

CALIFORNIA HIGHWAY SAFETY PLAN 2021



CALIFORNIA OFFICE OF TRAFFIC SAFETY

HIGHWAY SAFETY PLAN

Federal Fiscal Year 2021
(October 1, 2020 through September 30, 2021)



PREPARED FOR

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

PREPARED BY

CALIFORNIA OFFICE OF TRAFFIC SAFETY
Barbara L. Rooney, Director



Dear Fellow Californians:

I am pleased to present California's 2021 Highway Safety Plan, which outlines the state's efforts to keep California at the forefront of traffic safety. This year, \$93.7 million in federal transportation safety funds have been awarded to support agencies across the state for a wide range of innovative, results-driven programs. In all, 420 grants have been awarded in the areas of alcohol and drug-impaired driving, occupant protection, pedestrian and bicycle safety, emergency medical services and police traffic services.

Earlier this year, the California Office of Traffic Safety (OTS) team outlined their 2020-2023 Strategic Management Plan that serves as a roadmap toward a renewed vision of a California where every person, regardless of their mode of travel, will Go Safely. Achieving this vision will only happen through meaningful collaboration with traffic safety partners at every level.

This 2021 Highway Safety Plan shows that collaboration in action. Recognizing a growing trend of deaths and serious injuries on California roadways, the OTS took a proactive approach to expand new grant programs with additional partners, including Metropolitan Planning Organizations (MPOs), local Departments of Transportation, Public Health Departments and Active Transportation Grant recipients. The OTS conducted Grant Funding Workshops throughout California, with 12 law enforcement specific workshops in California's urban centers. This year's focus is on collaborative enforcement efforts, streamlining traffic records data collection, and comprehensive traffic safety enforcement and education programs. This extended outreach resulted in 468 applications for the 2021 grant cycle, a 36% increase in applications from the previous grant year.

New for 2021, the OTS recommended 60 grants with \$2.2 million in funding for local agencies to create new, or enhance existing, traffic crash reporting systems, electronic citation equipment, and software to submit crash data to the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) electronically. The new grants are all an effort to improve the timeliness of crash record collection throughout the state, helping guide our traffic safety priorities. The OTS is also working on providing funding for collaborative driving under the influence (DUI) and Traffic Enforcement Operations with neighboring agencies that would not otherwise have the resources or staff. More than 100 local law enforcement agencies will now team up to increase an enforcement presence throughout the state.

This is a challenging time for transportation. The COVID-19 pandemic has transformed the way we are educating the public about safe roadway behaviors. Equity and justice issues are at the forefront of our communities and immediate action is needed to better reflect a culture of diversity and inclusion, ensuring every Californian has safe and equal access to a safe roadway environment. Despite these challenges, our collective efforts to reduce deaths and injuries on our roads will be approached with the same sense of urgency and commitment.

I am proud of the work the OTS and our partners are doing to ensure that these federal funds will be used to further the vision of a California where everyone goes safely.

Sincerely,

A handwritten signature in blue ink that reads "Barbara L. Rooney".

BARBARA L. ROONEY
Director
California Office of Traffic Safety



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HIGHWAY PLANNING PROCESS

HIGHWAY SAFETY PLANNING PROCESS

DATA SOURCES AND PROCESSES

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

Annual Funding Cycle (Federal Fiscal Year)

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

Data Sources

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

Problem identification involves the study of relationships between crash 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. Crashes can be further analyzed in terms of the time, day, and month; age and sex of drivers; primary crash factor (PCF); and safety equipment usage.

Other factors also influence motor vehicle crashes 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 deterrent effectiveness law enforcement efforts can be influential. The selection of crash 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 crash experience of the subgroup can be improved, resulting in a reduction of traffic crash fatalities, injuries, and economic impacts.

The OTS uses data sources to identify emerging problem areas as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration. Traffic safety data and information are available from the following sources:

OTS Crash Rankings – The OTS rankings were developed so that individual cities can compare their city's traffic safety statistics to those of other cities with similar-sized populations. In recent years, media, researchers, and the public have taken an interest in the OTS rankings via the OTS website. A variety of items are compared, including crashes and/or victims involving alcohol and several other PCFs, pedestrians, bicycles, motorcycles, as well as driving under the influence (DUI) arrests, age variables, population, and vehicle miles traveled factors. Cities can use these comparisons to see what areas they may have problems with and where they are doing well. The results help cities and the OTS identify emerging or ongoing traffic safety problem areas which can be targeted for more in-depth analysis. City rankings are for incorporated cities only. County rankings include all crashes, killed and injured on all roadways within county limits. Additional data elements can be added to the database as

needed. The OTS staff use the database as an additional tool for problem identification. Staff knowledge, experience, and judgment continue to be important considerations in identifying problems and selecting jurisdictions for funding.

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

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

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

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

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

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

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

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

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

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

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

Lastly, the OTS partnered with the **University of California Berkeley, Safe Transportation Research and Education Center (SafeTREC)** for assistance with program area statistical analysis and the California State Polytechnic University, Pomona for technical guidance with data trend analysis and performance measures. For inclusion in California's Highway Safety Plan, SafeTREC conducted analyses under each program area. The analyses used FARS data from NHTSA File Transfer Protocol (FTP) site and SWITRS data from the California Highway Patrol (CHP) downloaded in the spring of 2020. Fatality analyses are based on 2014 to 2017 final FARS data and the 2018 FARS Annual Release File (ARF) as of October 2019. Severe injury and some fatality analyses are based on 2014 to 2017 SWITRS data and provisional 2018 SWITRS data. Population data is from the California Department of Finance, 2019.

Description of Highway Safety Problems – There was a precipitous rise in traffic related fatalities in California from 2014-2017. 2018 numbers did show positive signs with a reduction in fatalities. However, non-motorized fatalities, bicycles and pedestrian, fatalities are still on an upward trend. Through the problem identification process, the OTS recognizes a need for increased funding in these areas. The OTS looked expanding current successful programs and conducting targeted outreach to new partners. As a result, some current programs received additional funding and new partnerships were established. The new agencies receiving the OTS funding include: 11 fire agencies, 2 public health agencies, 7 public works agencies, 2 county probation departments, 1 sheriff department, and 28 city police departments.

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

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

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

The OTS, also developed the Impaired Driving Strategic Plan in 2020. This plan was developed utilizing subject matter experts in the fields of law enforcement, toxicology, prosecution, licensing, education, and outreach. The plan documents successful impaired driving countermeasures already in use in California and opportunities to enhance our collective efforts.

Pedestrian and Bicycle Safety

To address pedestrian and bicycle safety issues, city and county grants were selected based on strong problem identification, measurable outreach and education, as well as collaboration with existing partnerships. 13 county agencies and 29 cities where the highest number of pedestrian and bicycle related crashes occurred are being funded to increase educational efforts including presentations at schools, engagement at the community level, and a focus on areas associated with the aging adult population. On a statewide basis, the CHP will play a major role in reaching all populations, including underserved areas, to promote and enforce safe pedestrian, bicyclist, and motorist behavior. Finally, the UC Berkeley Safe Transportation Research and Education Center (SafeTREC) will continue to assist the seven pedestrian focus cities (Los Angeles, San Diego, San Francisco, Santa Ana, Fresno, Bakersfield, and San Jose) as well as all subrecipients by conducting workshops, providing technical assistance, and encouraging best practices.

Police Traffic Services

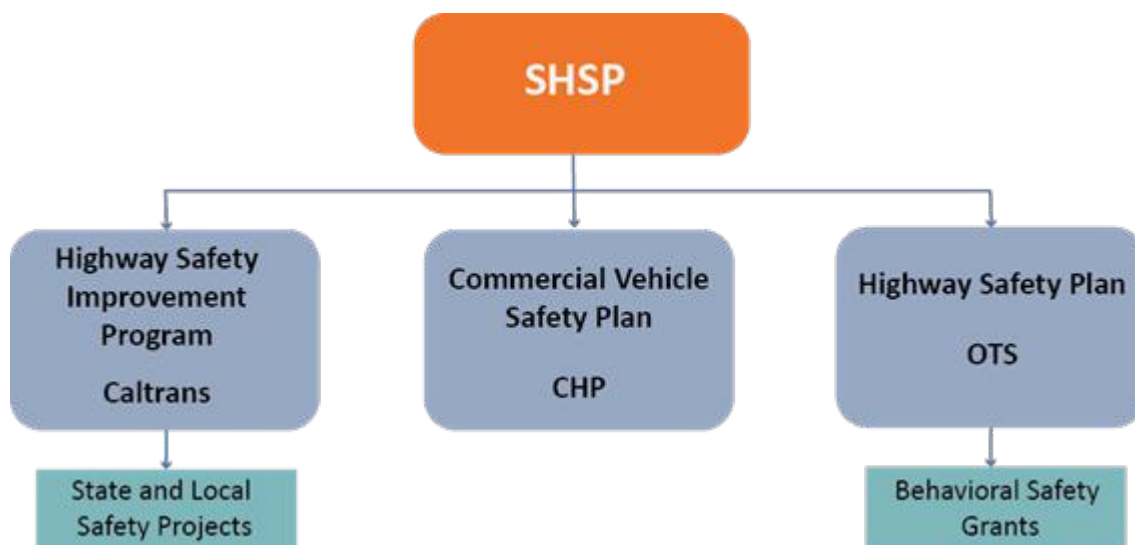
The Police Traffic Safety program focuses on a comprehensive approach to enforce and encourage compliance with seat belt use, impaired driving, speed limit, red light running, and other traffic laws. The Selective Traffic Enforcement Program (STEP) grants are highly effective in reducing traffic crashes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

Teen Education

With the recognition that motor vehicle crashes are still the leading cause of deaths for teens, the OTS continues to focus on teen drivers. OTS funds many successful teen programs that focus on education so that when teens get behind the wheel, they are making smart choices. Three of our teen programs promote peer-to-peer learning which has proven to be an effective means of education for teens. The OTS wants to ensure that limited grant funding is allocated to under-served and high crash areas in the state. To accomplish this, the OTS has included objectives in selected educational grants to utilize a teen traffic safety heat-map that will strategically aid in the planning of grant activities related to teen education.

Strategic Highway Safety Plan (SHSP)

The California SHSP is a statewide, coordinated safety plan that provides a comprehensive framework for reducing fatalities and severe injuries on all public roads by providing strategic direction for State plans, such as the HSIP, the Highway Safety Plan (HSP) and the Commercial Vehicle Safety Plan (CVSP). These programs must align their efforts and support the SHSP:



All Behavioral Safety Grants that are funded in the Highway Safety Plan are required to identify which SHSP Challenge area they support.

The SHSP is:

- Data-driven, i.e., the use of crash and other data analyses on all public roads to identify safety issues
- Coordinated by the State Department of Transportation (DOT) in collaboration with a broad range of stakeholders, including Metropolitan Planning Organizations (MPOs), major transportation modes, state and local law enforcement, Department of Motor Vehicles, emergency response personnel, public health agencies and others
- Multidisciplinary addressing the 4Es of Safety – engineering, enforcement, education and emergency medical services (EMS)
- Performance-based with the adoption of strategic and performance goals which focus resources on the areas of greatest need.

Each SHSP five-year cycle also includes an evaluation of the overall program and five-year effort to determine whether the SHSP's measurable objectives were met as well as include information on the output and outcome measures identified for each action. The 2020-2024 SHSP has been approved and is available at: [SHSP Document](#).

The SHSP focuses on 16 challenge areas identified by the SHSP Executive Leadership and Steering Committees after an in-depth analysis of California crash data as well as an extensive statewide outreach process that involved hundreds of diverse traffic safety partners around the state. The 2020–2024 SHSP identified challenge areas are:

- Aggressive Driving
- Commercial Vehicles
- Emergency Response
- Intersections
- Occupant Protection
- Aging Drivers (≥65)
- Distracted Driving
- Emerging Technologies
- Lane Departures
- Work Zones
- Bicyclists/Pedestrians
- Driver Licensing
- Impaired Driving
- Motorcyclists
- Young Drivers (15-20)

The OTS is involved in each level of the SHSP: Executive Leadership, Steering Committee, and on a total of 10 of the above Challenge Areas at the various levels. The action items for the 2020-2024 SHSP are currently under review and will be published in the upcoming SHSP Implementation Plan.

Outreach

OTS recognized with a trend of increasing traffic related fatalities and serious injuries, new and innovative programs needed to be included in the 2021 HSP to reverse this trend. To achieve this, OTS broadened our outreach in 2019 to include additional partners including: MPO's, local Department of Transportation Departments, local Public Health Departments, and Active Transportation grant recipients. In December 2019, the OTS conducted Grant Funding Workshops to this broad scope of partners. Additionally, during December 2019 and into January 2020, OTS conducted 12 specific law enforcement outreach workshops in California's most populated counties. Topics for enforcement agencies included collaborative enforcement efforts, new traffic records improvement grants, and general traffic safety enforcement and education programs. This broad outreach resulted in 468 applications for the 2021 grant cycle. This represents a 36.4% increase in applications received from the 2020 grant cycle. This HSP also features 420 grant awards, an increase of 115 grants awards from 2020 HSP.

Since 2013, The OTS has continued to conduct quarterly law enforcement roundtable meetings statewide. Included in these meetings is representation from local District Attorneys' offices, crime lab staff, local law enforcement, the CHP, and the OTS. These meetings were developed for the purpose of identifying challenges and strategies related to DUI and driving under the influence of drugs (DUID) enforcement, prosecution, and training. The valuable input received from these critical stakeholders assists the OTS in funding future countermeasures and strategies.

In December 2019, the OTS conducted Grant Funding Workshops. Traffic safety partners were invited and encouraged to submit innovative and community-wide educational funding applications in the areas of police traffic services, alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection,

pedestrian and bicycle safety, and motorcycle safety, all with the goal of reducing fatalities and injuries and promoting safer transportation options for all roadway users.

OTS played a key role in planning the largest gatherings of traffic safety professionals in the United States. In August of 2019, OTS hosted the Governors Highway Safety Association (GHSA) Conference in Anaheim, California. The conference had over 1,000 attendees. OTS is scheduled to host the 2021 Lifesavers Conference in Anaheim, CA from April 25th-27th, 2021. The Lifesavers Conference is the largest gathering of highway safety professionals in the United States.

Selection Process

The OTS screens applications against both quantitative and qualitative criteria. The applications are rated against several criteria including potential traffic safety impact, crash statistics and rankings, seriousness of identified problems, pre-award risk assessment, and performance on previous grants. Applications from state and local agencies are carefully evaluated and selected for maximum statewide impact.

The OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS application review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 30, 2020, the OTS received 468 grant applications for Federal Fiscal Year (FFY) 2021 funding were submitted into the OTS's Grant Electronic Management System (GEMS).

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

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

The OTS is organized by program areas statewide. There are nine program areas with eleven Program Coordinators and one Program Manager assigned to 421 awarded grants. The program area assignments provide the OTS Program Coordinators the ability to review and analyze application submittals from agencies with similar traffic safety problems, at the statewide level. The statewide review process helps build synergy within the program areas and is resulting in more comprehensive local grant programs. The Program Coordinators strive to become subject matter experts in their

assigned area. By reviewing applications, building grant objectives, and monitoring performance they develop the expertise to spread best practices in their assigned areas statewide.

The OTS Program Coordinators will have conducted a pre-funding assessment of each subrecipient by the end of July 2020. During the pre-funding assessment, the final negotiations of the agreement terms are conducted, deciding on the level of subrecipient effort required to meet the goals and objectives, and level of funding.

Program/Grant Development

The OTS grant program stresses a community-based approach providing communities the flexibility to structure highway safety programs in a manner that both meets their needs based on regional traffic safety data and is consistent with the statewide goals of the OTS. Careful consideration is given to providing grants to a diverse population in the state that includes various ethnic groups, infants, children, teens, young adults, the elderly and additional underserved areas of the state.

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

TRAFFIC SAFETY ENFORCEMENT PLAN

ANALYSIS OF CRASHES, CRASH FATALITIES, AND INJURIES IN AREAS OF HIGHEST RISK

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

While traffic fatalities decreased from 2017 to 2018 in California and nationally, in California traffic fatalities have increased almost 15 percent from 2014 to 2018. Drug-impaired driving, distracted driving, speed, and aggressive driving along with an increase in active transportation and alternate modes of transportation are all contributing factors for this trend and are discussed in greater detail throughout this document. In California:

- Total traffic fatalities decreased 8.3 percent from 3,884 in 2017 to 3,563 in 2018.
- Serious traffic injuries increased 12.9 percent from 14,201 in 2017 to 16,039 in 2018.
- Alcohol-impaired driving fatalities decreased 6.8 percent from 1,147 in 2017 to 1,069 in 2018.
- Speeding-related fatalities decreased from 1,067 in 2017 to 1,054 in 2018.
- Motorcyclist fatalities decreased 15.57 percent from 578 in 2017 to 488 in 2018.
- Drivers age 20 or younger involved in fatal crashes decreased 12.9 percent from 424 in 2017 to 369 in 2018.
- Pedestrian fatalities increased 5.0 percent from 940 in 2017 to 993 in 2018.
- Bicyclist fatalities increased 6.8 percent from 145 in 2017 to 155 in 2018.

Deployment of Traffic Law Enforcement Resources Based on Analysis

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

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

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

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

For the 2021 grant cycle, OTS is promoting a new collaborative enforcement option for local law enforcement agencies. This effort provides funding for agencies to conduct collaborative DUI and Traffic enforcement operations. Over 100 local law enforcement agencies will have this written into their grants and will result in increased enforcement throughout the state.

Continuous Follow-up and Adjustment

Program Area Coordinators will review subrecipient claims, Quarterly Performance Reports, conduct Grant Performance Reviews based on a risk assessment, and communicate consistently with subrecipients regarding challenges, accomplishments, best practices, and emerging traffic safety issues. Such ongoing monitoring and follow-up provide a mechanism for recommending modifications and/or revisions to grant objectives to ensure that grant funding makes the greatest impact on traffic safety issues as possible.

PERFORMANCE REPORT AND PLAN

MISSION

Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways.

VISION

Everyone traveling on California roadways will go safely.

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 37 million distributed over 58 counties and 482 municipalities. Approximately 40 percent of the population is white, 38 percent Hispanic, 13 percent Asian, and 6 percent African American. According to the Census, 25 percent of the population is under 18 years of age, 64 percent is between the ages of 18 and 64, and 11 percent is age of 65 or older.

California is proud to be the home for more Native American residents than any other state. The state recognizes and reaffirms the inherent right of these tribes to exercise sovereign authority over their members and territory and is committed to strengthening and sustaining relationships between tribes and the state. The OTS is supporting efforts to obtain accurate traffic crash data to identify educational and enforcement needs on tribal land.

There are 175,589 miles of maintained roads in California. Of that total, 71,650 miles are county roads and an additional 15,091 comprise the state highway system. The state is made up of 147,560 square miles of rural lands and 7,301 square miles of urban lands. As of December 2019, there were 27,305,220 licensed drivers and 36,423,657 registered vehicles.

Print and electronic media outlets include 51 news television stations (312 television stations all together), 1,125 commercial radio stations, 282 daily/weekly newspapers, 95 online publications, and 33 specialty magazines/periodicals.

PRIORITY FUNDING STRATEGIES

The OTS is committed to allocating priority funding to agencies that increase safety educational efforts, providing integrated traffic enforcement with a priority on bicycle and safety issues driving under the influence of alcohol and drugs. OTS is encouraging partnerships with all stakeholders including community-based-organizations to carry out our traffic safety messaging.

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

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

To enhance traffic safety for all roadway users, the OTS is actively leveraging partnerships to combine resources and coordinate efforts. The OTS Chief Deputy of Operations is a technical advisor for the Active Transportation Program and has assisted in reviewing applications for awards. This has allowed Caltrans and OTS to share best practices when reviewing and awarding grants while ensuring that these two programs support each other without a duplication of efforts.

OTS has funded a total of 187 Selective Traffic Enforcement Program (STEP) grants throughout cities in California based on a data driven election process. STEP grants include an increased focus on educational presentations on impaired driving, teen driving, distracted driving, and bicycle and pedestrian safety. These educational

interactions with law enforcement should not only increase safety but provide an opportunity for additional positive interactions between law enforcement and the public.

To encourage increased enforcement efforts, OTS is providing a new collaborative enforcement option for local law enforcement agencies. The Collaborative Enforcement option provides funding for agencies to conduct collaborative DUI and Traffic enforcement operations. Over 100 local law enforcement agencies will have this written into their grants and will result in increased enforcement throughout the state.

Through the problem identification process, the OTS recognizes a need for increased funding in several areas. The OTS looked at both expanding current successful programs and conducting targeted outreach to new partners. As a result, some current programs received additional funding and new partnerships were established. The new agencies receiving the OTS funding include: twelve fire agencies, two public health agencies, two county agencies, and twenty- seven new cities.

With the recognition that motor vehicle crashes are still the leading cause of deaths for teens, the OTS continues to focus on teen drivers. The OTS wants to ensure that limited grant funding is allocated to under-served and high crash areas in the state. To accomplish this, the OTS has included objectives in selected educational grants to utilize a teen traffic safety heat-map that will strategically aid in the planning of grant activities related to teen education.

The OTS is also partnering with the California Department of Transportation (Caltrans) to align the focus areas of the Highway Safety Plan (HSP) with the Highway Safety Improvement Program (HSIP) and the Active Transportation Program (ATP). All three of these programs support the Strategic Highway Safety Plan (SHSP). OTS has representatives on the SHSP Executive Steering Committee, and the Technical Advisory Committee for the ATP. OTS also works with the Caltrans HSIP team on the development of Core Performance measures and outreach to local Metropolitan Planning Organizations. This partnership is successful in aligning the goals and objectives of these programs to ensure the state is utilizing grant funding in the most efficient and effective way possible

PROCESS FOR DEVELOPING TARGETS

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

The OTS collaborated with Caltrans staff to select the targets for the three common core performance measures. Regulations require the state to use the five-year rolling average as the basis for setting targets. In addition to using the five-year rolling average, in the charts on the following pages, we have provided additional charts that display the actual number of Traffic Fatalities (C1), Serious Injuries (C2), and Traffic Fatalities/Vehicle Miles Traveled (VMT) (C3) to accurately show that each of these targets for 2021 represent a reduction from the latest available estimated numbers. Each of the additional targets were selected with the intent of improving upon the established baselines (decreasing fatalities, injuries, etc.), even though some of the trend lines projected future increases.

CORE SAFETY PERFORMANCE MEASURES

The Highway Safety Plan and the Highway Safety Improvement Plan are required to align on Performance Targets for the three Core Performance Measures. The latest data sources, and estimates for 2019 and 2020, were utilized to predict targets for Traffic Fatalities, Serious Injuries and Fatalities/Vehicle Miles Traveled for 2021. Regulations require the use of the five-year rolling average to determine core targets. Linear trend lines were utilized as predictors of future performance, as they are statistically more accurate predictors of future values than polynomial trend lines.

CORE PERFORMANCE MEASURES -2018

CORE PERFORMANCE MEASURES			2013	2014	2015	2016	2017	2018
C-1	Traffic Fatalities (FARS)	Annual Actual	3,107	3,102	3,387	3,837	3,884	3,563
	Based on the 2011-2015 five-year rolling average, the five-year average of traffic fatalities will increase 16.7 percent from an average of 3,076 to 3,590.8 (2014-2018) by December 31, 2018. This increase is still below the trendline. The actual number of traffic fatalities, based on estimates for 2017, will decrease from 4,158 to 3,838 from 2017 to 2018.	5-Year Rolling Average	2,940	2,942	3,076	3,280	3,463	3,555
C-2	Serious Injuries (SWITRS)	Annual	10,664	10,995	11,942	13,171	14,201	16,039
	Based on the 2011-2015 five-year rolling average, the five-year average of serious injuries will increase 16.4 percent from an average of 11,014 to 12,823.4 (2014-2018) by December 31, 2018. This increase is still below the trendline. The actual number of serious injuries, based on estimates for 2017, will decrease from 14,188 to 13,975 from 2017 to 2018.	5-Year Rolling Average	10,585	10,711	11,014	11,527	12,191	13,270
C-3	Fatalities/VMT (FARS/FHWA)	Annual	0.94	0.93	1.01	1.13	1.13	1.03
	Based on the 2011-2015 five-year rolling average, the five-year average of fatalities/VMT will increase 0.10 percent from an average of 0.93 to 1.029 (2014-2018) by December 31, 2018. This increase is still below the trendline. The actual number of fatalities/VMT, based on estimates for 2017, will decrease from 1.17 to 1.06.	5-Year Rolling Average	0.91	0.90	0.93	0.99	1.03	1.06
C-4	Unrestrained Passenger Vehicle Occupant Fatalities,	Annual	516	479	568	611	625	598

CORE PERFORMANCE MEASURES			2013	2014	2015	2016	2017	2018
	All Seat Positions (FARS)							
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 10 percent from 517 (2011-2015 five-year rolling average) to 462 by December 31, 2018.	5-Year Rolling Average	532	500	517	534	560	576
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	880	876	902	1,114	1,147	1,069
	Reduce alcohol-impaired driving fatalities 5 percent from 855 (2011-2015 five-year rolling average) to 812 by December 31, 2018.	5-Year Rolling Average	836	827	852	926	990	1,028
C-6	Speeding-Related Fatalities (FARS)	Annual	992	995	1,032	1,151	1,164	927
	Reduce speeding-related fatalities 5 percent from 959 (2011-2015 five-year rolling average) to 911 by December 31, 2018.	5-Year Rolling Average	972	953	974	1,025	1,067	1,054
C-7	Motorcyclist Fatalities (FARS)	Annual	463	522	494	576	578	488
	Reduce motorcyclist fatalities 2 percent from 462 (2011-2015 five-year rolling average) to 453 by December 31, 2018.	5-Year Rolling Average	414	440	468	500	527	532
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	35	24	23	28	45	30
	Reduce unhelmeted motorcyclist fatalities 10 percent from 28 (2011-2015 five-year rolling average) to 25 by December 31, 2018.	5-Year Rolling Average	33	28	28	28	31	30
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	358	383	404	448	424	372
	Reduce drivers age 20 or younger involved in fatal crashes 10 percent from 357 (2011-2015 five-year rolling average) to 321 by December 31, 2018.	5-Year Rolling Average	356	347	360	385	403	406
C-10	Pedestrian Fatalities (FARS)	Annual	734	709	819	933	940	893
	Reduce pedestrian fatalities 3 percent from 694 (2011-2015 five-year rolling	5-Year Rolling Average	638	666	710	770	827	859

CORE PERFORMANCE MEASURES			2013	2014	2015	2016	2017	2018
	average) to 673 by December 31, 2018.							
C-11	Bicyclist Fatalities (FARS)	Annual	147	129	136	155	145	155
	Reduce bicyclist fatalities 3 percent from 130 (2011-2015 five-year rolling average) to 126 by December 31, 2018.	5-Year Rolling Average	118	124	131	139	142	144

CORE BEHAVIOR MEASURE			2014	2015	2016	2017	2018	2019
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (CSU Fresno Observational Survey)	Annual	97.1%	97.3%	96.5%	96.2%	96.0%	96.02%
	Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from 96.5 percent (2016 observation) to 97.5 percent by December 31, 2018.							

ACTIVITY MEASURES			2014	2015	2016	2017	2018	2019
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities		2,508	2,746	3,880	2,186	1,976	1,690
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities		14,247	14,033	11,831	9,796	8,563	7,759
A-3	Speed Citations Issued During Grant-Funded CHP Enforcement Activities		21,630	20,317	12,330	18,357	11,642	14,039

PERFORMANCE REPORT AND PLAN PERFORMANCE MEASURES

PERFORMANCE REPORT AND PLAN

California's Progress in Meeting NHTSA Core Performance Measures Identified in the Federal Fiscal Year 2018 Highway Safety Plan

California continued to lead the nation in efforts to save lives, prevent injuries, and reduce economic losses from traffic crashes. In FFY 2018 (the most recent year in which complete and finalized data is available), the OTS awarded \$101.8 million in grants to 305 agencies for all priority program areas. Listed below are the outcomes for the eleven core performance measures and the one core behavior measure. California's 2019 Annual Performance Report can be found on our website at www.ots.ca.gov and includes more detailed information on project distribution, California's Fatality Report, and Program Area Highlights.

California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2021 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

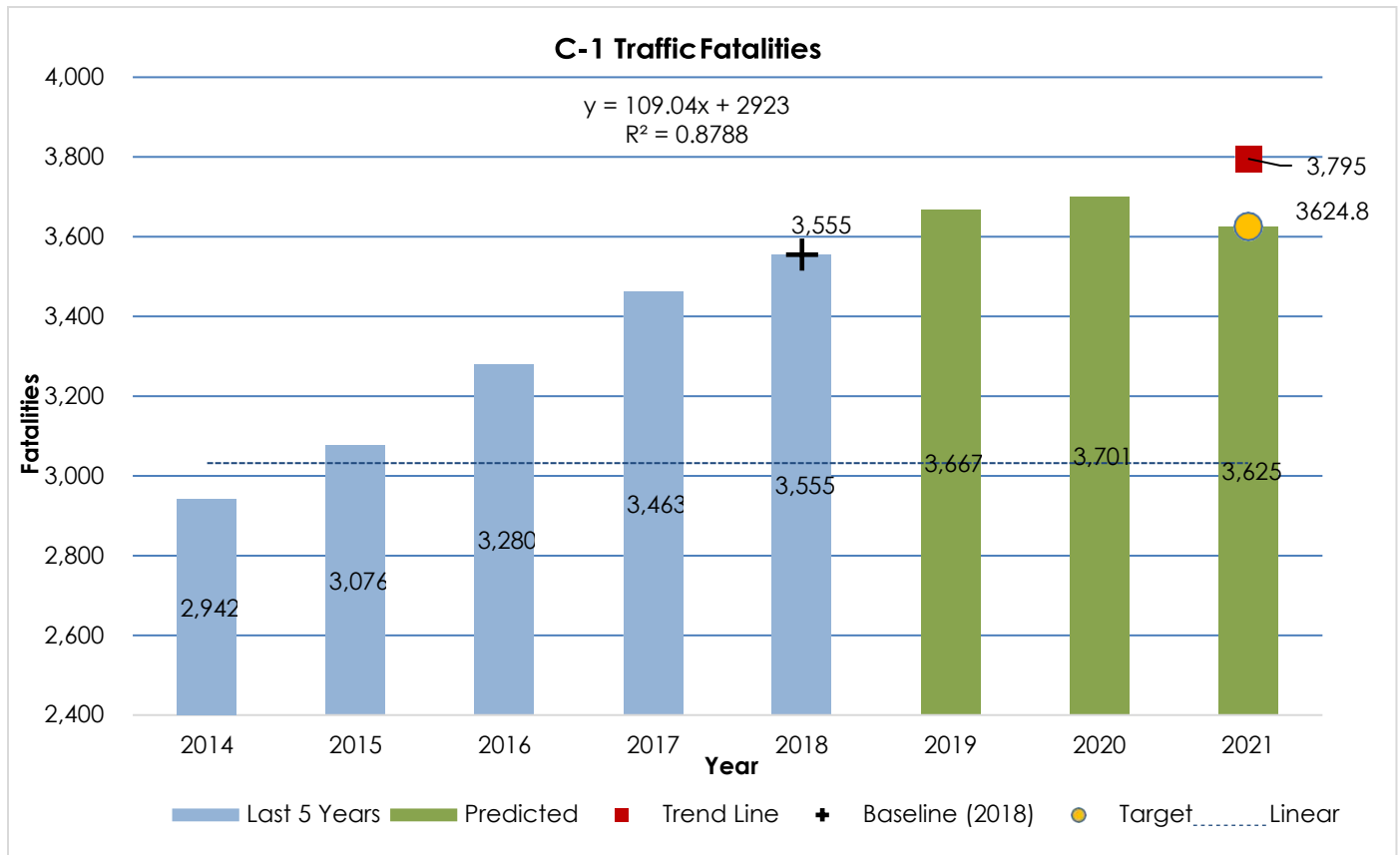
Measure	Core Performance Measures	2018 Target Total	Goal	2018 Actual Total	Attainment
C-1	Traffic Fatalities (FARS)	3,838	Reduce by 7.7%	3,563	Decreased by 7.1%
C-2	Serious Traffic Injuries	13,975	Reduce by 1.5%	16,039	Increased by 14.7%
C-3	Fatalities/VMT (FARS/FHWA)	1.06	Reduce by .11 percentage points	Not Available	Not Available
C-4	Unrestricted Passenger Vehicle Occupant Fatalities in all seating positions	462	Reduce by 10%	598	Increased by 29.4%
C-5	Alcohol Impaired Driving Fatalities (FARS)	812	Reduce by 5%	1,069	Increased by 31.6%
C-6	Speeding Related Fatalities (FARS)	911	Reduce by 5%	927	Increased by .01%
C-7	Motorcyclist Fatalities (FARS)	453	Reduce by 2%	488	Increased by 7.7%
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	25	Reduce by 10%	30	Increased by 20%
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	357	Reduce by 10%	372	Increased by 4%
C-10	Pedestrian Fatalities (FARS)	673	Reduce by 3%	893	Increased by 32.6%
C-11	Bicyclists Fatalities (FARS)	126	Reduce by 3%	155	Increased by 23%
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles	97.5%	Increase by 1.0%	96.02%	Decreased by 1.48%

PERFORMANCE MEASURES

C-1 Traffic Fatalities (FARS)

Target: Based on the 2014-2018 five-year rolling average, traffic fatalities will increase 1.96 percent from a five-year rolling average of 3,555 to 3624.8 (2016-2021) by December 31, 2021. This increase is below the linear trend line and represents a decrease in actual fatalities from 3,772 in 2018 to 3,456 in 2021.

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. Through assistance with the Highway Safety Improvement Plan, many California cities have or are developing Local Roadway Safety Plans that put a focus on reducing crashes throughout the state. This coupled with an over 25 percent increase in the number of OTS grants from the prior year, will assist California in continuing the downward trend in fatalities

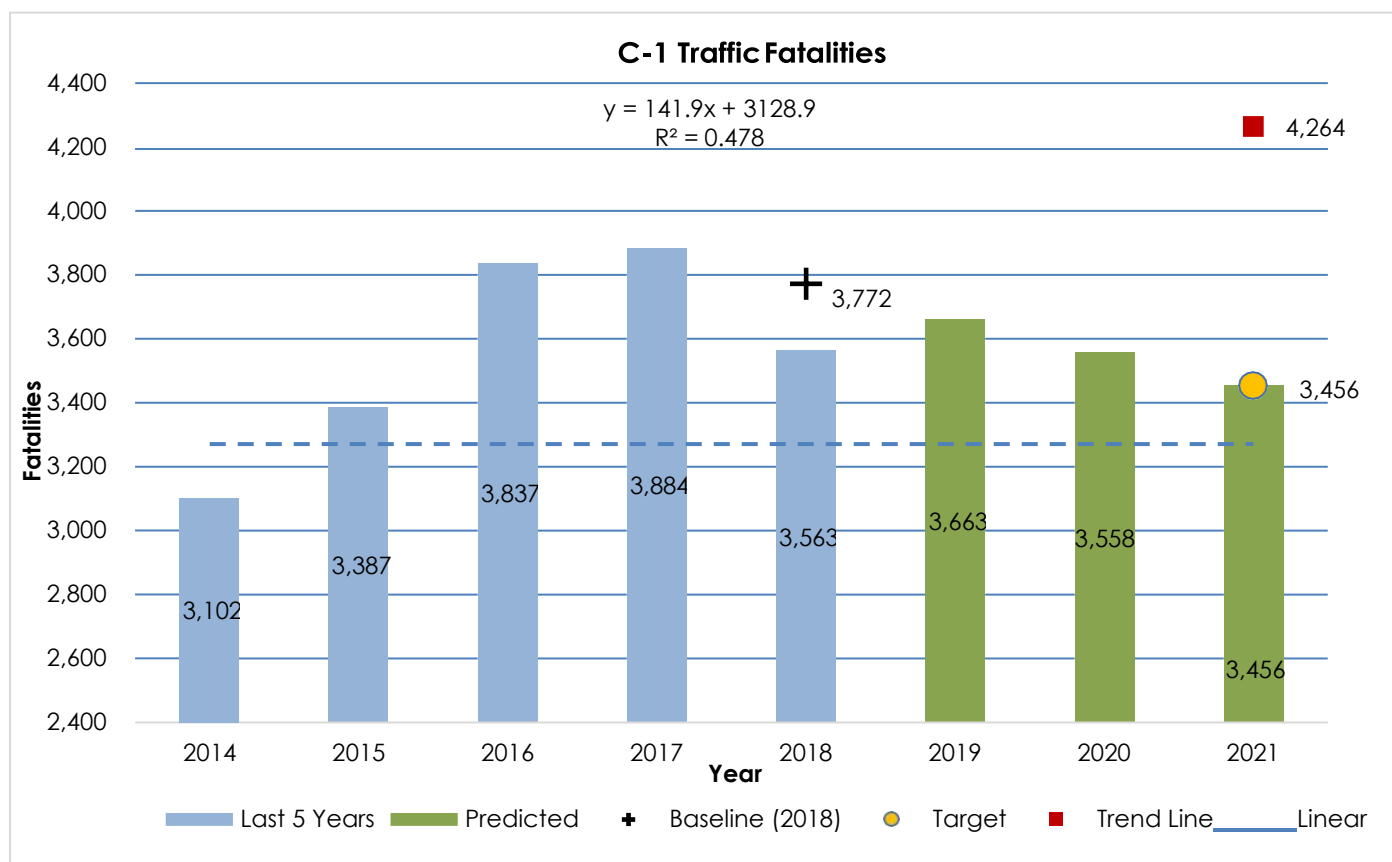


*Performance Measures (C1-C3) are Core Performance Measures that the OTS and the Department of Transportation are required to agree upon and must be included in the HSP and the HSIP.

C-1 Traffic Fatalities

Target: Based on 2014-2017 actual number of fatalities and the adjusted provisional number of 3,772 (2018) obtained from CHP FARS, the target for traffic fatalities will decrease 8.37 percent from the December 31, 2018 total of 3,772 to 3,456 by December 31, 2021. This represents a 2.887 annual reduction in fatalities.

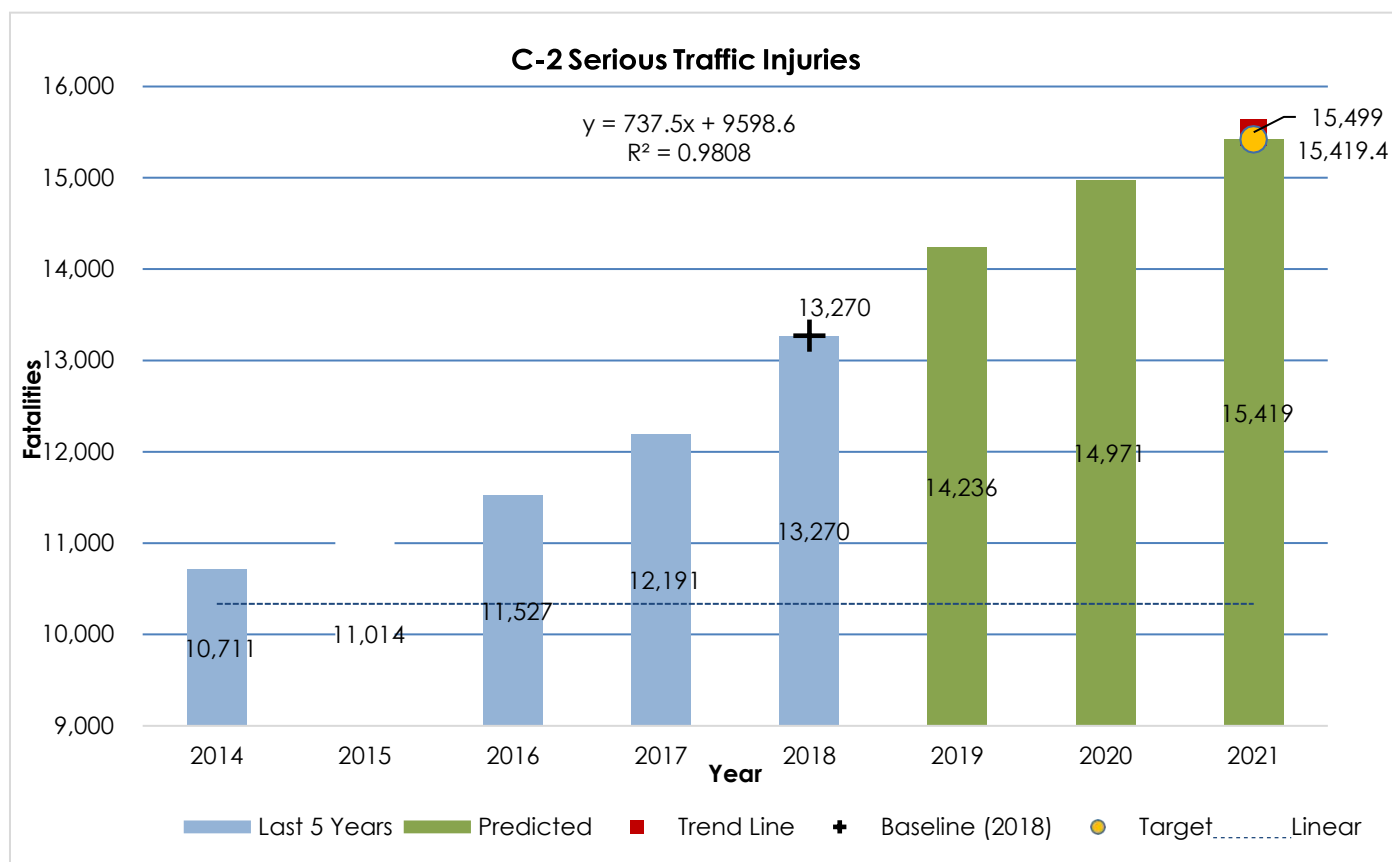
Justification: Even though the linear trendline shows a possible continued increase in traffic fatalities, California did have a 2.887 percent reduction in fatalities from 2017 to 2018. This is based on the latest FARS numbers obtained from the California Highway Patrol. Through assistance with the Highway Safety Improvement Plan, many California cities have or are developing Local Roadway Safety Plans that put a focus on reducing crashes throughout the state. This coupled with an over 25 percent increase in the number of OTS grants from the prior year, will assist California in continuing the downward trend in fatalities.



C-2 Serious Traffic Injuries (SWITRS)

Target: Based on the 2014-2018 five-year rolling average, serious injuries will increase 16.19 percent from an average of 13,270 to 15,419.4 (2017-2021) by December 31, 2021. This increase is just slightly below the linear trend line. However, based on 2014-2018 actual number of serious traffic injuries, injuries will decrease from 16,039 in 2018 to 15,412 by December 31, 2021. This represents a decrease of 3.85 percent decrease in serious traffic injuries.

Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. Through assistance with the Highway Safety Improvement Plan, many California cities have or are developing Local Roadway Safety Plans that put a focus on reducing crashes throughout the state. This coupled with an over 25 percent increase in the number of OTS grants from the prior year, will assist California in continuing the downward trend in Serious Traffic Injuries.

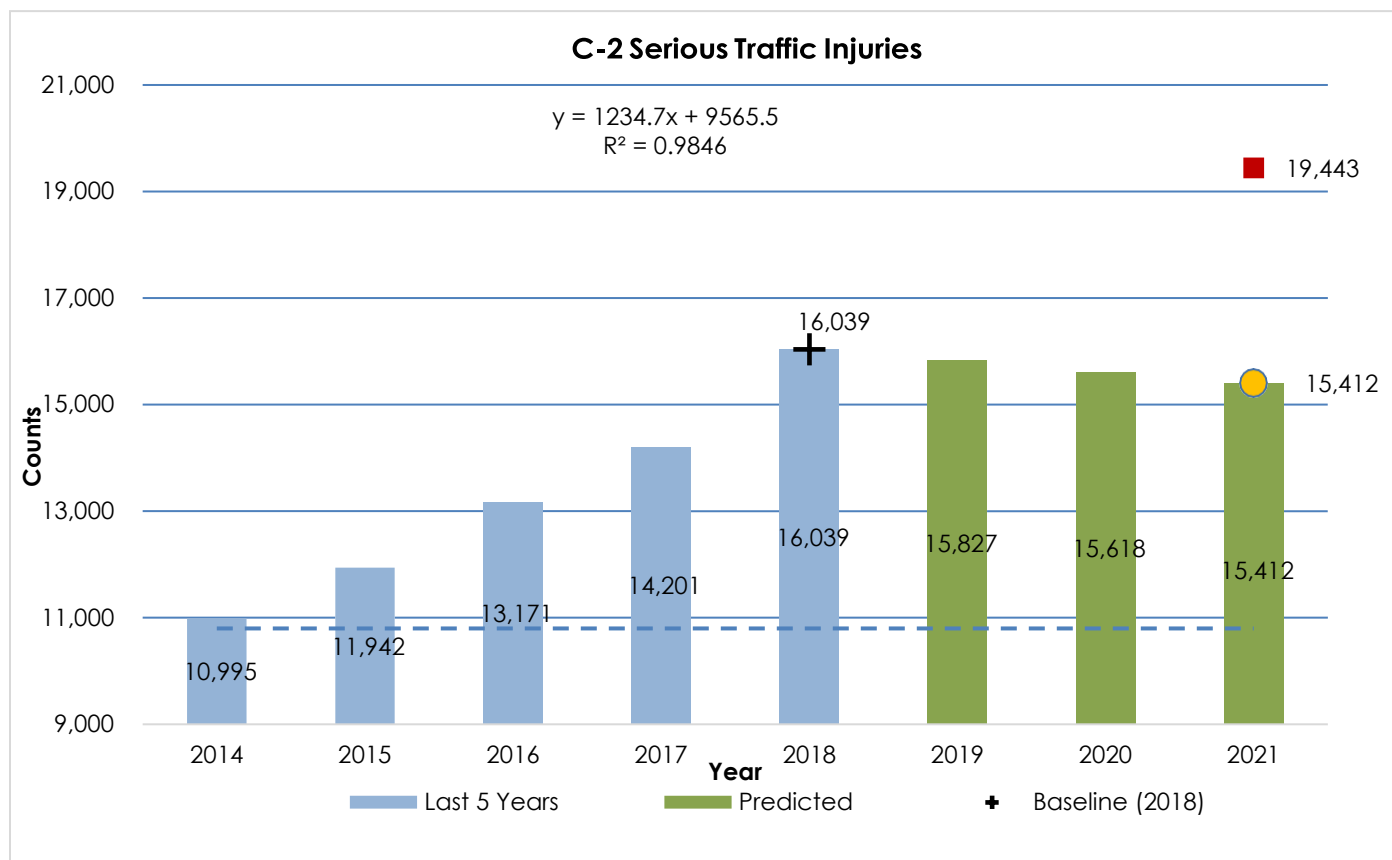


This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.

C-2 Serious Traffic Injuries

Target: Based on 2014-2018 actual number of serious traffic injuries, injuries will decrease from 16,039 in 2018 to 15,412 by December 31, 2021. This represents a decrease of 3.85 percent in serious traffic injuries.

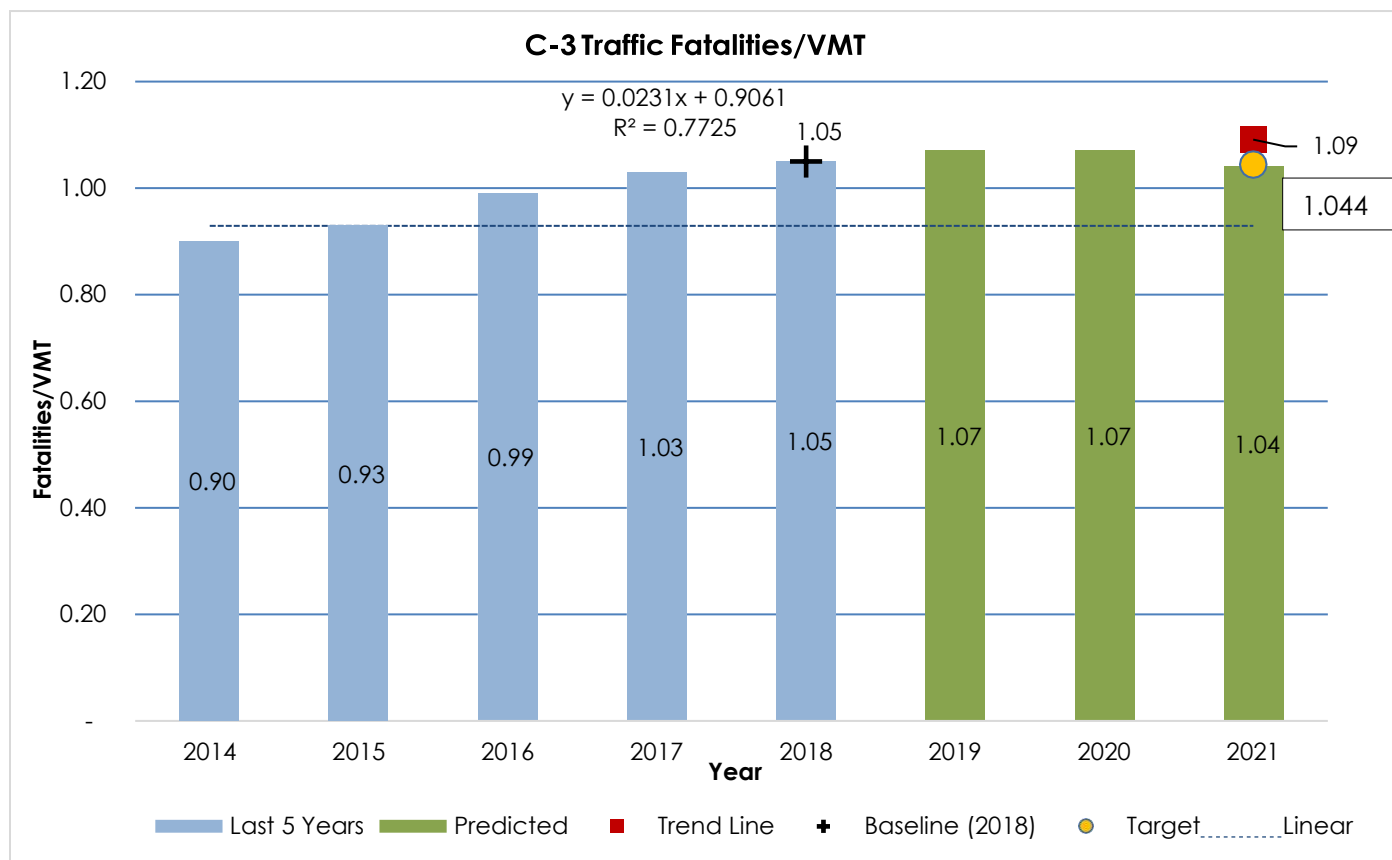
Justification: The definition of Serious Injuries was changed to include Suspected Serious Injuries and was implemented in mid-2017. The first full year of Suspected Serious Injuries resulted in an increase of 18% from the last full year of the old definition. Serious Injuries for the first half of 2018 were 7,725 and for the first half of 2019 serious injuries were 7,623, a decrease of 1.32%. Based on this data, the target is a 1.32% annual decrease or 15,412 for 2021. Through assistance with the Highway Safety Improvement Plan, many California cities have or are developing Local Roadway Safety Plans that put a focus on reducing crashes throughout the state. This coupled with the an over 25% increase in the number of OTS grants from the prior year, will assist California in continuing the downward trend in Serious Traffic Injuries.



C-3 Fatalities/VMT (FARS/FHWA)

Target: Based on the 2014-2018 five-year rolling average, traffic fatalities/VMT will decrease 1 percent from an average of 1.05 to 1.044 (2018-2021) by December 31, 2020. This decrease is below the predicted target using a linear trend line. The predicted number of actual traffic fatalities/VMT will decrease from 1.09 in 2020 to .99 in 2021.

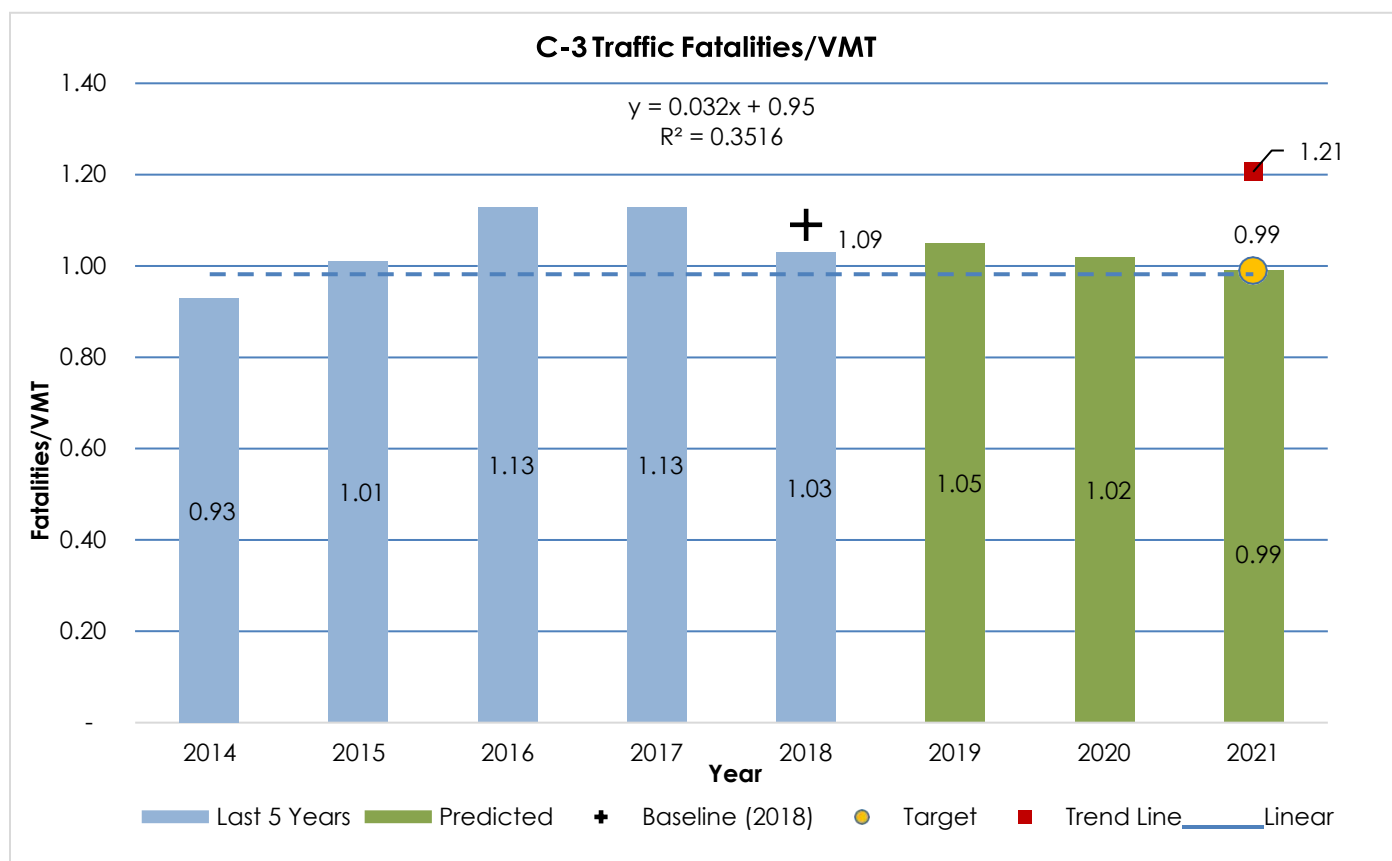
Justification: Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. Through assistance with the Highway Safety Improvement Plan, many California cities have or are developing Local Roadway Safety Plans that put a focus on reducing crashes throughout the state. This coupled with an over 25 percent increase in the number of OTS grants from the prior year, will assist California in continuing the downward trend in fatalities.



C-3 Fatalities/VMT (FARS/FHWA)

Target: Based on 2013-2017 actual number of fatalities per 100 million vehicle miles traveled, the target will decrease 9.5 percent from 1.05 from December 31, 2017 to 0.95 by December 31, 2020.

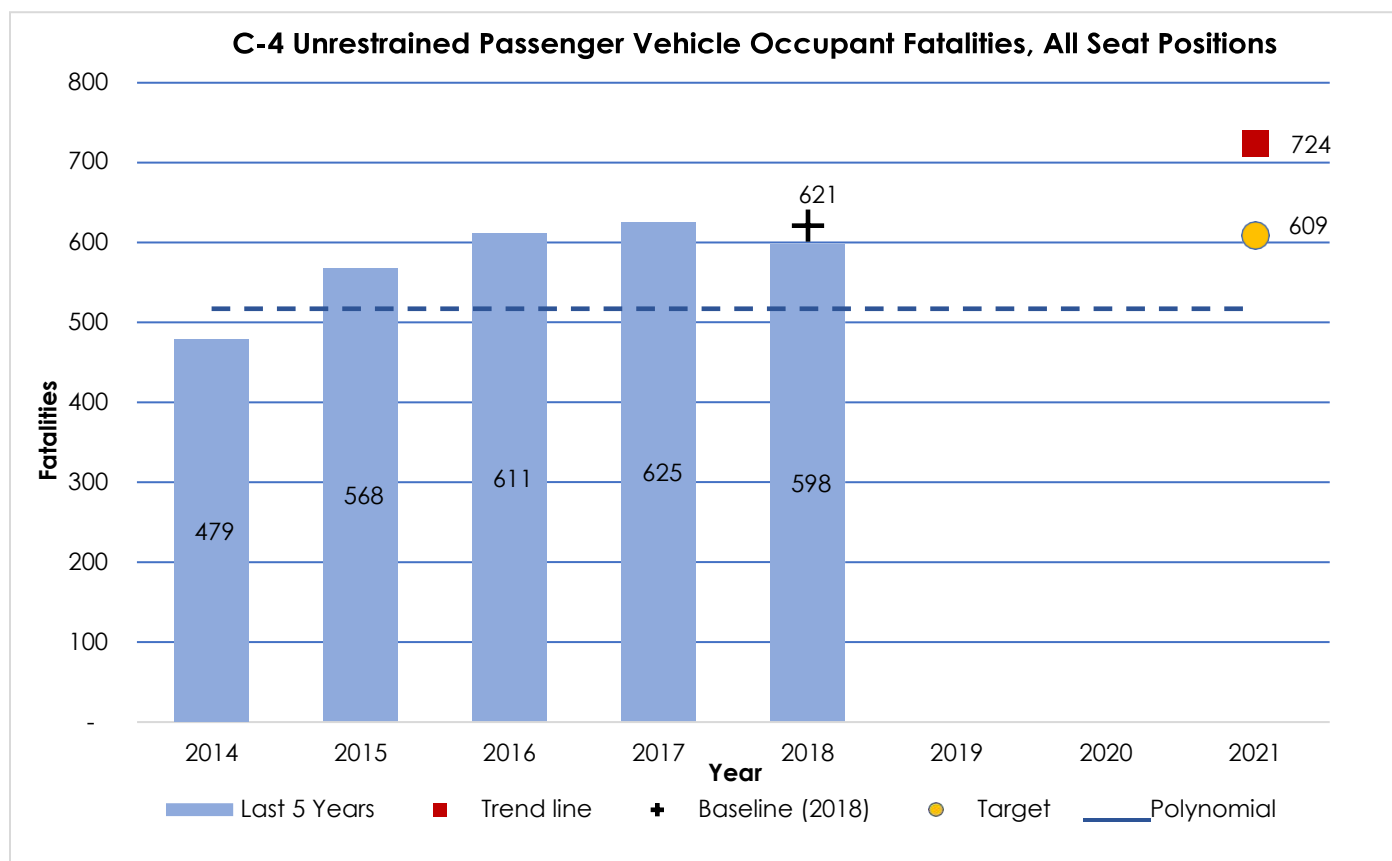
Justification: The five-year rolling average, as applied on the previous chart, considers a five-year period as the baseline to demonstrate the cumulative effect of traffic safety programs, policies and VMT. Through assistance with the Highway Safety Improvement Plan, many California cities have or are developing Local Roadway Safety Plans that put a focus on reducing crashes throughout the state. This coupled with an over 25 percent increase in the number of OTS grants from the prior year, will assist California in continuing the downward trend in fatalities.



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

Goal: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 1.019 percent from the projected final FARS number of 621 to 609 by December 31, 2021.

Justification: The performance target was selected by using a linear trend line based on the 2014-2018 data and an analysis of expected grant performance. The 2018 data has 598 as the last published FARS number, but for the purposes of analyses, we provided a projection of the final FARS number for 2018 at 621. California foresees that the grants chosen for funding will result in a decrease in this category.

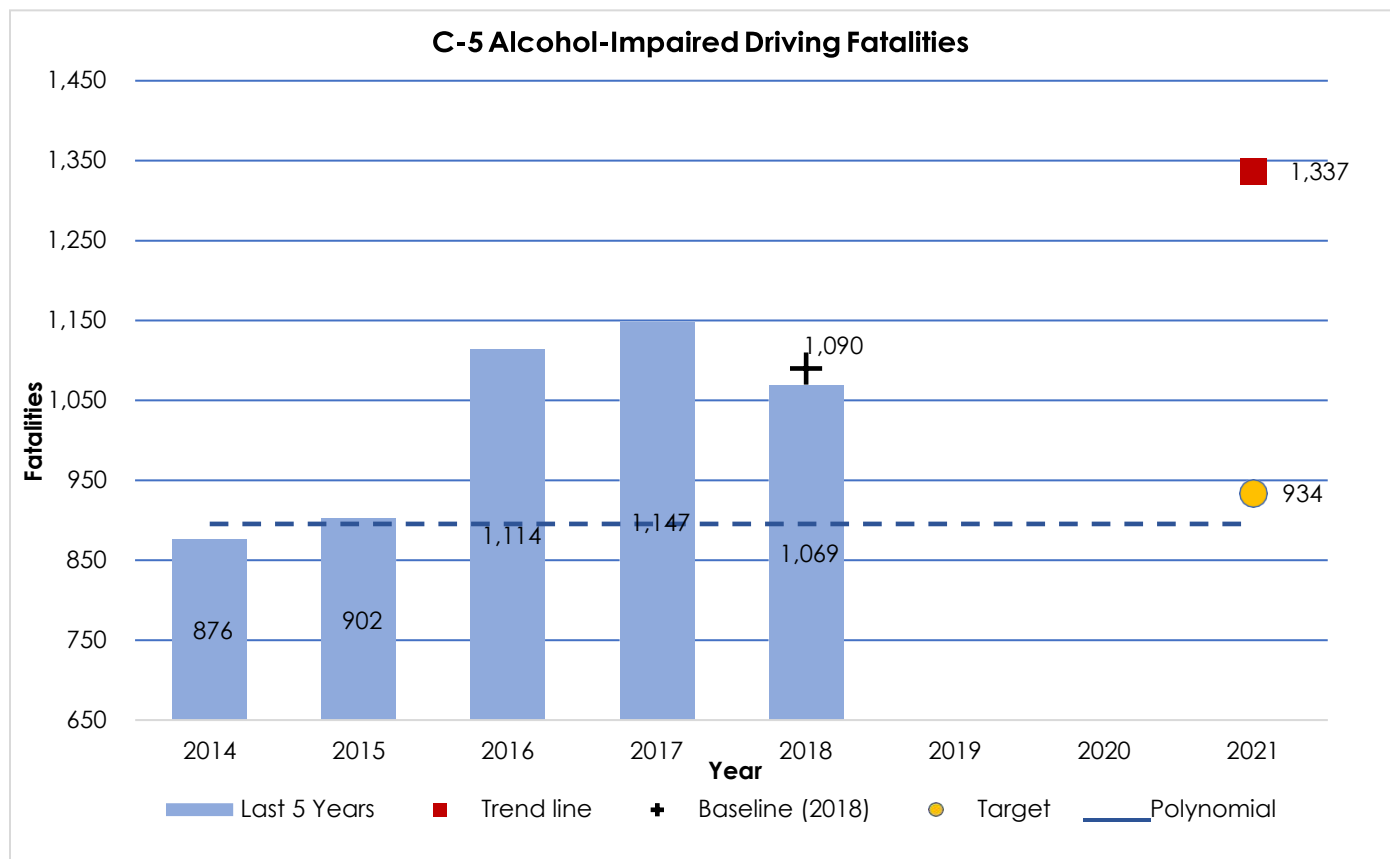


Countermeasures: Funded countermeasures to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic populations, supporting NHTSA standardized Child Passenger Safety (CPS) Technician and Instructor Training Programs, providing CPS educational resources to law enforcement and other agencies, funding and distributing child safety seats to low-income families, providing a toll-free CPS Helpline in English and Spanish.

C-5 Alcohol-Impaired Driving Fatalities (FARS)

Goal: Reduce alcohol-impaired driving fatalities 14.3 percent from the projected final FARS number of 1,090 to 934 by December 31, 2021.

Justification: The performance target was selected by using a linear trend line based on the 2013-2018 data and an analysis of expected grant performance. The 2018 data has 1,069 as the last published FARS number, but for purposes of analyses, we provided a projection of the final FARS number for 2018 at 1,090. California foresees that the grants chosen for funding will result in a decrease in this category.

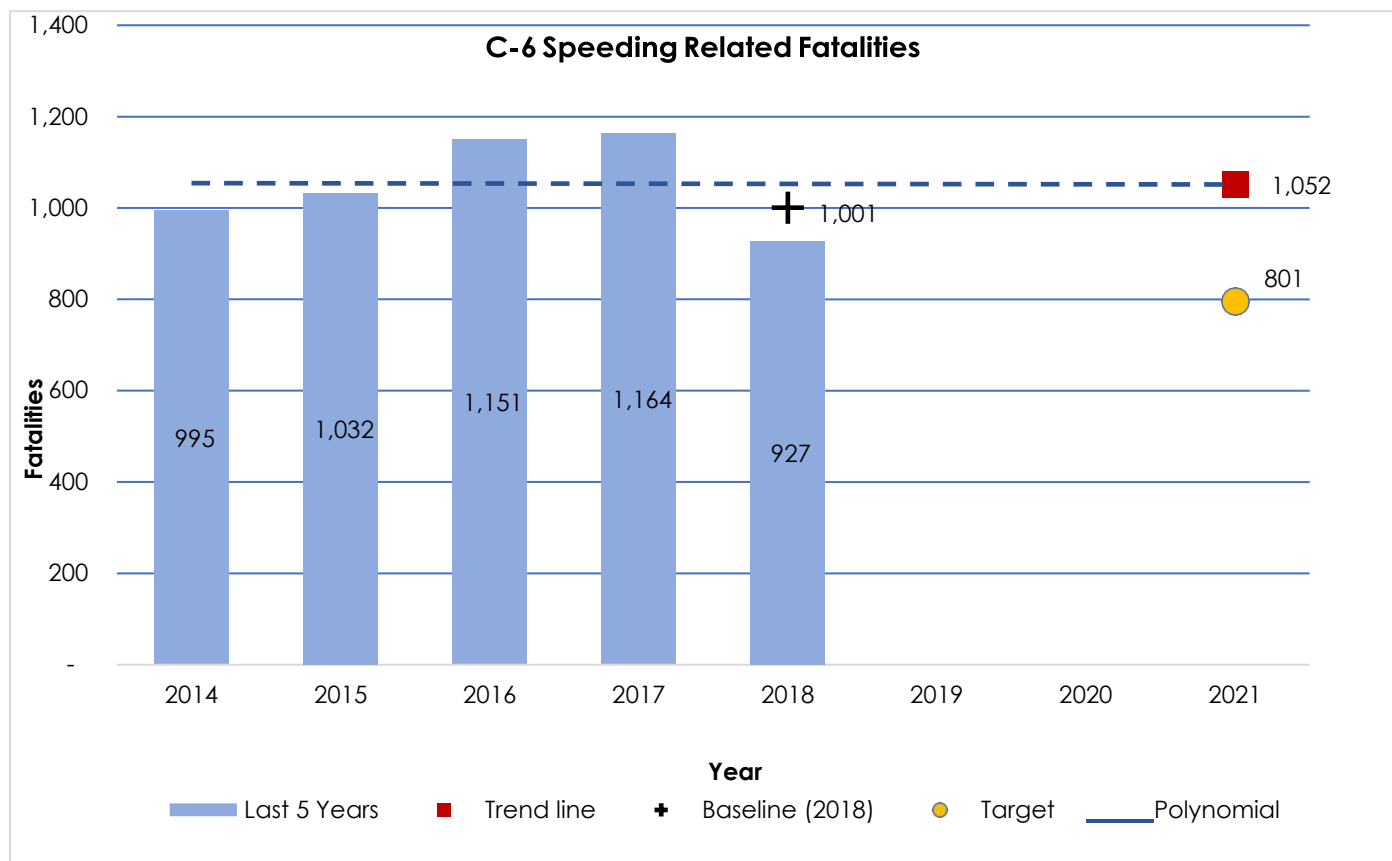


Countermeasures: OTS has put Collaborative Enforcement funding in 2021 grants that will result in additional DUI enforcement for areas of the state that did not have resources within their own agency to conduct DUI Checkpoints and Saturation Patrols. Additionally, OTS has also developed an Impaired Driving Strategic Plan that provides additional countermeasures for local authorities to evaluate within their jurisdictions. These efforts will contribute to the efforts to reach the target of 934 Alcohol-Impaired Driving Fatalities by 2021.

C-6 Speeding-Related Fatalities (FARS)

Goal: Reduce speeding-related fatalities 20% from the projected FARS number of 1,001 to 801 by December 31, 2021.

Justification: The performance target was selected by using a linear trend line based on the 2014-2017 data, adjusted FARS number for 2018, and an analysis of expected grant performance. From 2017 to 2018, there was an approximately 15 percent reduction in Speeding Related Fatalities, while California foresees that the grants chosen for funding will result in a continued decrease in this category.

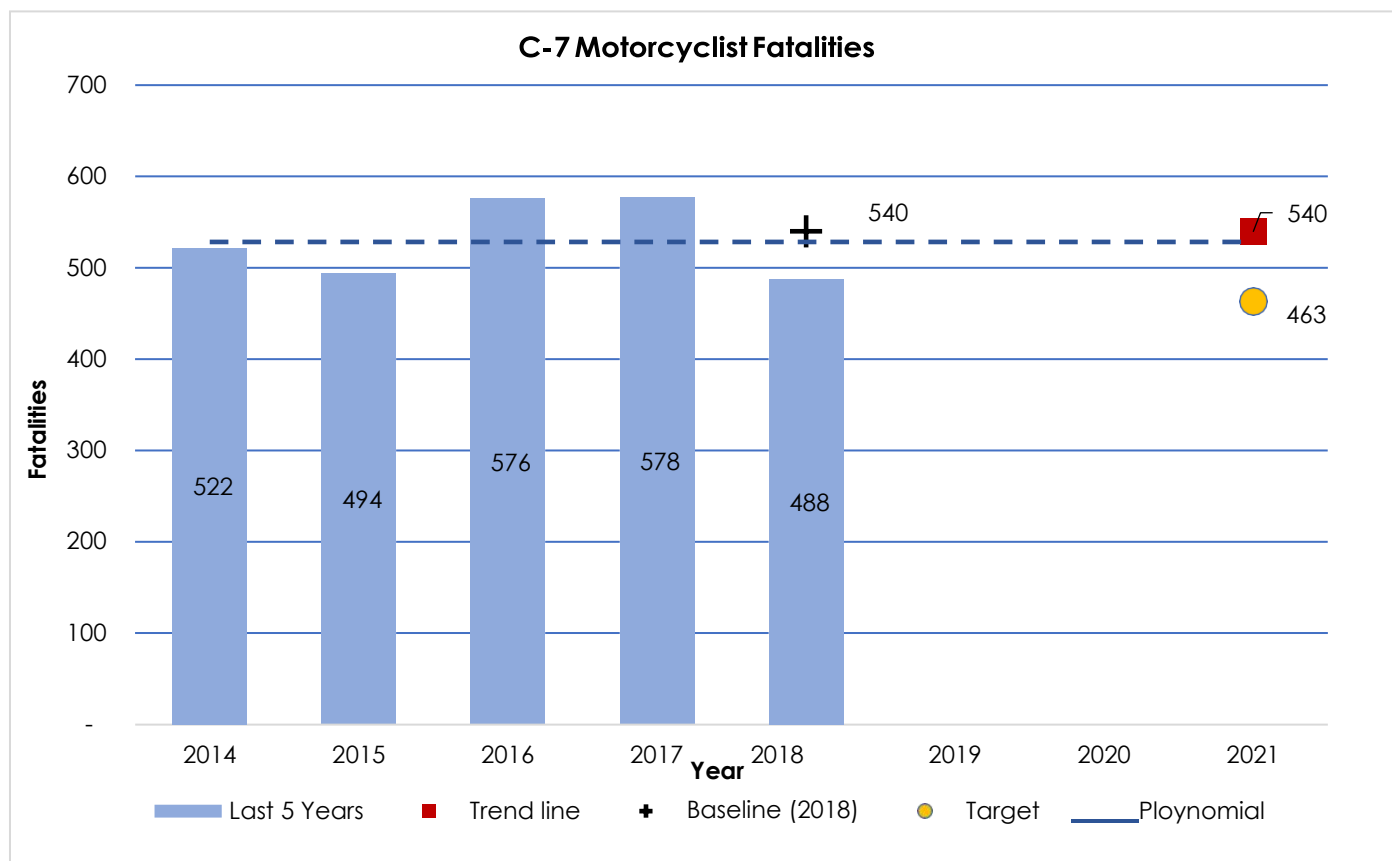


Countermeasures: California will be implementing recommendations from the AB 2363 Zero Traffic Fatalities Taskforce CalSTA Report of Findings. There are also more cities that are developing Local Roadway Safety Plans and Vision Zero efforts that focus on reducing Speeding Related Fatalities that will contribute to a continued decrease in fatalities in this category.

C-7 Motorcyclist Fatalities (FARS)

Goal: Reduce motorcyclist fatalities 14.3 percent from the projected FARS number of 540 to 463 by December 31, 2021.

Justification: The performance target was selected by using a linear trend line based on the 2014-2017 data, adjusted FARS number for 2018, and an analysis of expected grant performance. From 2017 to 2018, there was approximately a 6.6 percent reduction in Motorcyclist Fatalities. California foresees that the grants chosen for funding will result in a sustained 5 percent annual decrease in this category.

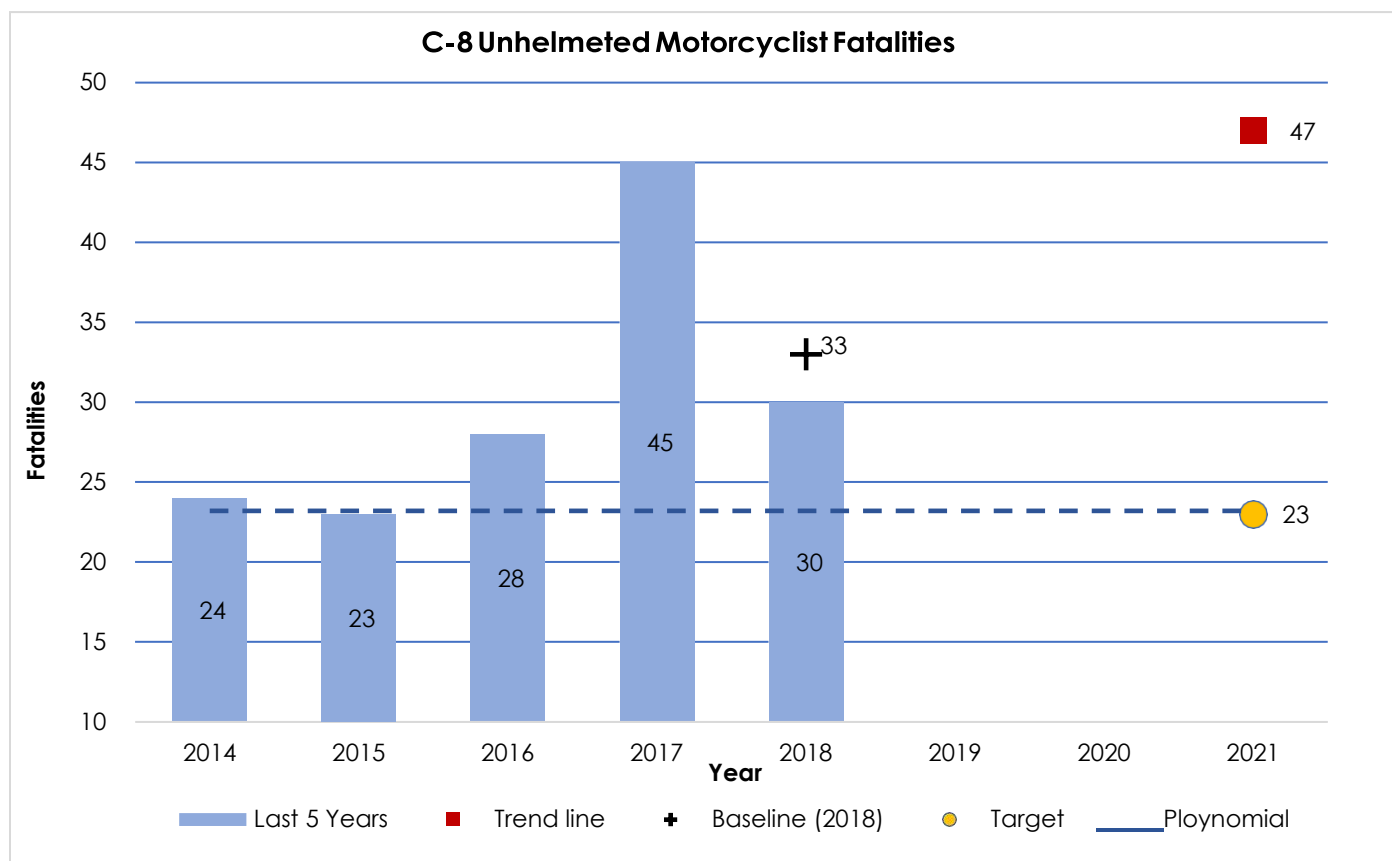


Countermeasures: Funded countermeasures to reduce motorcycle fatalities will include motorcycle safety public awareness events and conducting highly publicized motorcycle safety enforcement operations. In 2021, OTS is funding four additional motorcycle rider schools throughout the state for a total of seven.

C-8 Unhelmeted Motorcyclist Fatalities (FARS)

Goal: Reduce Unhelmeted Motorcyclist Fatalities 30.3 percent from the projected final FARS number of 33 to 23 by December 31, 2021.

Justification: The performance target was selected by using a linear trend line based on the 2014-2017 data, adjusted FARS number from 2018, and an analysis of expected grant performance. California foresees that the grants chosen for funding will result in a decrease in this category. From 2017 to 2018 there was a 26.6 percent decrease in Unhelmeted Motorcyclist Fatalities. OTS believes this downward trend will continue and we will match the lowest number of these fatalities since 2015.

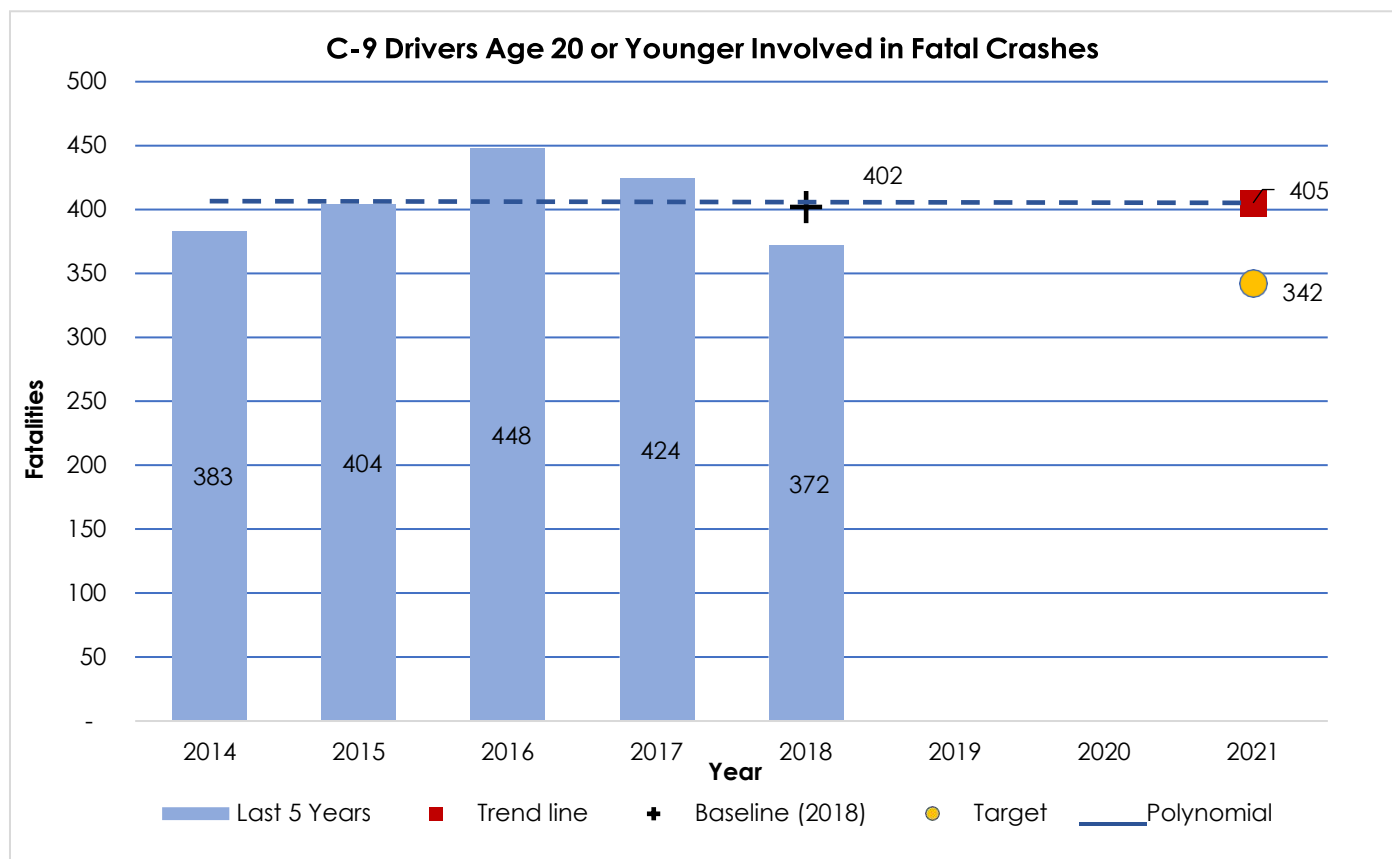


Countermeasures: Funded countermeasures to reduce Unhelmeted Motorcycle fatalities will include motorcycle safety public awareness events that encourage compliance with mandatory helmet use. In 2021, OTS is funding four additional motorcycle rider schools throughout the state for a total of seven in which they also promote safe motorcycle riding practices.

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

Goal: Reduce drivers age 20 or younger involved in fatal crashes 14.9 percent from the projected 2018 projected FARS number of 402 to 342 by December 31, 2021.

Justification: The performance target was selected by using a linear trend line based on the 2014-2017 data, adjusted FARS number for 2018, and an analysis of expected grant performance. From 2017 to 2018 there was a 5.2 percent decrease in this category. California foresees that decreases will continue with the grants chosen for funding.

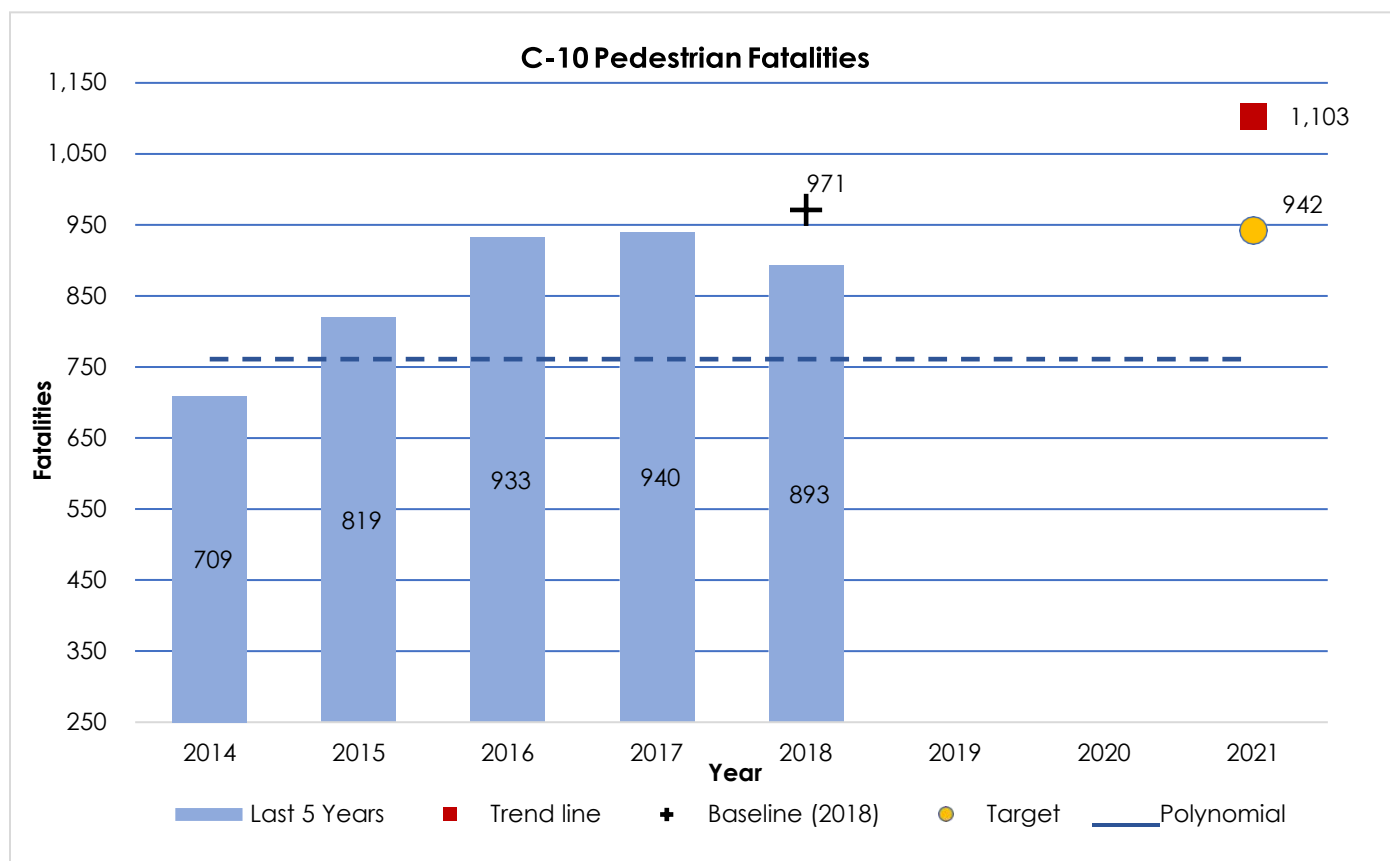


Countermeasures: Funded countermeasures to reduce the number of drivers age 20 or younger involved in fatal crashes will include educational activities to ensure all programs are results oriented. In 2019, OTS started funding a statewide Real DUI court program and continues to fund proven teen education programs such as Smart Start, Every 15 Minutes, Impact Teen Drivers, Friday Night Live, Students Against Destructive Decisions and the ABC enforcement for Shoulder Tap and Minor Decoy operations will contribute to the efforts to reach the target of 342 Drivers Age 20 or Younger Fatalities by 2021.

C-10 Pedestrian Fatalities (FARS)

Goal: Reduce pedestrian fatalities 3 percent from the projected final projected FARS number of 971 to 942 by December 31, 2021.

Justification: The performance target was selected by using a linear trend line based on the 2014-2017 data, adjusted FARS number for 2018, and an analysis of expected grant performance. OTS's 2020 outreach emphasized bicycle and pedestrian issues and resulted in a 30 percent increase in applications for 2021. California foresees that the grants chosen for funding will result in a reverse the upward trend in Pedestrian Fatalities.

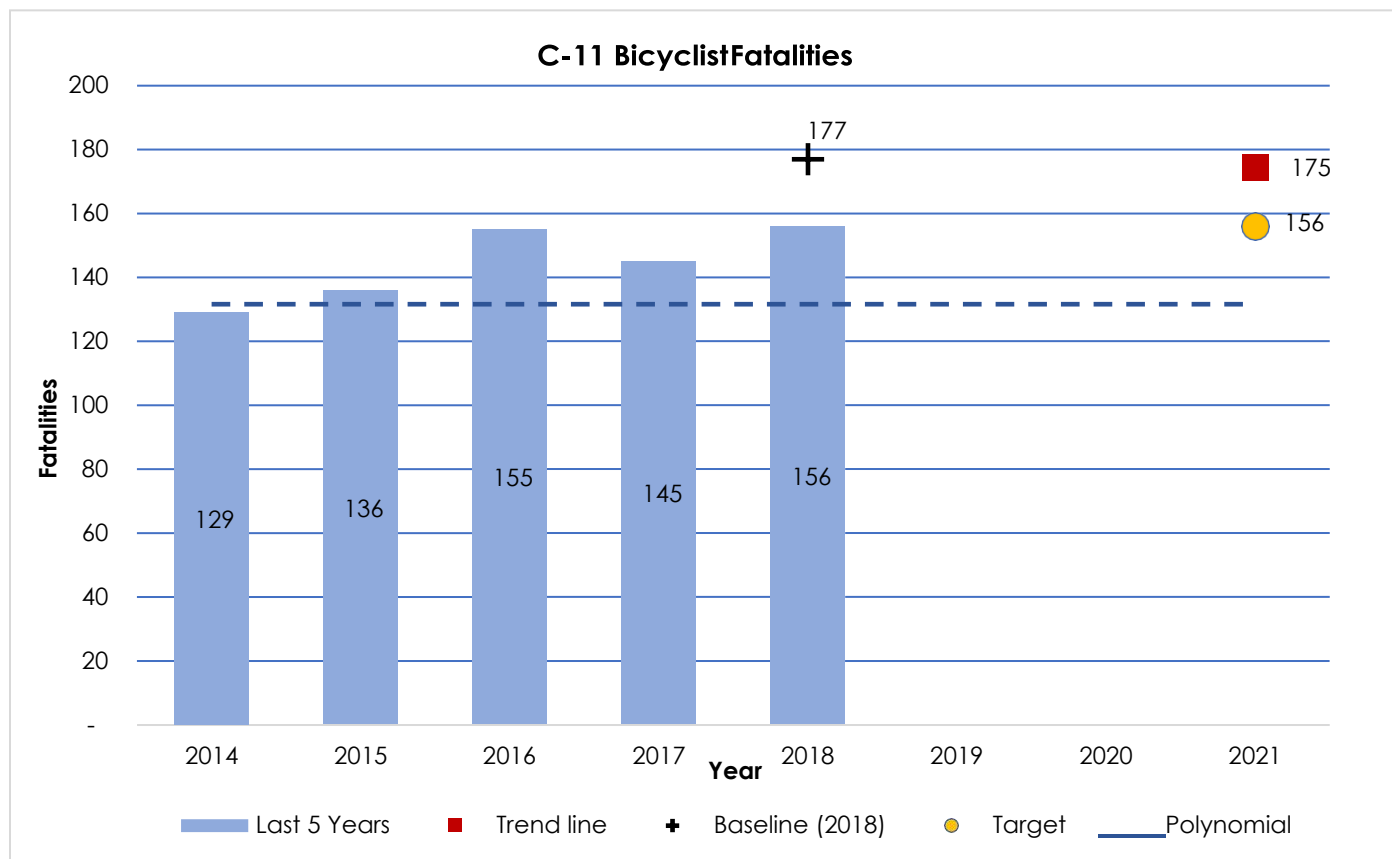


Countermeasures: The California Department of Transportation is providing grant funding to their Active Transportation Program for bicycle and pedestrian safety issues and the state is developing an action plan for bicycle and pedestrian safety. Additionally, the SHSP is researching potential action items specifically for pedestrian safety. While the trend line indicates the prospect of 1,103 fatalities, the above outlined strategies should reverse this trend and result in an annual 1 percent decrease in pedestrian fatalities resulting in 942 pedestrian fatalities in 2021.

C-11 Bicyclist Fatalities (FARS)

Goal: Reduce bicyclist fatalities 12 percent from the projected final FARS number of 177 to 156 by December 31, 2021.

Justification: The performance target was selected by using a linear trend line based on the 2014-2017 data, adjusted FARS number for 2018, and an analysis of expected grant performance. OTS's 2020 outreach emphasized bicycle and pedestrian issues and resulted in a 30 percent increase in applications for 2021. California foresees that the grants chosen for funding will result in a decrease in this category.

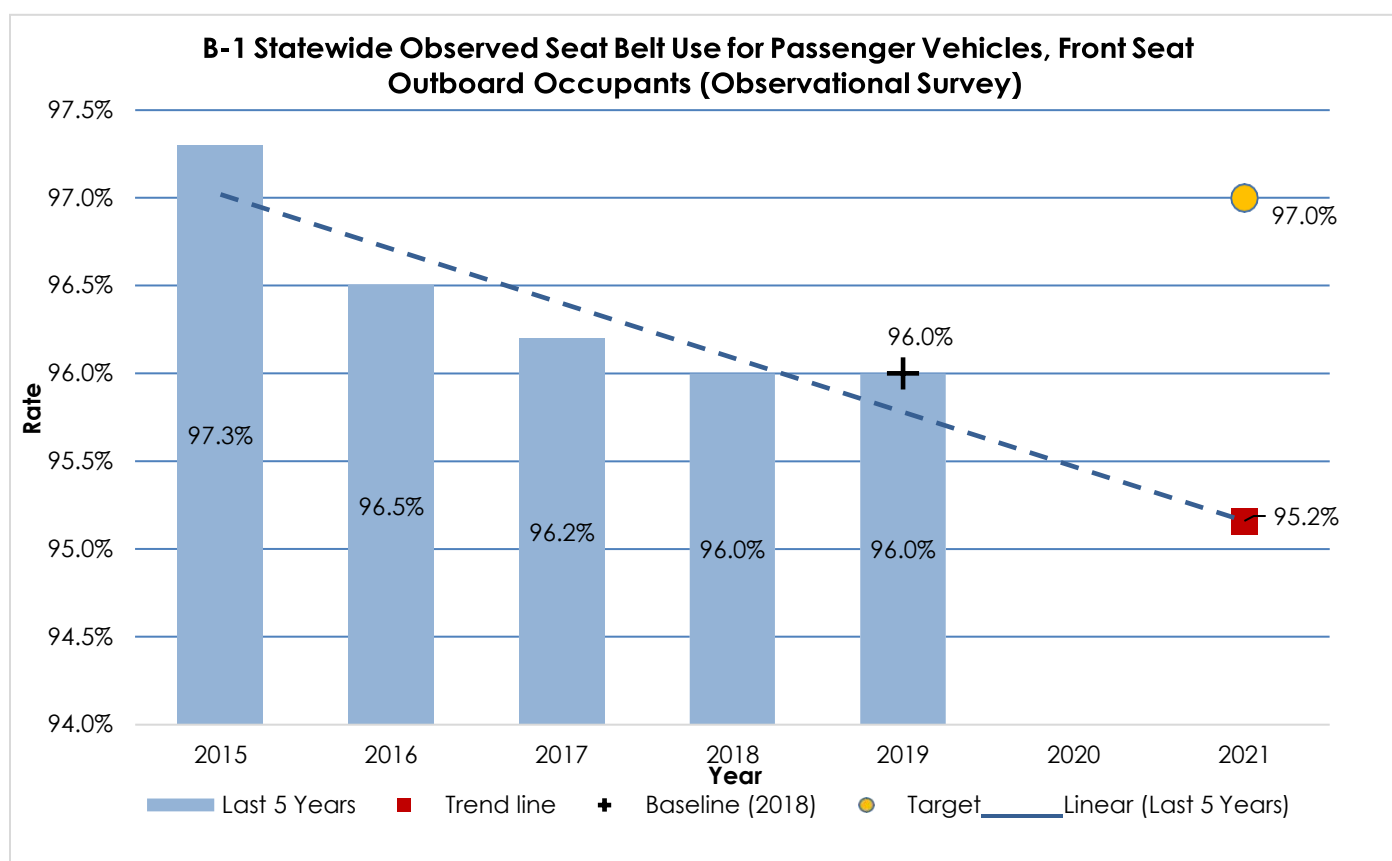


Countermeasures: The California Department of Transportation is providing grant funding to their Active Transportation Program for bicycle and pedestrian safety issues and is developing an action plan for bicycle and pedestrian safety. Additionally, the SHSP is researching potential action items specifically for bicycle safety. These efforts will contribute to the efforts to reach the target of 156 Bicyclist Fatalities by 2021.

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

Goal: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.04 percent or 1 percentage point from 96.0 percent (2018 observation) to 97 percent by December 31, 2021.

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

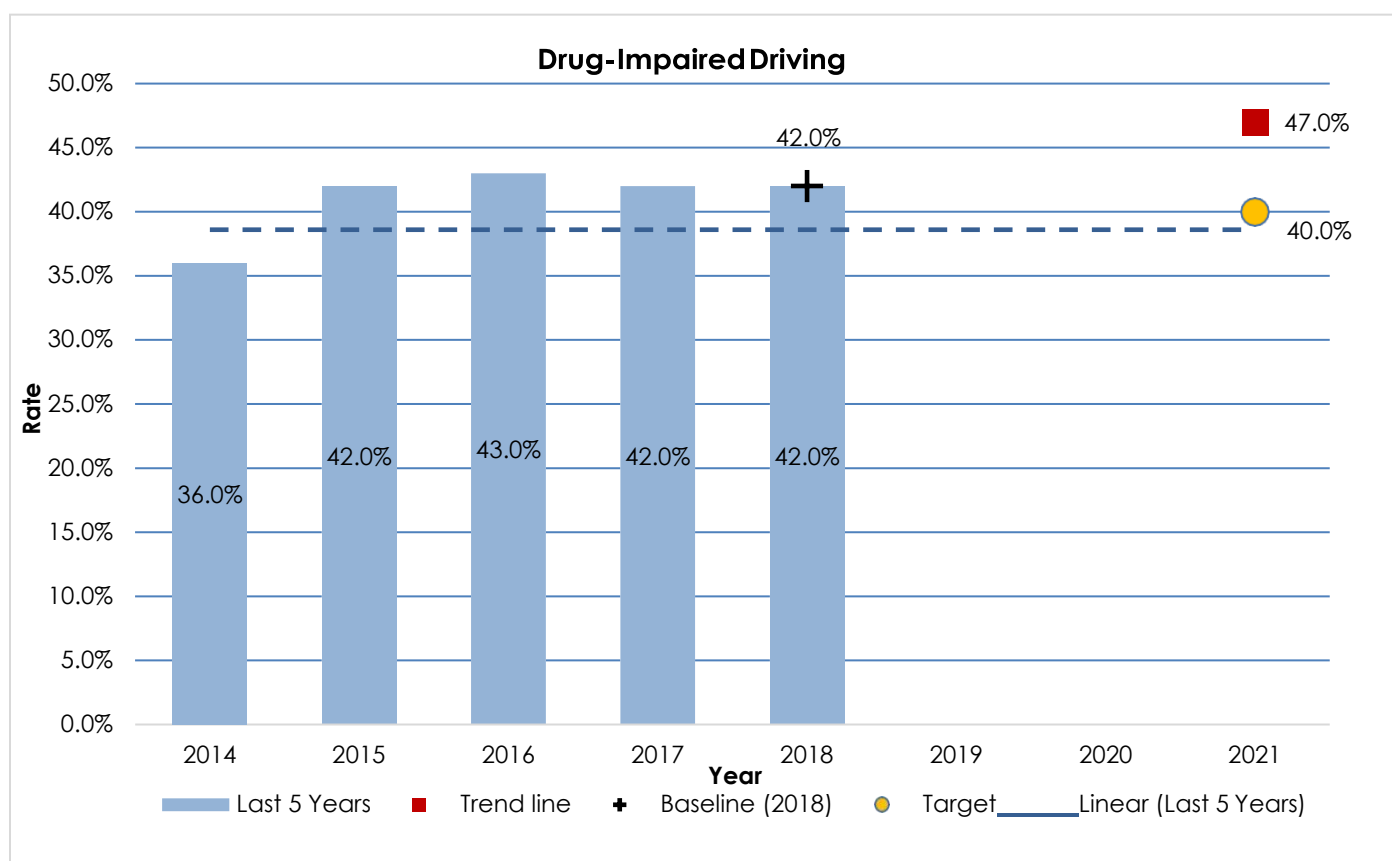


Countermeasures: Funded countermeasures to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic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

Drug-Impaired Driving (FARS)

Goal: Reduce the number of California drivers killed in crashes that tested positive for drug involvement 4.7 percent or 2 percentage points from the 2018 calendar base year of 42 percent to 40 percent by December 31, 2021.

Justification: The performance target was selected by using the 2018 calendar year as the baseline. The trend line anticipates an annual increase in Drug-impaired fatalities. With the legalization of recreational marijuana in California, and the increase in marijuana-related fatalities in Colorado after legalization we know that without a concerted effort Drug-Impaired Driving fatalities will rise. With the OTS efforts, including the development of the Impaired Driving Plan, and selected grants for funding, we hope to reduce Drug-Impaired Driving fatalities by 2021. .

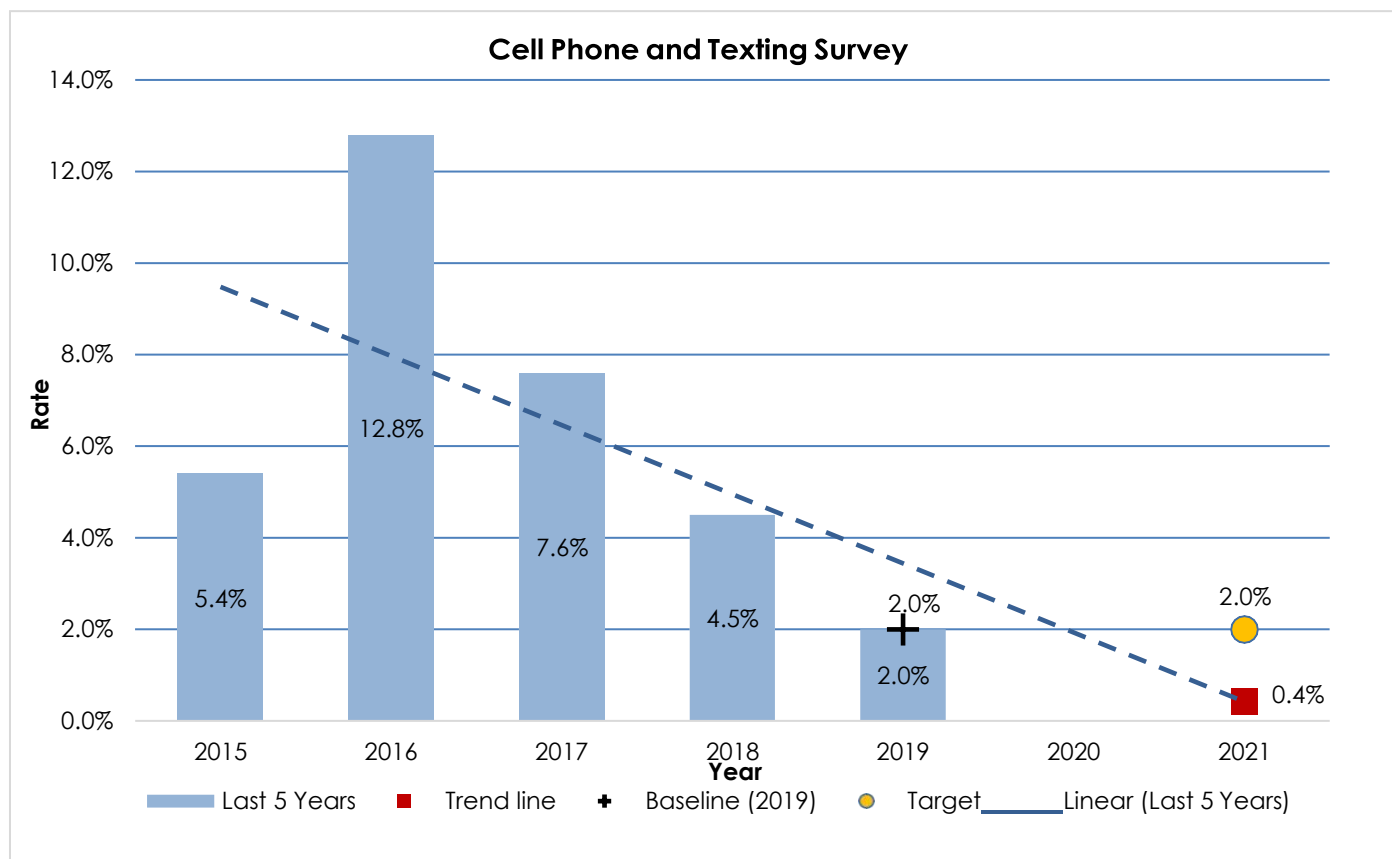


Countermeasures: Funded countermeasures to reduce drug-impaired driving will include meetings with expert stakeholders, funding educational programming and training for health care and educational professionals, funding ARIDE and Drug Recognition Expert (DRE) training for law enforcement, funding Vertical Prosecution programs, funding the Traffic Safety Resource Prosecutor program, and training for large county laboratories.

Distracted Driving (Survey)

Goal: Maintain the number of California drivers observed using a handheld cell phone or texting at 2 percent from the 2019 calendar base year to December 31, 2021.

Justification: The performance target was selected by using the 2018 calendar year as the baseline as that is when the survey was conducted. The trendline below indicates a decrease in the observed use of handheld cell phones or texting. California foresees that the grants chosen for funding will maintain the historically low 2.0 percent of Californians observed using a handheld cell phone.



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

Additional Traffic Safety Measures

Additional Activity Measures	2014	2015	2016	2017	2018
Statewide DUI Arrests	154,743	141,372	N/A*	N/A	N/A
Statewide DUI Conviction Rate	72.70%	N/A	N/A	N/A	N/A
Statewide Seat Belt Violation Convictions	164,970	135,364	103,511	89,853	84,068
Statewide Child Restraint Violation Convictions	24,400	21,781	17,789	15,605	17,634
Statewide Speeding Convictions	1,282,881	1,217,790	1,053,925	971,196	986,664
Hand-held Cell Phone Convictions	329,572	237,642	178,539	161,021	158,484
Texting Convictions	29,633	31,492	31,109	87,844	141,298
Handheld Device by Someone Under Age 18 Convictions	84	96	421	532	616

Additional Outcome Measures	2014	2015	2016	2017	2018
Rural Fatalities/VMT (FARS/FHWA)	2.23	2.62	3.01	2.6	N/A
Urban Fatalities/VMT (FARS/FHWA)	.69	0.7	0.78	0.85	N/A
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) SWITRS	.93	1.01	1.13	1.13	N/A
Motor Vehicle Fatalities, Age 16-19 (FARS)	222	211	196	168	204
Male	160	141	142	113	138
Female	62	70	54	55	66
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	92	94	112	106	90
Male	71	74	92	85	73
Female	21	20	20	21	17
Fatality Rate Per 100,000 Population (FARS)	8.02	8.7	9.79	9.86	9.01
Total Motor Vehicles Injuries (SWITRS)	228,765	252,299	277,331	273,069	272,160
Motor Vehicle Injuries, Age 16-19 (SWITRS)	19,132	20,435	22,361	20,496	19,352
Hit and Run Fatal Crashes (FARS)	285	300	354	362	334
Hit and Run Fatal Crashes (SWITRS)	15,422	17,223	20,163	20,612	20,325
Hit and Run Fatalities (FARS)	298	312	369	374	340
Hit and Run Injuries (SWITRS)	20,042	22,200	26,094	25,918	25,964
Fatal Crashes between 2100-0300	806	856	1,015	1,006	1,031
Injuries Crashes between 2100-0300	21,106	22,943	26,094	25,918	25,964
Motor Vehicle Fatalities between 2100-0300 (FARS)	871	899	1,123	1,098	1,031
Motor Vehicles Injuries between 2100-0300 (SWITRS)	32,632	35,838	42,008	41,597	48,579

*All N/A's represents data not available as of July 2020

Motorcycles	2014	2015	2016	2017	2018
Total Motorcycle Registrations (DMV)	862,705	884,665	907,037	895,071	857,677
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	64.15	59.6	68.4	68.6	N/A
Motorcyclist Injuries (SWITRS)	13,553	14,936	15,834	15,328	13,969
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	95%	95%	95%	92%	94%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	32%	32%	27%	32%	31%
Motorcycle Rider (Operator) Fatalities with BAC = .08+ (FARS)	138	109	122	114	139
Motorcycle Rider (Operator) Fatalities (FARS)	517	494	576	578	488
Percent of Motorcyclist At Fault in Fatal Motorcycle Crashes (SWITRS)	68%	71%	66%	72%	64%
Percent of Motorcyclist At Fault in Injury Motorcycle Crashes (SWITRS)	56%	54%	54%	54%	53%
Percent of Total Motorcycle Fatal Crashes where Motorcyclists was at fault and Speed was primary crash factor (SWITRS)	27%	30%	28%	28%	23%
Percent of Total Motorcycle Fatal Crashes where Motorcyclists was at fault and DUI was primary crash factor (SWITRS)	12%	12%	14%	15%	17%

Occupant Protection	2014	2015	2016	2017	2018
Percent of Known Unrestrained passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	29%	31%	30%	30%	31%
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	95.20%	95.98%	96.37%	94.19%	97.78%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16-19 (FARS)	38%	33%	38%	34%	31%
Child Safety Seat Use Rate (Statewide Observational Survey)	90.70%	94.00%	94.60%	93.60%	94.00%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	36	23	55	54	43
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,104	5,999	6,642	6,433	6,500

Alcohol Impaired Driving	2014	2015	2016	2017	2018
Alcohol Impaired Driving Fatality Rate-- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) –California	0.26	0.27	0.33	0.33	N/A
Alcohol Impaired Driving Fatality Rate-- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – National	0.33	0.33	0.35	0.34	N/A
Percent of Alcohol Impaired Driving Fatalities	28%	27%	29%	30%	30%
Driver Fatalities Age 16-19 with BAC= .08+ (FARS)	16	25	23	17	13
Male	11	19	19	13	12
Female	5	6	4	14	1
Alcohol Related Fatalities (at least one driver or non-occupant had a BAC of .01 or greater) (FARS)	1,258	1,325	1,073	1,316	N/A
Alcohol Related Injuries (SWITRS)	23,264	24,488	26,535	26,029	27,089
Alcohol Related Injuries Age 16-19 (SWITRS)	1,688	1,720	1,872	1,609	1,979
Driver Fatalities Age 16-19 with BAC= .01+ (FARS)	25	31	33	25	17
Male	19	22	29	20	15
Female	6	10	4	5	2
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	150	142	158	152	148
Male	120	119	128	124	122
Female	30	23	30	28	26

Bicycles	2014	2015	2016	2017	2018
Bicyclist Fatalities (FARS)	129	136	155	124	155
Bicyclists Injuries (SWITRS)	13,411	13,006	12,011	11,379	N/A
Bicyclist Fatalities Under Age 15 (FARS)	7	7	5	4	6
Bicyclist Injuries Under Age 15 (SWITRS)	1,383	1,279	1,137	1,107	N/A
Unhelmeted Bicyclist Fatalities (FARS)	129	129	98	86	104

Distracted Driving	2014	2015	2016	2017	2018
Cell Phone and Texting Survey	6.60%	5.4%	12.80%	7.6%	4.5%

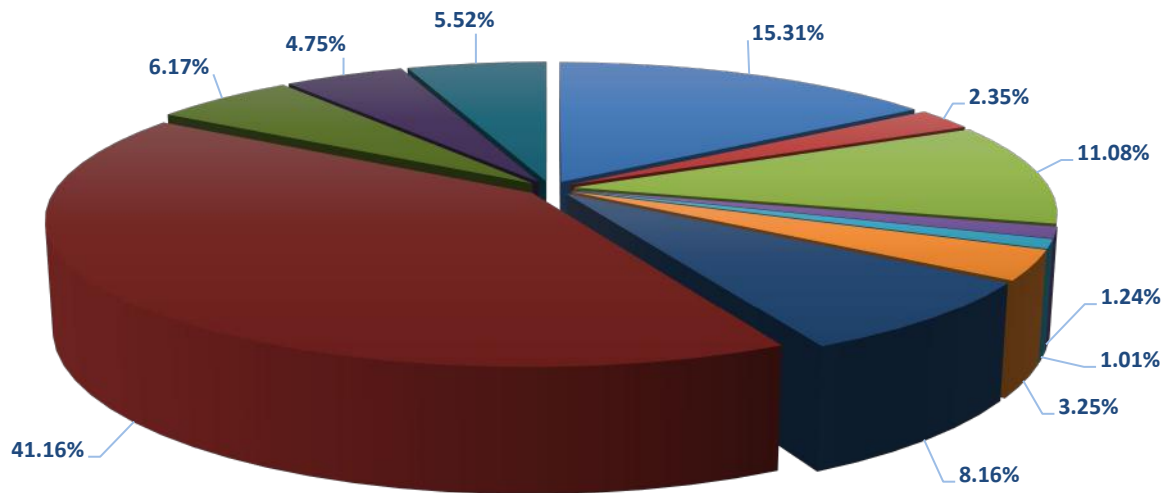
Drug Impaired Driving	2014	2015	2016	2017	2018
Drivers Killed, Tested Positive for Drugs	36%	42%	43%	42%	42%

Speeding and Aggressive Driving	2014	2015	2016	2017	2018
Speeding Related Injuries (SWITRS)	71,924	80,742	91,690	89,706	88,280

Pedestrians	2014	2015	2016	2017	2018
Pedestrian Injuries (SWITRS)	13,705	14,121	14,978	15,200	14,222
Pedestrian Fatalities Under Age 15 (FARS)	28	33	27	25	18
Pedestrian Injuries Under Age 15 (SWITRS)	1,912	1,823	1,751	1,737	1,524
Pedestrian Fatalities Age 65 and Older (FARS)	185	173	215	194	195
Pedestrian Injuries Age 65 and Older (SWITRS)	1,513	1,744	1,888	1,892	1,896

HIGHWAY SAFETY PROJECTS

PLANNED FUND DISTRIBUTION BY PROGRAM AREA \$105,191,177



■ Alcohol-Impaired Driving
15.31% (\$16,108,808)

■ Emergency Medical Services
1.24% (\$1,300,000)

■ Pedestrian Safety/Bicycle Safety
8.16% (\$8,587,000)

■ Public Relations
4.75% (\$5,000,000)

■ Distracted Driving
2.35% (\$2,474,106)

■ Motorcycle Safety
1.01% (\$1,058,000)

■ Police Traffic Services
41.16% (\$43,296,620)

■ Traffic Records/Roadway Safety
5.52% (\$5,809,498)

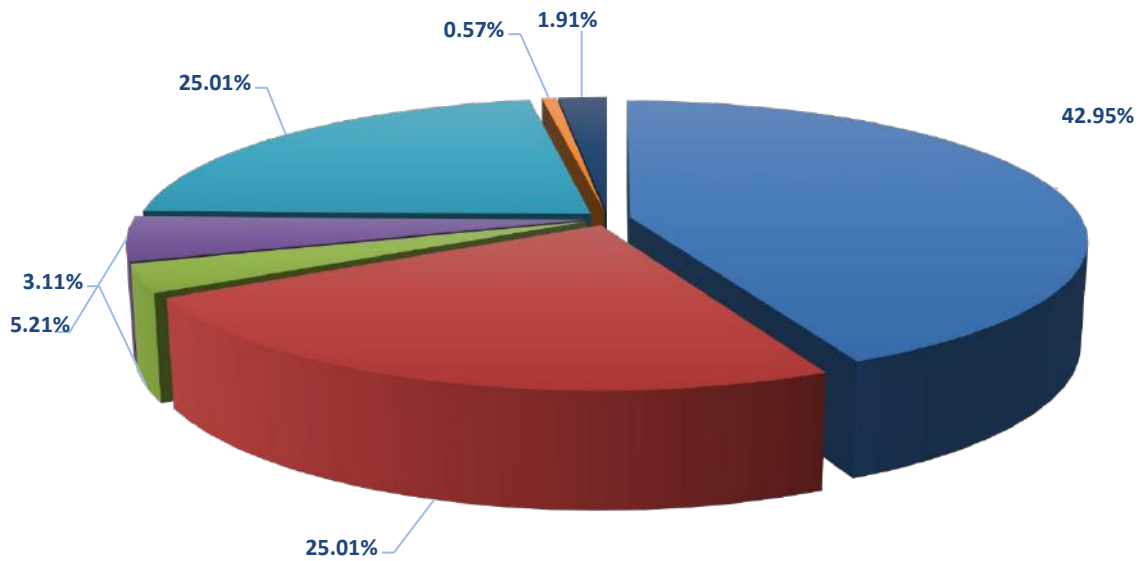
■ Drug-Impaired Driving
11.08% (\$11,652,836)

■ Occupant Protection
3.25% (\$3,418,541)

■ Planning and Administration
6.17% (\$6,485,768)*

*See Page 85 for cost breakdown

PLANNED FUND DISTRIBUTION BY FUND TYPE \$105,191,177



■ 164 AL	■ 402	■ 405b OP
42.95% (\$45,179,151)	25.01% (\$26,304,772)	3.11% (\$3,268,541)
■ 405c TR	■ 405d AL	■ 405f MC
5.21% (\$5,482,530)	21.24% (\$22,346,183)	0.57% (\$600,000)
■ 405h PS		
1.91% (\$2,010,000)		

PROGRAM FUNDING SOURCES

164AL – Minimum Penalties for Repeat Offenders for Driving while Intoxicated: These funds can be used for alcohol-impaired driving programs and hazard elimination programs.

402 – State/Community Highway Safety Grant Program: 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.

405b – Occupant Protection Grants: 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.

405c – State Traffic Safety Information System Improvements Grants: 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.

405d – Impaired Driving Countermeasures Grants: Funding under this program includes high visibility impaired driving enforcement, prosecution and adjudication outreach, blood alcohol concentration (BAC) testing, high risk drivers, DUI courts, underage drinking prevention, administrative license suspension and revocation, and self-sustaining impaired driving prevention.

405f - Motorcyclist Safety Grants: 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 Crashes Involving Impaired Motorcyclists; and Use of Fees Collected from Motorcyclists for Motorcycle Programs.

405h – Non-Motorized Safety Grants: States may use funds only for: training of law enforcement officials on State laws applicable to pedestrian and bicycle safety; enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety; or public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of State traffic laws applicable to pedestrian and bicycle safety.

HIGHWAY SAFETY PROGRAM COST SUMMARY

STATE: CALIFORNIA

NUMBER 2021-00

DATE: 10/1/2020

PROGRAM AREA	APPROVED PROGRAM COSTS	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS			FEDERAL SHARE TO LOCAL
			PREVIOUS BALANCE	INCREASE/ DECREASE	CURRENT BALANCE	
164-AL-21	45,064,550.00	TBD				30,456,549.00
SUBTOTAL	45,064,550.00	0.00				30,456,549.00
402-DD-21	1,249,264.00	0.00				524,597.00
402-EM-21	1,365,818.00	0.00				1,300,000.00
402-PA-21	1,400,040.00	563,000.00				0.00
402-PS-21	3,722,480.00	0.00				3,292,000.00
402-PT-21	17,238,246.00	0.00				12,355,664.00
402-OP-21	161,832.00	0.00				0.00
402-TR-21	261,559.00	0.00				0.00
402-AL-21	1,107,950.00	0.00				0.00
402-MC-21	29,707.00	0.00				0.00
SUBTOTAL	26,536,896.00	563,000.00				17,472,261.00
405b-21	3,279,786.00	TBD				1,874,600.00
SUBTOTAL	3,279,786.00	0.00				1,874,600.00
405c-21	5,722,033.00	TBD				2,542,841.00
SUBTOTAL	5,722,033.00					2,542,841.00
405d-21	21,924,009.00	TBD				14,365,415.00
SUBTOTAL	21,924,009.00	0.00				14,365,415.00
405f-19	623,858.00	TBD				308,000.00
SUBTOTAL	623,858.00	0.00				308,000.00
405h-19	2,012,245.00	TBD				760,000.00
SUBTOTAL	2,012,245.00	0.00				760,000.00
Total NHTSA	105,163,377.00	563,000.00	0.00	0.00	0.00	67,779,666.00
Total FHWA	0.00	0.00	0.00	0.00	0.00	0.00
Total NHTSA & FHWA	105,163,377.00	563,000.00	0.00	0.00	0.00	67,779,666.00

PROGRAM COST SUMMARY AND LIST OF PROJECTS

LIST OF ALL FEDERAL FISCAL YEAR (FFY) 2021 GRANTS

Grant	Agency	Fund	Amount
AL21001	Contra Costa County Probation Department	164AL	\$376,241.00
AL21002	Kern County Probation Department	164AL	\$176,950.00
AL21003	Sacramento County Probation Department	164AL	\$481,982.00
AL21004	San Bernardino County Probation Department	164AL	\$415,033.00
AL21005	San Diego County Probation Department	164AL	\$371,485.00
AL21006	San Diego Police Department Crime Laboratory	164AL	\$50,000.00
AL21007	San Joaquin Collaborative Courts	164AL	\$521,000.00
AL21008	San Joaquin County Probation Department	164AL	\$139,388.00
AL21009	Solano County Probation Department	164AL	\$275,627.00
AL21010	Butte County Probation Department	164AL	\$144,209.00
AL21011	California Department of Alcoholic Beverage Control	164AL	\$396,420.00
AL21012	California Department of Alcoholic Beverage Control	164AL	\$318,688.00
AL21013	California Department of Alcoholic Beverage Control	164AL	\$300,000.00
AL21014	California Department of Alcoholic Beverage Control	164AL	\$1,997,530.00
AL21015	California Highway Patrol	164AL	\$250,000.00
AL21016	Placer County Probation Department	164AL	\$124,500.00
AL21017	Los Angeles County Probation Department	164AL	\$356,615.00
AL21018	Tulare County Probation Department	164AL	\$109,385.00
AL21019	Tulare County Office of Education	164AL	\$250,728.00
AL21020	Santa Barbara County Probation Department	164AL	\$160,585.00
AL21021	Marin County Probation Department	164AL	\$175,237.00
AL21022	Fresno County Probation Department	164AL	\$317,706.00
AL21023	California Department of Motor Vehicles - Licensing Operations	164AL	\$299,999.00
AL21024	San Mateo County Superior Court	164AL	\$415,500.00
AL21025	California Highway Patrol	164AL	\$2,000,000.00
AL21026	California Highway Patrol	164AL	\$5,000,000.00
AL21028	California Highway Patrol	164AL	\$300,000.00
AL21027	Superior Court of California, County of Fresno	164AL	\$384,000.00
		Subtotal	\$16,108,808.00

Grant	Agency	Fund	Amount
DD21001	Riverside County Public Health Department	402DD	\$170,000.00
DD21002	San Luis Obispo County Behavioral Health Department	402DD	\$76,000.00
DD21003	California Department of Alcoholic Beverage Control	402DD	\$299,509.00
DD21004	Los Angeles County Public Health Department	402DD	\$118,597.00
DD21005	Long Beach Department of Health and Human Services	402DD	\$160,000.00
DD21006	California Highway Patrol	405d AL	\$800,000.00
DD21007	California Highway Patrol	405d AL	\$550,000.00
DD21008	California Highway Patrol	402DD	\$300,000.00
		Subtotal	\$2,474,106.00

Grant	Agency	Fund	Amount
DI21001	Contra Costa County Sheriff's Department	405d AL	\$408,853.00
DI21002	Kern County District Attorney's Office	405d AL	\$256,000.00
DI21003	Riverside County District Attorney's Office	405d	\$402,976.00
DI21004	Riverside County Public Health Department	402PT	\$107,500.00
DI21005	Sacramento County District Attorney's Office	405d AL	\$269,649.00
DI21006	San Bernardino County District Attorney's Office	405d AL	\$296,000.00
DI21007	San Diego City Attorney's Office	405d AL	\$265,000.00
DI21008	San Diego County District Attorney's Office	405d AL	\$426,000.00
DI21009	Shasta County Health and Human Services Agency	402PT	\$242,193.00
DI21010	Solano County District Attorney's Office	405d AL	\$225,000.00
DI21011	Sonoma County District Attorney's Office	405d AL	\$255,000.00
DI21012	Ventura County District Attorney's Office	405d AL	\$359,800.00
DI21013	Yolo County District Attorney's Office	405d AL	\$200,000.00
DI21014	California Department of Motor Vehicles - Research & Development	405d AL	\$120,000.00
DI21015	Orange County District Attorney's Office	405d AL	\$1,039,400.00
DI21016	Orange County District Attorney's Office	405d AL	\$761,738.00
DI21017	Orange County Sheriff's Department	405d AL	\$117,000.00
DI21018	Fresno County District Attorney's Office	405d AL	\$249,000.00
DI21019	Monterey County District Attorney's Office	405d AL	\$264,115.00
DI21020	Los Angeles County District Attorney's Office	405d AL	\$1,517,500.00
DI21021	Tulare County District Attorney's Office	405d AL	\$168,800.00
DI21022	Los Angeles City Attorney's Office	405d AL	\$980,000.00
DI21023	El Dorado County District Attorney's Office	405d AL	\$233,072.00
DI21024	Santa Cruz County Health Services Agency	405d AL	\$171,700.00
DI21025	Marin County District Attorney's Office	405d AL	\$225,500.00
DI21026	Long Beach Department of Health and Human Services	405d AL	\$191,040.00
DI21028	California Highway Patrol	405d AL	\$1,900,000.00
		Subtotal	\$11,652,836.00

Grant	Agency	Fund	Amount
EM21001	Chula Vista Fire Department	402EM	\$60,000.00
EM21002	Colton Fire Department	402EM	\$68,000.00
EM21003	Hopland Fire Protection District	402EM	\$37,000.00
EM21004	River Delta Fire District	402EM	\$37,000.00
EM21005	Suisun City Fire Department	402EM	\$37,000.00
EM21006	Orland Volunteer Fire Department	402EM	\$89,000.00
EM21007	Ebbetts Pass Fire District	402EM	\$74,000.00
EM21008	Tulare County Fire Department	402EM	\$90,000.00
EM21009	Marysville Fire Department	402EM	\$86,000.00
EM21010	French Camp McKinley Fire District	402EM	\$58,000.00
EM21011	Merced County Fire Department	402EM	\$74,000.00
EM21012	North Central Fire Protection District	402EM	\$86,000.00
EM21013	Lookout Volunteer Fire Department	402EM	\$111,000.00
EM21014	Mokelumne Rural Fire District	402EM	\$111,000.00
EM21015	Mendota Police Department	402EM	\$37,000.00
EM21016	Santa Barbara County Fire Department	402EM	\$74,000.00
EM21017	Merced County	402EM	\$37,000.00
EM21018	Oakland Fire Department	402EM	\$30,000.00
EM21019	Madera County Fire Department	402EM	\$74,000.00
EM21020	Tehama County Fire Department	402EM	\$30,000.00
		Subtotal	\$ 1,300,000.00

Grant	Agency	Fund	Amount
MC21001	Anaheim Police Department	405f MC	\$60,000.00
MC21002	Coronado Police Department	405f MC	\$34,000.00
MC21003	Rialto Police Department	405f MC	\$24,000.00
MC21004	San Francisco Municipal Transportation Agency	405f MC	\$48,000.00
MC21005	Hawthorne Police Department	405f MC	\$118,000.00
MC21006	Upland Police Department	405f MC	\$24,000.00
MC21007	California Highway Patrol	405d AL	\$458,000.00
MC21007	California Highway Patrol	405f MC	\$292,000.00
		Subtotal	\$1,058,000.00

Grant	Agency	Fund	Amount
OP21001	Anaheim Police Department	405b OP	\$85,000.00
OP21002	Community Action Partnership	405b OP	\$225,000.00
OP21003	Contra Costa County Health Services	405b OP	\$83,000.00
OP21004	Riverside County Public Health Department	405b OP	\$208,000.00
OP21005	San Joaquin County Public Health Services	405b OP	\$95,000.00
OP21006	San Luis Obispo Public Health Department	405b OP	\$65,000.00
OP21007	Stanislaus County Health Services Agency	405b OP	\$100,000.00
OP21008	Ventura County Fire Department	405b OP	\$65,000.00
OP21009	Yolo County Health and Human Services Agency	405b OP	\$190,000.00
OP21010	Yuba County Health and Human Services Department	405b OP	\$64,000.00
OP21011	Butte County Public Health Department	405b OP	\$130,000.00
OP21012	California Department of Public Health	405b OP	\$400,000.00
OP21013	Oxnard Fire Department	405b OP	\$30,000.00
OP21014	Los Angeles County Public Health Department	405b OP	\$130,000.00
OP21015	Trinity County Public Health Department	405b OP	\$33,600.00
OP21016	Torrance Fire Department	405b OP	\$156,000.00
OP21017	Los Angeles Housing and Community Investment Department	405b OP	\$150,000.00
OP21018	Santa Cruz County Health Services Agency	405b OP	\$65,000.00
OP21019	California State University, Fresno	405b OP	\$268,941.00
OP21020	California Highway Patrol	405b OP	\$725,000.00
OP21021	California Highway Patrol	402PT	\$150,000.00
		Subtotal	\$ 3,418,541.00

Grant	Agency	Fund	Amount
PA21001	Office of Traffic Safety	405b OP	\$161,832.00
PA21001	Office of Traffic Safety	405c TR	\$261,559.00
PA21001	Office of Traffic Safety	405h PS	\$99,519.00
PA21001	Office of Traffic Safety	405f MC	\$29,707.00
PA21001	Office of Traffic Safety	405d AL	\$1,107,950.00
PA21001	Office of Traffic Safety	402	\$2,495,236.00
PA21001	Office of Traffic Safety	164 AL	\$2,129,965.00
		Subtotal	\$ 6,285,768.00

Grant	Agency	Fund	Amount
PR21001	Office of Traffic Safety (Speeding campaign)	402	\$669,625.00
PR21001	Office of Traffic Safety (DUI alcohol campaign)	164	\$2,000,000.00
PR21001	Office of Traffic Safety (DUID campaign)	402	\$290,125.00
PR21001	Office of Traffic Safety (Distracted Driving campaign)	402	\$1,020,125.00
PR21001	Office of Traffic Safety (Bicycle/Pedestrian campaign)	402	1,020,125.00
		Subtotal	\$ 5,000,000.00

Grant	Agency	Fund	Amount
PS21001	Anaheim Police Department	402PS	\$63,000.00
PS21002	Bakersfield Police Department	402PS	\$33,000.00
PS21003	Community Action Partnership	402PS	\$125,000.00
PS21004	Culver Public Works Department	402PS	\$47,000.00
PS21005	Humboldt County Public Health Department	402PS	\$120,000.00
PS21006	Huntington Beach Police Department	402PS	\$50,000.00
PS21007	Inglewood Public Works Department	402PS	\$100,000.00
PS21008	La Mesa Police Department	402PS	\$25,000.00
PS21009	Lancaster Development Services	402PS	\$65,000.00
PS21010	Riverside County Public Health Department	402PS	\$190,000.00
PS21011	Sacramento County Office of Education	402PS	\$175,000.00
PS21012	Salinas Police Department	402PS	\$100,000.00
PS21013	San Diego Police Department	402PS	\$240,000.00
PS21014	San Francisco Public Health Department	402PS	\$100,000.00
PS21015	San Jose Department of Transportation	402PS	\$110,000.00
PS21016	Solano Transportation Authority	402PS	\$110,000.00
PS21017	Southern California Association of Governments	405d AL	\$1,250,000.00
PS21018	Stanislaus County Health Services Agency	402PS	\$100,000.00
PS21019	Sunnyvale Department of Public Safety	402PS	\$35,000.00

PS21020	Watsonville Police Department	402PS	\$42,000.00
PS21021	Monterey City Traffic Engineering	402PS	\$40,000.00
PS21022	Buellton	402PS	\$40,000.00
PS21023	Butte County Public Health Department	402PS	\$65,000.00
PS21024	Oxnard Police Department	402PS	\$33,000.00
PS21025	Pasadena Transportation Department	405c TR	\$75,000.00
PS21025	Pasadena Transportation Department	402PS	\$75,000.00
PS21026	Pomona Police Department	402PS	\$44,000.00
PS21027	Mendocino County Public Health Department	402PS	\$100,000.00
PS21028	Long Beach Department of Health and Human Services	405h PS	\$275,000.00
PS21029	Redondo Beach Police Department	402PS	\$55,000.00
PS21030	Escondido Police Department	402PS	\$25,000.00
PS21031	University of California, Berkeley - SafeTREC	405d AL	\$1,500,000.00
PS21032	San Luis Obispo Public Health Department	402PS	\$150,000.00
PS21033	University of California, Berkeley - SafeTREC	405d AL	\$460,000.00
PS21034	Modesto Police Department	402PS	\$100,000.00
PS21035	San Mateo County Office of Education	402PS	\$130,000.00
PS21036	El Dorado County Department of Transportation	402PS	\$100,000.00
PS21037	Rancho Cordova Public Works Department	402PS	\$30,000.00
PS21038	Fresno (PARCS)	402PS	\$100,000.00
PS21039	Oakley Police Department	402PS	\$20,000.00
PS21040	Los Angeles County Department of Public Health - PLACE Program	405h PS	\$250,000.00
PS21041	Los Angeles Housing and Community Investment Department	405h PS	\$235,000.00
PS21042	Santa Ana Public Works Agency	402PS	\$100,000.00
PS21043	Placentia Public Works Department	402PS	\$25,000.00
PS21044	Santa Cruz County Health Services Agency	402PS	\$190,000.00
PS21045	Goleta Public Works Department	402PS	\$40,000.00
PS21046	California Highway Patrol	405h PS	\$1,250,000.00
		Subtotal	\$ 8,587,000.00

Grant	Agency	Fund	Amount
PT21025	Cotati Police Department	164AL	\$15,000.00
PT21020	Clovis Police Department	164AL	\$50,000.00
PT21020	Clovis Police Department	402PT	\$25,000.00
PT21018	Citrus Heights Police Department	164AL	\$106,000.00
PT21018	Citrus Heights Police Department	402PT	\$55,000.00
PT21024	Costa Mesa Police Department	164AL	\$185,000.00
PT21025	Cotati Police Department	402PT	\$13,000.00
PT21017	Chula Vista Police Department	402PT	\$126,000.00
PT21026	Culver City Police Department	164AL	\$68,000.00
PT21026	Culver City Police Department	402PT	\$42,000.00
PT21024	Costa Mesa Police Department	402PT	\$84,500.00
PT21022	Concord Police Department	164AL	\$85,200.00
PT21022	Concord Police Department	402PT	\$49,000.00
PT21019	Claremont Police Department	164AL	\$76,000.00
PT21019	Claremont Police Department	402PT	\$32,000.00
PT21017	Chula Vista Police Department	164AL	\$333,000.00
PT21196	Sacramento County Sheriff's Office	405c	\$7,500.00
PT21009	Arroyo Grande Police Department	164AL	\$25,000.00
PT21009	Arroyo Grande Police Department	402PT	\$17,000.00
PT21007	Antioch Police Department	402PT	\$32,000.00
PT21007	Antioch Police Department	164AL	\$21,000.00
PT21004	Anaheim Police Department	164AL	\$227,000.00
PT21004	Anaheim Police Department	402PT	\$170,000.00
PT21004	Anaheim Police Department	405c TR	\$60,000.00
PT21004	Anaheim Police Department	405d AL	\$12,000.00
PT21002	Alameda Police Department	402PT	\$22,000.00
PT21002	Alameda Police Department	164AL	\$15,000.00
PT21006	Angels Camp Police Department	164AL	\$15,000.00
PT21006	Angels Camp Police Department	402PT	\$12,500.00
PT21008	Arcadia Police Department	164AL	\$38,000.00
PT21008	Arcadia Police Department	402PT	\$29,000.00
PT21012	Bakersfield Police Department	164AL	\$300,000.00
PT21012	Bakersfield Police Department	402PT	\$107,500.00
PT21005	Anderson Police Department	164AL	\$20,000.00
PT21005	Anderson Police Department	402PT	\$12,500.00
PT21010	Atascadero Police Department	402PT	\$20,000.00
PT21010	Atascadero Police Department	164AL	\$15,000.00

Grant	Agency	Fund	Amount
PT21013	Baldwin Park Police Department	402PT	\$60,000.00
PT21013	Baldwin Park Police Department	164AL	\$43,000.00
PT21016	Berkeley Police Department	402PT	\$105,000.00
PT21016	Berkeley Police Department	164AL	\$100,000.00
PT21011	Azusa Police Department	164AL	\$48,000.00
PT21011	Azusa Police Department	402PT	\$45,000.00
PT21003	Alhambra Police Department	164AL	\$83,000.00
PT21003	Alhambra Police Department	402PT	\$44,000.00
PT21055	San Gabriel Police Department	164AL	\$46,000.00
PT21055	San Gabriel Police Department	402PT	\$30,000.00
PT21056	San Jose Police Department	164AL	\$150,000.00
PT21056	San Jose Police Department	402PT	\$105,000.00
PT21056	San Jose Police Department	405c TR	\$7,600.00
PT21054	San Francisco Police Department	402PT	\$104,000.00
PT21054	San Francisco Police Department	164AL	\$85,000.00
PT21053	San Fernando Police Department	164AL	\$20,000.00
PT21053	San Fernando Police Department	402PT	\$13,000.00
PT21051	San Diego County Sheriff's Department	164AL	\$303,000.00
PT21051	San Diego County Sheriff's Department	405d AL	\$288,600.00
PT21051	San Diego County Sheriff's Department	402PT	\$152,500.00
PT21052	San Diego Police Department	164AL	\$1,193,300.00
PT21052	San Diego Police Department	402PT	\$356,500.00
PT21050	San Bruno Police Department	164AL	\$55,000.00
PT21050	San Bruno Police Department	402PT	\$35,000.00
PT21047	Salinas Police Department	164AL	\$70,000.00
PT21047	Salinas Police Department	402PT	\$67,500.00
PT21042	Riverside County Sheriff's Department	164AL	\$756,600.00
PT21042	Riverside County Sheriff's Department	402PT	\$331,000.00
PT21042	Riverside County Sheriff's Department	405c TR	\$20,800.00
PT21044	Rocklin Police Department	164AL	\$40,500.00
PT21044	Rocklin Police Department	402PT	\$27,500.00
PT21044	Rocklin Police Department	405c TR	\$7,500.00
PT21037	Lathrop Police Department	164AL	\$20,000.00
PT21037	Lathrop Police Department	402PT	\$12,500.00
PT21034	La Habra Police Department	164AL	\$68,000.00
PT21034	La Habra Police Department	402PT	\$45,000.00
PT21033	Irwindale Police Department	164AL	\$20,000.00

Grant	Agency	Fund	Amount
PT21033	Irwindale Police Department	402PT	\$12,500.00
PT21032	Irvine Police Department	164AL	\$285,000.00
PT21032	Irvine Police Department	402PT	\$120,000.00
PT21032	Irvine Police Department	405d AL	\$10,000.00
PT21038	Livermore Police Department	164AL	\$45,000.00
PT21038	Livermore Police Department	402PT	\$25,500.00
PT21028	Huntington Beach Police Department	164AL	\$681,800.00
PT21028	Huntington Beach Police Department	402PT	\$163,500.00
PT21035	La Mesa Police Department	164AL	\$60,000.00
PT21035	La Mesa Police Department	402PT	\$36,500.00
PT21040	Richmond Police Department	164AL	\$170,000.00
PT21040	Richmond Police Department	402PT	\$45,000.00
PT21041	Ridgecrest Police Department	164AL	\$50,000.00
PT21041	Ridgecrest Police Department	402PT	\$22,500.00
PT21046	Sacramento Police Department	164AL	\$260,000.00
PT21046	Sacramento Police Department	402PT	\$125,000.00
PT21045	Rohnert Park Department of Public Safety	164AL	\$30,000.00
PT21045	Rohnert Park Department of Public Safety	402PT	\$24,500.00
PT21036	Laguna Beach Police Department	164AL	\$60,000.00
PT21036	Laguna Beach Police Department	402PT	\$42,000.00
PT21058	Santa Paula Police Department	164AL	\$20,000.00
PT21058	Santa Paula Police Department	402PT	\$13,000.00
PT21064	South Lake Tahoe Police Department	164AL	\$20,000.00
PT21064	South Lake Tahoe Police Department	402PT	\$17,500.00
PT21067	Stockton Police Department	164AL	\$300,000.00
PT21067	Stockton Police Department	402PT	\$157,500.00
PT21066	South San Francisco Police Department	164AL	\$60,000.00
PT21066	South San Francisco Police Department	402PT	\$45,000.00
PT21060	Seal Beach Police Department	164AL	\$23,000.00
PT21060	Seal Beach Police Department	402PT	\$19,500.00
PT21068	Sunnyvale Department of Public Safety	164AL	\$46,000.00
PT21068	Sunnyvale Department of Public Safety	402PT	\$42,500.00
PT21061	Signal Hill Police Department	164AL	\$50,000.00
PT21061	Signal Hill Police Department	402PT	\$17,000.00
PT21065	South Pasadena Police Department	402PT	\$25,000.00
PT21065	South Pasadena Police Department	164AL	\$20,000.00
PT21076	Watsonville Police Department	164AL	\$40,000.00

Grant	Agency	Fund	Amount
PT21076	Watsonville Police Department	402PT	\$25,500.00
PT21079	Westminster Police Department	164AL	\$57,000.00
PT21079	Westminster Police Department	402PT	\$47,000.00
PT21074	Visalia Police Department	164AL	\$210,000.00
PT21074	Visalia Police Department	402PT	\$60,000.00
PT21082	Yuba City Police Department	164AL	\$50,000.00
PT21082	Yuba City Police Department	402PT	\$42,500.00
PT21063	South Gate Police Department	164AL	\$40,000.00
PT21063	South Gate Police Department	402PT	\$30,000.00
PT21063	South Gate Police Department	405c TR	\$2,000.00
PT21059	Santa Rosa Police Department	164AL	\$200,000.00
PT21059	Santa Rosa Police Department	402PT	\$150,000.00
PT21062	Simi Valley Police Department	164AL	\$76,800.00
PT21062	Simi Valley Police Department	402PT	\$42,000.00
PT21062	Simi Valley Police Department	405d AL	\$3,200.00
PT21070	Vallejo Police Department	164AL	\$62,000.00
PT21070	Vallejo Police Department	402PT	\$40,000.00
PT21072	Ventura Police Department	164AL	\$115,000.00
PT21072	Ventura Police Department	402PT	\$105,000.00
PT21069	Vacaville Police Department	164AL	\$70,000.00
PT21069	Vacaville Police Department	402PT	\$30,000.00
PT21081	Woodland Police Department	164AL	\$34,000.00
PT21081	Woodland Police Department	402PT	\$27,500.00
PT21078	West Sacramento Police Department	164AL	\$50,000.00
PT21078	West Sacramento Police Department	402PT	\$37,700.00
PT21078	West Sacramento Police Department	405c TR	\$4,800.00
PT21125	Fremont Police Department	164AL	\$60,000.00
PT21125	Fremont Police Department	402PT	\$53,000.00
PT21127	Oceanside Police Department	164AL	\$200,000.00
PT21127	Oceanside Police Department	402PT	\$153,000.00
PT21145	Santa Monica Police Department	164AL	\$100,000.00
PT21144	Davis Police Department	164AL	\$30,000.00
PT21144	Davis Police Department	402PT	\$30,000.00
PT21128	University of California, San Diego	402PT	\$300,000.00
PT21151	Milpitas Police Department	164AL	\$35,000.00
PT21151	Milpitas Police Department	402PT	\$22,500.00
PT21150	Hayward Police Department	402PT	\$130,000.00

Grant	Agency	Fund	Amount
PT21150	Hayward Police Department	164AL	\$75,000.00
PT21153	San Pablo Police Department	164AL	\$30,000.00
PT21153	San Pablo Police Department	402PT	\$24,000.00
PT21124	San Ramon Police Department	402PT	\$22,500.00
PT21124	San Ramon Police Department	164AL	\$20,000.00
PT21110	Modesto Police Department	164AL	\$300,000.00
PT21110	Modesto Police Department	402PT	\$140,000.00
PT21111	National City Police Department	164AL	\$70,000.00
PT21111	National City Police Department	402PT	\$31,500.00
PT21162	Fullerton Police Department	405d AL	\$215,000.00
PT21162	Fullerton Police Department	164AL	\$202,500.00
PT21117	Montclair Police Department	402PT	\$20,000.00
PT21156	Gustine Police Department	402PT	\$17,500.00
PT21118	Central Marin Police Authority	164AL	\$25,000.00
PT21118	Central Marin Police Authority	402PT	\$22,500.00
PT21119	Ontario Police Department	164AL	\$300,000.00
PT21119	Ontario Police Department	402PT	\$154,000.00
PT21133	Santa Cruz Police Department	164AL	\$45,000.00
PT21133	Santa Cruz Police Department	402PT	\$40,000.00
PT21132	Sanger Police Department	164AL	\$15,000.00
PT21132	Sanger Police Department	402PT	\$12,500.00
PT21149	Menlo Park Police Department	164AL	\$45,000.00
PT21149	Menlo Park Police Department	402PT	\$36,000.00
PT21149	Menlo Park Police Department	405c TR	\$10,700.00
PT21162	Fullerton Police Department	402PT	\$76,000.00
PT21163	San Mateo Police Department	164AL	\$55,000.00
PT21163	San Mateo Police Department	402PT	\$30,000.00
PT21158	Marysville Police Department	164AL	\$25,000.00
PT21158	Marysville Police Department	402PT	\$25,000.00
PT21159	Tustin Police Department	164AL	\$69,000.00
PT21159	Tustin Police Department	402PT	\$42,000.00
PT21092	Orange County Sheriff's Department	164AL	\$274,000.00
PT21092	Orange County Sheriff's Department	402PT	\$172,370.00
PT21092	Orange County Sheriff's Department	405c TR	\$4,000.00
PT21099	Pittsburg Police Department	164AL	\$45,200.00
PT21099	Pittsburg Police Department	402PT	\$44,700.00
PT21093	Orange Police Department	164AL	\$195,000.00

Grant	Agency	Fund	Amount
PT21093	Orange Police Department	402PT	\$83,500.00
PT21093	Orange Police Department	405d AL	\$10,000.00
PT21098	Petaluma Police Department	164AL	\$25,000.00
PT21140	Mendota Police Department	164AL	\$20,000.00
PT21140	Mendota Police Department	402PT	\$14,000.00
PT21141	San Rafael Police Department	164AL	\$65,000.00
PT21141	San Rafael Police Department	402PT	\$52,500.00
PT21156	Gustine Police Department	164AL	\$5,000.00
PT21098	Petaluma Police Department	402PT	\$25,000.00
PT21100	Placentia Police Department	402PT	\$40,000.00
PT21100	Placentia Police Department	164AL	\$30,000.00
PT21102	Pleasanton Police Department	164AL	\$20,000.00
PT21102	Pleasanton Police Department	402PT	\$12,500.00
PT21101	Placerville Police Department	402PT	\$37,000.00
PT21101	Placerville Police Department	164AL	\$35,000.00
PT21097	Paso Robles Police Department	164AL	\$23,000.00
PT21097	Paso Robles Police Department	402PT	\$19,200.00
PT21095	Pacifica Police Department	164AL	\$40,000.00
PT21095	Pacifica Police Department	402PT	\$22,500.00
PT21107	Oakland Police Department	164AL	\$274,500.00
PT21107	Oakland Police Department	402PT	\$225,500.00
PT21106	Mill Valley Police Department	164AL	\$6,000.00
PT21108	Carlsbad Police Department	164AL	\$60,000.00
PT21108	Carlsbad Police Department	402PT	\$48,000.00
PT21135	Madera Police Department	164AL	\$60,000.00
PT21135	Madera Police Department	402PT	\$25,000.00
PT21143	Garden Grove Police Department	164AL	\$150,000.00
PT21143	Garden Grove Police Department	402PT	\$128,500.00
PT21142	Fountain Valley Police Department	164AL	\$33,000.00
PT21142	Fountain Valley Police Department	402PT	\$20,000.00
PT21123	Merced Police Department	164AL	\$50,000.00
PT21123	Merced Police Department	402PT	\$30,000.00
PT21137	Santa Maria Police Department	164AL	\$245,000.00
PT21137	Santa Maria Police Department	402PT	\$62,000.00
PT21136	Monrovia Police Department	164AL	\$35,000.00
PT21136	Monrovia Police Department	402PT	\$27,500.00
PT21155	Lodi Police Department	164AL	\$75,000.00

Grant	Agency	Fund	Amount
PT21155	Lodi Police Department	402PT	\$37,500.00
PT21154	Fairfield Police Department	402PT	\$77,500.00
PT21154	Fairfield Police Department	164AL	\$70,000.00
PT21115	Escondido Police Department	164AL	\$380,000.00
PT21115	Escondido Police Department	402PT	\$103,000.00
PT21115	Escondido Police Department	405c TR	\$32,000.00
PT21114	El Monte Police Department	164AL	\$94,000.00
PT21114	El Monte Police Department	402PT	\$43,500.00
PT21112	Eureka Police Department	402PT	\$32,500.00
PT21112	Eureka Police Department	164AL	\$30,000.00
PT21130	Newark Police Department	164AL	\$50,000.00
PT21084	Brea Police Department	164AL	\$40,400.00
PT21084	Brea Police Department	402PT	\$27,000.00
PT21084	Brea Police Department	405c TR	\$7,600.00
PT21085	Brentwood Police Department	164AL	\$40,000.00
PT21085	Brentwood Police Department	402PT	\$33,000.00
PT21129	California Department of Motor Vehicles - Licensing Operations	402PT	\$162,000.00
PT21130	Newark Police Department	402PT	\$20,000.00
PT21131	Parlier Police Department	164AL	\$20,000.00
PT21131	Parlier Police Department	402PT	\$12,500.00
PT21139	Santa Barbara County Sheriff's Department	164AL	\$50,000.00
PT21139	Santa Barbara County Sheriff's Department	402PT	\$28,000.00
PT21138	Elk Grove Police Department	164AL	\$126,000.00
PT21138	Elk Grove Police Department	402PT	\$81,800.00
PT21105	Montebello Police Department	164AL	\$69,000.00
PT21105	Montebello Police Department	402PT	\$40,000.00
PT21146	Glendora Police Department	164AL	\$49,000.00
PT21146	Glendora Police Department	402PT	\$31,500.00
PT21086	Buena Park Police Department	164AL	\$104,000.00
PT21086	Buena Park Police Department	402PT	\$50,000.00
PT21089	California Highway Patrol	402PT	\$436,000.00
PT21090	California Highway Patrol	402PT	\$125,000.00
PT21091	California Highway Patrol	402PT	\$300,000.00
PT21116	Tracy Police Department	164AL	\$25,000.00
PT21116	Tracy Police Department	402PT	\$17,500.00
PT21122	Redding Police Department	164AL	\$250,000.00
PT21122	Redding Police Department	402PT	\$35,000.00

Grant	Agency	Fund	Amount
PT21164	Mountain View Police Department	402PT	\$42,000.00
PT21164	Mountain View Police Department	164AL	\$30,000.00
PT21165	Turlock Police Department	402PT	\$40,500.00
PT21165	Turlock Police Department	164AL	\$20,000.00
PT21160	Gilroy Police Department	164AL	\$45,000.00
PT21160	Gilroy Police Department	402PT	\$81,000.00
PT21161	San Mateo County Sheriff's Office	164AL	\$135,000.00
PT21161	San Mateo County Sheriff's Office	402PT	\$115,000.00
PT21120	Chino Police Department	164AL	\$100,000.00
PT21120	Chino Police Department	402PT	\$50,000.00
PT21145	Santa Monica Police Department	402PT	\$152,000.00
PT21172	Novato Police Department	164AL	\$55,000.00
PT21172	Novato Police Department	402PT	\$32,500.00
PT21181	Union City Police Department	164AL	\$40,000.00
PT21181	Union City Police Department	402PT	\$10,000.00
PT21178	Folsom Police Department	164AL	\$35,000.00
PT21178	Folsom Police Department	402PT	\$17,500.00
PT21175	Redondo Beach Police Department	164AL	\$76,500.00
PT21175	Redondo Beach Police Department	402PT	\$31,500.00
PT21166	Cathedral City Police Department	402PT	\$30,000.00
PT21166	Cathedral City Police Department	164AL	\$17,000.00
PT21169	Santa Barbara Police Department	164AL	\$135,000.00
PT21169	Santa Barbara Police Department	402PT	\$75,000.00
PT21185	California Highway Patrol	405d AL	\$625,000.00
PT21176	Dublin Police Department	164AL	\$40,000.00
PT21176	Dublin Police Department	402PT	\$22,500.00
PT21171	Torrance Police Department	164AL	\$125,000.00
PT21171	Torrance Police Department	402PT	\$78,000.00
PT21170	Manteca Police Department	164AL	\$40,000.00
PT21170	Manteca Police Department	402PT	\$27,500.00
PT21173	Upland Police Department	164AL	\$90,000.00
PT21173	Upland Police Department	402PT	\$80,000.00
PT21168	Redwood City Police Department	164AL	\$70,000.00
PT21168	Redwood City Police Department	402PT	\$52,500.00
PT21183	El Cajon Police Department	402PT	\$63,000.00
PT21183	El Cajon Police Department	164AL	\$30,000.00
PT21183	El Cajon Police Department	405c TR	\$7,500.00

Grant	Agency	Fund	Amount
PT21191	Lompoc Police Department	164AL	\$20,000.00
PT21191	Lompoc Police Department	402PT	\$12,500.00
PT21187	California Highway Patrol	402PT	\$400,000.00
PT21188	California Highway Patrol	405d AL	\$1,300,000.00
PT21193	Newport Beach Police Department	164AL	\$155,000.00
PT21193	Newport Beach Police Department	402PT	\$62,000.00
PT21193	Newport Beach Police Department	405d AL	\$20,000.00
PT21194	Delano Police Department	164AL	\$30,000.00
PT21194	Delano Police Department	402PT	\$17,500.00
PT21196	Sacramento County Sheriff's Office	164AL	\$47,000.00
PT21196	Sacramento County Sheriff's Office	402PT	\$27,500.00
PT21189	Santa Ana Police Department	164AL	\$316,000.00
PT21189	Santa Ana Police Department	402PT	\$161,000.00
PT21189	Santa Ana Police Department	405d AL	\$5,700.00
PT21186	Cypress Police Department	164AL	\$53,000.00
PT21186	Cypress Police Department	402PT	\$25,000.00
PT21106	Mill Valley Police Department	402PT	\$22,000.00
PT21023	Corona Police Department	164AL	\$73,000.00
PT21023	Corona Police Department	402PT	\$46,000.00
PT21001	Alameda County Sheriff's Office	164AL	\$165,000.00
PT21001	Alameda County Sheriff's Office	402PT	\$135,000.00
PT21048	San Bernardino County Sheriff's Department	164AL	\$308,400.00
PT21048	San Bernardino County Sheriff's Department	402PT	\$157,600.00
PT21049	San Bernardino Police Department	164AL	\$275,000.00
PT21049	San Bernardino Police Department	402PT	\$179,000.00
PT21029	Huntington Park Police Department	164AL	\$53,000.00
PT21029	Huntington Park Police Department	402PT	\$17,000.00
PT21027	Hollister Police Department	164AL	\$35,000.00
PT21027	Hollister Police Department	402PT	\$26,500.00
PT21039	Rialto Police Department	164AL	\$130,000.00
PT21039	Rialto Police Department	402PT	\$104,000.00
PT21073	Vernon Police Department	164AL	\$90,000.00
PT21073	Vernon Police Department	402PT	\$20,000.00
PT21152	Murrieta Police Department	164AL	\$60,000.00
PT21152	Murrieta Police Department	402PT	\$34,000.00
PT21113	Fresno Police Department	164AL	\$600,000.00
PT21113	Fresno Police Department	402PT	\$125,000.00

Grant	Agency	Fund	Amount
PT21148	Hemet Police Department	164AL	\$60,000.00
PT21148	Hemet Police Department	402PT	\$40,000.00
PT21104	Porterville Police Department	164AL	\$60,000.00
PT21104	Porterville Police Department	402PT	\$45,500.00
PT21103	Pomona Police Department	164AL	\$275,000.00
PT21103	Pomona Police Department	402PT	\$128,500.00
PT21109	Desert Hot Springs Police Department	164AL	\$25,000.00
PT21109	Desert Hot Springs Police Department	402PT	\$20,000.00
PT21109	Desert Hot Springs Police Department	405c TR	\$3,300.00
PT21134	Fontana Police Department	164AL	\$200,000.00
PT21134	Fontana Police Department	402PT	\$130,000.00
PT21088	Burlingame Police Department	164AL	\$43,000.00
PT21088	Burlingame Police Department	402PT	\$19,000.00
PT21121	Manhattan Beach Police Department	164AL	\$55,000.00
PT21121	Manhattan Beach Police Department	402PT	\$25,000.00
PT21184	Emeryville Police Department	164AL	\$25,000.00
PT21184	Emeryville Police Department	402PT	\$21,000.00
PT21177	Menifee Police Department	164AL	\$95,000.00
PT21177	Menifee Police Department	402PT	\$20,000.00
PT21147	Long Beach Police Department	405c TR	\$138,000.00
PT21014	Bell Gardens Police Department	164AL	\$40,000.00
PT21014	Bell Gardens Police Department	402PT	\$30,000.00
PT21015	Bell Police Department	164AL	\$55,000.00
PT21015	Bell Police Department	402PT	\$35,000.00
PT21057	San Luis Obispo Police Department	164AL	\$72,000.00
PT21057	San Luis Obispo Police Department	402PT	\$43,000.00
PT21043	Riverside Police Department	164AL	\$235,000.00
PT21043	Riverside Police Department	402PT	\$203,800.00
PT21043	Riverside Police Department	405d AL	\$100,000.00
PT21043	Riverside Police Department	405c TR	\$6,200.00
PT21030	Indio Police Department	164AL	\$32,500.00
PT21030	Indio Police Department	402PT	\$20,500.00
PT21031	Inglewood Police Department	164AL	\$135,000.00
PT21031	Inglewood Police Department	402PT	\$107,000.00
PT21077	West Covina Police Department	164AL	\$30,000.00
PT21077	West Covina Police Department	402PT	\$27,000.00
PT21071	Ventura County Sheriff's Department	164AL	\$236,000.00

Grant	Agency	Fund	Amount
PT21071	Ventura County Sheriff's Department	402PT	\$157,000.00
PT21071	Ventura County Sheriff's Department	405d AL	\$45,000.00
PT21080	Whittier Police Department	164AL	\$121,500.00
PT21080	Whittier Police Department	402PT	\$86,500.00
PT21021	Colton Police Department	164AL	\$150,000.00
PT21021	Colton Police Department	402PT	\$60,000.00
PT21126	Gardena Police Department	164AL	\$85,000.00
PT21126	Gardena Police Department	402PT	\$30,000.00
PT21096	Palm Springs Police Department	164AL	\$65,000.00
PT21096	Palm Springs Police Department	402PT	\$32,500.00
PT21096	Palm Springs Police Department	405c TR	\$2,500.00
PT21094	Oxnard Police Department	164AL	\$304,000.00
PT21094	Oxnard Police Department	402PT	\$144,000.00
PT21094	Oxnard Police Department	405d AL	\$5,000.00
PT21083	Beverly Hills Police Department	164AL	\$60,000.00
PT21083	Beverly Hills Police Department	402PT	\$32,000.00
PT21087	Burbank Police Department	164AL	\$45,000.00
PT21087	Burbank Police Department	402PT	\$33,500.00
PT21147	Long Beach Police Department	164AL	\$285,000.00
PT21147	Long Beach Police Department	402PT	\$157,500.00
PT21180	Redlands Police Department	164AL	\$70,000.00
PT21180	Redlands Police Department	402PT	\$56,000.00
PT21179	Hawthorne Police Department	164AL	\$115,000.00
PT21179	Hawthorne Police Department	402PT	\$70,000.00
PT21182	Los Angeles Police Department	164AL	\$3,630,420.00
PT21182	Los Angeles Police Department	405d AL	\$1,589,850.00
PT21182	Los Angeles Police Department	405d AL	\$323,230.00
PT21167	Downey Police Department	164AL	\$205,000.00
PT21167	Downey Police Department	402PT	\$133,000.00
PT21174	Los Angeles County Sheriff's Department	164AL	\$1,367,258.00
PT21174	Los Angeles County Sheriff's Department	405d AL	\$538,492.00
PT21190	Pasadena Police Department	164AL	\$200,000.00
PT21190	Pasadena Police Department	402PT	\$133,500.00
PT21192	Monterey Park Police Department	402PT	\$55,000.00
PT21192	Monterey Park Police Department	164AL	\$54,000.00
PT21195	Glendale Police Department	164AL	\$200,000.00
PT21195	Glendale Police Department	402PT	\$83,500.00

Grant	Agency	Fund	Amount
PT21195	Glendale Police Department	405d AL	\$10,000.00
PT21195	Glendale Police Department	405d AL	\$10,000.00
PT21117	Montclair Police Department	164AL	\$20,000.00
PT21075	Walnut Creek Police Department	164AL	\$30,000.00
PT21157	Oakley Police Department	164AL	\$20,000.00
PT21075	Walnut Creek Police Department	402PT	\$29,000.00
PT21157	Oakley Police Department	402PT	\$14,000.00
		Subtotal	\$43,296,620.00

Grant	Agency	Fund	Amount
TR21001	Alameda Police Department	405c TR	\$24,800.00
TR21002	Anaheim Police Department	405c TR	\$28,000.00
TR21003	Antioch Police Department	405c TR	\$25,000.00
TR21004	Bell Gardens Police Department	405c TR	\$72,454.00
TR21005	Berkeley Police Department	405c TR	\$40,000.00
TR21006	Chino Police Department	405c TR	\$80,407.00
TR21007	Citrus Heights Police Department	405c TR	\$36,900.00
TR21008	Clovis Police Department	405c TR	\$51,800.00
TR21009	Concord Police Department	405c TR	\$25,000.00
TR21010	Corona Police Department	405c TR	\$24,800.00
TR21011	Culver City Police Department	405c TR	\$86,000.00
TR21012	Hercules Police Department	405c TR	\$63,100.00
TR21013	Huntington Park Police Department	405c TR	\$58,815.00
TR21014	Inglewood Police Department	405c TR	\$12,500.00
TR21015	La Verne Police Department	405c TR	\$49,735.00
TR21016	Livermore Police Department	405c TR	\$80,145.00
TR21017	Rialto Police Department	405c TR	\$41,900.00
TR21018	Richmond Police Department	405c TR	\$73,734.00
TR21019	Riverside County Sheriff's Department	405c TR	\$24,800.00
TR21020	San Bernardino Police Department	405c TR	\$48,800.00
TR21021	San Bruno Police Department	405c TR	\$6,250.00
TR21022	Santa Monica Police Department	405c TR	\$24,800.00
TR21023	South Lake Tahoe Police Department	405c TR	\$39,400.00
TR21024	South San Francisco Police Department	405c TR	\$7,750.00
TR21025	Sunnyvale Department of Public Safety	405c TR	\$25,000.00
TR21026	Vallejo Police Department	405c TR	\$24,800.00
TR21028	Beverly Hills Police Department	405c TR	\$152,900.00
TR21029	Brea Police Department	405c TR	\$24,800.00
TR21030	California Department of Public Health	405c TR	\$700,000.00
TR21031	California Department of Transportation - DRIS	405c TR	\$300,000.00
TR21032	Orange Police Department	405c TR	\$24,800.00
TR21033	Palm Springs Police Department	405c TR	\$24,800.00
TR21034	Pittsburg Police Department	405c TR	\$34,800.00
TR21035	Cathedral City Police Department	405c TR	\$24,800.00
TR21036	Manteca Police Department	405c TR	\$53,758.00
TR21037	Newark Police Department	405c TR	\$35,730.00
TR21038	Paso Robles Police Department	405c TR	\$24,800.00

Grant	Agency	Fund	Amount
TR21039	Upland Police Department	405c TR	\$25,000.00
TR21040	Escondido Police Department	405c TR	\$24,800.00
TR21041	Ontario Police Department	405c TR	\$25,000.00
TR21042	Desert Hot Springs Police Department	405c TR	\$25,000.00
TR21043	El Monte Police Department	405c TR	\$56,300.00
TR21044	Montebello Police Department	405c TR	\$15,000.00
TR21045	Dublin Police Department	405c TR	\$50,000.00
TR21046	San Pablo Police Department	405c TR	\$28,398.00
TR21047	Hemet Police Department	405c TR	\$42,824.00
TR21048	Tustin Police Department	405c TR	\$24,800.00
TR21049	University of California, Berkeley - SafeTREC	405d AL	\$923,968.00
TR21049	University of California, Berkeley - SafeTREC	405c TR	\$566,982.00
TR21050	University of California, Berkeley - SafeTREC	405c TR	\$247,000.00
TR21051	Folsom Police Department	405c TR	\$25,000.00
TR21052	University of California, Berkeley - SafeTREC	405c TR	\$231,500.00
TR21053	Gustine Police Department	405c TR	\$48,200.00
TR21054	Carlsbad Police Department	405c TR	\$24,800.00
TR21055	California State Polytechnic University, Pomona	405c TR	\$270,566.00
TR21056	El Segundo Police Department	405c TR	\$27,156.00
TR21057	Fullerton Police Department	405c TR	\$26,936.00
TR21058	University of California, Berkeley - SafeTREC	405c TR	\$240,000.00
TR21059	University of California, Berkeley - SafeTREC	405c TR	\$119,250.00
TR21060	Murrieta Police Department	405c TR	\$24,800.00
TR21061	Menlo Park Police Department	405c TR	\$16,200.00
TR21062	Santa Clara Police Department	405c TR	\$24,900.00
TR21063	Fremont Police Department	405c TR	\$25,000.00
TR21064	Gardena Police Department	405c TR	\$24,800.00
TR21065	Fairfield Police Department	405c TR	\$24,800.00
TR21066	Santa Ana Police Department	405c TR	\$25,000.00
TR21067	San Mateo County Sheriff's Office	405c TR	\$8,250.00
TR21068	California Highway Patrol	405c TR	\$64,590.00
TR21069	Monterey Park Police Department	405c TR	\$24,800.00
		Subtotal	\$ 5,809,498.00

EQUIPMENT LIST

EQUIPMENT LIST

Grant	Agency	Item Name	Units	Cost Per	Fund
PT21013	Baldwin Park Police Department	Changeable Message Sign Trailer with Radar	1	\$16,800.00	402PT
TR21004	Bell Gardens Police Department	Complete Electronic Citation Data Collection System	1	\$47,654.00	405c TR
PT21016	Berkeley Police Department	DUI Trailer	1	\$19,224.00	164AL
TR21005	Berkeley Police Department	Traffic Crash Database System/Electronic Citation System	1	\$40,000.00	405c TR
TR21006	Chino Police Department	Traffic Crash Database System/Electronic Citation System	1	\$80,407.00	405c TR
PT21017	Chula Vista Police Department	DUI Trailer	1	\$30,000.00	164AL
PT21018	Citrus Heights Police Department	Changeable Message Sign Trailer	1	\$8,300.00	402PT
TR21008	Clovis Police Department	Complete Traffic Citation and Crash Database System	1	\$51,800.00	405c TR
TR21011	Culver City Police Department	Traffic Crash Database System	1	\$70,000.00	405c TR
PT21167	Downey Police Department	DUI Trailer	1	\$35,000.00	164AL
PT21183	El Cajon Police Department	Crash Data Retrieval Kit	1	\$7,500.00	405c TR
PT21115	Escondido Police Department	DUI Trailer	1	\$30,000.00	164AL
PT21160	Gilroy Police Department	Police Motorcycle	1	\$40,000.00	402PT
PT21028	Huntington Beach Police Department	DUI Trailer	1	\$35,000.00	164AL
PT21155	Lodi Police Department	Radar Trailer	1	\$10,000.00	402PT
PT21147	Long Beach Police Department	DUI Trailer	1	\$35,000.00	164AL
PT21147	Long Beach Police Department	Electronic Citation Data Collection System	1	\$138,000.00	405c TR
PT21174	Los Angeles County Sheriff's Department	DUI Trailer	1	\$35,000.00	164AL
PT21182	Los Angeles Police Department	Desktop Breath Testers	5	\$10,000.00	164AL
TR21036	Manteca Police Department	Handheld Citation Data Collection Devices	1	\$27,900.00	405c TR
TR21036	Manteca Police Department	Complete Traffic Citation and Crash Database System	1	\$53,758.00	405c TR

Grant	Agency	Item Name	Units	Cost Per	Fund
PT21152	Murrieta Police Department	Vehicle Speed Feedback Sign	1	\$6,000.00	402PT
PT21100	Placentia Police Department	Changeable Message Sign Trailer with Radar	1	\$17,000.00	402PT
PT21196	Rancho Cordova Police Department	Crash Data Retrieval Kit	1	\$7,500.00	405c TR
TR21018	Richmond Police Department	Complete Electronic Citation Data Collection System	1	\$48,934.00	405c TR
PT21047	Salinas Police Department	Radar Trailer	1	\$10,000.00	402PT
AL21006	San Diego Police Department	Blood alcohol testing (dual) diluter/dispenser	1	\$7,000.00	164AL
PT21056	San Jose Police Department	Crash Data Retrieval Kit	1	\$7,600.00	405c TR
PT21141	San Rafael Police Department	Radar Trailer	1	\$10,000.00	402PT
PT21189	Santa Ana Police Department	DUI Supply Trailer	1	\$10,000.00	164AL
PT21137	Santa Maria Police Department	DUI Trailer	1	\$35,000.00	164AL
PT21165	Turlock Police Department	Changeable Message Sign Trailer with Radar	1	\$18,000.00	402PT
PT21159	Tustin Police Department	Vehicle Speed Feedback Sign	1	\$6,000.00	402PT
PT21173	Upland Police Department	Changeable Message Sign Trailer with Radar	1	\$12,000.00	402PT
PT21072	Ventura Police Department	DUI Trailer	1	\$35,000.00	164AL
PT21073	Vernon Police Department	DUI Trailer	1	\$35,000.00	164AL
PT21074	Visalia Police Department	DUI Trailer	1	\$35,000.00	164AL
PT21092	Orange County Sheriff's Department	DUI Supply Trailer	1	\$10,000.00	164AL
PT21043	Riverside Police Department	Crash Data Retrieval Kit	1	\$6,200.00	405c TR
AL21014	California Department of Alcoholic Beverage Control	Mobile Juvenile Detention & Processing Center	1	\$60,000.00	164AL
PT21071	Ventura County Sheriff's Department	Glow Bug Lighting System	4	\$6,000.00	164AL
PT21071	Ventura County Sheriff's Department	DUI Trailer	1	\$35,000.00	164AL
DI21001	Contra Costa County Sheriff's Department	Liquid Chromatograph Tandem Mass Spectrometer	1	\$380,794.00	405d AL
PT21021	Colton Police Department	DUI Trailer	1	\$35,000.00	164AL

Grant	Agency	Item Name	Units	Cost Per	Fund
EM21020	Tehama County Fire Department	Combi-tool	2	\$15,000.00	402EM
EM21003	Hopland Fire Protection District	Fully Equipped Extrication System	1	\$37,000.00	402EM
PT21019	Claremont Police Department	DUI Trailer	1	\$35,000.00	164AL
EM21007	Ebbetts Pass Fire District	Fully Equipped Extrication System	2	\$35,750.00	402EM
TR21063	Fremont Police Department	Traffic Crash Database System	1	\$25,000.00	405c TR
TR21028	Beverly Hills Police Department	Complete Electronic Citation Data Collection System	1	\$74,900.00	405c TR
TR21028	Beverly Hills Police Department	Traffic Crash Database System	1	\$78,000.00	405c TR
EM21011	Merced County Fire Department	Fully Equipped Extrication System	2	\$37,000.00	402EM
PT21081	Woodland Police Department	Radar Trailer	1	\$10,356.00	402PT
TR21016	Livermore Police Department	Complete Electronic Citation Data Collection System	1	\$43,100.00	405c TR
TR21016	Livermore Police Department	Traffic Crash Database System	1	\$34,745.00	405c TR
EM21019	Madera County	Fully Equipped Extrication System	2	\$37,000.00	402EM
EM21015	Mendota Police Department	Fully Equipped Extrication System	1	\$37,000.00	402EM
EM21017	Atwater	Fully Equipped Extrication System	1	\$37,000.00	402EM
PT21158	Marysville Police Department	Changeable Message Sign Trailer	1	\$15,000.00	402PT
TR21043	El Monte Police Department	Complete Electronic Citation Data Collection System	1	\$27,000.00	405c TR
TR21043	El Monte Police Department	Complete Traffic Crash Database System	1	\$29,300.00	405c TR
PT21003	Alhambra Police Department	Radar Trailer	1	\$11,000.00	402PT
EM21009	Marysville Fire Department	Fully Equipped Extrication System	2	\$37,000.00	402EM
TR21045	Dublin Police Department	Complete Electronic Citation Data Collection System	1	\$50,000.00	405c TR
PT21161	San Mateo County Sheriff's Office	DUI Trailer	1	\$35,000.00	164AL
PT21101	Placerville Police Department	Changeable Message Sign Trailer with Radar	1	\$18,000.00	402PT

Grant	Agency	Item Name	Units	Cost Per	Fund
PT21131	Parlier Police Department	DUI Trailer	1	\$5,000.00	164AL
EM21014	Mokelumne Rural Fire District	Fully Equipped Extrication System	3	\$37,000.00	402EM
TR21037	Newark Police Department	Electronic Citation Data Collection System	1	\$35,730.00	405c TR
EM21008	Tulare County Fire Department	Combi-tool	3	\$15,000.00	402EM
TR21015	La Verne Police Department	Complete Electronic Citation Data Collection System	1	\$49,735.00	405c TR
PT21186	Cypress Police Department	Light Tower Trailer	1	\$8,100.00	164AL
EM21001	Chula Vista Fire Department	Combi-tool	5	\$12,000.00	402EM
PT21044	Rocklin Police Department	Traffic Crash Reconstruction System	1	\$7,500.00	405c TR
EM21016	Santa Barbara County Fire Department	Fully Equipped Extrication System	2	\$37,000.00	402EM
PT21007	Antioch Police Department	Radar Trailer	1	\$11,000.00	402PT
EM21013	Lookout Volunteer Fire Department	Fully Equipped Extrication System	3	\$37,000.00	402EM
EM21004	River Delta Fire District	Fully Equipped Extrication System	1	\$37,000.00	402EM
TR21023	South Lake Tahoe Police Department	Electronic Citation Data Collection System	1	\$39,400.00	405c TR
EM21012	North Central Fire Protection District	Fully Equipped Extrication System	3	\$28,666.00	402EM
PT21177	Menifee Police Department	DUI Trailer	1	\$35,000.00	164AL
EM21002	Colton Fire Department	Fully Equipped Extrication System	2	\$34,000.00	402EM
EM21006	Orland Volunteer Fire Department	Fully Equipped Extrication System	2	\$37,000.00	402EM
EM21006	Orland Volunteer Fire Department	Combi-tool	1	\$15,000.00	402EM
TR21046	San Pablo Police Department	Electronic Citation Data Collection System	1	\$11,598.00	405c TR
EM21010	French Camp McKinley Fire District	Fully Equipped Extrication System	1	\$35,000.00	402EM
TR21012	Hercules Police Department	Complete Electronic Citation Data Collection System	1	\$41,000.00	405c TR
TR21012	Hercules Police Department	Complete Traffic Crash Database System	1	\$22,100.00	405c TR
TR21053	Gustine Police Department	Complete Traffic Citation and Crash Database System	1	\$48,200.00	405c TR

Grant	Agency	Item Name	Units	Cost Per	Fund
EM21005	Suisun City Fire Department	Fully Equipped Extrication System	1	\$37,000.00	402EM
EM21010	French Camp McKinley Fire District	Air Bag Lift System	2	\$6,000.00	402EM
EM21008	Tulare County Fire Department	Air Bag Lift System	5	\$6,000.00	402EM
EM21009	Marysville Fire Department	Air Bag Lift System	2	\$6,000.00	402EM

HIGHWAY SAFETY STRATEGIES AND PROGRAM AREA GRANTS

PROGRAM PLANNING AND ADMINISTRATION

PROGRAM OVERVIEW

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

- Identifying the state's most significant traffic safety problems
- Prioritizing problems and developing methods for the distribution of funds
- Developing the HSP and Annual Report
- Recommending individual grants to be funded
- Developing planned grants
- Conducting risk assessments
- Monitoring grants
- Evaluating accomplishments
- Preparing a variety of program and grant reports
- Conducting grant performance reviews (GPR)
- Contracting with the Department of Finance (DOF) to conduct subrecipient compliance audits and provide audit-risk assessment training to Program and Administration staff
- Increasing public awareness and community support
- Participating in the SHSP challenge area meetings, various traffic safety committees, and task forces
- Generally promoting and coordinating traffic safety in California
- Creating public awareness campaigns and providing staff and spokespersons for all annual national campaigns.
- Providing fiscal and operations trainings to all applicable grant personnel annually
- Maintaining and providing continuous improvements to Grant Electronic Management System (GEMS)
- Conducting workshops on the OTS grant funding and the use of GEMS

CURRENT STAFF

The OTS staff is comprised of 34 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 Representative for Highway Safety (GR). As the GR, the Director participates in activities impacting the highway safety program nationwide including serving on the Governors Highway Safety Association (GHSA) board. The Operations Division, headed by the Chief Deputy of Operations (CDO), oversees the development of the HSP, the AR, and implementation of the grants with both state and local entities. The CDO advises the Director on all program matters pertaining to policy concerns, federal and state legislative mandates and overall strategic objectives. The Information Technology, Administration and Program Support Division encompasses fiscal, budgets, business services, clerical support, and information technology services. The Public Information Division is responsible for the development, oversight and execution of media campaigns related to outreach, public relations, social media, and marketing strategies.

TRAINING AND DEVELOPMENT

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

- Managing NHTSA Grant Funds – This training course provided by the Transportation Safety Institute (TSI) provides the OTS staff with in-depth knowledge of the regulations and guidance that apply to the funding of highway safety programs and projects.
- Personal Development/Computer Courses – The OTS staff will be offered computer and personal development courses via classroom and through online resources. The courses will increase knowledge in areas such as: information technology (software and hardware), project management, quality assurance, and core business skillsets. The OTS's annual training plan for all divisions strives to sustain and improve overall job performance.
- Program and Grant Specific Workshops/Seminars – Several program specific training sessions are supported or planned by the OTS staff and occasionally included in individual local programs. Various workshops and seminars will be conducted for subrecipient agencies throughout the State on grant specific information and the usage of GEMS.
- Leadership Development - This training will enhance the quality of leadership within an individual or an organization. Through these programs, the OTS management team will acquire strategies, techniques, and knowledge to motivate, inspire, and increase performance within the organization.

GOALS AND PERFORMANCE MEASURES

It is the goal of the Planning and Administration program to provide 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 29, 2020 and to NHTSA by August 3, 2020
- Providing documentation on qualifications for special funded incentive programs.
- Developing, coordinating, monitoring, and administratively evaluating traffic safety grants identified in the HSP.
- Submitting the AR to the CalSTA Secretary by December 1, 2020, and to NHTSA by December 31, 2020.
- Utilizing all available means for improving and promoting the California traffic safety program.

COSTS

Operation of the Program

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

In accordance with Appendix D to Part 1300, the OTS is requesting NHTSA approval to charge the salary of the Information Technology Specialist I (ITS I) to a combination of planning, administrative, and GEMS related program management functions based on the following tasks:

- The ITS I's main responsibilities will include project management of the Salesforce platform related to program activities, direct involvement with Salesforces' infrastructure inclusive of security and its user-interface, hardware and software acquisition related to GEMS, assist with policy and procedures updates, participate in the data driven fundamentals of the annual HSP and APR process and will shadow the Information Technology Specialist II (ITS II), GEMS lead programmer, to ensure adequate back-up personnel is available during the absence of the ITS II and full-fill OTS's future strategic-succession plan.

The monthly time record for the ITS I will reflect actual time spent on each activity utilizing after-the-fact Personnel Activity Reports (PAR) and will be entered into the Financial Information System for California (Fi\$Cal).

Program Development and Administrative Coordination

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

DETAIL FOR PLANNING AND ADMINISTRATION COSTS			
	A.	PERSONNEL COSTS	\$ 4,269,861
	B.	TRAVEL EXPENSES	\$ 71,500
	C.	CONTRACTUAL SERVICES	\$ 1,760,336
	D.	EQUIPMENT	\$ 31,000
	E.	OTHER DIRECT COSTS INDIRECT COSTS	\$ 517,071
	F.	INDIRECT COSTS	\$ 399,000
		TOTAL OTS BUDGET	\$ 7,048,768
		LESS: STATE SHARE	\$ (563,000)
		FEDERAL SHARE	\$ 6,485,768
LESS:		AMOUNT CHARGEABLE TO PROGRAM AREAS	\$ 5,085,728
		TOTAL: FEDERAL SHARE OF PSP 21-402PA	\$ 1,400,040
<u>FUNDING</u>		<u>PROBLEM SOLUTION PLAN (PSP) FOR PROGRAM AREA COSTS</u>	<u>COST</u>
			<u>PERCENT</u>
21-164AL		Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$ 2,129,965 41.88%
21-402DD		State/Community Highway Safety Grant Program	\$ 55,657 1.09%
21-402EM		State/Community Highway Safety Grant Program	\$ 64,366 1.27%
21-402PS		State/Community Highway Safety Grant Program	\$ 262,513 5.16%
21-402PT		State/Community Highway Safety Grant Program	\$ 812,179 15.97%
21-402OP		National Priority Safety Programs	\$ 161,832 3.18%
21-402TR		National Priority Safety Programs	\$ 261,559 5.14%
21-402AL		National Priority Safety Programs	\$ 1,107,950 21.79%
21-402MC		National Priority Safety Programs	\$ 29,707 0.58%
21-405c TR		National Priority Safety Programs	\$ 200,000 3.93%
			\$ 5,085,728 100.00%

PROGRAM OVERVIEW

The focus of the 2021 FYI public relations, marketing and advertising plan is to create an overall awareness of safe driving behaviors and critical traffic safety issues in an effort to reduce driver, passenger and pedestrian related injuries and fatalities. The California Office of Traffic Safety (OTS) will conduct year-round efforts including advertising (paid and earned media), social media, public outreach and media relations to encourage behavior change to address major traffic safety initiatives, including:

- A. Impaired driving (alcohol, marijuana, illicit and over-the-counter drugs, prescription medications)
- B. Pedestrian and Bicycle Safety
- C. Distracted Driving
- D. Occupant Protection (seat belt and child safety seat usage, speeding, drowsy driving, large truck safety, motorcycle safety, scooter safety, school bus safety, and other relevant traffic safety issues)

All campaigns will be conducted under OTS' "Go Safely, California" brand which targets audiences by bringing to light the concept of arriving at one's desired destination safely as the number one priority.

Performance goals

- Aim to reduce impaired driving fatalities and injuries
- Reduce pedestrian fatalities and injuries throughout the state
- Increase compliance of California's Hands-free cell phone law
- Educate the public about safe occupant protection related behaviors including speeding, drowsy driving, large truck safety, motorcycle safety, school bus safety, child safety seat and seat belt safety, scooter safety
- Reach California's diverse population including drivers and pedestrians of all ages, ethnicities, and socio-economic backgrounds with impactful and targeted messaging and tactics
- The OTS will strive to accomplish these goals by creating strategic public awareness campaigns that educate the public on safe driving habits. The tactics below will help support the following goals:
- Integrate "Go Safely" campaign messaging in all advertising, public awareness and

marketing efforts to create brand awareness and familiarity with campaign themes, including:

- DUI Doesn't Just Mean Booze (DUI-Drugs)
- Sober or Hand 'Em Over (DUI-Alcohol)
- Just Drive (Distracted Driving)
- Think Two Steps Ahead (Pedestrian and Bicycle Safety)
- Not So Fast (Speeding)
- Awake at the Wheel (Drowsy Driving)
- Avoid the No Zone (Large Truck Safety)
- Check Twice for Motorcycles (Motorcycle Safety)
- Buses Need a Break (School Bus Safety)
- Click It or Ticket (Seat Belt Safety)
- The Right Seat (Child Passenger Safety)
- Scoot Responsibly (Scooter Safety)
- Utilize www.gosafelyca.gov as the "Go Safely" hub for all campaign advertising, public outreach, and educational materials
- Use latest statistics to help steer all campaign efforts
- Utilize budgets to develop detailed media plans to coincide with national enforcement periods for maximum exposure and awareness
- Negotiate and place advertising in multiple mediums, such as: broadcast, radio, digital, online, and social media spaces
- Maximize efforts by securing bonus and added value promotional support and materials from media partners
- Obtain statewide earned media coverage to extend reach and frequency of messages
- Support national traffic safety initiatives to maximize campaign budgets
- Work in collaboration with CHP, Caltrans, DMV, CDPH and other key stakeholders and traffic safety partners, and in coordination with current ongoing traffic safety campaigns being implemented at the regional and local levels.

- Leverage additional support from OTS grantees and partners to extend campaign messaging and budgets.
- Create strong and effective media relations programs to promote any grassroots outreach efforts, enforcement periods and to obtain media coverage for any launch efforts to increase awareness.
- Create robust social media content calendars to support any launch efforts, ongoing events, enforcement periods and partner initiatives.
- Increase participation on OTS' social media platforms using interactive, and relevant messaging.
- Identify and create sponsorships, as appropriate, to deploy strategic cross-promotion in high-profile public entities (either in the physical or digital space where relevant).
- Depending upon campaign or initiative, messaging may be targeted toward fans, attendees, students, first responders, educators who have made a difference in traffic safety, etc.
- Venues may include:
 - Sports arenas
 - Entertainment venues
 - Concerts
 - Colleges and universities
 - Admissions/ticketing services
 - Fairs and festivals
- Increase community partnership efforts with grantees, law enforcement, bars, restaurants and other relevant partners which may include:
 - Automotive dealerships
 - Bus Companies
 - Chambers of Commerce
 - Colleges
 - Community Center
 - Courthouses
 - Driving Schools

- K-12 Schools
- Hospitals/Health Care Centers
- Hotels
- Insurance Companies
- Motorcycle Clubs
- Multi-cultural Groups
- Regional Transportation Planning Agencies
- Shipping and Delivery Companies
- State Agencies
- Teen Centers
- Trucking Associations
- Develop partnership development plans to foster existing partnerships and include new partners and encourage use of www.gosafelyca.org media toolkit to download free informational materials.
- Identify other transportation partnerships/sponsorship opportunities (e.g. Lyft and Uber, etc.) to encourage integrated messaging opportunities.
- Determine the need for and, if needed, execute short- or long-term outreach public educational engagements.
- Design and develop educational and informational materials to support partnership efforts.
- Identify and create sponsorships with sports and venue partners, as appropriate, to promote sober driving efforts.
- Facilitate the use of existing and new campaign mascots during community events throughout the state.
- Participate in public affairs interviews and added value PSA placement opportunities for year-round statewide coverage.
- Educate the public about safe occupant safety related behaviors including speeding, drowsy driving, large truck safety, motorcycle safety, school bus safety, child safety seat and seat belt safety, scooter safety and other timely and specific traffic safety messaging as needed.

Grantee Outreach and Support

The OTS manages more than 400 traffic safety grants for hundreds of agencies across California. The OTS is at the forefront of programs aimed at bettering the safety and viability of our transportation system, working with government agencies at the city, county and state level including: law enforcement, public health, fire and emergency medical services, courts, district attorney's offices, transportation planning agencies and non-profits.

The OTS Marketing and Public Affairs team supports grant program education and outreach with the development of informational materials, communications plans, media relations, content strategy and brand messaging. The OTS Marketing and Public Affairs team serves as a one-stop shop for all press, media and printed material to advance grant-related activities.

The "Go Safely, California" campaign toolkit provides our traffic safety partners with a variety of resources and opportunities to advance traffic safety messaging that raises the OTS brand awareness and highlights programs the OTS funds.

Our offerings continue to expand, and the OTS will continue to guide grantee education and outreach, including:

- Fact sheets, flyers and tip cards
- Posters and table tents
- Activity books, crossword puzzles
- Logos, social media posts and graphics
- Press Release Templates
- Talking Points
- Digital banners, radio scripts, video PSAs
- Graphic Design
- Video production
- Social media best practices

The OTS grantees are at the heart of what we do to reduce deaths and injuries on California roads. The OTS strives to reach our vision where everyone on California roads will go safely. A vital way to reach a world where everyone will go safely is by leveraging grantee programs to create a content network that cast the widest net possible, ultimately connecting with the millions of residents that call California home and the millions more who visit.

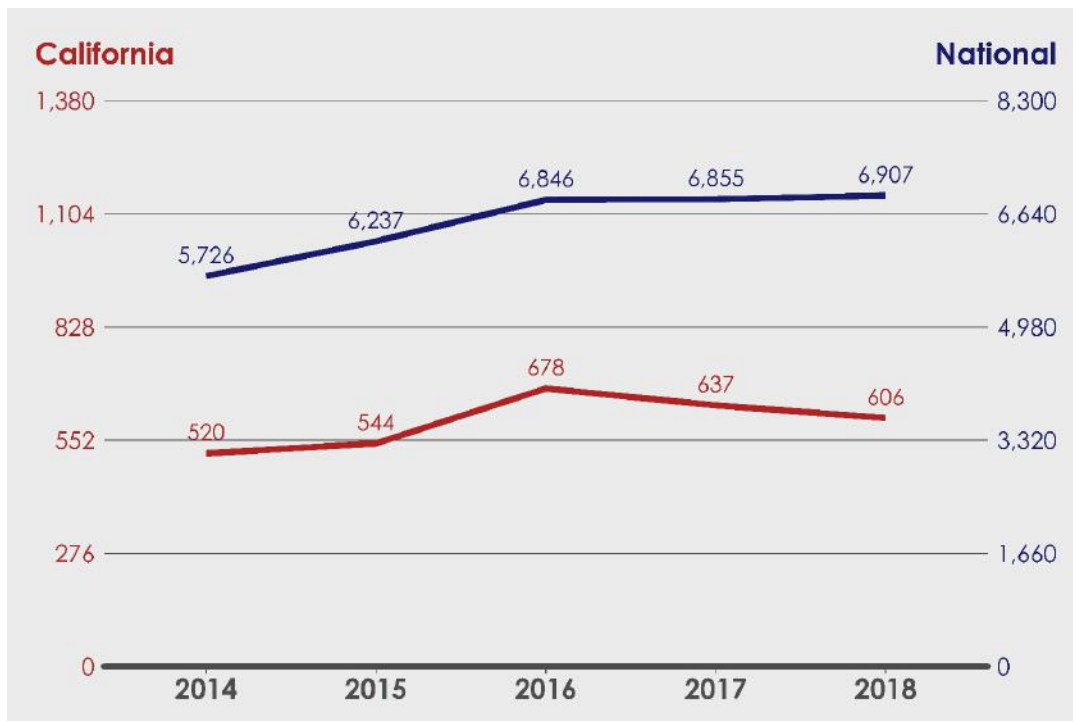
AGING ROAD USERS

PROBLEM IDENTIFICATION AND DATA ANALYSIS

The older adult population in the United States aged 65 and older is expected to almost double between 2016 and 2060, from 49 million to 95 million. In 2018, there were 6,907 people aged 65 or older killed in a traffic crash in the United States; this accounted for 18.9 percent of all traffic fatalities. To provide context, the overall population aged 65 or older accounted for 14.9 percent of people in the United States and 19.4 percent of all licensed drivers in 2017. California has the largest number of licensed drivers aged 65 or older in the nation with 4,597,131 as of January 1, 2020. However, as drivers age, physical and mental changes including reduced visual acuity, increased fragility, restricted movement, and cognitive impairment can directly and indirectly result in age-related driving impairments.

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

Aging Road User Fatality Trends



Source: FARS 2014 – 2017 Final File, 2018 ARF

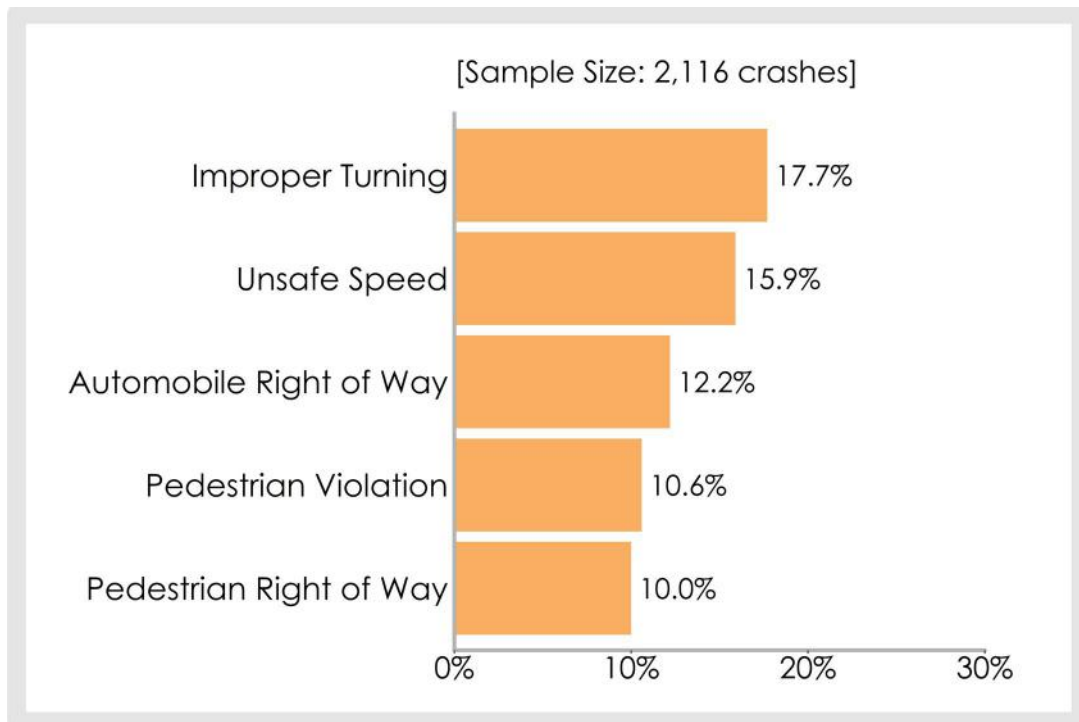
National

- In 2018, 4,973 adults aged 70 and older were killed in motor vehicle crashes.
- In 2018, drivers age 65 and older had a lower involvement rate in fatal crashes (12.0 per 100,000 licensed drivers) than drivers age 16-64 (18.2 per 100,000 licensed drivers).
- In 2018, fewer drivers 65 and older involved in fatal crashes had blood alcohol concentrations (BAC) of .08 or more, relative to drivers under 65. Of drivers 65 and older who were involved in fatal crashes in 2018, 8.9 percent were alcohol-impaired.
- In 2018, 56.4 percent of the traffic fatalities involving passenger vehicle drivers age 65 and older, were the older drivers themselves. In 2018, drivers age 65 and older had a lower involvement rate in fatal crashes (16.2 per 100,000 licensed drivers) than drivers age 16-64 (23.2 per 100,000 licensed drivers).

California

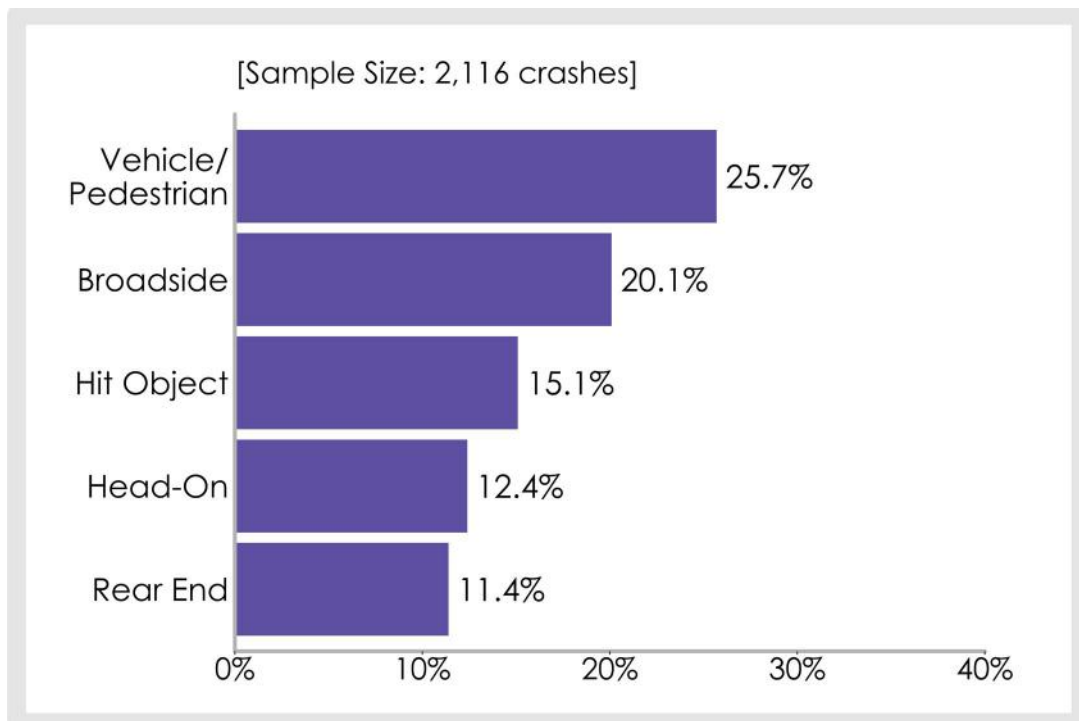
- In 2018, there were 606 people age 65 and older killed in traffic crashes in California, which is a 4.9 percent decrease from 637 in 2017.
- Pedestrian fatalities aged 65 and older decreased 11.2 percent, from 224 in 2017 to 199 in 2018.
- In 2017, drivers age 65 and older had a lower involvement rate in fatal crashes (11.9 per 100,000 licensed drivers) than drivers age 16-64 (19.4 per 100,000 licensed drivers).

Top Five Primary Crash Factors for Aging Road User Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2018

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



Source: Provisional SWITRS 2018

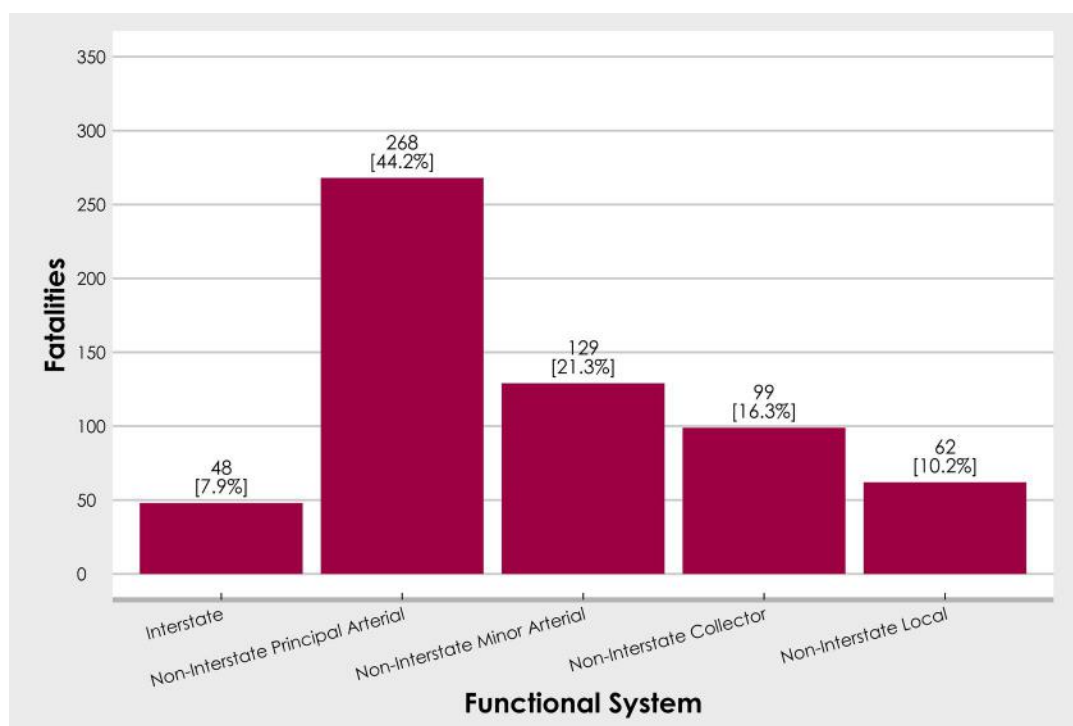
Time of Day and Day of Week for Aging Road User Fatal and Serious Injury Victims

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	14	1	5	4	8	8	15	55 [2.5%]
3-6AM	13	9	12	9	15	15	4	77 [3.5%]
6-9AM	39	33	47	40	39	28	20	246 [11.2%]
9AM-Noon	69	46	45	57	57	52	38	364 [16.6%]
Noon-3PM	66	69	76	46	69	69	63	458 [20.9%]
3-6PM	67	66	63	67	81	62	51	457 [20.8%]
6-9PM	45	62	55	44	58	58	42	364 [16.6%]
9PM-Midnight	26	19	18	19	30	30	19	161 [7.3%]
Unknown	2	1	1	1	2	3	1	11 [0.5%]
TOTAL	341 [15.5%]	306 [14.0%]	322 [14.7%]	287 [13.1%]	359 [16.4%]	325 [14.8%]	253 [11.5%]	2,193 [100.0%]

FSI Num+% 1 - 8 9 - 21 22 - 45 46 - 62 63 - 81

Source: FARS ARF 2018; Provisional SWITRS 2018

Roadway Type for Aging Road User Fatality Victims



Source: FARS ARF 2018

Countermeasure Strategy

- Education and Awareness

Project Safety Impacts and Linkage between Program Area

- This countermeasure will provide training and public awareness to the community and stakeholders related to aging road users. Develop and disseminate educational materials, programs and tools that explain how the aging process may affect safe driving.
- Promote awareness of the impact that prescription and non-prescription medications and supplements have on aging road users.
- Law enforcement training on how to recognize older drivers whose driving abilities have declined.
- Increase public awareness and education through targeted presentations to senior drivers.

Rationale

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

Intended Subrecipients

- CHP and UC San Diego

Grant List

Grant	Agency	Fund	Amount
OP20005	California Highway Patrol	405B OP	\$150,000.00
PT21128	University of California, San Diego	402PT	\$300,000.00

Grant Description

Keeping Everyone Safe (KEYS) XII

The CHP will implement a traffic safety grant specifically focused on providing licensed senior drivers with enhanced traffic safety and mobility classes emphasizing the challenges faced by their age group. Class facilitators will provide education on the most recent California driving laws, safe and defensive driving practices, and primary crash factors involving older drivers.

Traffic Research and Education Driver Safety Aging Road Users Education

The University of California San Diego hosts the Training Research and Education Driver Safety (TREDs) program that will focus on professional training for health care providers and law enforcement officers that are in need of training to develop necessary skills to identify unsafe drivers because of age or medical reasons, as their management is very different from drivers impaired by drugs or alcohol.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405b OP High	405b High Public Education (FAST)	\$150,000.00	*See match section of HSP	*See local benefit section of HSP
2021	NHTSA 402	Police Traffic Services (FAST)	\$300,000.00	*See match section of HSP	*See local benefit section of HSP

PROBLEM IDENTIFICATION AND DATA ANALYSIS

While alcohol-impaired driving fatalities have fallen significantly in the last three decades, NHTSA reports that alcohol-impaired driving still comprises a large percentage of traffic injuries and fatalities. On average in 2018, one person died from an alcohol-impaired driving crash every 50 minutes. There was a decrease in the number of alcohol-impaired driving fatalities and rate per 100 million VMT in the United States between 2017 and 2018.

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

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

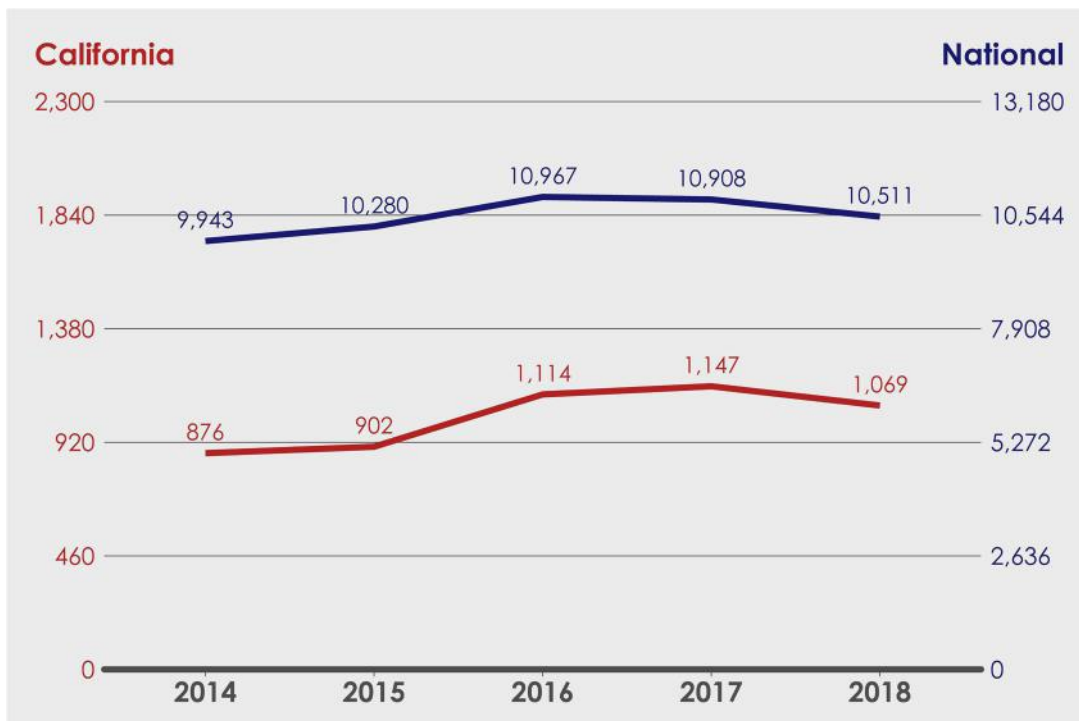
National

- In the United States, there were 10,511 people killed in alcohol-impaired crashes in 2018, a 3.6 percent decrease from 10,908 in 2017, and a 5.7 percent increase from 9,943 in 2014.
- All 50 states have laws that make it illegal to drive with a BAC of .08 grams per deciliter (g/dL) or higher. However, testing standards for when to administer a BAC test vary considerably between states and local jurisdictions which affect the accuracy and reliability of BAC estimates.
- Of the 51,490 drivers involved in fatal crashes nationally in 2018, only 41.6 percent, or 21,420, of drivers had known BAC test results. Across all states, the percentage of drivers with known BAC test results ranged from 27.5 to 83.1 percent.
- In the United States in 2018, of the 36,560 motor vehicle fatalities, 28.8 percent involved a driver with a BAC of .08 or higher.

California

- In California, there were 1,069 people killed in alcohol-impaired crashes in 2018, a 6.8 percent decrease from 1,147 in 2017, and a 22.0 percent increase from 876 in 2014.
- In California, of the 3,563 motor vehicle fatalities in 2018, 30.0 percent involved a driver with a BAC of .08 or higher. This is higher than the national average of 28.8 percent.
- California only reported BAC results for 38.5 percent of drivers involved in a fatal crash in 2018, which is lower than the national average of 41.6 percent. Testing rates were higher for drivers who died than drivers who survived, however testing rates in California for both groups were lower than the national average. Of drivers who died, 64.9 percent had known BAC test results compared to only 22.0 percent of drivers that survived.
- In 2019, Californians were asked about their top traffic safety concerns in the Traffic Safety Study sponsored by the Office of Traffic Safety. The fifth-most frequently cited safety problem was “Drunk Driving,” which increased to 9.2 percent of concerns from 6.5 percent of concerns expressed in 2016 and a sharp decrease from 22.9 percent of concerns expressed in 2017.

Alcohol-Impaired Fatality Trends



Source: FARS 2014-2017, 2018 FARS ARF

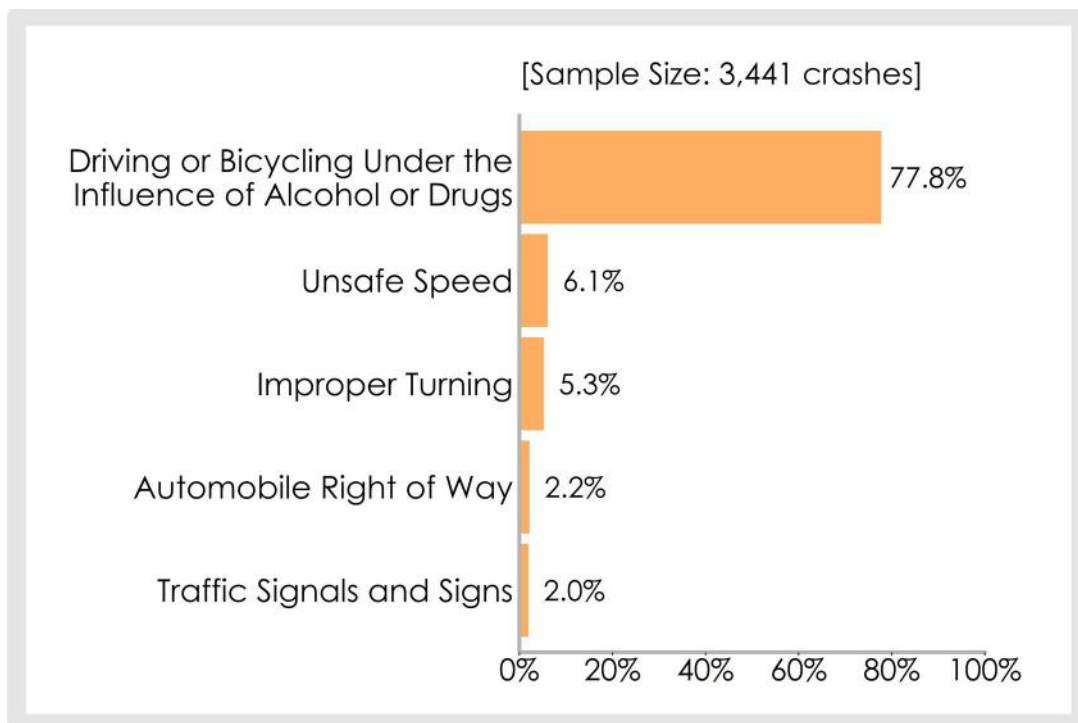
State-level Analysis

The figures in this section refer to drivers, passengers, bicyclists, and pedestrians fatally injured in an alcohol-impaired crash or seriously injured in an alcohol-involved crashes in California in 2018. When reported collectively, these crashes will be referred to as alcohol-involved. These numbers are the products of UCB SafeTREC analysis.

Fatal and Serious Injury Alcohol-Involved Crashes by County

- Los Angeles, Riverside, and San Bernardino counties in Southern California, along with San Diego, Orange, Sacramento, Kern, San Joaquin, Contra Costa, Santa Clara, Alameda, Stanislaus, Fresno, and Tulare counties in Northern California had the highest number of alcohol-involved fatal and serious injuries.
- Alpine and Trinity counties, followed by Plumas, Calaveras, Mendocino, Modoc, Madera, and Yuba counties had the highest rate of alcohol-involved fatal and serious injuries per 100k population.

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

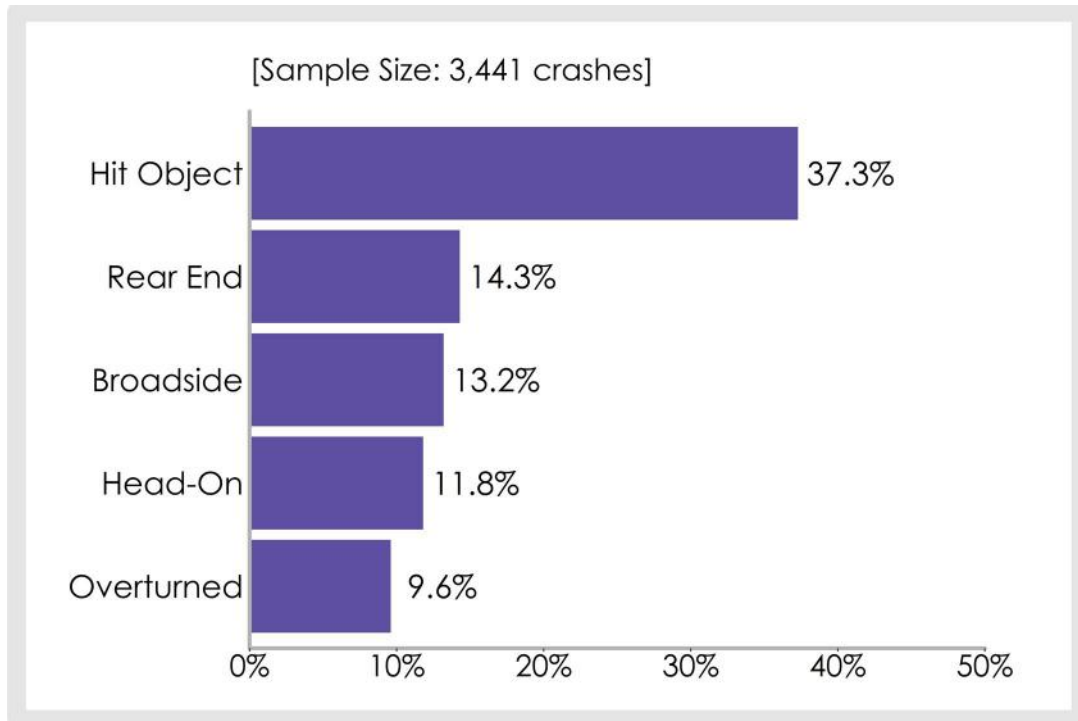


Source: Provisional SWITRS 2018

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

- The vast majority, 77.8 percent, of the primary crash factors (PCF) for alcohol-involved crashes were classified as driving or bicycling under the influence of alcohol or drugs. Following that PCF, unsafe speed (6.1 percent) and improper turning (5.3 percent) were the most frequent PCFs recorded.

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



Source: Provisional SWITRS 2018

Crash Types for Alcohol-Involved Fatal and Serious Injury Crashes

- Hit objects was the most prevalent type of alcohol-involved crashes at 37.3 percent. This was followed by rear end crashes at 14.3 percent and broadside at 13.2 percent.

Time and Day of Alcohol-Involved Fatal and Serious Injuries

- The rate of alcohol-involved fatal and serious injuries was much higher at night, especially on weekends, than during the day. Alcohol-involved fatal and serious injuries were also more likely to occur on weekends than weekdays, with Saturday and Sunday accounting for 38.9 percent of injuries.
- Almost half (47.2 percent) of alcohol-involved fatal and serious injuries occurred between 9PM and 3AM. Alcohol-involved fatal and serious injuries were least

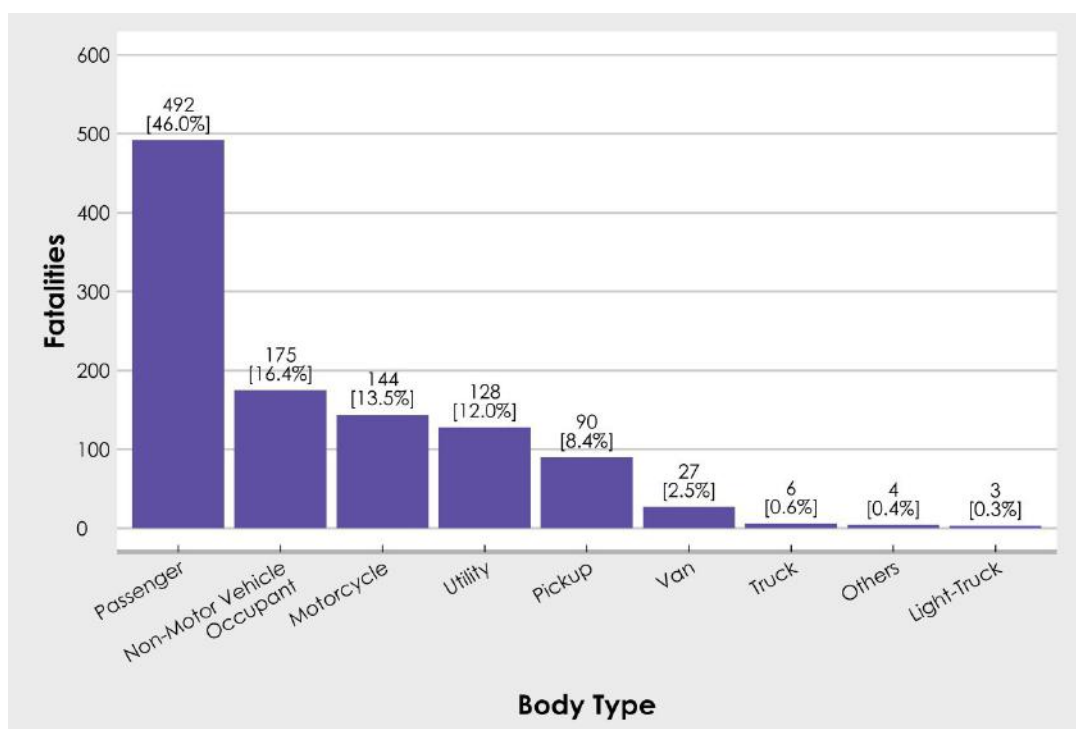
recorded between 6AM and noon, with only 5.8 percent of injuries.

- Almost half (45.5 percent) of all alcohol-involved driving fatal and serious injuries occurred over the weekend between 9PM on Friday and 3AM on Monday.

Alcohol-Involved Fatal and Serious Injury Victim Demographics

- Alcohol-involved fatal and serious injury victims were predominantly male adults; male victims age 15 to 34 comprising 38.7 percent of all victims.
- Race was not reported for 65.8 percent of the alcohol-impaired driving fatalities. Of the 365 fatalities with a known race, 83.3 percent (or 304) were white.
- Crash Location for Fatal Alcohol-Impaired Victims
- Over two-third (68.8 percent) of alcohol-impaired fatalities occurred in urban areas compared to 31.2 percent on rural roads. However only about 16.3 percent of travel took place on rural roads in 2018.
- Nearly half (41.0 percent) of all alcohol-impaired fatalities occurred on non-interstate principal arterials.

Vehicle Type for Alcohol-Impaired Fatal Injury Victims



Source: FARS ARF 2018

Vehicle Type for Fatally Injured Victims of Alcohol-Impaired Crashes

- In 2018, passenger vehicles were involved in 46.0 percent of alcohol-impaired fatalities followed by non-motor vehicle occupants at 16.4 percent, motorcycles at 13.5 percent, and utility vehicles at 12.0 percent.

Countermeasure Strategy

- (AL) Education and Awareness

Project Safety Impacts and Linkage Between Program Area

- Fund statewide priority youth education programs such as “Every 15 Minutes,” “Sober Graduation,” “Friday Night Live” programs
- Increase the delivery of statewide education programs to underserved high schools by using the Teen Traffic Safety Heat Map.
- Fund and expand the “Know Your Limit” campaigns with local law enforcement agencies at restaurants and alcohol establishments that promote the knowledge of BAC levels and the use of sober designated drivers and ride share opportunities.
- Fund live DUI court proceedings (trials and/or sentencing) in high schools to provide students the opportunity to see, up-close, the consequences of DUI to individual drivers and crash victims in their own communities.
- Fund Mothers Against Drunk Driving’s (MADD) community-based DUI prevention and education efforts (Power of Parents, Power of You(th), Teen Influencer, and Zero Tolerance programs) including booths, and multi-media presentations at schools and community events, and victim impact panels.

Rationale

- These strategies raise awareness and educate communities through these proven countermeasures.

Intended Subrecipients

- Various state and county Entities

Associated Performance Measures

- Reduce alcohol-impaired driving fatalities 14.3 percent from the projected final FARS number of 1,090 to 934 by December 31, 2021.

Grant List

Grant	Agency	Fund	Amount
AL21014	California Department of Alcoholic Beverage Control	164AL	\$1,997,530.00
AL21011	California Department of Alcoholic Beverage Control	164AL	\$396,420.00
AL21013	California Department of Alcoholic Beverage Control	164AL	\$300,000.00
AL21012	California Department of Alcoholic Beverage Control	164AL	\$318,688.00
AL21019	Tulare County Office of Education	164AL	\$250,728.00
AL21025	California Highway Patrol	164AL	\$2,000,000.00

Grant Descriptions

Education and Teen Alcohol Enforcement and Education Program

The ABC will expand its efforts to achieve the ongoing goal of reducing youth access to alcohol by combining enforcement with training and educational programs. Enforcement and training grants will be awarded to local law enforcement agencies. ABC Agents will conduct TRACE investigations and trainings, IMPACT inspections and enforcement programs. The Department will also continue to conduct on-site and on-line LEAD training classes.

DUI Awareness Mothers Against Drunk Driving (MADD)

The ABC will partner with Mothers Against Drunk Driving (MADD) to expand efforts to educate and bring awareness to California communities of the human toll alcohol related crashes take throughout California. ABC and MADD will collaborate with law enforcement agencies focused on the same campaign of intolerance to driving under the influence and underage drinking.

RADD's College Alcohol Impaired Driving Prevention Project

The California ABC will partner with RADD (the entertainment industry's voice for road safety) to expand efforts to educate and bring awareness to California college campuses and military sites to focus on their campaign of intolerance to alcohol-impaired driving.

Real DUI Courts in Schools Program

The California ABC will partner with Real DUI Courts in Schools to provide students the opportunity to see the sentencing portion of a real DUI court proceeding. The students will then hear from all participants in the process and understand what can happen if they make the wrong choice and drive under the influence of alcohol.

FNL Youth: Tracking Underage Alcohol Access and Changing Perceptions

The California Friday Night Live Partnership will weave together prevention, communication and outreach strategies with underage drinking strategies from NHTSA's Countermeasures That Work Guide as the foundation for the strategic plan that this grant will operate on. FNL will identify 50 youth-led chapters, in 50 different middle and high schools, to implement a multi-faceted underage drinking/traffic safety project. Chapters will utilize proven effective environmental prevention strategies that aim to change factors in the community that make underage drinking seem normal and acceptable.

Teen Impaired Driving Education (TIDE) II

The 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, 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.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	164 Transfer Funds-AL	164 Alcohol	\$5,263,366.00	*See match section of HSP	*See local benefit section of HSP

Countermeasure Strategy

- (AL) DUI Treatment Court

Project Safety Impacts and Linkage between Program Area

- This task provides funding for multitrack DUI courts that provide counseling, monitoring and treatment to DUI offenders as well traditional penalties consequences and penalties. The DUI court program is designed to stop repeat offenders from driving while impaired and reduce recidivism. This model, funded in Fresno, San Joaquin, and San Mateo counties, provides an intensive program using judicial supervision, periodic

alcohol/drug testing, mandated treatment where needed, and the use of incentives and sanctions to make behavior changes.

- Fund research on IID compliance and whether they pass Federal requirements and California standards.
- Continue support of intensive supervision of DUI offenders through vertical prosecution and DUI courts.
- Continue support of collaboration between local law enforcement and DUI Court program.

Rationale

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

Intended Subrecipients

- Various state and local entities

Grant List

Grant	Agency	Fund	Amount
AL21027	Superior Court of California, County of Fresno	164AL	\$384,000.00
AL21024	San Mateo County Superior Court	164AL	\$415,500.00
AL21007	San Joaquin Collaborative Courts	164AL	\$521,000.00
AL21023	Department of Motor Vehicles	164AL	\$299,999.00

Grant Descriptions

Dedicated Impaired Driving Superior Court Program

The Fresno County Superior Court will implement or expand a comprehensive and dedicated impaired-driving court program that will target high-risk/need, repeat impaired-driving offenders. The goal of this program is to reduce impaired-driving related recidivism, decrease impaired-driving related crashes, injuries, and fatalities by requiring multiple offenders to be actively supervised by the court and county probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by the state.

Dedicated Impaired Driving Superior Court Program

The San Mateo County Court will continue implementation of a Multiple DUI Intensive Supervision Court, designed to stop repeat DUI offenders from re-offending. The goal of this program is to reduce DUI related recidivism and decrease alcohol related crashes, injuries, and fatalities by requiring multiple offenders to be actively supervised by the Court and County Probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by State law.

Dedicated Impaired Driving Superior Court Program

The San Joaquin County Superior Court will expand a comprehensive and dedicated impaired-driving court program that will target high-risk/need, repeat impaired-driving offenders. The goal of this program is to reduce impaired-driving related recidivism, decrease impaired-driving related crashes, injuries, and fatalities by requiring multiple offenders to be actively supervised by the court and county probation, and to ensure that offenders participate in court mandated treatment, monitoring, and counseling programs, as prescribed by the state.

Ignition Interlock Device Testing

This project will ensure that Ignition Interlock Devices (IID) certified with the California Department of Motor Vehicles (CADMV) are compliant with the minimum federal standards. The project scope includes contracting with an independent lab(s) to test 7 currently certified devices. The independent lab will determine whether the certified devices pass the conformance tests and adhere to 2013 National Highway Traffic Safety Administration (NHTSA) Federal IID Requirements and California regulatory standards. The lab will then provide the test results, with a summary of each test performed, which will allow the department to establish which devices are safe, road-worthy, and shall maintain their CADMV certification.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	164 Transfer Funds- AL	164 Alcohol	\$1,620,499.00	*See match section of HSP	*See local benefit section of HSP

Countermeasure Strategy

- (AL) High Visibility Enforcement

Project Safety Impacts and Linkage between Program Area

- The CHP will conduct enhanced DUI enforcement and DUI warrant operations with an

emphasis in areas of overrepresented fatal alcohol related crashes.

- Conduct increased DUI enforcement, such as DUI/Driver's License (DL) checkpoints, saturations, court stings, warrant details, and stakeouts, as well as enhanced media awareness during the Winter and Summer NHTSA mobilizations, and sustained enforcement during Halloween, Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, Memorial Day, and Independence Day holidays.
- Illuminate "Report Drunk Drivers – Call 911", "Buzzed Driving is Drunk Driving", "Driving Sober Saves Lives, including Yours", and "Prevent a Tragedy, Drive Sober" on approximately 1120 fixed freeway changeable message signs.
- Promote NHTSA's "Drive Sober or Get Pulled Over" message as appropriate in press releases, interviews, and social media.
- Fund "corridor DUI programs" that select corridors based on data showing disproportionate numbers of DUI crashes and convene task forces to implement identified solutions.

Rationale

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

Planned Activity Description

- This planned activity provides funding to the CHP for conducting impaired driving enforcement. The CHP will conduct enhanced DUI enforcement and DUI warrant operations with an emphasis in areas of over-represented fatal alcohol related crashes.

Intended Subrecipients

- CHP

Grant List

Grant	Agency	Fund	Amount
AL21015	California Highway Patrol	164AL	\$250,000.00
AL21026	California Highway Patrol	164AL	\$5,300,000.00
AL21028	California Highway Patrol	164AL	\$300,000.00

Grant Descriptions

Driving Under the Influence (DUI) Warrant Service Team Effort (WaSTE) XI

The CHP will implement a statewide driving under the influence (DUI) warrant service program. The Department will provide training and warrant service operations will be determined by statistical data to identify counties with a high number of outstanding DUI warrants.

Safer Highways Statewide (SHS)

The CHP will implement a 12-month statewide grant to combat fatal/injury crashes attributed to driving under the influence (DUI). Grant activities include sobriety/driver license checkpoints, DUI task force operations, proactive DUI patrol operations, and a broad public awareness campaign in an effort to decrease the number of alcohol-involved fatal and injury crashes and associated victims on California's roadways.

Regional Campaign Against Impaired Drivers (RCAID)VII

The CHP will conduct a regional 12 month safety grant project to reduce the number of victims killed and injured in reportable traffic crashes where the primary factor is driving under the influence (DUI) OF alcohol and/or drugs in the CHP Modesto and Riverside Areas. This grant project includes enhanced enforcement and public education to raise awareness of the dangers of DUI. Enhanced enforcement will include repeat DUI offender task force operations and DUI saturation patrols in selected regions.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	164 Transfer Funds- AL	164 Alcohol	\$5,850,000.00	*See match section of HSP	*See Local Benefit section of HSP

Countermeasure Strategy

- (AL) Probation Services

Project Safety Impacts and Linkage between Program Area

- This task provides funding to county probation departments to reduce DUI related fatalities and injuries, as well as prevent DUI recidivism. High-risk, felony, and repeat DUI offenders will be held accountable through intensive supervision to ensure compliance with court-ordered conditions of probation and prevent re-arrest on new DUI charges. Supervision activities include monitoring of treatment and DUI program

participation, conducting office visits, field contacts, unannounced fourth waiver searches, random alcohol testing, and distribution of Habitual Offender Tracking (HOT) Sheets. Fund probation departments to provide intensive supervision of DUI offenders.

Rationale

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

Planned Activity Description

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

Intended Subrecipients

- Various counties

Grant List

Grant	Agency	Fund	Amount
AL21010	Butte County Probation Department	164AL	\$144,209.00
AL21017	Los Angeles County Probation Department	164AL	\$356,615.00
AL21016	Placer County Probation Department	164AL	\$124,500.00
AL21009	Solano County Probation Department	164AL	\$275,627.00
AL21018	Tulare County Probation Department	164AL	\$109,385.00
AL21003	Sacramento County Probation Department	164AL	\$481,982.00
AL21002	Kern County Probation Department	164AL	\$176,950.00
AL21005	San Diego County Probation Department	164AL	\$371,485.00
AL21008	San Joaquin County Probation Department	164AL	\$139,388.00
AL21020	Santa Barbara County Probation Department	164AL	\$160,585.00
AL21022	Fresno County Probation Department	164AL	\$317,706.00
AL21001	Contra Costa County Probation Department	164AL	\$376,241.00
AL21004	San Bernardino County Probation Department	164AL	\$415,033.00
AL21021	Marin County Probation Department	164AL	\$175,237.00

Grant Description

Intensive Probation Supervision for High Risk Felony and Repeat DUI Offenders

For all probation grants, the County Probation Department will work to reduce DUI related fatalities, injuries, and 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, unannounced fourth waiver searches, field visits, random alcohol/drug testing, distribution of HOT sheets, and participation with local law enforcement on anti-DUI efforts.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	164 Transfer Funds- AL	164 Alcohol	\$3,624,943.00	\$0.00	\$0.00

Countermeasure Strategy

- (AL) Training

Project Safety Impacts and Linkage Between Program Area

- This task provides for alcohol testing training and equipment for the San Diego Police Department.
- Fund state-of-the-art training, equipment, and personnel, to improve the methodology of alcohol testing.

Rationale

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

Planned Activity Description

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

Intended Subrecipients

- San Diego Police Department

Grants List

Grant	Agency	Fund	Amount
AL21006	San Diego Police Department Crime Laboratory	164 Transfer Funds- AL	\$50,000.00

Grant Description

San Diego Police Department Crime Laboratory

Funding for the San Diego Police Department Crime Laboratory will go towards purchasing a Headspace Gas Chromatograph (HS/GC) for analysis of alcohol in blood samples, updating our method from single column to dual column, and towards training our staff on our new instrumentation used for analysis of alcohol in blood and breath samples.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	164 Transfer Funds- AL	164 Alcohol	\$50,000.00	*See match section of HSP	*See local benefit section of HSP

PROBLEM IDENTIFICATION AND DATA ANALYSIS

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

California Assembly Bill 1785, which prohibits use of mobile devices while on public roads unless the device is used hands-free or with voice-operated commands, went into effect January 1, 2017. California defines a hands-free system as a phone mounted on a windshield or dashboard in a way that does not hinder the driver's view of the road, and the driver's hand must be able to activate or deactivate it with a single swipe or tap. Since the passage of AB 1785, California has seen a spike in texting convictions, going from a reported total of 31,109 in 2016 to a reported total of 141,298 in 2018.

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

Challenges with Distracted Driving Data

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

- Police often need drivers to admit to using a cell phone in order to document that a phone was in use at the time of a crash.
- Witnesses may inaccurately report events prior to a crash.
- If a crash occurs in a jurisdiction that does not have laws pertaining to distracted driving, cell phone use might not be investigated in the case of a crash.
- It is difficult to obtain cell phone records from wireless companies to confirm distracted driving involvement.
- Police might choose to investigate "clearer" violations such as speeding or alcohol/drug-impairment.

Moreover, underreporting remains an issue especially because of factors that are difficult to

observe or measure and factors that involve fast emerging issues, e.g., advanced driver assistance systems, communications technologies.

National

Nationally, 2,839 were killed in distracted driving crashes in 2018. This represents a 14.2 percent decrease from 3,242 in 2016.

In 2017, 8.6 percent of fatal crashes were reported as distraction-affected crashes. In 2017, over one in four (27.3 percent) distracted drivers were age 20-29 and almost one in five (18.6 percent) were age 30-39. Similarly, the same two age groups comprised of the largest proportion of drivers using cell phones; the 20-29 age group made up 37.4 percent of all drivers using cell phones and the 30-39 age group made up 21.3 percent. These two age groups made up a disproportionately large share of distracted drivers, relative to their share of all drivers.

An annual survey by the National Highway Traffic Safety Administration (NHTSA), the National Occupant Protection Use Survey, found that self-reported driver handheld cell phone use in passenger vehicles increased from 2.9 percent in 2017 to 3.2 percent in 2018. This means that an estimated 472,486 passenger vehicle drivers were holding cell phones to their ears while driving in daylight.

The 2018 Traffic Safety Culture Index by the American Automobile Association (AAA) Foundation for Traffic Safety found:

- Over half of drivers (52.1 percent) reported that they had held and talked on a cell phone while driving at least once within the past 30 days. Under half of drivers (41.4 percent) reported having read a text or email on a cell phone while driving at least once within the past 30 days, while about a third of drivers (32.2 percent) reported having typed or sent a text message or email while driving at least once in the past 30 days.
- A majority of respondents completely disapproved of behavior associated with distracted driving. The most approved-of behavior was driving while holding and talking on a cell phone, about which 17.5 percent of drivers responded that they “completely approve” or “somewhat approve.”
- Holding and talking, reading, and emailing or texting on a cell phone while driving all were viewed as extremely dangerous by a majority of respondents. Reading on a cell phone was viewed as extremely dangerous by 79.4 percent of drivers, and 76.4 percent said texting or emailing on cell phones was extremely dangerous.

California

Distracted driving fatalities decreased 26.7. percent in California from 2017 to 2018. There were 118 deaths in 2018 compared to 161 in 2017.

In 2019, the California Office of Traffic Safety (OTS) conducted its Ninth Annual Statewide Observational Survey of Cell Phone Use and Texting among California drivers at 204 sites across California and found that distracted driving due to electronic devices decreased from 4.5 percent in 2018 to 2.0 percent in 2019. The survey also found:

- Cell phone use was higher on local roads (4.9 percent), rather than secondary roads (3.2 percent) or highways (2.4 percent).
- The cell phone use rate, both talking and manipulating, for pickup trucks at 5.4 percent was higher than the use rate in other vehicles, including passenger cars, vans, and SUVs.
- Cell phone use increased when drivers were alone. Use was 5.6 percent when no passenger was in the vehicle, but was 0.7 percent when passengers were in the vehicle.
- In the 2019 Traffic Safety Survey, a study of public opinion on traffic safety issues sponsored by the OTS, Californians were asked about their top traffic safety concerns. The second-most frequently cited safety problem was: "Distracted Driving because of Texting" followed by "Distracted Driving because of Talking" in third.

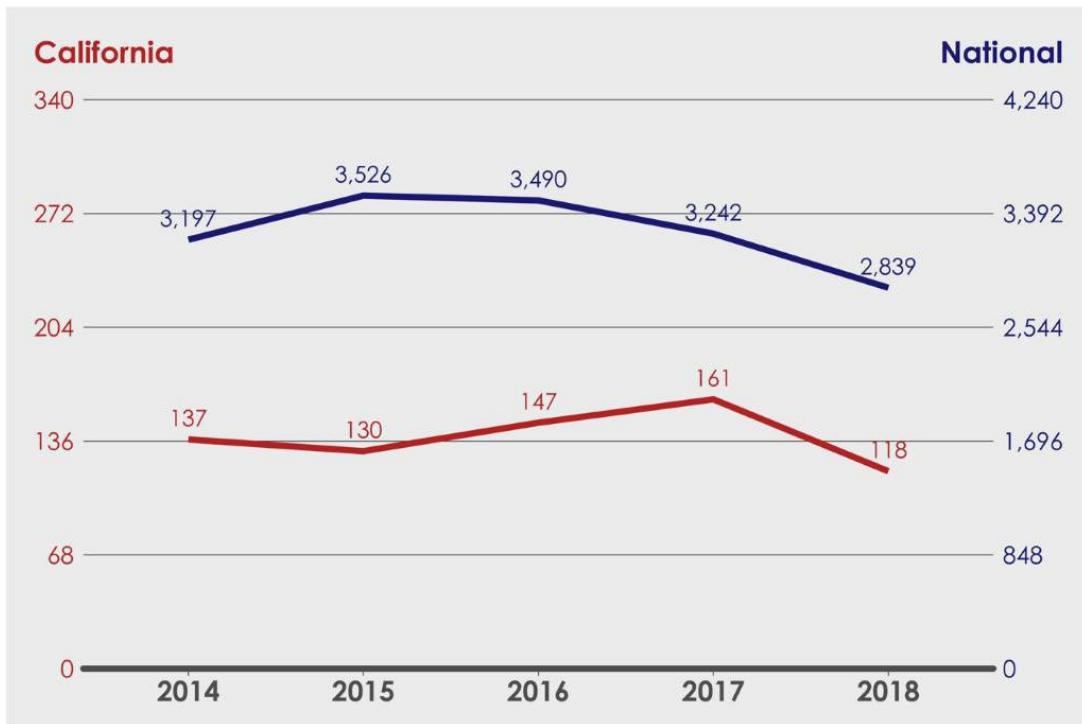
When asked about their own electronic wireless device use in the past 30 days while driving, almost two-thirds of drivers reported using a device "Regularly" (35.4 percent) or "Sometimes" (29.4 percent). Drivers in Southern California were most likely to report "Regularly" or "Sometimes," at a combined 71.1 percent than drivers in Northern California (59.4 percent) and Central California (50.9 percent).

Just over half of the drivers surveyed (51.3 percent) reported they had made a driving mistake while talking or texting on a cell phone at some point in the past. This is an increase from 46.0 percent in the 2018 survey.

Over half (57.9 percent) of drivers reported being hit or nearly hit by a driver who was talking or texting on a cell phone. This is a decrease from 62.3 percent in the 2018 survey.

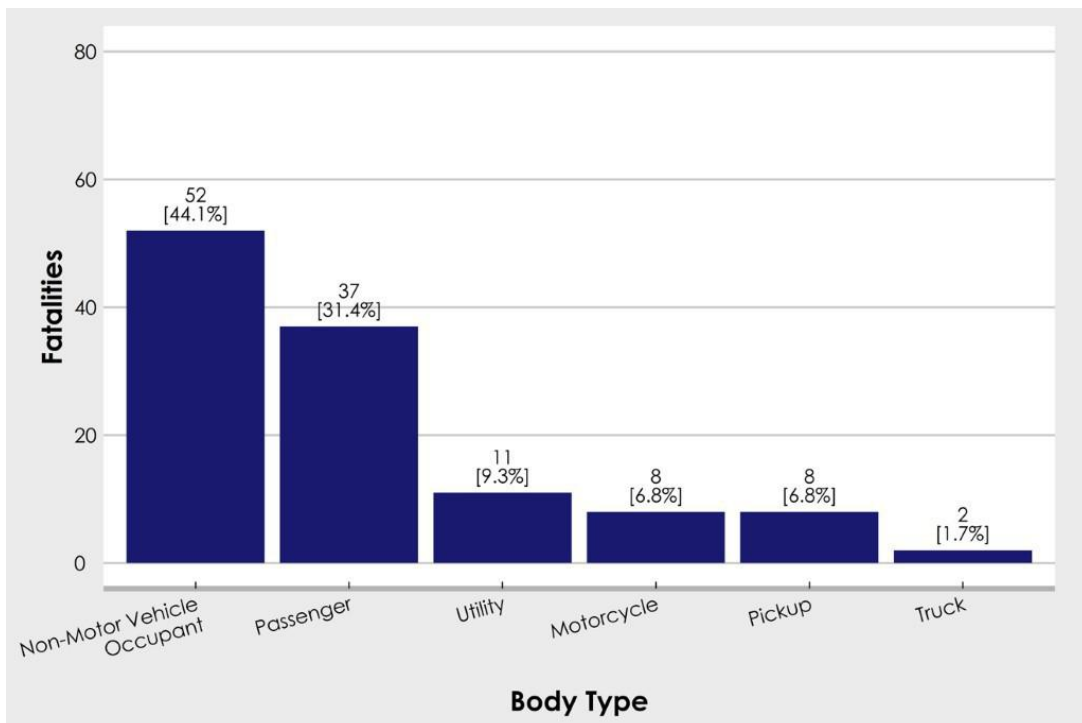
Under half (43.4 percent) of drivers believe it is "Very Likely" or "Somewhat Likely" that they will be ticketed for handheld cell phone use or texting.

Distracted Driving Fatality Trends



Source: FARS 2014-2017 Final File, 2018 ARF

Vehicle Type for Distracted Driving Fatal Victims



Source: FARS ARF 2018

Countermeasure Strategy

- (DD) Education and Public Awareness

Project Safety Impacts and Linkage Between Program Area

- Fund “Impact Teen Drivers” through a CHP grant that provides peer-to-peer education to teens.
- Fund traffic safety presentations to educate the public on the dangers of different types of distractions including interacting with passengers/pets, using cellular phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.
- Enlist the assistance of local law enforcement agencies to conduct “zero tolerance” enforcement operations during April’s National Distracted Driving Awareness Month
- Have public health departments collaborate with community departments and city officials to implement education and awareness program
- Provide Distracted Driver public awareness messaging through changeable message signs on California highways.

Rationale

- This strategy supports proven countermeasures and provides peer-to-peer education.
- This countermeasure strategy supports national campaigns such as Distracted Driving Awareness Month

Planned Activities in Countermeasure Strategy

- Funding for safe driving education with a focus on young drivers. Initiatives include teen and youth distracted driving awareness education programs. In addition, this task will provide funds to education on traffic safety to businesses and organizations.
- Funding to the CHP for statewide enforcement public information and education focusing on the dangers of distracted driving. These efforts will focus on education and awareness for adult drivers.

Intended Subrecipients

- Various state, local and county agencies

Associated Performance Measures

- Maintain the number of California drivers observed using a handheld cell phone or texting at 2 percent from the 2019 base year of 2 percent by December 31, 2021.

Grant List

Grant	Agency	Fund	Amount
DD21004	Los Angeles County Public Health Department	402 DD	\$118,597.00
DD21003	California Department of Alcoholic Beverage Control	402 DD	\$299,509.00
DD21005	Long Beach Department of Health and Human Services	402 DD	\$160,000.00
DD21007	California Highway Patrol	405d AL	\$550,000.00
DD21008	California Highway Patrol	402DD	\$300,000.00
DD21006	California Highway Patrol	405d AL	\$800,000.00
DD21001	Riverside County Public Health Department	402DD	\$170,000.00
DD21002	San Luis Obispo County Behavioral Health Department	402DD	\$76,000.00

Grant Descriptions

Distracted Driving Program

The Los Angeles County Department of Health is providing a new program to reduce the number of persons killed and injured in crashes involving distracted drivers. Strategies will be implemented through a three-pronged approach: 1) Education of residents 2) Data collection to improvement education materials, and 3) Media (traditional, digital, social media) to disseminate safety messaging.

Students Against Destructive Decisions (SADD) Teen Traffic Safety Program

The California ABC is partnering with Students Against Destructive Decisions (SADD) to expand their teen traffic safety program throughout the State with a comprehensive approach to reducing teen crashes in California. SADD will expand their teen traffic safety best practices clearinghouse while implementing seat belt safety, distracted driving awareness, and underage drinking prevention programming throughout the state.

Drive Safe Long Beach: Distracted Driving Education Program

The City of Long Beach is launching its first and only distracted driving prevention program. The program, which will focus on youth and young adults, will use funds to implement evidence-based approaches and innovative strategies to reduce the incidence of death

and injury caused by distracted driving. To increase the value of funds awarded by the California Office of Traffic Safety, the City of Long Beach will work collaboratively with other city departments and community partners to leverage resources and ensure a coordinated approach to reducing traffic related injuries and fatalities throughout Long Beach.

Start Smart Teen Driver Safety Education Program XIII Grant Description

The CHP will implement a traffic safety grant specifically focused on newly licensed teen drivers 15-19 years of age, and their parents, with enhanced driver education classes emphasizing the dangers typically encountered by their age group. Class facilitators will provide education on primary crash factors involving teens, safe, defensive driving practices, and California driving laws.

Adult Distracted Drivers (ADD) XI

The CHP will implement a traffic safety grant specifically focused on distracted, inattentive driving and how it presents a significant danger to all motorists, suggesting the need for driver education, outlining the risks of distracted driving and the steps people must take to be safer drivers. This grant will include an enforcement and educational campaign designed to bring distracted driving behaviors to the attention of the motoring public.

Teen Distracted Drivers Education and Enforcement (TDDEE) X

The California Highway will implement a 12-month statewide grant focusing on distracted driving among teens. The grant will provide enhanced enforcement and a broad public awareness, educational, and social media campaign. Teen drivers are increasingly distracted by mobile devices such as cellular telephones (and associated texting), causing crashes, injuries, and fatalities. This program will contract with a teen driver safety education group to provide presentations to stakeholders, conduct a broad social media campaign to educate teen drivers on the dangers of distracted driving, and partner with stakeholder groups (including teachers, parents, and teen groups) to enhance community involvement.

Be Wiser Teen Impaired and Distracted Driving- Train the Trainer Program

The Riverside University Health System - Public Health (RUHS - PH) seeks to reduce the number of residents killed or injured due to teen impaired and distracted driving. This will be achieved by expanding on the existing Be Wiser Program. The expansion will include: 1) developing a train the trainer component for high school students to prepare them in providing traffic safety presentations for their peers, 2) broaden the middle school curriculum to teach the concept of responsible passenger behavior, 3) provide training to staff and parents on the dangers of alcohol, drug impaired and distracted driving, 4) conduct meaningful bilingual awareness campaigns educating youth and the community, on the dangers of poor

choices and the consequences surrounding impaired and distracted driving.

San Luis Obispo County Youth Traffic Safety Initiative

The San Luis Obispo County Youth Traffic Safety Initiative is aimed at engaging youth to make the communities of the Central Coast safer. The County of San Luis Obispo's Behavioral Health Department (SLOBHD) will continue its work reaching youth and community members by providing education and outreach focused on impaired, distracted and unsafe driving. Education, awareness, prevention, and media campaigns targeting impaired, distracted and unsafe driving will be integrated with Friday Night Live and other traffic safety programs on local high school and college campuses.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Distracted Driving	\$1,122,070.00	*See match section of HSP	*See local benefit section of HSP
2021	405d AL	Imp. Driving Counter-measures	\$1,350,000.00	*See match section of HSP	*See local benefit section of HSP

PROBLEM IDENTIFICATION AND DATA ANALYSIS

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

The use of cannabis, prescription drugs, and other drugs are increasingly prominent on our roadways, where 24.0 percent of the nation's 36,560 fatalities in 2018 were related to drug-involved driving. Driving can be impaired by a variety of legal and illegal drugs, substances, and medications. In the United States, several states have legalized the use of medical and/or recreational cannabis, increasing concerns about traffic safety. Aside from alcohol, cannabis is the most frequently detected drug in drivers who are in crashes. The impact of drugs on the brain and behavior varies considerably depending on the type of drug and how it is metabolized. There are also large variations across jurisdictions in the frequency of testing suspected impaired drivers for drugs, the consistency of laboratory drug testing practices, and the capacity of law enforcement.

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

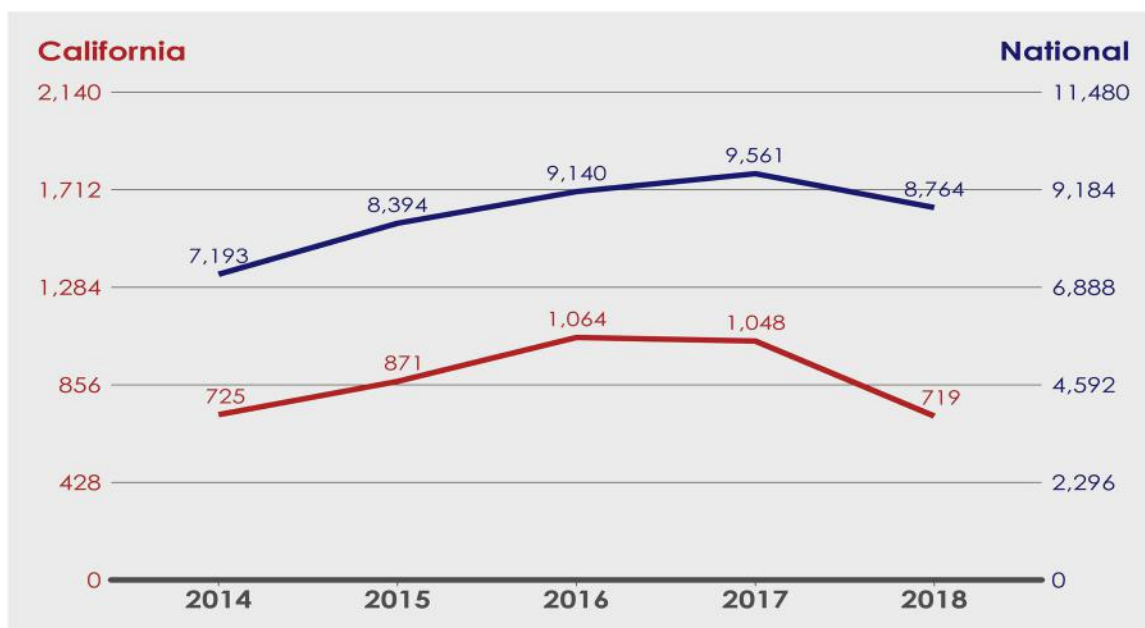
National

- In the United States, 8,764 people were killed in drug-involved crashes in 2018, an 8.3 percent decrease from 9,561 in 2017, and a 21.8 percent increase from 7,193 in 2014.
- In 2018, of fatally injured drivers with known drug tests, 46.1 percent were positive for drugs – legal and illegal.
- The Substance Abuse and Mental Health Services Administration's (SAMHSA) 2018 *National Survey of Drug Use and Health* estimated a decrease of 1.4 percent to 12.6 million people who drove under the influence of selected illicit drugs in 2018, including marijuana, cocaine, heroin, hallucinogen, inhalant, and methamphetamine. While data on self-reported drug use has usefulness, it may be under-reported.
- Alcohol use in combination with drug use increases impairment. In 2018, the National Survey of Drug Use and Health found that 39.9 percent of those reporting that they drove under the influence of drugs within the past year also reported that they drove

under the influence of alcohol in the same time period. While generally understood as unsafe, research is emerging on the specific dangers of driving under the influence of drugs and in combination with alcohol.

- NHTSA's *2015 Drug and Alcohol Crash Risk: A Case-Control Study* found that delta-9-tetrahydrocannabinol (THC) was the illicit drug found to be most commonly used by drivers but was not associated with an increase in crash risk.
- NHTSA's *2013-14 National Roadside Survey of Alcohol and Drug Use by Drivers* found nearly one in four drivers (22.3 percent of Friday daytime drivers and 22.5 percent of Friday and Saturday nighttime drivers) in the United States tested positive for at least one potentially impairing drug, either illegal or medication. Of weekend nighttime drivers tested, 8.3 percent were alcohol positive while 15.2 percent tested positive for cannabis or any illegal drug and 7.3 percent tested positive for only medications.

Drug-Involved Driving Fatality Trends

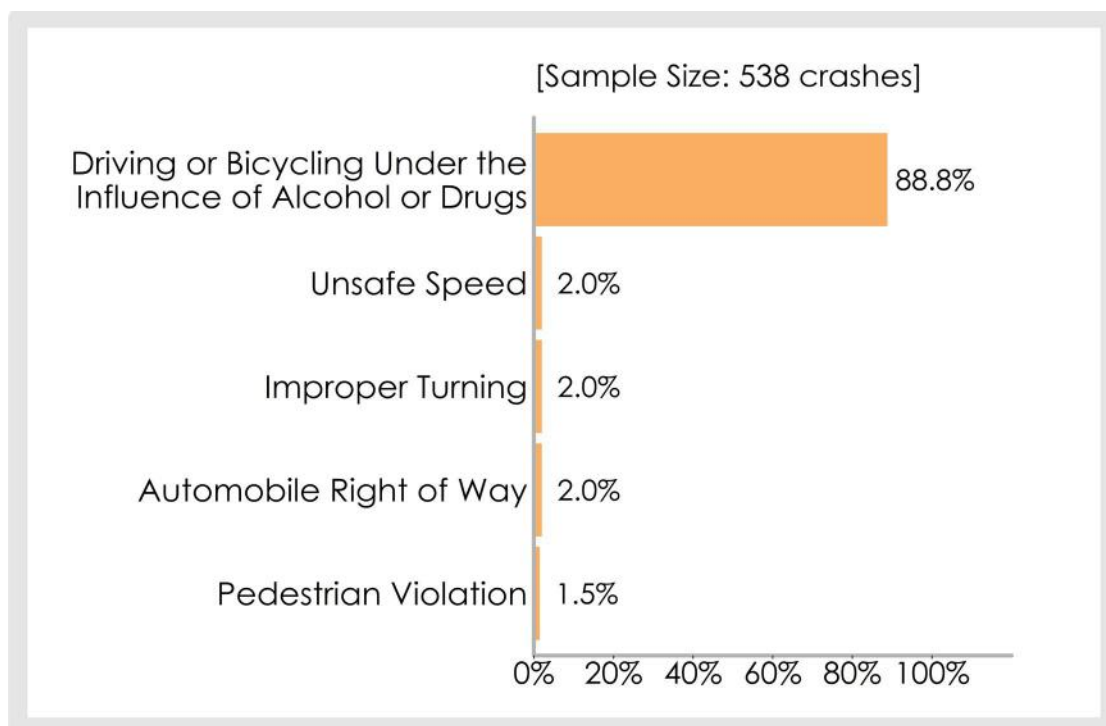


Source: FARS 2014-2017, FARS ARF 2018

California

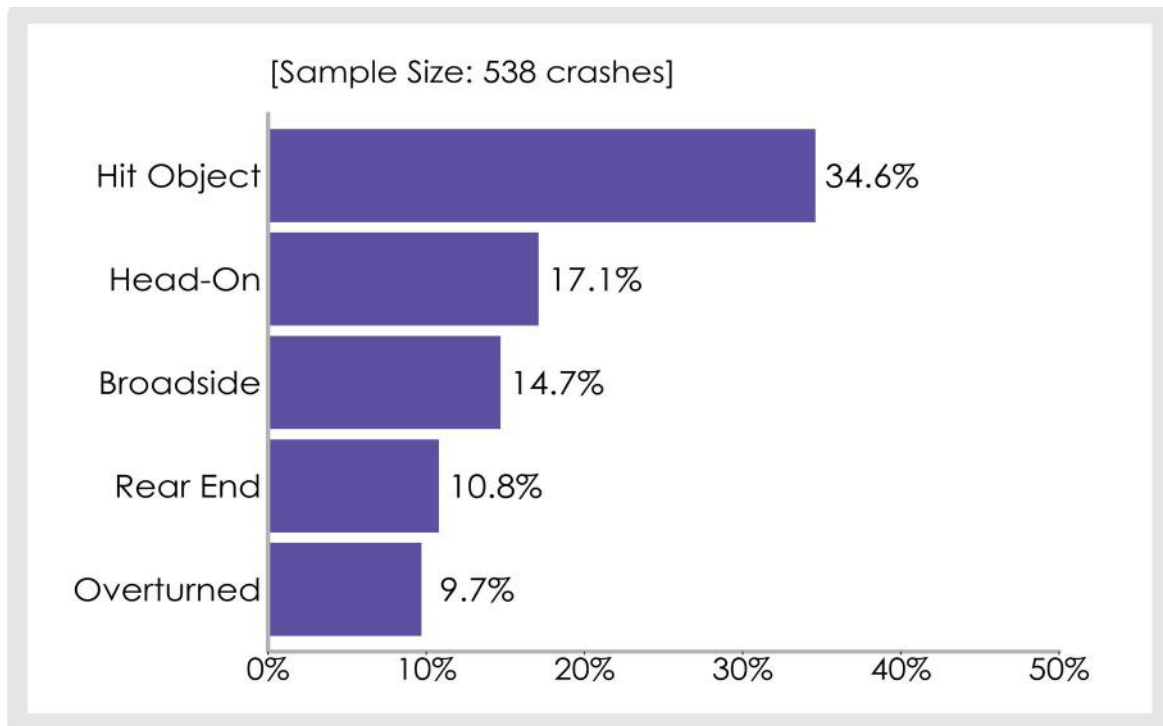
- In California, there were 719 fatalities in drug-involved crashes in 2018, a 31.4 percent decrease from 1,048 in 2017 and a 0.8 percent decrease from 725 in 2014.
- In 2016, California voters passed a ballot initiative that legalized the sale and use of recreational cannabis. In 2018, the legal sale of cannabis began in some jurisdictions. Based on patterns following similar laws in Colorado and Washington, the number of drug-involved drivers is expected to increase.
- In 2018, of fatally injured drivers with known drug tests, 42.1 percent were positive for drugs – legal and illegal.
- According to the 2019 California Traffic Safety Survey, almost half (49.6 percent) of respondents said they thought driving under the influence of drugs including marijuana, prescription and illegal drugs was “a very big” problem, while 28.4 percent thought it was somewhat of a problem.

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



Source: Provisional SWITRS 2018

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



Source: Provisional SWITRS 2018

Countermeasure Strategy

- (DI) Education/Public Awareness

Project Safety Impacts and Linkage Between Program Area

- 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.
- Education and awareness campaigns will be conducted at junior and senior high schools as well as public health safety events to discourage the use of any impairing substance while operating a vehicle.
- Increase public awareness through earned and social media stressing the dangers of driving while under the influence of cannabis, prescription, and illicit drugs, especially in combination with alcohol.

Rationale

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

Intended Subrecipients:

- Various county and local entities

Associated Performance Measures

- Reduce the number of California drivers killed in crashes that tested positive for drug involvement 2 percent points from the 2018 calendar base year of 42 percent to 40 percent in 2021.

Grant List

Grant	Agency	Fund	Amount
DI21009	Shasta County Health and Human Services Agency	402PT	\$242,193.00
DI21024	Santa Cruz County Health Services Agency	405d AL	\$171,700.00
DI21026	Long Beach Department of Health and Human Services	405d AL	\$191,040.00

Grant Descriptions

Shasta County Drives Sober

The Shasta County Health and Human Services Agency will implement Shasta County Prevents Impaired Driving Program to educate teens, young adults and parents about drug-impaired driving. The county wide project will provide community education, build local capacity, and promote behavior change in an effort to prevent driving while under the influence of harmful substances in Shasta County. This will be accomplished through interactive educational booths, distribution of educational materials, production of web-based videos, and peer-driven education as well as increased awareness promoted through paid media and web-based social media.

Go Safely Santa Cruz County

Santa Cruz County Health Services Agency, Go Safely Santa Cruz County, will utilize best practice strategies to conduct a comprehensive impaired driving prevention program, to reduce the number of persons killed and injured in alcohol and cannabis involved crashes. The proposed strategies are focused on prevention and education with an emphasis on ages 14-34, community members and businesses. Countermeasures will be conducted countywide with a focus on high school and college-aged youth, adults 21+, and licensed alcohol and cannabis vendors. Efforts will increase community protective factors in partnership with key stakeholders to leverage resources and enhance collaboration to impact unsafe and illegal behavior and eliminate impaired driving fatalities and injuries.

Long Beach Drug Impaired Driving Prevention Program

The City of Long Beach will enhance and expand the reach of its first and only cannabis-impaired driving prevention program to include support for new and innovative activities to address drug-impaired driving, distracted driving, and occupant protection. Activities will include youth and senior safe driving direct education, City-wide digital media education campaigns, and coordinated efforts with other OTS grantees to launch a Driver Safety Awareness Week and provide tailored driving education at Police Department organized checkpoints and/or Know Your Limit events. Program activities will also build upon prior year grant funded activities designed with resident input to reduce the incidence of death and injury caused by cannabis-impaired driving.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405d Impaired Driving Low	405d Low Other Based on Problem ID (FAST)	\$362,740.00	*See match section of HSP	*See local benefit section of HSP
2021	402PT-21	State and Community HW Safety	\$242,193.00	*See match section of HSP	*See local benefit section of HSP

Countermeasure Strategy

- (DI) Evaluation

Project Safety Impacts and Linkage Between Program Area

- This task provides for the continuation and enhancement of drug detection methods in alcohol and drug-impaired driving. Funding allows the Orange County Crime Laboratory to continue the improvement of drug detection by testing all DUI Offenders for drug types and concentrations in their blood.
- Funding is also provided to the Contra Costa County Sheriff's Department to purchase a liquid chromatography-tandem mass spectrometry (LC-MS/MS) instrument that will enable the forensic department to evaluate results from impaired-driving cases.
- Participate in the California Highway Patrol's Impaired Driving Taskforce to coordinate statewide DUID efforts.
- Continue to support the strategies outlined in the Impaired Driving Strategic Plan that is being submitted alongside the Highway Safety Plan.
- Continue to improve drug detection methods in alcohol and drug-impaired driving.

Rationale

- Increased testing provides an evaluation samples taken from alleged drugged-driving offenders. This testing is a crucial step for the successful prosecution and treatment of DUID offenders

Planned Activities in Countermeasure Strategy

- This planned activity provides for the continuation and enhancement of an intervention application for at-risk DUID drivers. Funding allows the Orange County

Crime Laboratory and the Contra Costa County Sheriff's Department to continue the improvement of drug detection and improvement of the crime lab capabilities and protocols.

Intended Subrecipients

- Various state and local Agencies

Grant List

Grant	Agency	Fund	Amount
DI21014	California Department of Motor Vehicles - Research & Development	405d AL	\$120,000.00
DI21001	Contra Costa County Sheriff's Department	405d AL	\$408,853.00
DI21017	Orange County Sheriff's Department	405d AL	\$117,000.00

Grant Descriptions

Recidivism Risk Among California's Drug-Involved DUI Offenders

The California Department of Motor Vehicles will research the converging evidence that suggests that drug-impaired driving is becoming more prevalent. Most existing DUI countermeasures were designed to address, and evaluated in relation to, reducing the incidence of alcohol-impaired driving. It remains somewhat unclear how similar drug-involved offenders are to alcohol-only DUI offenders (e.g., demographics, prior driving history, recidivism, crash risk). Research on this topic has been limited due to data limitations in most states' systems for recording DUI offenses. Because California's data system allows for the identification of drug-involved DUI offenders since 2014 (per AB 2552), this DMV project would make use of these data to provide an analysis of drug-involved DUI offenders in comparison to alcohol-only offenders.

LC/MS-MS for Comprehensive Identification of Impairing Substances in DUID Cases

The Contra Costa County Office of the Sheriff-Forensic Services Division (FSD) will use funding from the Office of Traffic Safety Grant FFY2018 to purchase a liquid chromatography-tandem mass spectrometry (LC-MS/MS) instrument from Shimadzu. The LC-MS/MS instrument will enable the toxicology unit to efficiently provide comprehensive information on driving under the influence of drugs (DUID) cases to investigators and prosecutors. This new instrument will have the ability to rapidly determine and quantitate difficult to detect psychotropic compounds such as benzodiazepines and emerging drugs such as synthetic bath salts and cannabinoids.

Drug Prevalence in DUI Drivers

The Orange County Crime Laboratory will continue to work collaboratively to provide exceptional Forensic Toxicology services by improving drug detection methods and testing protocols. In Orange County, all blood samples collected from individuals arrested for DUI are tested for the presence of drugs regardless of the tested Blood Alcohol Concentration (BAC). This grant aims to continue that policy and improve services by funding overtime and analyst training.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405d Impaired Driving Low	405d Impaired Driving Low	\$645,800.00	See match section of HSP	See Local Benefit section of HSP

Countermeasure Strategy

- (DI) Training

Project Safety Impacts and Linkage between Program Area

- This task provides for basic and instructor SFST, ARIDE, and DRE training and certification of law enforcement personnel, and DITEP training to educational professionals. In addition, funding is provided to the Orange County District Attorney's Office to continue the California TSRP Training Network who provides training to both prosecutors and law enforcement personnel. Increase detection of impaired drivers will increase the likelihood of DUI convictions and act as an effective deterrent to impaired driving.
- Fund basic SFST classes, training at least 1,200 law enforcement personnel, and SFST instructor classes, training at least 20 law enforcement personnel.
- Fund ARIDE classes, training at least 1,100 law enforcement personnel.
- Fund DRE school and certification instruction, training at least 400 law enforcement personnel, and DRE instructor classes, training at least 10 law enforcement personnel.
- Fund DRE recertification classes, training at least 300 law enforcement personnel.
- Fund alcohol wet lab and field certification training for Peace Officers Standards and Training DRE Academies.
- Increase the number of certified DRE's and recertify DRE's statewide as necessary.

- Fund Drug Impairment Training for Educational Professionals (DITEP) and other drug education training for health care and educational professionals.
- Fund training events for criminologists in the attempt to standardize drug testing among the various crime labs statewide.
- Advance the Traffic Safety Resource Prosecutor (TSRP) program by continuing the collaborative efforts with the Orange County District Attorney's office, who provides a training network for prosecutors and law enforcement.

Rationale

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

Planned Activities in Countermeasure Strategy

- This planned activity provides for basic and instructor SFST ARIDE and DRE training and certification of law enforcement personnel and DITEP training to educational professionals. In addition, funding is provided to the Orange County District Attorney's Office to continue the California TSRP Training Network who provides training to both prosecutors and law enforcement personnel. Training includes the introduction and/or interpretation of new laws and explanation of legal trends. Additional funding is provided to DMV to conduct research of the recidivism risk among California's drug-involved DUI offenders.

Intended Subrecipients

- Various and county Entities

Grant List

Grant	Agency	Fund	Amount
DI21028	California Highway Patrol	405d AL	\$1,900,000.00
DI21004	Riverside County Public Health Department	402PT	\$107,500.00
DI21016	Orange County District Attorney's Office	405d AL	\$761,738.00

Grant Descriptions

Drug Recognition Evaluator (DRE) Program 2021

The CHP will implement a Drug Recognition Evaluator (DRE) statewide training program that will provide instructor training classes, conduct DRE and Standardized Field Sobriety Test instruction and certification, Advanced Roadside Impaired Driving Enforcement training, and Drug Impairment Training for Educational Professionals. Funding will be used to train allied agency officers, education professionals, and CHP uniformed personnel. Increasing the number of DRE-certified law enforcement officers statewide is specific to the Alcohol and Drug Impairment Challenge Area of the California Strategic Highway Safety Plan.

College Communities Against Drunk, Drugged and Distracted Driving (CADDD)

Riverside University Health System - Public Health (RUHS-PH), Injury Prevention Services (IPS) seeks to provide prevention education and resources to local college campuses in efforts to reduce the number of residents killed or injured due to alcohol-impaired, drug-impaired and distracted driving. The program will include collaboration with community and advocacy groups to provide training for students on the dangers of impaired and distracted driving. By utilizing the OTS Go Safely campaign messaging, the program will engage and support college law enforcement departments to disseminate educational materials and conduct outreach events on all participating campuses.

California Traffic Safety Resource Prosecutor Training Network

The Orange County District Attorney's Office will assign a specialized team to implement the California Traffic Safety Resource Prosecutor Training Network statewide. The team will provide specialized training and technical assistance to law enforcement personnel, prosecutors, and other traffic safety professionals. This training will cover all aspects of alcohol and drug-impaired driving, including but not limited to, trial advocacy, expert testimony, standardized field sobriety tests, crash reconstruction, DRE, toxicology and legal updates. The office will accomplish these objectives as a means to prevent impaired driving and reduce alcohol and drug-involved traffic fatalities and injuries.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405d Impaired Driving Low	405d Low Drug/Alcohol Training	\$2,661,738.00	See Match section of HSP	See local benefit section of HSP
2021	402PT	State and Community HW Safety	\$107,500.00	*See match section of HSP	*See local benefit section of HSP

Countermeasure Strategy

- (DI) Vertical Prosecution

Project Safety Impacts and Linkage between Program Area

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

Rationale

- This countermeasure strategy in the past improved the collaboration between law enforcement, prosecutors, and criminalists. This collaboration along with working with a specialized prosecutor that handles a case through its entirety, leads to successful prosecutions of DUI offender.

Planned Activities in Countermeasure Strategy

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

Intended Subrecipients

- Various county and local DA Offices

Grant List

Grant	Agency	Fund	Amount
DI21021	Tulare County District Attorney's Office	405d AL	\$168,800.00
DI21003	Riverside County District Attorney's Office	405d AL	\$402,976.00
DI21018	Fresno County District Attorney's Office	405d AL	\$249,000.00
DI21019	Monterey County District Attorney's Office	405d AL	\$264,115.00
DI21020	Los Angeles County District Attorney's Office	405d AL	\$1,517,500.00
DI21022	Los Angeles City Attorney's Office	405d AL	\$980,000.00
DI21012	Ventura County District Attorney's Office	405d AL	\$359,800.00
DI21015	Orange County District Attorney's Office	405d AL	\$1,039,400.00
DI21023	El Dorado County District Attorney's Office	405d AL	\$233,072.00
DI21008	San Diego County District Attorney's Office	405d AL	\$426,000.00
DI21002	Kern County District Attorney's Office	405d AL	\$256,000.00
DI21007	San Diego City Attorney's Office	405d AL	\$265,000.00
DI21025	Marin County District Attorney's Office	405d AL	\$225,500.00
DI21006	San Bernardino County District Attorney's Office	405d AL	\$296,000.00
DI21013	Yolo County District Attorney's Office	405d AL	\$200,000.00
DI21010	Solano County District Attorney's Office	405d AL	\$225,000.00
DI21011	Sonoma County District Attorney's Office	405d AL	\$255,000.00
DI21005	Sacramento County District Attorney's Office	405d AL	\$269,649.00

Grant Description

Alcohol and Drug Impaired Driver Vertical Prosecution Program

The County District Attorney's Office (or City Attorney's Office) will assign a specialized team to prosecute alcohol and drug impaired driving cases. The DUI prosecution team will handle cases throughout each step of the criminal process. Prosecution team members will work to increase the capabilities of the team and the office 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 office will accomplish these objectives as a means to prevent impaired driving and reduce alcohol and drug-involved traffic fatalities and injuries.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$7,632,812.00	*See match section of HSP	*See local benefit section of HSP

PROBLEM IDENTIFICATION AND DATA ANALYSIS

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

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

Table 1. Haddon Matrix

	Human	Vehicle	Environment
Pre-Crash			
Crash			
Post-Crash			

Source: NHTSA, 2016

The national 911 system was implemented over 50 years ago to provide efficient public access to emergency assistance. While effective, the 911 system must also evolve with technological improvements. AB1168 takes effect on January 1, 2021 and will allow users to securely send text messages, video, and photos to 911, and in turn allow 911 dispatchers to transmit this information along with location information on to first responders. This enhanced 911 system will allow first responders to more accurately locate crash victims to assess their injuries, thereby improving patient outcomes. In 2019, 34 states, including California, and two tribal nations were awarded grant funding to upgrade their Next Generation 911 capabilities.

National

In 2018, there were 36,560 people killed in motor vehicle crashes and countless more who were injured on United States roadways. Coordination between first responders, hospitals, and other traffic safety stakeholders, enhanced training, and EMS system improvements would increase survivability from a crash. In emergency medicine, the quicker a traumatic injury victim receives medical attention, the better the chance of preventing death. Improved timeliness and technologies, proximity to care, and roadway access increase a victim's chance of survivability.

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

California

State Emergency Medical Services System

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

As of June 2019, the state's trauma center network is comprised of 80 designated trauma centers and admitted over 70,000 trauma patients per year, though not all related to motor vehicle crashes. Over two-thirds of the designated trauma centers (71.3 percent) offer Level I or Level II trauma services alongside other comprehensive resources needed for providing definitive care. Within that nearly one quarter (23.8 percent) are designated pediatric trauma centers. Six counties do not have a designated trauma center within their boundaries but have approved trauma plans. Rural California faces more barriers to trauma care due to limited access to higher level trauma centers and more remote distances to care.

Of the 57 licensed hospitals designated as a Level I or Level II trauma center, one-quarter (24.6 percent) are designated as *both* a Level I or Level II trauma center *and* a Level I or Level II pediatric trauma center by the American College of Surgeons (ACS), the Local EMS Agency (LEMSA), or both.

State Traffic Incident Management

In California, preliminary 2018 data shows that there were 3,563 fatalities from motor vehicle crashes and 16,069 serious injuries.

Since the typical crash response in California puts fifteen people (including numerous law enforcement, fire department, EMS, towing, and Caltrans responders) potentially in harm's way and an injury crash occurs every three minutes, a responder is placed in harm's way 2.7 million times each year in California. On California's highways between 2010 and April 2019, there were 39 responders killed in the line of duty. As of February 2020, California had 25,548 first responders trained in Strategic Highway Research Project (SHRP2) TIM, which represented 35.9 percent of the state's first responder workforce. While this percentage fell shy of the national goal of 45 percent or more, California ranked third in the nation in the number of responders trained in SHRP2 TIM. By improving TIM training, California could reduce congestion related to traffic crashes and the risk of secondary crashes.

Countermeasure Strategy

- (EM) First Responder Equipment and Training Program Area: Emergency Medical Services

Project Safety Impacts and Linkage Between Program Area

- 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.
Decrease the average response time for the arrival of appropriate equipment at crash sites in rural areas by September 30, 2021.
- Decrease the average extrication time, from the time of arrival at the crash site to transport, by September 30, 2021.

Rationale

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

Planned Activities in Countermeasure Strategy

- The grants will provide funding for new equipment and training for fire departments that don't have equipment or that need of replacement equipment.

Intended Subrecipients

- Various county and local fire protection districts

Associated Performance Measures

- Decrease the average extrication time, from the time of arrival at the crash site to transport by 4.5 minutes, by September 30th, 2021

Grant List

Grant	Agency	Fund	Amount
EM21007	Ebbetts Pass Fire District	402 EM	\$74,000.00
EM21008	Tulare County Fire Department	402 EM	\$90,000.00
EM21003	Hopland Fire Protection District	402 EM	\$37,000.00
EM21009	Marysville Fire Department	402 EM	\$86,000.00
EM21004	River Delta Fire District	402 EM	\$37,000.00
EM21012	North Central Fire Protection District	402 EM	\$86,000.00

Grant	Agency	Fund	Amount
EM21011	Merced County Fire Department	402 EM	\$74,000.00
EM21013	Lookout Volunteer Fire Department	402 EM	\$111,000.00
EM21002	Colton Fire Department	402 EM	\$68,000.00
EM21006	Orland Volunteer Fire Department	402 EM	\$89,000.00
EM21014	Mokelumne Rural Fire District	402 EM	\$111,000.00
EM21010	French Camp McKinley Fire District	402 EM	\$58,000.00
EM21018	Oakland Fire Department	402 EM	\$30,000.00
EM21017	Atwater City Fire Department	402 EM	\$37,000.00
EM21020	Tehama County Fire Department	402 EM	\$30,000.00
EM21005	Suisun City Fire Department	402 EM	\$37,000.00
EM21016	Santa Barbara County Fire Department	402 EM	\$74,000.00
EM21015	Mendota PD/Fresno County Fire Department	402 EM	\$37,000.00
EM21019	Madera County Fire Department	402 EM	\$74,000.00
EM21001	Chula Vista	402 EM	\$60,000.00

Grant Description

EMS Grant Description

The city/county/fire protection district will serve as the lead agency for a regional extrication equipment distribution grant for their county. The extrication equipment is used by first responders to safely extricate victims trapped in traffic crashes. Best practice strategies will be used to reduce the response time for the arrival of appropriate extrication equipment to traffic crash scenes and the time to extricate the victims of traffic crashes, thus increasing survivability. The grant will provide funding for new equipment and training for fire departments without extrication equipment or those that have existing equipment that has reached the end of its usable lifespan and is in need of replacement.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Emergency Medical Services (FAST)	\$1,300,000.00	*See match section of HSP	*See local benefit section of HSP

Major purchases and dispositions

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

Item	Quantity	Unit Cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Fully Equipped Extrication System	28	\$36,785.00	\$1,030,000.00	\$36,785.00	\$1,030,000.00
Combi Tool	10	\$15,000.00	\$150,000.00	\$15,000.00	\$150,000.00

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Crashes involving motorcycles are a major traffic safety concern in the United States. Since motorcycle riders are susceptible to injury during crashes, they comprise a disproportionate share of all injured and killed vehicle occupants. In 2017, motorcycle riders were 27 times more likely than passenger car occupants to be fatally injured in a traffic crash, per vehicle miles traveled. The primary countermeasures used to address this problem have included motorcycle helmet laws and other helmet-oriented programs, rider training and licensing programs, vehicle enhancements including anti-lock braking technology, rider conspicuity programs, campaigns to increase other road users' awareness of motorcycles, and campaigns to reduce impaired riding.

The National Occupant Protection Use Survey (NOPUS) reported that only 65.2 percent of motorcycle riders in the United States wore a DOT-compliant helmet in 2017. In states with a universal helmet law, which requires all riders to use a helmet, the "known" helmet use rate among fatally injured motorcycle riders ranged from 62 percent to 100 percent in 2017. In states without a universal helmet law, the rate was lower and ranged widely from 24 percent to 60 percent in 2017. In California, which has a universal helmet law, the known helmet use rate among fatally injured California motorcycle riders in 2018 was high (93.7 percent). NHTSA estimates that helmets saved 287 lives in California in 2017, and 16 additional lives could have been saved if all motorcyclists wore helmets.

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

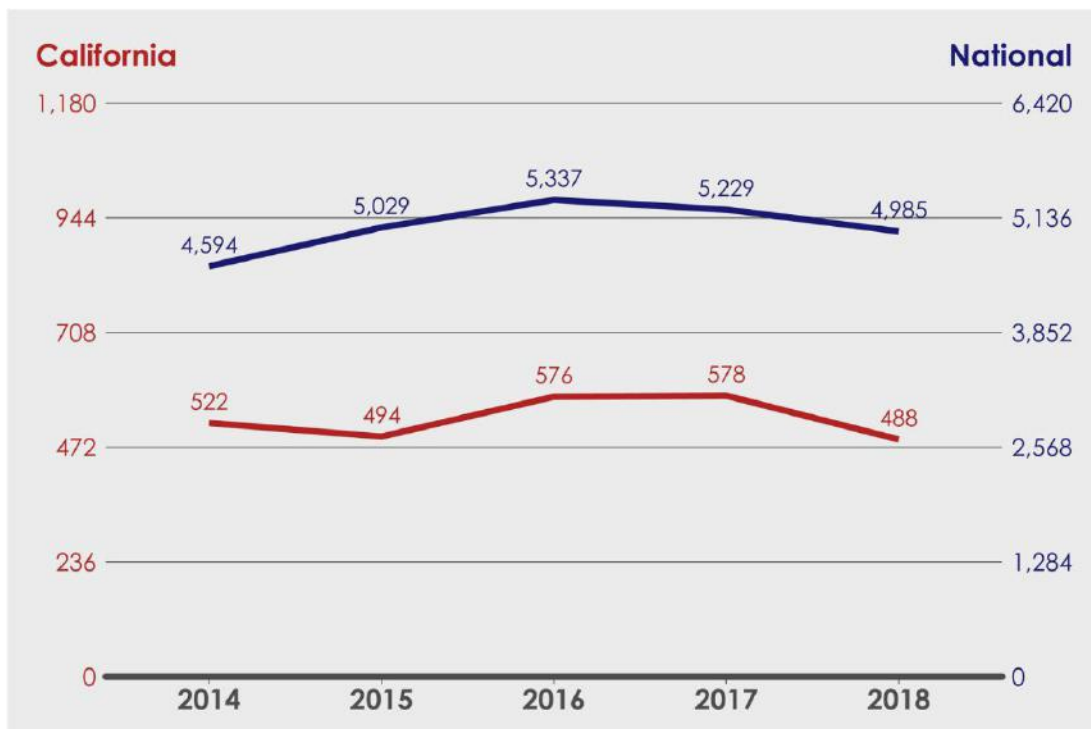
National

- In 2018, there were 4,985 motorcyclists killed on public roadways in the United States. This number reflects an 8.5 percent increase from 2014, when 4,594 motorcyclists were killed.
- In 2017, motorcycle riders had the highest alcohol use of all alcohol-impaired drivers involved in fatal crashes – 27 percent of riders who died were alcohol-impaired, compared with 21 percent of drivers of passenger cars.
- Over one-quarter, 29 percent, of motorcyclists involved in fatal crashes in 2017 were not properly licensed.

California

- Motorcycling is popular in California; the state recorded the second most motorcycle fatalities in the nation in 2017. From 2014 to 2018, the state has seen a 6.5 percent decrease in motorcycle fatalities from 522 to 488.
- Of all motorcyclist fatalities in 2018, 6.1 percent (or 30) of motorcycle riders were not wearing helmets. This is an improvement from the 7.8 percent un-helmeted fatality rate in 2017.

Motorcycle Fatality Trends



Source: FARS 2014-2017, FARS ARF 2018

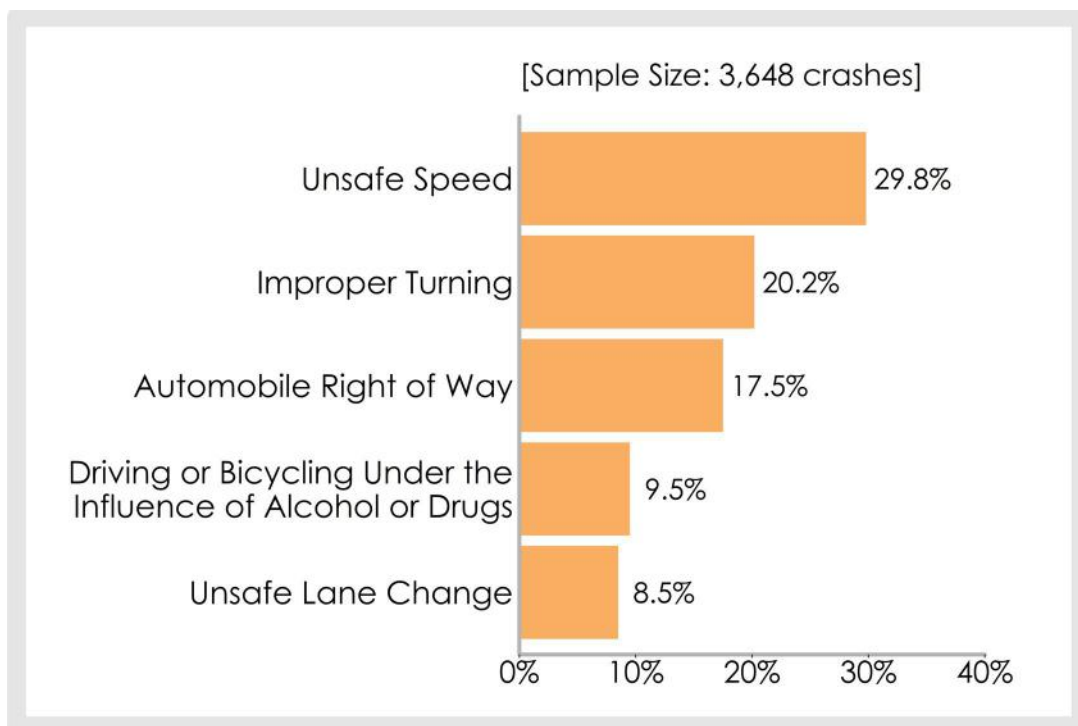
State-level Analysis

The figures in this section refer to drivers and passengers of motorcycles fatally injured in a crash in California in 2018. These numbers are the products of UCB SafeTREC analysis.

Fatal and Serious Injury Motorcycle Crashes by County

- Los Angeles, San Diego, Orange, Riverside, and San Bernardino counties in Southern California, along with Sacramento, Alameda, and Santa Clara counties in Northern California, have the highest number of fatal and serious injuries among motorcyclists.
- The rural counties of Alpine and Sierra have the highest rates of fatal and serious injuries per 100K population by county.

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

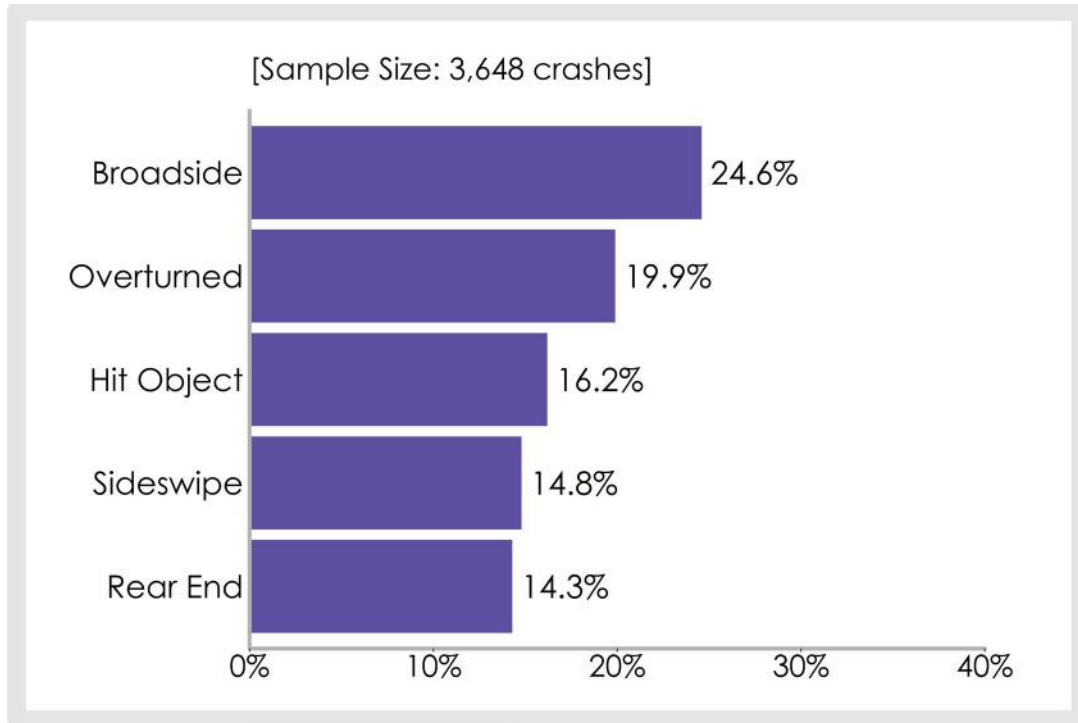


Source: Provisional SWITRS 2018

Primary Crash Factors of Motorcycle Fatal and Serious Injury Crashes

- Unsafe speed (29.8 percent), followed by improper turning (20.2 percent), and right-of-way violations by automobiles (17.5 percent) were the most frequent primary crash factor for fatal and serious injury motorcyclist crashes.

Top Five Crash Types of Motorcycle Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2018

Crash Types for Motorcycle Fatal and Serious Injury Crashes

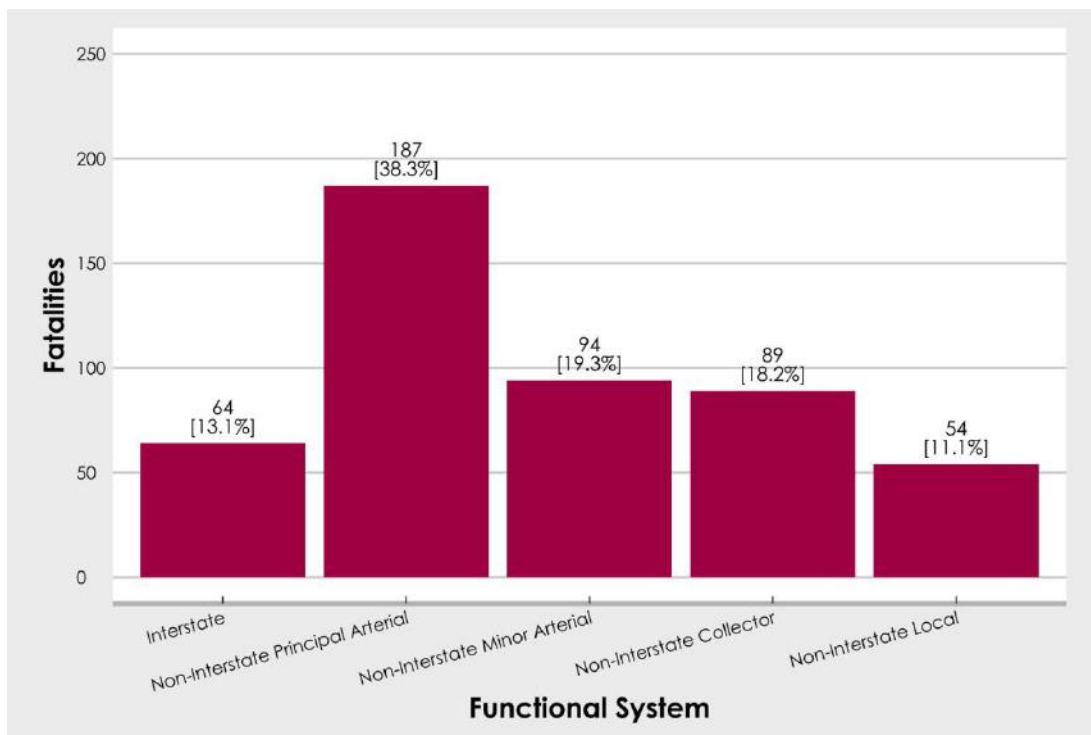
- Broadside crashes were the most frequent crash type at 24.6 percent of motorcycle crashes, followed by overturned crashes, at 19.9 percent, and hit object, at 16.2 percent.
- The number of fatally and seriously injured riders is markedly higher between 3pm and 6pm, comprising 26.2 percent of the fatal and serious motorcycle injuries that occurred in 2018.
- Motorcyclist fatalities and serious injuries were elevated during the day on Saturdays and Sunday between noon and 6pm, accounting for 17.4 percent of fatal and serious injuries in 2018. Overall, fatal and serious injuries were highest on Saturday and Sunday, followed by Friday; these three days accounted for 52.4 percent of motorcycle fatalities and serious injuries.

Motorcycle Fatal and Serious Injury Victim Demographics

- The vast majority (90.9 percent) of fatal and serious motorcycle crash victims were males. The age category with the greatest number of victims, men or women, is ages 25 to 34, comprising 28.5 percent of all victims.

- Race was not reported for 65.4 percent of the motorcycle fatalities. Of the 183 fatalities with a known race, 85.8 percent (or 157) were white.

Roadway Type of Motorcycle Fatality Victims



Source: FARS ARF 2018

Crash Location for Motorcycle Crash Victims

- Nearly two-thirds (60.2 percent) of motorcycle fatal and serious injuries occurred in urban areas compared to 39.8 percent on rural roads. Only about 16.3 percent of travel took place on rural roads.
- Over one-third (38.3 percent) of all motorcycle fatalities occurred on non-interstate principal arterials. The next most common locations for motorcycle fatalities were non-interstate minor arterials (19.3 percent) and non-interstate collectors (18.2 percent).

Countermeasure Strategy

- (MC) Education/Public Awareness/Enforcement

Project Safety Impacts and Linkage Between Program Area

- 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 crashes.
- Fund a public motorcycle training course "Live to Ride" through Hawthorne, Coronado, Upland Anaheim, and Rialto Police Departments, as well as San Francisco Metropolitan Transportation Authority

Rationale

- This countermeasure strategy is based on several programs listed in NHTSA's "Countermeasures That Work"

Planned Activities in Countermeasure Strategy

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

Intended Subrecipients

- Various State/County Entities

Associated Performance Measures

- Reduce motorcyclist fatalities and injuries and motorcyclist-involved crashes through increased enforcement, education, and public awareness campaigns by September 30, 2021.
- Reduce motorcyclist fatalities 14.3 percent from the projected FARS number of 540 to 463 by December 31, 2021.
- Reduce Un-helmeted Motorcyclist Fatalities 30.3 percent from the projected final FARS number of 33 to 23 by December 31, 2021.

Grant List

Grant	Agency	Fund	Amount
MC21007	California Highway Patrol	402 MC	\$458,000.00
MC21007	California Highway Patrol	405F MC	\$292,000.00
MC21005	Hawthorne Police Department	405F MC	\$118,000.00
MC21004	San Francisco Municipal Transportation Agency	405F MC	\$48,000.00
MC21001	Anaheim Police Department	405F MC	\$60,000.00
MC21002	Coronado Police Department	405F MC	\$34,000.00
MC21003	Rialto Police Department	405F MC	\$24,000.00
MC21006	Upland Police Department	405F MC	\$24,000.00

Grant Descriptions

CHP GEARS III

The CHP will implement a 12-month statewide grant project to reduce motorcycle-involved crashes and victims. To maximize enforcement efforts, each CHP Division will identify and concentrate on problematic routes within their respective areas where motorcycle-involved crashes are the highest. Strategies include greatly enhanced and public awareness education.

Hawthorne Ride to Live Motorcycle Education Grant

Ride to Live is an innovative and proven program designed to reduce death and injury resulting from motorcycle crashes. Ride to Live is a free, 8-hour, hands on motorcycle class put on by sworn motorcycle instructors/officers from the Hawthorne and Torrance Police Departments. The course begins with low speed handling and maneuvering of the motorcycle and the course gradually moves up to higher speed emergency braking, counter-steering, obstacle avoidance, and curve negotiation. Motorcycle maneuvers and principals of motorcycle operations are demonstrated by Motor Officers; however, ninety-five percent of the class is dedicated to students performing exercises hands-on and in a controlled, supervised manner.

SFMTA Vision Zero Motorcycle Safety Campaign

With this grant, the SFMTA will expand upon its past successful work further with new innovative strategies such as a greater online media presence and more interaction with large vehicle fleet operations to reduce motorcycle fatalities and severe injuries. From 2016-2019, the Motorcycle Safety Campaign pilot program included: Creating motorcycle safety ambassadors, providing hands-on rider training to 60 civilians, direct education outreach to

motorcycle riders, and two dozen motorcycle shops and clubs, creating multilingual award-winning safety videos with 70,000 views, developing media campaign materials garnering 11,000,000 impressions, and distributing thousands of motorcycle safety material to members of the public.

Anaheim Motorcycle Safety Program

The Anaheim Police Department will host 5 motorcycle rider safety courses. Training is a hands-on motorcycle riding safety class utilizing police motorcycle instructors/officers to teach civilian riders how to safely ride during low speed motorcycle maneuvering; proper braking, turning, & counter-steering techniques; safely entering traffic; and obstacle/crash avoidance.

Coronado Ride to Live Motorcycle Education

Ride to Live is a free motorcycle skills training program made available to the public. The course is designed to reduce injuries and deaths resulting from motorcycle crashes by teaching students the techniques employed by law enforcement motor officers. The course will be presented as a one-day, 8-hour training session. The class is "hands-on" with skills taught and demonstrated by motor officers from the Coronado Police Department and then performed in a controlled manner by the students. The first phase of instruction will focus on low speed handling and maneuvering of the motorcycle. While the later portion teaches higher speed maneuvers such as emergency braking, obstacle avoidance, and curve negotiation.

Rialto Ride to Live Motorcycle Education Grant

Best practice strategies will be conducted to reduce the number of persons killed/injured in motorcycle crashes. In conjunction with STEP grant-funded motorcycle safety enforcement details, the Rialto Police motor unit will host our civilian motorcycle rider safety course aptly called, "Ride to Live" Each of the "Ride to Live" courses is an 8 hour, hands-on motorcycle riding safety utilizing police motorcycle instructors who have been certified to teach civilian riders how to safety ride during low speed motorcycle maneuvering; proper braking, turning and counter-steering techniques; safely entering traffic; and obstacle/crash avoidance. This training strategy is also designed to earn media attention to enhance the overall effectiveness of the safety program on the community.

Upland Ride to Live Motorcycle education grant

Best practice strategies will be conducted to reduce the number of persons killed/injured in motorcycle crashes. In conjunction with STEP grant-funded motorcycle safety enforcement details, the Upland Police motor unit will host our civilian motorcycle rider safety course aptly

called, “Ride to Live” Each of the “Ride to Live” courses is an 8 hour, hands-on motorcycle riding safety course utilizing police motorcycle instructors who have been certified to teach civilian riders how to safely ride during low speed motorcycle maneuvering; proper braking, turning and counter-steering techniques; safely entering traffic; and obstacle/crash avoidance. This training strategy is also designed to earn media attention to enhance the overall effectiveness of the safety program on the community as a whole.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$600,000.00	*See match section of HSP	*See local benefit section of HSP
2021	405d AL	Imp. Driving Counter-measures	458,000.00	*See match section of HSP	*See local benefit section of HSP

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Restraint devices such as seat belts are a key element of motor vehicle occupant protection systems. Each year, NHTSA conducts the National Occupant Protection Use Survey (NOPUS) that measures, among many variables, the use of seat belts by occupants age eight and older. The 2019 NOPUS reported that seat belt use was 90.7% among front-seat passengers, a slight increase from the 89.6 percent observed in 2018. Additionally, the 2019 survey found that seat belt use increased during both weekday rush hours and non-rush hours. Use during weekday rush hours increased from 89.3 percent in 2018 to 90.7 percent in 2019 and use during non-rush hours increased from 89.1 percent in 2018 to 90.8 percent in 2019.

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

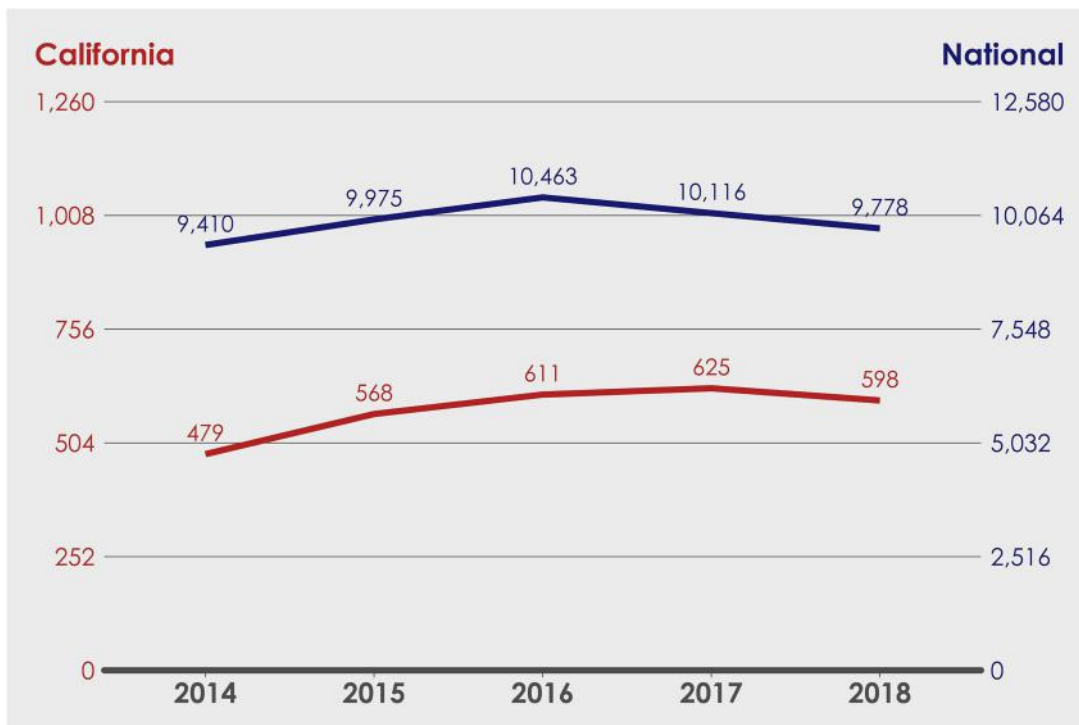
National

- Seat belt use among vehicle occupants in the western region of the U.S. increased from 92.7 percent in 2018 to 94.5 percent in 2019.
- In the United States, there were 9,778 unrestrained passenger vehicle occupants killed in traffic crashes in 2018, a 3.34 percent decrease from 10,116 in 2017.
- In 2017, of the 21,464 passenger vehicle occupants with known restraint use killed in motor vehicle traffic crashes, 10,076, or 46.9 percent, were known to be unrestrained.
- In 2017, daytime restraint use was higher than nighttime; 54.9 percent of passenger vehicle occupants with known restraint use involved in a night -time fatal crashes were unrestrained compared with 39.8 percent involved in a daytime crash.
- NHTSA estimated that, among passenger vehicle occupants aged five or older involved in traffic crashes, seat belt use saved 14,955 lives in 2017. In addition, if all passenger vehicle occupants aged five or older had been wearing seat belts, an additional 2,549 lives could have been saved in 2017.
- NHTSA found that, in 2018, weekday seat belt use among motorists increased from 89.2 percent in 2018 to 90.8 percent in 2019.

California

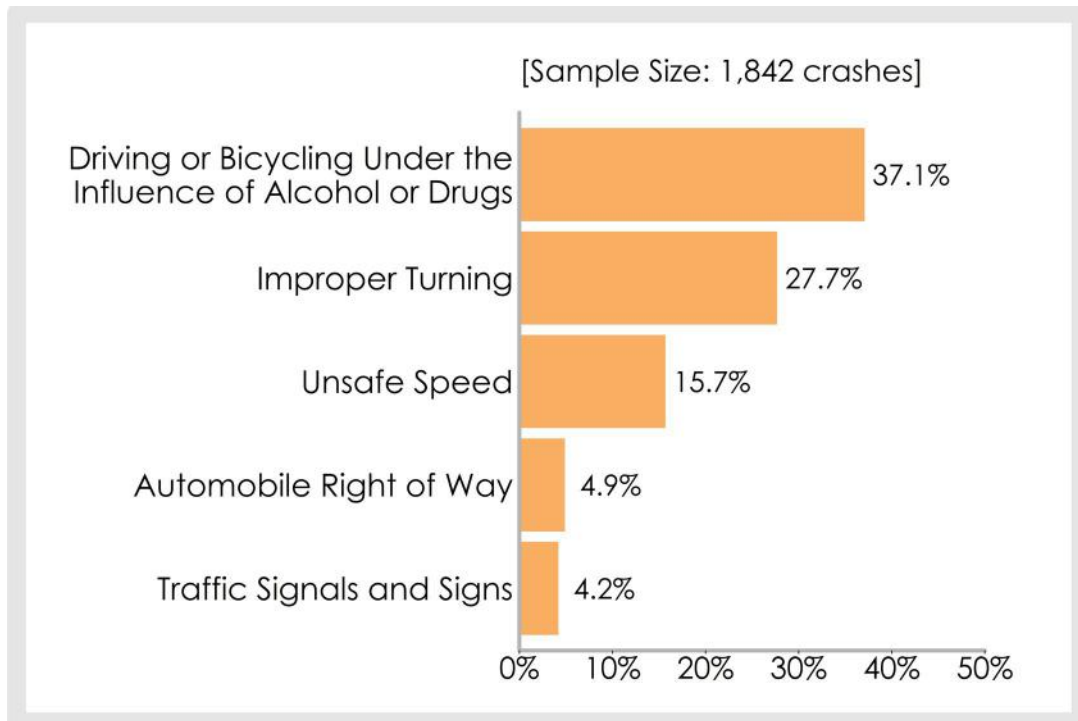
- In California, there were 598 unrestrained occupants killed in traffic crashes in 2018, comprising 4.3 percent fewer fatalities than the 625 in 2017.
- In 2019, California's front seat belt use was observed to be 96.02 percent
- California's front seat belt use rate for those aged 5 and older has been greater than 95 percent from 2014 to 2018.
- In 2017, seat belts saved 1,488 California passenger vehicle occupants, age five and older, involved in traffic crashes. If all vehicle occupants used seat belts, an additional 89 lives could have been saved.

Unrestrained Occupant Fatality Trends



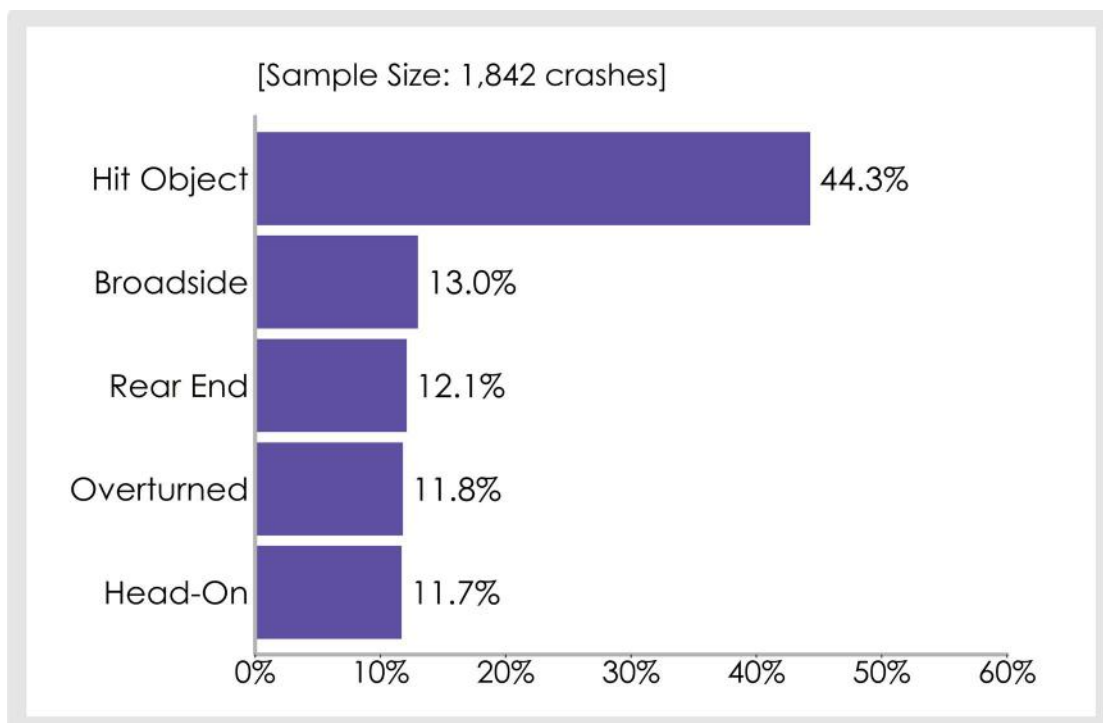
Source: FARS 2014-2017 Final File, 2018 ARF

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



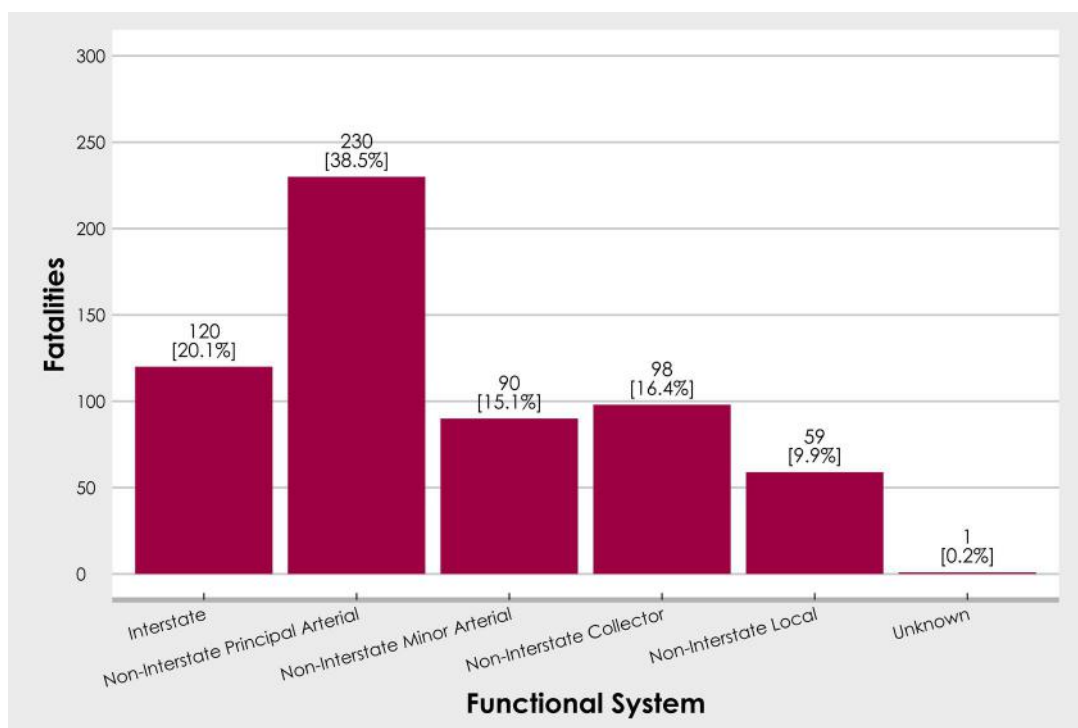
Source: Provisional SWITRS 2018

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



Source: Provisional SWITRS 2018

Roadway Type for Unrestrained Occupant Fatality Victims



Source: FARS ARF 2018

Countermeasure Strategy

- (OP) Statewide Usage Surveys

Project Safety Impact and Linkage between Program Area

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

Rationale

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

Associated Performance Measures

- Reduce unrestrained passenger vehicle occupant fatalities, in all seating positions 1.019 percent from the projected final FARS number of 621 to 609 by December 31, 2021.
- To increase seatbelt 1 percentage point from Base Year 96.02% to 97.02% by December 31, 2021.

Grant List

Grant	Agency	Fund	Amount
OP21019	California State University, Fresno	405b OP	\$268,941.00

Grant Description

Statewide Observational Restraint Use Surveys

Statewide seat belt usage data will be collected throughout California by using probability sampling method and adhering to NHTSA rules in 23 CFR Part 1340 (Docket No.NHTSA-2010-000). Based on NHTSA approved methods, roadway sites in 17 counties accounting for 85%+ of fatalities on California roadways will be sampled. Standard error will not exceed 2.5%. The data on usage rates at 204 sites will be collected in Spring and again in Summer of 2018 for a total of 408 periods. During the Spring and Summer restraint surveys, a Distracted Driving survey will be simultaneously conducted. In addition, a statewide survey of teen driver and passenger seat belt usage will be performed at 102 high schools. Lastly, an infant/child restraint usage survey at 102 sites across the state will be completed.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405b OP High	405b High Public Education (FAST)	\$268,941.00	*See match section of HSP	*See local benefit section of HSP

PROBLEM IDENTIFICATION AND DATA ANALYSIS

On average, almost three children age 14 and under were killed daily in traffic crashes across the country in 2018. Across the age spectrum, child motor vehicle fatalities have generally decreased, with the highest decrease in fatalities among the 13-14-year-old age group (31.4 percent decrease from 303 in 2008 to 208 in 2017). These fatality trends are in part due to child safety seats and lap/shoulder seat belt use. Of the 4,700 child passenger vehicle occupants who survived fatal crashes in 2017, 3,981, or 84.7 percent, were known to be restrained.

National

- In the US in 2018, there were 1,038 fatalities among children age 14 and under, a decrease of 10.4 percent from 1,158 in 2017.
- Of the 721 child passenger vehicle occupants killed with known restraint use in 2017, 37 percent were unrestrained. In 2017, the percent known to be unrestrained in child fatalities increased with age from 25 percent of infants under age one to 49 percent of youth age 13 to 14.
- Among children under age five, an estimated 325 lives were saved in 2017 by restraint use. Of the 325 lives saved, 312 were due to child safety seats and 14 were due to the use of adult seat belts.
- The National Child Restraint Use Special Study interviewed drivers and found 84.6 percent of drivers have never driven with unrestrained children. Of those that have driven with unrestrained children, the most common reason for not restraining children was "Short Trip," at 51.0 percent of responses.
- In 2017, there were 268 unrestrained children age 14 and younger killed in the US in traffic crashes. This is a 6.6 percent decrease from 287 unrestrained child fatalities in 2016.

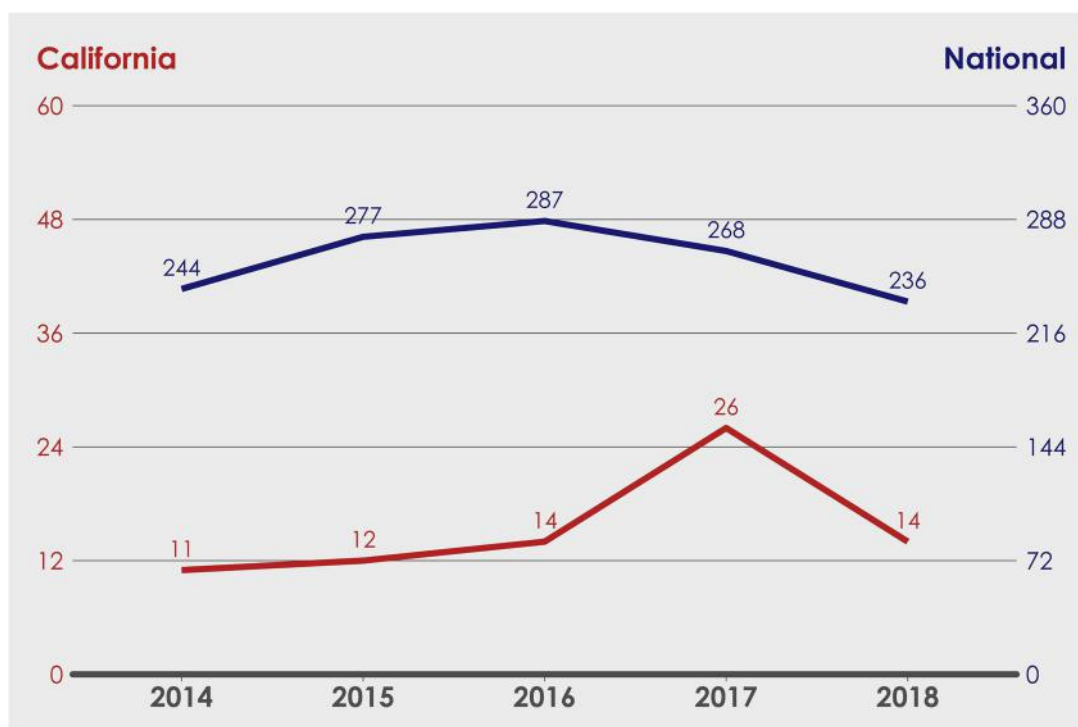
California

- In California, serious injuries to children aged 14 and under increased from 87 in 2018 to 93 in 2019, a 6.9 percent increase. The number of fatally injured children aged 14 and under decreased 27.3 percent from 33 in 2017 to 24 in 2018. It is important to note that the number of fatalities is relatively small and subject to variability.
- Among children under age 5 in California, an estimated 22 lives were saved by child restraint use.
- As of January 2017, children under age two must be rear facing in a car seat unless

they weigh at least 40 pounds or are at least 40 inches tall (California Vehicle Code § 27360).

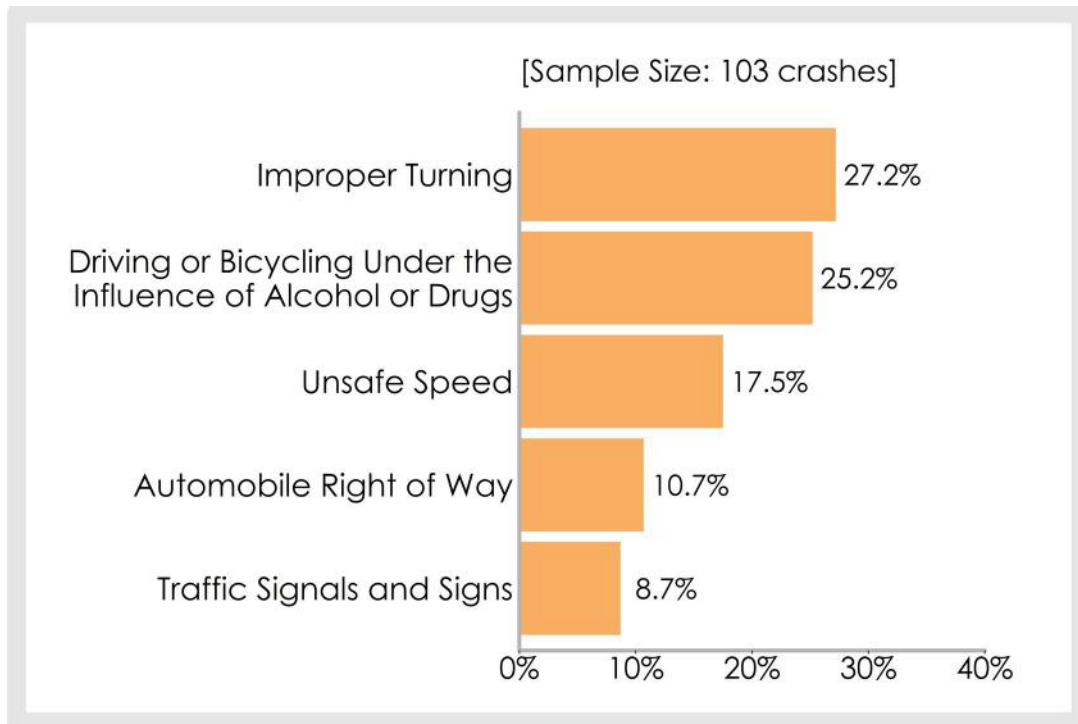
- Children under age eight must be buckled into a car seat or booster seat in the back seat. Children over age eight, or 4'9" or taller, may use the vehicle seat belt system if it fits properly (California Vehicle Code § 27363).

Unrestrained Child Passenger Fatality Trends



Source: FARS 2014 – 2017 Final File, 2018 ARF

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



Source: Provisional SWITRS 2018

Countermeasure Strategy

- (OP) Education and Training

Project Safety Impact and Linkage between Program Area

- 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.
- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Urge the media to report occupant restraint usage as a part of every crash.
- Target high-risk populations with education and enforcement to increase occupant protection use.
- Improve occupant protection educational outreach.
- Increase occupant protection enforcement and improve adjudication of violations.

- Improve occupant protection data collection processes.
- Maintain the levels of CPS Certified Technicians by providing NHTSA's standardized CPS Technician and Instructor Training Programs, and renewal and update classes.
- Conduct at least 20 NHTSA standardized CPS Certification training courses.
- Train a minimum of 60 new CPS Certified technicians.
- Provide CPS Recertification training to at least 5 CPS technicians.
- Provide technical webinars for CPS instructors and technicians.
- Provide CPS educational resources to law enforcement and other agencies.
- Provide a toll-free CPS Helpline in English and Spanish.
- Conduct child safety seat education classes to low-income residents.
- Conduct a minimum of 600 inspections to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.
- Conduct at least 700 child safety seat check-ups to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.
- Provide child safety seats to low-income families.
- Maintain an active network of partnerships between local, state, and national agencies.

Rationale

- These countermeasure strategies are based on the Seatbelts and Child Restraints program listed in NHTSA's "Countermeasures That Work".

Associated Performance Measures

- Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 1.019 percent from the projected final FARS number of 621 to 609 by December 31, 2021.

Intended Subrecipients

- Various local and state entities

Grants List

Grant	Agency	Fund	Amount
OP21012	California Department of Public Health	405b OP	\$400,000.00
OP21010	California Highway Patrol	405b OP	\$725,000.00
OP21007	Stanislaus County Health Services Agency	405b OP	\$100,000.00
OP21003	Contra Costa County Health Services	405b OP	\$83,000.00
OP21010	Yuba County Health and Human Services Department	405b OP	\$64,000.00
OP21015	Trinity County Public Health Department	405b OP	\$33,600.00
OP21005	San Joaquin County Public Health Services	405b OP	\$95,000.00
OP21009	Yolo County Health and Human Services Agency	405b OP	\$190,000.00
OP21011	Butte County Public Health Department	405b OP	\$130,000.00
OP21004	Riverside County Public Health Department	405b OP	\$208,000.00
OP21001	Anaheim Police Department	405b OP	\$85,000.00
OP21006	San Luis Obispo Public Health Department	405b OP	\$65,000.00
OP21014	Los Angeles County Public Health Department	405b OP	\$130,000.00
OP21016	Torrance Fire Department	405b OP	\$156,000.00
OP21008	Ventura County Fire Department	405b OP	\$65,000.00
OP21018	Santa Cruz County Health Services Agency	405b OP	\$65,000.00
OP21013	Oxnard Fire Department	405b OP	\$30,000.00
OP21002	Community Action Partnership	405b OP	\$225,000.00
OP21017	Los Angeles Housing and Community Investment Department	405b OP	\$150,000.00

Grant Description

Vehicle Occupant Safety Program

The California Department of Public Health's (CDPH) Vehicle Occupant Safety Program (VOSP) will coordinate child passenger safety (CPS) efforts across California. VOSP will sustain essential CPS partnerships that link state and local policy, enforcement, and educational efforts to enhance effectiveness of local program implementation and CPS services. VOSP will support CPS technical capacity through the statewide CPS Technician Training System that trains and recertifies California CPS Technicians. VOSP will promote local CPS program development through on-site programmatic reviews, statewide webinars, education on CPS Violator Education programs, support CPS week activities, and provide research, data, CPS educational materials and car seats statewide.

California Restraint Safety Education and Training (CARSEAT) IV

The CHP will conduct a 12-month traffic safety grant focusing on community outreach and enforcement measures to increase seat belt and child safety restraint usage. The grant goals are to reduce the number of fatalities and injuries in traffic crashes in which victims did not use, or improperly used, their vehicle occupant restraint system. Objectives are to conduct child safety seat inspections, distribute child safety seats, conduct a statewide enforcement and awareness campaign, and provide comprehensive traffic safety educational seminars, classes, and informational sessions. The grant will provide child passenger safety certification training to the CHP and allied agency personnel.

Child Passenger Safety Program

Best practices strategies will be conducted to reduce the number of persons killed and injured in crashes involving children under the age of eight years old. The funded strategies may include education, child safety seat check-ups, community events, presentations, and training. Other countermeasures may include properly fitting child safety seats, providing educational materials, and the distribution of child safety seats. Efforts should be conducted in underserved communities and coordinated in collaboration with community-based organizations.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405b OP High	405b High Public Education (FAST)	\$3,149,600.00	*See match section of HSP	*See local benefit section of HSP

PROBLEM IDENTIFICATION AND DATA ANALYSIS

Pedestrian Safety

Everyone is a pedestrian, whether or not walking is one's primary mode of travel. As a commute mode, walking is gaining in numbers. In its 2020 report, "Pedestrian Traffic Fatalities by State, 2019 Preliminary Data" the GHSA reports that pedestrian fatalities in the nation have increased disproportionately to other traffic deaths. Pedestrian fatalities as a proportion of total motor vehicle deaths increased from 12 percent in 2009 to 17 percent in 2018. Moreover, pedestrian fatalities increased 53 percent from 2009 to 2018 while other traffic deaths increased by 2 percent. Further, GHSA estimates 6,590 pedestrians were fatally injured in 2019, a 5 percent increase from 2018, continuing an increasing trend and the largest number of pedestrian fatalities nationwide since 1988. This report found that in 2018 the highest proportion of pedestrian fatalities (59%) occurred on non-freeway arterials, which often have higher speeds and few safe crossing areas.

Analyses presented in the pedestrian program area include fatal and serious injuries to pedestrians. FARS only includes pedestrians on foot, whereas SWITRS fatal and serious injury analysis include both pedestrians and persons on personal conveyances, e.g., skateboards, wheelchairs, etc. Pedestrian crashes are defined as crashes where one or more victims is a pedestrian.

National

- Pedestrian fatalities rose between 2014 and 2018, increasing 28.0 percent from 4,910 people in 2014 to 6,283 people in 2018. The one-year increase from 2017 was 3.4 percent from 6,075 pedestrian fatalities.
- NHTSA reports that over 17 pedestrians died every day, averaging a pedestrian fatality every 1.4 hours in traffic crashes in 2018.

California

- Pedestrian fatalities rose 26.0 percent from 709 in 2014 to 893 in 2018. The one-year decrease from 2017 was 0.5 percent from 940 pedestrian fatalities.
- In the 2019 Traffic Safety Survey conducted by UC Berkeley SafeTREC, Californians were asked to think of the times they had been a pedestrian or bicyclist in the past six months and to identify the safety problems they experienced. "Cars not stopping" was noted by 22.8 percent, and "cars going too fast" was reported by 17.7 percent of respondents. "Distracted Drivers (by cell phones)" was reported by 18.4 percent of respondents.

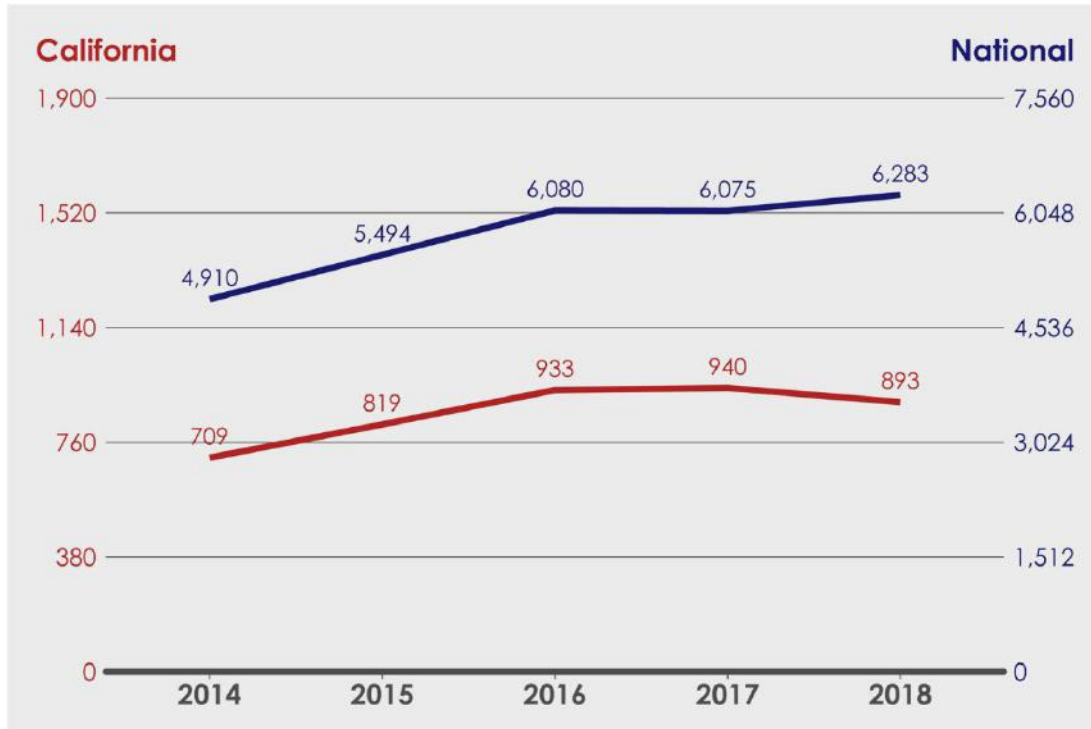
Fatal and Serious Injury Pedestrian Crashes by County

- The highest numbers of pedestrian fatal and serious injuries occurred in densely populated areas in Los Angeles County, followed by San Diego, Orange, Riverside, Sacramento, San Bernardino, Alameda, and San Francisco. Conversely, ten counties reported zero pedestrian fatal and serious injuries in 2017. These ten counties were Alpine, Colusa, Del Norte, Inyo, Lassen, Modoc, Mono, Plumas, and Sierra counties.
- Elevated rates of pedestrian fatal and serious injuries by population occurred in both urban and rural counties. The counties with the highest rates were Yuba, Merced, Humboldt, Santa Cruz, and San Francisco.

Primary Crash Factors of Pedestrian Fatal and Serious Injury Crashes

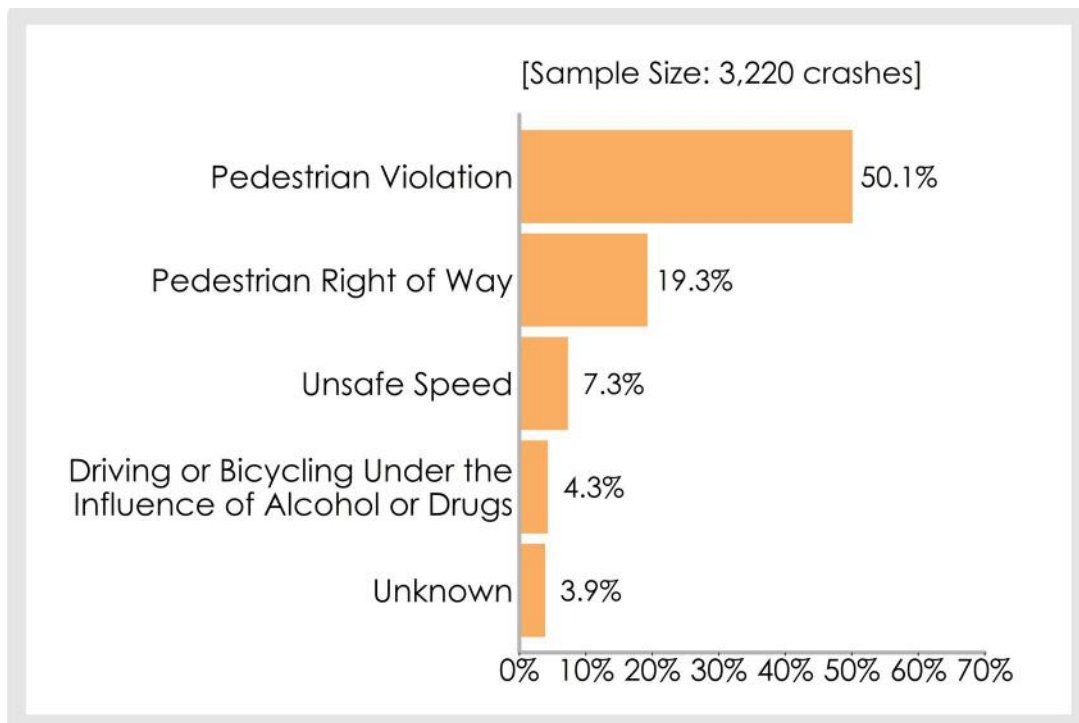
- The most common PCF for pedestrian fatal and serious injuries was pedestrian violations, at 50.1 percent, followed by pedestrian right-of-way violations at 19.3 percent. Pedestrian violations occur when a pedestrian commits a violation, whereas pedestrian right-of-way is defined as when a pedestrian's right-of-way is violated. However, neither indicates which party is most at fault for the crash.
- Speed affects mortality. On the average, a pedestrian has a 10 percent chance of being killed by a vehicle traveling at 24.1 miles per hour (mph). This risk increases to 50 percent when a vehicle is traveling at 40.6 mph, 75 percent at 48.0 mph, and 90 percent at 54.6 mph. Risk increases with age, with pedestrians over 70 facing higher risk at lower speeds than younger pedestrians.

Pedestrian Fatality Trends



Source: FARS 2014-2017; FARS ARF 2018

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



Source: Provisional SWITRS 2018

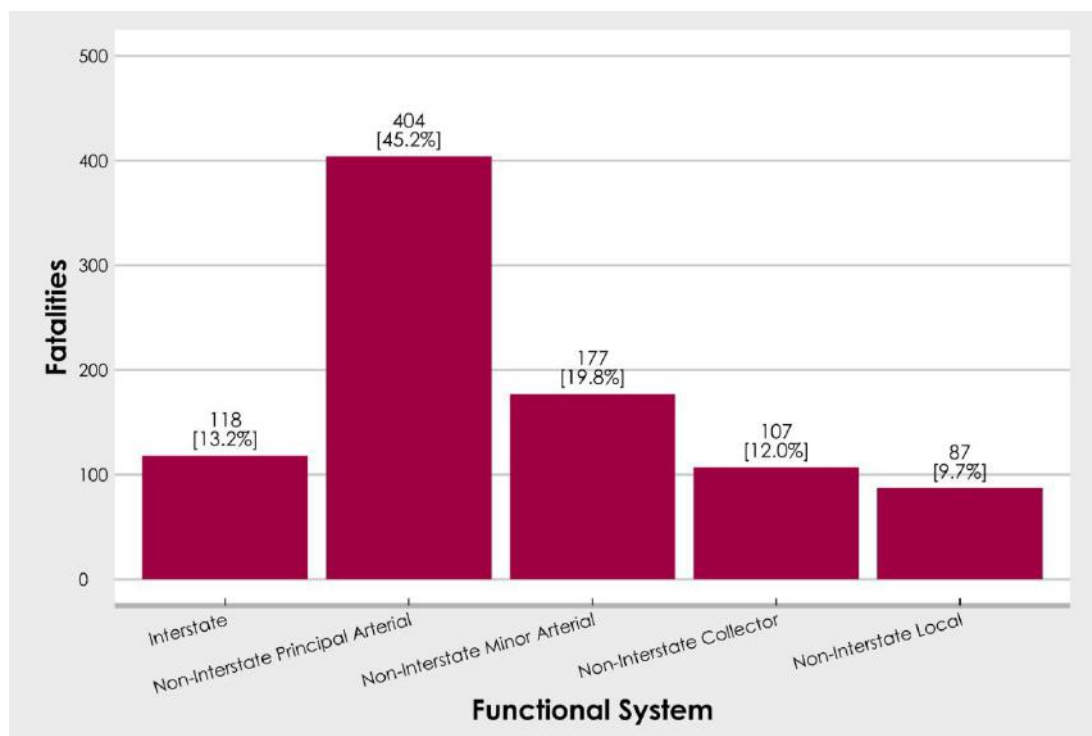
Time and Day of Pedestrian Fatal and Serious Injuries

About forty-five percent of pedestrian fatal and serious injuries occur between 6pm and midnight when dusk and darkness are factors. These injuries were most concentrated between 6pm and 9pm on weekdays, with a peak on Friday.

Pedestrian Fatal and Serious Injury Victim Demographics

- More male than female pedestrians in almost every age group sustained fatal and serious injuries in 2017, with the one exception being pedestrians aged 75 to 84. Pedestrian injuries were greatest for the following age groups: 55 to 64 (17.1 percent of all fatally or seriously injured pedestrian victims), 25 to 34 (15.8 percent); 45 to 54 (14.7 percent).
- Race was unknown in FARS for 68.2 percent, or 609 of the pedestrian fatalities. Of the 284 fatalities with a known race, about 76.7 percent (or 218) were white, followed by black victims (10.7 percent or 31 pedestrians).

Roadway Type for Pedestrian Fatality Victims



Source: FARS ARF 2018

Crash Location for Pedestrian Victims

- The vast majority (90.0 percent) of pedestrian fatalities occurred in urban areas compared to 10.0 percent in rural areas.
- Almost two-thirds (65.0 percent) of all pedestrian fatalities occurred on non-interstate principal or minor arterial roadways.

Bicycle safety

Bicycling is becoming more popular across the country, for commuting, exercise, and leisure. However, in the event of a traffic crash between a motor vehicle and a bicyclist, the bicyclist is the more vulnerable party and more likely to be injured or killed than a motor vehicle occupant. In 2018, there were 857 bicyclists killed in a traffic crash in the United States. In citing concern about the level of bicycle fatalities, the Governors Highway Safety Association (GHSA) identified key recommendations for improving safety, including collection of better crash data, increased training for law enforcement to understand laws designed to protect bicyclists, partnerships with bicycling and community organizations regarding safety messaging and public education campaigns about infrastructure improvements.

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

National

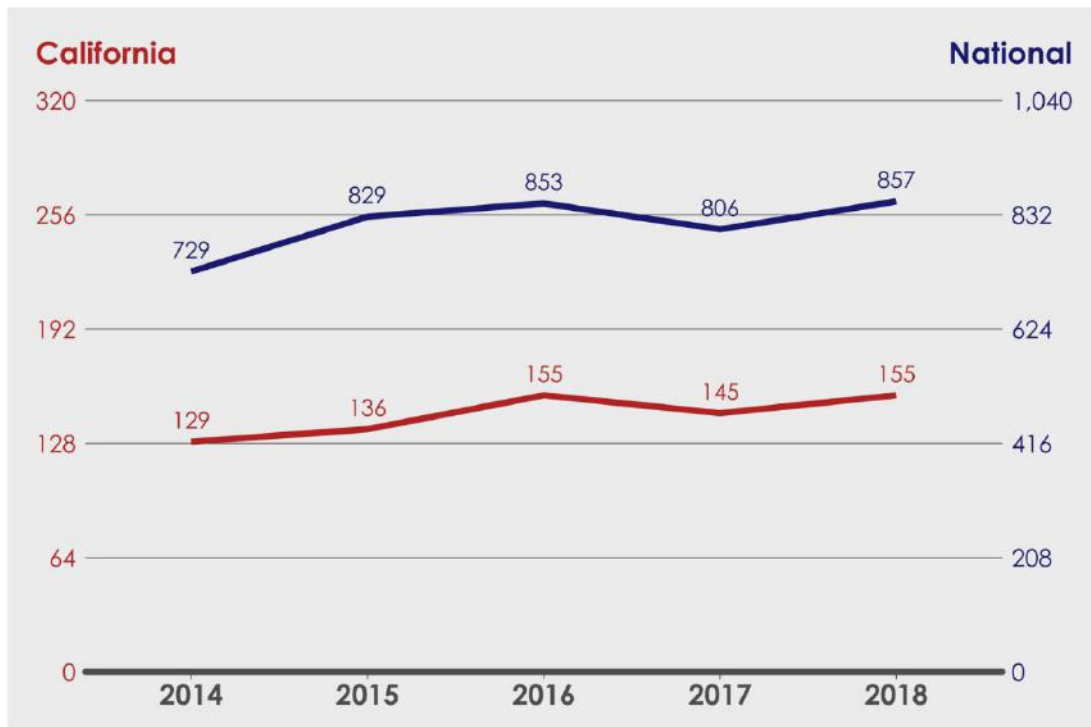
- Bicycling fatalities increased 6.3 percent from 806 in 2017 to 857 in 2018. The 2018 number of bicycling fatalities is the highest since 1990.
- Bicycle fatalities represented 2.3 percent of the total number of traffic fatalities in 2018.
- In 2018, 19.5 percent of cyclists killed in a traffic crash had a BAC of .08 g/dL or higher. Bicycling fatalities in alcohol-impaired driving crashes increased 9.2 percent from 2017 to 2018.

California

- In California, bicycle fatalities increased 6.9 percent from 145 fatalities in 2017 to 155 fatalities in 2018.
- Bicycle fatalities represented 4.4 percent of the total number of traffic fatalities in 2018 in California.
- In 2018, 16.8 percent of cyclists killed in a traffic crash had a BAC of .08 g/dL or higher.

- Bicyclists are required to follow the California Vehicle Code while riding on California roadways. Unless prohibited, bicyclists are allowed to ride in travel lanes. In the 2019 California Traffic Safety Survey, 80.2 percent of drivers surveyed believed it is legal for bicyclists to ride on roadways when there is not a bicycle lane present, an increase from 73.8 percent in 2018.

Bicycling Fatality Trends



Source: FARS 2014-2017, FARS ARF 2018

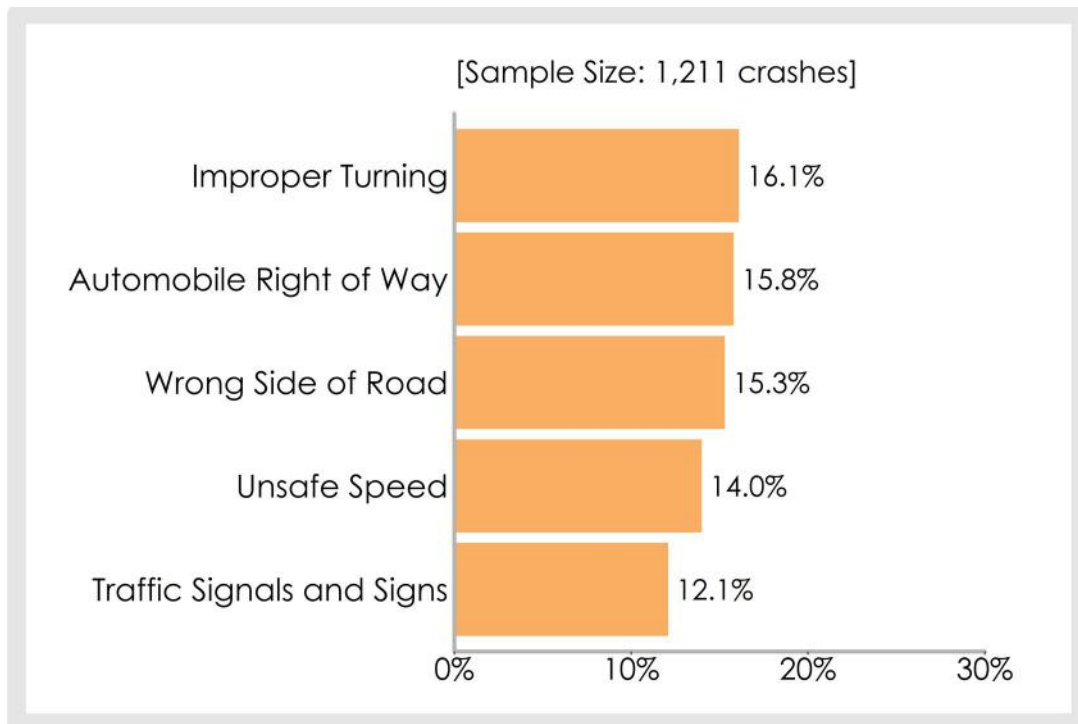
Fatal and Serious Injury Bicycle Crashes by County

- Bicycle fatal and serious injuries were highest in densely populated areas of the state. Los Angeles County had the highest number of fatal and serious injuries. The counties of San Diego, Orange, Sacramento, San Francisco, Santa Clara, Alameda, Riverside, Contra Costa, and Santa Barbara also had relatively high numbers.
- Rates of bicycle fatal and serious injuries per population were highest in Alpine County, followed by Mono, Marin, and Plumas counties. Four counties reported no bicycle fatal or serious injuries: Calaveras, Modoc, Sierra, and Trinity. An additional 18 counties reported three or fewer bicycle fatal and serious injuries.

Primary Crash Factors of Bicycling Fatal and Serious Injury Crashes

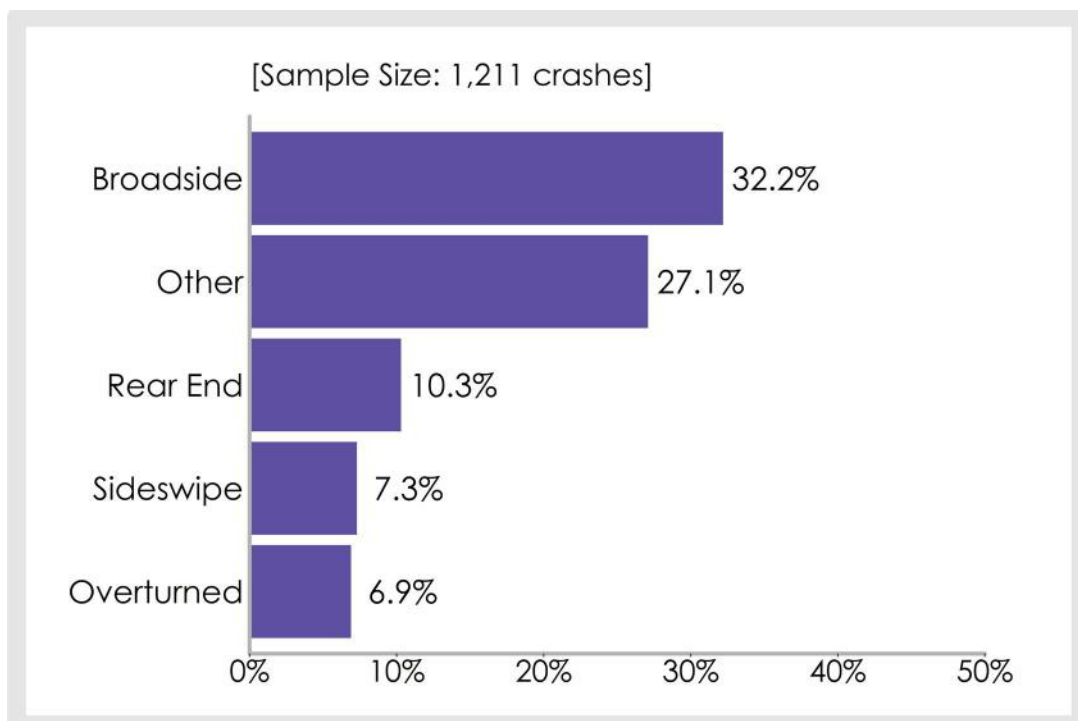
- Primary crash factors (PCF) varied considerably for bicycling fatal and serious injury crashes. The two top PCFs were improper turning at 16.1 percent and automobile right-of-way at 15.8 percent. Wrong side of road, unsafe speed, traffic signals and signs were the next three most common PCFs, between 12.1 and 15.3 percent.

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



Source: Provisional SWITRS 2018

Top Five Crash Types for Bicycling Fatal and Serious Injury Crashes



Source: Provisional SWITRS 2018

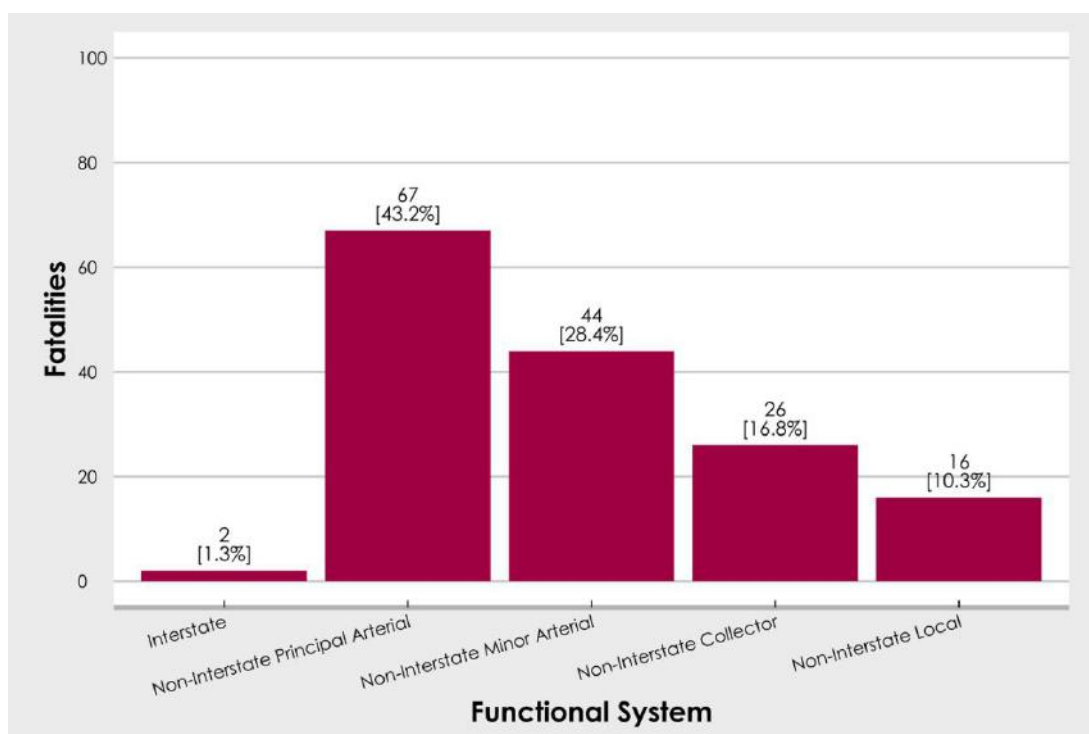
Crash Types for Bicycling Fatal and Serious Injury Crashes

- Nearly one-third of bicycling fatal and serious injury crashes were broadside (32.2 percent) followed by non-specified “other” crashes (27.1 percent).

Time and Day of Bicycling Fatal and Serious Injuries

- The time of day when the highest number of bicycle fatal and serious injury crashes occurred was between 3pm and 9pm on weekdays (30.9 percent) and between 9am and 9pm on weekends (21.3 percent).

Roadway Type for Bicycling Fatality Victims



Source: FARS ARF 2018

Crash Location for Bicycling Victims

- Over four in five bicycle fatalities (82.6 percent) occurred in urban areas compared to 17.4 percent in rural areas.
- Nearly half (43.2 percent) of all bicycle fatalities occurred on principal arterials, followed by minor arterials and collectors at 28.4 percent.

Bicycling Fatal and Serious Injury Victim Demographics

- More male (82.8 percent) than female (17.2 percent) bicyclists sustained fatal and serious injuries in 2018.
- The bicyclists most likely to be fatally or seriously injured were middle aged, especially those aged 45 to 54 (18.2 percent) and those aged 55 to 64 (19.9 percent). Younger adults, aged 25 to 34 and 35 to 44, also experienced higher levels of injury at over 15 percent for both age groups.
- Race was unknown in FARS for 68.4 percent, or 85 of the pedestrian fatalities. Of the 39 fatalities with a known race, about 73.4 percent (or 29) were white.

Countermeasure Strategy

- (PS) Community Support/Technical Assistance

Project Safety Impacts and Linkage between Program Area

- Conduct workshops, provide technical assistance, and encourage best practices at the community level.
- Fund SafeTREC to facilitate sustained networks, conduct community workshops.
- Offer free Pedestrian Safety Assessments to cities and communities.
- Provide technical assistance among FHWA pedestrian and bicyclist focus cities

Rationale

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

Planned Activity Description

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

Associated Performance Measures

- Reduce pedestrian fatalities 3 percent from the projected final FARS number of 971 to 942 by December 31, 2021.
- Reduce bicyclist fatalities 12 percent from the projected final FARS number of 177 to 156 by December 31, 2021.

Grant List

Grant	Agency	Fund Type	Amount
PS21031	University of California, Berkeley- (SafeTREC CPBST Workshops)	405d AL	\$1,500,000.00
PS21033	University of California, Berkeley- (Complete Streets)	405d AL	\$460,000.00

Grant Descriptions

Community Pedestrian and Bicycle Safety Program

The Community Pedestrian and Bicycle Safety Program (CPBSP) consists of three general categories: The Community Pedestrian and Bicycle Safety Training (CPBST), the Focus Cities (FC), and general statewide activities involving data analysis, community education and outreach. The main objective of our program category is to educate and encourage communities to promote pedestrian and bicycle safety behaviors. We apply innovative approaches to safety and health education, thereby enhancing the likelihood that individuals and communities will sustain improved safety behaviors.

Complete Streets Safety Assessments (CSSA)

Safe Transportation Research and Education Center (SafeTREC) will provide free expert technical assistance to California's local agency staff in the form of Complete Streets Safety Assessments (CSSA) to reduce the number of fatalities of pedestrians and bicyclists, and to reduce the injuries and severity of crashes on California's roadways.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405d AL	Imp. Driving Counter- measures	\$1,960,000.00	*See match section of HSP	*See local benefit section of HSP

Countermeasure Strategy

- (PS) Education/Public Awareness

Project Safety Impacts and Linkage

- Provide classroom educations, bicycle rodeos, community events, presentations, and workshops.
- Implement Vision Zero campaigns.
- Work with community-based organizations
- Expand the statewide pedestrian safety campaign "Go Safely, California."
- Expand activities, events, and public information of National Walk to School Day, National Bicycle Safety Month and California's Pedestrian Safety Month.
- Fund the Southern California Association of Governments (SCAG) to provide community outreach and education in Los Angeles, Riverside, SanBernardino, Orange, Imperial, and Ventura counties.
- Continue community-based education workshops on pedestrian safety best practices, walkability and community engagements to cities with high rates of pedestrian and bicycle fatalities and injuries.

Rationale

- This countermeasure strategy is based on the Pedestrian and Bicycle Safety Programs listed in NHTSA's "Countermeasures That Work"

Planned Activity Description

- Best practice strategies will be education and community events presentations will be provided to communities. Enhanced enforcement will also be conducted which will focus on motorist behavior around pedestrians and bicyclists.

Intended Subrecipients

- Various state and local entities

Grant List

Grant	Agency	Fund Type	Amount
PS21046	California Highway Patrol	405h PS	\$1,250,000.00
PS21017	So. California Assoc. of Governments	405d	\$1,250,000.00
PS21040	Los Angeles County Public Health	405h PS	\$250,000.00
PS21010	Riverside County Public Health	402 PS	\$190,000.00
PS21044	Santa Cruz County Public Health	402 PS	\$190,000.00
PS21011	Sacramento County Office of Education	402 PS	\$175,000.00
PS21035	San Mateo County Office of Education	402 PS	\$130,000.00
PS21003	Community Action – San Diego County Health	402 PS	\$125,000.00
PS21016	Solano Transportation Authority	402 PS	\$110,000.00
PS21036	El Dorado County DOT	402 PS	\$100,000.00
PS21027	Mendocino County Public Health	402 PS	\$100,000.00
PS21018	Stanislaus County Public Health	402 PS	\$100,000.00
PS21023	Butte County Public Health	402 PS	\$65,000.00
PS21028	Long Beach Health	405h PS	\$275,000.00
PS21013	San Diego Police Department	402 PS	\$240,000.00
PS21041	Los Angeles Housing/Community Inv	405h PS	\$235,000.00
PS21015	San Jose DOT	402 PS	\$110,000.00
PS21038	Fresno (PARCS)	402 PS	\$100,000.00
PS21014	San Francisco Health Department	402 PS	\$100,000.00
PS21042	Santa Ana Public Works Agency	402 PS	\$100,000.00
PS21001	Anaheim Police Department	402 PS	\$63,000.00
PS21002	Bakersfield Police Department	402 PS	\$33,000.00
PS21025	Pasadena Transportation	402 PS	\$75,000.00
PS21025	Pasadena Transportation	405c TR	\$75,000.00
PS21007	Inglewood Public Works Department	402 PS	\$100,000.00
PS21034	Modesto Police Department	402 PS	\$100,000.00
PS21012	Salinas Police Department	402 PS	\$100,000.00
PS21009	Lancaster Development Services	402 PS	\$65,000.00
PS21006	Huntington Beach Police Department	402 PS	\$50,000.00
PS21026	Pomona Police Department	402 PS	\$44,000.00
PS21019	Sunnyvale Dept. of Public Safety	402 PS	\$35,000.00
PS21024	Oxnard Police Department	402 PS	\$33,000.00

Grant	Agency	Fund Type	Amount
PS21030	Escondido Police Department	402 PS	\$25,000.00
PS21029	Redondo Beach Police Department	402 PS	\$55,000.00
PS21020	Watsonville Police Department	402 PS	\$42,000.00
PS21037	Rancho Cordova Public Works	402 PS	\$30,000.00
PS21008	La Mesa Police Department	402 PS	\$25,000.00
PS21043	Placentia Public Works	402 PS	\$25,000.00
PS21004	Culver Public Works Department	402 PS	\$47,000.00
PS21045	Goleta Public Works Department	402 PS	\$40,000.00
PS21021	Monterey City Traffic Engineering	402 PS	\$40,000.00
PS21039	Oakley Police Department	402 PS	\$20,000.00
PS21022	Buellton/Solvang Public Works	402 PS	\$40,000.00
PS21005	Humboldt County Public Health Department	402PS	\$120,000.00
PS21032	San Luis Obispo Public Health Department	402 PS	\$150,000.00

Grant Descriptions

CA Pedestrian and Bicyclist Enforcement and Education Project (CPBEEP)

The CHP will conduct a 12-month statewide grant to reduce pedestrian- and bicyclist-involved crashes and victims. This project includes both enhanced enforcement and public awareness education focusing on pedestrian and bicyclist traffic safety, including motorist behavior when in the presence of pedestrians and bicyclists. Enforcement operations and educational efforts will also include impaired and/or distracted walking and bicycling.

Pedestrian and Bicycle Safety

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

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 405h Nonmotorized Safety	405h Public Education	\$2,010,000.00	*See match section of HSP	*See match section of HSP
2021	NHTSA 405C	405C TR	\$75,000.00	*See match section of HSP	*See match section of HSP
2021	NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$4,542,000.00	*See match section of HSP	*See match section of HSP

PROBLEM IDENTIFICATION AND DATA ANALYSIS

A speeding-related crash is defined as one where a driver is speeding, racing, driving too fast for the conditions, or driving in excess of the posted speed limit. In the United States, in 2018, over one in four (25.7 percent) fatalities involved speeding, a steady decline from a decade ago. Speeding reduces a driver's ability to steer safely around curves or objects, reduces the amount of time a driver has to react to a dangerous situation, and extends safe stopping distances. Analyses presented in the police traffic services program area refer to speeding-related fatal and serious injuries.

According to AAA's 2018 Traffic Safety Culture Index report, about half (49.0 percent) of drivers reported driving 15 mph over the speed limit on freeways and slightly fewer (40.1 percent) reported driving 10 mph over the speed limit on residential streets in the past 30 days. This self-reported behavior differed from their beliefs about speeding: 23.0 percent of drivers personally at least somewhat approve of speeding by 15 mph or more on a freeway, while only 10.9 percent approved of speeding by 10 mph on a residential street.

National

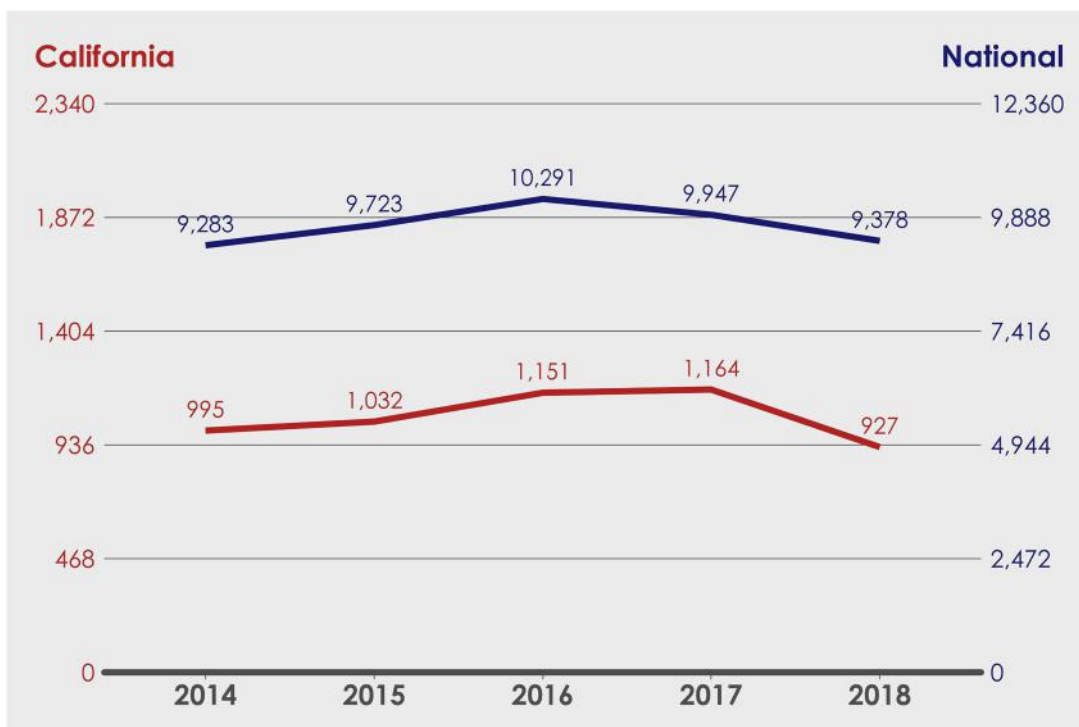
- In the United States, there were 9,378 people killed in a speed-related traffic crash in 2018, a 5.7 percent decrease from 9,947 in 2017, and a 1.0 percent increase from 9,283 in 2014.
- In 2018, 25.7 percent of the nation's 36,560 motor vehicle fatalities were speed related. Drivers involved in a fatal speed related crash were also more likely to engage in other risky behaviors compared to non-speeding drivers.
- Of all speeding drivers in fatal crashes, 37.3 percent had a blood Alcohol content (BAC) of .08 or higher compared to only 16.2 percent of non-speeding drivers involved in fatal crashes in 2017.
- In 2017, only 51.5 percent of speeding passenger vehicle drivers involved in fatal crashes were known to be restrained, compared to 78.8 percent of non-speeding drivers.
- In 2017, 31.9 percent of motorcycle riders involved in fatal crashes were speeding, more than any other vehicle type.

California

- In California, there were 927 people killed in speeding-related traffic crashes in 2018, a 20.4 percent decrease from 1,164 in 2017, and a 6.8 percent decrease from 995 in 2014.

- In 2018, 26.0 percent of California's 3,563 motor vehicle fatalities were speeding-related.
- The 2019 OTS Traffic Safety Survey reported that 59.5 percent of drivers surveyed perceive that it is safe to drive 10 miles over the speed limit on freeways. When asked about the safety of driving 5 miles over the speed limit in a residential area, 39.5 percent of drivers surveyed believe it is safe; this is a significant increase from 33.2 percent of drivers in 2018 ($p=0.00$). The survey also found "speeding and aggressive driving" was the most commonly mentioned safety problem on California roadways, comprising 20.3 percent of responses. Speeding and aggressive driving has been a top three concern consistently since 2010.

Speeding-Related Fatality Trends



Source: FARS 2014-2017; FARS ARF 2018

State-level Analysis

The figures in this section refer to drivers, passengers, bicyclists, and pedestrians fatally injured in or seriously injured in a speeding-related crash in California in 2018. These numbers are the products of UCB SafeTREC analysis.

Speeding-Related Fatal and Serious Injury Crashes by County

- The highest number of speeding-related fatal and serious injuries were in Los Angeles

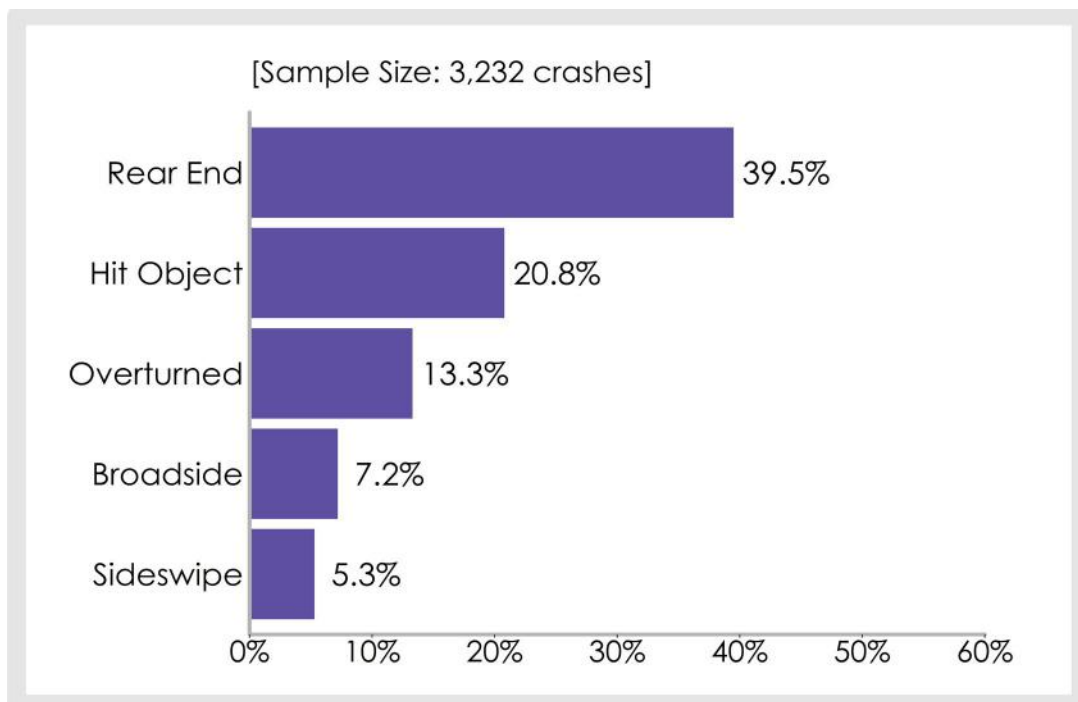
County, followed by San Diego, San Bernardino, Riverside, Orange, Santa Clara, Sacramento, Alameda, San Joaquin, and Kern counties.

- The highest rate of speeding-related fatal and serious injury per population were concentrated in more rural parts of California in Alpine county, followed by Sierra, Mono, and Plumas counties.

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

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

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



Source: Provisional SWITRS 2018

Crash Types for Speeding-Related Fatal and Serious Injury Crashes

- Over one-third (39.5 percent) of speeding-related crashes were rear end crashes. Other common crash types for speeding-related crashes were hitting an object at 20.8 percent and overturned vehicle at 13.3 percent.

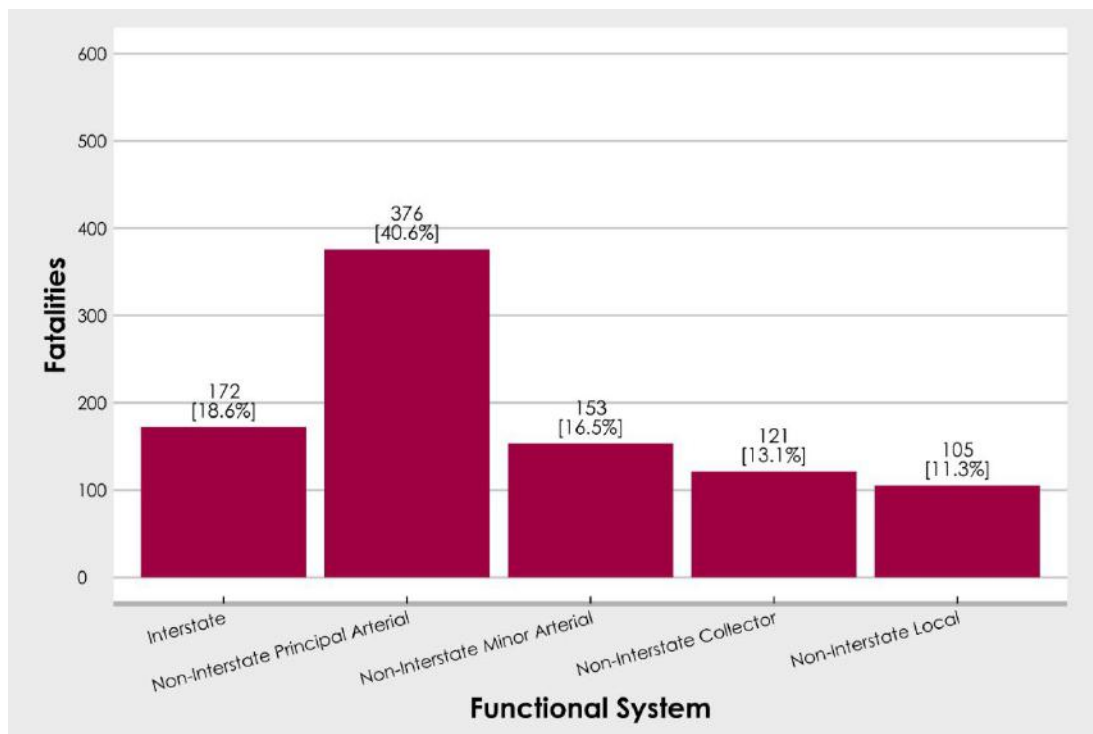
Time and Day of Speeding-Related Fatal and Serious Injuries

- Nearly one-quarter (23.3 percent) of fatal and serious injuries from speeding occurred on weekdays between 3pm and 9pm. Another one-fifth (19.9 percent) of fatal and serious injuries occurred on weekends from 9am to 9pm.

Speeding-Related Fatal and Serious Injury Crash Victim Demographics

- About three-quarters (73.2 percent) of fatal and seriously injured speed-related crash victims were males. Almost half (48.2 percent) of all fatal and seriously injured speed-related crash victims were aged 15 to 34.
- Race was not reported for 64.2 percent of the speed-related fatalities. Of the 332 fatalities with a known race, 77.1 percent (or 256) were white.

Roadway Type for Speeding-Related Fatality Victims



Source: FARS ARF 2018

Crash Location of Speeding-Related Fatal Injury Crash Victims

- Over three-quarters (76.1 percent) of speed-related fatalities occurred in urban areas compared to 23.9 percent on rural roads. However only about 16.3 percent of travel took place on rural roads in 2018.
- Over one-third (40.6 percent) of all speed-related fatalities occurred on non-interstate principal arterials. The next most common locations for speed-related fatalities were interstates at 18.6 percent and non-interstate minor arterials at 16.5 percent.

Countermeasure Strategy

- (PT) Education/Public Awareness

Project Safety Impact and Linkage between Program Area

- Training for Driver Safety Hearing Officers (DSHOs) to reinforce the administrative concepts that form the basis for making quality decisions regarding the licensing of an individual.
- Provide the most current information on work processes, new trends and/or case law to DSHO staff.

Rationale

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

Intended Subrecipients

- Department of Motor Vehicles

Associated Performance Measures

- Reduce the number of traffic fatalities 8.37 percent from the December 31, 2018 total of 3,772 to 3,456 by December 31, 2021.

Grant List

Grant	Agency	Fund	Amount
PT21129	California Department of Motor Vehicles - Licensing Operations	405d AL	\$162,000.00

Grant Description

Driver Safety Hearing Officer Training Workshops

The DMV will conduct Driver Safety Hearing Officer (DSHO) Training Workshops on a biennial basis to provide formal, uniform refresher training for DSHOs to reinforce the administrative concepts that form the basis for making quality decisions regarding the licensing of an individual. These workshops will also include the introduction and/or interpretation of new laws and explanation of trends that attorneys may be leveraging to circumvent the legal process.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405d AL	Imp. Driving Counter- measures	\$162,000.00	*See match section of HSP	*See Local Benefit section of HSP

Countermeasure Strategy

- (PT) Local and Allied Agency Enforcement

Project Safety Impacts and Linkage Between Program Area

- Best practice strategies will be implemented and conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary crash factors. Through media, programs will focus on increased public awareness aimed at changing societal behaviors toward traffic safety. Funded objectives include highly publicized enforcement operations, law enforcement training, and public education. Conduct DUI/DL checkpoints, DUI saturations, court stings, and warrant details.
- Conduct highly publicized special motorcycle safety enforcement operations in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turns 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, "Click It or Ticket," National Motorcycle Safety and Bicycle Safety Month, and California's

Increased Enforcement

- Use geographic information systems (GIS) to identify high crash, arrest, and citation locations for enforcement and engineering countermeasures.
- Conduct special enforcement operations targeting primary crash factors violations.
- Conduct courthouse, stake-out, and probation compliance operations to address impaired driving offenders with suspended or revoked licenses, and those on probation.
- Fund law enforcement personnel, overtime, lidar and radar units, DUI trailers, visible display radar trailers, changeable message signs, GIS, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.

Rationale

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

Planned Activities in Countermeasure Strategy

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

Intended Subrecipients

- Various local law enforcement agencies

Grant List

Grant	Agency	Fund	Amount
PT21025	Cotati Police Department	164AL	\$15,000.00
PT21020	Clovis Police Department	164AL	\$50,000.00
PT21020	Clovis Police Department	402PT	\$25,000.00
PT21018	Citrus Heights Police Department	164AL	\$106,000.00
PT21018	Citrus Heights Police Department	402PT	\$55,000.00

Grant	Agency	Fund	Amount
PT21024	Costa Mesa Police Department	164AL	\$185,000.00
PT21025	Cotati Police Department	402PT	\$13,000.00
PT21017	Chula Vista Police Department	402PT	\$126,000.00
PT21026	Culver City Police Department	164AL	\$68,000.00
PT21026	Culver City Police Department	402PT	\$42,000.00
PT21024	Costa Mesa Police Department	402PT	\$84,500.00
PT21022	Concord Police Department	164AL	\$85,200.00
PT21022	Concord Police Department	402PT	\$49,000.00
PT21017	Chula Vista Police Department	164AL	\$333,000.00
PT21196	Sacramento County Sheriff's Office	405c TR	\$7,500.00
PT21009	Arroyo Grande Police Department	164AL	\$25,000.00
PT21009	Arroyo Grande Police Department	402PT	\$17,000.00
PT21007	Antioch Police Department	402PT	\$32,000.00
PT21007	Antioch Police Department	164AL	\$21,000.00
PT21002	Alameda Police Department	402PT	\$22,000.00
PT21002	Alameda Police Department	164AL	\$15,000.00
PT21006	Angels Camp Police Department	164AL	\$15,000.00
PT21006	Angels Camp Police Department	402PT	\$12,500.00
PT21008	Arcadia Police Department	164AL	\$38,000.00
PT21008	Arcadia Police Department	402PT	\$29,000.00
PT21012	Bakersfield Police Department	164AL	\$300,000.00
PT21012	Bakersfield Police Department	402PT	\$107,500.00
PT21005	Anderson Police Department	164AL	\$20,000.00
PT21005	Anderson Police Department	402PT	\$12,500.00
PT21010	Atascadero Police Department	402PT	\$20,000.00
PT21010	Atascadero Police Department	164AL	\$15,000.00
PT21013	Baldwin Park Police Department	402PT	\$60,000.00
PT21013	Baldwin Park Police Department	164AL	\$43,000.00
PT21016	Berkeley Police Department	402PT	\$105,000.00
PT21016	Berkeley Police Department	164AL	\$100,000.00
PT21011	Azusa Police Department	164AL	\$48,000.00
PT21011	Azusa Police Department	402PT	\$45,000.00
PT21003	Alhambra Police Department	164AL	\$83,000.00
PT21003	Alhambra Police Department	402PT	\$44,000.00
PT21055	San Gabriel Police Department	164AL	\$46,000.00
PT21055	San Gabriel Police Department	402PT	\$30,000.00
PT21056	San Jose Police Department	164AL	\$150,000.00

Grant	Agency	Fund	Amount
PT21056	San Jose Police Department	402PT	\$105,000.00
PT21056	San Jose Police Department	405c TR	\$7,600.00
PT21054	San Francisco Police Department	402PT	\$104,000.00
PT21054	San Francisco Police Department	164AL	\$85,000.00
PT21053	San Fernando Police Department	164AL	\$20,000.00
PT21053	San Fernando Police Department	402PT	\$13,000.00
PT21051	San Diego County Sheriff's Department	164AL	\$303,000.00
PT21051	San Diego County Sheriff's Department	405d AL	\$288,600.00
PT21051	San Diego County Sheriff's Department	402PT	\$152,500.00
PT21052	San Diego Police Department	164AL	\$1,193,300.00
PT21052	San Diego Police Department	402PT	\$356,500.00
PT21050	San Bruno Police Department	164AL	\$55,000.00
PT21050	San Bruno Police Department	402PT	\$35,000.00
PT21047	Salinas Police Department	164AL	\$70,000.00
PT21047	Salinas Police Department	402PT	\$67,500.00
PT21042	Riverside County Sheriff's Department	164AL	\$756,600.00
PT21042	Riverside County Sheriff's Department	402PT	\$331,000.00
PT21042	Riverside County Sheriff's Department	405c TR	\$20,800.00
PT21044	Rocklin Police Department	164AL	\$40,500.00
PT21044	Rocklin Police Department	402PT	\$27,500.00
PT21044	Rocklin Police Department	405c TR	\$7,500.00
PT21037	Lathrop Police Department	164AL	\$20,000.00
PT21037	Lathrop Police Department	402PT	\$12,500.00
PT21034	La Habra Police Department	164AL	\$68,000.00
PT21034	La Habra Police Department	402PT	\$45,000.00
PT21033	Irwindale Police Department	164AL	\$20,000.00
PT21033	Irwindale Police Department	402PT	\$12,500.00
PT21032	Irvine Police Department	164AL	\$285,000.00
PT21032	Irvine Police Department	402PT	\$120,000.00
PT21032	Irvine Police Department	405d AL	\$10,000.00
PT21038	Livermore Police Department	164AL	\$45,000.00
PT21038	Livermore Police Department	402PT	\$25,500.00
PT21028	Huntington Beach Police Department	164AL	\$681,800.00
PT21028	Huntington Beach Police Department	402PT	\$163,500.00
PT21035	La Mesa Police Department	164AL	\$60,000.00
PT21035	La Mesa Police Department	402PT	\$36,500.00
PT21040	Richmond Police Department	164AL	\$170,000.00

Grant	Agency	Fund	Amount
PT21040	Richmond Police Department	402PT	\$45,000.00
PT21041	Ridgecrest Police Department	164AL	\$50,000.00
PT21041	Ridgecrest Police Department	402PT	\$22,500.00
PT21046	Sacramento Police Department	164AL	\$260,000.00
PT21046	Sacramento Police Department	402PT	\$125,000.00
PT21045	Rohnert Park Department of Public Safety	164AL	\$30,000.00
PT21045	Rohnert Park Department of Public Safety	402PT	\$24,500.00
PT21036	Laguna Beach Police Department	164AL	\$60,000.00
PT21036	Laguna Beach Police Department	402PT	\$42,000.00
PT21058	Santa Paula Police Department	164AL	\$20,000.00
PT21058	Santa Paula Police Department	402PT	\$13,000.00
PT21064	South Lake Tahoe Police Department	164AL	\$20,000.00
PT21064	South Lake Tahoe Police Department	402PT	\$17,500.00
PT21067	Stockton Police Department	164AL	\$300,000.00
PT21067	Stockton Police Department	402PT	\$157,500.00
PT21066	South San Francisco Police Department	164AL	\$60,000.00
PT21066	South San Francisco Police Department	402PT	\$45,000.00
PT21060	Seal Beach Police Department	164AL	\$23,000.00
PT21060	Seal Beach Police Department	402PT	\$19,500.00
PT21068	Sunnyvale Department of Public Safety	164AL	\$46,000.00
PT21068	Sunnyvale Department of Public Safety	402PT	\$42,500.00
PT21061	Signal Hill Police Department	164AL	\$50,000.00
PT21061	Signal Hill Police Department	402PT	\$17,000.00
PT21065	South Pasadena Police Department	402PT	\$25,000.00
PT21065	South Pasadena Police Department	164AL	\$20,000.00
PT21076	Watsonville Police Department	164AL	\$40,000.00
PT21076	Watsonville Police Department	402PT	\$25,500.00
PT21079	Westminster Police Department	164AL	\$57,000.00
PT21079	Westminster Police Department	402PT	\$47,000.00
PT21074	Visalia Police Department	164AL	\$210,000.00
PT21074	Visalia Police Department	402PT	\$60,000.00
PT21082	Yuba City Police Department	164AL	\$50,000.00
PT21082	Yuba City Police Department	402PT	\$42,500.00
PT21063	South Gate Police Department	164AL	\$40,000.00
PT21063	South Gate Police Department	402PT	\$30,000.00
PT21063	South Gate Police Department	405c TR	\$2,000.00
PT21059	Santa Rosa Police Department	164AL	\$200,000.00

Grant	Agency	Fund	Amount
PT21059	Santa Rosa Police Department	402PT	\$150,000.00
PT21062	Simi Valley Police Department	164AL	\$76,800.00
PT21062	Simi Valley Police Department	402PT	\$42,000.00
PT21062	Simi Valley Police Department	405d AL	\$3,200.00
PT21070	Vallejo Police Department	164AL	\$62,000.00
PT21070	Vallejo Police Department	402PT	\$40,000.00
PT21072	Ventura Police Department	164AL	\$115,000.00
PT21072	Ventura Police Department	402PT	\$105,000.00
PT21069	Vacaville Police Department	164AL	\$70,000.00
PT21069	Vacaville Police Department	402PT	\$30,000.00
PT21081	Woodland Police Department	164AL	\$34,000.00
PT21081	Woodland Police Department	402PT	\$27,500.00
PT21078	West Sacramento Police Department	164AL	\$50,000.00
PT21078	West Sacramento Police Department	402PT	\$37,501.00
PT21078	West Sacramento Police Department	405c TR	\$4,999.00
PT21125	Fremont Police Department	164AL	\$60,000.00
PT21125	Fremont Police Department	402PT	\$53,000.00
PT21127	Oceanside Police Department	164AL	\$200,000.00
PT21127	Oceanside Police Department	402PT	\$153,000.00
PT21145	Santa Monica Police Department	164AL	\$100,000.00
PT21144	Davis Police Department	164AL	\$30,000.00
PT21144	Davis Police Department	402PT	\$30,000.00
PT21151	Milpitas Police Department	164AL	\$35,000.00
PT21151	Milpitas Police Department	402PT	\$22,500.00
PT21150	Hayward Police Department	402PT	\$130,000.00
PT21150	Hayward Police Department	164AL	\$75,000.00
PT21153	San Pablo Police Department	164AL	\$30,000.00
PT21153	San Pablo Police Department	402PT	\$24,000.00
PT21124	San Ramon Police Department	402PT	\$22,500.00
PT21124	San Ramon Police Department	164AL	\$20,000.00
PT21110	Modesto Police Department	164AL	\$300,000.00
PT21110	Modesto Police Department	402PT	\$140,000.00
PT21111	National City Police Department	164AL	\$70,000.00
PT21111	National City Police Department	402PT	\$31,500.00
PT21162	Fullerton Police Department	405d AL	\$215,000.00
PT21162	Fullerton Police Department	164AL	\$202,500.00
PT21117	Montclair Police Department	402PT	\$20,000.00

Grant	Agency	Fund	Amount
PT21117	Montclair Police Department	164AL	\$20,000.00
PT21157	Oakley Police Department	164AL	\$20,000.00
PT21157	Oakley Police Department	402PT	\$14,000.00
PT21156	Gustine Police Department	402PT	\$17,500.00
PT21118	Central Marin Police Authority	164AL	\$25,000.00
PT21118	Central Marin Police Authority	402PT	\$22,500.00
PT21119	Ontario Police Department	164AL	\$300,000.00
PT21119	Ontario Police Department	402PT	\$154,000.00
PT21133	Santa Cruz Police Department	164AL	\$45,000.00
PT21133	Santa Cruz Police Department	402PT	\$40,000.00
PT21132	Sanger Police Department	164AL	\$15,000.00
PT21132	Sanger Police Department	402PT	\$12,500.00
PT21149	Menlo Park Police Department	164AL	\$45,000.00
PT21149	Menlo Park Police Department	402PT	\$36,000.00
PT21149	Menlo Park Police Department	405c TR	\$10,700.00
PT21162	Fullerton Police Department	402PT	\$76,000.00
PT21163	San Mateo Police Department	164AL	\$55,000.00
PT21163	San Mateo Police Department	402PT	\$30,000.00
PT21158	Marysville Police Department	164AL	\$25,000.00
PT21158	Marysville Police Department	402PT	\$25,000.00
PT21159	Tustin Police Department	164AL	\$69,000.00
PT21159	Tustin Police Department	402PT	\$42,000.00
PT21092	Orange County Sheriff's Department	164AL	\$274,000.00
PT21092	Orange County Sheriff's Department	402PT	\$172,370.00
PT21092	Orange County Sheriff's Department	405c TR	\$4,000.00
PT21099	Pittsburg Police Department	164AL	\$45,200.00
PT21099	Pittsburg Police Department	402PT	\$44,700.00
PT21093	Orange Police Department	164AL	\$195,000.00
PT21093	Orange Police Department	402PT	\$83,500.00
PT21093	Orange Police Department	405d AL	\$10,000.00
PT21098	Petaluma Police Department	164AL	\$25,000.00
PT21140	Mendota Police Department	164AL	\$20,000.00
PT21140	Mendota Police Department	402PT	\$14,000.00
PT21141	San Rafael Police Department	164AL	\$65,000.00
PT21141	San Rafael Police Department	402PT	\$52,500.00
PT21156	Gustine Police Department	164AL	\$5,000.00
PT21098	Petaluma Police Department	402PT	\$25,000.00

Grant	Agency	Fund	Amount
PT21100	Placentia Police Department	402PT	\$40,000.00
PT21100	Placentia Police Department	164AL	\$30,000.00
PT21102	Pleasanton Police Department	164AL	\$20,000.00
PT21102	Pleasanton Police Department	402PT	\$12,500.00
PT21101	Placerville Police Department	402PT	\$37,000.00
PT21101	Placerville Police Department	164AL	\$35,000.00
PT21097	Paso Robles Police Department	164AL	\$23,000.00
PT21097	Paso Robles Police Department	402PT	\$19,200.00
PT21095	Pacifica Police Department	164AL	\$40,000.00
PT21095	Pacifica Police Department	402PT	\$22,500.00
PT21107	Oakland Police Department	164AL	\$274,500.00
PT21107	Oakland Police Department	402PT	\$225,500.00
PT21106	Mill Valley Police Department	164AL	\$6,000.00
PT21108	Carlsbad Police Department	164AL	\$60,000.00
PT21108	Carlsbad Police Department	402PT	\$48,000.00
PT21135	Madera Police Department	164AL	\$60,000.00
PT21135	Madera Police Department	402PT	\$25,000.00
PT21143	Garden Grove Police Department	164AL	\$150,000.00
PT21143	Garden Grove Police Department	402PT	\$128,500.00
PT21142	Fountain Valley Police Department	164AL	\$33,000.00
PT21142	Fountain Valley Police Department	402PT	\$20,000.00
PT21123	Merced Police Department	164AL	\$50,000.00
PT21123	Merced Police Department	402PT	\$30,000.00
PT21137	Santa Maria Police Department	164AL	\$245,000.00
PT21137	Santa Maria Police Department	402PT	\$62,000.00
PT21136	Monrovia Police Department	164AL	\$35,000.00
PT21136	Monrovia Police Department	402PT	\$27,500.00
PT21155	Lodi Police Department	164AL	\$75,000.00
PT21155	Lodi Police Department	402PT	\$37,500.00
PT21154	Fairfield Police Department	402PT	\$77,500.00
PT21154	Fairfield Police Department	164AL	\$70,000.00
PT21115	Escondido Police Department	164AL	\$380,000.00
PT21115	Escondido Police Department	402PT	\$103,000.00
PT21115	Escondido Police Department	405c TR	\$32,000.00
PT21114	El Monte Police Department	164AL	\$94,000.00
PT21114	El Monte Police Department	402PT	\$43,500.00
PT21112	Eureka Police Department	402PT	\$32,500.00

Grant	Agency	Fund	Amount
PT21112	Eureka Police Department	164AL	\$30,000.00
PT21130	Newark Police Department	164AL	\$50,000.00
PT21085	Brentwood Police Department	164AL	\$40,000.00
PT21085	Brentwood Police Department	402PT	\$33,000.00
PT21130	Newark Police Department	402PT	\$20,000.00
PT21131	Parlier Police Department	164AL	\$20,000.00
PT21131	Parlier Police Department	402PT	\$12,500.00
PT21139	Santa Barbara County Sheriff's Department	164AL	\$50,000.00
PT21139	Santa Barbara County Sheriff's Department	402PT	\$28,000.00
PT21138	Elk Grove Police Department	164AL	\$126,000.00
PT21138	Elk Grove Police Department	402PT	\$81,800.00
PT21105	Montebello Police Department	164AL	\$69,000.00
PT21105	Montebello Police Department	402PT	\$40,000.00
PT21146	Glendora Police Department	164AL	\$49,000.00
PT21146	Glendora Police Department	402PT	\$31,500.00
PT21086	Buena Park Police Department	164AL	\$104,000.00
PT21086	Buena Park Police Department	402PT	\$50,000.00
PT21116	Tracy Police Department	164AL	\$25,000.00
PT21116	Tracy Police Department	402PT	\$17,500.00
PT21122	Redding Police Department	164AL	\$250,000.00
PT21122	Redding Police Department	402PT	\$35,000.00
PT21164	Mountain View Police Department	402PT	\$42,000.00
PT21164	Mountain View Police Department	164AL	\$30,000.00
PT21165	Turlock Police Department	402PT	\$40,500.00
PT21165	Turlock Police Department	164AL	\$20,000.00
PT21160	Gilroy Police Department	164AL	\$45,000.00
PT21160	Gilroy Police Department	402PT	\$81,000.00
PT21161	San Mateo County Sheriff's Office	164AL	\$135,000.00
PT21161	San Mateo County Sheriff's Office	402PT	\$115,000.00
PT21120	Chino Police Department	164AL	\$100,000.00
PT21120	Chino Police Department	402PT	\$50,000.00
PT21145	Santa Monica Police Department	402PT	\$152,000.00
PT21172	Novato Police Department	164AL	\$55,000.00
PT21172	Novato Police Department	402PT	\$32,500.00
PT21181	Union City Police Department	164AL	\$40,000.00
PT21181	Union City Police Department	402PT	\$10,000.00
PT21178	Folsom Police Department	164AL	\$35,000.00

Grant	Agency	Fund	Amount
PT21178	Folsom Police Department	402PT	\$17,500.00
PT21175	Redondo Beach Police Department	164AL	\$76,500.00
PT21175	Redondo Beach Police Department	402PT	\$31,500.00
PT21166	Cathedral City Police Department	402PT	\$30,000.00
PT21166	Cathedral City Police Department	164AL	\$17,000.00
PT21169	Santa Barbara Police Department	164AL	\$135,000.00
PT21169	Santa Barbara Police Department	402PT	\$75,000.00
PT21176	Dublin Police Department	164AL	\$40,000.00
PT21176	Dublin Police Department	402PT	\$22,500.00
PT21171	Torrance Police Department	164AL	\$125,000.00
PT21171	Torrance Police Department	402PT	\$78,000.00
PT21170	Manteca Police Department	164AL	\$40,000.00
PT21170	Manteca Police Department	402PT	\$27,500.00
PT21173	Upland Police Department	164AL	\$90,000.00
PT21173	Upland Police Department	402PT	\$80,000.00
PT21168	Redwood City Police Department	164AL	\$70,000.00
PT21168	Redwood City Police Department	402PT	\$52,500.00
PT21183	El Cajon Police Department	402PT	\$63,000.00
PT21183	El Cajon Police Department	164AL	\$30,000.00
PT21183	El Cajon Police Department	405c TR	\$7,500.00
PT21191	Lompoc Police Department	164AL	\$20,000.00
PT21191	Lompoc Police Department	402PT	\$12,500.00
PT21193	Newport Beach Police Department	164AL	\$155,000.00
PT21193	Newport Beach Police Department	402PT	\$62,000.00
PT21193	Newport Beach Police Department	405d AL	\$20,000.00
PT21194	Delano Police Department	164AL	\$30,000.00
PT21194	Delano Police Department	402PT	\$17,500.00
PT21196	Sacramento County Sheriff's Office	164AL	\$47,000.00
PT21196	Sacramento County Sheriff's Office	402PT	\$27,500.00
PT21189	Santa Ana Police Department	164AL	\$316,000.00
PT21189	Santa Ana Police Department	402PT	\$161,000.00
PT21189	Santa Ana Police Department	405d AL	\$5,700.00
PT21186	Cypress Police Department	164AL	\$53,000.00
PT21186	Cypress Police Department	402PT	\$25,000.00
PT21106	Mill Valley Police Department	402PT	\$22,000.00
PT21019	Claremont Police Department	164AL	\$76,000.00
PT21019	Claremont Police Department	402PT	\$32,000.00

Grant	Agency	Fund	Amount
PT21023	Corona Police Department	164AL	\$73,000.00
PT21023	Corona Police Department	402PT	\$46,000.00
PT21001	Alameda County Sheriff's Office	164AL	\$165,000.00
PT21001	Alameda County Sheriff's Office	402PT	\$135,000.00
PT21004	Anaheim Police Department	164AL	\$227,000.00
PT21004	Anaheim Police Department	402PT	\$170,000.00
PT21004	Anaheim Police Department	405c TR	\$60,000.00
PT21004	Anaheim Police Department	405d AL	\$12,000.00
PT21048	San Bernardino County Sheriff's Department	164AL	\$308,400.00
PT21048	San Bernardino County Sheriff's Department	402PT	\$157,600.00
PT21049	San Bernardino Police Department	164AL	\$275,000.00
PT21049	San Bernardino Police Department	402PT	\$179,000.00
PT21029	Huntington Park Police Department	164AL	\$53,000.00
PT21029	Huntington Park Police Department	402PT	\$17,000.00
PT21027	Hollister Police Department	164AL	\$35,000.00
PT21027	Hollister Police Department	402PT	\$26,500.00
PT21039	Rialto Police Department	164AL	\$130,000.00
PT21039	Rialto Police Department	402PT	\$104,000.00
PT21073	Vernon Police Department	164AL	\$90,000.00
PT21073	Vernon Police Department	402PT	\$20,000.00
PT21152	Murrieta Police Department	164AL	\$60,000.00
PT21152	Murrieta Police Department	402PT	\$34,000.00
PT21113	Fresno Police Department	164AL	\$600,000.00
PT21113	Fresno Police Department	402PT	\$125,000.00
PT21148	Hemet Police Department	164AL	\$60,000.00
PT21148	Hemet Police Department	402PT	\$40,000.00
PT21104	Porterville Police Department	164AL	\$60,000.00
PT21104	Porterville Police Department	402PT	\$45,500.00
PT21103	Pomona Police Department	164AL	\$275,000.00
PT21103	Pomona Police Department	402PT	\$128,500.00
PT21109	Desert Hot Springs Police Department	164AL	\$25,000.00
PT21109	Desert Hot Springs Police Department	402PT	\$20,000.00
PT21109	Desert Hot Springs Police Department	405c TR	\$3,300.00
PT21134	Fontana Police Department	164AL	\$200,000.00
PT21134	Fontana Police Department	402PT	\$130,000.00
PT21084	Brea Police Department	164AL	\$40,400.00
PT21084	Brea Police Department	402PT	\$27,000.00

Grant	Agency	Fund	Amount
PT21084	Brea Police Department	405c TR	\$7,600.00
PT21088	Burlingame Police Department	164AL	\$43,000.00
PT21088	Burlingame Police Department	402PT	\$19,000.00
PT21121	Manhattan Beach Police Department	164AL	\$55,000.00
PT21121	Manhattan Beach Police Department	402PT	\$25,000.00
PT21184	Emeryville Police Department	164AL	\$25,000.00
PT21184	Emeryville Police Department	402PT	\$21,000.00
PT21177	Menifee Police Department	164AL	\$95,000.00
PT21177	Menifee Police Department	402PT	\$20,000.00
PT21147	Long Beach Police Department	405c TR	\$138,000.00
PT21014	Bell Gardens Police Department	164AL	\$40,000.00
PT21014	Bell Gardens Police Department	402PT	\$30,000.00
PT21015	Bell Police Department	164AL	\$55,000.00
PT21015	Bell Police Department	402PT	\$35,000.00
PT21057	San Luis Obispo Police Department	164AL	\$72,000.00
PT21057	San Luis Obispo Police Department	402PT	\$43,000.00
PT21043	Riverside Police Department	164AL	\$235,000.00
PT21043	Riverside Police Department	402PT	\$203,800.00
PT21043	Riverside Police Department	405d AL	\$100,000.00
PT21043	Riverside Police Department	405c TR	\$6,200.00
PT21030	Indio Police Department	164AL	\$32,500.00
PT21030	Indio Police Department	402PT	\$20,500.00
PT21031	Inglewood Police Department	164AL	\$135,000.00
PT21031	Inglewood Police Department	402PT	\$107,000.00
PT21077	West Covina Police Department	164AL	\$30,000.00
PT21077	West Covina Police Department	402PT	\$27,000.00
PT21071	Ventura County Sheriff's Department	164AL	\$236,000.00
PT21071	Ventura County Sheriff's Department	402PT	\$157,000.00
PT21071	Ventura County Sheriff's Department	405d AL	\$45,000.00
PT21080	Whittier Police Department	164AL	\$121,500.00
PT21080	Whittier Police Department	402PT	\$86,500.00
PT21021	Colton Police Department	164AL	\$150,000.00
PT21021	Colton Police Department	402PT	\$60,000.00
PT21126	Gardena Police Department	164AL	\$85,000.00
PT21126	Gardena Police Department	402PT	\$30,000.00
PT21096	Palm Springs Police Department	164AL	\$65,000.00
PT21096	Palm Springs Police Department	402PT	\$32,500.00

Grant	Agency	Fund	Amount
PT21096	Palm Springs Police Department	405c TR	\$2,500.00
PT21094	Oxnard Police Department	164AL	\$304,000.00
PT21094	Oxnard Police Department	402PT	\$144,000.00
PT21094	Oxnard Police Department	405d AL	\$5,000.00
PT21083	Beverly Hills Police Department	164AL	\$60,000.00
PT21083	Beverly Hills Police Department	402PT	\$32,000.00
PT21087	Burbank Police Department	164AL	\$45,000.00
PT21087	Burbank Police Department	402PT	\$33,500.00
PT21147	Long Beach Police Department	164AL	\$285,000.00
PT21147	Long Beach Police Department	402PT	\$157,500.00
PT21180	Redlands Police Department	164AL	\$70,000.00
PT21180	Redlands Police Department	402PT	\$56,000.00
PT21179	Hawthorne Police Department	164AL	\$115,000.00
PT21179	Hawthorne Police Department	402PT	\$70,000.00
PT21182	Los Angeles Police Department	164AL	\$3,630,420.00
PT21182	Los Angeles Police Department	405d AL	\$1,589,850.00
PT21182	Los Angeles Police Department	405d AL	\$323,230.00
PT21075	Walnut Creek Police Department	164AL	\$30,000.00
PT21075	Walnut Creek Police Department	402PT	\$29,000.00

Grant Description

Selected 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 primary crash factors. The funded strategies may include impaired driving enforcement, enforcement operations focusing on primary crash factors, distracted driving, night-time seat belt enforcement, special enforcement operations encouraging motorcycle safety, enforcement and public awareness in areas with a high number of bicycle and pedestrian crashes, and educational programs. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	164 Transfer Funds-AL	164 Alcohol	\$24,740,378.00	*See Match section of HSP	*See Local Benefit section of HSP
2021	405c Data Program	405c Data Program (FAST)	\$322,000.00	*See Match section of HSP	*See Local Benefit section of HSP
2021	405d Impaired Driving Low	Imp. Driving Counter-measures	\$3,176,072.00	*See Match section of HSP	*See Local Benefit section of HSP
2021	NHTSA 402	Police Traffic Services (FAST)	\$11,060,170.00	*See Match section of HSP	*See Local Benefit section of HSP

Countermeasure Strategy

- (PT) Statewide Enforcement

Project Safety Impacts and Linkage Between Program Area

- The OTS funds grants to the CHP to reduce overrepresented fatal crashes where the PCF has been identified. The CHP is the lead agency in California for traffic education and enforcement. Through these grants, the CHP will conduct speed and seat belt enforcement, implement corridor projects, continue statewide presentations, and provide enhanced enforcement directed at reducing speed fatalities and injuries.
- Conduct DUI/DL checkpoints, saturations, court stings, and warrant details.
- Conduct highly publicized special motorcycle safety enforcement operations in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other PCFs by motorcyclists and other drivers.
- Conduct enforcement operations in identified areas of high bicycle and pedestrian traffic.
- Conduct night-time "Click It or Ticket" enforcement operations.
- Conduct enforcement during National Distracted Driving Awareness Month in April, "Click It or Ticket," National Motorcycle Safety and Bicycle Safety Month in May, and California's Pedestrian Safety Month in September.
- Use geographic information systems (GIS) to identify high crash, arrest, and citation locations for enforcement and engineering countermeasures.

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

Rationale

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

Planned Activity: (PT) Statewide Enforcement

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

Intended Subrecipients

- California Department of Motor Vehicles and California Highway Patrol

Grant List

Grant	Agency	Fund	Amount
PT21188	California Department of Motor Vehicles - Licensing Operations	405d AL	\$162,000.00
PT21187	California Highway Patrol	402PT	\$400,000.00
PT21185	California Highway Patrol	405d AL	\$625,000.00
PT21089	California Highway Patrol	402PT	\$436,000.00
PT21090	California Highway Patrol	402PT	\$125,000.00
PT21091	California Highway Patrol	402PT	\$300,000.00
PT21188	California Highway Patrol	405d AL	\$1,300,000.00

Grant Descriptions

Focused High-Crash Reduction (FHCR) VIII

The CHP will conduct a regional 12-month traffic safety grant project focused on the “Top 5” primary crash factors in the CHP Monterey and Temecula Areas to reduce the number of victims killed and injured in traffic crashes. Local task forces comprised of representatives from local, regional, state, federal, and/or private organizations and agencies will be formed to address regional traffic issues in each Area. Each task force will identify and implement individually tailored short- and/or long-term solutions by comprehensively evaluating both the causes and the possible remedies.

Communities Against Racing and Sideshows (CARS) III

The CHP Southern Division will conduct a 12-month traffic safety grant project to reduce the number of victims killed and injured in traffic crashes, due to illegal street racing and sideshows. Grant activities will include task force undercover operations, proactive patrol operations, local high school presentations, and a public awareness campaign.

Grant Administration Program (GAP) 2021

This 12-month grant provides funding for 2 analysts and 1 accounting officer at the California Highway Patrol to manage Office of Traffic Safety- funded traffic safety grants.

Safe on All Roads

The Santa Barbara and Buellton Areas will conduct activities to reduce the number of fatal and injury traffic crashes and victims were driving under the influence, speed, and improper turning are the primary crash factors within the CHP Santa Barbara and Buellton Area jurisdiction. Grant activities will include enforcement activities and traffic safety educational presentations.

Yuba-Sutter and Oroville Traffic Alliance Safety Corridors (TASC) II

The CHP will conduct traffic safety corridor activities focusing on speed-caused traffic crashes and primary crash factors attributed to unsafe turns and wrong side of road violations on state highways and unincorporated roads within the CHP Yuba-Sutter and Oroville Areas. A regional public education and social media campaign will be implemented to distribute safety messages to local social media sites. A local task force

comprised of representatives from local, regional, state, federal, and/or private organizations and agencies will be formed to address traffic issues within the Areas. The task force will identify and implement short- and/or long-term solutions tailored to each CHP area by comprehensively evaluating both causes and possible remedies.

Regulate Aggressive Driving and Reduce Speed (RADARS) V

The CHP will conduct a 12-month statewide traffic safety grant project focusing on speed-caused crashes and those primary crash factors that have elements of "aggressive driving" such as unsafe turns, driving on the wrong side of the road, following too closely, unsafe passing, and unsafe lane changing. The project will also utilize a vendor to conduct a statewide public study, survey, and analysis on speeding and aggressive driving, which correlates to the California Strategic Highway Safety Plan, Aggressive Driving Challenge Area. This program will also focus on illegal street racing activities, such as drag racing, freeway racing, and sideshows.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	NHTSA 402	Police Traffic Services (FAST)	\$1,561,000.00	*See Match section of HSP	*See Local Benefit section of HSP
2021	405d AL	Imp. Driving Counter-measures	\$1,925,000.00	*See Match section of HSP	*See Local Benefit section of HSP

PROGRAM OVERVIEW

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

Traffic Records Coordinating Committee

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

Crash Data

The primary data repository for crash records in California, SWITRS, managed by the CHP, collects and stores crash data from state and local law enforcement agency reports. The CHP continues to improve and expand SWITRS for data accuracy, timeliness and completeness, through electronic crash reporting and integration with local crash databases.

Roadway Information

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

Local Agency Traffic Records Systems

The OTS remains focused on the improvement and modernization of city and county law enforcement traffic records systems for consistent data collection across both local and statewide databases. Data collected includes arrests, citations, and crash data from local

roadways. The OTS plans to continue support for fully automated crash and citation records and analysis systems for improved collection of state and local traffic records.

Countermeasures and Strategies

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

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

The OTS will be funding Traffic Records improvement Project (TRIP) grants to local law enforcement agencies. This grant will provide funding to upgrade their current records management system to allow for the electronic transmission of crash records to the California Highway Patrol's SWITRS database. This will allow for transportation agencies to have the most current data available to make evidence-based decisions for traffic safety efforts.

Countermeasure Strategy

- (TR) Traffic Records

Project Safety Impact and Linkage between Program Area

- Continue work on incorporating the recommendations from the February 2016 Traffic Records Assessment, FHWA sponsored Peer-to-Peer conference, and Crash Data Improvement Plan evaluation into the SHSP and traffic records programs.
- Continue to provide funds to agencies on both the city and county level to purchase fully automated crash and citation records and analysis systems to provide timely tracking, identification, analysis, and graphing of crash and citation data.
- Establish citywide and countywide GIS crash analysis systems, electronic crash reporting and/or electronic citation systems, including hardware, software, and network cabling to enable data sharing between enforcement agencies, departments of public works, judicial courts and other related agencies.
- Continue to provide funding to use and improve the linkage methodologies of linked

crash-medical data and make it available for further analysis as well as encourage efforts for a records integration effort and expand the collaborative relationship with the DMV.

- Provide funding and support to California local and state agencies to respond to federal mandates regarding logging crash location information and performing safety analysis for all California public roadways.
- Continue to provide funding for the development of web-based tools to analyze data related to fatal and injury traffic crashes and conduct outreach and educational programs and activities with professional and community stakeholders to increase knowledge and awareness of traffic fatal and injury incidents.
- Provide funding for the improvement and update of the state's Crash Medical Outcomes Data Project (CMOD) files as well as funding to assist with the processing of fatal traffic crash reports into the Fatality Analysis Reporting System (FARS).
- Provide funding for continued community outreach to increase the utilization of the Street Story tool, which can be used to collect detailed information on transportation safety issues that may not be present in traditional data sources.
- Provide funding and support for the expansion of data collection efforts and analysis of pedestrian and bicycle fatalities in California, enhancements to the existing online Traffic Information Management System website, and collaboration with the National Indian Justice Center for improvement of traffic safety for California's tribal population.
- Provide continued funding for employing the more sophisticated Empirical Bayes (EB) method recommended by the American Association of State Highway and Transportation Officials Highway Safety Manual and incorporated into FHWA Interactive Highway Safety Design Model software for comparing crash numbers and establishing performance measures for various program priority areas by the OTS.

Rationale

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

Intended Subrecipients

- Various state and local entities

Grant List

Grant	Agency	Fund	Amount
TR21052	University of California, Berkeley - SafeTREC	405c TR	\$231,500.00
TR21050	University of California, Berkeley - SafeTREC	405c TR	\$247,000.00
TR21031	California Department of Transportation – DRISI	405c TR	\$300,000.00
TR21030	California Department of Public Health	405c TR	\$700,000.00
TR21059	University of California, Berkeley – SafeTREC	405c TR	\$119,250.00
TR21068	California Highway Patrol	405c TR	\$64,590.00
TR21058	University of California, Berkeley – SafeTREC	405c TR	\$240,000.00
TR21049	University of California, Berkeley – SafeTREC	405d AL	\$923,968.00
TR21049	University of California, Berkeley – SafeTREC	405c TR	\$566,982.00
TR21055	California State Polytechnic University, Pomona	405c TR	\$270,566.00

Grant Descriptions

TIMS: Improve Location Accuracy with Feedback

The Transportation Injury Mapping System (TIMS) has been established as an important resource for crash data and mapping applications to aid traffic safety initiatives in California. This project proposes to (1) develop a tool for safety performance measures target setting in TIMS website to support state and local government agencies defined by the Safety Performance Measures Final Rule (23 CFR 490), (2) enhance the intersection geocoding program for non-state highway SWITRS crashes, and (3) continue administering the site, making functional improvements.

Street Story: Supporting community engagement with crowdsourced data

In FFY2020, SafeTREC proposes to expand Street Story to: (1) include educational resources on the platform, (2) include features that allow people to report safety issues about new transportation technologies that are causing safety concerns, like shared bikes and e-scooters, (3) conduct outreach with agencies and organizations to increase the platform use, (4) translate the platform and materials into Spanish, (5) expand Street Story reporting features and data visualizations, for example additional maps and tables, and additional reporting survey options, (6) provide on-going technical assistance to agencies or community groups who use Street Story in their work, and (7) maintain and make functional improvements to the platform.

Roadway Safety and Traffic Records

The Caltrans All Roads Linear Referencing System (LRS) will be improved on a county by county basis, to better align existing geometry to the road centerline, to eliminate erroneous geometry, to add new or missing roads, to correct existing road attribution and to supply any missing road attribution information. These improvements enable California local and state agencies to respond to federal mandates regarding logging accident location information and performing safety analysis for California. Improved road representation will result in more accurate analysis. Funding will be used to augment existing staff through a contract with a California State University to perform the improvements.

Crash Medical Outcomes Data (CMOD) Project

The Crash Medical Outcomes Data (CMOD) Program integrates comprehensive "crash through outcome" data to identify risk factors and reduce crash-related injuries and deaths. CMOD is expanding our successful crash-medical data linkages by initiating a project with the Department of Motor Vehicles to use DMV Driver's License data as a go-between for linking crash to medical data. CMOD leverages existing resources to improve data completeness and enhance their value by creating actionable information for state and local partners. CMOD outreaches to local health departments to add a public health perspective to traffic safety efforts. CMOD also provides technical assistance to multiple traffic safety agencies to improve the quality, timeliness and completeness of primary data sources.

CATSIP: California Active Transportation Safety Website

UC Berkeley will strengthen the position of the California Active Transportation Safety Information Pages (CATSIP) as the "go-to" information source and hub for California professional and community stakeholders working to promote active transportation. Blogs, videos and other interactive content, combined with user-generated stories and testimonials of success in making walking and biking safer will be added to the site and shared through social media. The CATSIP website was created in response to a growing interest in increasing the amount of walking and bicycling as a share of travel in California and the emerging need to provide a single repository of evidence-based information, tools, and resources to enhance active transportation safety.

Fatality Analysis Reporting System (FARS) Backlog Project VI

The CHP, Information Management Division, Support Services Section, California Fatality Analysis Reporting System (FARS) unit is responsible for processing all fatal traffic crash reports written by CHP and allied agency law enforcement officers under the National Highway Traffic Safety Administration Cooperative Agreement. The FARS data provides a basis for decisions in traffic safety, crash worthiness, research, and policy development. States have benefited from FARS since its inception by allowing them to conduct problem analysis, establish performance goals, and evaluate the impact of their highway safety countermeasure program. Personnel overtime hours are necessary for the CA FARS staff to adequately process the 2020 cases as well as cases for the 2021 annual file. Tribal Road Safety Data

It is vital to improve road safety for California's tribal populations, as well as for members of all population groups in California who may travel to or through the state's Rancherias and reservations. Funding for traffic safety improvements is awarded based on crash data that document the extent of the safety problem. There is a lack of data detailing crashes on tribal lands, which puts tribal communities at a disadvantage in the competition for safety project funding. It is critical to obtain accurate crash counts and description data, including those for pedestrian and bicyclist crashes, on tribal lands. Improving the quality and quantity of data collected about traffic crashes that occur within the boundaries of these lands is a necessary step to achieving this goal.

SafeTREC: Data Analysis, Technical Assistance, Education and Outreach

SafeTREC aims to contribute to traffic records in CA and to increase stakeholder and public access to data by: 1) analyzing statewide fatal and injury traffic crash data and trends and research best practices in preventing fatalities and injuries; 2) developing web-based tools and resources to help stakeholders maximize the use of data to target traffic safety programs; 3) developing and disseminating information and resources on fatalities and severe injuries in California; 4) conducting technical assistance, outreach, educational programs, and activities with professional and community stakeholders in order to increase knowledge and awareness of traffic fatality and injury risk and safety best practices; and 5) educating the next generation of traffic safety professionals.

Statewide Collision Data Analysis Research Studies and Ranking Program

Cal Poly Pomona Department of Civil Engineering will perform the EB analysis of statewide crash data and provide city and county rankings. Three rankings will be calculated which include EB-based crash number, potential safety improvement, and relative risk. The department will also conduct trend analysis for calculating statewide performance measure targets. In addition, the department will collect the data from various agencies and conduct the QA/QC to ensure data accuracy. Moreover, the department will respond to other

studies and/or requests required by OTS or the general public. Finally, the department will perform other analysis related with travel behavior, motorcycle risk, and hazardous location ranking of selected cities.

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405c Data Program	405c Data Program (FAST)	\$2,739,888.00	*See Match section of HSP	*See local benefit section of HSP
2021	405d	Imp. Driving Counter-measures	\$923,968.00	*See Match section of HSP	*See local benefit section of HSP

Grants List

Grant	Agency	Fund	Amount
TR21001	Alameda Police Department	405c TR	\$24,800.00
TR21002	Anaheim Police Department	405c TR	\$28,000.00
TR21003	Antioch Police Department	405c TR	\$25,000.00
TR21004	Bell Gardens Police Department	405c TR	\$72,454.00
TR21005	Berkeley Police Department	405c TR	\$40,000.00
TR21006	Chino Police Department	405c TR	\$80,407.00
TR21007	Citrus Heights Police Department	405c TR	\$36,900.00
TR21008	Clovis Police Department	405c TR	\$51,800.00
TR21009	Concord Police Department	405c TR	\$25,000.00
TR21010	Corona Police Department	405c TR	\$24,800.00
TR21011	Culver City Police Department	405c TR	\$86,000.00
TR21012	Hercules Police Department	405c TR	\$63,100.00
TR21013	Huntington Park Police Department	405c TR	\$58,815.00
TR21014	Inglewood Police Department	405c TR	\$12,500.00
TR21015	La Verne Police Department	405c TR	\$49,735.00
TR21016	Livermore Police Department	405c TR	\$80,145.00
TR21017	Rialto Police Department	405c TR	\$41,900.00
TR21018	Richmond Police Department	405c TR	\$73,734.00
TR21019	Riverside County Sheriff's Department	405c TR	\$24,800.00
TR21020	San Bernardino Police Department	405c TR	\$48,800.00
TR21021	San Bruno Police Department	405c TR	\$6,250.00
TR21022	Santa Monica Police Department	405c TR	\$24,800.00
TR21023	South Lake Tahoe Police Department	405c TR	\$39,400.00
TR21024	South San Francisco Police Department	405c TR	\$7,750.00

Grant	Agency	Fund	Amount
TR21025	Sunnyvale Department of Public Safety	405c TR	\$25,000.00
TR21026	Vallejo Police Department	405c TR	\$24,800.00
TR21028	Beverly Hills Police Department	405c TR	\$152,900.00
TR21029	Brea Police Department	405c TR	\$24,800.00
TR21032	Orange Police Department	405c TR	\$24,800.00
TR21033	Palm Springs Police Department	405c TR	\$24,800.00
TR21034	Pittsburg Police Department	405c TR	\$34,800.00
TR21035	Cathedral City Police Department	405c TR	\$24,800.00
TR21036	Manteca Police Department	405c TR	\$53,758.00
TR21037	Newark Police Department	405c TR	\$35,730.00
TR21038	Paso Robles Police Department	405c TR	\$24,800.00
TR21039	Upland Police Department	405c TR	\$25,000.00
TR21040	Escondido Police Department	405c TR	\$24,800.00
TR21041	Ontario Police Department	405c TR	\$25,000.00
TR21042	Desert Hot Springs Police Department	405c TR	\$25,000.00
TR21043	El Monte Police Department	405c TR	\$56,300.00
TR21044	Montebello Police Department	405c TR	\$15,000.00
TR21045	Dublin Police Department	405c TR	\$50,000.00
TR21046	San Pablo Police Department	405c TR	\$28,398.00
TR21047	Hemet Police Department	405c TR	\$42,824.00
TR21048	Tustin Police Department	405c TR	\$24,800.00
TR21051	Folsom Police Department	405c TR	\$25,000.00
TR21053	Gustine Police Department	405c TR	\$48,200.00
TR21054	Carlsbad Police Department	405c TR	\$24,800.00
TR21056	El Segundo Police Department	405c TR	\$27,156.00
TR21057	Fullerton Police Department	405c TR	\$26,936.00
TR21060	Murrieta Police Department	405c TR	\$24,800.00
TR21061	Menlo Park Police Department	405c TR	\$16,200.00
TR21062	Santa Clara Police Department	405c TR	\$24,900.00
TR21063	Fremont Police Department	405c TR	\$25,000.00
TR21064	Gardena Police Department	405c TR	\$24,800.00
TR21065	Fairfield Police Department	405c TR	\$24,800.00
TR21066	Santa Ana Police Department	405c TR	\$25,000.00
TR21067	San Mateo County Sheriff's Office	405c TR	\$8,250.00
TR21069	Monterey Park Police Department	405c TR	\$24,800.00

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	405c Data Program	405c Data Program (FAST)	\$2,145,642.00	*See Match section of HSP	*See local benefit section of HSP

CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS

CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2021 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

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

State: California

Fiscal Year: 2021

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

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

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

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

The State highway safety agency—

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

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

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

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

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

The State will provide a drug-free workplace by:

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

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

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- 1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
- 2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

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

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

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

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

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 primary tier 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 tier 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 tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

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

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 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 entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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 the transaction for cause or default.

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

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 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*, *civil judgment*, *debarment*, *suspension*, *ineligible*,

participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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 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 participating in covered transactions by any Federal department or agency.

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

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 vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing

programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
- Submission of information regarding mobilization participation into the HVE Database;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

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

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

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

Barbara L. Rooney

July 31, 2020

Signature Governor's Representative for Highway Safety

Date

Barbara L. Rooney

July 31, 2020

Printed name of Governor's Representative for Highway Safety

Date

ACRONYM GLOSSARY

Acronym	Description
AAA	American Automobile Association (Distracted Driving)
AAA	Associate Accounting Analyst (Program Planning & Administration)
ABC	Alcoholic Beverage Control
ADA	Americans with Disabilities Act
ADO	Assistant Director Operations
AR	Annual Report
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
CalSTA	California State Transportation Agency
CALSTARS	California State Accounting & Reporting System
Caltrans	California Department of Transportation
CDO	Chief Deputy of Operations
CDPH	California Department of Public Health
CFDA	Catalogue of Federal Domestic Assistance
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CMOD	Crash Medical Outcomes Data Project
CPS	Child Passenger Safety
DD	Distracted Driving
DDVIP	Designated Driver Very Important Person
DSHO	Driver Safety Hearing Officer
DITEP	Drug Impairment Training for Educational Professionals
DL	Driver's License
DMV	Department of Motor Vehicles
DOF	Department of Finance
DOJ	Department of Justice
DOT	Department of Transportation
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
DUI MIS	Department of Motor Vehicles Driving Under the Influence Management Information System Report
DUID	Driving Under the Influence of Drugs
EB	Empirical Bayes
EBE	Evidence Based Enforcement
EMS	Emergency Medical Services
FAIN	Federal Award Identification Number
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FFATA	Federal Funding Accounting and Transparency Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GEMS	Grant Electronic Management System
GHSA	Governors Highway Safety Association

Acronym	Description
GIS	Geographic Information System
GMSS	Grants Management Solutions Suite
GR	Governor's Representative for Highway Safety
HOT	Habitual Offender Tracking
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
LEL	Law Enforcement Liaison
IMPACT	Informed Merchants Preventing Alcohol Related Crime Tendencies
MADD	Mothers Against Drunk Driving
NCSA	National Center for Statistics & Analysis
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OP	Occupant Protection
OTS	Office of Traffic Safety
PCF	Primary Crash Factor
RADD	Recording Artists Against Drunk Driving
PSA	Public Service Announcement
ROSTF	Retail Operating Standards Task Force
SADD	Students Against Destructive Decisions
SAFETREC	Safe Transportation Research and Education Center
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
STEP	Selective Enforcement Program
STSI	State Traffic Safety Information
SWITRS	Statewide Integrated Traffic Records System
THC	Delta-9-Tetrahydrocannabinol
TIM	Traffic Incident Management
TRACE	Target Responsibility for Alcohol Connected Emergencies
TRCC	Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutor
TR	Traffic Records
TRIP	Traffic Records Improvement Project
US	United States
VMT	Vehicle Miles Traveled



CALIFORNIA HIGHWAY SAFETY PLAN 2021



CALIFORNIA OFFICE OF TRAFFIC SAFETY



