

CALIFORNIA'S
ANNUAL PERFORMANCE
REPORT

2014





**CALIFORNIA OFFICE
OF TRAFFIC SAFETY**

2014

Annual Performance Report

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State of California

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Brian P. Kelly
Secretary

Dear Fellow Californians:

This Annual Performance Report represents a snap shot of traffic safety efforts supported by the Office of Traffic Safety (OTS) to make California's roads safer for all roadway users in Federal Fiscal Year 2014. Using traffic safety data and the guidance of the Strategic Highway Safety Plan, OTS funded programs to address the State's most pressing safety problems.

In 2014, the OTS allocated \$87 million in federal funding to support 271 traffic safety grants to state and local agencies. Virtually all strata of society were reached, including various ethnic groups, infants, children, teens, young adults, and the elderly, all of whom are over represented in traffic fatality and injury crashes. The OTS grant program stresses a community-based approach, giving communities the flexibility to structure highway safety programs in a way that meets their needs, yet in a manner consistent with its statewide goals.

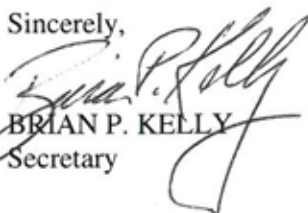
The programs represented in this report were developed to crack down on activities like texting and driving and driving under the influence through high-visibility enforcement efforts, while also seeking to change behavior through public education and awareness, such as the California Highway Patrol's Smart Start Program, Real DUI Trials in Schools, and other programs designed to teach teens and new drivers life-saving traffic safety information. Sadly, impaired driving is the leading cause of death for teens and young adults age 15 to 24.

These programs also focused on training and education for law enforcement personnel and prosecutors through the Traffic Safety Resource Prosecutor Program. This OTS funded program ensures law enforcement officers and prosecutors are equipped to effectively investigate and prosecute impaired drivers, increasing the likelihood of conviction of individuals who continue to drink and drive.

OTS also funded programs aimed at improving pedestrian and bicycle safety. The Monterey Park Police Department expanded their traffic enforcement grant to include outreach to address pedestrian and bicycle collisions among the aging Chinese population. The California Department of Public Health Pedestrian Safety (PedSafe) Program experienced several impactful and cutting edge accomplishments, including "It's Up to All of Us" public education campaign and the resource rich PedSafe website, WalkSmartCA.org. The University of California, Berkeley's Technology Transfer Program has helped hundreds of California communities to develop safer thoroughfares in cities and rural areas for motorists, pedestrians, and bicyclists through their Traffic Safety Assessment programs.

OTS faces challenging times in the upcoming years. As the traffic safety community moves toward the challenges and opportunities of a more multi-modal transportation system and increasingly mobile and digital communication era, California will continue to promote innovative ideas that increase safety for all modes of transportation. The Transportation Agency remains committed to the mission of OTS and looks forward to its continued partnerships with federal, state, and local government to realize its goals.

Sincerely,



BRIAN P. KELLY
Secretary

Annual Performance Report

Federal Fiscal Year 2014 (FFY 2014)

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OF TRAFFIC SAFETY**

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**REPORT
DRUNK
DRIVERS**

CALL 911

Your Call Could Save a Life



MISSION & VISION

MISSION

The Office of Traffic Safety (OTS) effectively and efficiently administers traffic safety grant funds to reduce traffic deaths, injuries, and economic losses.

VISION

“Toward zero deaths, every 1 counts.”

We believe that saving lives on California roadways calls for more than just a reduction of fatalities. Our vision is to eliminate traffic fatalities altogether. Every 1 fatality counts, every 1 is one too many.

To realize this vision we emphasize:

- ▶ **Human Worth**
- ▶ **Stewardship**
- ▶ **Teamwork**
- ▶ **Innovation**
- ▶ **Integrity**
- ▶ **Performance-based management**

CALIFORNIA OFFICE OF TRAFFIC SAFETY

HOW CALIFORNIA RECEIVES FUNDING

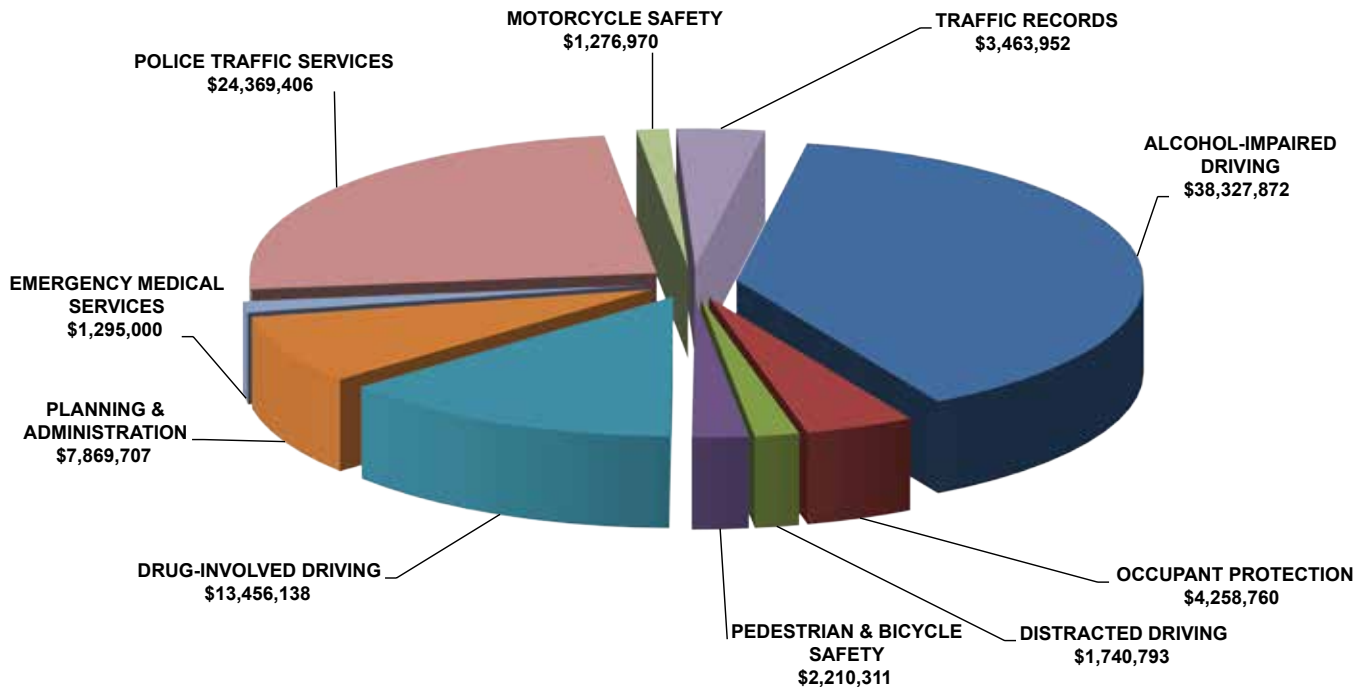
The highway safety program is a partnership effort between the National Highway Traffic Safety Administration (NHTSA) and California. The partnership was created when Congress passed the Highway Safety Act of 1966. Funding for California resulted from the passage of Moving Ahead for Progress in the 21st Century (MAP-21). This bill was signed into law in July 2012. Funding included the base program section (402) and several incentive programs.

OTS is designated by the Governor to receive federal traffic safety funds for coordinating California's highway safety programs. Each year OTS develops a Highway Safety Plan (HSP) identifying the key highway safety problems in the state and the most effective countermeasures to address them. OTS then solicits proposals statewide to address the identified problems. Finally, available funds are allocated to state and local governmental agencies to implement traffic safety programs and grants.



The grants support planning to identify highway safety problems, provide start up "seed" money for new programs, and give new direction to existing safety programs. The funds are intended to create and help sustain innovative programs at the state and local level, and leverage commitments of state, local, and private resources. This Annual Performance Report (APR), required by NHTSA (23 CFR Part 1200), California Vehicle Code (Section 2905), and MAP-21 provides an update of traffic safety grants active throughout the State of California as approved in the California HSP.

FFY 2014 GRANTS \$98,268,909



OVERALL

Traffic fatalities increased 1.2 percent from 2,966 in 2012 to 3,000 in 2013.

The 2012 Mileage Death Rate (MDR) – fatalities per 100 million miles traveled is 0.88, and marks the fourth time California has been below 1.0. California is much better than the national 1.1 MDR.*

ALCOHOL-IMPAIRED DRIVING

Alcohol-impaired driving fatalities (fatalities in crashes involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher) increased from 829 in 2012 to 867 in 2013.

Alcohol-impaired driving fatality rate for 2011 remained at the 2010 rate of 0.24. California's rate is much better than the national average of 0.33. Of the five largest states in terms of total traffic fatalities, (CA, FL, TX, PA, and NC), California has the best rate.*

As a percent of total fatalities, alcohol-impaired driving fatalities increased from 28 percent in 2012 to 29 percent in 2013. This number has remained virtually unchanged in the past three years. California is better than the national average of 31 percent.

DRUG-IMPAIRED DRIVING

Twenty-nine percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/or illegal drugs. This percentage has been increasing every year since 2006.

OCCUPANT PROTECTION

The percent of restrained passenger vehicle occupant fatalities (all seat positions) decreased from 67 percent in 2012 to 66 percent in 2013. California is much better than the national average of 51 percent and no state is better than California. NHTSA estimates that about half or 249 of the 498 known unrestrained fatalities would be alive today had they simply buckled up.

Passenger vehicle occupant fatalities (age 0-8) decreased 26.2 percent from 42 in 2012 to 31 in 2013.

MOTORCYCLE SAFETY

Motorcycle fatalities increased 1.4 percent from 447 in 2012 to 453 in 2013.

Motorcycle fatalities per 100,000 motorcycle registrations increased slightly from 51 in 2011 to 52 in 2012. This rate had been relatively steady, averaging 68 from 2005 through 2008.*

The percentage of motorcycle operators killed with a BAC of 0.08 or greater increased from 23 percent in 2012 to 24 percent in 2013.

The percentage of motorcycle operators killed that were improperly licensed increased from 29 percent in 2012 to 32 percent in 2013.

TEEN SAFETY

Drivers age 20 or younger involved in fatal crashes increased from 330 in 2012 to 349 in 2013.

Teen motor vehicle fatalities (age 16-19) increased 11.8 percent from 180 in 2012 to 204 in 2013.

Teen driver fatalities (age 16-19) decreased 11.4 percent from 79 in 2012 to 70 in 2013. Males make up 78 percent of teen driver fatalities.

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian fatalities increased 6.9 percent from 653 in 2012 to 701 in 2013.

Pedestrian fatalities age 65 and older increased 7.6 percent from 159 in 2012 to 172 in 2013.

Bicycle fatalities increased 8.6 percent from 129 in 2012 to 141 in 2013.

AREAS OF CONCENTRATION

States are encouraged to identify needs in each of the nationally designated program priority areas, but OTS has the flexibility to determine additional program areas, and the amount of funding allocated to each. The areas chosen for funding in FFY 2014 were as follows:

ALCOHOL-IMPAIRED DRIVING

Impaired driving and alcohol-related crashes constitute a major threat to the safety and well being of the public. This is especially true among young people age 15 to 24, where impaired driving is the leading cause of death. These programs aim to prevent people from driving under the influence (DUI) of alcohol or other drugs and to remove DUI drivers from the road. OTS grants use a comprehensive approach by funding educational, prevention, and enforcement programs and by focusing on high-risk groups. Grant programs include: interactive youth education; college campus programs; intensive public information campaigns; vertical prosecution; education for judges and prosecutors; community organization involvement; equipment purchases including preliminary alcohol screening devices, portable evidential breath testing devices, and checkpoint trailer purchases; and enforcement operations including undercover and sting operations, felony DUI warrant services, DUI probation revocation programs, sobriety checkpoints, roving DUI enforcement patrols, and "DUI Avoid" partnerships of local law enforcement agencies and the California Highway Patrol (CHP).

DISTRACTED DRIVING

In 2012, 3,328 people were killed and an estimated 421,000 were injured in motor vehicles crashes involving a distracted driver. In July 2008, California passed a law prohibiting hand-held cell phone use while driving and in January 2009 a ban on texting while driving was passed. According to the OTS Statewide Intercept Opinion Survey, 39.2 percent of Californians stated that texting and talking are the biggest safety concerns on California roadways. OTS and CHP co-lead the Strategic Highway Safety Plan (SHSP) Challenge Area 17 (Reduce Distracted Driving) by developing action items to reduce this problem. Countermeasures include increased and focused enforcement, observational surveys, and public awareness campaigns, while other actions are being developed to change behavior. Serving as a role model for other traffic safety professionals and public and private agencies, OTS established its own policy prohibiting employees from any use of cell phones while driving on state business.

DRUG-IMPAIRED DRIVING

According to the 2007 NHTSA National Roadside Survey, more than 16 percent of weekend, nighttime drivers tested positive for illegal, prescription, or over-the-counter drugs. More than 11 percent tested positive for illicit drugs. An additional 2009 NHTSA study tested fatally injured drivers and found that nationally 18 percent tested positive for at least one illicit, prescription, or over-the-counter drug. This is an increase from a 2005 NHTSA study that found that 13 percent of fatally injured drivers tested positive for at least one drug type. The study also found that 23 percent of California's 1,678 fatally injured drivers in 2009 tested positive for drugs. OTS grants have provided increased officer training in the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Evaluator (DRE) programs, which has led to better detection of drug-impaired drivers. OTS grants also have funded vertical prosecution programs for drug-impaired driving cases.

EMERGENCY MEDICAL SERVICES (EMS)

Timely access to life-saving emergency medical services is critical to the reduction of fatalities and life-altering injuries resulting from motor vehicle collisions. OTS provides funds for cost-effective programs that incorporate effective strategies for improving California's EMS system's ability to meet the needs of motor vehicle collision victims. OTS-funded programs provide life-saving equipment, training, reliable ambulance transportation, effective communications, public information, education, and access to data and evaluation tools.

MOTORCYCLE SAFETY

Motorcycle safety stakeholders, including OTS, CHP, Department of Motor Vehicles (DMV) and other representatives of the SHSP Challenge Area 12 (Improve Motorcycle Safety), have implemented numerous actions to reduce motorcycle collisions. Activities cover the spectrum of countermeasures, combining public awareness, training, education, outreach, and highly publicized enforcement. California experienced a ten-year increase of motorcyclist deaths, peaking at 560 riders killed in 2008, followed by two years of significantly decreasing deaths. Since 2011, motorcyclist fatality numbers have been on a slight upward trend. Despite the three-year increase, the 455 riders killed in 2013 represent an 18.8 percent decrease from the 2008 peak. California's transportation agencies and motorcycle rider organizations continue to work together to reduce motorcyclist deaths.

OCCUPANT PROTECTION

In spite of the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt. The most recent statewide seat belt survey, conducted in 2014, reports a 97.1 percent seat belt use rate. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, and community education, outreach, and training. More specifically, the programs provide child safety seats to low-income families, conduct child safety seat check ups, and educate teens about using seat belts.

PEDESTRIAN AND BICYCLE SAFETY

Drivers of motor vehicles need to share the road with pedestrians and bicyclists. They need to know the rules of the road and how to protect themselves in traffic. OTS grantees develop programs to increase awareness of traffic rules, rights, and responsibilities among various age groups. These programs are developed to be attractive and interactive in an effort to truly impact students. At the elementary school level, parents and teachers are drawn into the programs as active role models and mentors in traffic safety. Grantees conduct traffic safety rodeos and presentations in an effort to build students' skills and demonstrate proper practical application of those skills. To boost compliance with the law and decrease injuries, safety helmets are properly fitted and distributed to children in need for use with bicycles, scooters, skateboards, and skates. There is a special emphasis on programs designed exclusively for the hard-to-reach population at the middle and high school levels. Additional outreach endeavors include programs targeting the senior population along with a multicultural approach to address safer driving and walking behaviors.

POLICE TRAFFIC SERVICES

Education and enforcement are two very important components of collision reduction. Either component taken alone is inadequate. The Police Traffic Safety program focuses on a comprehensive approach to enforce and encourage compliance with seat belt use, impaired driving, speed limit, red light running, and other traffic laws. The grants are highly effective in reducing traffic collisions by dedicating resources to selective enforcement and education programs. These comprehensive programs have a long-lasting impact in reducing fatal and injury collisions. Under these programs, communities use available public and private assets to identify and attack significant traffic safety problems and other vehicle related crimes.

PUBLIC RELATIONS, ADVERTISING AND MARKETING

The driving forces behind OTS's marketing and public relations programs are engagement and communication. We first must engage the public's interest, to bring them in and open them up to be receptive to communication. We do this through multiple and continuous earned media, paid media, and social media connections to the public. After they are engaged, effectively communicating the importance of the life-saving benefits of traffic safety is paramount. By first raising public awareness, followed by social norming, OTS is able to contribute a significant positive change in traffic safety behavior over time. Through public awareness and social norming programs such as "Click It or Ticket," "Drive Sober or Get Pulled Over," "DDVIP," "RUOK?" and "It's Not Worth It," often conducted in conjunction with enhanced law enforcement at the local level, this traffic safety mission was successfully accomplished. The increase and expanding use of social media is allowing us to reach new members of targeted audiences. OTS currently has very successful and dynamic presences on Facebook and Twitter, with reaches into YouTube and Instagram. With the continued collaboration of and partnership with other agencies, private sector businesses, community organizations, and law enforcement agencies, the vision of OTS will continue in the successful extension of the message of traffic safety to the people of California.

ROADWAY SAFETY / TRAFFIC RECORDS

Roadway Safety programs concentrate on the vehicle operating environment and are strongly influenced by enforcement, engineering, and utilizing relevant data generated by those activities to improve roadway safety and traffic records. OTS advocates efforts to automate traffic collision database systems and the ability to analyze and map high-collision locations. Grant-funded items include hardware, software, and expert services necessary to aid in the automation of manual processes, eliminate process duplication, and facilitate enhanced data gathering and data sharing.

FFY 2014 PROJECT DISTRIBUTION

LOCAL PROJECT DISTRIBUTION



PROGRAM AREAS	
AL	ALCOHOL-IMPAIRED DRIVING
EM	EMERGENCY MEDICAL SERVICES
DD	DISTRACTED DRIVING
DI	DRUG-IMPAIRED DRIVING
MC	MOTORCYCLE SAFETY
OP	OCCUPANT PROTECTION
PS	PEDESTRIAN AND BICYCLE SAFETY
PT	POLICE TRAFFIC SERVICES
TR	ROADWAY SAFETY AND TRAFFIC RECORDS

LOCAL GRANTS

Alameda County (7)

- 1 - AL Avoid Grant
- 1 - AL Enforcement Grant
- 1 - EM Rescue / Extrication Equipment Grant
- 3 - PT Enforcement Grant
- 1 - TR Geographic Information System Grant

Butte County (2)

- 1 - AL Avoid Grant
- 1 - OP Education Grant

Calaveras County (1)

- 1 - DI Vertical Prosecution Grant

Contra Costa County (6)

- 1 - AL Avoid Grant
- 1 - AL Probation Grant
- 4 - PT Enforcement Grant

EI Dorado County (3)

- 1 - AL Avoid Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PT Enforcement Grant

Fresno County (7)

- 1 - AL Avoid Grant
- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant
- 1 - OP Evaluation / Feasibility Study Grant
- 1 - PS Education Grant
- 2 - PT Enforcement Grant

Glenn County (1)

- 1 - PT Enforcement Grant

Humboldt County (2)

- 1 - AL Avoid Grant
- 1 - PT Enforcement Grant

Kings County (1)

- 1 - EM Rescue / Extrication Equipment Grant

Kern County (6)

- 1 - AL Education Grant
- 3 - AL Enforcement Grant
- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant

Lake County (1)

- 1 - DI Vertical Prosecution Grant

Los Angeles County (28)

- 2 - AL Avoid Grant
- 1 - AL Enforcement Grant
- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant
- 3 - OP Education Grant
- 1 - PS Education Grant
- 17 - PT Enforcement Grant
- 1 - TR Evaluation / Feasibility Study Grant
- 1 - TR Geographic Information System Grant

Madera County (1)

- 1 - PT Enforcement Grant

Marin County (3)

- 1 - AL Avoid Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PT Enforcement Grant

Mendocino County (1)

- 1 - PS Education Grant

Merced County (4)

- 1 - AL Avoid Grant
- 1 - EM Rescue / Extrication Equipment Grant
- 2 - PT Enforcement Grant

Monterey County (3)

- 1 - AL Avoid Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PT Enforcement Grant

Napa County (3)

- 1 - AL Avoid Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PT Enforcement Grant

Orange County (19)

- 2 - AL Avoid Grant
- 1 - AL Education Grant
- 1 - DI Vertical Prosecution Grant
- 14 - PT Enforcement Grant
- 1 - TR Geographic Information System Grant

Placer County (2)

- 1 - AL Avoid Grant
- 1 - AL Probation Grant

Riverside County (17)

- 12 - AL Enforcement Grant
- 2 - DI Vertical Prosecution Grant
- 1 - OP Education Grant
- 1 - PT Enforcement Grant
- 1 - TR Records System Grant

Sacramento County (11)

- 1 - AL Avoid Grant
- 2 - AL Enforcement Grant
- 1 - AL Probation Grant
- 1 - DD Vertical Prosecution Grant
- 1 - DI Enforcement Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PT Education Grant
- 3 - PT Enforcement Grant

San Benito County (1)

- 1 - PT Enforcement Grant

San Bernardino County (9)

- 1 - AL Education Grant
- 5 - AL Enforcement Grant
- 1 - AL Probation Grant
- 2 - PT Enforcement Grant



FFY 2014 PROJECT DISTRIBUTION

LOCAL GRANTS (CONTINUED)

San Diego County (12)

- 1 - AL Avoid Grant
- 1 - AL Probation Grant
- 1 - DD Education Grant
- 1 - OP Community Based Organization Grant
- 1 - OP Education Grant
- 7 - PT Enforcement Grant

San Francisco County (2)

- 1 - AL Avoid Grant
- 1 - PT Enforcement Grant

San Joaquin County (7)

- 1 - AL Avoid Grant
- 3 - AL Enforcement Grant
- 1 - AL Probation Grant
- 1 - EM Rescue / Extrication Equipment Grant
- 1 - PT Enforcement Grant

San Luis Obispo County (3)

- 1 - AL Avoid Grant
- 1 - AL Enforcement Grant
- 1 - OP Education Grant

San Mateo County (8)

- 1 - AL Avoid Grant
- 7 - PT Enforcement Grant

Santa Barbara County (6)

- 1 - AL Avoid Grant
- 1 - AL Probation Grant
- 1 - EM Rescue / Extrication Equipment Grant
- 3 - PT Enforcement Grant

Santa Clara County (5)

- 1 - AL Avoid Grant
- 2 - PS Education Grant
- 2 - PT Enforcement Grant

Santa Cruz County (3)

- 1 - AL Avoid Grant
- 1 - OP Education Grant
- 1 - PT Enforcement Grant

Shasta County (4)

- 1 - AL Avoid Grant
- 1 - AL Youth Education Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PT Enforcement Grant

Siskiyou County (2)

- 1 - AL Avoid Grant
- 1 - EM Rescue / Extrication Equipment Grant

Solano County (5)

- 1 - AL Avoid Grant
- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant
- 2 - PT Enforcement Grant

Sonoma County (8)

- 1 - AL Avoid Grant
- 1 - DI Vertical Prosecution Grant
- 1 - EM Rescue / Extrication Equipment Grant
- 5 - PT Enforcement Grant

Stanislaus County (5)

- 1 - AL Avoid Grant
- 1 - DI Vertical Prosecution Grant
- 3 - PT Enforcement Grant

Sutter County (2)

- 1 - OP Education Grant
- 1 - PT Enforcement Grant

Tehama County (1)

- 1 - PT Enforcement Grant

Tulare County (4)

- 1 - AL Avoid Grant
- 1 - AL Probation Grant
- 1 - AL Youth Education Grant
- 1 - PT Enforcement Grant

Ventura County (6)

- 1 - AL Avoid Grant
- 1 - AL Other Drugs
- 1 - DI Vertical Prosecution Grant
- 3 - PT Enforcement Grant

Yolo County (3)

- 1 - AL Enforcement Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PT Enforcement Grant

Yuba County (2)

- 1 - AL Avoid Grant
- 1 - PT Enforcement Grant

REGIONAL AND STATEWIDE GRANTS

California Department of Alcoholic Beverage Control (2)

- 1 - AL Education Grant
- 1 - AL Enforcement Grant

California Department of Justice (1)

- 1 - AL Equipment Grant

California Department of Motor Vehicles (5)

- 3 - AL Evaluation / Feasibility Study Grant
- 1 - DD Evaluation / Feasibility Study Grant
- 1 - TR Records System Grant

California Department of Public Health (3)

- 1 - OP Education Grant
- 1 - PS Training Grant
- 1 - TR Records System Grant

California Highway Patrol (17)

- 1 - AL Education Grant
- 3 - AL Enforcement Grant
- 1 - DD Education Grant
- 1 - DD Enforcement Grant
- 1 - DI Education Grant
- 1 - MC Enforcement Grant
- 1 - OP Education Grant
- 1 - OP Enforcement Grant
- 1 - PS Education Grant
- 1 - PT Administrative Grant
- 1 - PT Education Grant
- 2 - PT Enforcement Grant
- 1 - PT Senior Education Grant
- 1 - TR Records System Grant

California Polytechnic State University, Pomona (1)

- 1 - TR Records System Grant

California State University, Fresno (1)

- 1 - OP Evaluation / Feasibility Study Grant

Emergency Medical Services Authority (1)

- 1 - TR Records System Grant

Regents of the University of California, Berkeley (6)

- 1 - AL Enforcement Grant
- 1 - AL Youth Education Grant
- 1 - MC Records System Grant
- 1 - PS Evaluation / Feasibility Study Grant
- 1 - PT Education Grant
- 1 - TR Records System Grant

Southern California Regional Rail Authority (1)

- 1 - OP Education Grant

University of California, Irvine (1)

- 1 - AL Education Grant

University of California, San Diego (2)

- 1 - DD Education Grant
- 1 - OP Education Grant



CORE PERFORMANCE MEASURES

NHTSA and the Governors Highway Safety Association have agreed to a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, state highway safety offices, academic and research organizations, and other key groups assisted in developing the measures.

The initial minimum set contains 14 measures: ten core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to highway safety plans and use existing data systems as indicated in the following tables.

All states are required to report progress on each of the core and behavior measures. In addition to the required initial minimum set of performance measures, California has defined and developed an additional 73 performance measures to better monitor traffic safety outcomes, behaviors, and activities. Once again, the APR is reporting three activity measures that include grant-funded seat belt citations, impaired driving arrests, and speeding citations.



OVERALL PROGRAM GOAL

OTS collaborates with our transportation partner agencies such as the CHP such as the CHP, California Department of Transportation (Caltrans), and the DMV, as well as law enforcement, state and federal agencies, community-based-organizations, and valued traffic safety advocates. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded education and awareness, enforcement and engineering programs, as well as funding innovative programs focusing on high priority areas should bring us closer to our goal.



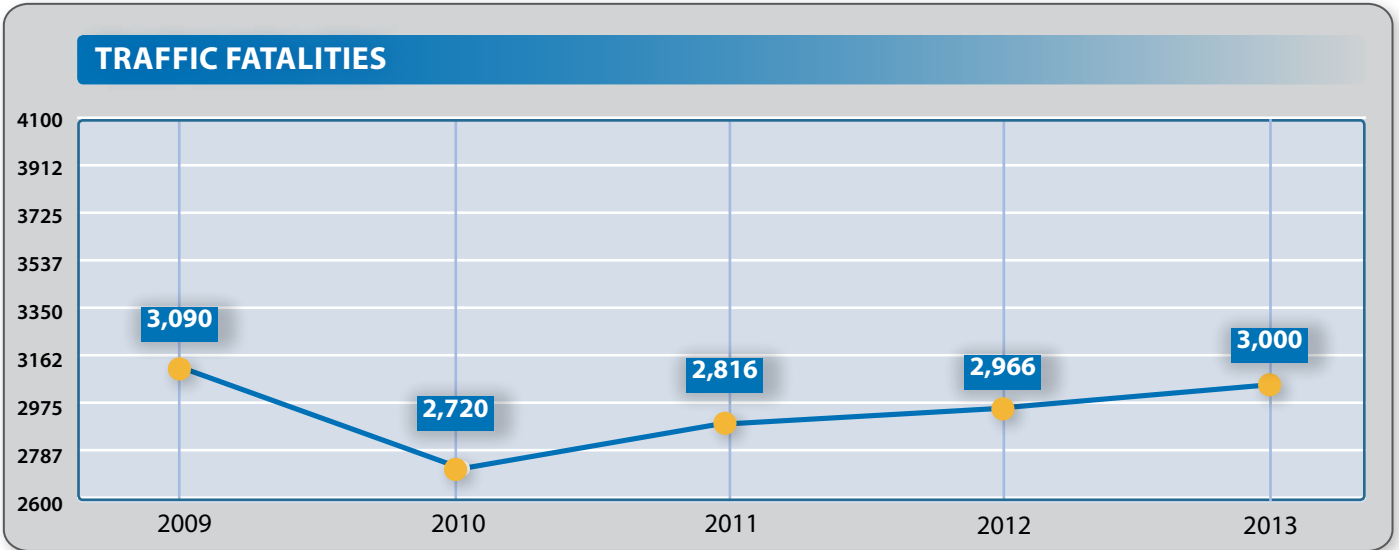
*Traffic Safety Performance Measures for States and Federal Agencies
DOT HS 811 025, August 2008

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-1 TRAFFIC FATALITIES - FATALITY ANALYSIS REPORTING SYSTEM (FARS)

To decrease traffic fatalities 1 percent from the 2009-2011 moving average of 2,861 to 2,833 by December 31, 2014.

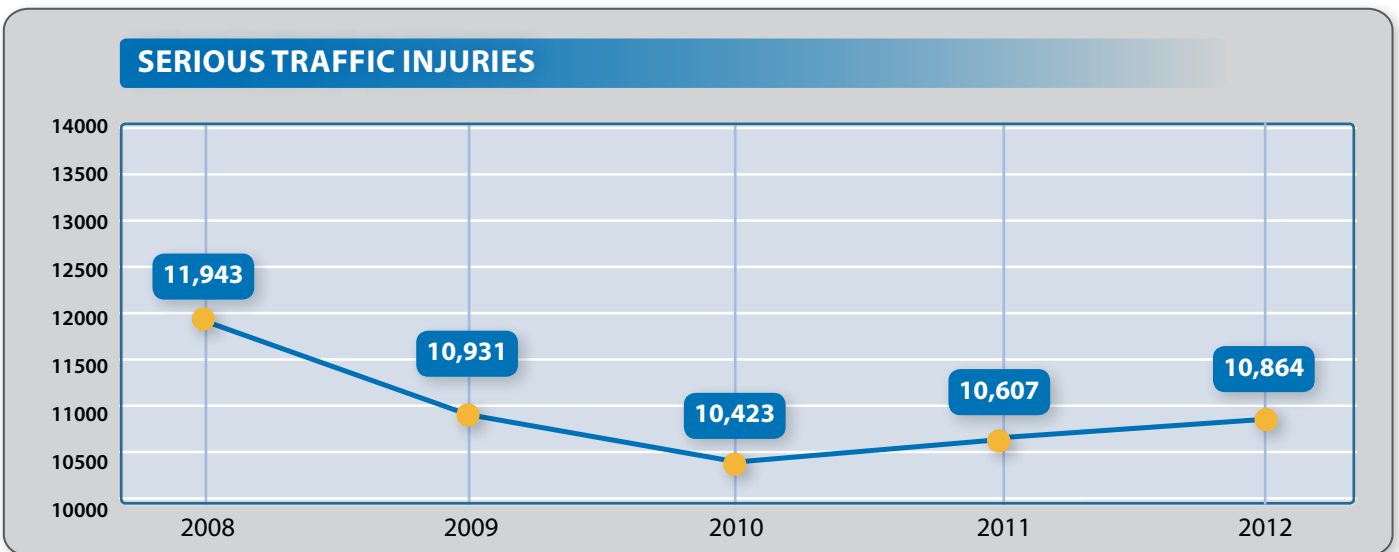
Result: Traffic fatalities increased 4.7 percent from the 2009-2011 moving average of 2,861 to 3,000.



C-2 SERIOUS TRAFFIC INJURIES - STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (SWITRS)

To decrease serious traffic injuries 3 percent from the 2008-2010 moving average of 11,081 to 10,749 by December 31, 2014.

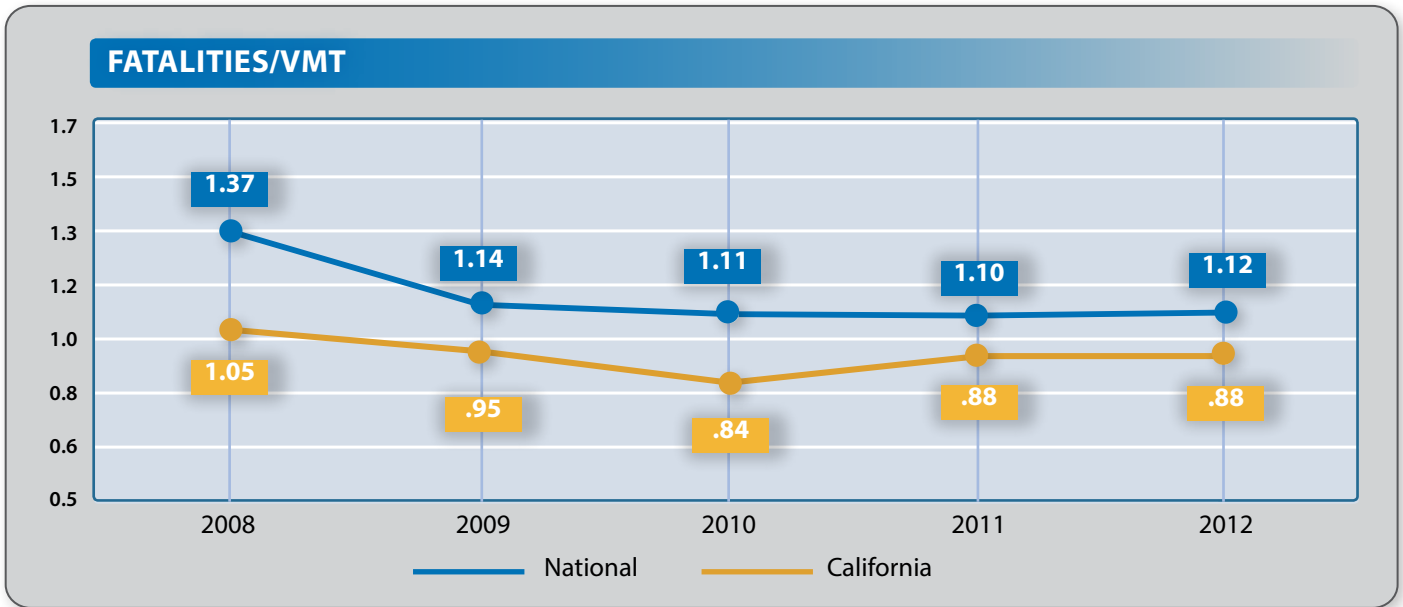
Result: Data not yet available.



C-3 FATALITIES/VMT (FARS/FHWA)

To maintain fatalities/VMT from the 2009–2011 moving average of .89 by December 31, 2014.

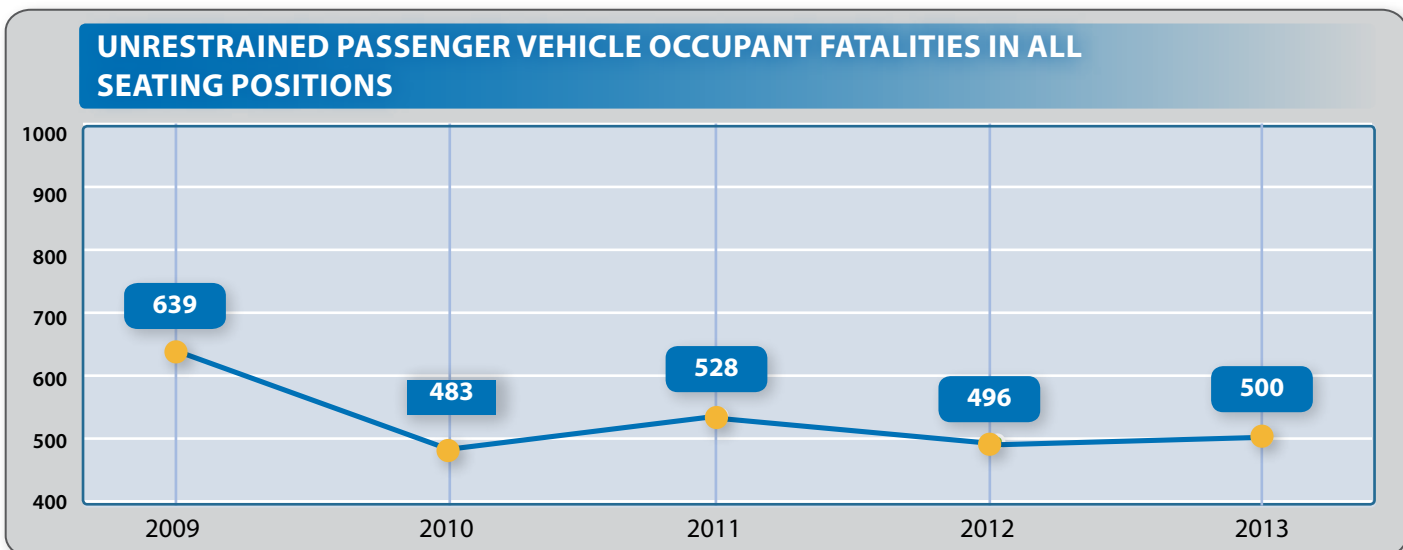
Result: Data not yet available.



C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES IN ALL SEATING POSITIONS (FARS)

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 2 percent from the 2009–2011 moving average of 548 to 538 by December 31, 2014.

Result: Unrestrained passenger vehicle occupant fatalities in all seating positions decreased 8.8 percent from the 2009-2011 moving average of 548 to 500.



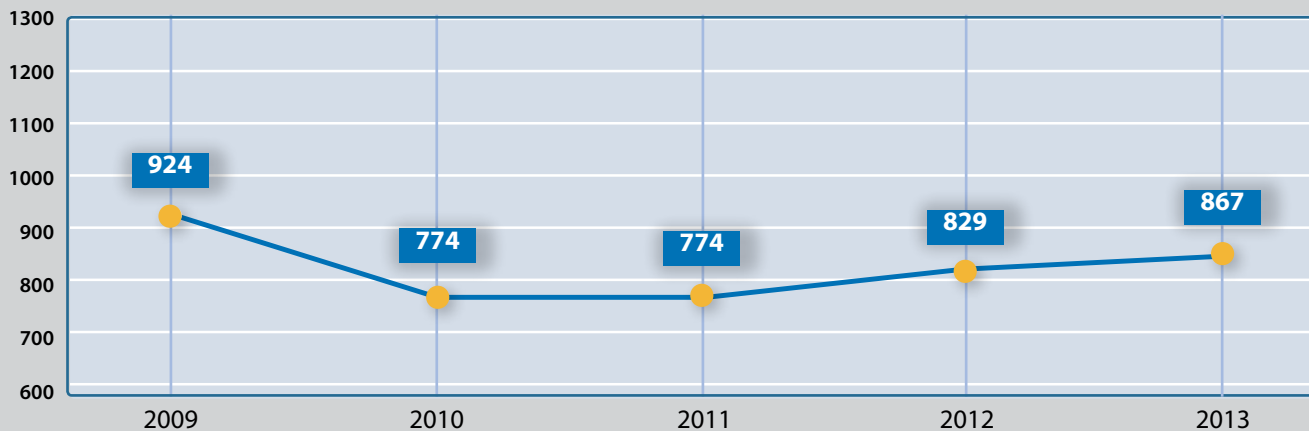
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

To decrease alcohol-impaired driving fatalities 4 percent from the 2009–2011 moving average of 824 to 792 by December 31, 2014.

Result: Alcohol-impaired driving fatalities increased 5 percent from the 2009–2011 moving average of 824 to 867.

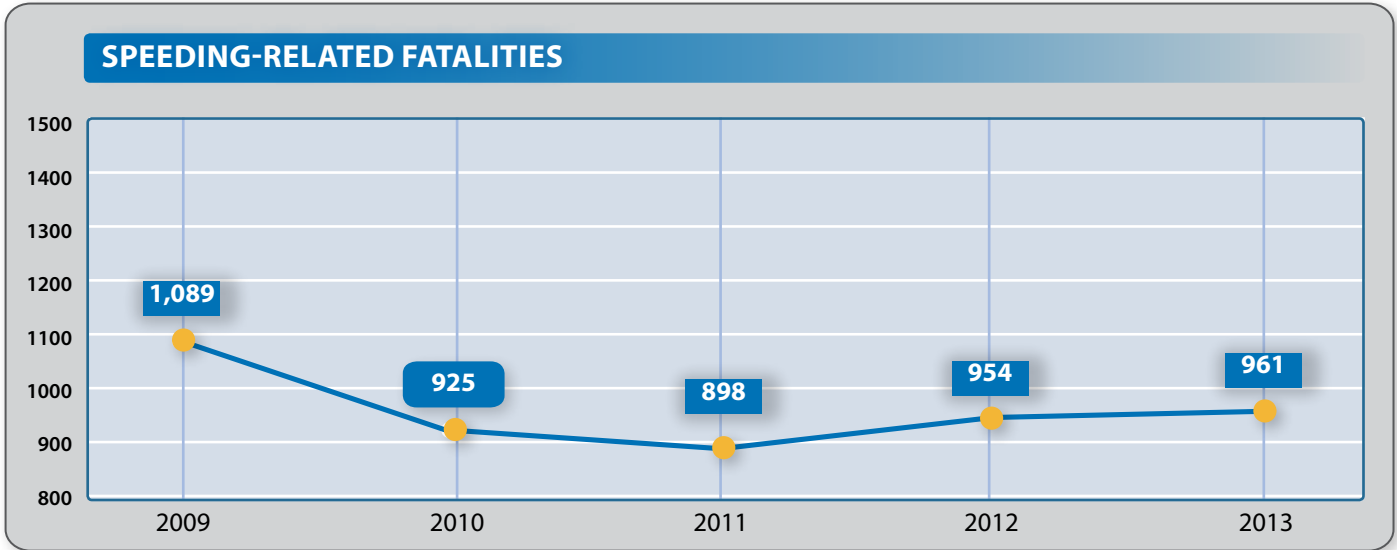
ALCOHOL-IMPAIRED DRIVING FATALITIES



C-6 SPEEDING-RELATED FATALITIES (FARS)

To reduce speeding-related fatalities 4 percent from the 2009-2011 moving average of 968 to 930 by December 31, 2014.

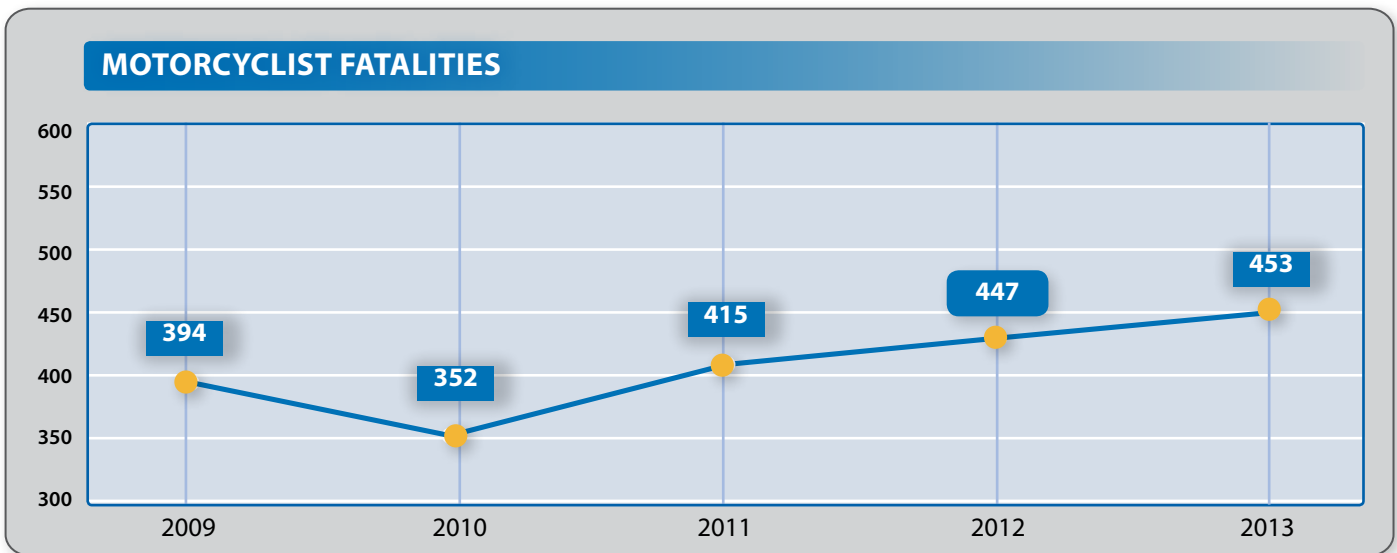
Result: Speeding-related fatalities decreased .8 percent from the 2009-2011 moving average of 968 to 961.



C-7 MOTORCYCLIST FATALITIES (FARS)

To decrease motorcyclist fatalities 2 percent from the 2009-2011 moving average of 437 to 429 by December 31, 2014.

Result: Motorcyclist fatalities increased 3.6 percent from the 2009-2011 moving average of 437 to 453.

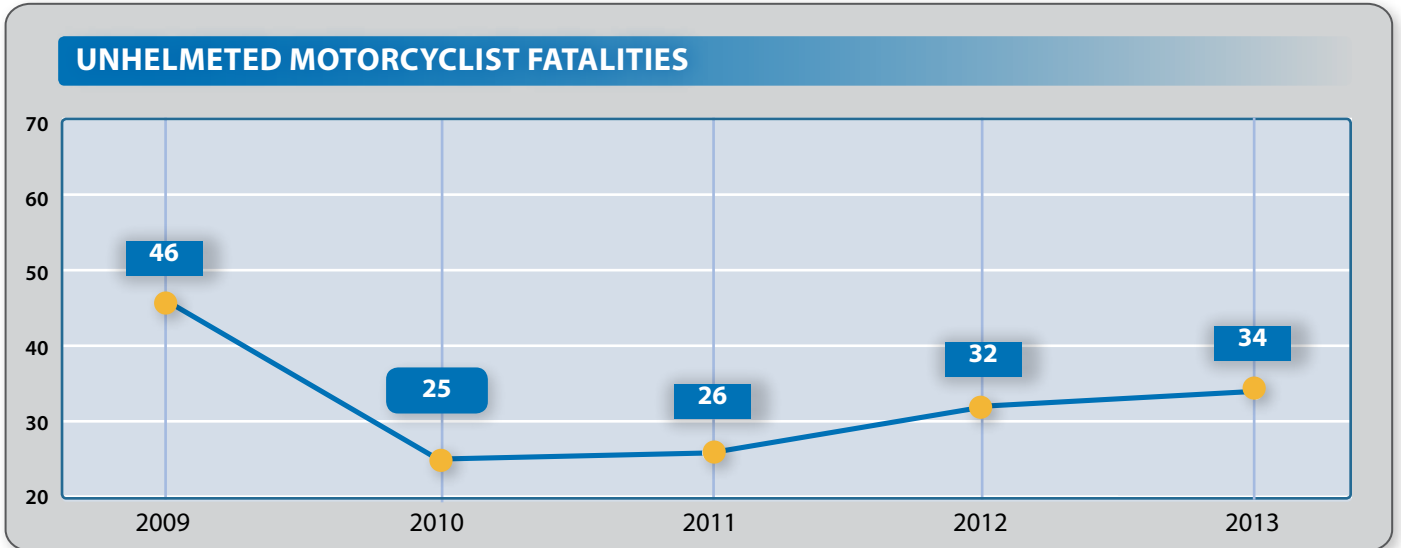


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

To decrease unhelmeted motorcyclist fatalities 10 percent from the 2009–2011 moving average of 32 to 29 by December 31, 2014.

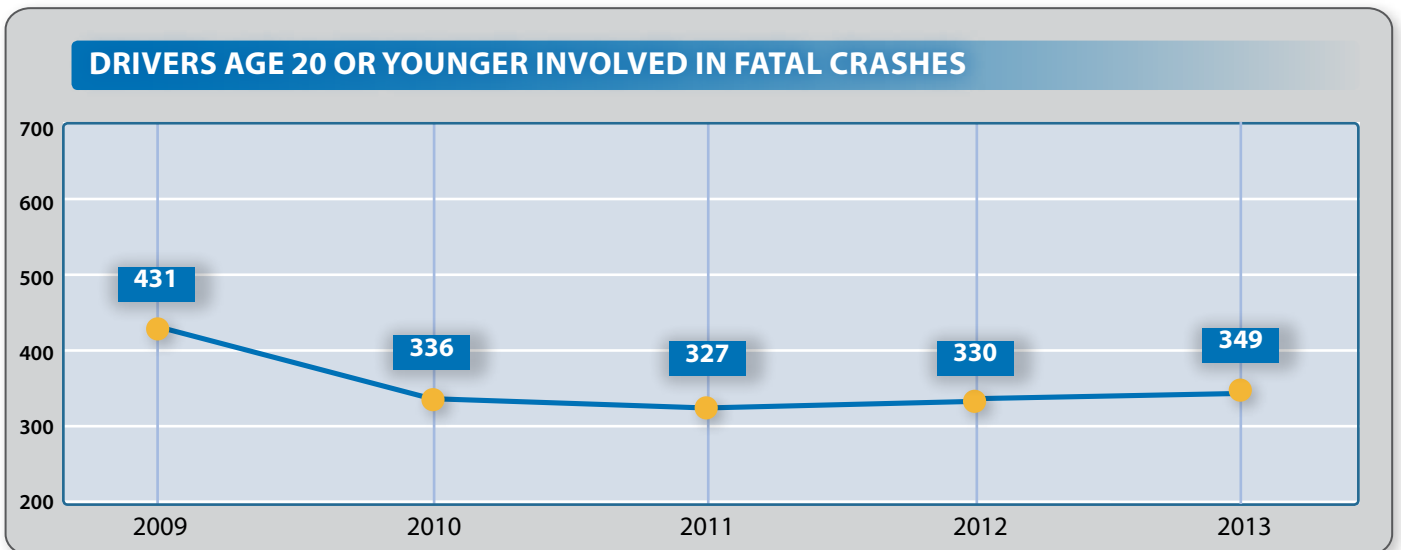
Result: Unhelmeted motorcyclist fatalities increased 5.9 percent from the 2009-2011 moving average of 32 to 34.



C-9 DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

To decrease drivers age 20 or younger involved in fatal crashes 5 percent from the 2009-2011 moving average of 363 to 345 by December 31, 2014.

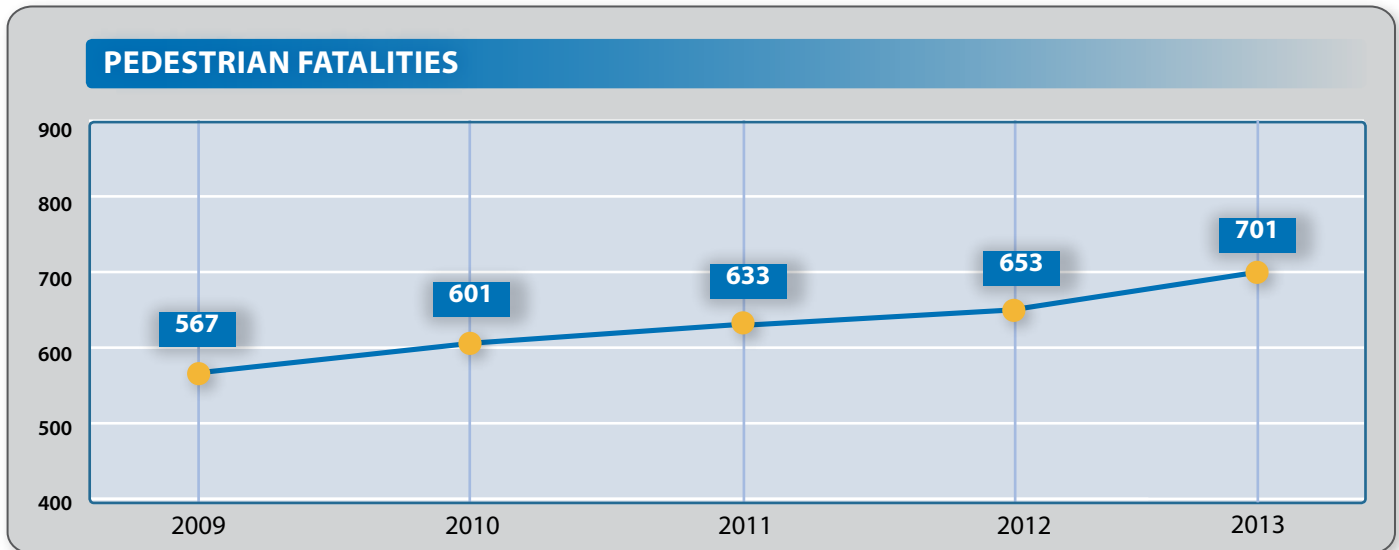
Result: Drivers age 20 or younger involved in fatal crashes decreased 3.9 percent from the 2009-2011 moving average of 363 to 349.



C-10 PEDESTRIAN FATALITIES (FARS)

To reduce pedestrian fatalities 2 percent from the 2009-2011 moving average of 598 to 587 by December 31, 2014.

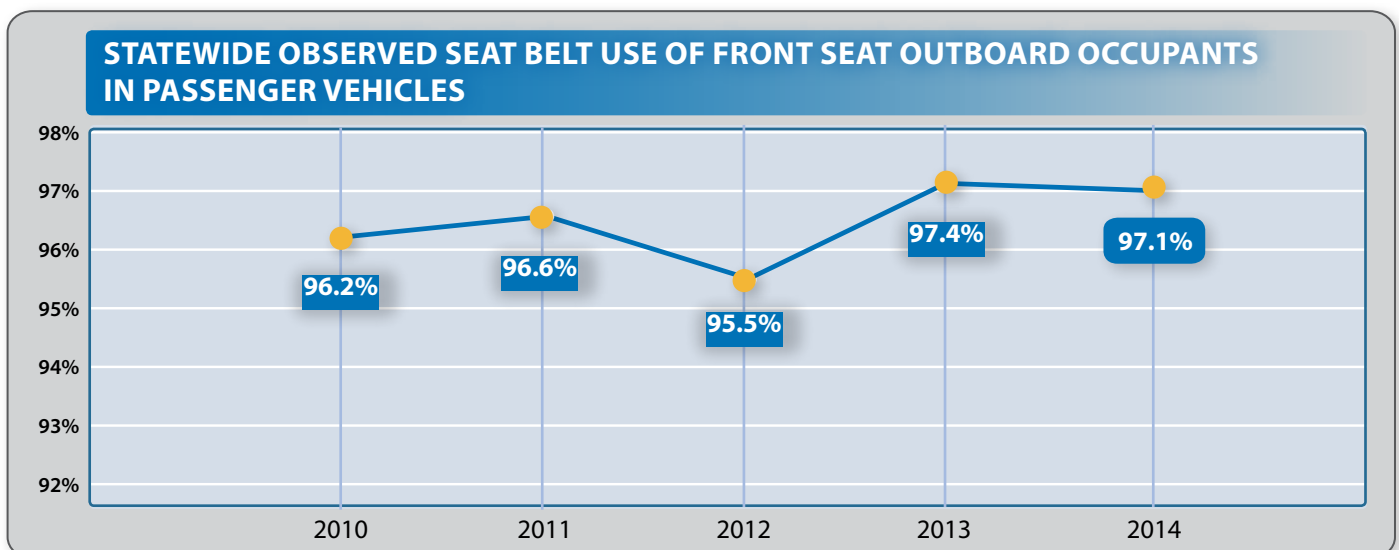
Result: Pedestrian fatalities increased 14.7 percent from the 2009-2011 moving average of 598 to 701.



B-1 STATEWIDE OBSERVED SEAT BELT USE OF FRONT SEAT OUTBOARD OCCUPANTS IN PASSENGER VEHICLES (SURVEY)

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from the 2010-2012 moving average usage rate of 96.1 percent to 97.1 percent by December 31, 2014.

Result: Statewide observed seat belt use of front seat outboard occupants in passenger vehicles increased .31 percentage points from the 2010-2012 calendar base year average of 96 percent to 97.1 percent.



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE OUTCOME MEASURES	Calendar Years				
	2009	2010	2011	2012	2013
C-1: Traffic Fatalities (FARS)	3,090	2,720	2,816	2,966	3,000
C-2: Serious Traffic Injuries (SWITRS)	10,931	10,423	10,607	10,864	Not yet available
C-3: Fatalities/VMT (FARS/FHWA)	0.95	0.84	0.88	0.88	Not yet available
C-4: Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)	639	483	528	496	500
C-5: Alcohol-Impaired Driving Fatalities (all fatalities involving a driver or a motorcycle operator with a BAC of .08 or greater) (FARS)	924	774	774	829	867
C-6: Speeding-Related Fatalities (FARS)	1,089	925	898	954	961
C-7: Motorcyclist Fatalities (FARS)	394	352	415	447	453
C-8: Unhelmeted Motorcyclist Fatalities (FARS)	46	25	26	32	34
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	431	336	327	330	349
C-10: Pedestrian Fatalities (FARS)	567	601	633	653	701

CORE BEHAVIOR MEASURE	Calendar Years					
	2009	2010	2011	2012	2013	2014
B-1: Statewide Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (CSU Fresno Observational Survey)	95.3%	96.2%	96.6%	95.5%	97.4%	97.1%
ACTIVITY MEASURES						
FFY 2014 (October 1, 2013 - September 30, 2014)						
A-1: Seat Belt Citations Issued During Grant-Funded Enforcement Activities	2,508					
A-2: Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	14,247					
A-3: Speeding Citations Issued During Grant-Funded Enforcement Activities	21,630					



TRAFFIC SAFETY SURVEY

For the fifth year, OTS is reporting its statewide survey that tracks driver attitudes and awareness of highway safety enforcement, communication activities, and self-reported driving behavior. It is intended to help continuously fine-tune traffic safety programs, enforcement efforts, and public education campaigns to ensure they are effective and on target with individual populations. Through an OTS grant, the Safe Transportation Research and Education Center (SafeTREC) at University of California, Berkeley (UCB), contracted with a survey research firm to develop and administer a statewide survey to establish baseline public opinion measures of driving under the influence of alcohol and other drugs, distracted driving, pedestrian and bicycle safety, and seat belt use. The survey also inquired about knowledge of public awareness campaigns, such as “Report Drunk Drivers. Call 911” and sobriety checkpoint programs.

California’s 2014 survey included 1,870 drivers aged 18 and over at gas stations in 15 counties throughout Central, Northern and Southern California. Participants were asked a range of traffic safety questions regarding impaired driving, seat belts, distracted driving, and traffic safety laws and campaigns. The figures below are the top line totals for each question.

TRAFFIC SAFETY SURVEY RESULTS DATA:

In your opinion, what are the biggest safety problems on California roadways?	
Reply	2014
Texting on cell phone	21.2%
Speeding/aggressive driving	20.2%
Talking on cell phone	18.0%
Bad road surfaces	10.4%
Drunk driving	6.2%
Other driver behavior	5.6%
Internal car distractions	5.5%
All other/don't know	12.9%

Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?	
Reply	2014
Yes	61.2%
No	38.8%

In your opinion, what is the most serious distraction for drivers?	
Reply	2014
Texting while driving	51.8%
Cell phone talking (hand-held or hands-free)	29.5%
Other drivers behavior	2.1%
Roadside billboards	0.9%
Passengers in car	2.0%
Car crashes/issues w/ other vehicles	1.3%
People on the street/scenery	0.0%
Adjusting radio/stereos	1.2%
Personal grooming	1.5%
GPS/navigation systems	0.9%

How often in the past 6 months have you texted or emailed while driving?	
Reply	2014
Regularly	9.1%
Sometimes	12.2%
Rarely	21.6%
Never	57.0%

How often in the past 6 months have you talked on a handheld cell phone while driving?	
Reply	2014
Regularly	9.1%
Sometimes	14.6%
Rarely	24.9%
Never	51.5%

How often in the past 6 months have you talked on a hands-free cell phone while driving?	
Reply	2014
Regularly	28.2%
Sometimes	18.4%
Rarely	13.7%
Never	39.7%

Do you believe using a hands-free cell phone is safer than a hand-held phone while driving?	
Reply	2014
Yes	71.3%
No	28.7%

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

Do you talk less, more or the same amount on a cell phone because of the hands-free law?	
Reply	2014
More	8.0%
The same	52.5%
Less	39.6%

Have you ever made a driving mistake while talking on a cell phone?	
Reply	2014
Yes	47.1%
No	52.9%

What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?	
Reply	2014
Very likely	23.4%
Somewhat likely	23.0%
Neither likely nor unlikely	11.6%
Somewhat unlikely	20.8%
Very unlikely	21.3%

In the past 6 months, do you recall hearing or seeing any of the following messages?		
Reply	Yes	No
Phone in One Hand, Ticket in the Other	37.3%	62.7%
It's Not Worth It!	51.0%	49.0%
Don't be a distracted driving zombie	23.0%	76.0%

Do you recall hearing or seeing "Report Drunk Drivers - Call 911" in the past 6 months?	
Reply	2014
Yes	81.3%
No	18.7%

Since seeing or hearing "Report Drunk Drivers - Call 911," are you less likely to drive after drinking too much?	
Reply	2014
Yes	46.2%
No	35.0%
I don't drink at all	18.8%

In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?	
Reply	2014
Yes	8.8%
No	68.3%
I don't drink at all	22.9%

In the past 6 months, how often have you used a taxi or other ride service when drinking with others or alone?	
Reply	2014
Always	10.6%
Sometimes	12.7%
Rarely	13.4%
Never	63.3%

In the past 6 months, how often have you had a designated sober driver, including you?	
Reply	2014
Always	28.5%
Sometimes	18.3%
Rarely	10.4%
Never	42.8%

How likely is it for someone to get arrested if they drive drunk?	
Reply	2014
Very likely	44.5%
Somewhat likely	28.4%
Somewhat unlikely	17.4%
Very unlikely	9.6%

How serious of a problem is driving under the influence of drugs, both legal and illegal?	
Reply	2014
Very big problem	59.1%
Somewhat of a problem	33.2%
A small problem	5.8%
Not a problem at all	1.9%

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

In your opinion, how dangerous is driving under the influence of marijuana?	
Reply	2014
Very dangerous	45.7%
Somewhat dangerous	28.9%
Not too dangerous	15.4%
Not dangerous at all	10.0%

In the past 6 months, have you seen or heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?	
Reply	2014
Yes	71.3%
No	28.7%

Do you support the use of sobriety/DUI checkpoints?	
Reply	2014
Yes	91.0%
No	9.0%

Do you recall hearing or seeing "Click It or Ticket" in the past 6 months?	
Reply	2014
Yes	91.0%
No	9.0%

Do you think it's safe to drive 10 miles over the speed limit on freeways?	
Reply	2014
Yes	59.3%
No	24.1%
It depends	16.6%

Do you think it's safe to drive 20 miles over the speed limit on freeways?	
Reply	2014
Yes	12.4%
No	68.4%
It depends	19.1%

Do you think it's safe to drive 5 miles over the speed limit on residential streets?	
Reply	2014
Yes	31.0%
No	52.6%
It depends	16.4%

What do you think the chances are of getting a ticket if you drive over the speed limit?	
Reply	2014
Very likely	22.5%
Somewhat likely	37.6%
Somewhat unlikely	26.4%
Very unlikely	13.5%

Are you aware of the law requiring drivers to move over safely or slow down when approaching stationary vehicles that display flashing lights?	
Reply	2014
Yes	93.6%
No	7.5%

Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?	
Reply	2014
Yes	68.7%
No	31.3%

Think of the times you have BEEN a pedestrian in the last 6 months. What safety problems did you experience?	
Reply	2014
Cars not stopping	30.5%
Distracted drivers (cell phones)	27.4%
Cars going too fast	17.2%
Almost getting hit by car	7.7%
Other	3.4%
None	3.3%
Bicyclists not stopping	2.1%
Lack of sidewalks/crosswalks	2.1%

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	2009	2010	2011	2012	2013
Statewide DUI Arrests*	208,531	195,879	180,212	172,893	Not yet available
Statewide DUI Conviction Rate**	77%	73%	Available January 2015	Available January 2016	Available January 2017
Statewide Seat Belt Violation Convictions***	336,785	238,761	260,026	259,888	193,633
Statewide Child Restraint Violation Convictions***	15,085	13,411	11,791	9,555	27,813
Statewide Speeding Convictions***	1,868,202	1,734,258	1,613,877	1,477,208	1,365,955
Hand-held Cell Phone Convictions***	301,833	361,260	460,487	425,041	399,064
Texting Convictions***	2,845	7,924	14,886	21,059	27,207
Hand-held Device by Someone Under Age 18***	1,228	904	732	114	89

ADDITIONAL OUTCOME MEASURES	2009	2010	2011	2012	2013
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled (SWITRS))	0.95	0.84	0.88	0.92	Not yet available
Motor Vehicle Fatalities, Age 16-19 (FARS)	258	181	189	180	204
Male	167	124	125	130	131
Female	91	57	64	50	73
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	94	75	78	79	70
Male	71	54	55	65	55
Female	23	21	23	14	15
Fatality Rate Per 100,000 Population (FARS)	8.36	7.29	7.48	7.81	7.83
Total Motor Vehicle Injuries (SWITRS)	232,777	229,354	225,602	226,544	Not yet available
Motor Vehicle Injuries, Age 16-19 (SWITRS)	23,577	22,172	20,604	19,871	Not yet available
Hit-and-Run Fatal Collisions (FARS)	206	234	238	226	273
Hit-and-Run Injury Collisions (SWITRS)	15,439	14,735	14,564	14,629	Not yet available
Hit-and-Run Fatalities (FARS)	218	251	246	229	286
Hit-and-Run Injuries (SWITRS)	20,260	19,009	18,801	22,091	Not yet available
Fatal Collisions between 2100-0300 (FARS)	755	682	723	717	725
Injury Collisions between 2100-0300 (SWITRS)	21,069	20,474	19,943	20,149	Not yet available
Motor Vehicle Fatalities between 2100-0300 (FARS)	841	748	801	795	817
Motor Vehicle Injuries between 2100-0300 (SWITRS)	31,028	29,970	29,239	30,859	Not yet available

* Department of Justice

** DMV DUI Management Information System Report

*** DMV

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years					
ALCOHOL-IMPAIRED DRIVING	2008	2009	2010	2011	2012	2013
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.31	0.28	0.24	0.24	0.25	Not yet available
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.39	0.36	0.34	0.33	0.35	Not yet available
Percent of Alcohol-Impaired Driving Fatalities	30%	30%	28%	27%	28%	Not yet available
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	33	29	18	16	19	15
Male	27	21	15	12	17	12
Female	6	7	3	4	1	3
Alcohol-Related Fatalities (at least one driver or non-occupant had a BAC of .01 or greater) (FARS)	1,425	1,301	1,123	1,121	1,156	Not yet available
Alcohol-Related Injuries (SWITRS)	28,463	26,058	24,343	23,853	23,905	Not yet available
Alcohol-Related Injuries Age 16-19 (SWITRS)	2,961	2,649	2,458	2,232	2,111	Not yet available
Driver Fatalities Age 16 -19 with BAC=.01+ (FARS)	41	34	23	19	21	20
Male	34	27	19	15	19	17
Female	7	7	4	4	1	Not yet available
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	166	159	126	143	134	160
Male	146	133	104	115	115	134
Female	20	26	22	27	20	26

	Calendar Years					
BICYCLES	2008	2009	2010	2011	2012	2013
Bicyclist Fatalities (FARS)	109	99	100	116	129	141
Bicyclist Injuries (SWITRS)	11,760	12,043	12,653	13,606	13,921	Not yet available
Bicyclist Fatalities Under Age 15 (FARS)	15	10	4	12	4	4
Bicyclist Injuries Under Age 15 (SWITRS)	1,993	1,915	1,743	1,868	1,834	Not yet available
Unhelmeted Bicyclist Fatalities (FARS)	102	98	100	116	129	141

	Calendar Years					
DISTRACTED DRIVING	2009	2010	2011	2012	2013	2014
Statewide Observational Survey of Driver Cell Phone Use (texting and talking combined)	Study not conducted until 2011		7.3%	10.8%	7.6%	6.6%

	Calendar Years					
DRUG-IMPAIRED DRIVING	2008	2009	2010	2011	2012	2013
Drivers Killed – of Those Tested for Drugs, Percent Who Tested Positive	26%	28%	30%	30%	31%	29%

	Calendar Years					
MOTORCYCLES	2008	2009	2010	2011	2012	2013
Total Motorcycle Registrations (DMV)	824,244	809,129	808,913	818,650	832,304	857,624
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	68	49	44	51	52	Not yet available

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

MOTORCYCLES (CONTINUED)	Calendar Years					
	2008	2009	2010	2011	2012	2013
Motorcyclist Injuries (SWITRS)	11,764	10,479	9,969	10,906	11,472	Not yet available
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	88%	88%	93%	94%	93%	92%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	37%	32%	33%	36%	29%	32%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	143	89	89	85	98	103
Motorcycle Rider (Operator) Fatalities (FARS)	537	385	341	387	426	435
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	27%	23%	26%	22%	23%	24%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	70%	69%	70%	66%	69%	Not yet available
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	58%	34%	57%	57%	56%	Not yet available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was At-Fault and Speed was Primary Collision Factor (SWITRS)	28%	27%	24%	24%	20%	Not yet available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was At-Fault and DUI was Primary Collision Factor (SWITRS)	18%	16%	15%	17%	25%	Not yet available

OCCUPANT PROTECTION	Calendar Years					
	2009	2010	2011	2012	2013	2014
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	36%	33%	36%	33%	34%	Not yet available
Teen Seat Belt Use Rate (CSU Fresno Observational Survey)	91.1%	94%	Not Conducted	96.1%	96.9%	95.2%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16-19 (FARS)	47%	41%	34%	42%	43%	Not yet available
Child Safety Seat Use Rate (CSU Fresno Observational Survey)	90.9%	95.0%	Not Conducted	91.6%	88.5%	90.7%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	65	30	24	42	31	Not yet available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,344	5,274	5,143	5,059	Not yet available	Not yet available

PEDESTRIANS	Calendar Years					
	2008	2009	2010	2011	2012	2013
Pedestrian Injuries (SWITRS)	13,405	13,083	12,668	12,691	13,280	Not yet available
Pedestrian Fatalities Under Age 15 (FARS)	43	31	25	28	22	27
Pedestrian Injuries Under Age 15 (SWITRS)	2,777	2,649	2,264	2,153	2,075	Not yet available
Pedestrian Fatalities Age 65 and Older (FARS)	123	145	150	153	159	172
Pedestrian Injuries Age 65 and Older (SWITRS)	1,320	1,356	1,229	1,305	1,430	Not yet available

SPEEDING AND AGGRESSIVE DRIVING	Calendar Years					
	2008	2009	2010	2011	2012	2013
Speeding Related Injuries (SWITRS)	70,560	69,817	71,854	70,653	70,291	Not yet available

ALCOHOL-IMPAIRED DRIVING

Goal: To reduce the number of persons killed in alcohol-involved collisions 5 percent by September 30, 2014.

Result: Persons killed in alcohol-involved collisions increased 6.5 percent from 199 to 212.

Goal: To reduce the number of persons injured in alcohol-involved collisions 6 percent by September 30, 2014.

Result: Persons injured in alcohol-involved collisions decreased 9.5 percent from 7,996 to 7234.

Goal: To reduce hit-and-run fatal collisions 5 percent by September 30, 2014.

Result: Hit-and-run fatal collisions increased 12.9 percent from 108 to 122.

Goal: To reduce hit-and-run injury collisions 5 percent by September 30, 2014.

Result: Hit-and-run injury collisions increased 3.5 percent from 12,682 to 13,136.

Goal: To reduce nighttime (2100 - 0300 hours) fatal collisions 5 percent by September 30, 2014.

Result: Nighttime (2100 - 0300 hours) fatal collisions increased 14.7 percent from 265 to 304.

Goal: To reduce nighttime (2100 - 0300 hours) injury collisions 5 percent by September 30, 2014.

Result: Nighttime (2100 - 0300 hours) injury collisions increased 20.4 percent from 9,338 to 11,244.

Goal: To reduce the number of motorcyclists killed in alcohol-involved collisions 5 percent by September 30, 2014.

Result: Motorcyclists killed in alcohol-involved collisions increased 28 percent from 25 to 32.

Goal: To reduce the number of motorcyclists injured in alcohol-involved collisions 5 percent by September 30, 2014.

Result: Motorcyclists injured in alcohol-involved collisions decreased 29.8 percent from 231 to 162.



All data is self-reported by grantees and not verified by OTS.

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

A summary of activities conducted by all OTS-funded grants with objectives related to alcohol and other drugs is provided in the following tables.

DUI ENFORCEMENT ACTIVITY	TOTAL
DUI/Drivers License Checkpoints	1,853
Vehicles Through Checkpoints	1,919,112
Drivers Contacted	1,369,354
Field Sobriety Tests Administered	17,178
DUI Arrests (Alcohol Only)	4,721
DUI Drug Arrests (Drug Only)	797
DUI Arrests (Alcohol/Drug Combination Only)	146
Drug Arrests (Possession, Transportation, Sales)	350
Criminal Arrests (Felony in custody)	468
Recovered Stolen Vehicles	36
Suspended/Revoked Driver's Licenses	8,011
DUI Saturation Patrols Conducted	7,907
Vehicle Stops	94,823
Field Sobriety Tests Administered	24,284
DUI Arrests (Alcohol Only)	7,504
DUI Drug Arrests (Drug Only)	685
DUI Arrests (Alcohol/Drug Combination Only)	336
Drug Arrests (Possession, Transportation, Sales)	763
Criminal Arrests (Felony in custody)	1,053
Recovered Stolen Vehicles	435
Suspended/Revoked Driver's Licenses	4,366
Repeat DUI Offender Warrant Service Operations	729
Warrant Service Attempts	11,271
Warrants Served (Arrests/Citations)	2,007



PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

DUI ENFORCEMENT ACTIVITY (CONTINUED)	TOTAL
Court Sting Operations	138
Arrests from Court Sting Operations	480
Stakeout Operations Conducted	191
Arrests from Stakeout Operations	136
DUI/DUID Arrests from OTS Funded Positions	377
Officers Trained in DRE	553
Officers Trained in SFST	2,313
Officers Trained in ARIDE	2,093
Avoid Media Results	
Press Releases Issued	1,175
Media Events Conducted	90
Prints Stories Published	624
Radio Stories Aired	145
Television Stories Broadcasted	133
Free Public Service Announcements	61
Number of "Every 15 Minute" Presentations	159
Students Impacted	141,598
Number of "Multi-Media" Presentations	30
Students Impacted	16,537
Number of "Real DUI Trials" and "Sentencing's" Conducted In Schools	4
Students Impacted	1,710
Number of "A Life Interrupted" Education Programs	126
People Impacted	54,594



PROGRAM GOALS, RESULTS, AND ACTIVITIES

DISTRACTED DRIVING

Goal: To reduce the number of fatal and injury traffic collisions within CHP jurisdiction where at least one driver was age 20 or older and had an Other Associated Factor of Inattention by 5 percent by September 30, 2014.

Result: Data not yet available.

Goal: To reduce the number of fatal and injury traffic collisions within CHP jurisdiction where at least one driver was between the ages 15-19 and had an Other Associated Factor of Inattention by 5 percent by September 30, 2014.

Result: Data not yet available.

DRUG-IMPAIRED DRIVING

Goal: To provide increased training to law enforcement on identifying drugged drivers.

Result: A total of 543 officers were trained in DRE and 2,093 officers were trained in ARIDE.

EMERGENCY MEDICAL SERVICES

Funded Grant Goal and Results

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

Result: Average response time for the arrival of appropriate equipment at collision sites in rural areas decreased 25 percent from 12 minutes to 9 minutes.



OCCUPANT PROTECTION

Goal: To increase seat belt compliance 5 percentage points by September 30, 2014.

Result: Seat belt compliance decreased .25 percentage point from 90.5 percent to 90.25 percent.

Goal: To increase child safety seat usage 6 percentage points by September 30, 2014.

Result: Child safety seat usage decreased .94 percentage points from 73.6 percent to 72.66 percent.

Goal: To reduce the number of vehicle occupants killed and injured under the age of eight by 10 percent by September 30, 2014.

Result: Vehicle occupants killed and injured under the age of eight decreased 82.8 percent from 35 to 6.

SUPPORTING ACTIVITY	TOTAL
Child Passenger Safety (CPS) Trainings	288
Total Trained	4,712
NHTSA Certified Technicians Trained	204
NHTSA Certified Instructors Trained	7
Child Safety Checkups	410
Child Safety/Booster Seats Distributed and Properly Fit	10,864
Additional Seats Properly Fit	17,219
Special Needs Seats Distributed	82
Public Education Presentations	587
People Impacted	38,708
School Assemblies	44
People/Students Impacted	25,188

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PEDESTRIAN AND BICYCLE SAFETY

Goal: To reduce the total number of pedestrians killed 8 percent by September 30, 2014.

Result: Pedestrians killed increased 11.7 percent from 17 to 19.

Goal: To reduce the total number of pedestrians injured 10 percent by September 30, 2014.

Result: Pedestrians injured increased 8.8 percent from 551 to 600.

Goal: To reduce the number of pedestrians killed under the age of 15 by 9 percent by September 30, 2014.

Result: Pedestrians killed under the age of 15 was maintained at 0.

Goal: To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2014.

Result: Pedestrians injured under the age of 15 was decreased 72.7 percent from 11 to 3.

Goal: To reduce the number of pedestrians killed over the age of 65 by 7 percent by September 30, 2014.

Result: Pedestrians killed over the age of 65 was maintained at 0.



Goal: To reduce the number of pedestrians injured over the age of 65 by 5 percent by September 30, 2014.

Result: Pedestrians injured over the age of 65 increased 500 percent from 1 to 6.

Goal: To reduce the total number of bicyclists killed in traffic-related collisions 10 percent by September 30, 2014.

Result: Bicyclists killed in traffic-related collisions decreased 58.3 percent from 12 to 5.

Goal: To reduce the total number of bicyclists injured in traffic-related collisions 10 percent by September 30, 2014.

Result: Bicyclists injured in traffic-related collisions decreased 11.2 percent from 463 to 411.

Goal: To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2014.

Result: Bicycle helmet compliance for children aged 5 to 18 increased 6 percentage points from 56 percent to 62 percent.

Goal: To reduce the number of bicyclists killed in traffic-related collisions under the age of 15 by 7 percent by September 30, 2014.

Result: Bicyclists killed in traffic-related collisions under the age of 15 was maintained at 0.

Goal: To reduce the number of bicyclists injured in traffic-related collisions under the age of 15 by 10 percent by September 30, 2014.

Result: Bicyclists injured in traffic-related collisions under the age of 15 decreased 60 percent from 5 to 2.



PUBLIC EDUCATION ACTIVITY	TOTAL
Number of "Traffic Safety" Education Programs	71
People Impacted	8,809
School/Community Traffic Safety/Bicycle Rodeos	46
Students Participating	11,450
Bicycle Helmets Distributed	2,659
Bicycle Helmets Properly Fitted	2,757
Community Traffic Safety/Bicycle Rodeos	98
People Impacted	37,385
Classroom/Parent Educational Workshops/Presentations	158
People Impacted	49,824

PROGRAM GOALS, RESULTS, AND ACTIVITIES

POLICE TRAFFIC SERVICES

Goal: To reduce the total number of persons killed in traffic collisions 2 percent by September 30, 2014.

Result: Persons killed in traffic collisions increased 12.5 percent from 939 to 1,057.

Goal: To reduce the total number of persons injured in traffic collisions 2 percent by September 30, 2014.

Result: Persons injured in traffic collisions decreased 2.1 percent from 99,661 to 97,540.

LAW ENFORCEMENT ACTIVITY	TOTAL
Traffic Enforcement Operations Conducted	4,659
Citations Issued	74,815
Distracted Driving Enforcement Operations Conducted	2,366
Hand-Held Cell Phone Citations Issued	25,017
Texting Citations Issued	4,740
Individuals under the age of 18 that received a citation	143
Motorcycle Safety Enforcement Operations Conducted	573
Motorcycle Stops	3,205
Motorcycle Citations	2,264
Vehicle Stops	7,329
Vehicle Citations	5,896
Field Sobriety Tests Administered to Motorcyclist	78
Field Sobriety Tests Administered to Drivers	133
DUI Arrests of Motorcyclist (Alcohol only)	11
DUI Arrests of Other Drivers (Alcohol only)	43
DUI Drug-Impaired Arrests of Motorcyclist [VC-23152(e)]	2
DUI Drug-Impaired Arrests of Other Drivers [VC-23152(e)]	1
DUI Arrests (Alcohol/Drug Combination Only) of Other Drivers	1
Drug Arrests (Possession, Transportation, Sales)	16
Criminal Arrests (Felony in custody)	38
Suspended/Revoked Driver's Licenses	318
Motorcycle License Endorsement [VC-12500(b)]	240
Recovered Stolen Motorcycles	13
Recovered Stolen Vehicles	4
Number of "Distracted Driving" Education Presentations	1,546
People Impacted	297,396
Number of "Motorcycle Safety" Education Programs	84
People Impacted	79,015
Number of "Start Smart" Education Programs	2,039
People Impacted	240,863
Number of Illegal Street Racing Trainings	62
Officers Trained	1,119

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ROADWAY SAFETY

Goal: To replace manual input databases or paper files, allowing traffic engineers access to extensive collision analysis tools, automated standard reports, and mapping of collision locations.

Result: One county and five cities were funded for new Traffic Collision Data Analysis and Mapping systems.

PUBLIC RELATIONS, ADVERTISING AND MARKETING

Goals:

To implement statewide and regional campaigns and outreach efforts.

To increase the number of Californians and visitors being reached with traffic safety messaging.

To provide technical assistance to local grantees in their communications and outreach efforts.

To expand the OTS presence of social media.

To build on highly successful cooperative promotional activities with institutional partners.

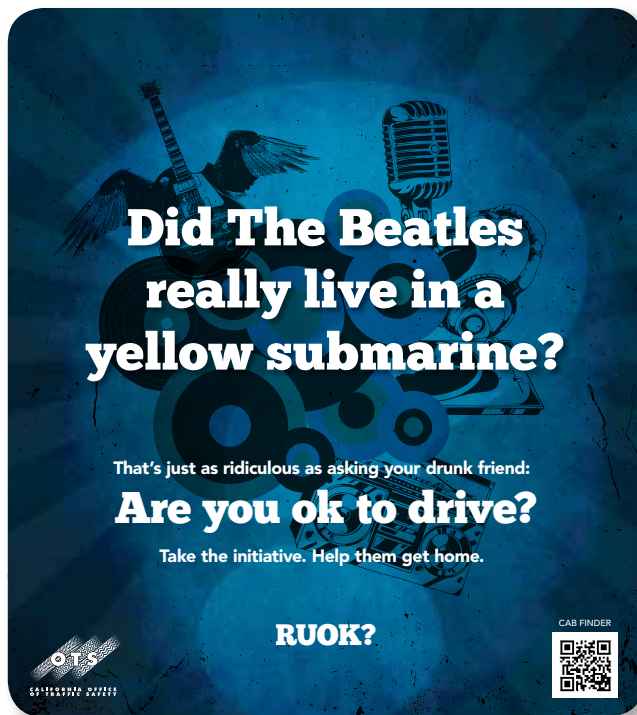
Results:

Holiday DUI Crackdown Campaign

In conjunction with the state's comprehensive local police and Sheriff agencies and county Avoid DUI Task Forces, OTS partnered with the CHP, Alcoholic Beverage Control (ABC), DMV and Caltrans, among others, to conduct the state's annual winter holiday anti-DUI campaign. The OTS portion of the effort generated more than 100 million audience impressions from earned media placements, paid advertising, and public service announcements. Collectively the campaign generated nearly \$3 million in added value. The effort was not confined to the holiday period alone, but was planned and executed to have year-round and lasting impact through a continuous and active designated sober driver effort partnering with 156 bars and restaurants, 10 regional winery associations including 519 member wineries, 213 breweries, and 485 commercial transportation companies throughout the state.

Distracted Driving

OTS led the fourth year of the largest, most comprehensive high visibility public awareness and enforcement campaign in the nation. The campaign generated nearly 60 million impressions and more than \$1 million in added value. OTS continued its paid media theme of "Don't Be a Distracted Driving Zombie" for another successful year. OTS, along with efforts by the CHP, Caltrans, DMV, and local jurisdictions, held press events in Sacramento, the Bay Area, Los Angeles, and San Diego which garnered impressive media coverage utilizing a straightaway cone course for reporters to try to navigate at 35 mph without hitting cardboard cutouts made to represent pedestrians, animals, and children. Distracted driving messaging continued after April through the use of engaging infographics that traveled through high volume sites like malls, cineplexes, and college campuses.



PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

Sports and Venue Marketing

As FFY 2014 marked the program's 20th year in California, OTS continued to partner with professional sports teams and entertainment venues to primarily promote impaired driving messaging. The year was one of transition, however, as the number of teams and venues markedly decreased in favor of messaging the male, 18-34 target market through the broader and more pointed realm of social media. One method chosen to more directly message event goers, however, was designated driver messaging printed directly on over 1.5 million beverage cups used in mass venues like fairs, stadiums, and arenas.



Seat Belt Mobilizations

Due to California's seat belt usage rate of over 97 percent, there was no paid media or heavy outreach campaigns for "Click It or Ticket." However, OTS and many of its grantees continued with earned media messaging, both on a statewide and local level, plus the over 650 permanent road signs remain in place. All indications were that both the media and public were under the impression that "Click It or Ticket" special enforcement was continuing unabated.

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

Designated Driver VIP

Part of the year-round DUI effort is “DDVIP,” aka “Designated Driver VIP,” which runs almost entirely on social media and digital platforms, transferring action directly to assets in bars and restaurants. In FFY 2014, DDVIP expanded with its own dedicated and heavily choreographed, young adult market engaging Twitter and Instagram sites, plus a web-based Smart Phone app, “DDVIPCA.COM.” All three interact to get those who live easily in the online and mobile device world to sign up, utilize and viralize the service which provides free non-alcoholic drinks to designated sober drivers.



D D
V I

Being the DD finally has its perks.

Visit DDVIPCA.com to

- Quickly and easily find DDVIP bars and offers near you**
- Take advantage of DDVIP offers including free non-alcoholic drinks, food and more**
- Share your DDVIP experience through Instagram and Twitter**
- Rate participating DDVIP bars**

To get even more out of being a DDVIP, follow @DDvipCA on  & 

Marketing and Public Relations Activities	TOTAL
Statewide Press releases issued	26
Media inquiries fielded	App. 200
News clip mentions	App. 4000
Grantee press release, brochures, scripts, etc. reviewed	700
Public relations and marketing campaign impressions	1.4 Billion
Press release templates for grantees produced	31
OTS Facebook “likes” high point	34,000
OTS Twitter “followers”	7,200
OTS YouTube video views	77,000
Gold and Silver awards for of public relations, media relations, advertising and marketing campaigns.	11
Government Partners	6
Private Industry Partners	2,787

PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING

DUI Avoid

The “DUI Avoid” campaigns were conducted in 40 counties designed to coordinate DUI enforcement along with anti-DUI awareness through local and regional media efforts. These grants funded county coalitions of state and local law enforcement in a coordinated effort during the winter and summer holiday weekends, Super Bowl Sunday, St. Patrick’s Day, Cinco de Mayo, and Halloween, as well as local festivals or events with identified DUI problems. The DUI Avoid campaigns deployed officers to multi-agency sobriety checkpoints, roving DUI patrols, and DUI warrant/probation operations for those who failed to comply with court orders and habitual offenders identified as the worst-of-the-worst. Media outreach was the key for the “DUI Avoid” campaigns, with public information officers in place to provide daily releases on the coordinated efforts of police, sheriff, and CHP, focusing awareness on the high numbers of DUI arrests and the tragedy caused by one’s choice to drive impaired.



Traffic Safety Resource Prosecutor (TSRP) Program

Staffed through the California District Attorneys Association (CDAA), the TSRP Program conducted 132 training sessions on DUI/DUID Investigation and Prosecution, impacting 5,445 law enforcement officers and 585 prosecutors. The TSRP and CDAA coordinated and delivered six one-day training programs covering DUI Prosecution, Drugged-Driving Prosecution, DUI Toxicology, and Signs and Symptoms of Drug Intoxication attended by 173 prosecutors and 5 law enforcement officers. Emphasis was again placed on DUID training for police officers and prosecutors, and this year, in



addition to the three and one-half day Vehicular Homicide Seminar attended by 183 law enforcement officers and 70 prosecutors, the TSRP Program served as instructors at 57 SFST, ARIDE or DRE classes facilitated by the CHP. The TSRP Program published and distributed 12 issues of the monthly newsletter titled *Behind the Wheel* to more than 5,500 subscribers. TSRP’s participated in the quarterly law enforcement roundtable meetings conducted by the agencies with vertical DUI prosecution grants.

Vehicular Homicide Seminar

Presented by OTS and the CDAA, and attended by more than 250 prosecutors and law enforcement officers, the Vehicular Homicide Seminar provided three and one-half days of training specific to investigation and prosecution of fatal collisions involving impaired driving. Trainers and presenters included nationally-known experts in collision reconstruction, investigation, expert testimony, issues related to new technology, and practical courtroom skills. The seminar contained separate tracks for law enforcement and prosecutors as well as general sessions, including a wet-lab, allowing for the exchange of knowledge between these two interdependent groups.



ALCOHOL-IMPAIRED DRIVING (CONTINUED)



Sobriety Checkpoint Program

California continued a comprehensive statewide Sobriety Checkpoint Program for local law enforcement agencies to conduct checkpoints during the NHTSA National Winter and Summer Mobilizations (December 13, 2013 through January 1, 2014, and August 15, 2014 through September 1, 2014), in addition to checkpoints throughout the year. A total of \$14.5 million was awarded to 154 local law enforcement agencies, resulting in funding DUI checkpoints for agencies collectively serving more than 50 percent of California's population. At 1,280 checkpoints, there were 3,529 DUI arrests (alcohol only), 659 DUI arrests (drug only), 84 DUI arrests (alcohol/drug combination), 244 drug arrests (possession, transportation, sales, etc.), and 315 criminal arrests.



Probation Departments – Intensive Supervision of DUI Probationers

California's high-risk DUI probationers continue to be intensively supervised to ensure compliance with court-ordered terms, and to be held accountable when falling short of compliance. Throughout FFY 2014, grants to 13 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Placer, Santa Barbara, Sacramento, San Diego,

San Joaquin, San Bernardino, Solano, and Tulare) facilitated the supervision of more than 1,100 probationers. Probationers were required to complete alcohol education programs, keep regularly scheduled office appointments and subjected to random after-hours home searches and worksite visits that included drug and alcohol testing. Many probation departments participated in multi-agency DUI enforcement efforts such as the "DUI Avoid" campaign warrant service operations, or worked with specific local agencies within their counties. Intensive supervision compels the vast majority to adhere to their terms of probation; however, when probationers failed to comply they were held accountable.

Alcohol and Drug-Impaired Vertical Prosecution Program

Twenty grants funded specialized prosecution of DUI offenders where each case was handled by a single, specially trained, dedicated prosecutor from start to finish. Prosecution of DUI cases was improved as a result of the elevated skill and reputation of the dedicated prosecutors, better communication with law enforcement, and enhanced training of both attorneys and officers.

The dedicated attorneys developed expertise that was recognized by judges and the defense bar. Grantees reported that sentences have improved as a result of the attorneys' ability to educate judges about DUI laws. The increased skills and abilities of the grant-funded prosecutors trickled down to other deputies in the office, through mentoring and shared training, improving the results of all DUI cases.

Streamlined communication between arresting officers and the attorneys handling the cases was a commonly mentioned benefit of these grants. Officers learned they have a single point-person for DUI cases in the event of unique circumstances. Attorneys were able to identify any deficiencies in investigations or reports and communicate their needs to the officers. The communication and relationships were bolstered by the attorneys' participation in DUI patrol ride-a-longs and attendance at checkpoints.

PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING (CONTINUED)



MADD

Mothers Against Drunk Driving continued its collaborative efforts with community and law enforcement partners to work towards eliminating drunk driving and preventing underage drinking by providing awareness and prevention programs statewide. Educational programs were presented in 163 schools throughout California to increase awareness of the devastating effects of drunk driving to both youth and adult audiences, reaching over 25,800 students, parents, and educators. Community awareness and prevention presentations were done at 327 local community events reaching more than 57,000 community members. These presentations included Power of Parents, Power of Youth, Zero Tolerance/Underage Drinking Prevention presentations, Victim Survivor Stories, and the Consequences of Drunk Driving. Display booths with resource materials were used by MADD at 166 community events, schools, local businesses, and military bases. These events included Safety Stand Downs, National Night Out events, health and safety fairs, Red Ribbon Week events, Sober Prom/ Sober Graduation, and drug and alcohol conferences. Through these combined outreach efforts, MADD distributed over 440,000 pieces of educational material and reached over 200,000 community members.

California Friday Night Live Partnership

California Friday Night Live Partnership provided support, resources, and guidance to youth-led Friday Night Live programs across California. DUI Court in Schools was presented at 20 high schools, in varying counties across the state. Friday Night Live chapter members created campaigns that targeted their school population and larger communities in their campaign efforts. With a focus on underage drinking prevention, they utilized a variety of strategies to create change. The Count Me In campaign was widely implemented in conjunction with the DUI Courts. Created by the California Youth Council, the comprehensive community campaign targeted merchants, parents, and youth in discouraging underage drinking. Other efforts that were coordinated with the DUI Court

presentations included the Responsible Merchant Awards project, social host policy promotion, town hall meetings, and Casey's Pledge. Casey's Pledge was created by Friday Night Live members in memory of a California Youth Council member who was killed by an 18 year old impaired driver. Hundreds of thousands of youth across California have taken the pledge not to drink and drive or get in the car with a drinking driver.



Teen Choices

The CHP publicized the Every 15 Minutes (E15M) program, Sober Graduation events, and informational presentations to high schools, community-based organizations, local law enforcement, fire departments, and/or health departments in California. CHP uniformed staff facilitated 157 E15M programs impacting 140,498 students, 294 Sober Graduation events, and various educational programs impacting 18,279 persons. In addition, educational materials were distributed statewide emphasizing the consequences of drinking and driving.



PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

California College DUI Awareness



The University of California, Irvine, partnered with RADD, the entertainment industry's voice for road safety, and dramatically expanded participating campuses from 19 to 32. Included

were five new community colleges with high enrollment that is typically more at-risk than traditional four-year institutions as well as new campuses in San Francisco, Santa Barbara, Bakersfield, and Fresno. In honor of the project's central and northern expansion, Toyota Motor Sales, USA, generously donated a second new vehicle to RADD and paid for both vehicles (Scion xB and Prius C) to be wrapped with new graphics. Program highlights included 147 campus activations, distribution of 14,430 RADD Pledge Cards, and the development of streamlined marketing, communications, and evaluation activities. Social media numbers skyrocketed resulting in a 79 percent increase in RADD's Facebook likes, a 58 percent increase in Instagram followers, and a 78 percent increase in Twitter followers. The list of RADD Rewards retail partners increased from 300 to over 400, adding key hospitality zones in Long Beach, San Francisco, Santa Barbara, and the resort areas of Big Bear and the Coachella Valley.

Teens Drive Safe in Shasta

More than 5,660 Shasta County teens were impacted by a variety of traffic safety presentations, events, and activities. Six highly effective, motivational, and encouraging DUI prevention presentations were delivered to Shasta County's most at-risk youth. Other events and activities included collaboration with Interact Clubs, Student Government, and Student Leadership students to conduct presentations, lunchtime activities, and the Ticket Your Parents Program. Approximately 2,130 students were reached by large-scale distracted driving prevention campaigns that took place at three high schools during National Teen Driver Safety Week and included parking lot surveys, poster and banner displays, presentations, lunchtime events with a crashed car on display, games and activities, pledge stations, and activities at a Friday night homecoming football game with participation from the CHP. Through community partner collaboration, 1,400 students witnessed Real DUI Sentencing Hearings.

BICYCLE AND PEDESTRIAN SAFETY

Senior Pedestrian and Bicycle Safety Program

The Monterey Park Police Department combined the traditional goals and objectives of a Selective Traffic Enforcement Program (STEP) grant as well as addressed pedestrian and bicycle collisions among the aging Chinese population. They developed a pedestrian safety brochure in English, Spanish, and Chinese for distribution. Law enforcement officers conducted four interviews with radio and television stations to reach the Chinese population, ten senior traffic safety presentations were conducted, and five traffic safety booths were displayed at community events impacting approximately 1,250 people. In addition, 46 bicycle helmets were purchased and distributed.



PROGRAM AREA HIGHLIGHTS

BICYCLE AND PEDESTRIAN SAFETY (CONTINUED)

California Pedestrian and Bicyclist Enforcement and Education Project

The CHP implemented a program that included enhanced enforcement and a public education and awareness campaign focusing on pedestrian and bicyclist traffic safety, including motorist behavior when in the presence of pedestrians and bicyclists. The department conducted 176 traffic safety and road sharing educational events, 45 rodeos, 176 community informational sessions, and distributed 1,024 bicycle helmets plus additional safety equipment, and conducted seven training classes regarding Safe Routes to School, Complete Streets, Understanding Bicycle Transportation, and cycling skills.

Pedestrian Safety Program

The California Department of Public Health (CDPH), Pedestrian Safety (PedSafe) Program experienced several impactful and cutting edge accomplishments, creating unique opportunities for advancing pedestrian safety in California. Of greatest significance was the development and release of Phase II of the “It’s Up to All of Us” public education campaign. The campaign promoted messaging that was relevant, timely, well-researched, and targeted three high-risk areas: speeding, distracted walking, and older adults. The campaign was promoted through outdoor advertising, internet banner advertising, radio, community outreach events, national webinars, and the PedSafe website www.WalkSmartCA.org. Estimates for the number of Californian’s reached with these messages (calculated by number of “views” or “hits”) is in the millions.



Walk & Peddle in Fine Fettle

The Mendocino County Public Health Department implemented media campaigns, bicycle rodeos, and classroom presentations to raise awareness of safely sharing our streets. In addition, youth groups advocated for increased enforcement of safe biking and pedestrian laws and support for walkable and bikeable communities. Eight bicycle rodeos provided 576 free helmets, tire reflectors, and hands-on bicycle skills training to 616 Willits and Ukiah youth. Classroom presentations on bicycle and pedestrian safety were presented to 573 students. The presentations were provided by the CHP and Willits Police Department. Additionally, newspaper articles were distributed on pedestrian behaviors, responsible driving, and bicycle safety. Public service announcements were recorded by youth in English and Spanish on the topics of texting, helmet laws, and rules of the road.

BICYCLE AND PEDESTRIAN SAFETY (CONTINUED)

Pedestrian, Bicycling, and Traffic Safety Assessments

For the past couple of decades, OTS has partnered with UCB's Technology Transfer Program to help hundreds of California communities encourage safer thoroughfares in cities and rural areas for motorists, pedestrians, and bicyclists. Growing from one program, the Traffic Safety Assessment program, Tech Transfer and OTS have worked together to expand a valuable resource and tailor new programs to specific needs for communities. Tech Transfer helped 30 communities find suggested solutions to their unique issues through the Traffic Safety Assessment, Rural Safety Assessment, Pedestrian Safety Assessment, and Bicycle Safety Assessment programs. With this free service, Tech Transfer's top safety experts, who are currently active in the safety field, worked with the community and met with key engineering, enforcement, planning, and outreach staff members and analyzed relevant data, performed field observations, and reviewed the effectiveness of current safety programs to create real, workable, and suggested strategies. Suggestions, based on engineering, education, and enforcement, ranged from quick, low-cost solutions that could be implemented immediately to longer-range, big-budget solutions that could be added to master plans. Together, OTS, and Tech Transfer are transforming communities in California to be safer from the sidewalk to the center line for motorists, pedestrians, and bicyclists.

DISTRACTED DRIVING

Impact Teen Drivers

The CHP continued its partnership with Impact Teen Drivers, a non-profit education and awareness organization, to implement a program focusing on distracted driving among teens by providing a broad public awareness, educational, and media campaign.

This outreach program provided effective tools in communicating the importance of driving safely by including teachers, parents, and teen groups. A total of 952 educational presentations were conducted reaching 187,521 persons at various high schools throughout the state. Through this partnership, 136 teen distracted driver enforcement operations were also conducted.



DRUG-IMPAIRED DRIVING

Drug Recognition Evaluators

The CHP continued their statewide DRE project, training law enforcement officers, as well as other pertinent members of the community, on drug recognition and impairment. A total of 69 ARIDE classes were conducted training 1,373 CHP and allied agency personnel, which resulted in a six percent increase in the number of officers trained from the previous year. Additionally, there were 324 officers trained and certified as DRE's, 34 DRE recertification classes that recertified 390 law enforcement personnel, and 1,059 officers trained in basic SFST's. There were 30 Drug Impairment Training for Educational Professionals (DITEP) classes conducted, training 601 educational professionals. This is a 172 percent increase of DITEP classes conducted, and a 66 percent increase in those trained in DITEP since the previous grant. The CHP Impaired Driving Unit, in collaboration with the CHP Academy's TV Unit, produced a training video which will be used in SFST and DRE classes.

Oral Fluid Drug Testing

OTS expanded the oral fluid project by partnering with Los Angeles, Orange, Kern, and Sacramento counties to test collection devices that screen for certain drugs in oral fluid (saliva). Two manufacturers, Alere and Draeger, allowed the participating police agencies to borrow the oral fluid collection devices while OTS funded the kits that provided the mouth swabs, confirmation mouth swabs, and confirmation testing at an independent laboratory. Each site collected 100 voluntary samples. Although the

PROGRAM AREA HIGHLIGHTS

DRUG-IMPAIRED DRIVING (CONTINUED)

collection portion of this project has been completed, the data is still being collected and analyzed. The blood samples drawn will be analyzed by each county's crime laboratory, and then compared with the oral fluid confirmation test and the machine's results. At the time of this report, the most common drugs detected by the machines and confirmed via oral fluid were Tetrahydrocannabinol (THC), amphetamine, and methamphetamine. OTS anticipates that these oral fluid collection devices will be used in the field as a tool to help recognize and confirm suspected drug-impaired drivers.

EMERGENCY MEDICAL SERVICES

Regional Collision Response and Extrication Improvement Program

The Santa Maria Fire Department purchased and distributed four fully-equipped extrication systems, three stabilization systems, and six combination tools. They trained 330 firefighters in the use of the new equipment, trained 292 first responders, emergency medical technicians, and paramedics in the recognition and treatment of trauma victims, and improved the EMS delivery system in 14 communities through the replacement of out-dated and unreliable emergency/rescue equipment. The agencies conducted 12 traffic safety presentations in four communities and displayed the OTS-funded equipment at fairs, festivals, and community events. The response time for the service area decreased from 32 minutes to 16 minutes. In addition, the response time for the arrival of appropriate equipment in rural areas of Santa Barbara County decreased from 23 to 14.5 minutes.



MOTORCYCLE SAFETY

During FFY 2014, OTS continued to address motorcycle safety issues by participating in the SHSP, Challenge Area 12 (Improve Motorcycle Safety), and by funding a range of activities in grants. Motorcycle safety enforcement operations are included in a grant to CHP and in STEP Grants for cities and counties. Local law enforcement agencies and the CHP conducted 573 motorcycle safety enforcement operations throughout the state.

Comprehensive Motorcycle Project

Researchers from UCB and the CDPH are working to link motorcycle collision data gathered through a previous grant with hospital discharge data. Hospital data is being linked to collisions involving 7,410 motorcycle operators and 426 motorcycle passengers and will provide more in-depth knowledge about helmet type, lane-splitting, blood alcohol content, and use of high conspicuity colors effects injury outcomes. The results of the prior year's motorcycle collision data collection project were released. Analysis indicates that lane-splitting may be a relatively safe form of motorcycling if done in a safe and prudent manner. Lane-splitters involved in crashes suffered less severe injuries compared to motorcyclists involved in crashes unrelated to lane-splitting, especially when the lane-splitters traveled no more than 10 mph faster than surrounding traffic and when splitting with traffic moving at 30 mph or less.

This grant also funded Snell Memorial Foundations' participation with CHP at eight Motorcycle Helmet Exchange events held in various locations throughout California. A total of 90 helmets were exchanged at these events and contact information for participants was documented. Helmet recipients from this year's events, and from helmet exchange events occurring in a previous grant, were contacted for a telephone survey to gather information about participants' experiences at the events and their thoughts on the helmets they received. Results of the surveys will be used to evaluate the effectiveness of the program and help refine possible future efforts.

MOTORCYCLE SAFETY (CONTINUED)

Interactive motorcycle collision maps and data tables were completed and made available to the public via links on SafeTREC's website. An announcement of these resources was sent to county public health and to city public works and police departments and to some motorcyclist forums. The data tables can be found at <http://safetrec.berkeley.edu/content/motorcycle-collision-data-tables> and the collision mapping tool can be found at <http://tims.berkeley.edu/login.php?next=/tools/motorcycle/main.php>.

SafeTREC IX

UCB conducted the third statewide survey of motorcycle riders and other vehicle drivers regarding the knowledge, opinions, and behaviors related to motorcycle lane-splitting. Using the previous surveys as baselines to evaluate education and public awareness activities, the results indicate that more drivers are aware of the legality of lane splitting and more riders are splitting lanes at lower overall speeds and lower speed differentials relative to surrounding traffic.

Motorcycle Safety and Enforcement

The CHP continued a traffic safety program to reduce motorcycle-involved fatal and injury collisions within CHP jurisdictions throughout the state. This grant included concentrated enforcement, public education campaigns, and motorcycle safety, outreach, and an educational effort. A total of 84 Motorcycle Safety and Road Sharing presentations were conducted impacting 79,015 people.

OCCUPANT PROTECTION

Restraint Usage Surveys

For the third year now, a new method of collecting restraint usage data was used in California. Data collection was conducted at 280 sites across the state and served as the main restraint usage survey for NHTSA and California. Overall, the combined restraint usage rate was 97.1 percent meaning that only 2.9 percent of drivers and front seat passengers were without safety restraints during the Summer 2014 survey. This rate is slightly lower than the 2013 usage rate of 97.4 percent.



Protecting Child Passengers in Pomona and California

The Pomona Police Department collaborated with SafetyBeltSafe U.S.A. to promote child passenger safety throughout Los Angeles County. Educational efforts included five 5-Step Test events, one special needs training, one NHTSA-certified Child Passenger Safety Technician training, 17 roll-call training sessions, and three educator workshops. Boosters for Big Kids was delivered to 380 children in 13 classes, and Belt Fit Basics was delivered to 104 children in six classes. Also conducted were ten community checkups, 23 CPS presentations, and 17 exhibits. The agency distributed 324 child safety seats to low-income families and an additional 251 child safety seats were properly fit. Lastly, the agency continued their toll-free helpline in English and Spanish as well as their outreach campaign that removed unusable child safety seats by educating low-income families on how to properly assess the usability of a child restraint that may have been passed on, and recycled child safety seats when possible.

PROGRAM AREA HIGHLIGHTS

OCCUPANT PROTECTION (CONTINUED)

Traffic Safety Education

The Santa Cruz County Public Health Department partnered with the CHP, Friday Night Live, and numerous community agencies to provide teen driver, child passenger, bicycle, and pedestrian safety educational activities. Seventeen child passenger safety technicians were certified, eight child passenger safety educational presentations provided, five child safety seat checkup events were conducted, and 250 child safety seats were distributed and properly fitted to Santa Cruz County families. The department conducted 29 bicycle and pedestrian safety presentations reaching 629 people, 16 trainings and community events impacting 943 people, and distributed 620 helmets and 50 sets of safety lights/reflector sets to residents. Additionally, staff conducted teen alcohol/drug and distracted driving prevention assemblies at four high schools for 917 students, five multi-media presentations impacting 190 people, one Txtwiser campaign impacting 2,198 participants, and seven Start Smart classes for 190 teens and parents.



Railroad Safety Public Awareness Campaign

The Southern California Regional Rail Authority partnered with California Operation Lifesaver (CAOL) to implement a public awareness campaign educating communities about the dangers associated with motor vehicles and pedestrians at railway crossings. A Public Safety Rail Conference was held, educational materials were distributed at 65 presentations during Rail Safety Month, three public service announcements were created and distributed, and the CAOL website was redesigned.



POLICE TRAFFIC SERVICES

Selective Traffic Enforcement Program

OTS continued funding the Selective Traffic Enforcement Program which provided personnel, equipment, and funding necessary to conduct traffic safety enforcement, education, and training. The primary goals included the reduction of persons killed and injured in alcohol-involved, speed-related, hit-and-run, and nighttime collisions. Law enforcement agencies also participated in "Click It or Ticket," "National Distracted Driving Awareness Month," and the NHTSA Summer and Winter mobilizations. The community efforts of 120 agencies made the program an overwhelming success.



ROADWAY SAFETY/TRAFFIC RECORDS

Integration, Outreach, and Improvements to TIMS and CATSIP Websites

SafeTREC at the UCB enhanced the web-based Transportation Injury Mapping System (TIMS) and California Active Transportation Safety Information Pages (CATSIP). TIMS, a web-based interactive collision mapping and data resource based on the SWITRS database with over 4,600 registered users from key agencies such as the CHP, local police agencies, state agencies, city and county governments, universities and non-profit agencies, has been updated to give users the ability to generate a ranked list of major intersections in a city or unincorporated area with the highest number of fatal and injury collisions. CATSIP has focused on information dissemination and social media communication regarding active transportation. Over 70 items were either updated or added to the CATSIP website. Topics covered included links to the Transportation Research Record special issue on pedestrian, an evaluation of San Diego's first CicloSDias, FHWA tools for counting pedestrian and bicycles, and slides and materials from the Peds Count 2014 conference.

APPENDIX - GRANT EXPENDITURES

ALCOHOL-IMPAIRED DRIVING

Enforcement, Education, and Public Information - These grants funded the continued focus on traffic safety through enforcement, training for law enforcement personnel and alcohol retailers, and public education through outreach.

Grant #	Agency	Fund	Expended
AL1405	California Department of Alcoholic Beverage Control	164AL	\$1,409,688.62
AL1406	California Department of Alcoholic Beverage Control	164AL	\$630,009.31
AL1409	California Department of Motor Vehicles	405d MC	\$82,442.29
AL1426	California Highway Patrol	164AL	\$5,764,724.95
AL1450	California Highway Patrol	405d AL	\$583,905.00
AL1436	Ontario	164AL	\$109,100.04

College and Youth Programs - These grants funded alcohol education and awareness programs, which focused on middle school through college age students. DUI prevention programs for high schools and university campuses also addressed the use of seat belts, bicycle, and pedestrian safety.

Grant #	Agency	Fund	Expended
AL1403	California Highway Patrol	164AL	\$1,565,050.41
AL1410	University of California, Berkeley	164AL	\$205,004.48
AL1411	University of California, Irvine	164AL	\$511,312.53
AL1415	Shasta County District Attorney's Office	164AL	\$125,546.13
AL1427	Tulare County	164AL	\$254,322.23
AL1443	Bakersfield	164AL	\$32,106.23

Judicial Support - This DUI court provided intensive judicial supervision, periodic alcohol/drug testing, mandated treatment where needed, and the use of incentives and sanctions to make behavior changes.

Grant #	Agency	Fund	Expended
AL1425	San Joaquin County Superior Court	164AL	\$549,319.71

Management Information Systems/Evaluations - These grants funded the DUI Hot List Expansion and Monitoring project and the Identification Card Reader project.

Grant #	Agency	Fund	Expended
AL1408	California Department of Motor Vehicles	164AL	\$91,356.08
AL1416	California Department of Motor Vehicles	164AL	\$76,727.27

Testing Equipment - This grant funded the replacement of Portable Evidential Breath Testing Equipment.

Grant #	Agency	Fund	Expended
AL1418	San Luis Obispo County	164AL	\$217,811.82

Multiple DUI Warrant Services/Supervisory Probation Programs - These grants funded county probation departments to monitor the worst-of-the-worst, high-risk, felony, and repeat DUI offenders through intensive supervision.

Grant #	Agency	Fund	Expended
AL1420	Kern County Probation	164AL	\$136,544.98
AL1421	Placer County Probation	164AL	\$61,069.12
AL1424	California Highway Patrol	164AL	\$329,906.49
AL1429	Contra Costa County Probation	164AL	\$148,536.83
AL1439	San Bernardino County Probation	164AL	\$455,700.50
AL1447	Fresno County Probation	164AL	\$133,295.91
AL1448	Tulare County Probation	164AL	\$73,875.22
AL1451	San Joaquin County Probation	164AL	\$129,870.88
AL1457	Solano County Probation	164AL	\$113,114.16

Grant #	Agency	Fund	Expended
AL1459	Sacramento County Probation	164AL	\$406,089.49
AL1460	San Diego County Probation	164AL	\$430,111.72
AL1463	Santa Barbara County Probation	164AL	\$115,137.00
AL1466	Los Angeles County Probation	164AL	\$299,775.44

Multi-Agency Avoid DUI Campaigns - These grants funded law enforcement agencies to conduct DUI enforcement activities during the NHTSA Winter and Summer Mobilizations and sustained enforcement during other holiday periods associated with identified DUI problems.

Grant #	Agency	Fund	Expended
AL1402	Orange County	164AL	\$86,478.90
AL1404	Folsom	164AL	\$196,507.92
AL1407	Oxnard	164AL	\$118,068.46
AL1412	Marysville	164AL	\$62,511.20
AL1413	Paradise	164AL	\$57,557.33
AL1414	Redding	164AL	\$73,585.32
AL1417	Stockton	164AL	\$164,095.80
AL1419	Santa Clara County	164AL	\$132,845.25
AL1422	Fortuna	164AL	\$32,501.21
AL1423	El Dorado County District Attorney's Office	164AL	\$44,536.44
AL1428	Contra Costa County	164AL	\$96,133.06
AL1430	Salinas	164AL	\$175,695.55
AL1431	San Francisco	164AL	\$76,594.25
AL1432	San Diego County	164AL	\$199,885.95
AL1433	Gardena	164AL	\$503,520.09
AL1434	Visalia	164AL	\$108,765.18
AL1435	Siskiyou County	164AL	\$25,121.26
AL1437	Riverside	164AL	\$326,036.82
AL1440	Anaheim	164AL	\$227,909.70
AL1441	Bakersfield	164AL	\$170,956.96
AL1442	Davis	164AL	\$49,683.45
AL1444	Ceres	164AL	\$133,855.65
AL1445	Clovis	164AL	\$171,573.56
AL1446	Merced	164AL	\$51,525.51
AL1449	San Luis Obispo	164AL	\$218,996.84
AL1452	Auburn	164AL	\$55,911.47
AL1453	Hayward	164AL	\$197,902.07
AL1454	Napa	164AL	\$80,295.81
AL1455	Petaluma	164AL	\$200,464.11
AL1456	San Rafael	164AL	\$148,101.13
AL1458	Ontario	164AL	\$285,255.15
AL1461	Capitola	164AL	\$33,658.51
AL1462	Daly City	164AL	\$183,516.22

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Grant #	Agency	Fund	Expended
AL1464	Santa Barbara County	164AL	\$94,185.46
AL1465	Glendora	164AL	\$541,768.51
AL1467	Vallejo	164AL	\$164,240.99
Sobriety Checkpoint Campaign - This grant funded sobriety checkpoints to law enforcement agencies.			
Grant #	Agency	Fund	Expended
AL1369	University of California, Berkeley	164AL	\$12,461,844.06
			\$32,993,539.99
DISTRACTED DRIVING			
Enforcement, Public Education, and Public Information - These grants funded statewide public information, education, and a media campaign focusing on the dangers of distracted driving, texting, and using a cell phone while driving, with an emphasis toward teens.			
Grant #	Agency	Fund	Expended
DD1403	California Highway Patrol	405b DD	\$1,296,231.25
DD1404	California Highway Patrol	402DD	\$346,557.57
DD1405	University of California, San Diego	405b DD	\$133,624.83
Evaluation - This grant funded the evaluation of sample data of driver's licenses and the association of distracted driving citations and crashes.			
Grant #	Agency	Fund	Expended
DD1402	California Department of Motor Vehicles	405b DD	\$51,220.57
			\$1,827,634.22
DRUG-IMPAIRED DRIVING			
Training - This grant funded basic and instructor SFST, ARIDE, and DRE training and certification to law enforcement officers and DITEP training to educational professionals.			
Grant #	Agency	Fund	Expended
DI1408	California Highway Patrol	405d AL	\$1,085,736.55
Toxicology - This grant provided greater technology and personnel for detecting and quantifying drugs that cause impairment.			
Grant #	Agency	Fund	Expended
DI1401	Sacramento County District Attorney's Office	405d AL	\$31,321.58
DI1420	Ventura County	405d AL	\$11,499.25
Judicial Support - These grants funded statewide training for county prosecutors, law enforcement agencies, vertical prosecution grants, and a Vehicular Homicide Seminar.			
Grant #	Agency	Fund	Expended
DI1402	Monterey County District Attorney's Office	405d AL	\$420,734.52
DI1403	Kern County District Attorney's Office	405d AL	\$446,641.00
DI1404	Stanislaus County District Attorney's Office	405d AL	\$324,568.34
DI1405	Calaveras County District Attorney's Office	405d AL	\$152,421.91
DI1406	El Dorado County District Attorney's Office	405d AL	\$327,113.54
DI1407	Yolo County District Attorney's Office	405d AL	\$218,040.57
DI1409	Lake County District Attorney's Office	405d AL	\$181,831.97
DI1410	Marin County District Attorney's Office	405d AL	\$264,497.69

Grant #	Agency	Fund	Expended
DI1411	Napa County District Attorney's Office	405d AL	\$278,191.79
DI1412	Glenn County District Attorney's Office	405d AL	\$69,210.69
DI1412	Glenn County District Attorney's Office	410	\$82,567.87
DI1413	Sonoma County District Attorney's Office	405d AL	\$384,083.95
DI1414	Shasta County District Attorney's Office	405d AL	\$253,560.17
DI1415	Sacramento County District Attorney's Office	405d AL	\$922,186.14
DI1416	Sacramento County District Attorney's Office	405d AL	\$1,050,647.15
DI1417	Fresno County District Attorney's Office	405d AL	\$617,776.29
DI1421	Ventura County District Attorney's Office	405d AL	\$361,536.68
DI1422	Los Angeles City Attorney's Office	405d AL	\$325,632.29
DI1423	Riverside County District Attorney's Office	405d AL	\$374,637.42
DI1425	Orange County District Attorney's Office	405d AL	\$348,087.41
DI1426	Solano County District Attorney's Office	405d AL	\$223,892.55
DI1427	Riverside County District Attorney's Office	405d AL	\$391,988.97
			\$9,148,406.29

EMERGENCY MEDICAL SERVICES

First Responder Services - These grants funded the replacement of old and unreliable life-saving extrication equipment.

Grant #	Agency	Fund	Expended
EM1401	Santa Maria	402EM	\$199,998.85
EM1402	Merced County	402EM	\$99,911.62
EM1403	Kings County	402EM	\$94,513.55
EM1404	Winsor	402EM	\$145,001.97
EM1405	Oakland	402EM	\$276,697.36
EM1406	Dunsmuir	402EM	\$200,000.00
EM1407	French Camp	402EM	\$222,784.02
			\$1,238,907.37

MOTORCYCLE SAFETY

Analysis and Evaluation - This grant funded comprehensive evaluation of motorcycle programs in order to improve and develop effective countermeasures to reach the increasing population of motorcyclists, enhanced enforcement, and public awareness.

Grant #	Agency	Fund	Expended
MC1401	University of California, Berkeley	408TR	\$201,578.95

Enforcement - This grant funded highly-publicized motorcycle safety enforcement operations targeting highway corridors and areas associated with significant motorcycle traffic.

Grant #	Agency	Fund	Expended
MC1402	California Highway Patrol	402MC	\$1,021,268.98
MC1402	California Highway Patrol	405f MC	\$646,818.17
			\$1,869,666.10

APPENDIX - GRANT EXPENDITURES

OCCUPANT PROTECTION			
Comprehensive Community Occupant Protection - These grants funded county health departments, cities, and universities to educate and train on the correct use of safety belts and child safety seats. Activities included child safety seat check-ups, media events, public information campaigns, child safety seat and seat belt surveys, educational presentations, NHTSA-certified CPS training, and the distribution of child safety seats.			
Grant #	Agency	Fund	Expended
OP1401	San Diego County	405b OP	\$239,146.39
OP1403	Riverside County	405b OP	\$204,517.76
OP1404	Pomona	405b OP	\$136,485.28
OP1405	Los Angeles	405b OP	\$436,922.11
OP1406	Santa Cruz County	405b OP	\$79,999.86
OP1406	Santa Cruz County	402PS	\$70,000.00
OP1407	Butte County	405b OP	\$72,499.57
OP1412	Yuba City	402PS	\$121,333.23
OP1412	Yuba City	405b OP	\$77,900.01
OP1414	Rancho Cordova	402PT	\$85,619.63
OP1414	Rancho Cordova	405b OP	\$29,429.63
OP1414	Rancho Cordova	408TR	\$12,485.06
OP1414	Rancho Cordova	405b OP	\$80,811.19
OP1417	San Luis Obispo County	164AL	\$139,916.90
OP1417	San Luis Obispo County	402PS	\$4,197.00
OP1417	San Luis Obispo County	405b OP	\$2,938.39
Statewide Enforcement and Education - These grants funded statewide activities including child safety seat check-ups, media events, public information campaigns, child safety seat and seat belt surveys, educational presentations, NHTSA-certified CPS training, and the distribution of child safety seats.			
Grant #	Agency	Fund	Expended
OP1402	California Highway Patrol	405b OP	\$33,324.08
OP1411	California Highway Patrol	405b OP	\$1,022,756.70
OP1415	California Department of Public Health	405b OP	\$341,414.82
Statewide Usage Surveys - This grant funded the statewide observational seat belt and child safety seat usage rates.			
Grant #	Agency	Fund	Expended
OP1410	California State University Fresno Foundation	405b OP	\$227,809.08
Other Drivers - These grants provided training and public awareness to the community and stakeholders related to older drivers and motorists who drive near railroad crossings.			
Grant #	Agency	Fund	Expended
OP1409	University of California, San Diego	405b OP	\$332,470.54
OP1416	Southern California Regional Rail Authority	405b OP	\$56,311.26
			\$3,808,288.49

PROGRAM ADMINISTRATION

Program Administration - These grants funded activities and costs attributed to the overall management and operation of OTS, including traffic safety problem identification; prioritizing problems and distribution of funds; developing the HSP and APR; developing, monitoring, and evaluating grants; conducting audits; participating on traffic safety committees and task forces; and promoting traffic safety in California.

Grant #	Agency	Fund	Expended
PA1401	California Office of Traffic Safety	402	\$1,963,782.87
PA1402	California Office of Traffic Safety	405d AL	\$120,627.30
PA1403	California Office of Traffic Safety	164	\$1,495,291.77
PA1404	California Office of Traffic Safety	406	\$21,516.37
PA1405	California Office of Traffic Safety	405c TR	\$105,354.71
PA1406	California Office of Traffic Safety	405b OP	\$419,494.65
PA1407	California Office of Traffic Safety	405f MC	\$4,485.05
PA1408	California Office of Traffic Safety	2011	\$583.21
			\$4,131,135.93

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and Bicycle Safety Programs - These grants funded bicycle and pedestrian safety through the school system and local communities. Activities included traffic safety rodeos, workshops, helmet distribution, and increased enforcement near schools.

Grant #	Agency	Fund	Expended
PS1401	Clovis	164AL	\$2,291.21
PS1401	Clovis	402PS	\$24,874.03
PS1401	Clovis	405b PS	\$2,640.00
PS1402	California Highway Patrol	402PS	\$349,895.55
PS1405	Mendocino County	402PS	\$93,729.92

Populations At Risk - This grant funded a pedestrian campaign focused on the older Chinese population and a bicycle safety program for the younger population.

Grant #	Agency	Fund	Expended
PS1403	Monterey Park	402PT	\$14,000.00
PS1403	Monterey Park	402PS	\$51,693.83
PS1403	Monterey Park	164AL	\$22,497.72

Comprehensive Traffic Safety Programs - These grants funded multiple approaches in more than one traffic safety need. Activities included media events, traffic safety rodeos, educational presentations, and enforcement.

Grant #	Agency	Fund	Expended
PS1407	Sunnyvale	402PS	\$39,018.30
PS1408	Sacramento	402PS	\$152,733.91
PS1409	Santa Clara County	164AL	\$68,738.18
PS1409	Santa Clara County	402PS	\$99,005.77

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Statewide Pedestrian and Bicycle Safety Programs - These grants funded teams of transportation professionals to identify pedestrian problems and solutions to improve pedestrian environments. Activities included the development of pedestrian safety action plans, community training, coordinated safety planning, community pedestrian safety assessments, and educational presentations.

Grant #	Agency	Fund	Expended
PS1406	University of California, Berkeley	402PS	\$420,467.81
PS1410	California Department of Public Health	402PS	\$441,523.36
			\$1,783,109.59

POLICE TRAFFIC SERVICES

Program Development and Administrative Coordination - These grants funded grant administration work for CHP projects.

Grant #	Agency	Fund	Expended
PT1427	California Highway Patrol	164AL	\$40,925.85
PT1427	California Highway Patrol	402PT	\$213,599.09
PT1427	California Highway Patrol	405b OP	\$40,879.15
PT1427	California Highway Patrol	405c TR	\$9,243.69
PT1427	California Highway Patrol	405d AL	\$33,342.00

Selective Traffic Enforcement and Education Program - These grants funded overtime for increased enforcement and educational efforts. Activities included DUI saturation patrols, warrant details, court stings, motorcycle safety operations, distracted driving operations, and traffic enforcement operations targeting top primary collision factors.

Grant #	Agency	Fund	Expended
PT1401	Folsom	164AL	\$44,738.70
PT1401	Folsom	402PT	\$70,111.34
PT1401	Folsom	408TR	\$29,200.00
PT1402	Whittier	164AL	\$40,831.17
PT1402	Whittier	402PT	\$40,218.91
PT1403	Irvine	164AL	\$32,095.37
PT1403	Irvine	402PT	\$75,663.96
PT1404	Escondido	164AL	\$53,686.15
PT1404	Escondido	402PT	\$52,423.85
PT1405	El Cajon	164AL	\$27,651.00
PT1405	El Cajon	402PT	\$52,469.56
PT1406	Chula Vista	164AL	\$99,946.65
PT1406	Chula Vista	402PT	\$55,637.02
PT1406	Chula Vista	405d AL	\$2,389.47
PT1407	Laguna Beach	164AL	\$20,586.99
PT1407	Laguna Beach	402PT	\$19,276.70
PT1408	West Sacramento	164AL	\$19,449.71
PT1408	West Sacramento	402PT	\$62,045.30
PT1409	Newport Beach	164AL	\$213,961.77
PT1409	Newport Beach	402PT	\$48,629.59
PT1410	Elk Grove	164AL	\$62,692.45
PT1410	Elk Grove	402PT	\$52,504.02

Grant #	Agency	Fund	Expended
PT1411	Citrus Heights	164AL	\$80,784.98
PT1411	Citrus Heights	402PT	\$57,493.03
PT1412	San Jose	164AL	\$82,016.40
PT1412	San Jose	402PT	\$74,093.81
PT1413	San Francisco	402PT	\$43,760.26
PT1414	Salinas	164AL	\$29,658.41
PT1414	Salinas	402PT	\$62,075.42
PT1415	Redwood City	164AL	\$20,681.55
PT1415	Redwood City	402PT	\$23,560.80
PT1416	Yuba City	164AL	\$18,358.91
PT1416	Yuba City	402PT	\$22,139.80
PT1417	Eureka	164AL	\$39,298.11
PT1417	Eureka	402PT	\$25,622.69
PT1418	San Diego	164AL	\$246,118.06
PT1418	San Diego	402PT	\$160,473.52
PT1419	Oceanside	164AL	\$61,487.46
PT1419	Oceanside	402PT	\$9,617.11
PT1420	National City	164AL	\$31,621.58
PT1420	National City	402PT	\$78,452.09
PT1421	Redding	164AL	\$155,279.51
PT1421	Redding	402PT	\$29,258.07
PT1422	Red Bluff	164AL	\$12,909.26
PT1422	Red Bluff	402PT	\$74,154.99
PT1423	La Habra	164AL	\$22,775.69
PT1423	La Habra	402PT	\$37,536.34
PT1424	Marysville	164AL	\$15,650.27
PT1424	Marysville	402PT	\$16,956.75
PT1425	Hayward	164AL	\$48,920.17
PT1425	Hayward	402PT	\$36,094.30
PT1430	Orange County	164AL	\$96,652.36
PT1430	Orange County	402PT	\$46,310.83
PT1431	Orange	164AL	\$40,142.29
PT1431	Orange	402PT	\$38,347.88
PT1431	Orange	408PT	\$1,335.18
PT1432	Orland	164AL	\$2,691.99
PT1432	Orland	402PT	\$12,848.48
PT1433	Visalia	164AL	\$81,743.95
PT1433	Visalia	402PT	\$48,316.67

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Grant #	Agency	Fund	Expended
PT1434	Menifee	164AL	\$44,526.15
PT1434	Menifee	402PT	\$20,132.59
PT1434	Menifee	408TR	\$24,948.00
PT1435	Indian Wells	164AL	\$5,523.92
PT1435	Indian Wells	402PT	\$9,216.42
PT1436	San Mateo	164AL	\$17,946.68
PT1436	San Mateo	402PT	\$29,356.48
PT1437	Menlo Park	164AL	\$4,156.79
PT1437	Menlo Park	402PT	\$12,281.59
PT1438	Santa Barbara	402PT	\$12,128.47
PT1438	Santa Barbara	164AL	\$64,287.64
PT1439	Pacifica	164AL	\$11,829.25
PT1439	Pacifica	402PT	\$17,535.66
PT1440	Ceres	164AL	\$5,963.00
PT1440	Ceres	402PT	\$14,538.64
PT1441	Stanislaus County	164AL	\$12,765.62
PT1441	Stanislaus County	408TR	\$4,042.21
PT1441	Stanislaus County	402PT	\$14,538.64
PT1443	Fresno	164AL	\$266,310.30
PT1443	Fresno	402PT	\$90,324.90
PT1444	Signal Hill	164AL	\$16,609.87
PT1444	Signal Hill	402PT	\$36,256.44
PT1445	Santa Monica	402PT	\$96,989.53
PT1445	Santa Monica	164AL	\$35,087.10
PT1447	Redondo Beach	164AL	\$46,594.67
PT1447	Redondo Beach	402PT	\$35,112.52
PT1448	Oxnard	164AL	\$100,401.32
PT1448	Oxnard	402PT	\$81,196.19
PT1448	Oxnard	408PT	\$6,582.24
PT1449	Azusa	402PT	\$15,729.89
PT1449	Azusa	164AL	\$17,440.58
PT1450	Napa	164AL	\$39,902.07
PT1450	Napa	402PT	\$40,039.26
PT1451	Fairfield	164AL	\$45,520.67
PT1451	Fairfield	402PT	\$58,991.92
PT1452	Concord	164AL	\$67,824.28
PT1452	Concord	402PT	\$86,691.07
PT1453	Burlingame	164AL	\$122,008.10
PT1453	Burlingame	402PT	\$127,466.52

Grant #	Agency	Fund	Expended
PT1454	Tracy	164AL	\$24,586.80
PT1454	Tracy	402PT	\$28,738.20
PT1455	Stockton	164AL	\$122,575.91
PT1455	Stockton	405d AL	\$12,506.59
PT1455	Stockton	402PT	\$107,452.98
PT1456	Moreno Valley	164AL	\$40,717.04
PT1456	Moreno Valley	402PT	\$33,917.60
PT1456	Moreno Valley	405b OP	\$4,474.27
PT1457	El Monte	164AL	\$39,047.56
PT1457	El Monte	402PT	\$31,783.55
PT1458	Murrieta	164AL	\$35,278.77
PT1458	Murrieta	402PT	\$27,213.29
PT1458	Murrieta	408TR	\$33,496.49
PT1459	Arcadia	164AL	\$14,583.28
PT1459	Arcadia	402PT	\$20,888.34
PT1460	Alhambra	402PT	\$66,143.78
PT1460	Alhambra	164AL	\$15,133.32
PT1461	Sacramento	164AL	\$432,121.69
PT1461	Sacramento	402PT	\$312,030.75
PT1461	Sacramento	405d AL	\$2,910.00
PT1461	Sacramento	408TR	\$69,997.31
PT1462	Lodi	164AL	\$30,767.10
PT1462	Lodi	402PT	\$48,961.08
PT1463	Clovis	164AL	\$10,660.39
PT1463	Clovis	405b OP	\$2,742.46
PT1463	Clovis	402PT	\$3,493.87
PT1464	Lompoc	164AL	\$41,881.41
PT1464	Lompoc	402PT	\$32,920.72
PT1465	South Lake Tahoe	164AL	\$8,811.92
PT1465	South Lake Tahoe	405d AL	\$1,250.50
PT1465	South Lake Tahoe	402PT	\$9,155.21
PT1466	Norco	164AL	35,477.54
PT1466	Norco	402PT	\$34,924.96
PT1467	Ridgecrest	164AL	\$17,310.00
PT1467	Ridgecrest	402PT	\$58,450.30
PT1468	Rialto	164AL	\$68,157.02
PT1468	Rialto	402PT	\$68,782.44
PT1469	Redlands	164AL	\$11,597.64
PT1469	Redlands	402PT	\$41,651.38

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Grant #	Agency	Fund	Expended
PT1470	Rancho Mirage	164AL	\$3,626.91
PT1470	Rancho Mirage	402PT	\$6,303.45
PT1471	Palms Springs	164AL	\$17,460.59
PT1471	Palms Springs	402PT	\$40,532.44
PT1473	Ontario	164AL	\$177,018.80
PT1473	Ontario	402PT	\$109,637.58
PT1473	Ontario	405b OP	\$3,996.70
PT1474	San Jacinto	164AL	\$26,440.34
PT1474	San Jacinto	402PT	\$27,388.24
PT1475	Hemet	164AL	\$24,567.62
PT1475	Hemet	402PT	\$28,523.77
PT1476	Fontana	164AL	\$58,129.88
PT1476	Fontana	402PT	\$95,776.72
PT1477	Corona	164AL	\$3,313.06
PT1477	Corona	402PT	\$10,869.13
PT1478	Bakersfield	164AL	\$58,635.89
PT1478	Bakersfield	402PT	\$135,155.92
PT1478	Bakersfield	405d AL	\$10,191.25
PT1479	Pomona	164AL	\$65,285.29
PT1479	Pomona	402PT	\$63,307.58
PT1480	San Diego	164AL	\$90,983.91
PT1480	San Diego	402PT	\$28,252.56
PT1481	Palm Desert	164AL	\$24,279.24
PT1481	Palm Desert	402PT	\$17,097.29
PT1482	Huntington Beach	164AL	\$203,813.25
PT1482	Huntington Beach	402PT	\$33,903.80
PT1483	Livingston	164AL	\$16,297.94
PT1483	Livingston	402PT	\$11,238.92
PT1484	Merced	164AL	\$16,952.03
PT1484	Merced	402PT	\$8,014.18
PT1485	Madera	164AL	\$54,435.42
PT1485	Madera	402PT	\$16,022.71
PT1486	Placentia	164AL	\$12,671.06
PT1486	Placentia	402PT	\$1,655.00
PT1487	Fullerton	164AL	\$82,297.00
PT1487	Fullerton	402PT	\$27,835.94
PT1487	Fullerton	405d AL	\$78,289.65
PT1489	Riverside	164AL	\$57,086.23
PT1489	Riverside	402PT	\$91,302.56

Grant #	Agency	Fund	Expended
PT1490	Santa Ana	164AL	\$122,863.16
PT1490	Santa Ana	402PT	\$48,553.30
PT1491	San Bernardino	164AL	\$115,166.74
PT1491	San Bernardino	402PT	\$140,281.90
PT1492	Garden Grove	164AL	\$39,774.83
PT1492	Garden Grove	402PT	\$42,997.08
PT1493	Fountain Valley	164AL	\$11,355.32
PT1493	Fountain Valley	402PT	\$15,699.60
PT1493	Fountain Valley	408TR	\$5,000.00
PT1494	Costa Mesa	164AL	\$35,366.29
PT1494	Costa Mesa	402PT	\$11,372.26
PT1495	Anaheim	164AL	\$65,251.44
PT1495	Anaheim	402PT	\$68,331.45
PT1496	Upland	164AL	\$7,271.70
PT1496	Upland	402PT	\$34,822.00
PT1497	Monrovia	164AL	\$7,847.75
PT1497	Monrovia	402PT	\$24,064.26
PT1499	San Rafael	164AL	\$30,848.90
PT1499	San Rafael	402PT	\$38,846.94
PT14100	Capitola	402PT	\$27,994.47
PT14100	Capitola	164AL	\$5,468.00
PT14100	Capitola	402OP	\$1,000.00
PT14101	Vallejo	164AL	\$31,807.17
PT14101	Vallejo	402PT	\$27,220.86
PT14103	Sonoma	164AL	\$5,234.35
PT14103	Sonoma	402PT	\$54,932.93
PT14104	Sebastopol	164AL	\$9,973.55
PT14104	Sebastopol	402PT	\$25,210.34
PT14105	Pasadena	164AL	\$39,461.72
PT14105	Pasadena	402PT	\$112,526.94
PT14106	San Ramon	164AL	\$4,252.19
PT14106	San Ramon	405d AL	\$20,848.42
PT14107	Hollister	164AL	\$12,430.91
PT14107	Hollister	402PT	\$14,205.27
PT14108	San Pablo	164AL	\$33,331.88
PT14108	San Pablo	402PT	\$8,839.27
PT14109	Rohnert Park	402PT	\$249,495.00
PT14110	Pittsburg	164AL	\$13,546.49
PT14110	Pittsburg	402PT	\$28,940.35

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
PT14111	Petaluma	164AL	\$165,918.60
PT14111	Petaluma	402PT	\$23,523.48
PT14112	Oakland	164AL	\$36,060.08
PT14112	Oakland	402PT	\$99,834.02
PT14113	Modesto	164AL	\$83,631.18
PT14113	Modesto	402PT	\$64,139.73
PT14114	Santa Rosa	164AL	\$132,778.19
PT14114	Santa Rosa	402PT	\$73,511.41
PT14115	Glendale	164AL	\$70,504.76
PT14115	Glendale	402PT	\$145,976.01
PT14118	Los Angeles County	164AL	\$492,758.99
PT14118	Los Angeles County	402PT	\$434,817.15
PT14119	Los Angeles	164AL	\$746,074.68
PT14119	Los Angeles	402PT	\$748,011.91
PT14120	Long Beach	164AL	\$60,526.33
PT14120	Long Beach	402PT	\$136,841.33
PT14122	Daly City	164AL	\$21,083.56
PT14122	Daly City	402PT	\$34,357.18
PT14123	Glendora	164AL	\$16,489.25
PT14123	Glendora	402PT	\$33,793.25
PT14124	Gilroy	164AL	\$8,219.60
PT14124	Gilroy	402PT	\$14,951.43
PT14125	Gardena	164AL	\$71,457.17
PT14125	Gardena	402PT	\$48,034.02
PT14126	Ventura	164AL	\$46,847.45
PT14126	Ventura	402PT	\$10,551.20
PT14127	Ventura County	164AL	\$29,126.96
PT14127	Ventura County	402PT	\$54,462.49
PT14127	Ventura County	408PT	\$38,218.48
PT14128	Santa Maria	164AL	\$86,168.81
PT14128	Santa Maria	402PT	\$48,183.29
PT14129	South San Francisco	164AL	\$48,714.75
PT14129	South San Francisco	402PT	\$46,764.55
PT14130	Albany	164AL	\$7,882.61
PT14130	Albany	402PT	\$30,539.75
PT14131	Hawthorne	164AL	\$35,066.69
PT14131	Hawthorne	402PT	\$41,037.67

California Highway Patrol - These grants funded speed and seat belt enforcement, corridor projects, Start Smart presentations, and enhanced motorcycle safety enforcement.

Grant #	Agency	Fund	Expended
PT1429	California Highway Patrol	402PT	\$158,688.09
PT1488	California Highway Patrol	402PT	\$3,717,948.25
PT1498	California Highway Patrol	402PT	\$386,740.49

Safe Transportation Research Education Center - This grant funded public education and outreach, data analysis, statewide surveys to assess traffic safety behaviors and opinions, coordination of the Community Pedestrian Safety Program, technical assistance to local, regional, and state agencies on all traffic safety programs, and maintenance of the SafeTREC website.

Grant #	Agency	Fund	Expended
PT1426	University of California, Berkeley	405b OP	\$1,216,240.08
			\$20,880,848.02

ROADWAY SAFETY/TRAFFIC RECORDS

Public Awareness - This grant partially funded the Slow for the Cone Zone campaign.

Grant #	Agency	Fund	Expended
RS1401	California Department of Transportation	402PM	\$1,000,000.00

Data Records Design and Implementation - These grants funded databases and data record design for state and local agencies to supplement existing collision records program with needed roadway data.

Grant #	Agency	Fund	Expended
TR1409	California Emergency Medical Services Agency	408TR	\$173,928.76
TR1410	California Department of Public Health	408TR	\$463,244.47
TR1412	California Highway Patrol	408TR	\$948,786.85

Comprehensive Data System Design and Implementation - These grants funded traffic GIS collision database and mapping systems.

Grant #	Agency	Fund	Expended
TR1402	Tustin	408TR	\$29,417.55
TR1403	Wildomar	408TR	\$43,348.75
TR1406	Dublin	408TR	\$32,380.00
TR1407	Bell	408TR	\$45,000.00

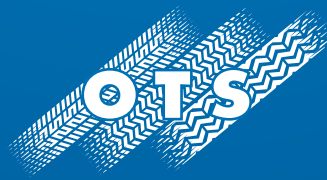
Data Improvement - These grants funded the California Active Transportation Safety Information Pages website, Transportation Injury Mapping System website, and the pilot of OTS rankings.

Grant #	Agency	Fund	Expended
TR1404	University of California, Berkeley	408TR	\$240,938.74
TR1405	California Department of Motor Vehicles	408TR	\$31,134.72
TR1411	California State Polytechnic University Pomona	408TR	\$112,080.79

Traffic Collision Reports - This grant provided funding to reduce the backlog of entering data into SWITRS.

Grant #	Agency	Fund	Expended
TR1413	California Department of Transportation	408TR	\$32,576.26
			\$3,152,836.89

	TOTAL		\$80,834,372.89
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