,064	329,572
Texting Convictions	7,924	14,886	21,059	27,207	29,633
Hand-held Device by Someone Under Age 18	904	732	114	89	84

Calendar Years					
Additional Outcome Measures	2009	2010	2011	2012	2013
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled (SWITRS))	0.95	0.84	0.88	0.92	.94
Motor Vehicle Fatalities, Age 16 -19 (FARS)	258	181	189	180	204
Male	167	124	125	130	131
Female	91	57	64	50	73
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	94	75	78	79	70
Male	71	54	55	65	55
Female	23	21	23	14	15
Fatality Rate Per 100,000 Population (FARS)	8.36	7.29	7.48	7.81	7.83
Total Motor Vehicle Injuries (SWITRS)	232,777	229,354	225,602	226,544	223,128
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	22,097	20,531	18,697	19,871	19,146
Hit-and-Run Fatal Collisions (FARS)	206	234	238	226	273
Hit-and-Run Injury Collisions (SWITRS)	15,439	14,735	14,564	14,629	14,119
Hit-and-Run Fatalities (FARS)	218	251	246	229	286
Hit-and-Run Injuries (SWITRS)	20,260	19,009	18,801	22,091	18,351
Fatal Collisions between 2100-0300 (FARS)	755	682	723	717	725
Injury Collisions between 2100-0300 (SWITRS)	21,069	20,474	19,943	20,149	19,615
Motor Vehicle Fatalities between 2100-0300 (FARS)	841	748	801	795	817
Motor Vehicle Injuries between 2100-0300 (SWITRS)	31,028	29,970	29,239	30,859	28,556

Calendar Years					
Alcohol-Impaired Driving	2009	2010	2011	2012	2013
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.28	0.31	0.24	0.25	.26
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.36	0.39	0.34	0.35	.34
Percent of Alcohol-Impaired Driving Fatalities	30%	28%	27%	28%	29%
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	29	18	16	19	15
Male	21	15	12	17	12
Female	7	3	4	1	3
Alcohol-Related Fatalities (at least one driver or non-occupant had a BAC of .01 or greater) (FARS)	1,301	1,123	1,121	1,198	1,263
Alcohol-Related Injuries (SWITRS)	26,058	24,343	23,853	23,905	23,178
Alcohol Related Injuries Age 16 -19 (SWITRS)	2,649	2,458	2232	2,111	1,893
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	34	23	19	21	20
Male	27	19	15	19	17
Female	7	4	4	1	3
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	159	126	143	134	160
Male	133	104	115	115	134
Female	26	22	27	20	26

Calendar Years					
Bicycles	2009	2010	2011	2012	2013
Bicyclist Fatalities (FARS)	99	100	116	129	141
Bicyclist Injuries (SWITRS)	12,043	12,653	13,606	13,921	13,283
Bicyclist Fatalities Under Age 15 (FARS)	10	4	12	4	4
Bicyclist Injuries Under Age 15 (SWITRS)	1,915	1,743	1,868	1,834	1,429
Unhelmeted Bicyclist Fatalities (FARS)	98	100	116	129	141

Calendar Years					
Distracted Driving	2011	2012	2013	2014	2015
Cell Phone and Texting Survey	7.3%	10.8%	7.8%	6.6%	9.4%

Calendar Years					
Drug-Impaired Driving	2009	2010	2011	2012	2013
Drivers Killed, Tested Positive for Drugs	28%	30%	26%	30%	Not Available

Calendar Years					
Motorcycles	2009	2010	2011	2012	2013
Total Motorcycle Registrations (DMV)	809,129	808,634	818,650	832,304	857,624
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	49	44	51	52	53
Motorcyclist Injuries (SWITRS)	10,479	9,969	10,906	11,472	11,946
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	88%	93%	94%	93%	92%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	32%	33%	36%	29%	32%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	89	89	85	98	103
Motorcycle Rider (Operator) Fatalities (FARS)	385	341	387	426	435
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	23%	26%	22%	23%	24%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	69%	70%	66%	69%	65%
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	34%	57%	57%	56%	55%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	27%	24%	24%	20%	14%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	16%	15%	17%	25%	27%

Calendar Years					
Occupant Protection	2010	2011	2012	2013	2014
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	33%	36%	33%	34%	
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	94%	Not Conducted	Not Conducted	96.9%	95.20%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	41%	34%	42%	43%	
Child Safety Seat Use Rate (Statewide Observational Survey)	95.0%	Not Conducted	91.6%	88.5%	90.70%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	30	24	42	31	
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,274	5143	5,059	Not Available	

Calendar Years					
Pedestrians	2009	2010	2011	2012	2013
Pedestrian Injuries (SWITRS)	13,083	12,668	12,691	13,280	12,331
Pedestrian Fatalities Under Age 15 (FARS)	31	25	28	22	27
Pedestrian Injuries Under Age 15 (SWITRS)	2,649	2,264	2153	2,075	1,964
Pedestrian Fatalities Age 65 and Older (FARS)	145	150	153	159	172
Pedestrian Injuries Age 65 and Older (SWITRS)	1,356	1,229	1305	1,430	1,376

Calendar Years					
Speeding and Aggressive Driving	2009	2010	2011	2012	2013
Speeding Related Injuries (SWITRS)	69,817	71,854	70,653	70,291	70,447

*Department of Justice

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

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

2016 California Traffic Safety Survey

All states are required to report its annual statewide survey that tracks driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. In July 2016, through an OTS grant, the SafeTREC will contract with a survey research firm to develop and administer a statewide survey to establish baseline public opinion measures of DUI and DUID, distracted driving, and seat belt use. The survey will also inquire about knowledge of public awareness campaigns, such as "Report Drunk Drivers – Call 911" and sobriety checkpoint programs.

Intercept interviews (approximately five minutes) will be conducted of approximately 1,600 drivers at 60 gas stations in 15 counties throughout California. The geographical distribution of the counties and the number of surveys conducted at each location will be determined in a manner that will result in a sample population representative of California's driving population distribution throughout the state. The surveys also will be representative of the age and gender distribution of California drivers. The following are the anticipated questions:

1. In your opinion, what are the biggest safety problems on California roadways?
2. In your opinion, what is the most serious distraction for drivers?
3. How often in the past six months have you texted or emailed while driving?
4. How often in the past six months have you talked on a handheld cell phone while driving?
5. How often in the past six months have you talked on a hands-free cell phone while driving?
6. Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?
7. Do you talk less, more or the same amount on a cell phone because of the hands-free law?
8. Have you ever made a driving mistake while talking on a cell phone?
9. What do you think is the likelihood of being ticketed for handheld cell phone use or texting?
10. In the past 6 months, do you recall hearing or seeing any of the following messages?
 - a. Phone in One Hand, Ticket in the Other
 - b. It's Not Worth It!
 - c. Silence the Distraction
11. Do you recall hearing or seeing "Report Drunk Drivers - Call 911" in the past six months?
12. In the past 30 days, did you drive when you thought you had too much alcohol or drugs to drive safely?
13. In the past 30 days, how often have you used a taxi or other ride service when drinking with others or alone?
14. In the past 30 days, how often have you had a designated sober driver, including you?
15. How likely is it for someone to get arrested if they drive drunk?
16. How serious of a problem is driving under the influence of drugs, including marijuana, prescription, and illegal?
17. In the past six months, have you seen or heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?
18. Do you support the use of sobriety/DUI checkpoints?

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

HIGHWAY SAFETY PROJECTS

HIGHWAY SAFETY PROJECTS

The table shown below reflects proposed new grants by program area, excluding Planning and Administration grants.

PROGRAM	TOTAL
Alcohol & Other Drugs	52
Distracted Driving	4
Drug Involved	30
Emergency Medical Services	3
Motorcycle Safety	1
Occupant Protection	16
Pedestrian & Bicycle Safety	26
Police Traffic Services	156
Traffic Records/Roadway Safety	15
TOTAL	303

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

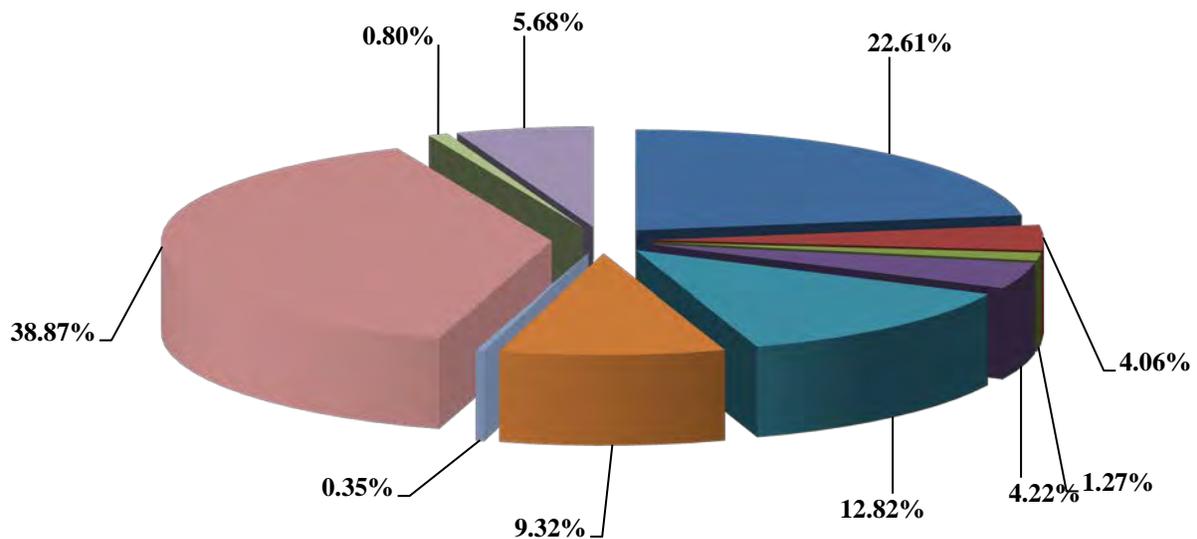
OTS REGION	AMOUNT
Central California Region	\$4,845,974
Central Coast Region	\$3,342,442
Inland Empire Region	\$8,829,607
Los Angeles County Region	\$12,066,191
Multi-Regional and Statewide Grants	\$22,963,323
North Bay Area Region	\$8,910,870
Northern California Region	\$2,882,181
Orange County Region	\$5,370,873
Sacramento Valley and High Sierra Region	\$8,378,953
South Bay/Monterey Region	\$4,280,364
Southern Border Region	\$5,715,450
TOTAL	\$87,586,228



PLANNED FUND DISTRIBUTION

BY PROGRAM AREA

\$96,585,704



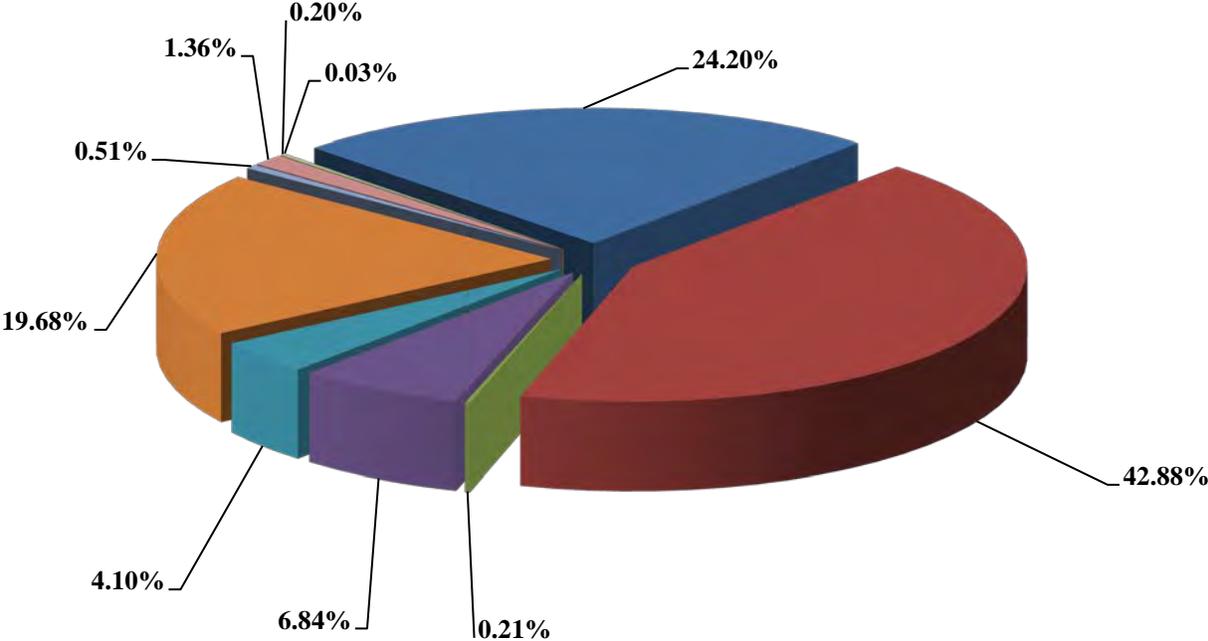
■ ALCOHOL-IMPAIRED DRIVING \$21,834,357	■ OCCUPANT PROTECTION \$3,922,806
■ DISTRACTED DRIVING \$1,225,000	■ PEDESTRIAN & BICYCLE SAFETY \$4,077,943
■ DRUG-IMPAIRED DRIVING \$12,384,237	■ PLANNING & ADMINISTRATION \$8,999,476
■ EMERGENCY MEDICAL SERVICES \$340,500	■ POLICE TRAFFIC SERVICES \$37,541,045
■ MOTORCYCLE SAFETY \$773,343	■ TRAFFIC RECORDS \$5,486,997

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

PLANNED FUND DISTRIBUTION

BY FUND TYPE

\$96,585,704

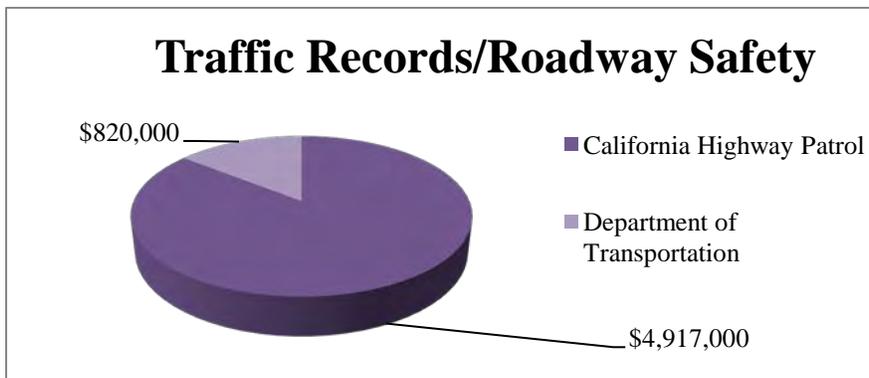
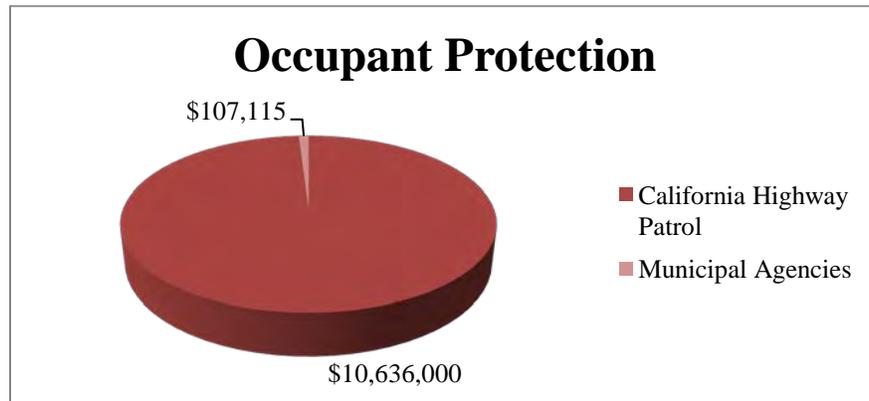
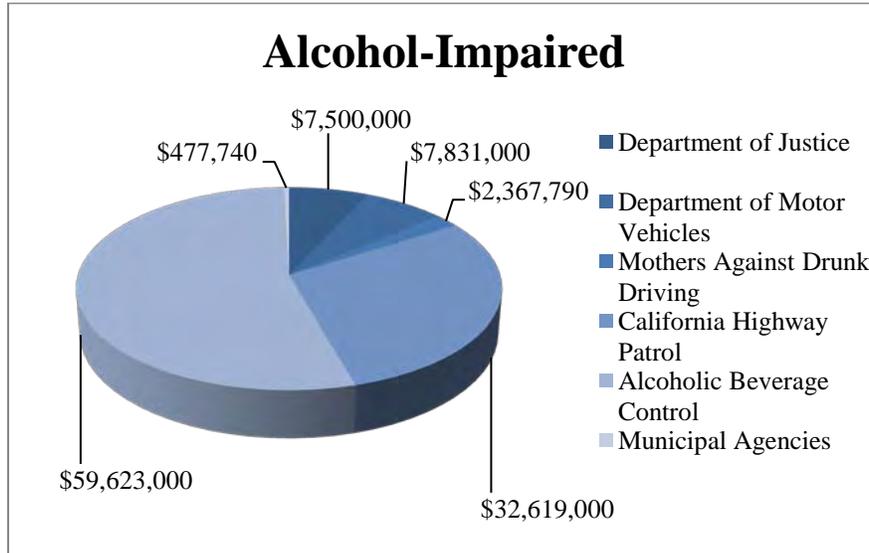


■ 402 \$23,371,163	■ 164AL \$41,414,594	■ 405b DD \$200,000	■ 405b OP \$6,607,452	■ 405c TR \$3,962,294
■ 405d AL \$19,010,939	■ 405f MC \$489,911	■ 408TR \$1,314,009	■ 410 \$189,651	■ 2010 \$25,691

FUNDING FROM OTHER SOURCES

TOTAL - \$126,898,645

Note: Totals based on estimated expenditures.



**PROGRAM COST SUMMARY
AND
LIST OF PROJECTS**

US DEPARTMENT OF TRANSPORTATION
 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 FEDERAL HIGHWAY ADMINISTRATION

OMB NO 2127-0003
 HIGHWAY SAFETY PROGRAM COST SUMMARY

STATE: CALIFORNIA NUMBER: 2016-00 DATE: 10/1/2015

PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS			FEDERAL SHARE TO LOCAL
			PREVIOUS BALANCE	INCREASE/DECREASE	CURRENT BALANCE	
164-AL-16	41,414,594.00	TBD				28,422,888.00
SUBTOTAL	41,414,594.00	0.00				28,422,888.00
164-HE-16	0.00	TBD				0.00
SUBTOTAL	0.00	0.00				0.00
402-DD-16	775,000.00	0.00				0.00
402-EM-16	340,500.00	0.00				340,500.00
402-MC-16	300,000.00	0.00				0.00
402-OP-16	1,472,000.00	0.00				722,000.00
402-PA-16	2,992,476.00	472,016.00				0.00
402-PS-16	2,402,591.00	0.00				1,602,591.00
402-PT-16	15,088,596.00	0.00				11,254,610.00
SUBTOTAL	23,371,163.00	472,016.00				13,919,701.00
405b-16	6,908,952.00	TBD				3,856,099.00
SUBTOTAL	6,908,952.00	0.00				3,856,099.00
405d-16	19,010,939.00	TBD				13,411,837.00
SUBTOTAL	19,010,939.00	0.00				13,411,837.00
405f-16	489,911.00	TBD				0.00
SUBTOTAL	489,911.00	0.00				0.00
406PA-16	0.00	TBD				0.00
SUBTOTAL	0.00	0.00				0.00
408-16	1,314,009.00	TBD				0.00
SUBTOTAL	1,314,009.00	0.00				0.00
410-16	189,651.00	TBD				0.00
SUBTOTAL	189,651.00	0.00				0.00
2010-16	25,691.00	TBD				0.00
SUBTOTAL	25,691.00	0.00				0.00
405c-16	3,962,294.00	TBD				761,090.00
SUBTOTAL	3,962,294.00	0.00				761,090.00
Total NHTSA	96,687,204.00	472,016.00	0.00	0.00	0.00	60,371,615.00
Total FHWA	0.00	0.00	0.00	0.00	0.00	0.00
Total NHTSA & FHWA	96,687,204.00	472,016.00	0.00	0.00	0.00	60,371,615.00

STATE OFFICIAL AUTHORIZED SIGNATURE:

NAME:

TITLE:

DATE:

Director

May 28, 2015

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:

NAME:

TITLE:

DATE:

Effective Date:

LIST OF ALL FFY 2016 GRANTS

Grant	Agency	Fund	Amount
AL1602	Monterey County	164AL	\$ 350,000
AL1603	Shasta County Public Health	405b OP	\$ 146,043
AL1604	Riverside County	405b OP	\$ 168,768
AL1605	Sacramento County	164AL	\$ 120,000
AL1606	Sacramento County	405d AL	\$ 950,000
AL1607	The Regents of the University of California, Berkeley Campus	405d AL	\$ 985,000
AL1608	California Department of Motor Vehicles	408TR	\$ 106,545
AL1609	Tulare County Office of Education	405d AL	\$ 464,000
AL1610	California Highway Patrol	164AL	\$ 1,500,000
AL1612	California Highway Patrol	164AL	\$ 5,675,000
AL1613	California Highway Patrol	405d AL	\$ 350,000
AL1614	California Department of Alcoholic Beverage Control	164AL	\$ 2,000,000
AL1615	California Department of Alcoholic Beverage Control	405d AL	\$ 655,000
AL1616	California Department of Motor Vehicles	410	\$ 174,000
AL1617	Bakersfield	405d AL	\$ 24,133
AL1618	San Joaquin County Superior Court	405d AL	\$ 748,000
AL1619	Visalia	164AL	\$ 180,000
AL1620	Hayward	164AL	\$ 240,000
AL1621	Siskiyou County	164AL	\$ 50,000
AL1622	Capitola	164AL	\$ 60,000
AL1623	Paradise	164AL	\$ 60,000
AL1624	West Sacramento	164AL	\$ 140,000
AL1625	Napa	164AL	\$ 150,000
AL1626	Marysville	164AL	\$ 85,000
AL1627	Santa Rosa	164AL	\$ 165,000
AL1628	San Rafael	164AL	\$ 235,000
AL1629	Clovis	164AL	\$ 270,800
AL1630	Santa Clara County	164AL	\$ 279,070
AL1631	Auburn	164AL	\$ 78,000
AL1632	Daly City	164AL	\$ 177,000
AL1633	Vacaville	164AL	\$ 220,000
AL1634	Merced	164AL	\$ 75,000
AL1635	Stanislaus County	164AL	\$ 198,000
AL1636	El Dorado County District Attorney	164AL	\$ 85,000
AL1637	City of Sacramento	164AL	\$ 215,000
AL1638	Salinas	164AL	\$ 257,000
AL1639	Contra Costa County	164AL	\$ 150,000
AL1640	Fresno County	164AL	\$ 364,000
AL1642	Stockton	164AL	\$ 345,000
AL1643	Santa Barbara County	164AL	\$ 142,000
AL1644	Butte County Probation	164AL	\$ 196,400
AL1645	Contra Costa County	164AL	\$ 327,000
AL1646	Placer County	164AL	\$ 85,500
AL1647	San Diego County	405d AL	\$ 480,498
AL1648	San Bernardino County	164AL	\$ 480,000
AL1649	Sacramento County	164AL	\$ 410,000
AL1650	Los Angeles County	405d AL	\$ 315,000
AL1651	Tulare County	164AL	\$ 83,000
AL1652	San Joaquin County	164AL	\$ 155,600
AL1653	Kern County	164AL	\$ 154,000

Grant	Agency	Fund	Amount
AL1654	Solano County	164AL	\$ 260,000
AL1655	California Highway Patrol	164AL	\$ 250,000
			\$ 21,834,357
Grant	Agency	Fund	Amount
DD1601	California Highway Patrol	402DD	\$ 200,000
DD1602	California Department of Motor Vehicles	402DD	\$ 75,000
DD1603	California Highway Patrol	402DD	\$ 750,000
DD1604	University of California, San Diego	405b DD	\$ 200,000
			\$ 1,225,000
Grant	Agency	Fund	Amount
DI1601	El Dorado County	405d AL	\$ 353,263
DI1602	Shasta County	405d AL	\$ 260,582
DI1603	Marin County	405d AL	\$ 387,593
DI1604	Monterey County	405d AL	\$ 404,925
DI1605	Calaveras County	405d AL	\$ 157,820
DI1606	Kern County	405d AL	\$ 425,889
DI1607	Sonoma County	405d AL	\$ 421,312
DI1608	Stanislaus County	405d AL	\$ 346,802
DI1609	Placer County	405d AL	\$ 332,465
DI1610	Fresno County District Attorney's Office	405d AL	\$ 695,512
DI1611	Yolo County	405d AL	\$ 184,073
DI1612	Sacramento County	405d AL	\$ 900,000
DI1612	Sacramento County	164AL	\$ 250,000
DI1613	Orange County	405d AL	\$ 764,758
DI1614	Glenn County	405d AL	\$ 116,492
DI1615	San Bernardino County	405d AL	\$ 196,150
DI1616	Lake County	405d AL	\$ 228,737
DI1617	San Diego	405d AL	\$ 263,000
DI1618	San Diego County	405d AL	\$ 577,965
DI1619	Los Angeles	405d AL	\$ 349,981
DI1620	Ventura County	405d AL	\$ 360,065
DI1621	Riverside County	405d AL	\$ 394,722
DI1622	Riverside County	405d AL	\$ 488,280
DI1623	Napa County	405d AL	\$ 228,441
DI1624	Solano County	405d AL	\$ 279,334
DI1625	San Francisco City/County	405d AL	\$ 287,624
DI1626	Madera County	405d AL	\$ 133,020
DI1627	California Department of Justice	405d AL	\$ 551,790
DI1628	California Highway Patrol	405d AL	\$ 1,500,000
DI1629	Ventura	405d AL	\$ 243,965
DI1630	Ventura County	405d AL	\$ 299,677
			\$ 12,384,237
Grant	Agency	Fund	Amount
EM1601	Shasta County Fire Protection District	402EM	\$ 98,000
EM1602	El Centro	402EM	\$ 32,500
EM1603	Chula Vista	402EM	\$ 210,000
			\$ 340,500
Grant	Agency	Fund	Amount
MC1601	California Highway Patrol	405f MC	\$ 450,000
MC1601	California Highway Patrol	402MC	\$ 300,000
MC1601	California Highway Patrol	2010	\$ 23,343
			\$ 773,343

Grant	Agency	Fund	Amount
OP1601	California State University, Fresno	405b OP	\$ 277,000
OP1602	Pomona	405b OP	\$ 147,000
OP1603	Tehama Health Services Agency	405b OP	\$ 149,352
OP1604	Yuba City	405b OP	\$ 154,775
OP1605	Butte County Public Health	405b OP	\$ 128,881
OP1606	San Diego County	402OP	\$ 250,000
OP1607	California Highway Patrol	405b OP	\$ 800,000
OP1608	Los Angeles	402OP	\$ 472,000
OP1609	Riverside County	405b OP	\$ 250,000
OP1610	California Department of Public Health	405b OP	\$ 353,500
OP1611	Stanislaus County	405b OP	\$ 84,000
OP1613	Lake County Fire Protection District	405b OP	\$ 70,298
OP1614	Glendora Police Department	405b OP	\$ 153,000
OP1615	Oxnard	405b OP	\$ 48,000
OP1616	University of California, San Diego	405b OP	\$ 350,000
OP1617	Sacramento County Sheriff	405b OP	\$ 190,775
OP1617	Sacramento County Sheriff	405d AL	\$ 44,225
			\$ 3,922,806
Grant	Agency	Fund	Amount
PA1601	California Office of Traffic Safety	402	\$ 2,992,476
PA1602	California Office of Traffic Safety	164AL	\$ 3,393,220
PA1603	California Office of Traffic Safety	2010	\$ 2,348
PA1604	California Office of Traffic Safety	405b	\$ 565,797
PA1605	California Office of Traffic Safety	405c	\$ 324,766
PA1606	California Office of Traffic Safety	405d	\$ 1,557,312
PA1607	California Office of Traffic Safety	405f	\$ 39,911
PA1608	California Office of Traffic Safety	408	\$ 107,995
PA1608	California Office of Traffic Safety	410	\$ 15,651
			\$ 8,999,476
Grant	Agency	Fund	Amount
PS1601	Gilroy	405b OP	\$ 30,000
PS1603	Santa Cruz County	405b OP	\$ 293,344
PS1604	Santa Maria	402PS	\$ 50,000
PS1605	San Luis Obispo County	402PS	\$ 120,500
PS1605	San Luis Obispo County	405b OP	\$ 15,663
PS1605	San Luis Obispo County	405d AL	\$ 71,572
PS1607	San Diego County	402PS	\$ 120,000
PS1608	City of Sacramento	405b OP	\$ 179,900
PS1609	California Highway Patrol	402PS	\$ 300,000
PS1610	Riverside County	402PS	\$ 217,803
PS1611	Daly City	405b OP	\$ 77,600
PS1612	California Department of Public Health	405b OP	\$ 226,556
PS1613	Sacramento County	405b OP	\$ 160,000
PS1614	City of Monterey	405b OP	\$ 110,000
PS1615	The Regents of the University of California, Berkeley Campus	402PS	\$ 100,000
PS1616	The Regents of the University of California, Berkeley Campus	402PS	\$ 150,000
PS1617	Santa Monica	402PS	\$ 57,000
PS1618	City of Palo Alto	405b OP	\$ 67,660
PS1619	Bakersfield	402PS	\$ 66,055

Grant	Agency	Fund	Amount
PS1620	Standard School District	402PS	\$ 113,450
PS1621	City of Santa Ana	402PS	\$ 100,000
PS1622	San Francisco City/County	405b OP	\$ 200,000
PS1623	The Regents of the University of California, Berkeley Campus	405b OP	\$ 280,000
PS1624	Los Angeles County	402PS	\$ 550,000
PS1625	University of California, San Diego	402PS	\$ 150,000
PS1626	City of Long Beach	402PS	\$ 150,000
PS1627	Lathrop	164AL	\$ 13,600
PS1627	Lathrop	402PT	\$ 13,400
PS1627	Lathrop	405b OP	\$ 3,000
PS1628	Clovis	405b OP	\$ 90,840
			\$ 4,077,943
Grant	Agency	Fund	Amount
PT1600	Alhambra	164AL	\$ 76,000
PT1600	Alhambra	402PT	\$ 66,000
PT1601	Irvine	164AL	\$ 271,592
PT1601	Irvine	402PT	\$ 150,000
PT1602	Santa Barbara County	164AL	\$ 81,500
PT1602	Santa Barbara County	402PT	\$ 30,500
PT1603	Glendora	164AL	\$ 185,000
PT1603	Glendora	402PT	\$ 35,000
PT1604	San Francisco	164AL	\$ 120,000
PT1604	San Francisco	405b OP	\$ 135,000
PT1605	Arroyo Grande	164AL	\$ 31,000
PT1605	Arroyo Grande	402PT	\$ 19,000
PT1606	Ontario	164AL	\$ 400,000
PT1606	Ontario	402PT	\$ 110,000
PT1607	Claremont	164AL	\$ 56,900
PT1607	Claremont	402PT	\$ 41,300
PT1608	Rohnert Park	164AL	\$ 33,580
PT1608	Rohnert Park	402PT	\$ 91,420
PT1609	Petaluma	164AL	\$ 85,462
PT1609	Petaluma	402PT	\$ 104,538
PT1610	Hayward	164AL	\$ 41,000
PT1610	Hayward	402PT	\$ 46,000
PT1611	Palm Springs	164AL	\$ 65,310
PT1611	Palm Springs	402PT	\$ 86,112
PT1612	Fairfield	164AL	\$ 111,082
PT1612	Fairfield	402PT	\$ 140,918
PT1613	Gilroy	164AL	\$ 50,880
PT1613	Gilroy	402PT	\$ 49,120
PT1614	Orange	164AL	\$ 173,705
PT1614	Orange	402PT	\$ 51,295
PT1615	Anaheim	164AL	\$ 264,038
PT1615	Anaheim	402PT	\$ 121,142
PT1616	Redondo Beach	164AL	\$ 94,000
PT1616	Redondo Beach	402PT	\$ 56,000
PT1617	Fortuna	164AL	\$ 65,000
PT1617	Fortuna	402PT	\$ 25,000
PT1618	Marina	405b OP	\$ 60,000
PT1619	Central Marin	164AL	\$ 20,083
PT1619	Central Marin	402PT	\$ 149,917

Grant	Agency	Fund	Amount
PT1620	Tustin	164AL	\$ 49,840
PT1620	Tustin	402PT	\$ 13,560
PT1621	Pasadena	164AL	\$ 281,000
PT1621	Pasadena	402PT	\$ 119,000
PT1622	Sanger	402PT	\$ 25,000
PT1623	Rialto	164AL	\$ 115,702
PT1623	Rialto	402PT	\$ 86,368
PT1624	El Monte	164AL	\$ 90,000
PT1624	El Monte	402PT	\$ 81,000
PT1625	Hollister	164AL	\$ 17,740
PT1625	Hollister	402PT	\$ 43,760
PT1626	Chula Vista	164AL	\$ 300,000
PT1626	Chula Vista	402PT	\$ 150,000
PT1626	Chula Vista	405d AL	\$ 29,000
PT1627	Turlock	164AL	\$ 39,500
PT1627	Turlock	402PT	\$ 29,500
PT1628	Burbank	164AL	\$ 30,000
PT1628	Burbank	402PT	\$ 20,000
PT1629	Redding	164AL	\$ 92,418
PT1629	Redding	402PT	\$ 122,292
PT1630	Upland	164AL	\$ 43,808
PT1630	Upland	402PT	\$ 75,086
PT1631	Newport Beach	164AL	\$ 295,000
PT1631	Newport Beach	402PT	\$ 68,740
PT1632	South Gate	164AL	\$ 61,000
PT1632	South Gate	402PT	\$ 66,000
PT1633	San Bernardino	164AL	\$ 225,000
PT1633	San Bernardino	402PT	\$ 125,000
PT1634	La Habra	164AL	\$ 99,000
PT1634	La Habra	402PT	\$ 55,000
PT1635	Manteca	164AL	\$ 48,408
PT1635	Manteca	402PT	\$ 65,287
PT1636	Concord	164AL	\$ 67,478
PT1636	Concord	402PT	\$ 108,522
PT1637	Marysville	164AL	\$ 21,450
PT1637	Marysville	402PT	\$ 57,000
PT1638	Culver City	164AL	\$ 60,000
PT1638	Culver City	402PT	\$ 55,000
PT1639	Lompoc	164AL	\$ 70,500
PT1639	Lompoc	402PT	\$ 64,500
PT1640	Murrieta	164AL	\$ 70,351
PT1640	Murrieta	402PT	\$ 65,482
PT1641	South Lake Tahoe	164AL	\$ 20,228
PT1641	South Lake Tahoe	402PT	\$ 15,272
PT1642	Hemet	164AL	\$ 44,833
PT1642	Hemet	402PT	\$ 90,000
PT1643	Fresno	164AL	\$ 550,000
PT1643	Fresno	402PT	\$ 150,000
PT1644	Lodi	164AL	\$ 89,000
PT1644	Lodi	402PT	\$ 32,400
PT1645	El Cajon	164AL	\$ 58,582
PT1645	El Cajon	402PS	\$ 57,783

Grant	Agency	Fund	Amount
PT1646	Atwater	164AL	\$ 48,500
PT1646	Atwater	402PT	\$ 13,000
PT1647	Visalia	164AL	\$ 142,500
PT1647	Visalia	402PT	\$ 66,000
PT1648	Orange County	164AL	\$ 334,141
PT1648	Orange County	402PT	\$ 90,187
PT1649	Huntington Beach	164AL	\$ 400,000
PT1649	Huntington Beach	402PT	\$ 100,000
PT1650	Downey	164AL	\$ 78,000
PT1650	Downey	402PT	\$ 91,000
PT1651	San Jose	164AL	\$ 176,551
PT1651	San Jose	402PT	\$ 83,449
PT1652	San Bruno	164AL	\$ 31,056
PT1652	San Bruno	402PT	\$ 15,944
PT1653	Irwindale	164AL	\$ 40,000
PT1654	Albany	164AL	\$ 28,591
PT1654	Albany	402PT	\$ 56,409
PT1655	Cathedral City	164AL	\$ 49,312
PT1655	Cathedral City	402PT	\$ 44,784
PT1656	Inglewood	164AL	\$ 171,000
PT1656	Inglewood	402PT	\$ 74,000
PT1657	Whittier	164AL	\$ 141,000
PT1657	Whittier	402PT	\$ 72,000
PT1658	Azusa	164AL	\$ 37,000
PT1658	Azusa	402PT	\$ 58,000
PT1659	Mill Valley	402PT	\$ 55,400
PT1660	Fountain Valley	164AL	\$ 46,370
PT1660	Fountain Valley	402PT	\$ 32,130
PT1661	Pinole	164AL	\$ 79,520
PT1661	Pinole	402PT	\$ 67,480
PT1662	Oakland	164AL	\$ 71,050
PT1662	Oakland	402PT	\$ 218,950
PT1663	Long Beach	164AL	\$ 177,000
PT1663	Long Beach	402PT	\$ 163,000
PT1664	San Mateo	164AL	\$ 54,450
PT1664	San Mateo	402PT	\$ 60,550
PT1665	Elk Grove	164AL	\$ 84,958
PT1665	Elk Grove	402PT	\$ 56,152
PT1666	Eureka	164AL	\$ 16,800
PT1666	Eureka	402PT	\$ 101,200
PT1667	Ventura County	164AL	\$ 157,000
PT1667	Ventura County	402PT	\$ 218,000
PT1668	Yuba City	164AL	\$ 25,540
PT1668	Yuba City	402PT	\$ 35,873
PT1669	Stanislaus County	164AL	\$ 30,000
PT1669	Stanislaus County	402PT	\$ 22,500
PT1670	City of Escondido	164AL	\$ 217,571
PT1670	City of Escondido	402PT	\$ 92,155
PT1671	Placentia	164AL	\$ 83,677
PT1671	Placentia	402PT	\$ 7,603
PT1672	Los Angeles County	164AL	\$ 1,000,000
PT1672	Los Angeles County	402PT	\$ 159,000

Grant	Agency	Fund	Amount
PT1673	San Rafael	164AL	\$ 97,595
PT1673	San Rafael	402PT	\$ 107,405
PT1674	Gardena	164AL	\$ 215,000
PT1674	Gardena	402PT	\$ 58,000
PT1675	South San Francisco	164AL	\$ 72,359
PT1675	South San Francisco	402PT	\$ 77,641
PT1676	Pittsburg	164AL	\$ 50,850
PT1676	Pittsburg	402PT	\$ 44,150
PT1677	Pacifica	164AL	\$ 34,299
PT1677	Pacifica	402PT	\$ 23,442
PT1678	Garden Grove	164AL	\$ 166,791
PT1678	Garden Grove	402PT	\$ 92,209
PT1679	Sebastopol	164AL	\$ 14,600
PT1679	Sebastopol	402PT	\$ 35,400
PT1680	Bakersfield	164AL	\$ 300,000
PT1680	Bakersfield	402PT	\$ 150,000
PT1681	Santa Barbara	164AL	\$ 192,000
PT1681	Santa Barbara	402PT	\$ 88,000
PT1682	Pismo Beach	164AL	\$ 35,000
PT1683	Bell	164AL	\$ 30,000
PT1683	Bell	402PT	\$ 45,000
PT1684	Sacramento	164AL	\$ 278,024
PT1684	Sacramento	402PT	\$ 216,476
PT1685	Modesto	164AL	\$ 191,500
PT1685	Modesto	402PT	\$ 107,000
PT1686	Laguna Beach	164AL	\$ 59,025
PT1686	Laguna Beach	402PT	\$ 57,295
PT1687	Bell Gardens	164AL	\$ 15,000
PT1687	Bell Gardens	402PT	\$ 38,000
PT1688	Kern County	164AL	\$ 45,280
PT1688	Kern County	402PT	\$ 6,441
PT1689	Riverside County	164AL	\$ 750,000
PT1689	Riverside County	402PT	\$ 670,000
PT1690	Ventura	164AL	\$ 69,000
PT1690	Ventura	402PT	\$ 28,000
PT1691	Sunnyvale	164AL	\$ 15,158
PT1691	Sunnyvale	402PT	\$ 65,842
PT1692	Colma	405b OP	\$ 30,700
PT1693	Huntington Park	164AL	\$ 78,000
PT1693	Huntington Park	402PT	\$ 48,000
PT1694	Santa Maria	164AL	\$ 257,000
PT1694	Santa Maria	402PT	\$ 100,000
PT1695	Vacaville	164AL	\$ 28,836
PT1695	Vacaville	402PT	\$ 26,164
PT1696	Salinas	164AL	\$ 15,700
PT1696	Salinas	402PT	\$ 96,700
PT1697	Burlingame	164AL	\$ 124,416
PT1697	Burlingame	402PT	\$ 134,284
PT1698	San Bernardino County	164AL	\$ 325,000
PT1698	San Bernardino County	402PT	\$ 225,000
PT1699	San Gabriel	164AL	\$ 77,400
PT1699	San Gabriel	402PT	\$ 47,600

Grant	Agency	Fund	Amount
PT16100	Oxnard	164AL	\$ 184,000
PT16100	Oxnard	402PT	\$ 87,775
PT16100	Oxnard	405d AL	\$ 3,225
PT16102	Montebello	164AL	\$ 63,500
PT16102	Montebello	402PT	\$ 20,500
PT16103	Berkeley	164AL	\$ 105,561
PT16103	Berkeley	402PT	\$ 74,439
PT16104	La Mesa	164AL	\$ 38,564
PT16104	La Mesa	402PT	\$ 53,474
PT16105	Vallejo	164AL	\$ 41,500
PT16105	Vallejo	402PT	\$ 62,500
PT16106	Seal Beach	164AL	\$ 86,603
PT16106	Seal Beach	402PT	\$ 53,397
PT16107	Davis	164AL	\$ 25,646
PT16107	Davis	402PT	\$ 88,849
PT16108	Ridgecrest	164AL	\$ 52,510
PT16108	Ridgecrest	402PT	\$ 30,463
PT16109	San Luis Obispo	164AL	\$ 171,000
PT16109	San Luis Obispo	402PT	\$ 19,000
PT16110	Fontana	164AL	\$ 150,000
PT16110	Fontana	402PT	\$ 65,933
PT16111	Monterey Park	164AL	\$ 40,000
PT16111	Monterey Park	402PT	\$ 146,000
PT16112	Westminster	164AL	\$ 65,375
PT16112	Westminster	402PT	\$ 34,445
PT16113	Palo Alto	164AL	\$ 50,000
PT16113	Palo Alto	402PT	\$ 22,000
PT16114	Selma	164AL	\$ 3,000
PT16114	Selma	405b OP	\$ 22,000
PT16115	San Ramon	164AL	\$ 7,880
PT16115	San Ramon	402PT	\$ 82,120
PT16116	Los Angeles	164AL	\$ 2,831,680
PT16116	Los Angeles	405b OP	\$ 500,000
PT16116	Los Angeles	405d AL	\$ 44,160
PT16117	Hawthorne	164AL	\$ 159,000
PT16117	Hawthorne	402PT	\$ 25,000
PT16118	Merced	164AL	\$ 48,000
PT16118	Merced	402PT	\$ 27,000
PT16119	San Pablo	164AL	\$ 43,888
PT16119	San Pablo	402PT	\$ 41,112
PT16120	Placerville	164AL	\$ 18,000
PT16120	Placerville	402PT	\$ 27,000
PT16121	Pomona	164AL	\$ 265,000
PT16121	Pomona	402PT	\$ 87,000
PT16122	Fullerton	164AL	\$ 148,521
PT16122	Fullerton	402PT	\$ 32,432
PT16122	Fullerton	405d AL	\$ 115,577
PT16123	Riverside	164AL	\$ 255,233
PT16123	Riverside	402PT	\$ 225,130
PT16124	Santa Ana	164AL	\$ 281,650
PT16124	Santa Ana	402PT	\$ 61,830
PT16125	Costa Mesa	164AL	\$ 123,293

Grant	Agency	Fund	Amount
PT16125	Costa Mesa	402PT	\$ 26,707
PT16126	West Sacramento	164AL	\$ 56,500
PT16126	West Sacramento	402PT	\$ 79,980
PT16127	Arcadia	164AL	\$ 98,000
PT16127	Arcadia	402PT	\$ 39,000
PT16128	Brea	164AL	\$ 87,031
PT16128	Brea	402PT	\$ 40,969
PT16129	Simi Valley	164AL	\$ 68,000
PT16129	Simi Valley	402PT	\$ 17,000
PT16130	San Diego County	164AL	\$ 400,000
PT16130	San Diego County	402PT	\$ 150,000
PT16131	Porterville	164AL	\$ 35,500
PT16131	Porterville	402PT	\$ 33,500
PT16132	Chino	164AL	\$ 121,604
PT16132	Chino	402PT	\$ 46,268
PT16133	Los Gatos	164AL	\$ 7,034
PT16133	Los Gatos	402PT	\$ 18,066
PT16134	San Diego	164AL	\$ 600,000
PT16134	San Diego	402PT	\$ 400,000
PT16135	Santa Monica	164AL	\$ 125,000
PT16135	Santa Monica	402PT	\$ 175,000
PT16136	Redlands	164AL	\$ 58,086
PT16136	Redlands	402PT	\$ 95,518
PT16137	National City	164AL	\$ 131,546
PT16137	National City	402PT	\$ 60,794
PT16138	Torrance	164AL	\$ 200,000
PT16138	Torrance	402PT	\$ 82,000
PT16139	Stockton	164AL	\$ 203,690
PT16139	Stockton	402PT	\$ 191,730
PT16140	Desert Hot Springs	164AL	\$ 64,200
PT16140	Desert Hot Springs	402PT	\$ 47,505
PT16141	Glendale	164AL	\$ 250,000
PT16141	Glendale	402PT	\$ 150,000
PT16141	Glendale	405d AL	\$ 40,000
PT16142	Santa Rosa	164AL	\$ 133,795
PT16142	Santa Rosa	402PT	\$ 83,205
PT16143	Oceanside	164AL	\$ 167,256
PT16143	Oceanside	402PT	\$ 59,859
PT16144	Corona	164AL	\$ 54,256
PT16144	Corona	402PT	\$ 21,662
PT16145	Buena Park	164AL	\$ 181,675
PT16145	Buena Park	402PT	\$ 84,270
PT16147	California Highway Patrol	402PT	\$ 555,000
PT16149	Napa	164AL	\$ 290,271
PT16149	Napa	402PT	\$ 74,519
PT16150	California Highway Patrol	164AL	\$ 173,486
PT16150	California Highway Patrol	402PT	\$ 283,986
PT16151	California Highway Patrol	402PT	\$ 150,000
PT16152	California Highway Patrol	402PT	\$ 1,800,000

Grant	Agency	Fund	Amount
PT16154	California Highway Patrol	402PT	\$ 250,000
PT16155	The Regents of the University of California, Berkeley Campus	402PT	\$ 645,000
PT16157	El Centro	164AL	\$ 42,000
PT16157	El Centro	402PT	\$ 72,903
PT16158	Citrus Heights	164AL	\$ 148,190
PT16158	Citrus Heights	405b OP	\$ 88,000
PT16160	Folsom	164AL	\$ 126,490
PT16160	Folsom	402PT	\$ 23,510
PT16161	Angels Camp	164AL	\$ 81,000
			\$ 37,541,045
Grant	Agency	Fund	Amount
RS1601	California Department of Transportation	402PM	\$ 750,000
TR1601	Emergency Medical Services Authority	405c TR	\$ 102,706
TR1602	Riverside County	405c TR	\$ 393,120
TR1603	California Department of Transportation	405c TR	\$ 481,634
TR1604	The Regents of the University of California, Berkeley Campus	405c TR	\$ 75,000
TR1605	The Regents of the University of California, Berkeley Campus	408TR	\$ 100,000
TR1606	The Regents of the University of California, Berkeley Campus	405c TR	\$ 190,000
TR1607	California Emergency Medial Services Authority	405c TR	\$ 222,800
TR1608	California Department of Transportation	408TR	\$ 399,469
TR1609	California Department of Public Health	408TR	\$ 600,000
TR1610	California Department of Motor Vehicles	405c TR	\$ 1,616,921
TR1611	California State Polytechnic University, Pomona	405c TR	\$ 145,170
TR1612	California Highway Patrol	405c TR	\$ 111,177
TR1613	The Regents of the University of California, Berkeley Campus	405c TR	\$ 123,000
TR1614	The Regents of the University of California, Berkeley Campus	405c TR	\$ 176,000
			\$ 5,486,997
		Total	\$ 96,585,704

EQUIPMENT LIST

EQUIPMENT LIST

Grant	Agency	Equipment	Fund
PT16127	Arcadia	1 DUI Utility Trailer @ \$8,500	164AL
PT1658	Azusa	3 Speed Feedback Signs @ \$6,283 each	402PT
PT1697	Burlingame	1 Traffic Collision Reconstruction System @ \$15,000	402PT
AL1614	California Department of Alcoholic Beverage Control	1 Mobile Juvenile Detention and Processing Center @ \$52,000	164AL
DII627	California Department of Justice	1 Liquid Chromatograph Dual Mass Spectrometer (LCMSMS) @ \$325,000 1 Automated Sample Preparation System @ \$150,000 1 Nitrogen Generator @ \$50,000	405d AL
TR1610	California Department of Motor Vehicles	1 High Volume Document Scanner @ \$18,000	405c TR
TR1608	California Department of Transportation	1 Data Collection System @ \$224,500 1 Data Collection Vehicle @ \$60,000 1 Workstation Software @ \$23,500 1 Web-Enabled Image Viewing Software @ \$40,000	408TR
TR1612	California Highway Patrol	1 3-D Laser Scanning System @ \$109,120	405c TR
PT16152	California Highway Patrol	4 Driving Simulators @ \$12,000 each 4 Radar Trailers @ \$12,200 each	402PT
AL1612	California Highway Patrol	4 DUI Trailers @ \$32,500 each	164AL
EM1603	Chula Vista	3 Extrication Systems @ \$48,730 each 3 Stabilization Systems @ \$19,647 each 3 Air Bag Systems @ \$14,054 each	402EM
PT16158	City of Citrus Heights	1 Radar Trailer @ \$11,124	402PT
PT1607	Claremont	1 Changeable Message Sign Trailer with Radar @ \$12,500 1 Light Tower Trailer @ \$17,800	402PT 164AL
PS1628	Clovis	1 Traffic Safety Education Trailer @ \$30,000	405b OP
PT1692	Colma	1 Changeable Message Sign Trailer with Radar @ \$19,000	405b OP
PT16107	Davis	1 Traffic Collision Reconstruction System @ \$35,000	402PT
EM1602	El Centro	1 Spreader @ \$12,000 1 Cutter @ \$11,500 1 Ram @ \$9,000	402EM
PT1665	Elk Grove	1 Traffic Collision Database System Upgrade @ \$7,300	402PT
PT1612	Fairfield	2 Motorcycles @ \$32,000 each 1 DUI Trailer @ \$30,250	402PT 164AL
PT16117	Hawthorne	1 DUI Trailer @ \$35,000	164AL
PT1642	Hemet	4 Speed Feedback Signs @ \$8,500 each	402PT
PT1686	Laguna Beach	1 Changeable Message Sign Trailer @ \$9,000	402PT
OP1613	Lake County Fire Protection District	1 Child Safety Seat Check-Up Event Trailer @ \$9,800	405b OP
PT1639	Lompoc	1 Traffic Collision Reconstruction System @ \$10,000	402PT
PT1663	Long Beach	1 Crash Data Retrieval System @ \$11,000	402PT
PT1635	Manteca	1 Changeable Message Sign Trailer @ \$15,000	402PT
PT1619	Central Marin	1 Motorcycle @ \$40,000	402PT
PT1618	Marina	1 Radar Trailer @ \$12,500 1 Motorcycle @ \$38,500	405b OP
PT1659	Mill Valley	1 Motorcycle @ \$25,000	402PT

Grant	Agency	Equipment	Fund
PT16111	Monterey Park	1 Changeable Message Sign Trailer with Radar @ \$20,000	402PT
PT16149	Napa	1 DUI Trailer @ \$40,000	164AL
PT1662	Oakland	5 Motorcycles @ \$35,000 each	402PT
PT1648	Orange County	1 Traffic Collision Reconstruction System @ \$17,500 1 Major Collision Reconstruction Vehicle @ \$75,000	164AL
PT1661	Pinole	1 DUI Trailer @ \$40,000 1 Traffic Collision Reconstruction System @ \$15,000	164AL 402PT
PT1671	Placentia	1 Light Tower Trailer @ \$15,100	402PT
PT1623	Rialto	1 Traffic Collision Reconstruction System @ \$45,000	402PT
TR1602	Riverside County	1 Traffic Collision Database System @ \$300,000	405c TR
PT1689	Riverside County	1 Traffic Collision Reconstruction System @ \$25,724 1 Radar Trailer @ \$15,000 1 Changeable Message Sign Trailer @ \$15,000 1 DUI Trailer @ \$8,500	402PT 164AL
PT1608	Rohnert Park	1 Traffic Collision Reconstruction System @ \$50,000	402PT
AL1605	Sacramento County	8 Evidential Breath Alcohol Analyzers @ \$11,780 each	164AL
PT16119	San Pablo	2 In-car Video Cameras @ \$6,500 each	402PT
PT16115	San Ramon	4 Lidar Devices w/Digital Video @ \$6,500 each 1 Traffic Collision Reconstruction System @ \$31,000	402PT
PT16135	Santa Monica	1 Traffic Collision Reconstruction System @ \$28,000 1 Crash Data Retrieval System @ \$11,400	402PT
AL1627	Santa Rosa	1 DUI Trailer @ \$35,000	164AL
EM1601	Shasta County Fire Protection District	3 Extrication Systems @ \$32,667 each	402EM
PT16129	Simi Valley	2 Portable Light Tower Systems @ \$5,400 each	164AL
AL1635	Stanislaus County	1 DUI Trailer @ \$40,000	164AL
PT16138	Torrance	1 DUI Trailer @ \$35,000	164AL
PT1667	Ventura County	1 Changeable Message Sign Trailer with Radar @ \$21,000	402PT
AL1624	West Sacramento	1 Changeable Message Sign Trailer @ \$20,000	164AL
PT16126	West Sacramento	6 Solar-Powered Flashing Crossing Beacons @ \$6,000 each	402PT

**PROGRAM AREA GRANTS
AND
HIGHWAY SAFETY STRATEGIES**

PROGRAM PLANNING AND ADMINISTRATION

PROGRAM OVERVIEW

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

- Identifying the state's most significant traffic safety problems.
- Prioritizing problems and developing methods for the distribution of funds.
- Developing the HSP and Annual Performance Report (APR).
- Recommending and developing individual grants to be funded.
- Conducting risk assessment.
- Monitoring grants.
- Evaluating accomplishments.
- Preparing a variety of program and grant reports.
- Conducting Grantee Performance Reviews.
- Contracting with the DOF to conduct grantee compliance audits.
- Increasing public awareness and community support.
- Participating in SHSP challenge team 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., *Child Passenger Safety (CPS) Week; Drunk Driving, Over the Limit, Under Arrest; National Distracted Driving Awareness Month, Click It or Ticket*, etc.
- Providing regional fiscal and operations trainings to all applicable grant personnel annually.
- Conducting workshops on OTS grant funding at several different conferences each year.
- Coordinating and hosting Lifesavers Annual Conference in Long Beach.
- Evaluating the Traffic Records program through a Traffic Records Assessment.
- Evaluating an automated grant system.

Current Staff

OTS includes a staff of 32 full-time positions and one retired annuitant responsible for the previously listed activities. The Director is responsible for the entire California program and serves as the Governor's Highway Safety Representative (GR). As the GR, the OTS Director participates in activities impacting the highway safety program nationwide. The Operations Division develops the HSP and is responsible for the implementation of the grants with both state and local entities. In addition, activities within the various program areas are administered through this division. The Administration and Program Support Division encompasses fiscal, business services, clerical support, and information technology services and support.

Training

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

- **Highway Safety Program Management** - This training course provided by the Transportation Safety Institute in Oklahoma provides vital training to new regional coordinators on planning, managing, and evaluation of traffic safety programs. The program covers a vast array of timely issues including enforcement, legislation, partnerships, deterrence, occupant protection, impaired driving, motorcycle, and speed, with an emphasis on research and best practices.
- **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. 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 grantee agencies in the OTS regions on grant specific information.
- **Leadership Development** - This training will enhance the quality of leadership within an individual or an organization. Through these programs, the OTS management team will acquire strategies, techniques, and knowledge to motivate, inspire, and increase performance within the organization.

Goals and Performance Measures

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

- Developing a coordinated HSP to submit to the CalSTA Secretary by June 1, 2015 and to NHTSA by July 1, 2015.
- Providing documentation on qualifications for special funded incentive programs.
- Developing, coordinating, monitoring, and administratively evaluating traffic safety grants identified in the HSP.
- Submitting the APR to the CalSTA Secretary by December 1, 2015, and to NHTSA by January 1, 2016.
- Utilizing all available means for improving and promoting the California traffic safety program.

TASKS

Task 1 - Operation of the Program

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

In accordance with 23 CFR 1252.5 (c)(3)(d), OTS is requesting NHTSA approval to continue charging the Associate Accounting Analyst position to charge salary and related costs to a combination of planning and administrative and program management functions. 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.

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

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

DETAIL FOR PLANNING AND ADMINISTRATION COSTS			
Personnel Costs		\$ 3,196,337	
Travel Expenses		\$ 70,000	
Contractual Services		\$ 5,250,564	
Equipment		\$ 31,000	
Other Direct Costs		\$ 465,066	
Indierct Costs		\$ 458,525	
<hr/>			
Total OTS Budget			\$ 9,471,492
Less: State Share			\$ (472,016)
Federal Share			\$ 8,999,476
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Less: Amount Chargeable to Program Areas		\$ 4,325,690	
Less: Public Information Campaigns		\$ 3,500,000	
<hr/>			
Total: Federal Share of PSP 16-PA			\$ 1,173,786
<hr/>			
<u>FUNDING</u>	<u>PROBLEM SOLUTION PLAN (PSP)</u>	<u>COST</u>	<u>PERCENT</u>
16-164AL	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$ 1,875,620	43.36%
16-2010	Incentive Grant Program to Increase Motorcycle Safety	\$ 1,298	0.03%
16-402DD	State/Community Highway Safety Grant Program	\$ 38,066	0.88%
16-402EM	State/Community Highway Safety Grant Program	\$ 16,870	0.39%
16-402MC	State/Community Highway Safety Grant Program	\$ 14,707	0.34%
16-402OP	State/Community Highway Safety Grant Program	\$ 35,471	0.82%
16-402PS	State/Community Highway Safety Grant Program	\$ 118,524	2.74%
16-402PT	State/Community Highway Safety Grant Program	\$ 744,451	17.21%
16-402RS	State/Community Highway Safety Grant Program	\$ 37,201	0.86%
16-405b	Occupant Protection	\$ 312,747	7.23%
16-405c	Traffic Safety Information Systems	\$ 179,516	4.15%
16-405d	Impaired Driving and Ignition Interlock	\$ 860,812	19.90%
16-405f	Motorcyclist Safety	\$ 22,061	0.51%
16-408	State Traffic Safety Information System Improvements Grants	\$ 59,695	1.38%
16-410	Alcohol-Impaired Driving Countermeasure Incentive Grant	\$ 8,651	0.20%
		\$ 4,325,690	100.00%

ANTICIPATED PROGRAM FUNDING SOURCES

FUND	2016 ESTIMATED APPROPRIATIONS
<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>\$ 33,000,000</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>\$ 22,000,000</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>\$ 5,600,000</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>\$ 4,900,000</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 content (BAC) testing, high risk drivers, DUI courts, underage drinking prevention, administrative license suspension and revocation, and self-sustaining impaired driving prevention.</p>	<p>\$ 13,400,000</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>\$ 420,000</p>
<p>TOTAL</p>	<p>\$ 79,320,000</p>

*These amounts are estimated and are subject to change.

**POLITICAL SUBDIVISION PARTICIPATION
IN STATE HIGHWAY SAFETY PROGRAM
FFY 2016 HSP**

	LOCAL		STATE*	TOTAL
	Local	Local Benefit		
	<u>402 State and Community Highway</u>			
New Grants	\$13,919,701.00	\$0.00	\$9,451,462.00	
	\$13,919,701.00		\$9,451,462.00	\$23,371,163.00
	59.56%		40.44%	
<u>164AL Minimum Penalties for Repeat Offenders for Driving While Intoxicated</u>				
New Grants	\$28,422,888.00	\$0.00	\$12,991,706.00	
	\$28,422,888.00		\$12,991,706.00	\$41,414,594.00
	68.63%		31.37%	
Combined (164AL, 410 and 402)	\$42,342,589.00	\$0.00		
	\$42,342,589.00		\$22,443,168.00	\$64,785,757.00
	65.36%		34.64%	
*Includes the Planning and Administration grants.				

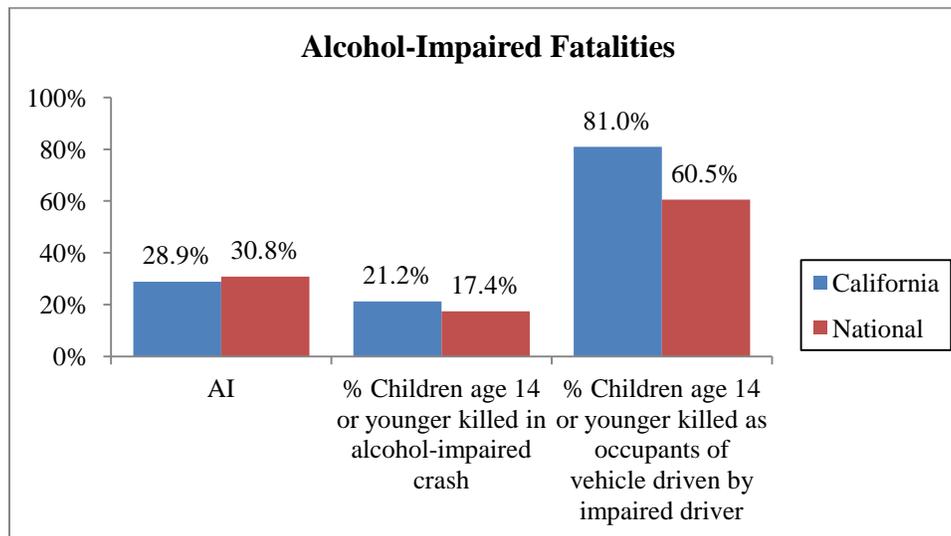
NOTE: At least 40 percent of the total federal annual obligation limitations for Section 402 and 164 funds must be used by or for the benefit of political subdivisions of the State.

ALCOHOL-IMPAIRED DRIVING

DATA ANALYSIS

National

On the national level, 32,719 people died in traffic crashes in 2013 in the United States. Nearly one-third of those fatalities, 10,076 people, were killed in alcohol-impaired driving crashes involving a vehicle driver or a motorcycle operator with a Blood Alcohol Concentration (BAC) of .08 grams per deciliter (g/dL) or higher. In 2013, the 21 to 24 age group represented the highest percentage of drivers in fatal crashes with BAC levels of 0.08 or higher at 33 percent, or 1,500 drivers. Also, a total of 1,149 children age 14 and younger were killed in motor vehicle collisions. Of those 1,149 fatalities, 200, or 17.4 percent, occurred in alcohol-impaired driving crashes. Out of those 200 deaths, 121, or 60.5 percent, were occupants of a vehicle with a driver who had a BAC level of .08 or higher and another 29, or 14.5 percent, were pedestrians or bicyclists struck by drivers with a BAC of .08 or higher.



California

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

NHTSA data shows that in California, alcohol-impaired-driving fatalities (fatalities in crashes involving at least one driver or motorcycle operator with a BAC of .08 or greater) increased from 829 in 2012 to 867 in 2013. California, at 28.9 percent, is better than the national average of 30.8 percent for alcohol-impaired driving fatalities. Furthermore, over two-thirds of the alcohol-impaired driving fatalities had a BAC of 0.15 or greater. In 2013, the 21 to 24 age group represented 18.5 percent, or 160, of the victims of driver impaired fatal crashes with BAC levels of .08 or higher. In 2013, a total of 99 children age 14 and younger were killed in motor vehicle collisions. Of those 99 fatalities, 21, or 21 percent, occurred in alcohol-impaired driving crashes. Out of those 25 deaths, 18, or 72 percent, were occupants of a vehicle with a driver who had a BAC level of .08 or higher.

With regard to repeat offenders, the 2014 DMV DUI MIS Report states that among convicted DUI offenders in 2011, 73.7 percent were first-time offenders and 26.3 percent were repeat offenders (one or more prior convictions within the previous ten years). The one-year recidivism rates for all first-time DUI offenders decreased to the lowest level observed in the past 22 years. More specifically, first offenders arrested in 2011 had a DUI re-offense rate 50 percent less than that of first-time offenders arrested in 1990. In contrast to the past eight years' evaluations, subsequent 1-year crash rates of alcohol or drug-related reckless offenders, who were mandated to attend a DUI program, were significantly lower than those who were not mandated. Additionally, the DUI incidence rates of those mandated to attend a DUI program were lower than the rates of those who were not mandated. Length of the

mandated DUI program (three months versus nine months) demonstrated no significant difference on DUI incidence and crash rates.

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

SHSP Action Items

Challenge Area: Alcohol and Drug Impairment

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed 23 action items during 2008 – 2014. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

High Visibility Enforcement

- Conduct increased DUI enforcement (DUI/DL checkpoints, saturations, court stings, warrant details, and stakeouts) and enhanced media awareness during the Winter and Summer NHTSA mobilizations, as well as sustained enforcement during Halloween, Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, Memorial Day, and Independence Day holidays.
- Promote the "Avoid DUI" program by partnering with local law enforcement, Sheriff Departments, CHP, and special police departments during holiday periods with increased incidents of alcohol-involved collisions. This program publicizes the DUI task forces using high-visibility sobriety checkpoints and DUI saturations through an intense media campaign.
- Illuminate "*Report Drunk Drivers – Call 911*" on approximately 625 fixed freeway changeable message signs.
- Promote NHTSA's "*Drive Sober or Get Pulled Over*" message in daily press releases, interviews, and social media.
- Conduct highly publicized motorcycle safety DUI saturation patrols in areas or during events with motorcycle incidents or collisions resulting from DUI drivers/motorcyclists.

Increased Enforcement

- Conduct DUI/DL checkpoints, saturations, court stings, warrant details, and stakeouts.
- Through ABC, fund local law enforcement agencies to conduct underage drinking prevention and enforcement activities including Minor Decoy, Shoulder Tap, Trap Door, Target Responsibility for Alcohol Connected Emergencies (TRACE), Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT), and Retail Operating Standards Task Force (ROSTF) operations.
- Fund "corridor DUI programs" that select corridors based on data showing disproportionate numbers of DUI collisions and convening task forces to implement identified solutions.
- Expand the "Hot List" program of suspended and revoked multiple DUI offenders for 50 law enforcement agencies.

Education

- Fund “Know Your Limit” campaigns.
- Fund live DUI court proceedings (trials and/or sentencing) in high schools in order to provide students the opportunity to see, up-close, the consequences of DUI to individual drivers and crash victims in their own communities.
- Fund “A Life Interrupted” alcohol awareness program in high schools.
- Award mini-grants to local agencies to conduct the “Every 15 Minutes” and “Sober Graduation” programs.
- Collaborate with the Regents of the University of California, Berkeley (UCB) and the Entertainment Industry's Voice for Road Safety (RADD) to promote model designated driver rewards program throughout California.
- Increase DUI education efforts in middle school, high school, and college campus communities.
- Fund community-based DUI prevention and education efforts including booths, crashed-car exhibits and multi-media presentations at schools and community events, and the expansion of victim impact panels and law enforcement recognition programs.

Prosecution

- Fund the Statewide TSRP program to provide specialized DUI prosecution training, mentoring, providing technical support to counties with DUI vertical prosecution programs, and litigation support in complex DUI or vehicular homicide trials.
- Fund two DUI courts in San Joaquin and Marin counties and vertical prosecution programs for the City of Los Angeles and the City of San Francisco, as well as Calaveras, El Dorado, Fresno, Glenn, Kern, Lake, Madera, Marin, Monterey, Napa, Orange, Placer, Riverside, Sacramento, San Bernardino, San Diego, San Francisco, Shasta, Solano, Sonoma, Stanislaus, Ventura, and Yolo counties.

Training

- Fund statewide NHTSA Standardized Field Sobriety Testing (SFST) training to traffic and patrol officers.
- Fund statewide NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) training to traffic and patrol officers.
- Fund alcohol wet lab and field certification training for Peace Officer Standards and Training (POST) DRE Academies.

Funded Grant Goals

- To reduce the number of persons killed in alcohol-involved collisions 5 percent by September 30, 2016.
- To reduce the number of persons injured in alcohol-involved collisions 6 percent by September 30, 2016.
- To reduce hit-and-run fatal collisions 5 percent by September 30, 2016.
- To reduce hit-and-run injury collisions 5 percent by September 30, 2016.
- To reduce nighttime (2100 - 0259 hours) fatal collisions 5 percent by September 30, 2016.

- To reduce nighttime (2100 - 0259 hours) injury collisions 5 percent by September 30, 2016.
- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions 5 percent by September 30, 2016.
- To reduce the number of motorcyclists killed in alcohol-involved collisions 5 percent by September 30, 2016.
- To reduce the number of motorcyclists injured in alcohol-involved collisions 5 percent by September 30, 2016.

TASKS

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2016 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - Local DUI Enforcement

There are currently no grants funded under this task. However, DUI enforcement operations are included in the STEP grants in the Police Traffic Services Section.

Task 3 - Enforcement/Education/and Public Information

This task provides for the continued focus on traffic safety through enforcement, training for law enforcement personnel and alcohol retailers, and public education through outreach.

Task 4 - College and Younger Age Youth Programs

This task provides for alcohol education and awareness programs, which focus on ages from middle school through college. DUI prevention programs for high schools and university campuses will also expand elements from previous successful programs. The expanded programs will include components addressing use of seat belts, and bicycle and pedestrian safety elements.

Task 5 - Judicial Support/Legal Process

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

Task 6 - Management Information Systems/Evaluations

This task provides for the expansion, redesign, and enhancement of DUI management information systems to have faster response times. It also provides for comprehensive traffic safety evaluations of traffic crashes in California, along with a comprehensive analysis of certain DUI sanctions and their effectiveness.

Task 7 - Testing Equipment

This task provides for evidential breath alcohol analyzers for Sacramento County.

Task 8 - Multiple DUI Warrant Service/Supervisory Probation Programs

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

Task 9 - Multi-Agency “Avoid DUI” Campaigns

Local law enforcement, Sheriff Departments, and CHP will partner with the “Avoid DUI” program during holiday periods to conduct increased DUI enforcement. This program publicizes multi-agency DUI task forces using high-visibility sobriety checkpoints and DUI saturations through an intense media campaign. In Southern California counties (San Luis Obispo, Santa Barbara, Ventura, Kern, Los Angeles, San Bernardino, Orange, Riverside, San Diego and Imperial), “Avoid DUI” operations will be directly funded in individual STEP grants.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
AL1612	3	California Highway Patrol	164AL	\$ 5,675,000
AL1655	3	California Highway Patrol	164AL	\$ 250,000
AL1614	3	California Department of Alcoholic Beverage Control	164AL	\$ 2,000,000
AL1615	3	California Department of Alcoholic Beverage Control	405d AL	\$ 655,000
AL1603	4	Shasta County Public Health	405b OP	\$ 146,043
AL1604	4	Riverside County	405b OP	\$ 168,768
AL1607	4	The Regents of the University of California, Berkeley Campus	405d AL	\$ 985,000
AL1609	4	Tulare County Office of Education	405d AL	\$ 464,000
AL1610	4	California Highway Patrol	164AL	\$ 1,500,000
AL1617	4	Bakersfield	405d AL	\$ 24,133
AL1602	5	Monterey County	164AL	\$ 350,000
AL1606	5	Sacramento County	405d AL	\$ 950,000
AL1618	5	San Joaquin County	405d AL	\$ 748,000
AL1608	6	California Department of Motor Vehicles	408TR	\$ 106,545
AL1616	6	California Department of Motor Vehicles	410	\$ 174,000
AL1605	7	Sacramento County	164AL	\$ 120,000
AL1613	8	California Highway Patrol	405d AL	\$ 350,000
AL1640	8	Fresno County	164AL	\$ 364,000
AL1643	8	Santa Barbara County	164AL	\$ 142,000
AL1644	8	Butte County	164AL	\$ 196,400
AL1645	8	Contra Costa County	164AL	\$ 327,000
AL1646	8	Placer County	164AL	\$ 85,500
AL1647	8	San Diego County	405d AL	\$ 480,498
AL1648	8	San Bernardino County	164AL	\$ 480,000
AL1649	8	Sacramento County	164AL	\$ 410,000
AL1650	8	Los Angeles County	405d AL	\$ 315,000
AL1651	8	Tulare County	164AL	\$ 83,000
AL1652	8	San Joaquin County	164AL	\$ 155,600
AL1653	8	Kern County	164AL	\$ 154,000
AL1654	8	Solano County	164AL	\$ 260,000
AL1619	9	Visalia	164AL	\$ 180,000
AL1620	9	Hayward	164AL	\$ 240,000
AL1621	9	Siskiyou County	164AL	\$ 50,000
AL1622	9	Capitola	164AL	\$ 60,000

Grant	Task	Agency	Fund	Amount
AL1623	9	Paradise	164AL	\$ 60,000
AL1624	9	West Sacramento	164AL	\$ 140,000
AL1625	9	Napa	164AL	\$ 150,000
AL1626	9	Marysville	164AL	\$ 85,000
AL1627	9	Santa Rosa	164AL	\$ 165,000
AL1628	9	San Rafael	164AL	\$ 235,000
AL1629	9	Clovis	164AL	\$ 270,800
AL1630	9	Santa Clara County	164AL	\$ 279,070
AL1631	9	Auburn	164AL	\$ 78,000
AL1632	9	Daly City	164AL	\$ 177,000
AL1633	9	Vacaville	164AL	\$ 220,000
AL1634	9	Merced	164AL	\$ 75,000
AL1635	9	Stanislaus County	164AL	\$ 198,000
AL1636	9	El Dorado County District Attorney	164AL	\$ 85,000
AL1637	9	Sacramento	164AL	\$ 215,000
AL1638	9	Salinas	164AL	\$ 257,000
AL1639	9	Contra Costa County	164AL	\$ 150,000
AL1642	9	Stockton	164AL	\$ 345,000
			Total	\$ 21,834,357

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

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Descriptions
AL1612	3	<p>California Highway Patrol</p> <p>Reducing Impaired Driving II (RID2)</p> <p>CHP will implement a statewide grant to combat fatal and injury collisions attributed to DUI. Grant activities will include DUI/driver's 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.</p>
AL1655	3	<p>California Highway Patrol</p> <p>Regional Campaign Against Impaired Drivers II</p> <p>CHP will implement a grant to reduce the number of victims killed and injured in reportable traffic collisions where the primary collision factor is DUI in the CHP Modesto, Buellton, and Santa Barbara Areas. This grant will include enhanced enforcement and a public education campaign to raise awareness on the dangers of DUI and initiate changes in driver behavior toward abuse of alcohol. Enhanced enforcement will include repeat DUI offender task force operations and DUI saturation patrols.</p>

Grant	Task	Agency/Title/Descriptions
AL1614	3	<p>California Department of Alcoholic Beverage Control</p> <p>Education and Teen Alcohol Enforcement Program</p> <p>ABC will expand its efforts to achieve the ongoing goal of reducing youth access to alcohol by combining enforcement operations with training and education programs. Minor decoy & shoulder tap operations will be conducted throughout the State. Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT)/Retail Operating Standards Task Force (ROSTF) inspections will be conducted at retail outlets. Enforcement/training grants will be awarded to local law enforcement agencies to conduct minor decoy, shoulder tap operations, and IMPACT/ROSTF inspections within their own jurisdictions. In addition, Place of Last Sale Enforcement along with specific holiday enforcement operations aimed at preventing youth access to alcohol will be conducted as well as Target Responsibility for Alcohol Connected Emergencies (TRACE) trainings, investigations, and free Licensee Education on Alcohol and Drugs.</p>
AL1615	3	<p>California Department of Alcoholic Beverage Control</p> <p>California Department of Alcoholic Beverage Control - Combined Responsibility to Educate and Eliminate Drunk Driving/MADD</p> <p>ABC will partner with Mothers Against Drunk Driving (MADD) to educate and bring awareness to communities of the human toll alcohol-related crashes takes throughout California. This grant will continue to unite MADD with law enforcement agencies focused on the same campaign of intolerance to DUI and underage drinking.</p>
AL1603	4	<p>Shasta County Public Health</p> <p>Shasta Teens Behind the Wheel</p> <p>Shasta Teens Behind the Wheel will be a county-wide high school and middle school educational program that will educate teens and pre-teens about the dangers and consequences of impaired and distracted driving. The program will urge teens to drive responsibly through educational programming and dissemination of messages to teens and their parents. Activities will include a Real DUI Sentencing assembly, traffic safety presentations, education through community event, educational campaigns, educational events on high school and middle school campuses, an Arrive Alive Tour to local high schools, and extended messages of safe driving habits to students before they reach driving age.</p>
AL1607	4	<p>The Regents of the University of California, Berkeley Campus</p> <p>RADD California College DUI Awareness Project</p> <p>This project will combine university and community outreach through campus-led DUI prevention efforts and business-led community solutions. The program uses environmental and marketing strategies to reduce alcohol-related motor vehicle deaths and injuries among individuals 18-34 years of age throughout California, with special emphasis on young males ages 20-28. The goals of this project are to 1) increase campus and community training opportunities on evidence-based strategies to address impaired driving; 2) increase resources and support to help campuses, participating establishments, and hospitality zones effectively address impaired driving; and 3) increase exposure to messages that promote alternatives to impaired driving to student and others, primarily males ages 20-28 in surrounding communities.</p>

Grant	Task	Agency/Title/Descriptions
AL1609	4	<p>Tulare County Office of Education</p> <p>Youth to Youth: Ensuring More Futures</p> <p>The Friday Night Live Partnership will ignite a revolution for change in traffic safety attitudes throughout the state. This movement will take shape through statewide data collection, extensive media outreach, youth and adult participant and parent trainings, as well as statewide collaboration and networking between traffic safety advocates.</p>
AL1610	4	<p>California Highway Patrol</p> <p>Teen Choices 8</p> <p>CHP will publicize the Every 15 Minutes (E15M) program, Sober Graduation events, and other CHP alcohol reduction education programs by conducting informational presentations to high schools, community-based organizations, local law enforcement, fire departments, and/or health departments in California. The CHP will facilitate E15M programs, as well as Sober Graduation events and other CHP alcohol reduction education programs to schools unable to participate in the full E15M program, and distribute educational materials emphasizing the consequences of drinking and driving.</p>
AL1617	4	<p>Bakersfield</p> <p>A Life Interrupted</p> <p>The Bakersfield Police Department will deliver "A Life Interrupted" presentations designed to convey true stories involving teens throughout the community that have lost their lives due to senseless and preventable acts. It also will be presented to community groups and businesses to bring awareness to the dangers of distracted and reckless driving. The "A Life Interrupted" trailer will also be present at all DUI checkpoints.</p>
AL1602	5	<p>Monterey County</p> <p>Monterey County DUI Court</p> <p>This grant supports a new DUI Court Program in Monterey County designed to prohibit repeat DUI offenders from re-offending. The goal of this program is to reduce recidivism among impaired drivers thereby reducing alcohol and/or drug-involved collisions, injuries and fatalities. The DUI Court provides an intensive program utilizing judicial supervision, drug/alcohol testing, mandated treatment when needed, and the use of incentives and sanctions to make behavior changes. Collaboration with law enforcement and a multi-cultural awareness program complete the DUI Court program.</p>
AL1606	5	<p>Sacramento County</p> <p>Traffic Safety Resource Prosecutor Program (TSRP)</p> <p>The TSRP program is a statewide program focusing on DUI and DUID. TSRPs provide specialized training and technical assistance to police officers, prosecutors, and other traffic safety professionals. The training will cover all aspects of DUI/DUID, including but not limited to trial advocacy, expert testimony, standardized field sobriety tests, collision reconstruction, DRE, toxicology, and legal updates. A Central TSRP Resource Center will be maintained along with a mentoring program for police and prosecutors.</p>

Grant	Task	Agency/Title/Descriptions
AL1618	5	<p>San Joaquin County Superior Court</p> <p>San Joaquin DUI Court Program</p> <p>The grant supports an existing DUI Court Program in San Joaquin County designed to prohibit repeat DUI offenders from re-offending. The goal of this program is to reduce recidivism among impaired drivers thereby reducing alcohol and/or drug-involved collisions, injuries and fatalities. The DUI Court provides an intensive program utilizing judicial supervision, drug/alcohol testing, mandated treatment when needed, and the use of incentives and sanctions to make behavior changes. Collaboration with law enforcement and a multi-cultural awareness program complete the DUI Court program.</p>
AL1608	6	<p>California Department of Motor Vehicles</p> <p>Statewide DUI Hotlist Expansion Project</p> <p>DMV will continue to implement the DUI Hotlist, making it accessible to law enforcement agencies, statewide. DMV will continue to: (a) transition police and sheriff's agencies participating in the statewide Hot List program to receive the lists through web access, until it is confirmed that all participating agencies from the initial phases of the Hot List program can obtain access to the lists through web access; (b) monitor web application problems and law enforcement access; (c) communicate and collaborate with law enforcement agencies and DMV web access administrators to resolve any problems; (d) solicit participation in the program of additional law enforcement agencies; and (e) track enforcement activities resulting from use of the Hot Lists to establish data in the event of conducting an outcome analysis in a subsequent grant cycle.</p>
AL1616	6	<p>California Department of Motor Vehicles</p> <p>Implementation of Vertical Prosecution in California: A Process Evaluation</p> <p>Effective prosecution and adjudication of first and repeat offenders is expected to result in a reduced recidivism. However, indications are that the program is being implemented in vastly different ways from county to county since its inception. The program is quite costly to support and there is now the need to determine which implementation practices have the strongest potential for success. To help determine this, a process evaluation will be conducted and summarized in a report describing county variations in implementation, strengths and weaknesses in the various adaptations, and providing recommendations to assist OTS in making empirically sound decisions about the most cost effective way to support the program in the future.</p>
AL1605	7	<p>Sacramento County</p> <p>Enhanced Forensic, Laboratory Support for Prosecution of Alcohol and Drug Impaired Driver</p> <p>The Sacramento County District Attorney's Office Laboratory of Forensic Services (LFS) will provide scientific support at all scheduled DUI checkpoints (approximately 30) conducted within Sacramento County. With the testing instrument on-site, law enforcement can test drivers and process the vehicle's occupants immediately rather than transporting the subjects to the jail downtown for analysis.</p>

DISTRACTED DRIVING

DATA ANALYSIS

In the 21st century, driver distraction has emerged as a new and significant traffic safety concern. While distraction and inattention are not new, the number and complexities of distraction have grown substantially. Distractions can be visual, manual, and/or cognitive. Cell phone use and texting are the most commonly discussed forms of driver distraction, but all of the following activities can also be considered potentially distracting: eating or drinking, adjusting vehicle controls (radio, air conditioning), interacting with passengers, grooming, using electronic devices (GPS, smart phone), and using in-vehicle technologies. Distraction is any type of inattention that diverts a driver's attention from the road, and even includes fatigue or reading road signs. While numerous potential distractions exist, technological distractions are broadly recognized as a primary and growing concern. The issue continues to grow as the industry innovates and portable electronics become increasingly more accessible, specialized, and specifically manufactured for use in motor vehicles.

National

Public awareness of the dangers of mobile phone use and driving suggests a conflict between the perception of the dangers associated with mobile phone use and the driver behavior related to mobile phone use. While most drivers report that it is unacceptable for drivers to talk on handheld phones, to send a text message, or to email, most also report engaging in this behavior. In fact, one study found that the use of cell phones in motor vehicles is associated with a quadrupling for the risk of a collision for the duration of the call.

There is also a misconception that hands-free is risk-free. The 2012 Traffic Safety Culture Index found that 66 percent of licensed drivers believed hand-held cell phone use is unacceptable, more than half, or 56.2 percent, believed that it was acceptable to use hands-free devices. However, all types of cell phone conversation are associated with inattention blindness which leads to delayed reaction time, failure to notice traffic signals, higher risk of rear-end crashes, and reduced ability to recall visual stimuli details. As cell phones become increasingly prevalent, the frequency of use in motor vehicles is expected to increase.

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

Nationally, distracted driving fatalities decreased 5.3 percent from 3,328 in 2012 to 3,154 in 2013 while the number of injuries increased 0.7 percent from 421,000 in 2012 to 424,000 in 2013. Of those people killed in distracted-driving related crashes, 445 involved reported a cell phone as a distraction, or 14 percent of fatalities in distraction-related crashes. Of those injured, distracted-driving related crashes, 34,000 involved reported a cell phone as a distraction, or 8 percent of injuries in distraction-related crashes. In general, younger drivers are less likely to perceive distracted driving as a serious threat. The age group with the greatest proportion of distracted drivers was the under-20 age group; 10 percent of drivers involved in fatal crashes were distracted. Of those drivers involved in 2013 fatal crashes, who were reported distracted, the 20 to 29 year-olds had the highest proportion of cell phone involvement at 27 percent.

California

California Vehicle Codes applying to distracted driving include §23123, §23123.5 and §23124. Current law prohibits handheld use of cell phones while driving, as well as use of wireless electronic devices while driving, and prohibits drivers under age 18 from using handheld or hands-free cellular devices while driving. However, it is difficult to enforce these laws because distractions are difficult to observe from outside the vehicle. Another challenge is that police reporting, especially as it relates to distracted driving, varies significantly across jurisdictions; while many variables in police reporting are universal, distraction is not included in that list and ranges

from a standalone field to narrative reporting. Lastly, technological improvements are advancing at a quicker rate than police collision reporting is able to accommodate.

California's Statewide Traffic Safety Survey

As part of the July 2014 intercept interviews, a number of questions were asked to 1,870 drivers related to the perception of distracted driving. Distracted driving because of texting was the most frequent response to the question of the biggest safety problem on California roadways. Respondents in Central California were significantly more likely to believe that they would receive a ticket for hand-held phone use than either Northern or Southern Californian drivers. The following is a brief summary of the findings:

- Texting while driving was listed as the most serious distraction by California drivers. Drivers age 18 to 55 report texting as the biggest safety concern.
- Nearly half (48.5 percent) of respondents talked on a handheld device while driving in the past 30 days.
 - Northern Californians were less likely to engage in this behavior than Central and Southern Californians.
 - Drivers age 18 to 34 were the most likely to have talked on a handheld phone while driving. They also state that they made more driving mistakes due to cell phone use compared to drivers age 55 and older.
- Forty-three percent of respondents texted or emailed while driving in the past 30 days.
 - Southern Californians were more likely to text or email while driving than Northern and Central Californians.
 - Drivers age 18 to 24 were the most likely offenders.
- Seventy-one percent of respondents believe that using hands-free is safer than a handheld phone while driving.
 - Southern Californians were more likely to believe this than the other two regions.
 - Roughly 73 percent of young drivers age 18- to 24 believed this compared to 48 percent of drivers 71 and older.
- Nearly 40 percent of respondents report talking on their cell phone while driving since the hands-free law went into effect. Nearly half, or 48.5 percent, of drivers age 18 to 24 report talking less on their cell phones due to this legislation.
- Over 60 percent of respondents report having been hit or nearly hit by a driver who was talking or texting on a cell phone. This was more prevalent in Southern California.

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

In April 2015, California conducted its Fifth Annual Statewide Observational Survey of Cell Phone Use and Texting among California Drivers at 130 sites for 5,349 observations. Drivers in suburban areas were more likely drive distracted due to electronic devices than drivers in urban and rural areas. Drivers age 16- to 24 were more likely to drive distracted due to electronic devices than those aged 70 and older. The overall observed cell phone use rate in California in 2015 is 9.2 percent, up from 6.6 percent in 2014.

SHSP Action Items

Challenge Area: Distracted Driving

In coordination with federal, state, local and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed four action items during 2008 – 2014. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

High Visibility Enforcement

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

Education

- Fund “Impact Teen Drivers” through a CHP grant that provides education to teens.
- Educate teens, parents, and employees not to call their family or friends when they know the recipient is driving and to include a distracted driving message to their no answer voice mail greeting such as, *I’m either driving or away from the phone right now.* Additionally, encourage parents, caregivers, and others who drive children to be proper role models and not use their cell phones while driving.
- Fund “Just Drive-Take Action against Distraction” through the University of California, San Diego that provides education to businesses and organizations as part of employee safety and wellness.

Other

- Contract with a research firm to conduct the Annual Cell Phone and Texting Observational Survey.

Funded Grant Goals

- To reduce fatal collisions involving drivers using handheld cell phones.
- To reduce injury collisions involving drivers using handheld cell phones.

TASKS

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2016 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, distributing literature and media materials developed through successful grants, or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, or educational meetings or conferences.

Task 2 - Enforcement, Public Education and Public Information

This task provides funding for statewide public information, education, and media campaign focusing on the dangers of distracted driving, texting, and using a cell phone while driving. These efforts will be geared towards teen and adult drivers. Additionally, the University of California, San Diego will provide education to employees in city and county government, private corporations, and educational institutions.

Task 3 – Evaluation

This task provides funding for an evaluation of driving records of drivers convicted of a cell phone law violation.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
DD1601	2	California Highway Patrol	402DD	\$ 200,000
DD1603	2	California Highway Patrol	402DD	\$ 750,000
DD1604	2	University of California, San Diego	405b DD	\$ 200,000
DD1602	3	California Department of Motor Vehicles	402DD	\$ 75,000
			Total	\$ 1,225,000

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

Grant	Task	Agency/Title/Descriptions
DD1601	2	<p>California Highway Patrol</p> <p>Adult Distracted Drivers VI</p> <p>Distracted or inattentive driving presents a significant danger to all roadway users including motorists, bicyclists, and pedestrians. The CHP will conduct a statewide enforcement and education campaign designed to bring distracted driving behaviors to the attention of the motoring public. This grant will include traffic safety presentations to help educate the public on the different types of distractions that frequently and negatively affect driving ability. Distractions may include: interacting with passengers/pets, using cell phones, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions. These tasks remove the driver's attention from the primary task of driving.</p>

Grant	Task	Agency/Title/Descriptions
DD1603	2	<p>California Highway Patrol</p> <p>Teen Distracted Drivers Education and Enforcement (TDDEE) V</p> <p>CHP will implement a statewide grant focusing on distracted driving among teens. The grant will provide enhanced enforcement and a broad public awareness education campaign. Teen drivers are increasingly distracted by mobile devices such as cell phones (and associated texting), causing collisions, injuries, and fatalities. Successful teen programs have demonstrated the combined efforts of law enforcement and outreach programs can be effective tools in communicating the importance of driving safely. This program will contract with a teen driver safety education group to provide presentations to stakeholders and partner with stakeholder groups (including teachers, parents, and teen groups) to enhance community involvement.</p>
DD1604	2	<p>University of California, San Diego</p> <p>Interventions to Reduce Cell Phone Distracting Driving</p> <p>This program aims to reduce cell phone distracted driving among commercial and non-commercial drivers. A one-hour curriculum will focus on the dangers, as well as provide practical and feasible strategies to reduce these behaviors. The course will be delivered to employees in the workplace; targeted agencies include city and county government, private corporations, and educational institutions. Technical assistance on the development and enhancement of cell phone policies in the work place will be provided to organizations. To facilitate statewide expansion of the 'Just Drive' program, a Train-the-Trainer curriculum will be delivered to all CHP PIO's for use in their communities.</p>
DD1602	3	<p>California Department of Motor Vehicles</p> <p>Examining the Traffic Safety Risk of Cell Phone Law Violators and the Possibility of Assigning Violation Points to Driving Records for Cell Phone Violations.</p> <p>DMV will examine the potential effect of assigning a point to the driving records of drivers convicted of a cell phone law violation. Using a sample of drivers in the state of California, we will examine driving records during the first four years after the current California cell phone laws went into effect (2008 through 2012) in order to provide information regarding how common cell phone violations are in the state of California; determine whether cell phone law violators have higher crash risks than non-violators; and estimate the impact of such legislation on a successful negligent operator intervention program currently in place.</p>

DRUG-IMPAIRED DRIVING

DATA ANALYSIS

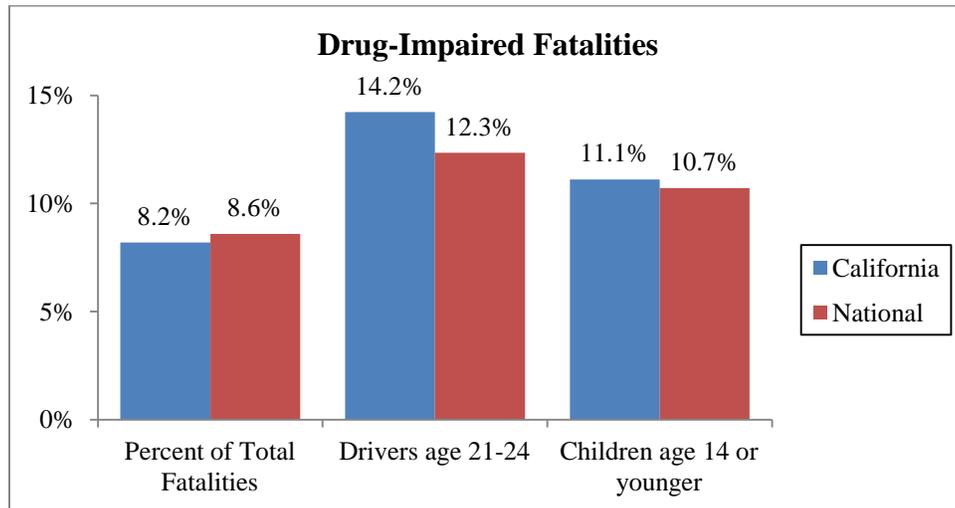
National

According to NHTSA, 32,719 people died in traffic crashes in 2013 in the United States. An estimated 2,812 people, or 8.6 percent, were killed in drug-involved driving crashes. In 2013, the 21 to 24 age group, which accounted for 347 deaths, represented 12.3 percent of the total number of drug-involved-driving fatalities. A total of 1,149 children age 14 and younger were killed in motor vehicle collisions. Of those fatalities, 123, or 10.7 percent, occurred in drug-involved-driving crashes.

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

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

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



California

In 2013, according to NHTSA, 3,000 people died in traffic crashes in California. In California, drug-involved-driving fatalities (fatalities in crashes involving at least one driver or motorcycle operator with drugs involved) increased from 240 in 2012 to 246 in 2013. California, at 8.2 percent, is slightly better than the national average of 8.6 percent for drug-involved-driving fatalities. In 2013, the 21 to 24 age group represented 14.2 percent, or 35, of the total number of drug-involved-driving fatalities (fatalities in crashes involving at least one driver or motorcycle operator with drugs involved). A total of 99 children age 14 and younger were killed in motor vehicle collisions. Of those fatalities, 11, or 11.1 percent, occurred in drug-involved-driving crashes, which is equal to the national average.

In 2012, California developed and conducted a Statewide Roadside Survey of Alcohol and Drugs Use by Drivers throughout California that collected data on the alcohol and drug use by drivers using the NHTSA 2007 National Roadside Survey of Alcohol and Drugs Use by Drivers methodology. The survey involved randomly stopping nighttime, weekend drivers in nine selected cities in California. Sites within the survey cities were selected through a stratified random sampling procedure. The survey provided first-time, statewide data results for California to assist in the reduction of drivers who operate a motor vehicle while impaired. Survey findings showed that of the 1,313 subjects who voluntarily provided oral fluid, 14 percent tested positive for drugs that could cause impairment, and 7.4 percent tested positive for delta-9-tetrahydrocannabinol (THC), the active ingredient in marijuana. In addition, 7.3 percent tested positive for alcohol, but with only 1.7 percent testing for a BAC of .05 and above.

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

Prescription drugs, such as antipsychotics, antiepileptics, and mood stabilizers, are now also gaining attention for their impairing capabilities. As researchers at St. John Fisher College found in 2014, drug-related collisions tripled from 1.8 percent in 1999 to 5.4 percent in 2010. Although this finding is concerning, states have differing laws regulating prescription drug use and driving and little attention has been given to this issue. Therefore, more research and awareness needs to be raised surrounding this type of drugged driving, and pharmacists need to inform their patients of the dangers of taking prescription drugs and driving.

SHSP Action Items

Challenge Area: Alcohol and Drug Impairment

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed two action items during 2008-2014. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

- Conduct a DUID Roundtable with expert stakeholders.
- Participate with the DRE State Advisory Task Force.
- Conduct county needs assessments of crime lab equipment related to drug testing.
- Increase public awareness through earned media stressing the dangers of driving while under the influence of marijuana, prescription, and illicit drugs, especially in combination with alcohol.
- Increase the number of certified DRE's, and recertify DRE's statewide as necessary.
- Fund alcohol wet lab and field certification training for POST DRE Academies.

- Fund a minimum of 60 basic SFST classes, training at least 800 law enforcement personnel, and a minimum of two SFST instructor classes, training at least 30 law enforcement personnel.
- Fund a minimum of 10 DRE classes, training at least 350 law enforcement personnel, and a minimum of two DRE instructor classes, training at least 20 law enforcement personnel.
- Fund a minimum of 80 ARIDE classes, training at least 1,200 law enforcement personnel.
- Fund Drug Impairment Training for Educational Professionals (DITEP) and other drug education training for health care and educational professionals.
- Fund a local area leadership forum on current drug trends and strategies to combat drugged driving.
- Fund a local area public awareness campaign on the dangers of drug-impaired driving.
- Continue funding the TSRP program.
- Provide funding for vertical prosecution grants to prosecute alcohol and drug-impaired driving cases.

TASKS

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2016 HSP. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, or educational meetings or conferences.

Task 2 - Training

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

Task 3 - Public Awareness

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

Task 4 - Equipment

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

Task 5 - DUID Vertical Prosecution

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

OTS will fund 26 vertical prosecution grants where specialized teams will be assigned to prosecute alcohol and drug-impaired driving cases. The DUI prosecution teams will handle cases throughout each step of the criminal process. Prosecution team members will work with the TSRP to increase the capabilities of the team, the office and local law enforcement by obtaining and delivering specialized training. Team members will share information with peers and law enforcement personnel throughout the county and across the state. The prosecutor's offices will accomplish these objectives as a means to prevent impaired driving and reduce alcohol and drug-involved traffic fatalities and injuries.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
DI1628	2	California Highway Patrol	405d AL	\$ 1,500,000
DI1629	2	Ventura County	405d AL	\$ 243,965
DI1630	3	Ventura County	405d AL	\$ 299,677
DI1627	4	California Department of Justice	405d AL	\$ 551,790
DI1601	5	El Dorado County	405d AL	\$ 353,263
DI1602	5	Shasta County	405d AL	\$ 260,582
DI1603	5	Marin County	405d AL	\$ 387,593
DI1604	5	Monterey County	405d AL	\$ 404,925
DI1605	5	Calaveras County	405d AL	\$ 157,820
DI1606	5	Kern County	405d AL	\$ 425,889
DI1607	5	Sonoma County	405d AL	\$ 421,312
DI1608	5	Stanislaus County	405d AL	\$ 346,802
DI1609	5	Placer County	405d AL	\$ 332,465
DI1610	5	Fresno County	405d AL	\$ 695,512
DI1611	5	Yolo County	405d AL	\$ 184,073
			164AL	\$ 250,000
DI1612	5	Sacramento County	405d AL	\$ 900,000
DI1613	5	Orange County	405d AL	\$ 764,758
DI1614	5	Glenn County	405d AL	\$ 116,492
DI1615	5	San Bernardino County	405d AL	\$ 196,150
DI1616	5	Lake County	405d AL	\$ 228,737
DI1617	5	San Diego	405d AL	\$ 263,000
DI1618	5	San Diego County	405d AL	\$ 577,965
DI1619	5	Los Angeles	405d AL	\$ 349,981
DI1620	5	Ventura County	405d AL	\$ 360,065
DI1621	5	Riverside County	405d AL	\$ 394,722
DI1622	5	Riverside County	405d AL	\$ 488,280
DI1623	5	Napa County	405d AL	\$ 228,441
DI1624	5	Solano County	405d AL	\$ 279,334
DI1625	5	San Francisco	405d AL	\$ 287,624
DI1626	5	Madera County	405d AL	\$ 133,020
			Total	\$ 12,384,237

GRANT DESCRIPTIONS

Grant	Task	Agency/ Title/Descriptions
DI1628	2	<p>California Highway Patrol</p> <p>Drug Recognition Evaluator (DRE) Program</p> <p>CHP will implement a statewide DRE training program. This program will provide instructor training classes, conduct SFST, ARIDE, DITEP instruction, as well as DRE instruction and certification. Funding will be used to train allied agency officers, education professionals, and CHP personnel. Increasing the number of DRE-certified law enforcement officers statewide is specific to the California SHSP, Action Item 1.08.</p>
DI1629	2	<p>Ventura County</p> <p>Ventura County Sheriff DRE Training Program</p> <p>The Ventura County Sheriff's Office will cover Deputy and Senior Deputy overtime costs to expand regional DRE training to be presented at the Ventura County Criminal Justice Training Center. The training provided by these instructors will include SFST and ARIDE instruction, and DRE instruction and certification. The training will support the expansion of DRE's throughout Ventura County and neighboring counties.</p>
DI1630	3	<p>Ventura County</p> <p>The Ventura County Drugged Driving Call to Action Campaign</p> <p>Drugged driving is an increasing public safety threat, as seen by the number of fatal crashes each year on our highways. The Drugged Driving "Call to Action" campaign will use targeted messaging to reduce and prevent impaired driving caused by the misuse of marijuana and prescription drugs, especially in combination with alcohol. The "Call to Action" campaign expands and builds upon Drugged Driving "Risks & Realities," by focusing on 1) collaborative prevention through a "Shared Responsibility" public safety awareness campaign about the dangers of drugged driving; 2) increasing the understanding of the dangers of combining drugs with alcohol while driving, particularly abuse of marijuana plus alcohol in young adults; 3) the effects of prescription medications on impaired driving, with a targeted messaging campaign aimed at adults 65 and older.</p>
DI1627	4	<p>California Department of Justice</p> <p>Forensic Instrumentation for Increased Specificity and Rapid Identification of Drugs for DUI Enforcement</p> <p>The DOJ - Bureau of Forensic Services (BFS) will upgrade an existing liquid chromatograph mass spectrometer (LC/MS) to a state-of-the-art liquid chromatograph tandem mass spectrometer (LC/MS/MS) with a new automated sample preparation system to enhance the ability to efficiently test biological fluid samples from individuals suspected of driving under the influence of drugs. This LC/MS/MS system will improve efficiency of the analysis of drugs that can impair driving and significantly improve the ability to analyze traditionally more difficult drugs such as benzodiazepines and designer drugs like "bath salts." The grant also will fund training for criminalists and a replacement nitrogen generator. The instrumentation will be validated and used for casework following strict accreditation standards.</p>

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

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

EMERGENCY MEDICAL SERVICES

DATA ANALYSIS

National

On the average, 212 million drivers call 911 for emergency help in the United States. Nationwide, there are over 21,000 Emergency Medical Service (EMS) agencies. Time is of the essence in getting crash victims to emergency care. Additionally, by chronicling crash locations, local and State EMS systems can plan response and coordinate with hospitals.

California

An EMS system that ensures prompt and effective emergency medical services to victims of motor vehicle collisions is an essential component of California's plan to reduce the number of deaths and injuries resulting from motor vehicle collisions. The primary responsibilities of EMS are to triage, treat, and transport crash victims. Other responsibilities include coordinating evacuation with other agencies, providing advanced emergency medical care, determining transportation requirements and destination for the injured, serving as an incident commander for medical emergencies, determining approximate cause of injuries for the trauma center, and removing medical waste from the incident site.

When motor vehicle crash injuries occur, EMS provides the best chance at reducing death and disability. According to 2013 SWITRS data, there were 10,664 severe injuries in California and an additional 212,464 minor injuries (other visible injuries, and/or complaint of pain) as a result of a motor vehicle collision. Many of these individuals required emergency medical services at the crash scene and/or also required specialized rescue equipment and trained personnel to extricate them from their vehicles and/or the crash scene.

Current research and the experience of emergency physicians, trauma specialists, and other EMS providers recognize that trauma patient outcomes are best when patients are identified, transported, and cared for at a medical facility within the critical "golden hour." The "golden hour" is the hour following a traumatic injury where the highest likelihood that prompt medical treatment will prevent death and is the standard used to measure effectiveness of many EMS components. One means of improving timeliness is through trauma care system planning and development. A recent assessment of California's EMS, conducted by the Emergency Medical Services Authority (EMSA) and NHTSA, reports an effective EMS system requires and provides 1) reliable and accessible communications, 2) adequately trained personnel, 3) life-saving medical and rescue equipment, 4) safe, reliable, and rapid emergency transportation, 5) public information and education, and 6) problem identification and evaluation.

Timely access to the appropriate equipment and medical supplies is essential to the EMS provider's ability to meet the needs of the motor vehicle collision victim. New automobile materials, technology, and alternative fuels create additional hazards and challenges for the EMS provider at the scene of a motor vehicle collision. Specialized equipment (hydraulic extrication tools, air bag lift systems, stabilization gear) and training can make the difference between a patient receiving medical treatment within the critical "golden hour" or not. Removal of a victim trapped in the vehicle can average more than an hour without appropriate tools; with the use of hydraulic tools, the average extrication time is 15 minutes.

Aside from crash victims, it is also important to ensure the safety of our emergency medical services personnel as they respond to collisions. Traffic Incident Management (TIM), a multi-disciplinary coordinated approach to detect, respond to, and clear collisions, reduces the duration and impact of traffic collisions, thereby improving road safety for motorists, crash victims, and emergency responders. California currently has 4,335 personnel trained under the Second Strategic Highway Research Program (SHRP2) TIM responder program. Additionally, California has several ongoing regional TIM taskforces that enhance traffic incident detection, verification, mitigation, response, and clearance. Additional taskforces are formed on an as-needed basis for specific projects and specific events. By improving TIM, California could reduce non-recurring congestion and the number of secondary collisions.

Countermeasures and Strategies

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

Funded Grant Goal

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

TASKS

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2016 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - First Responder Services

Three agencies were selected to serve as host agencies for regional grants by purchasing and distributing extrication equipment to city, county, and volunteer fire departments. The goals of these grants are to improve EMS delivery to traffic collision victims and to reduce response times for the arrival of appropriate equipment to the scene and/or the extrication of collision victims.

GRANT SUMMARY

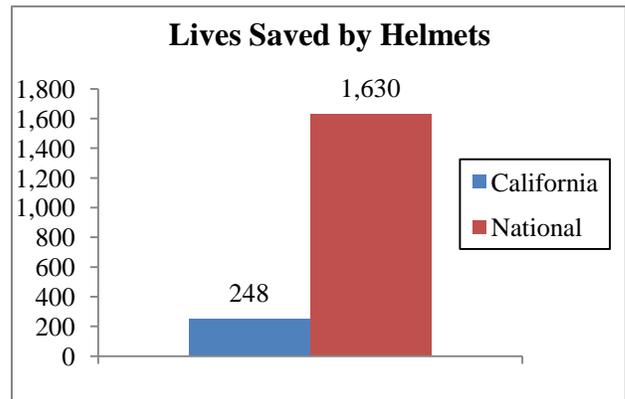
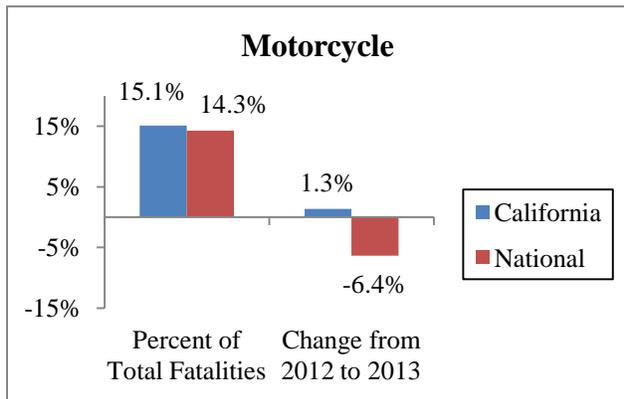
Grant	Task	Agency	Fund	Amount
EM1601	2	Shasta County	402EM	\$ 98,000
EM1602	2	El Centro	402EM	\$ 32,500
EM1603	2	Chula Vista	402EM	\$ 210,000
			Total	\$ 340,500

MOTORCYCLE SAFETY

DATA ANALYSIS

National

In 2013, 4,668 motorcyclists (14.3 percent of fatalities) were killed nationally in traffic crashes. This number represents a 6.4 percent decrease from 2012, when almost 5,000 motorcyclists were killed. Per mile traveled, fatalities from motorcycle crashes are 26 times frequent than deaths from motor vehicle occupants, and about a quarter of fatally injured motorcycle riders were riding without a valid motorcycle license. NHTSA estimates that helmets saved 1,630 motorcyclists lives in 2013, and could have saved an additional 715 lives if all motorcyclists wore helmets.



California

In 2009, motorcycle fatalities decreased for the first time since 1998, marking the end to an 11-year, 175 percent increase. Furthermore, since a low of 352 in 2010, motorcycle fatalities increased 28.7 percent to 453 in 2013, while severe injuries increased at a slower rate of 12.1 percent to 2,091. In 2013, motorcyclists accounted for 15.1 percent of all motor vehicle fatalities, which represent a 1.3 percent increase from 2012. However, these marked increases in fatal and severe motorcycle injuries did not come alongside similar increases in motorcycle registrations and licenses. Since 2010, motorcycle registrations increased 4.8 percent to 847,357 in 2012 and motorcycle licenses increased 5.4 percent to 1,359,837 in 2012. NHTSA estimates that helmets saved 248 lives in California in 2013 and could have saved an additional 13 if all motorcyclists wore helmets.

Pursuant to California Vehicle Code Section 2930-2935, the CHP Commissioner is responsible for administering the California Motorcyclist Safety Program (CMSP), the state’s official novice motorcycle safety training program. In 2015, the CHP switched contractors to Total Control Training, Inc. to deliver the CMSP curriculum. Due to the recent increase in motorcycle fatalities, Total Control Training re-designed the curriculum in compliance with NHTSA’s model national standards. This new curriculum is the only one of its kind reviewed by the National Association of State Motorcycle Safety Administrators. A slight decrease in rider training is expected for 2015, as course availability was reduced due to changes in instruction. Currently, CMSP operates 96 training sites. Since its inception in 1987 through 2014, CMSP has trained 974,728 students.

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

Effective January 1, 1992, everyone riding a motorcycle in California is required to wear a helmet that meets established federal safety standards. Although there have been several attempts to have the law amended or repealed, attempts have not succeeded due in part to data provided by SWITRS reflecting information before and after implementation of the helmet law. A 1994 UCLA study found that fatalities dropped 38 percent and the per-registration fatality rate dropped 26 percent in the year following implementation of the law. Enforcement of the helmet has proven difficult and motorcyclists often wear noncompliant “novelty” helmets with little protective value. The 2014 National Occupant Protection Use Survey found that in states with universal helmet laws, seven percent of riders wear noncompliant helmets, compared to 3 percent in other states. An OTS-funded study to examine the effectiveness of these helmets is under way.

In September 2008, OTS, in conjunction with NHTSA, conducted California’s first Motorcycle Safety Assessment. This evaluation provided OTS an outside review of California’s motorcycle safety programs. NHTSA provided a team of nationally recognized experts to evaluate current status and provide recommendations for improvements or enhancements of programs related to motorcycles and motorcycle safety. Recommendations related to enforcement and public awareness are being incorporated into grants to local law enforcement agencies and the CHP.

More recently, motorcycle lane splitting has become an emerging safety concern. California law does not prohibit motorcycles from passing other vehicles proceeding in the same direction within the same lane. An OTS-funded study found that lane-splitting appears to be a safe practice when done at speeds no more than 15 MPH greater than the speed of other vehicles, and when overall traffic speed is 50 MPH or less.

SHSP Action Items

Challenge Area: Motorcycles

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed 19 action items during 2008-2014. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee. The following action item is currently being implemented:

- Determine injury and medical outcomes of collision-involved California motorcyclists, related to helmet type, lane-splitting, and other characteristics. (SHSP Action 12.20)

Countermeasures and Strategies

- Continue public awareness efforts including outreach at a variety of motorcycle events providing information about training, DOT-compliant helmets and other protective gear, as well as safe and sober riding.
- Conduct highly publicized motorcycle safety enforcement operations targeting impaired driving and riding, as well as PCF violations by riders and other vehicle drivers that contribute to motorcycle collisions.

TASKS

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2016 HSP. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - Motorcycle Program Analysis and Evaluation

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

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
MC1601	2	California Highway Patrol	2010	\$ 23,343
			402MC	\$ 300,000
			405f MC	\$ 450,000
			Total	\$ 773,343

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

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Descriptions
MC1601	2	<p>California Highway Patrol</p> <p>Have A Good Ride (HAGR) II</p> <p>CHP will implement a grant to reduce motorcycle-involved collisions, and motorcyclist fatalities and injuries. To maximize enforcement efforts, each CHP Division will identify and concentrate on problematic routes within their respective areas where motorcycle-involved collisions are the highest. Strategies include greatly enhanced enforcement and public awareness campaign (media campaign, safety presentations, educational materials, etc.)</p>

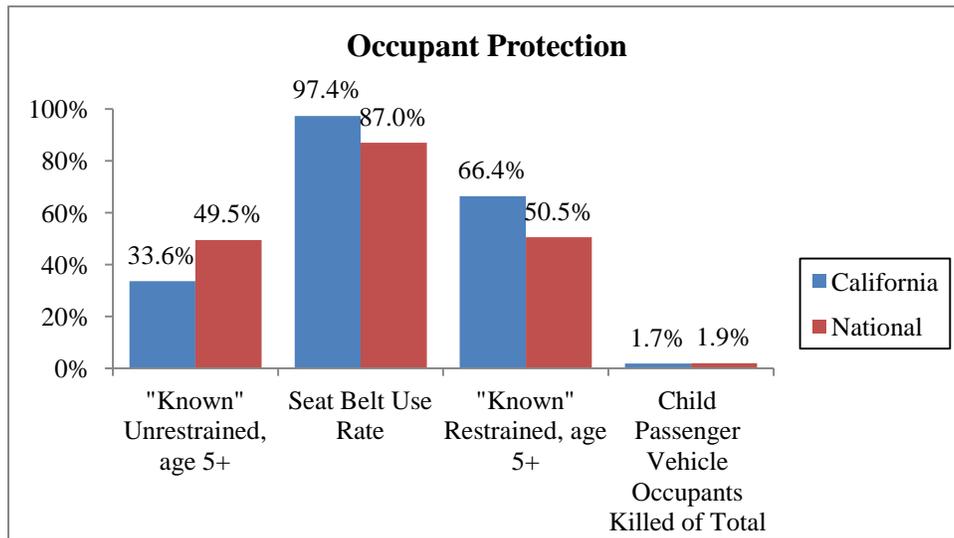
OCCUPANT PROTECTION

DATA ANALYSIS

Seat Belts

National

In 2013, 9,580 or 49.5 percent of passenger vehicle occupants killed were unrestrained. In 2013, the use of seat belts in passenger vehicles saved an estimated 12,584 lives of occupants five years and older. National seat belt use was 87 percent in 2013, up one percentage point from 86 percent in 2012. The increase is substantial, however, compared to a 58 percent use rate in 1994. Younger people, males, and pick-up drivers are more likely to be unrestrained.



California

Between 2012 and 2013, unrestrained passenger vehicle occupant fatalities increased by 0.8 percent from 496 to 500, which represents about one-third of passenger vehicle occupants killed. In parallel, California's population grew less than 1 percent, or 335,936 new residents, between January 1, 2013 and January 1, 2014. This pattern of modest growth rates over the past few years suggests a need for OTS funding to keep up with the new population totals and to provide an ongoing effective occupant protection program that assures the public is educated and motivated to use seat belts and child safety seats on every ride. A combination of legislative mandates, enforcement, public information campaigns, education, and incentives are necessary to achieve significant, lasting increases in occupant restraint usage.

According to a recent statewide seat belt survey, California's 2014 observed seat belt use rate for drivers and front seat passengers is 97.1 percent, about 10 percent above the national average of 87 percent seen in 2013. NHTSA reports that restraints are about 50 percent effective in preventing a front-seat occupant fatality; therefore, an estimated 1,181 Californian lives were saved in 2013 by seat belt use. However, the fact remains that over one million Californians are not utilizing restraint systems, and are therefore, at higher risk for death or injury if involved in a collision.

In California, the percent of restrained passenger vehicle occupant fatalities (all seat positions) was 66.4 percent in 2013, which is much higher than the national average of 50.5 percent. Although California has a higher observed seat belt use rate, NHTSA estimates that about half or 249 of the 498 known unrestrained fatalities would be alive today had they simply buckled up.

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

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

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

Child Passenger Safety

National

In 2013, 409 children under age eight died as passengers in motor vehicle crashes, representing 1.9 percent of all passenger vehicle occupants killed. NHTSA estimates that 263 children aged 4 and younger were saved throughout the United States by the use of child restraints in passenger vehicles.

California

Passenger vehicle occupant fatalities, under age eight, declined by 28.2 percent from 39 in 2012 to 28 in 2013. The 28 fatalities represent 1.7 percent of all passenger vehicle occupants killed. California’s child safety seat use rate in 2014 was 90.7 percent. CPS remains a difficult topic to master because of the constant technical changes in laws and regulations, and development of new products. However, older vehicle fleets with less CPS-friendly technology remain and put lower income people more at risk for non-use, or misuse, of CPS systems.

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

Older Drivers

California has the greatest number of licensed older drivers; with 3,146,256 drivers over age 65. The increase in older drivers renders impairments associated with aging to be an increasingly important public health concern. Currently, it is estimated that 79 percent of baby boomers live in car-dependent communities. Physical and mental changes, including reduced visual acuity, decreased strength, and cognitive impairment can directly and indirectly result in age-related driving impairments. Additionally, medication use increases with age; AAA reports that nearly 90 percent of older adults surveyed were using one or more prescription medications that could impair driving ability, and 67 percent of all adults over 65 take five or more daily medications that affect driving ability.

SHSP Action Items

Challenge Area: Occupant Protection

Challenge Area: Aging Roadway Users

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Teams developed, implemented, and completed 24 action items during 2008 – 2014. The teams continue to propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

High Visibility Enforcement

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

Occupant Protection – General

- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Conduct spring and summer statewide surveys of seat belt usage rate of front seat occupants and infant/toddlers in any vehicle position.
- Urge the media to report occupant restraint usage as a part of every collision.

Child Passenger Safety

- Continue the NHTSA’s standardized CPS Technician and Instructor Training Programs, and renewal and update refresher classes.
- Continue building the capacity of the 61 local health departments' SB 1073 (Chapter 1223, Statutes of 1991) programs to work effectively with the local courts, law enforcement, referral agencies, home and day care providers, preschools, hospital and clinic providers, schools, private industry, media, and community agencies.
- Provide technical and programmatic webinars for CPS instructors and technicians.
- Provide CPS educational resources to law enforcement agencies, community-based-organizations, and schools.
- 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 and caregivers of the correct child safety seat usage.
- Fund and distribute child safety seats to low-income families.

Older Drivers:

- Establish a Senior Driver Traffic Safety Program providing classroom education, alternative transportation resources/referrals, and evaluations to older drivers.
- Provide training to law enforcement, health professionals, and students in San Diego County of older driver sensitivities and impairments.
- Provide training, current community resources, and strategies for discussing driving concerns with older drivers and their family members to social services professionals.

Funded Grant Goals

- To increase seat belt compliance 5 percentage points by September 30, 2016.
- To increase child safety seat usage 6 percentage points by September 30, 2016.
- To reduce the number of vehicle occupants killed and injured under the age eight by 10 percent by September 30, 2016.

TASKS

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2016 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - Comprehensive Community Occupant Protection Grants

These grants conducted by county health departments, cities, and law enforcement agencies 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, child safety seat and seat belt surveys, educational presentations, providing NHTSA-Certified CPS technician training; court diversion classes; disseminating educational literature; distributing no-cost child safety seats to low-income families; and serving as fitting stations.

Task 3 - Statewide Occupant Protection Grants

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

Task 4 - Statewide Usage Surveys

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

Task 5 - Older Drivers

These grants will provide training and public awareness to the community and stakeholders related to older drivers, and the intellectually disabled.

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount	405b OP Funds for Child Safety Seats	Number of Child Safety Seats
OP1602	2	Pomona Police Department	405b OP	\$ 147,000	\$ 10,000	250
OP1603	2	Tehama County Health Services Agency	405b OP	\$ 149,352	\$ 4,980	100
OP1604	2	Yuba City Police Department	405b OP	\$ 154,775	\$ 7,738	100
OP1605	2	Butte County Public Health	405b OP	\$ 128,881	\$ 6,444	100
OP1606	2	San Diego County	402OP	\$ 250,000		1,990
OP1608	2	Los Angeles Housing and Community Investment Department	402OP	\$ 472,000		3,800
OP1609	2	Riverside County Department of Public Health	405b OP	\$ 250,000	\$ 19,500	300
OP1611	2	Stanislaus County Department of Public Health	405b OP	\$ 84,000		
OP1613	2	Lake County Fire Protection District	405b OP	\$ 70,298	\$ 3,515	75
OP1615	2	Oxnard Fire Department	405b OP	\$ 48,000	\$ 6,000	100
OP1617	2	Rancho Cordova, Sacramento County Sheriff's Department	405b OP	\$ 190,775	\$ 20,250	350
			405d AL	\$ 44,225		
OP1607	3	California Highway Patrol	405b OP	\$ 800,000	\$ 230,000	2,600
OP1610	3	California Department of Public Health	405b OP	\$ 353,500	\$ 25,005	750
OP1601	4	California State University, Fresno	405b OP	\$ 277,000		
OP1616	5	University of California, San Diego	405b OP	\$ 350,000		
OP1612	6	California Department of Transportation	402RS	\$ 750,000		
OP1614	6	Glendora Police Department	405b OP	\$ 153,000		
			Total	\$ 3,922,806	\$ 333,432	10,515

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

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Descriptions
OP1602	2	<p>Pomona Police Department</p> <p>Occupant Protection Grant</p> <p>The Pomona Police Department will collaborate with SafetyBeltSafe, U.S.A. to tackle the continuing problem of deaths and injuries of children in motor vehicle collisions by expanding multi-level services in Pomona, the County of Los Angeles, and statewide. Services and activities will focus on vulnerable groups, including low-income, minorities, and elementary school children. Key strategies, including an extensive program of Continuing Education Unit (CEU)-supported education programs and grant-supported certified training, will extend capacity and improve access to child passenger safety assistance within the wider community. Statewide services will include the funding of a toll-free helpline in English and Spanish, speakers' bureau, and website.</p>
OP1603	2	<p>Tehama County Health Services Agency</p> <p>Buckle-Up to Save Lives / Walk, Scoot, and Pedal to Safety Program</p> <p>The Tehama County Health Services Agency's Buckle-Up to Save Lives program seeks to reduce injuries and fatalities resulting from motor vehicle crashes. The program will provide technical assistance and resources to parents, caregivers, and transporters, as well as educate motor vehicle occupants on the correct way to use vehicle restraints. Education and resources will be disseminated via monthly classes, car seat check-up events, fitting station appointments, outreach events, and community partnerships. New technicians will be trained in the county, and current staff expertise will be strengthened through proper trainings and partnerships with neighboring county programs. The program will also conduct school presentations, assist with diversion programs, and assist providers with organizational guidelines for the proper use of occupant restraint systems. The Tehama County Health Services Agency's Walk, Scoot, and Pedal to Safety program seeks to reduce injuries and fatalities resulting from pedestrian and bicycle collisions. The program will conduct media campaigns, bike rodeos, school presentations, diversion programs, and community education events in order to raise awareness of the need to safely share our streets.</p>
OP1604	2	<p>Yuba City Police Department</p> <p>Drive Safe, Travel Safe Program</p> <p>The Drive Safe, Travel Safe (DSTS) Program will target grandparents, parents, teen drivers, and children to teach them the importance of occupant protection and safe driving practices. Through the program, staff will leverage teens as peer educators to conduct presentations at local middle and high schools and participate in a youth traffic safety coalition. Staff will conduct car seat check-up events, provide education and community outreach to local service clubs, senior centers, high schools, and elementary school-based parent clubs. The DSTS Program staff will provide violator classes and work to strengthen local child passenger safety technician and instructor skills and retention. Bicycle safety presentations and rodeos will be provided through school and community based activities. Program staff will conduct a pedestrian safety community forum and skateboarders' safety and skill exhibition.</p>

Grant	Task	Agency/Title/Descriptions
OP1605	2	<p>Butte County Public Health</p> <p>Partnership to Keep Kids Boosted</p> <p>The Partnership to Keep Kids Boosted will provide training to a variety of local professionals, utilizing a variety of methods to assure that parents receive the same occupant protection information wherever they go in Butte County. Staff will work with elementary schools to reinforce the booster seat message, knowing that learning happens with repetition. Police and fire personnel will be educated in basic occupant protection, best practices, and California law in order to provide consistent messaging. Pediatricians will be equipped to provide occupant protection information education. The partnership also will increase the pool of trained Child Passenger Safety Technicians (CPST) by providing a renewal and a certification course, as well as CEU, for existing CPSTs. Finally, staff will conduct multiple car seat classes, community presentations, and check-up events to assure that children are properly buckled in the correct child restraint.</p>
OP1606	2	<p>San Diego County</p> <p>Keep 'Em Safe Program</p> <p>This program will enhance child passenger safety through a traffic safety education program and distribution of child passenger safety seats countywide for low-income, military, Native American, and refugee families and their children. It is an integral Live Well San Diego (LWSD) strategy to promote and ensure child passenger safety in the San Diego region, providing vulnerable populations with the equipment and education to keep as many children safe on San Diego roads as possible. LWSD reflects the importance of engaging residents in taking action to improve the health, safety and well-being of themselves, their families, and their communities.</p>
OP1608	2	<p>Los Angeles Housing and Community Investment Department</p> <p>Child Passenger Safety Program</p> <p>The Housing and Community Investment Department will provide educational classes to low-income residents on the proper, correct, and safe use and installation of child safety seats. At the end of each class, no-cost child safety seats will be distributed to program participants. Staff also will provide educational presentations at community events and health and safety fairs. The department will collaborate with community-based-organizations, Los Angeles Police Department, CHP, and other organizations to conduct child safety seat checkups.</p>
OP1609	2	<p>Riverside County Department of Public Health</p> <p>Child Passenger Safety Expansion Program</p> <p>Riverside County Department of Public Health - Injury Prevention Services (IPS) will work to reduce traffic deaths and injuries by supporting local law enforcement agencies with child passenger safety resources. Acting as technical support, IPS will provide guidance in establishing community fitting stations, develop bilingual curriculum for community car seat presentations, conduct nationally recognized car seat technician trainings, and help to promote these newly established car seat services countywide.</p>
OP1611	2	<p>Stanislaus County Department of Public Health</p> <p>Community Keep Baby Safe Classes</p> <p>Stanislaus County will help meet community needs by creating local sustainability for the child passenger safety program; expand delivery of child passenger safety classes to 15 community locations; increase community awareness of the correct use of child safety seats and increase awareness of child passenger safety classes and resources available in the community.</p>

Grant	Task	Agency/Title/Descriptions
OP1613	2	<p>Lake County Fire Protection District</p> <p>Kids Travel Safe Program</p> <p>The Kids Travel Safe Program will target parents, grandparents, and children and will teach them the importance of occupant protection and safe driving practices. Through the program, staff will conduct car seat check-up events throughout the county; provide education to pre-kindergarten and kindergarten children at local elementary schools and conduct community outreach presentations. Staff also will conduct quarterly Tech Team meetings to keep certified technicians updated and informed on child passenger safety events in Lake County.</p>
OP1615	2	<p>Oxnard Fire Department</p> <p>Car Seat Installation and Bicycle Safety</p> <p>The Oxnard Fire Department will collaborate with the Oxnard Firefighters Foundation to conduct child safety seat check-ups and bicycle safety helmet fittings for low-income families. Child safety seats and bicycle helmets will be distributed to families in need and public service announcements to promote bicycle safety and helmet usage will be developed.</p>
OP1617	2	<p>Rancho Cordova, Sacramento County Sheriff's Department</p> <p>Selective Traffic Enforcement & Multilingual Child Passenger Safety Program</p> <p>The Sheriff's Office will implement the Selective Traffic Enforcement and Multilingual Child Passenger Safety Program in the City of Rancho Cordova to reduce the number of persons killed and injured in crashes involving alcohol and other primary collision factors by utilizing "best practice" strategies. The funded strategies will include DUI checkpoints, saturation patrols, focused enforcement operations, and an educational component for child passenger safety focusing on increasing seat belt and car seat compliance for multilingual communities in Sacramento County. Components of the program will include car seat inspections and fittings, a CPS Technician, and trainings for police personnel and community representatives.</p>
OP1607	3	<p>California Highway Patrol</p> <p>Buckle Every Life To Survive (BELTS)</p> <p>CHP will conduct community outreach and enforcement measures to increase seat belt and child safety restraint usage. The grant goals are to reduce the number of fatalities and injuries in traffic collisions in which victims did not use, or improperly used, vehicle occupant restraint systems. Objectives are to conduct child safety seat inspections, distribute child safety seats, conduct a statewide enforcement and awareness campaign, and provide comprehensive traffic safety educational seminars, classes, and informational sessions. The grant will provide child passenger safety certification training to CHP and allied agency personnel.</p>
OP1610	3	<p>California Department of Public Health</p> <p>Vehicle Occupant Safety Program</p> <p>The California Department of Public Health's Vehicle Occupant Safety Program (VOSP) will coordinate CPS efforts across California. VOSP will sustain essential CSP partnerships that link state and local policy, enforcement, and educational efforts to enhance effectiveness of local program implementation and CPS services. VOSP will support local programs by providing technical assistance, data, and educational resources. VOSP will assist with local CPS program development, conduct on-site programmatic reviews, provide national CPS technician certification courses and continuing educational and training opportunities, including CPS technical webinars, promote national CPS week and the California booster seat law, and assist with CPS Violator Education courses.</p>

Grant	Task	Agency/Title/Descriptions
OP1601	4	<p>California State University, Fresno</p> <p>Statewide Observational Restraint Usage Surveys</p> <p>The goal of this project is to collect seat belt usage data throughout the state by using probability sampling methods and adhering to NHTSA rules in 23 CFR Part 1340 (Docket No. NHTSA-2010-000). Based on NHTSA-approved methods, roadway sites in 24 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 280 sites will be collected in Spring and Summer of 2016. In addition, an infant/child restraint usage survey of 100 sites across the state will be conducted.</p>
OP1616	5	<p>University of California, San Diego</p> <p>Training Professionals to Promote Older Driver Safety</p> <p>UC, San Diego will conduct training to providers who play a key role in the identification and referral of older adults with impairments that affect driving. Program activities include in-person and online training for health professionals; in-person training and train-the-trainer for law enforcement; and development and delivery of a training program for social service providers. Information will be disseminated through professional societies, conferences, and publications.</p>
OP1614	6	<p>Glendora Police Department</p> <p>Teen Defensive Driving and Pro-Active Drivers Training</p> <p>The Glendora Police Department will partner with a non-profit driving organization and other law enforcement agencies, as well as CHP, to conduct 20 workshops impacting approximately 1,440 teens and parents in Los Angeles, San Bernardino, and Orange County. In addition, motivational speakers will conduct five high school presentations regarding safe driving impacting at least an additional 5,000 students.</p>

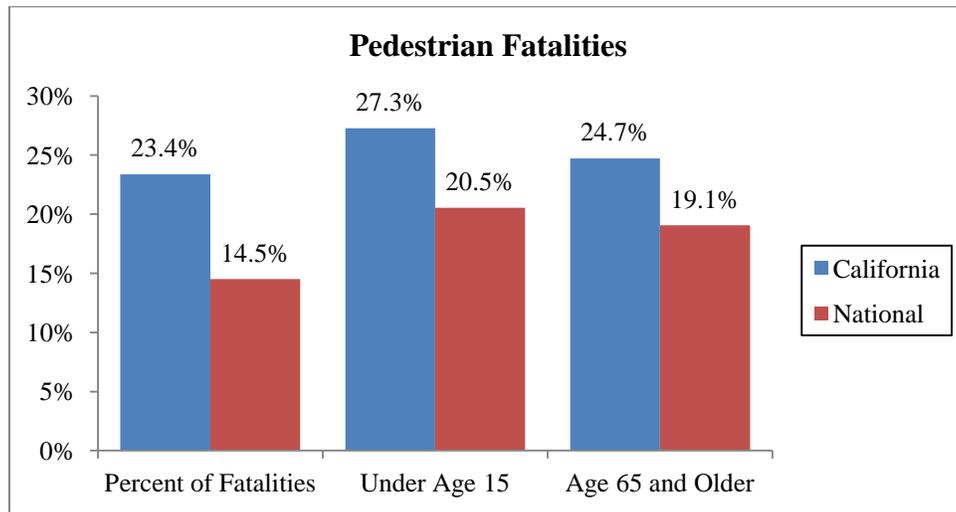
PEDESTRIAN AND BICYCLE SAFETY

DATA ANALYSIS

Pedestrian Safety

National

In 2013, there were 4,735 pedestrians killed and an estimated 66,000 injured in traffic crashes in the United States. On average, NHTSA also reports that a pedestrian died in a traffic crash every two hours and was injured every eight minutes. Across the country, pedestrian fatalities comprised 14.5 percent of all deaths in motor vehicle crashes, up from 11.4 percent in 2007. Sixty-nine percent of pedestrian fatalities occurred at non-intersections, and almost 75 percent of crashes occurred at nighttime.



California

Pedestrian fatalities increased 7.4 percent from 653 in 2012 to 701 in 2013. Pedestrians accounted for nearly one-quarter (23.4 percent) of all motor vehicle fatalities. During that same time period, pedestrian severe injuries declined 3.5 percent, though the 1,640 in 2013 still surpasses the 1,614 severe injuries seen in 2011. Pedestrian fatalities represent 23.4 percent of total traffic fatalities in 2013, significantly higher than the 14.5 percent national average. Pedestrian severe injuries accounted for 17.1 percent of total traffic severe injuries in California. While the numbers seem daunting, California is working diligently to reduce the number of pedestrians injured or killed, while encouraging more walking trips.

Promoting pedestrian safety in California has become increasingly important as more people are choosing to walk. In 2013, 30 percent of pedestrian fatal and severe injuries occurred while the pedestrian was in the crosswalk. Additionally, in a recent public opinion survey of 1,870 drivers statewide, respondents were asked to think about when they have been a pedestrian in the past six months and what safety problems they experienced. The most frequently mentioned safety threat for pedestrians was: cars not stopping at 30.5 percent, followed by distracted drivers at 27.4 percent, and cars going too fast at 17.2 percent.

School zones have been identified as danger zones for aggressive driving habits and behaviors. Over a quarter of children younger than age 15 killed in motor vehicle collisions were pedestrians, compared to 20.5 percent nationally. Communities have taken ownership of these areas at the K-12 grade levels by partnering with law enforcement, school officials, community-based organizations, advocacy groups, parent-teacher associations, engineers, and others to increase safety around local schools and decrease the number of children who are killed or injured on their way to and from school. Moreover, it is important to expand school zones to include university campuses which have large pedestrian populations.

Senior zones are another emerging area as the state’s aging adult population continues to grow, reaching approximately 8.5 million by 2020. In 2013, nearly one-quarter (24.7 percent) of pedestrian fatalities in California were victims age 65 and older, which is higher than the national rate of 19.1 percent. OTS serves on the California Strategic Highway Safety Plan challenge area teams that address both aging road users and pedestrian safety. Under MAP-21, the SHSP is required to develop specific strategies if the state’s fatalities and serious injuries per capita for drivers and pedestrians over age 65 increases during the most recent two-year period.

Selected Best Practices

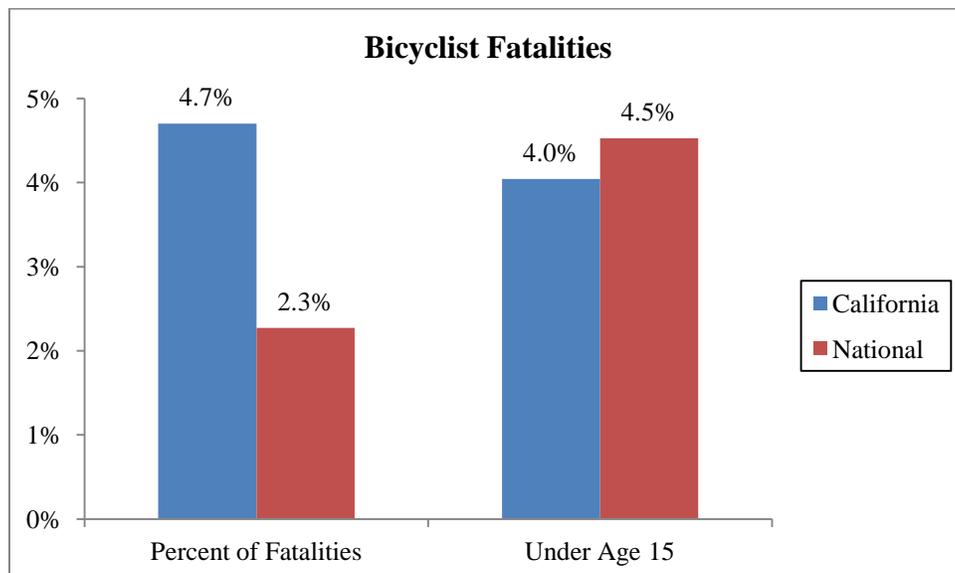
The need to increase safety awareness for pedestrians, especially among populations for which English is not their first language is imperative. Education materials funded by OTS will be developed to include other languages to support pedestrian education in multilingual and multicultural communities. In some communities, almost 100 percent of the pedestrian victims are non-English speakers. The latest census showed a dramatic demographic change in the last ten years, resulting in an increase in pedestrian population unfamiliar with the rules of the road, signage, and traffic management systems.

With funding from OTS, the Institute of Transportation Studies Technology Transfer Program (Tech Transfer) at UC Berkeley continues to offer Pedestrian Safety Assessments (PSA) as a free statewide service to California cities/communities. PSAs improve pedestrian safety within California communities, as it enables cities to systematically identify pedestrian safety issues/problems and effective remedial options. Improved pedestrian safety and infrastructure can lead to enhanced walkability and economic vitality of communities. In addition to PSAs, the OTS-funded Community Pedestrian Safety Training (CPST) program conducted by the Safe Transportation Research and Education Center (SafeTREC) is a four-hour community-based education workshop on pedestrian safety best practices, walkability, and community engagement. In order to expand and coordinate the CPST program in California, SafeTREC and its partners conduct trainings throughout the state targeting high-risk communities, older adults, youth and/or parents, as well as city or county officials. Trainings are currently available in English or Spanish.

Bicycle Safety

National

Pedalcyclist (defined by NHTSA as bicyclists and other cyclists including riders of two-wheel, non-motorized vehicles, tricycles, and unicycles powered solely by pedals) fatalities increased 1 percent from 734 in 2012 to 743 in 2013. Pedalcyclist fatalities accounted for 2 percent of all traffic fatalities and made up 2.3 percent of all traffic fatalities during 2013. Crashes are concentrated in urban areas, with 68 percent of fatalities occurring in urban regions and the majority occurring during mid-afternoon to midnight hours.



California

Bicyclist fatalities increased 9.3 percent from 129 in 2012 to 141 in 2013, while bicycling severe injuries increased 0.5 percent from 976 in 2012 to 981 in 2013. Bicyclist fatalities represent 4.7 percent of all traffic fatalities in California, about twice the national average of 2.3 percent. Bicyclist severe injuries represented 9.2 percent of all traffic severe injuries. Four percent of children younger than age 15 killed in motor vehicle collisions were bicyclists, compared to 4.5 percent nationally.

Adults continue to represent a significant portion of the population “at-risk” for injury in a collision. Environmental issues, health concerns, and increased traffic congestion have driven many communities and individuals to emphasize alternative means of commuting. Programs originated by employers, environmental groups, the healthcare community, and others encourage cycling among adults. As a result, it is common to find more adults riding bicycles. While adults have the highest fatality rate based on population, children have a higher rate of injury. In 2013, children age 15 and younger accounted for 3.5 percent of bicyclist fatalities and 10.8 percent of bicyclist severe injuries. Bicycle or safety helmets significantly reduce the risk of head and brain injury. In fact, it is estimated that as many as seven out of every eight bicycle-related fatalities among children could have been prevented with a bicycle helmet.

According to a report from the Alliance for Biking and Walking, five California areas ranked nationally in the top 30 most dangerous cities for bicyclists and pedestrians. Three of the five areas are being funded specifically for pedestrian and/or bicycle education and enforcement activities in FFY 2015 including Sacramento, Los Angeles, and Santa Clara.

In OTS’s 2014 Traffic Safety Survey of public opinion of 1,870 drivers age 18 and older, drivers were asked if they think it is legal for bicyclist to ride on roadways when there is no bike lane. The results by region show that 31.3 percent of California drivers do not think it is legal for a bicycle rider to use the street, ranging from 29.2 percent in Southern California to 42.6 percent in Central California.

Selected Best Practices

Bicycle advocates are making substantial efforts to increase bicycling by promoting health benefits, reduced congestion, and increased air quality in hopes that there will be a marked shift to bicycling as a transportation choice. However, with the rise of bicycling there may be a rise in risk to traffic injury unless safety is improved.

OTS is funding programs aimed at reducing bicycle-related traffic crashes in California. Enhanced enforcement and education by local law enforcement agencies and the CHP will be conducted throughout the state. Educational programming will include a public education and awareness campaign on bicyclist traffic safety, including motorist behavior when in the presence of bicyclist. Bicycle rodeos, community informational sessions and collaboration, and distribution of bicycle helmets and other safety equipment will be conducted at traffic safety educational events. Appropriate training for law enforcement uniformed personnel regarding the Safe Routes to School program, Complete Streets, Understanding Bicycle Transportation, and cycling skills will be given.

SHSP Action Items

Challenge Area: Pedestrians

Challenge Area: Bicycling

In coordination with federal, state, local and private sector traffic safety stakeholders, the Pedestrians and Bicycling Challenge Area Teams are working to develop and implement new action items. The teams will propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

Pedestrian and Bicycle Safety

- Fund a pedestrian safety corridor project to reduce vehicle-related fatalities and injuries along up to three, high-collision highway (corridor) segments. This program includes bicycle and pedestrian safety education, a public education and awareness campaign, and enhanced enforcement.
- Increase the awareness of driver and pedestrian traffic safety through specially tailored safe behavior programs.
- Continue intensive age-specific public education campaigns and outreach addressing safer driving and walking behaviors for high-risk populations and locations to create positive and safer attitudes among younger pedestrians and reinforce traffic safety responsibility.
- Provide educational presentations to targeted communities with high pedestrian and bicycle collisions.
- Provide enforcement operations in identified areas of high bicycle and pedestrian collisions.
- Implement court diversion courses for children under 18 years of age, who are cited for safety helmet compliance violations and pedestrian and bicycle laws.
- Fund adult bicycle safety campaigns and education programs addressing safer bicycling behaviors, equipment and attitudes among the adult population and reinforce traffic safety responsibility for bicycle road users.
- Identify locations for pedestrian collisions and conduct extensive engineering analysis of those areas for pedestrian safety improvements.
- Deliver three tiers of bicycle and pedestrian education consisting of 1) beginning pedestrian and bicycle safety, 2) intermediate bicycle safety, and 3) advanced bicycling skills, with each advancing tier involving longer, more detailed training sessions delivered to smaller groups.
- Develop bicycle and pedestrian PSA's for local media outlets, schools and social media as well as safety ads for parking structures, bus bike racks and taillight displays.
- Fund training for people to be League of American Bicyclists Instructors (LCI).
- Develop and implement a Safe Routes for Seniors program to include the development and distribution of traffic safety toolkits to seniors in high risk communities, advocacy organizations, community groups, agencies, and other stakeholders who are addressing pedestrian safety issues for California's Older Adults.
- Develop a public awareness media campaign in Los Angeles County.

Funded Grant Goals

- To reduce the total number of pedestrians killed 8 percent by September 30, 2016.
- To reduce the total number of pedestrians injured 10 percent by September 30, 2016.
- To reduce the number of pedestrians killed under the age of 15 by 9 percent by September 30, 2016.
- To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2016.
- To reduce the number of pedestrians killed over the age of 65 by 7 percent by September 30, 2016.
- To reduce the number of pedestrians injured over the age of 65 by 5 percent by September 30, 2016.

- To reduce the total number of bicyclists killed in traffic related collisions 10 percent by September 30, 2016.
- To reduce the total number of bicyclists injured in traffic related collisions 10 percent by September 30, 2016.
- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by 7 percent by September 30, 2016.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by 10 percentage points by September 30, 2016.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2016.

TASKS

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2016 HSP. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - Pedestrian and Bicycle Safety Programs

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

Task 3 - Statewide Pedestrian and Bicycle Safety Programs

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

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
PS1601	2	Gilroy Police Department	405b OP	\$ 30,000
PS1603	2	Santa Cruz County Health Services Agency	405b OP	\$ 293,344
PS1604	2	City of Santa Maria	402PS	\$ 50,000
			402PS	\$ 120,500
			405b OP	\$ 15,663
PS1605	2	San Luis Obispo County Public Health Department	405d AL	\$ 71,572
PS1607	2	San Diego County Health and Human Services Agency	402PS	\$ 120,000
PS1608	2	Sacramento Police Department	405b OP	\$ 179,900
PS1609	2	California Highway Patrol	402PS	\$ 300,000
PS1610	2	Riverside County Department of Public Health	402PS	\$ 217,803
PS1611	2	Daly City Police Department	405b OP	\$ 77,600
		Sacramento County Office of Education, Prevention & Student Services Department	405b OP	\$ 160,000
PS1613	2	City of Monterey	405b OP	\$ 110,000
PS1614	2	City of Monterey	405b OP	\$ 110,000
PS1617	2	Santa Monica Police Department	402PS	\$ 57,000
PS1618	2	Palo Alto Police Department	405b OP	\$ 67,660
PS1619	2	Bakersfield Police Department	402PS	\$ 66,055
PS1620	2	Standard School District	402PS	\$ 113,450
PS1621	2	Santa Ana Public Works Agency	402PS	\$ 100,000
PS1622	2	San Francisco Department of Public Health	405b OP	\$ 200,000
PS1624	2	Los Angeles County Metropolitan Transportation Authority	402PS	\$ 550,000
PS1625	2	University of California, San Diego	402PS	\$ 150,000
PS1626	2	Long Beach Department of Health and Human Services	402PS	\$ 150,000
			164AL	\$ 13,600
			402PT	\$ 13,400
PS1627	2	Lathrop Police Department	405b OP	\$ 3,000
PS1628	2	Clovis Police Department	405b OP	\$ 90,840
PS1612	3	California Department of Public Health	405b OP	\$ 226,556
PS1615	3	The Regents of the University of California, Berkeley Campus	402PS	\$ 100,000
PS1616	3	The Regents of the University of California, Berkeley Campus	402PS	\$ 150,000
PS1623	3	The Regents of the University of California, Berkeley Campus	405b OP	\$ 280,000
			Total	\$ 4,077,943

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

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Descriptions
PS1601	2	<p>Gilroy Police Department</p> <p>Pedestrian/Bicycle Safety</p> <p>The department will conduct best practice strategies that include crosswalk sting operations, pedestrian and bicyclist violations, educational presentations, and the disbursement of education materials. The program also will concentrate on intersections with disproportionate numbers of traffic crashes involving pedestrian and bicyclists. .</p>
PS1603	2	<p>Santa Cruz County Health Services Agency</p> <p>Santa Cruz Comprehensive and Innovative Traffic Safety Strategies</p> <p>Santa Cruz County Health Services Agency (HSA) will work with partners from the biking community, law enforcement, and education to promote prevention strategies, reaching individuals of all ages where they work, learn and play. HSA’s comprehensive traffic safety program combines a focus on pedestrian safety, preventing impaired and distracted driving, occupant protection and motorcycle safety, all areas of need supported by local data. New and innovative strategies include curriculum development to promote the integration of important health messages, a partnership with courts (DUI Sentencing in the Schools) to bring “real life” messages to teens and a designated driver campaign, collaborating with local businesses.</p>
PS1604	2	<p>City of Santa Maria</p> <p>Pedestrian Safety, Community Outreach and Awareness Through Media and Educational Resources</p> <p>The City Manager’s Office and the Police Department, in conjunction with the local high school districts and traffic schools, will implement targeted educational activities which will enhance enforcement programs and outreach coordination to improve public awareness of safe motoring as it relates to pedestrian safety. The production of professional quality videos, public service announcements, and printed educational materials in both English and Spanish will be produced and presented throughout the community via the local media, Education and Government television, local high schools, traffic schools, and community events.</p>
PS1605	2	<p>San Luis Obispo County Public Health Department</p> <p>Traffic Safety Injury Prevention Program</p> <p>The County of San Luis Obispo will continue its efforts to reach diverse groups of community members with child passenger, bicycle, pedestrian, and impaired driving information in order to make our roadways and communities safer. Child passenger safety will include car seat education, distribution, fitting of seats to low income families, and car seat checks in the community. Funding will support a comprehensive bicycle and pedestrian safety program with free educational presentations to various populations ranging from youth to seniors. Impaired driving will include comprehensive traffic safety education and media campaigns as part of Friday Night Live activities on high school and college campuses.</p>
PS1607	2	<p>San Diego County Health and Human Services Agency</p> <p>Walk-N-Roll San Diego - Demonstration Project</p> <p>The Pedestrian/Bicycle Safety Demonstration project will focus on training, technical assistance, and youth education for increasing community capacity to address the high collision rates and injuries among pedestrians and bicyclists in low-income communities within the City of San Diego.</p>

Grant	Task	Agency/Title/Descriptions
PS1608	2	<p>Sacramento Police Department</p> <p>Pedestrian and Bicycle Safety Program</p> <p>The department will conduct seat belt surveys, bicycle rodeos, and community events to educate students and parents on seat belt usage, child safety seats, distracted driving, enforcement operations, and safe routes to school. The department also will participate in "Every 15 Minutes" programs and implement school traffic safety programs by working with school employees in coordinating activities for student education programs addressing pedestrian and bicycle safety, distracted driving for teens, underage drinking, and drugged driving through Start Smart programs.</p>
PS1610	2	<p>Riverside County Department of Public Health</p> <p>Riverside County Student Safety Valet Program</p> <p>This program will focus on 1) improving safety and traffic flow around schools through the implementation of a Student Safety Valet Program, which would result in the immediate reduction of traffic congestion and risk of pedestrian collisions around schools, and 2) educating children and parents, equipping them with knowledge and safety equipment to protect them from harm through a Teen-2-Teen program in partnership with Riverside Police Department.</p>
PS1611	2	<p>Daly City Police Department</p> <p>BACK2BASICS Education and Enforcement Program</p> <p>The department will educate the community most affected by pedestrian and distracted driving collisions. Funded strategies will include educational forums, pedestrian enforcement details, and distracted driving operations.</p>
PS1613	2	<p>Sacramento County Office of Education, Prevention & Student Services</p> <p>Pedestrian and Bicycle Safety Program</p> <p>The Sacramento County Office of Education, Prevention & Student Services department will collaborate with Safety Center Incorporated and other local stakeholders to implement a countywide project to increase pedestrian and bicyclist safety in middle schools. This program is being developed to help middle school aged youth develop attitudes that support lifelong traffic safety values and build a foundation for making safe decisions when they become teen drivers. The program may include educational interventions aimed at reducing distracted pedestrian, bicyclist, passenger, and driver behavior in traffic zones around middle schools. The department will develop youth-led activities and deliver positive peer-to-peer safety messages to increase pedestrian, bicyclist and traffic zone safety and helmet compliance as well as increase parent awareness about the importance of being a role model and reinforcing positive traffic safety attitudes and behavior. Collaboration with schools, local law enforcement, public agencies and community groups will help to create a culture of traffic safety.</p>
PS1614	2	<p>City of Monterey</p> <p>Pedestrian/Bicycle Safety Education</p> <p>This grant will provide funding for a Transportation Planner who will be responsible for bicycle and pedestrian safety audits, identifying capital projects to enhance safety, community outreach and education focusing on children and seniors.</p>

Grant	Task	Agency/Title/Descriptions
PS1617	2	<p>Santa Monica Police Department</p> <p>Pedestrian and Bicycle “Everybody Has a Story” Campaign</p> <p>The Santa Monica Police Department and CityTV Santa Monica will partner to conduct a multi-media education campaign to reduce the number of cyclists and pedestrians killed and injured in collisions. The funded strategies will include targeted video messaging, creative ad campaigns to push out safety messages, and a community-wide collaborative “Everybody Has a Story” campaign. These strategies also will dramatically increase public awareness and education across target audiences and supplement and support the department’s enforcement efforts.</p>
PS1618	2	<p>Palo Alto Police Department</p> <p>Pedestrian Safety</p> <p>The department will conduct best practice strategies that include pedestrian crosswalk operations, pedestrian saturation patrols in dense pedestrian areas, and educational presentations. This program also will concentrate on speed, distracted driving, seat belt enforcement, and operation at intersections with a high number of traffic/pedestrian crashes.</p>
PS1619	2	<p>Bakersfield Police Department</p> <p>Safe Travels Bakersfield Education Program</p> <p>Through a collaborative effort with the community, the department will create an education and enforcement program to reduce the number of pedestrians and bicyclists injured or killed. The city will partner with CSU Bakersfield, utilizing certified instructors to deliver three levels of safety education to cyclists and pedestrians, both youth and adults. Education and training will be supported with enforcement operations targeting locations where bicycle and pedestrian traffic collisions occur, and will include a “Bike Court” diversion program for juvenile offenders.</p>
PS1620	2	<p>Standard School District</p> <p>Pedestrian and Bicycle Safety Education Program</p> <p>The Standard School District will provide three levels of pedestrian and bicycle safety classes to middle school populations in the Oildale community, an unincorporated area of Kern County north of the Kern River from Bakersfield. To combat Oildale’s above average rate of pedestrian and bicyclist traffic collisions, the district will deliver the beginning and intermediate training programs in schools, during physical education classes and at school assemblies to 950 students. Additional advanced training will be provided to 12 student leaders or stakeholders. To complement and enhance the educational efforts, the district will work with Kern Council of Governments and the County Roads Department to prioritize engineering infrastructure changes to include bike lanes.</p>
PS1621	2	<p>Santa Ana Public Works Agency</p> <p>Bicycle Safety Education and Outreach Program</p> <p>The City of Santa Ana will implement a bicycle safety program and conduct ten adult bicycle education classes within the city. At least three of the classes will be taught in Spanish. To ensure the longevity of the program, one League Cycling Instructor Certification Seminar will be conducted to train the trainer. Team Firefly will distribute 150 lights and helmets at ten Operation Firefly street events at undisclosed locations throughout Santa Ana where nighttime bicycle ridership is expected to be high and where the city has seen a history of incidents involving bicyclists at night.</p>

Grant	Task	Agency/Title/Descriptions
PS1622	2	<p>San Francisco Department of Public Health (SFDPH)</p> <p>San Francisco Vision Zero Pedestrian and Bicycle Safety Project</p> <p>The San Francisco Vision Zero Pedestrian and Bicycle Safety Project will implement education, engineering, and evaluation strategies from the San Francisco Vision Zero Two-Year Action Strategy. The project will include: 1) development and distribution of traffic safety materials and presentations to drivers, seniors, students and their families, and other vulnerable populations; 2) educational trainings related to Enforcement by Walk SF and SF Bicycle Coalition to educate SFPD Officers on Vision Zero and the rights and responsibilities of everyone on the road; 3) engineering by MTA through identifying gaps and design in order to implement safety projects; conduct further prioritization of capital projects based on vulnerable road users, child and senior injuries, schools, senior centers, and communities of concern; and developing and publishing a list of key treatments including efficacy to better communicate engineering solutions; and 4) evaluation conducted by the SFDPH, including evaluation of proposed Engineering, Education and Enforcement initiatives, as well the development of an evaluation plan for overall Vision Zero initiatives moving forward.</p>
PS1624	2	<p>Los Angeles County Metropolitan Transportation Authority</p> <p>Bicycle & Pedestrian Safety Campaign for Los Angeles County</p> <p>The Los Angeles County Metropolitan Transportation Authority will conduct a safety campaign aimed at improving the behavior of motorists, pedestrians, and cyclists. Public awareness efforts will include a media campaign consisting of social media, online ads, billboards, and transit advertising. Brochures will be developed, printed in English and Spanish, and distributed and made available to schools, community-based-organizations, and cities in Los Angeles County. In addition, 75 comprehensive bicycle education workshops will be provided to 1,500 bicyclists.</p>
PS1625	2	<p>University of California, San Diego</p> <p>Pedestrian Safety: Walking Across the Ages</p> <p>UC, San Diego will deliver age-specific educational programs to youth ages 11-18 and seniors in San Diego County. Education will focus on increasing awareness of risks to pedestrians resulting from their own behaviors and those of distracted drivers. Defensive walking strategies and resources for pedestrians will be provided. To maximize the impact of messages delivered, the classes will be presented by a uniformed CHP Officer to middle schools, high schools, senior centers and retirement facilities.</p>
PS1626	2	<p>Long Beach Department of Health and Human Services</p> <p>Bicycle and Pedestrian Safety Initiative</p> <p>The Long Beach Department of Health and Human Services will establish a Bicycle and Pedestrian Safety Coordinator and utilize a Stakeholder Steering Committee to implement an educational campaign. This campaign will include bicycle workshops, walkable workshops, and education and public awareness in high collision communities and hard-to-reach populations.</p>
PS1628	2	<p>Clovis Police Department</p> <p>Police Traffic Safety and Education Program</p> <p>The Clovis Police Department will provide traffic safety educational presentations to teen drivers in high schools related to distracted driving, underage drinking, and drugged driving.</p>

Grant	Task	Agency/Title/Descriptions
PS1609	3	<p>California Highway Patrol</p> <p>California Pedestrian and Bicyclist Enforcement and Education Project III</p> <p>CHP will conduct a 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 bicycle safety, including motorist behavior when in the presence of pedestrians and bicyclists. Objectives include comprehensive traffic safety educational events, bicycle rodeos, and community informational sessions and collaboration, distribution of bicycle helmets and other safety equipment, as well as distribution of educational materials. CHP will conduct appropriate training for uniformed personnel regarding the Safe Routes to School program, Complete Streets, Communication for Pedestrian Safety, Understanding Bicycle Transportation, and Vehicular Cycling Skills.</p>
PS1612	3	<p>California Department of Public Health</p> <p>Pedestrian Safety Project (PedSafe)</p> <p>The Pedestrian Safety Project (PedSafe) is a comprehensive approach to address the growing number of California pedestrians who are at risk of being injured or killed. In addition to continuing the promotion and local distribution of the It's Up to All of Us Campaign and PedSafe Workbook, this program will expand the California Department of Public Health's efforts to reduce the number of seniors that are injured or killed in motor vehicle collisions and to create partnerships with several key traffic safety advocates. The Department of Public Health will collaborate with the Safe Routes to School program to develop and implement a Safe Routes for Seniors program in (3) counties. Traffic safety toolkits will be developed and distributed to seniors in high risk communities.</p>
PS1615	3	<p>The Regents of the University of California, Berkeley Campus</p> <p>Pedestrians Count! Summit 2016</p> <p>Improving pedestrian safety requires a multi-disciplinary approach, including engineering, enforcement, evidence-based education, and community engagement. Given the magnitude of the State's pedestrian safety problem, it is imperative for traffic safety practitioners to be equipped with the latest research, data, and best practices in order to effectively and collectively reduce pedestrian fatalities and serious injuries in California. California Walks will plan, organize, and host one statewide Summit featuring the latest research, data and best practices to advance integrated multi-disciplinary pedestrian safety strategies and convene and catalyze pedestrian safety collaborations among traffic safety professionals, researchers (governmental and private), and community residents.</p>
PS1616	3	<p>The Regents of the University of California, Berkeley Campus</p> <p>Community Pedestrian and Bicycle Safety Training Project</p> <p>UC Berkeley will conduct Community Bicycling Safety Training (CBST) and Community Pedestrian Safety Training (CPST) to assist high-risk areas with reducing bicycle and pedestrian related traffic collisions. UC Berkeley's SafeTREC will 1) use GIS and SWITRS data in identifying high-risk locations for bicyclists and pedestrians, 2) update and adapt the CBST and CPST curriculums for each training site in California, 3) utilize OTS rankings and research 5 locations for piloting CBST and CPST, with priority given to underserved communities and cities with significant bicycle/pedestrian safety issues, 4) promote public awareness of bicycle safety issues throughout the grant period, and 5) conduct an evaluation of the impact of community trainings.</p>

Grant	Task	Agency/Title/Descriptions
PS1623	3	<p>The Regents of the University of California, Berkeley Campus</p> <p>Safety Assessments for California Communities</p> <p>Staff will provide free expert technical assistance to local agency staff in the form of Pedestrian Safety Assessments (PSA) and Bicycle Safety Assessments (BSA) to reduce the number and severity of collisions as well as the number of motorist, bicyclist, and pedestrian injuries and fatalities on California roadways.</p>

POLICE TRAFFIC SERVICES

DATA ANALYSIS

National

In 2012, 10,219 lives were lost in speeding-related crashes. These fatalities increased by 2 percent from 10,001 in 2011 to 10,219 in 2012. Thirty-seven percent of 15 to 20 year old and 37 percent of 21 to 24 year old male drivers involved in fatal crashes were speeding. In addition, 42 percent of the speeding drivers had BACs of .08 or higher, compared to 16 percent of non-speeding drivers. Thirty-four percent of motorcycle riders involved in fatal crashes were speeding and 12 percent of speeding related fatal crashes occurred on interstate highways.

California

Speeding-related fatalities were the leading cause of traffic fatalities surpassing alcohol-related fatalities for the fourth straight year. According to NHTSA, a speed-related crash is one where the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. In 2013, speed-related fatalities accounted for 32 percent of all California traffic fatalities while alcohol-related fatalities made up 28.9 percent. However, alcohol involvement is very prevalent for drivers in speeding-related crashes; in 2012, 42.3 percent of speeding drivers had BACs of .08 or higher compared to 16 percent of non-speeding drivers nationally.

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

According to SWITRS, DUI, improper turning, and unsafe speed have been the top three primary collision factors (PCFs) of fatal and severe injuries reported in the most recent five years of data available. In fact, between 2009 and 2013, these three PCFs accounted for 56 percent of all fatal and serious traffic injuries.

Overall traffic related fatalities decreased 0.9 percent from 3,076 to 3,104 and serious injuries decreased 2.4 percent from 10,931 to 10,664 from 2009 to 2013. During that same period, DUI fatal and serious injuries declined 8.5 percent and improper turning fatal and severe injuries declined 2.6 percent, while speeding fatal and severe injuries were relatively unchanged with a 0.1 percent decline from 2,408 to 2,405. Moreover, speeding fatalities increased 3.9 percent from 462 to 480 fatalities in 2013.

Primary Collision Factor*	2009		2013	
	Fatal Injury**	Serious Injury	Fatal Injury*	Serious Injury
DUI	709	2,350	651	2,146
Improper Turning	612	1,864	603	1,812
Unsafe Speed	462	1,946	480	1,925
Pedestrian Violation	315	773	435	769
Automobile Right of Way	181	1,072	226	1,131
TOTAL: Top 5 PCF	2,279	8,009	2,395	7,783
TOTAL: Fatal + Serious Injury	3,076	10,931	3,104	10,664

* Officers only indicate one PCF, even if other factors are involved.

** Fatal numbers here are taken from SWITRS.

Between 2012 and 2013, the following fatal and severe injury trends occurred:

- DUI PCF fatal and serious injuries increased 2.5 percent from 2,795 to 2,866;
- Improper turning PCF fatal and serious injuries decreased 4.2 percent to 2,415; and
- Speeding PCF fatal and serious injuries decreased 0.2 percent to 2,405.

SHSP Action Items

Challenge Area: Speeding and Aggressive Driving

In coordination with federal, state, local, and private sector traffic safety stakeholders, the Challenge Area Team developed, implemented, and completed eight action items during 2008 – 2014. The team continues to propose and recommend new actions for consideration by the SHSP Executive Steering Committee.

Countermeasures and Strategies

High Visibility Enforcement

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

Increased Enforcement

- Conduct special enforcement operations targeting PCF violations.
- Fund full-time officers, overtime, lidar and radar units, DUI trailers, visible display radar trailers, changeable message signs, geographical information systems (GIS), motorcycles, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.
- Conduct courthouse and probation sting operations of traffic offenders with licensure sanctions who fail to obey their suspension or revocation of licensure.
- Fund Regional Campaign Programs in select areas based on data identifying them as having a disproportionate number of collisions, convene a task force, identify factors contributing to the traffic safety problem(s), develop an action plan, and implement identified solutions.

Education

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

Other

- Continue programs with the UCB to conduct no-cost enforcement and engineering evaluations as a service to cities and counties seeking to improve traffic safety in their communities.
- 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

- To reduce the total number of persons killed in traffic collisions 2 percent by September 30, 2016.
- To reduce the total number of persons injured in traffic collisions 2 percent by September 30, 2016.

TASKS

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS as it directly relates to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2016 HSP. Funding allocated to this task provides for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences. Also included under this task is funding for CHP grant administration.

Task 2 - Selective Traffic Enforcement Program (STEP)

Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other PCFs. The funded strategies may include: DUI checkpoints, DUI saturation patrols, warrant service operations, stakeout operations, a "Hot Sheet" program, educational presentations, and court stings. The program may also concentrate on speed, distracted driving, seat belt enforcement, operations at intersections with disproportionate numbers of traffic crashes, and special enforcement operations encouraging motorcycle safety. These strategies are designed to earn media attention thus enhancing the overall deterrent effect. OTS will fund 151 grants under this task.

Task 3 - California Highway Patrol

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

Task 4 - Education

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

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
PT16150	1	California Highway Patrol	164AL	\$ 173,486
			402PT	\$ 283,986
PT1600	2	Alhambra	164AL	\$ 76,000
			402PT	\$ 66,000
PT1601	2	Irvine	164AL	\$ 271,592
			402PT	\$ 150,000
PT1602	2	Santa Barbara County	164AL	\$ 81,500
			402PT	\$ 30,500
PT1603	2	Glendora	164AL	\$ 185,000
			402PT	\$ 35,000
PT1604	2	San Francisco	164AL	\$ 120,000
			405b OP	\$ 135,000
PT1605	2	Arroyo Grande	164AL	\$ 31,000
			402PT	\$ 19,000
PT1606	2	Ontario	164AL	\$ 400,000
			402PT	\$ 110,000
PT1607	2	Claremont	164AL	\$ 56,900
			402PT	\$ 41,300
PT1608	2	Rohnert Park	164AL	\$ 33,580
			402PT	\$ 91,420
PT1609	2	Petaluma	164AL	\$ 85,462
			402PT	\$ 104,538
PT1610	2	Hayward	164AL	\$ 41,000
			402PT	\$ 46,000
PT1611	2	Palm Springs	164AL	\$ 65,310
			402PT	\$ 86,112
PT1612	2	Fairfield	164AL	\$ 111,082
			402PT	\$ 140,918
PT1613	2	Gilroy	164AL	\$ 50,880
			402PT	\$ 49,120
PT1614	2	Orange	164AL	\$ 173,705
			402PT	\$ 51,295
PT1615	2	Anaheim	164AL	\$ 264,038
			402PT	\$ 121,142
PT1616	2	Redondo Beach	164AL	\$ 94,000
			402PT	\$ 56,000
PT1617	2	Fortuna	164AL	\$ 65,000
			402PT	\$ 25,000
PT1618	2	Marina	405b OP	\$ 60,000
PT1619	2	Central Marin	164AL	\$ 20,083
			402PT	\$ 149,917
PT1620	2	Tustin	164AL	\$ 49,840
			402PT	\$ 13,560
PT1621	2	Pasadena	164AL	\$ 281,000
			402PT	\$ 119,000
PT1622	2	Sanger	402PT	\$ 25,000
PT1623	2	Rialto	164AL	\$ 115,702
			402PT	\$ 86,368
PT1624	2	El Monte	164AL	\$ 90,000
			402PT	\$ 81,000

Grant	Task	Agency	Fund	Amount
PT1625	2	Hollister	164AL	\$ 17,740
			402PT	\$ 43,760
PT1626	2	Chula Vista	164AL	\$ 300,000
			402PT	\$ 150,000
			405d AL	\$ 29,000
PT1627	2	Turlock	164AL	\$ 39,500
			402PT	\$ 29,500
PT1628	2	Burbank	164AL	\$ 30,000
			402PT	\$ 20,000
PT1629	2	Redding	164AL	\$ 92,418
			402PT	\$ 122,292
PT1630	2	Upland	164AL	\$ 43,808
			402PT	\$ 75,086
PT1631	2	Newport Beach	164AL	\$ 295,000
			402PT	\$ 68,740
PT1632	2	South Gate	164AL	\$ 61,000
			402PT	\$ 66,000
PT1633	2	San Bernardino	164AL	\$ 225,000
			402PT	\$ 125,000
PT1634	2	La Habra	164AL	\$ 99,000
			402PT	\$ 55,000
PT1635	2	Manteca	164AL	\$ 48,408
			402PT	\$ 65,287
PT1636	2	Concord	164AL	\$ 67,478
			402PT	\$ 108,522
PT1637	2	Marysville	164AL	\$ 21,450
			402PT	\$ 57,000
PT1638	2	Culver City	164AL	\$ 60,000
			402PT	\$ 55,000
PT1639	2	Lompoc	164AL	\$ 70,500
			402PT	\$ 64,500
PT1640	2	Murrieta	164AL	\$ 70,351
			402PT	\$ 65,482
PT1641	2	South Lake Tahoe	164AL	\$ 20,228
			402PT	\$ 15,272
PT1642	2	Hemet	164AL	\$ 44,833
			402PT	\$ 90,000
PT1643	2	Fresno	164AL	\$ 550,000
			402PT	\$ 150,000
PT1644	2	Lodi	164AL	\$ 89,000
			402PT	\$ 32,400
PT1645	2	El Cajon	164AL	\$ 58,582
			402PS	\$ 57,783
PT1646	2	Atwater	164AL	\$ 48,500
			402PT	\$ 13,000
PT1647	2	Visalia	164AL	\$ 142,500
			402PT	\$ 66,000
PT1648	2	Orange County	164AL	\$ 334,141
			402PT	\$ 90,187
PT1649	2	Huntington Beach	164AL	\$ 400,000
			402PT	\$ 100,000

Grant	Task	Agency	Fund	Amount
PT1650	2	Downey	164AL	\$ 78,000
			402PT	\$ 91,000
PT1651	2	San Jose	164AL	\$ 176,551
			402PT	\$ 83,449
PT1652	2	San Bruno	164AL	\$ 31,056
			402PT	\$ 15,944
PT1653	2	Irwindale	164AL	\$ 40,000
PT1654	2	Albany	164AL	\$ 28,591
			402PT	\$ 56,409
PT1655	2	Cathedral City	164AL	\$ 49,312
			402PT	\$ 44,784
PT1656	2	Inglewood	164AL	\$ 171,000
			402PT	\$ 74,000
PT1657	2	Whittier	164AL	\$ 141,000
			402PT	\$ 72,000
PT1658	2	Azusa	164AL	\$ 37,000
			402PT	\$ 58,000
PT1659	2	Mill Valley	402PT	\$ 55,400
PT1660	2	Fountain Valley	164AL	\$ 46,370
			402PT	\$ 32,130
PT1661	2	Pinole	164AL	\$ 79,520
			402PT	\$ 67,480
PT1662	2	Oakland	164AL	\$ 71,050
			402PT	\$ 218,950
PT1663	2	Long Beach	164AL	\$ 177,000
			402PT	\$ 163,000
PT1664	2	San Mateo	164AL	\$ 54,450
			402PT	\$ 60,550
PT1665	2	Elk Grove	164AL	\$ 84,958
			402PT	\$ 56,152
PT1666	2	Eureka	164AL	\$ 16,800
			402PT	\$ 101,200
PT1667	2	Ventura County	164AL	\$ 157,000
			402PT	\$ 218,000
PT1668	2	Yuba City	164AL	\$ 25,540
			402PT	\$ 35,873
PT1669	2	Stanislaus County	164AL	\$ 30,000
			402PT	\$ 22,500
PT1670	2	Escondido	164AL	\$ 217,571
			402PT	\$ 92,155
PT1671	2	Placentia	164AL	\$ 83,677
			402PT	\$ 7,603
PT1672	2	Los Angeles County	164AL	\$ 1,000,000
			402PT	\$ 159,000
PT1673	2	San Rafael	164AL	\$ 97,595
			402PT	\$ 107,405
PT1674	2	Gardena	164AL	\$ 215,000
			402PT	\$ 58,000
PT1675	2	South San Francisco	164AL	\$ 72,359
			402PT	\$ 77,641
PT1676	2	Pittsburg	164AL	\$ 50,850
			402PT	\$ 44,150

Grant	Task	Agency	Fund	Amount
PT1677	2	Pacifica	164AL	\$ 34,299
			402PT	\$ 23,442
PT1678	2	Garden Grove	164AL	\$ 166,791
			402PT	\$ 92,209
PT1679	2	Sebastopol	164AL	\$ 14,600
			402PT	\$ 35,400
PT1680	2	Bakersfield	164AL	\$ 300,000
			402PT	\$ 150,000
PT1681	2	Santa Barbara	164AL	\$ 192,000
PT1682	2	Pismo Beach	402PT	\$ 88,000
PT1683	2	Bell	164AL	\$ 35,000
			402PT	\$ 45,000
PT1684	2	Sacramento	164AL	\$ 278,024
			402PT	\$ 216,476
PT1685	2	Modesto	164AL	\$ 191,500
			402PT	\$ 107,000
PT1686	2	Laguna Beach	164AL	\$ 59,025
			402PT	\$ 57,295
PT1687	2	Bell Gardens	164AL	\$ 15,000
			402PT	\$ 38,000
PT1688	2	Kern County	164AL	\$ 45,280
			402PT	\$ 6,441
PT1689	2	Riverside County	164AL	\$ 750,000
			402PT	\$ 670,000
PT1690	2	Ventura	164AL	\$ 69,000
			402PT	\$ 28,000
PT1691	2	Sunnyvale	164AL	\$ 15,158
			402PT	\$ 65,842
PT1692	2	Colma	405b OP	\$ 30,700
PT1693	2	Huntington Park	164AL	\$ 78,000
			402PT	\$ 48,000
PT1694	2	Santa Maria	164AL	\$ 257,000
			402PT	\$ 100,000
PT1695	2	Vacaville	164AL	\$ 28,836
			402PT	\$ 26,164
PT1696	2	Salinas	164AL	\$ 15,700
			402PT	\$ 96,700
PT1697	2	Burlingame	164AL	\$ 124,416
			402PT	\$ 134,284
PT1698	2	San Bernardino County	164AL	\$ 325,000
			402PT	\$ 225,000
PT1699	2	San Gabriel	164AL	\$ 77,400
			402PT	\$ 47,600
PT16100	2	Oxnard	164AL	\$ 184,000
			402PT	\$ 87,775
			405d AL	\$ 3,225
PT16102	2	Montebello	164AL	\$ 63,500
			402PT	\$ 20,500
PT16103	2	Berkeley	164AL	\$ 105,561
			402PT	\$ 74,439

Grant	Task	Agency	Fund	Amount
PT16104	2	La Mesa	164AL	\$ 38,564
			402PT	\$ 53,474
PT16105	2	Vallejo	164AL	\$ 41,500
			402PT	\$ 62,500
PT16106	2	Seal Beach	164AL	\$ 86,603
			402PT	\$ 53,397
PT16107	2	Davis	164AL	\$ 25,646
			402PT	\$ 88,849
PT16108	2	Ridgecrest	164AL	\$ 52,510
			402PT	\$ 30,463
PT16109	2	San Luis Obispo	164AL	\$ 171,000
			402PT	\$ 19,000
PT16110	2	Fontana	164AL	\$ 150,000
			402PT	\$ 65,933
PT16111	2	Monterey Park	164AL	\$ 40,000
			402PT	\$ 146,000
PT16112	2	Westminster	164AL	\$ 65,375
			402PT	\$ 34,445
PT16113	2	Palo Alto	164AL	\$ 50,000
			402PT	\$ 22,000
PT16114	2	Selma	164AL	\$ 3,000
			405b OP	\$ 22,000
PT16115	2	San Ramon	164AL	\$ 7,880
			402PT	\$ 82,120
PT16116	2	Los Angeles	164AL	\$ 2,831,680
			405b OP	\$ 500,000
			405d AL	\$ 44,160
PT16117	2	Hawthorne	164AL	\$ 159,000
			402PT	\$ 25,000
PT16118	2	Merced	164AL	\$ 48,000
			402PT	\$ 27,000
PT16119	2	San Pablo	164AL	\$ 43,888
			402PT	\$ 41,112
PT16120	2	Placerville	164AL	\$ 18,000
			402PT	\$ 27,000
PT16121	2	Pomona	164AL	\$ 265,000
			402PT	\$ 87,000
PT16122	2	Fullerton	164AL	\$ 148,521
			402PT	\$ 32,432
			405d AL	\$ 115,577
PT16123	2	Riverside	164AL	\$ 255,233
			402PT	\$ 225,130
PT16124	2	Santa Ana	164AL	\$ 281,650
			402PT	\$ 61,830
PT16125	2	Costa Mesa	164AL	\$ 123,293
			402PT	\$ 26,707
PT16126	2	West Sacramento	164AL	\$ 56,500
			402PT	\$ 79,980
PT16127	2	Arcadia	164AL	\$ 98,000
			402PT	\$ 39,000
PT16128	2	Brea	164AL	\$ 87,031
			402PT	\$ 40,969

Grant	Task	Agency	Fund	Amount
PT16129	2	Simi Valley	164AL	\$ 68,000
			402PT	\$ 17,000
PT16130	2	San Diego County	164AL	\$ 400,000
			402PT	\$ 150,000
PT16131	2	Porterville	164AL	\$ 35,500
			402PT	\$ 33,500
PT16132	2	Chino	164AL	\$ 121,604
			402PT	\$ 46,268
PT16133	2	Los Gatos	164AL	\$ 7,034
			402PT	\$ 18,066
PT16134	2	San Diego	164AL	\$ 600,000
			402PT	\$ 400,000
PT16135	2	Santa Monica	164AL	\$ 125,000
			402PT	\$ 175,000
PT16136	2	Redlands	164AL	\$ 58,086
			402PT	\$ 95,518
PT16137	2	National City	164AL	\$ 131,546
			402PT	\$ 60,794
PT16138	2	Torrance	164AL	\$ 200,000
			402PT	\$ 82,000
PT16139	2	Stockton	164AL	\$ 203,690
			402PT	\$ 191,730
PT16140	2	Desert Hot Springs	164AL	\$ 64,200
			402PT	\$ 47,505
PT16141	2	Glendale	164AL	\$ 250,000
			402PT	\$ 150,000
			405d AL	\$ 40,000
PT16142	2	Santa Rosa	164AL	\$ 133,795
			402PT	\$ 83,205
PT16143	2	Oceanside	164AL	\$ 167,256
			402PT	\$ 59,859
PT16144	2	Corona	164AL	\$ 54,256
			402PT	\$ 21,662
PT16145	2	Buena Park	164AL	\$ 181,675
			402PT	\$ 84,270
PT16149	2	Napa	164AL	\$ 290,271
			402PT	\$ 74,519
PT16157	2	El Centro	164AL	\$ 42,000
			402PT	\$ 72,903
PT16158	2	Citrus Heights	164AL	\$ 148,190
			405b OP	\$ 88,000
PT16160	2	Folsom	164AL	\$ 126,490
			402PT	\$ 23,510
PT16161	2	Angels Camp	164AL	\$ 81,000
PT16147	3	California Highway Patrol	402PT	\$ 555,000
PT16151	3	California Highway Patrol	402PT	\$ 150,000
PT16152	3	California Highway Patrol	402PT	\$ 1,800,000
PT16154	3	California Highway Patrol	402PT	\$ 250,000
PT16159	4	University of California, San Diego	405b DD	\$ 200,000
PT16155	4	The Regents of the University of California, Berkeley Campus	402PT	\$ 645,000
			Total	\$ 37,541,045

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Descriptions
PT16150	1	<p>California Highway Patrol</p> <p>Grant Administration Program (GAP)</p> <p>This grant will provide funding for four full-time positions (three analysts and one accounting officer) to manage OTS traffic safety grants. Each grant is assigned to a headquarters or field office grant coordinator (referred to as the Office of Primary Interest [OPI]) who works directly with an analyst within the Grants Management Unit (GMU) of Special Projects Section (SPS). The purpose of GMU is to act as the liaison between CHP grant OPIs and OTS. The GMU analysts plan, develop, monitor, and evaluate grant programs which help the CHP provide enhanced enforcement and education efforts toward fulfilling its traffic safety mission.</p>
PT16147	3	<p>California Highway Patrol</p> <p>Start Smart Teen Driver Safety Education Program VIII</p> <p>CHP will implement a grant specifically focused on providing newly licensed teen drivers 15-19 years of age, and their parents, with enhanced driver education classes emphasizing the dangers typically encountered by members of their age group. Class facilitators will provide education on primary collision factors involving teens, safe and defensive driving practices, and California driving laws. Facilitators encourage interactive participation during class to strengthen knowledge and understanding of the material and support communication between parents and teens as they discuss driving practices. Teen driver safety education classes will be conducted statewide in both Spanish and English to aid newly licensed drivers with the responsibilities that accompany becoming a licensed California driver.</p>
PT16151	3	<p>California Highway Patrol</p> <p>Keeping Everyone Safe (KEYS) VII</p> <p>CHP will implement a grant to address the need for established safety and mobility programs for older drivers to prevent injuries and fatalities. Multidisciplinary community-based collaborative 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 DMV to educate the motoring public with specific emphasis on older drivers.</p>
PT16152	3	<p>California Highway Patrol</p> <p>Reduce Aggressive Driving Incidents and Tactically Enforce Speed (RADIATES) IV</p> <p>CHP will conduct a statewide traffic safety grant project focusing on speed-caused collisions and PCF's 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.</p>

Grant	Task	Agency/Title/Descriptions
PT16154	3	<p>California Highway Patrol</p> <p>Focused High-Collision Reduction III</p> <p>CHP will conduct a high-collision traffic safety grant to reduce the number of victims killed and injured under the "Top 5" PCF's in the CHP Ukiah and Central Los Angeles areas. Local task forces comprised of representatives from local, regional, state, federal, and/or private organizations and agencies will be formed to address the issues in each area. The task force will identify and implement short- and/or long-term solutions individually tailored to each area by comprehensively evaluating both causes and possible remedies.</p>
PT16155	4	<p>The Regents of the University of California, Berkeley Campus</p> <p>Technical Assistance, Education, Data, and Outreach to Promote Traffic Safety in California</p> <p>SafeTREC will use data to identify target areas of need; chronicle and implement best practices; disseminate research and evaluation; participate in collaborative efforts; reach out to local stakeholders; educate the next generation of traffic safety professionals; and coordinate messages from state and federal traffic safety and transportation leaders.</p>

PUBLIC RELATIONS, ADVERTISING AND MARKETING

PROGRAM OVERVIEW

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

OTS Goals

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

Countermeasures and Strategies

- **Local and Regional Media:** Work directly with OTS grantees in the development of media materials including news releases, coordination of events, materials for public consumption, and specialty articles for publication – all designed to garner increased earned media and positive public awareness of traffic safety messages. Work directly with media outlets to be the first and primary resource for accurate, timely, and expert information on traffic safety issues.
- **Current Campaigns:** Activities surrounding three primary, specific, intensive and dated campaigns, which include December DUI Crackdown, Distracted Driving Awareness Month, and Pedestrian/ Bicycle Safety. Providing on-going, year-round activities which support the three primary campaigns. Providing activities to limited campaigns, including: “*Click It or Ticket*,” Child Passenger Safety Week, Sports and Venue Marketing, regional “Avoid DUI” campaigns, and several smaller but significant issues.
- **Advertising/Marketing:** OTS Public Affairs enlists the assistance of local, statewide and national media in anti-DUI and anti-distracted driving campaigns and initiatives; and pedestrian and bicycle safety issues. Enhance media reach by partnering with NHTSA, CHP, Caltrans, DMV, ABC, CDPH, non-governmental organizations, and law enforcement agencies throughout the state.
- 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/bicycle safety campaigns and through active grants – all designed toward lowering the mileage death rate. A new campaign which underwent planning in 2015 and will be instituted in early 2016 is a pilot project aimed at the issues surrounding pedestrian and bicycle safety. The effort includes providing increased media assistance to local grantees on proven and new, innovative programs and continuing to target under-represented groups, target audiences, and the general population with traffic safety messages.

OTS Public Affairs will be utilizing a public relations and advertising contractor in support of many of these initiatives. The contractor assists OTS in campaign development, media buys, advertising services, graphic design,

publication production, and various other marketing activities that are designed to assist the State in creating awareness of traffic safety programs and initiatives and reach its goal of reducing fatalities and injuries due to traffic crashes.

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

TASKS

Task 1 - Public Relations

Statewide Campaigns

OTS Public Affairs will spearhead several key public awareness campaigns during FFY 2016. Key campaigns will include California's December Holiday DUI Crackdown, Pedestrian and Bicycle Safety, as well as 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, 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, DUI Crackdown Month, 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

Grantees, 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 grantees make up the bulk of those visiting the site, with media, researchers, stakeholders, and the general public following along successively. The site was formatted with this usage in mind.

An update to the website to enhance both its functionality and appearance is scheduled to take place in the months prior to the start of FFY 2016, with refinements continuing into the year.

OTS joined in the social media revolution by inaugurating the OTS Facebook presence - www.facebook.com/CaliforniaOTS - in December of 2009. The use and growth of the OTS Facebook presence has been overwhelmingly positive, with phenomenal growth to a current level of nearly 34,000 "likes" even after the Facebook changes which culled nearly 4,000 from the roles. The monthly rate of impressions varies greatly depending on whether we are in an actively promoted campaign, but has reached as high as 60 million. It serves as an agency information and public engagement presence for OTS. This social media platform allows OTS to

communicate with all California motorists with real-time updates, life saving resources and engaging applications. The site is updated nearly daily with news, engaging posts, videos, photos, contests, polls, Smartphone apps, links and more. 2016 will see Facebook continued growth as a major communication medium, particularly with our target demographics.

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

In late 2011, OTS initiated a presence on Twitter - http://twitter.com/#!/OTS_CA, which expanded in 2014 to a dedicated DUI “DDVIP” campaign account, <https://twitter.com/DDvipCA>. Near daily “tweets” provide engaging and often informative communications and which grew by more than 20 percent in 2015 to over 8,000 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 2016 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 2016, 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 grantees, 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 grantees when needed to foster positive relations with the media covering their traffic safety programs.

Grantee 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 grantees 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 grantees and community-based organizations. OTS provides press release templates, fact sheets, and other materials to grantees, so that now the majority of press releases received by all media throughout the state stem from OTS supplied materials. The vast majority of grantees are using these materials to streamline their public relations efforts and provide an increased professional look to their media communications.

Task 2 - Paid Advertising

During 2016, OTS will be using paid media for the December DUI Crackdown, Distracted Driving, and Pedestrian/Bicycle 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 grantees track press coverage generated by campaigns.

Campaign	Amount
DUI Crackdown	\$800,000
Pedestrian and Bicycle Safety	\$350,000
Distracted Driving	\$600,000
Total	\$1,750,000
Note: Funds to be determined upon payment	

The following table reflects grants active in FFY 2016 with paid media in their budgets:

Grant	Agency	Campaign	Amount
DI1630	Ventura	Drugged Driving	\$100,000
MC1601	California Highway Patrol	Motorcycle Safety	\$473,343
PS1624	Los Angeles County Metropolitan Transportation Authority	Pedestrian and Bicycle Safety	\$400,000
PS1617	Santa Monica	Pedestrian Safety	\$2,000
RS1601	California Department of Transportation	Slow for the Cone Zone and Move Over	\$750,000
		Total	\$1,725,343

Task 3 - Marketing

OTS has an extensive, year-round effort in place to produce and place as much “public service” materials as possible in the media. This comes in the form of television and radio public service announcements and billboard placement. Although there is no cost for airing and displaying the media, there are production and installation costs. This marketing had a paid media equivalent of over \$6 million in 2014. The messaging is occupant protection, 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 public relations

Program	Amount
Alcohol and Drug Impairment	\$450,000
Pedestrian and Bicycle Safety	\$450,000
Distracted Driving	\$400,000
Web, Social Media, and Hosted Events	\$175,000
Other Program Areas	\$200,000
PSA Production, Placement and Installation	\$75,000
Total	\$1,750,000
Note: Funds to be determined upon payment	

TRAFFIC RECORDS/ROADWAY SAFETY

PROGRAM OVERVIEW

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

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

- Currently, the primary data repository for all crash report records is the SWITRS. Installed and maintained by the CHP in 1974, SWITRS collects and stores collision-related reports from state and local law enforcement agencies and makes the data available to state and local agencies upon request. Over the years, SWITRS has undergone both major and minor programming development in response to advances in computing capabilities and technology. Some of the more recent improvements to the SWITRS program have been the introduction of online crash data query capabilities, the collection and storage of crash location GIS coordinates and the addition of new data fields in the state crash report. Additional improvements for the SWITRS system include continued development of electronic crash reporting to include the ability of the SWITRS system to accept electronic submissions of completed crash reports from allied agencies, which will significantly reduce data entry by CHP SWITRS personnel and the lag time between the time of the incident and input of a crash record.
- The TASAS and TSN, maintained by Caltrans, is a supplemental repository of collision data extracted from the SWITRS database that contains highway engineering data on over 15,000 miles of state highways, including over 19,000 intersections and 14,000 ramp sections. TASAS-TSN does not include local (city or county) streets or roadway data. Quarterly, reports are generated identifying state highway locations that have significantly high concentrations of collisions.
- The DMV maintains a large statewide computer network to record all registered motor vehicles, all licensed drivers and those drivers who found to have been unlicensed when stopped for a traffic violation or involved in a collision. Using information supplied to the DMV by the courts, the DMV driver record section generates a transcript for every person convicted of a traffic violation and for any driver who defaults on bail for a traffic offense. The resulting transcript becomes the basis for an entry into the AMIS, even if the person arrested is not a licensed driver. If a citation is issued or an arrest is made in connection with a collision, the record of a collision involving a specific driver will be included in the file.
- Advances in computer technology have enabled the DMV to establish a direct electronic link to nearly all of the municipal courts within the State. By means of this linkage, nearly all traffic court judges have access to complete and current driver histories, thereby making the penalties imposed by the court more in keeping with the actual and current driving record of the individual. DMV continues to expand this capability and is continuing to bring as many courts as possible online.
- The Department of Justice system maintains a record of arrests made within the state, including the final disposition of each case. This record system shows all arrests, regardless of traffic involvement, and identifies specific vehicle code violations.
- The California Emergency Medical Services Authority (EMSA) has established a statewide database for emergency medical response reporting, including response times to collisions and subsequent treatment of collision victims. The California EMS Information System (CEMSIS) is programmed to receive EMS and Trauma Center data from participating local EMS Agencies. In the EMS system, all regional trauma

systems store and retrieve medical data, with a certain mandated core data transmitted to the EMSA system. All local EMS agencies have been given access user accounts to the CEMSIS system and the EMSA is working to increase participation in the EMS call data collection program. At present, 50 percent or 17 of the 33 local EMS agencies now report to CEMSIS. The EMSA maintains a NEMSIS compliant data system for the purpose of managing a minimum of two state level data sets – EMS call data and trauma registry data. The EMSA is currently using NEMSIS version 2 & 3 and National Trauma Data Bank (NTDB) data standards for traffic incident reporting to our CEMSIS data system. EMS linkage is necessary for the sensitivity index computation, and provides traffic engineers and traffic law enforcement personnel invaluable information on morbidity and mortality rates.

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

In January 2011, OTS and NHTSA facilitated a traffic records assessment for the State of California. A team of professionals with backgrounds and expertise in the several component areas of traffic records data systems (crash, driver/vehicle, traffic engineering, enforcement and adjudication, and EMS/Trauma data systems) conducted the assessment.

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

During the assessment, the team noted progress achieved by the State resulting from implementing some of the remedies suggested during the 2005 assessment, as well as other noteworthy improvements that have been accomplished since the 2005 assessment. The team also pointed out that many of the projects in the State's various safety plans are linked to recommendations from the 2005 assessment with emphasis on crash, citation, and injury surveillance records. The team also reported that the TRCC was a "well functioning committee and embraced by its members as a valuable vehicle for moving many of the traffic records projects forward." The next NHTSA traffic records assessment has been scheduled and will begin in the fall of 2015.

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

Countermeasures and Strategies

- Continue to incorporate recommendations from the January 2011 Traffic Records Assessment into the Strategic Plan, FHWA sponsored Peer-to-Peer conference, and CDIP evaluation.
- Provide funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems in order to provide timely tracking, identification, analysis, and graphing of collision and citation data.
- Foster the relationships between city and county engineering and enforcement agencies involved in system selection, deployment, and data sharing of GIS-based collision and citation analysis systems.
- Continue funding for speed feedback signs in conjunction with increased law enforcement to actively engage motorists and apprise them of their vehicle speed and the allowable speed limit on roadways off the federal aid system.

- Encourage grants that involve multiagency/multi-municipality data systems and to fund cooperative goals including data sharing and resource and data pooling.
- Ensure engineering and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate, and analyze critical traffic safety issues.
- Support automation grants to reduce report preparation time and to reduce the lag time between incident and system input.
- Support the creation of a web-based viewing and analysis system that allows users to query specific SWITRS data, interactively build maps in real time, and incorporate additional data in these maps.
- Continue with enhancements to the CEMSIS.
- Enhance the integrity of the DMV Driver's License Database.

Funded Grant Goals

- To establish citywide and countywide GIS and/or other automated collision analysis systems including hardware, software, and network cabling or other linking media to enable data sharing between enforcement agencies, departments of public works, and other related agencies.
- To 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.
- To improve local traffic engineering departments' customer service by reducing the time required to produce and track collision reports, and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations.

TASKS

Task 1 - Program Development and Administrative Coordination

This task provides for the necessary staff time and expenses incurred by OTS that are directly related to the planning, development, coordination, monitoring, auditing, and evaluation of grants within this program area, and the preparation of the 2016 HSP. This plan includes grants that will be continued from prior fiscal years. Funding is also provided in this task for the printing of brochures and pamphlets, and distributing literature and media materials developed through successful grants or obtained from other sources. Assistance is also provided under this task to individuals to attend and participate in committees, training sessions, educational meetings, or conferences.

Task 2 - Data Records Design and Implementation

This task provides funding for the databases and data record design by which state and local agencies can supplement existing and/or create new collision record programs with needed roadway data and maps. If applicable, by using GIS mapping systems, staff can query and map information from the database to identify high frequency locations and patterns. Identified locations that exceed collision thresholds can then be further studied and appropriate action taken.

Task 3 - Data Improvement Grants

This task provides funding for converting paper files to electronic content management system, updating data and resources in traffic safety websites, applying Empirical Bayes method for comparing collision numbers, and the Automated Knowledge Test Expansion project.

Task 4 - Strategic Highway Safety Planning

This task provides funding to support the statewide efforts for the California SHSP.

Task 5 – Education and Public Awareness

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

GRANT SUMMARY

Grant	Task	Agency	Fund	Amount
RS1601	5	California Department of Transportation	402PM	\$ 750,000
TR1603	2	California Department of Transportation	405c TR	\$ 481,634
TR1607	2	California Emergency Medical Services Authority	405c TR	\$ 222,800
TR1609	2	California Department of Public Health	408TR	\$ 600,000
TR1601	3	Emergency Medical Services Authority	405c TR	\$ 102,706
TR1602	3	Riverside County	405c TR	\$ 393,120
TR1608	3	California Department of Transportation	408TR	\$ 399,469
TR1612	3	California Highway Patrol	405c TR	\$ 111,177
TR1604	4	The Regents of the University of California, Berkeley Campus	405c TR	\$ 75,000
TR1610	4	California Department of Motor Vehicles	405c TR	\$ 1,616,921
TR1611	4	California State Polytechnic University, Pomona	405c TR	\$ 145,170
TR1613	4	The Regents of the University of California, Berkeley Campus	405c TR	\$ 123,000
TR1614	4	The Regents of the University of California, Berkeley Campus	405c TR	\$ 176,000
TR1605	5	The Regents of the University of California, Berkeley Campus	408TR	\$ 100,000
TR1606	5	The Regents of the University of California, Berkeley Campus	405c TR	\$ 190,000
			Total	\$ 5,486,997

GRANT DESCRIPTIONS

Grant	Task	Agency/Title/Descriptions
RS1601	5	<p>California Department of Transportation</p> <p>Highway Safety Campaign</p> <p>This project will expand upon prior "Slow for the Cone Zone" projects for a work zone safety public awareness campaign statewide. In addition to the Slow for the Cone Zone, the new expanded campaign will include education about the Move Over Law. Caltrans will continue to survey the impact of the campaign on public awareness and will analyze existing work zone collision data to determine whether the campaign continues to be successful in reducing work zone collisions and whether a cost benefit analysis supports permanently continuing this campaign statewide.</p>
TR1603	2	<p>California Department of Transportation</p> <p>Traffic Collision Report Backlog Reduction</p> <p>Caltrans will hire student assistants to aid in the reduction of a projected backlog of 324,000 Traffic Collision Reports (TCR). As of January 2015, CHP has about 225,000+ TCRs stored at their facility and they are receiving about 44,000 TCRs monthly. CHP projects to finish processing their backlog by October 2015. The number of TCRs that Caltrans will have to process is estimated at 180,000 by December 2015. In order to address the surging workload, Caltrans will hire a maximum of 25 student assistants to help code and process TCRs.</p>

Grant	Task	Agency/Title/Descriptions
TR1607	2	<p>California Emergency Medical Services Authority</p> <p>California EMS CEMSIS Data Information System (CEMSIS)</p> <p>The collection and dissemination of traffic collision incident data is critical to the development and implementation of the SHSP. EMSA oversees the submission of local EMS agency data to the CEMSIS database; which in turn submits the data into the National EMS Information System (NEMSIS). EMSA will link NEMSIS Version 3 with the SWITRS and the Office of Statewide Health Planning and Development (OSHPD) databases. EMSA is developing a standardized statewide bi-directional exchange of traffic-related data among state agencies, as required by MAP-21.</p>
TR1609	2	<p>California Department of Public Health</p> <p>Crash Medical Outcomes Data Project</p> <p>California's traffic safety and injury prevention stakeholders need comprehensive "crash through outcome" data that are critical to identifying and solving traffic safety problems to reduce crash-related injuries and deaths. The Crash Medical Outcomes Data Project responds to this need and the vision of NHTSA's TRCC for data integration. This project expands on the successful data linkage between crash and medical outcomes data, and enhances the value of the data by translating it into useful information for all. It also will leverage existing resources to improve data access by sharing data and knowledge with state and local partner agencies and organizations.</p>
TR1601	3	<p>Emergency Medical Services Authority</p> <p>Traffic- Related EMS Data Mapping</p> <p>EMSA will develop a mechanism to visually display traffic collision data from state level EMS data system in a meaningful manner. California's traffic safety professionals rely on roadway and safety data to make critical program decisions. This data is most frequently displayed in a tabular format which often limits the clarity of the data. A visual display of traffic crash related data in a graphic or map-based format provides a more immediate, useful, and clear overview of traffic-related data as it relates to types of roadways, EMS response routes, ambulance zones, hospital locations, population densities, and other regional demographics.</p>
TR1602	3	<p>Riverside County</p> <p>GIS-Based Countywide Traffic Collision Records System</p> <p>The system will collect traffic collision data from all cities (excluding collisions on state highways) and allow sharing of data to facilitate decision making in directing and prioritizing limited resources for safety improvements to reduce fatalities, injuries, and property damages. The countywide database will allow the county and cities the ability to compare regional issues/trends to consider solutions that require coordination among agencies. Additional features will include roadway classifications, speed limits, intersection controls, and traffic volume data. The system will produce collision rates by road class and intersection control and will be available to upload to a state level for use by OTS.</p>
TR1608	3	<p>California Department of Transportation</p> <p>Gathering, Analysis and Distribution of Model Inventory of Roadway Elements (MIRE) Data</p> <p>Caltrans will gather, analyze, and distribute MIRE data to meet requirements of the Highway Performance Monitoring System (HPMS), HSIP, SHSP, and MAP-21. The data sets include curve and grade for the State Highway System (SHS).</p>

Grant	Task	Agency/Title/Descriptions
TR1612	3	<p>California Highway Patrol</p> <p>3-Dimensional Laser Scanning Systems for the Multidisciplinary Accident Investigation Teams (MAIT)</p> <p>Incorporating new technology in collision investigative techniques will streamline collision investigations, which provide the basis for determining and preventing collision causation factors. This project provides the CHP MAIT with acquisition, deployment, training, and support for the latest 3D laser scanning technology to expedite MAIT collision investigations. The 3D laser scanning system is capable of collecting 1,000,000 3D evidence points in 15 minutes. The systems currently in use are outdated and no longer supported by the manufacturer.</p>
TR1604	4	<p>The Regents of the University of California, Berkeley Campus</p> <p>Transportation Safety Information Pages Website</p> <p>UC Berkeley will update 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.</p>
TR1610	4	<p>California Department of Motor Vehicles</p> <p>Driver Safety Electronic Content Management System</p> <p>DMV will implement an Electronic Content Management (ECM) system to replace the current inefficient and unreliable paper-based work and storage process in Sacramento, San Francisco, and the Driver Safety Headquarters locations. The new system will improve roadway safety by reducing the time that it takes to process documents and files needed for actions to be taken against unsafe drivers. The ECM system will also streamline current workload processing methods and ensure compliance with statutorily mandated processing timeframes.</p>
TR1611	4	<p>California State Polytechnic University, Pomona</p> <p>Statewide Collision Data Analysis and Ranking Program</p> <p>Professors and students of the Cal Poly Pomona Department of Civil Engineering will perform Empirical Bayesian analysis of statewide collision data and provide city and county rankings. These rankings will be used to identify emerging and on-going traffic safety problems. The department will also assist OTS in determining the best methods of trend analysis for calculating targets, goals, and statewide performance measures.</p>
TR1613	4	<p>The Regents of the University of California, Berkeley Campus</p> <p>Tribal Safety Data Collection Project-Part II</p> <p>Although data is limited, FARS and SWITRS data suggest that Native Americans are a disproportionately high-risk population for traffic injury. To improve traffic safety on tribal lands in California, UC Berkeley will complete a survey to all 110 tribal jurisdictions in California, finalize recommendations for reporting policies and procedures, implement a traffic collision data base for selected tribal areas, and obtain complete base maps for roadways on the Indian Reservation Road (IRR) Inventory and conduct detailed analyses.</p>

Grant	Task	Agency/Title/Descriptions
TR1614	4	<p>The Regents of the University of California, Berkeley Campus</p> <p>Improving Sustainability of the Transportation Injury Mapping System (TIMS)</p> <p>UC Berkeley will improve sustainability of the TIMS website by 1) updating SWITRS data in the tool, 2) geo-coding new SWITRS data to TIMS, 3) updating the SHSP Data Viewer Tool based on requests from challenge areas or the SHSP Steering Committee, and 4) tailoring tools to meet the interests of users. It is also critical to improve the sustainability of TIMS by making the software accessible for tablet and smart phone users. Providing a mobile-friendly SWITRS GIS Map Tool by applying responsive web-design concepts will ensure TIMS stays useful and relevant for every user.</p>
TR1605	5	<p>The Regents of the University of California, Berkeley Campus</p> <p>Traffic Safety Culture Survey</p> <p>Through SHSP, California has focused its efforts on enhancing traffic safety in many important areas. In order for these strategies to have lasting impact, experts from multiple transportation and public health agencies in California agree, these strategies must be tied into the culture of traffic safety in California--possibly even influencing it over time. Despite increased awareness of the importance of traffic safety culture, some specific cultural attitudes need to be better understood in order to tailor safety programs and efforts. UC Berkeley will convene stakeholders to 1) review and develop a methodology for surveying traffic safety culture in California, 2) develop a survey of traffic safety culture, 3) pilot a survey of traffic safety culture in urban, suburban, and rural areas, and 4) review and report results of the survey.</p>
TR1606	5	<p>The Regents of the University of California, Berkeley Campus</p> <p>Strategic Highway Safety Plan (SHSP) Tracking Database</p> <p>California is developing a revised SHSP based on the current federal transportation legislation, MAP-21. SHSP has a revised set of challenge areas and performance measures, and will have newly defined action items. Additional features have been identified to significantly improve the value in assisting agencies in implementation of the new SHSP. UC Berkeley will develop and implement a revised tracking tool to meet requirements of the revised SHSP.</p>

Hazard Elimination Projects

The following are hazard elimination grants scheduled for 2016 and funded through the California Department of Transportation.

12-00005

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

**PERFORMANCE
REPORT
FY 2014**

PERFORMANCE REPORT

California continued to lead the nation in efforts to save lives, prevent injuries and reduce economic losses from traffic crashes. In FY 2014, OTS awarded \$98 million in grants to 272 agencies for all priority program areas. Listed below are the outcomes for the ten core performance measures, one core behavior measure, three activity measures, and other funded program goals. California's 2014 APR 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.

Core Performances Measures		Base Year	Goal		Actual	
C-1	Traffic Fatalities	2,861	2,833	1%	3,000	4.7%
C-2	Serious Traffic Injuries	11,081	10,749	3%	10,664	-3.8%
C-3	Fatalities/VMT	0.89	0.89	maintain	.91	.02
C-4	Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions	548	538	2%	500	-8.8%
C-5	Alcohol-Impaired Driving Fatalities	824	792	5%	867	5%
C-6	Speeding-Related Fatalities	968	930	5%	961	-8%
C-7	Motorcyclist Fatalities	437	429	5.0%	453	3.6%
C-8	Unhelmeted Motorcyclist Fatalities	32	29	20.0%	34	5.9%
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	363	345	5.0%	349	-3.9%
C-10	Pedestrian Fatalities	598	587	0.9%	701	14.7%
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles	96.1%	97.1%	1 point	97.1%	1 point

**CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS**

CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS

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

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

GENERAL REQUIREMENTS

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

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

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Sub-award 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 SUB-RECIPIENTS AS WELL AS STATES)

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

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

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.

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

BUY AMERICA ACT

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

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

POLITICAL ACTIVITY (HATCH ACT)

(APPLIES TO SUB-RECIPIENTS 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, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients 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 SUB-RECIPIENTS 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 SUB-RECIPIENTS AS WELL AS STATES)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

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

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

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

5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is

proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's Web site at www.nhtsa.dot.gov. 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.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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



Rhonda L. Craft
Governor's Representative for Highway Safety

State of California
For FFY 2016
May 30, 2015

