



# 2013

CALIFORNIA'S ANNUAL PERFORMANCE REPORT

**Toward zero deaths,  
every 1 counts.**







**CALIFORNIA OFFICE  
OF TRAFFIC SAFETY**

# **2013**

## **Annual Performance Report**

**Edmund G. Brown Jr.**

Governor  
State of California

**Brian P. Kelly**

Secretary  
California State Transportation Agency

**Russia Chavis**

Acting Director  
Office of Traffic Safety





**Edmund G. Brown Jr.**  
Governor

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**Brian P. Kelly**  
Secretary

Dear Fellow Californians,

I am pleased to report that California, despite many challenges, moved forward in its efforts in improving traffic safety in 2013. We concentrated on making our roadways safer for all who use the state's streets and highways by implementing programs that combined education, prevention, technological innovation, and enforcement to reduce traffic-related injuries and fatalities.

In 2013, the state awarded grants to local, regional, county, and state agencies for proven, results-driven programs in the areas of alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, and police traffic services. These funds also provided resources for law enforcement agencies to substantially strengthen their enforcement and education programs.

Californians hit an all-time high mark for buckling up their seat belts with a 97.4 percent usage rate, up from last year's 95.5 percent and the previous high set in 2011 of 96.6 percent. This represents an additional half million drivers who heard the message and buckled up.

More Californians are recognizing drug-impaired driving and distracted driving, especially cell phone texting and talking, as serious, modern-day threats. To this end, OTS funding increased the pool of Drug Recognition Experts by over 200, provided special drug impairment training to prosecutors, and helped study the use of new, in-field drug testing equipment. In 2013, OTS funded distracted driving enforcement programs statewide through the California Highway Patrol and in the greater Sacramento region through a special National Highway Traffic Safety Administration pilot study. Educational programs were set up for both newly licensed high school students and employers looking for model policies. OTS coordinated a totally voluntary but very successful high visibility cell phone law enforcement campaign involving over 250 police departments and the CHP during National Distracted Driving Awareness Month.

As more people see the advantages of riding bicycles and walking, crashes involving vehicles, pedestrians, and riders are becoming more frequent. Recognizing these trends early has meant that OTS has been able to put programs in place to help mitigate these emerging dangers. In 2013, these included education and safety projects in Los Angeles and San Francisco counties, free pedestrian and bicycle safety assessments for cities, and expansion of the PedSafe program through the California Department of Public Health.

As the state's economy begins to bounce back and as the number of licensed drivers increases, the return to higher traffic volumes brings increases in transportation related fatalities and injuries. Even in the face of such increases, California's roadways remain vastly safer than before the recession. The last year fatalities were lower was 1944.

As the State's Secretary for Transportation, I continue to point to the leadership and ground-breaking efforts of the Office of Traffic Safety, as well as their traffic safety grantees and state and local partners, for putting the well being of all who travel our sidewalks, streets, and highways above all else.

Sincerely,

**Brian P. Kelly**  
Secretary

# Annual Performance Report

## Federal Fiscal Year 2013 (FFY 2013)

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**CALIFORNIA OFFICE  
OF TRAFFIC SAFETY**



## MISSION & VISION

### WHAT IS OUR MISSION?

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

### WHAT IS OUR VISION?

**"Toward zero deaths, every 1 counts."**

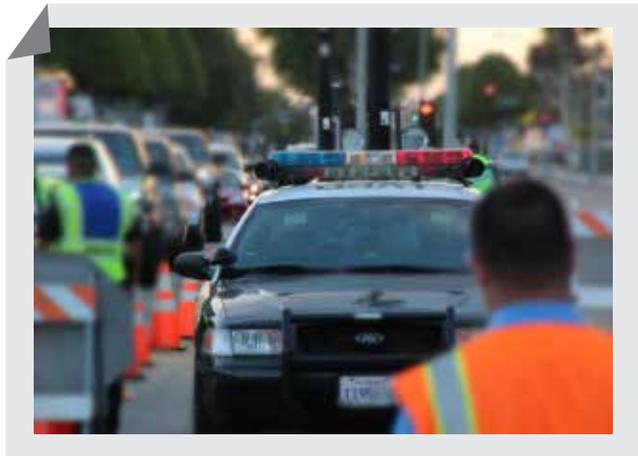
We believe that saving lives on California roadways calls for more than just a reduction of fatalities. Our vision is to eliminate traffic fatalities altogether. Every 1 fatality counts, every 1 is one too many. To realize this vision we emphasize:

- 1. Human worth:** OTS believes that every life lost on a California roadway is one too many.
- 2. Professionalism and integrity:** OTS is committed to performing its mission to the highest professional and ethical standards.
- 3. Performance-based management:** OTS is dedicated to being a performance-based organization – one that focuses on evaluating performance data, applying strategies for performance improvement, and achieving desired results and outcomes.
- 4. Personal and organizational sensitivity:** OTS is committed to treating each other and all customers with the highest respect and regard for individual rights.
- 5. Open communication:** OTS aims to facilitate the free and consistent flow of information in an honest and professional manner.
- 6. Teamwork:** OTS recognizes and encourages the benefits of teambuilding and teamwork.
- 7. Commitment and loyalty:** OTS strives to foster an environment in which accountability and commitment to the organization and its mission are supported and recognized.
- 8. Quality and customer focus:** OTS is dedicated to delivering high quality work and excellent service to all its customers.
- 9. Innovation:** OTS believes in and encourages new thinking and will constantly strive to develop new approaches to meet customer and program needs.
- 10. Professional growth:** OTS is committed to helping staff realize their potential through mentoring, training, and providing opportunities for professional development and advancement.
- 11. Collaboration:** OTS values working with other agencies, private sector businesses, and community organizations to expand resources and extend our messages.

**HOW DOES CALIFORNIA RECEIVE 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.

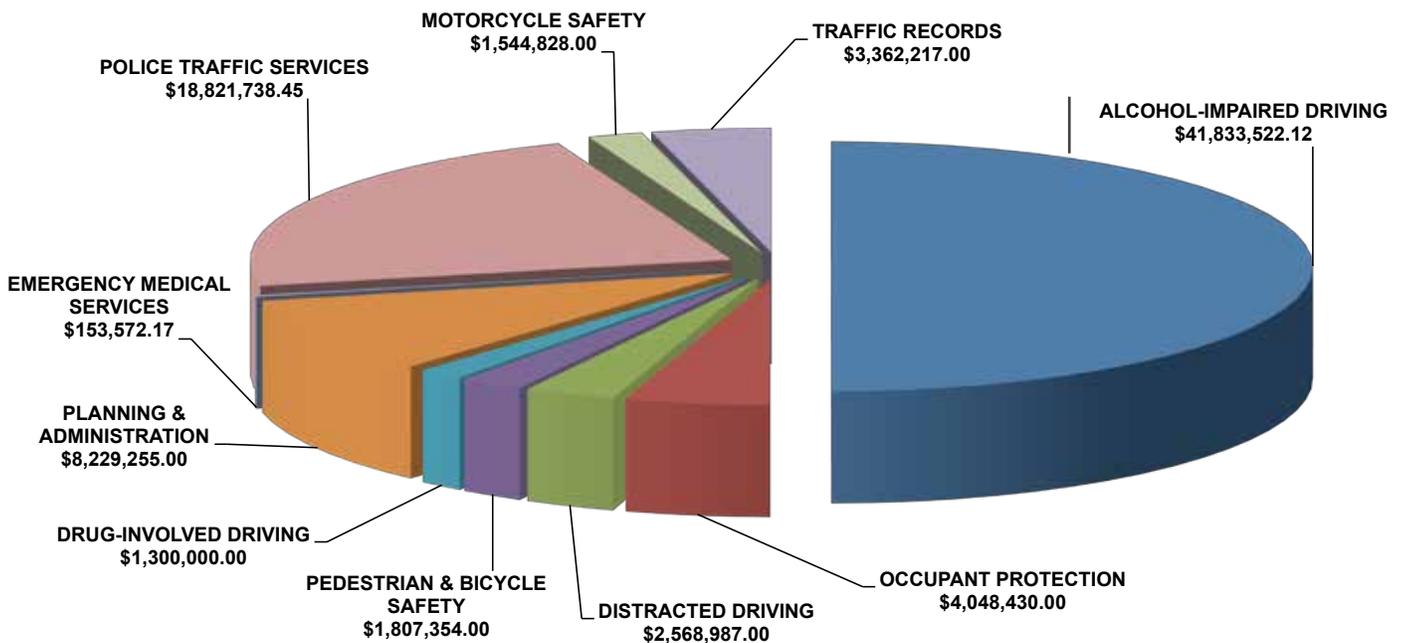
OTS is designated by the Governor to receive federal traffic safety funds for coordinating its highway safety programs. Each year OTS develops a Highway Safety Plan (HSP) identifying the key highway safety problems in the state and the most effective countermeasures to address them. OTS then solicits 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 2013 GRANTS**

**\$83,669,903.74**



## OVERALL

In 2012, California's traffic fatalities increased 1.5 percent (2,816 vs. 2,857) – still one of the lowest levels since the federal government began recording traffic fatalities in 1975.

California 2011 Mileage Death Rate (MDR) – fatalities per 100 million miles traveled is 0.88, and marks the third 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 greater) increased from 774 in 2011 to 802 in 2012.

California's 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 27 percent in 2011 to 28 percent in 2012. This number has remained virtually unchanged in the past three years. California is better than the national average of 31 percent.

In 2010, the 21-24 age group had the highest percentage of drivers in fatal crashes with BAC levels of 0.08 or higher – 30 percent (down from 33 percent in 2009).\*

## DRUG-IMPAIRED DRIVING

Based on data from the National Highway Traffic Safety Administration, 30 percent of all drivers who were killed in motor vehicle crashes in California in 2010 tested positive for legal and/or illegal drugs, a percentage that has been increasing every year since 2006.\*

## OCCUPANT PROTECTION

In California, the percent of restrained passenger vehicle occupant fatalities (all seat positions) increased from 64 percent in 2011 to 67 percent in 2012. California is much better than the national average of 46 percent and no state is better than California. NHTSA estimates that about half or 241 of the 483 known unrestrained fatalities would be alive today had they simply buckled up.

Passenger vehicle occupant fatalities (age 0-8) decreased 53.9 percent from 65 in 2009 to 30 in 2010.\*

## MOTORCYCLE SAFETY

Motorcycle fatalities increased 4.6 percent from 415 in 2011 to 435 in 2012.

Motorcycle fatalities per 100,000 motorcycle registrations fell from 49 in 2009 to 44 in 2010. 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 2009 to 27 percent in 2010.\*

The percentage of motorcycle operators killed that were improperly licensed increased from 32 percent in 2009 to 33 percent in 2010.\*

## TEEN SAFETY

Drivers age 20 or younger involved in fatal crashes dropped 1.3 percent from 328 in 2011 to 324 in 2012.

Teen motor vehicle fatalities (age 16-19) decreased 30.3 percent from 258 in 2009 to 180 in 2010. Since 2006, teen motor vehicle fatalities have dropped 58.3 percent.\*

Teen driver fatalities (age 16-19) decreased 20.3 percent from 94 in 2009 to 75 in 2010. Males make up 72 percent of teen driver fatalities. Since 2006, teen driver fatalities have dropped 65 percent.\*

## PEDESTRIAN AND BICYCLE SAFETY

Pedestrian fatalities decreased 3.9 percent from 633 in 2011 to 612 in 2012.

Pedestrian fatalities age 65 and older increased .7 percent from 150 in 2010 to 151 in 2011.

Bicycle fatalities increased 13.2 percent from 99 in 2010 to 114 in 2011.\*

\*FARS data not yet available.

## 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 2013 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 additional 421,000 were injured in motor vehicle crashes involving a distracted driver. In July 2008, California passed a law prohibiting hand-held cell phone use while driving and a ban on texting while driving in January 2009. According to the OTS Statewide Intercept Opinion Survey, 36.3 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 Challenge Area 17 to 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 NHTSA 2007 National Roadside Survey, more than 16 percent of weekend, nighttime drivers tested positive for illegal, prescription, or over-the-counter drugs. More than 11 percent tested positive for illicit drugs. An additional NHTSA 2009 study tested fatally injured drivers and found that nationally 18 percent tested positive for at least one illicit, prescription, or over-the-counter drug. This is an increase from a 2005 NHTSA study that found that 13 percent of fatally injured drivers tested positive for at least one drug type. The study also found that 23 percent of California's 1,678 fatally injured drivers in 2009 tested positive for drugs. California's medical marijuana laws could be to blame for a higher-than-national average. 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. Driving Under the Influence of Drugs (DUID) arrests have increased 43 percent from FFY 2012 to 2013. OTS grants also have funded vertical prosecution programs for drug-impaired driving cases, as well as more sophisticated laboratory equipment that reduces the time it takes to test for drugs and offers a much broader selection of drugs to be tested.

### 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

Improving motorcycle safety is a priority. Due to a volatile trend of mostly increasing motorcycle fatalities, OTS, CHP, DMV and other representatives of the SHSP Challenge Area 12 have implemented numerous actions. Activities cover the spectrum of countermeasures, combining public awareness, training, education, outreach and highly publicized enforcement. California experienced a ten-year

## AREAS OF CONCENTRATION

### MOTORCYCLE SAFETY (CONTINUED)

increase of motorcyclist deaths, peaking at 560 riders killed in 2008, followed by two years of significantly decreasing deaths and then two years with slightly increasing deaths. Despite the two-year increase, the 435 riders killed in 2012 represent a 22 percent decrease from the 2008 peak. The state's transportation agencies and private safety stakeholders 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 2013, reports a 97.4 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 target 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 the students by the traffic safety messages imparted. 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 the 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 addressing 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. These comprehensive programs achieve a significant and long lasting impact in reducing fatal and injury collisions, and peripheral crime. Under these programs, a community uses all available public and private assets to identify and attack all of its significant traffic safety problems.

### 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 traffic safety education, OTS is able to contribute a significant change in traffic safety behavior over time. Through public education programs such as "Click It or Ticket," "Report Drunk Drivers, Call 911," "Drive Sober or Get Pulled Over," "RUOK?" and "It's Not Worth It," 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 You Tube and Instagram. With the continued collaboration of 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. 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. OTS advocates coordinated system automation of efforts to augment local capabilities for the detection, analysis, and resolution of traffic safety issues.

# LOCAL PROJECT DISTRIBUTION



# FFY 2013 PROJECT DISTRIBUTION

PROGRAM AREAS	
AL	ALCOHOL-IMPAIRED DRIVING AND OTHER DRUGS
EM	EMERGENCY MEDICAL SERVICES
DD	DISTRACTED DRIVING
GIS	GEOGRAPHIC INFORMATION SYSTEM
MC	MOTORCYCLE SAFETY
OP	OCCUPANT PROTECTION
PS	PEDESTRIAN AND BICYCLE SAFETY
PT	POLICE TRAFFIC SERVICES
TR	TRAFFIC RECORDS

## LOCAL GRANTS

### Alameda County (9)

- 1 - AL Avoid Grant
- 1 - AL Enforcement Grant
- 1 - AL Youth Education Grant
- 1 - MC Evaluation / Feasibility Study Grant
- 2 - PT Enforcement Grant
- 1 - PT Evaluation / Feasibility Study Grant
- 1 - PT Training Grant
- 1 - TR Geographic Information System Grant

### Butte County (3)

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

### Calaveras County (1)

- 1 - AL Vertical Prosecution Grant

### Contra Costa County (6)

- 1 - AL Avoid Grant
- 1 - AL Probation Grant
- 3 - PT Enforcement Grant
- 1 - TR Records System Grant

### El Dorado County (4)

- 1 - AL Avoid Grant
- 1 - AL Vertical Prosecution Grant
- 2 - DD Enforcement Grant

### Fresno County (8)

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

### Glenn County (1)

- 1 - AL Avoid Grant

### Humboldt County (3)

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

### Imperial County (1)

- 1 - AL Avoid Grant

### Kern County (4)

- 2 - AL Education Grant
- 1 - AL Enforcement Grant
- 1 - AL Vertical Prosecution Grant

### Lake County (1)

- 1 - AL Vertical Prosecution Grant

### Los Angeles County (30)

- 2 - AL Avoid Grant
- 2 - AL Enforcement Grant
- 1 - AL Vertical Prosecution Grant
- 1 - DD Education Grant
- 2 - OP Education Grant
- 1 - PS Education Grant
- 20 - PT Enforcement Grant
- 1 - TR Records System Grant

### Madera County (2)

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

### Marin County (3)

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

### Merced County (3)

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

### Monterey County (4)

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

### Napa County (3)

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

### Orange County (18)

- 1 - AL Vertical Prosecution Grant
- 1 - AL Education Grant
- 2 - AL Enforcement Grant
- 13 - PT Enforcement Grant
- 1 - TR Records System Grant

### Placer County (7)

- 1 - AL Avoid Grant
- 1 - AL Probation Grant
- 5 - DD Enforcement Grant

### Riverside County (11)

- 8 - AL Enforcement Grant
- 2 - AL Vertical Prosecution Grant
- 1 - OP Education Grant

### Sacramento County (15)

- 1 - AL Avoid Grant
- 1 - AL Probation Grant
- 2 - AL Vertical Prosecution Grant
- 6 - DD Enforcement Grant
- 1 - OP Enforcement Grant
- 4 - PT Enforcement Grant



# FFY 2013 PROJECT DISTRIBUTION

## LOCAL GRANTS (CONTINUED)

San Benito County (1)  
1 - PT Enforcement Grant

San Bernardino County (10)  
8 - AL Enforcement Grant  
1 - AL Probation Grant  
1 - AL Vertical Prosecution Grant

San Diego County (13)  
1 - AL Avoid Grant  
3 - AL Enforcement Grant  
1 - AL Probation Grant  
1 - OP Education Grant  
1 - OP Training Grant  
5 - PT Enforcement Grant  
1 - TR Geographic Information System Grant

San Francisco County (2)  
1 - AL Avoid Grant  
1 - PS Education Grant

San Joaquin County (12)  
1 - AL Avoid Grant  
1 - AL DUI Courts Grant  
1 - AL Probation Grant  
6 - DD Enforcement Grant  
1 - OP Education Grant  
2 - PT Enforcement Grant

San Luis Obispo County (3)  
1 - AL Avoid Grant  
1 - OP Education Grant  
1 - PT Enforcement Grant

San Mateo County (8)  
1 - AL Avoid Grant  
6 - PT Enforcement Grant  
1 - TR Geographic Information System Grant

Santa Barbara County (5)  
1 - AL Avoid Grant  
1 - AL Enforcement Grant  
1 - AL Probation Grant  
2 - PT Enforcement Grant

Santa Clara County (4)  
1 - AL Avoid Grant  
1 - AL Education Grant  
2 - PT Enforcement Grant

Santa Cruz County (2)  
1 - AL Avoid Grant  
1 - OP Education Grant

Shasta County (4)  
1 - AL Avoid Grant  
1 - AL Vertical Prosecution Grant  
1 - AL Youth Education Grant  
1 - PT Enforcement Grant

Siskiyou County (1)  
1 - AL Avoid Grant

Solano County (11)  
1 - AL Avoid Grant  
1 - AL Probation Grant  
1 - AL Vertical Prosecution Grant  
5 - DD Enforcement Grant  
3 - PT Enforcement Grant

Sonoma County (8)  
1 - AL Avoid Grant  
1 - AL DUI Courts Grant  
1 - AL Vertical Prosecution Grant  
5 - PT Enforcement Grant

Stanislaus County (14)  
1 - AL Avoid Grant  
1 - AL Probation Grant  
1 - AL Vertical Prosecution Grant  
7 - DD Enforcement Grant  
3 - PT Enforcement Grant  
1 - TR Records System Grant

Sutter County (3)  
1 - DD Enforcement Grant  
1 - OP Education Grant  
1 - PT Enforcement Grant

Tehama County (1)  
1 - TR Records System Grant

Tulare County (5)  
1 - AL Avoid Grant  
1 - AL Probation Grant  
1 - AL Youth Education Grant  
2 - PT Enforcement Grant

Ventura County (5)  
1 - AL Avoid Grant  
1 - AL Vertical Prosecution Grant  
3 - PT Enforcement Grant

Yolo County (6)  
1 - AL Avoid Grant  
1 - AL Vertical Prosecution Grant  
4 - DD Enforcement Grant

Yuba County (3)  
1 - AL Avoid Grant  
1 - DD Enforcement Grant  
1 - PT Enforcement Grant

## REGIONAL AND STATEWIDE GRANTS

California Department of Alcoholic Beverage Control (3)  
1 - AL Education Grant  
2 - AL Enforcement Grant

California Department of Justice (1)  
1 - AL Equipment Grant

California Department of Motor Vehicles (3)  
3 - AL Evaluation / Feasibility Study Grant

California Department of Public Health (3)  
1 - OP Training 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 Education Grant  
1 - OP Education Grant  
2 - PT Education Grant  
4 - PT Enforcement Grant  
2 - 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 Campus (6)  
1 - AL Enforcement Grant  
1 - AL Youth Education Grant  
1 - MC Evaluation / Feasibility Study Grant  
1 - PT Evaluation / Feasibility Study Grant  
1 - PT Training Grant  
1 - TR Geographic Information System Grant

University of California, Irvine (1)  
1 - AL Education Grant

University of California, San Diego (1)  
1 - OP Training 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. NHTSA will use the core measures as an integral part of its reporting to Congress, the public, and others.

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

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 71 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.

For the fourth year, OTS is reporting its statewide survey that tracks driver attitudes and awareness of highway safety enforcement, communication activities, and self-reported driving behavior. Through an OTS grant, the Safe Transportation Research and Education Center (SafeTREC) at University of California, Berkeley, 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, 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.



Toward **zero** Deaths  
Every **1** Counts

### OVERALL PROGRAM GOAL

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

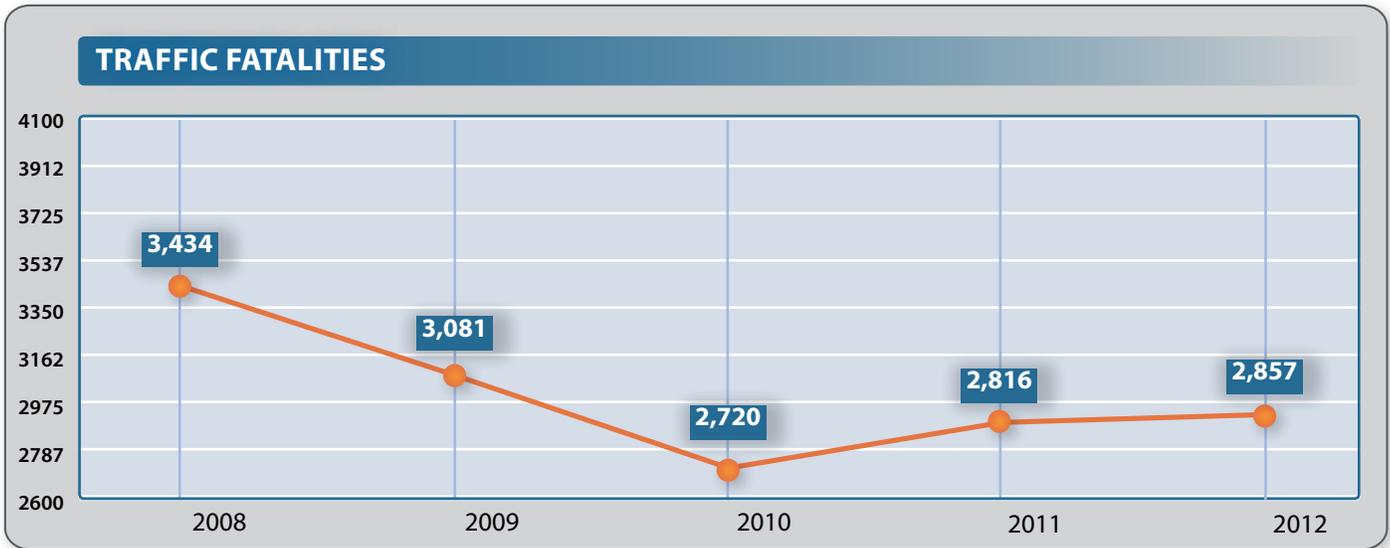
OTS recognizes that achievement of quantified goals is dependent not only on the work of OTS, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. In 2010, California experienced the lowest level of motor vehicle fatalities in the last 60 years. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs, should make the projected decline achievable.

## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

To decrease traffic fatalities 7.5 percent from the 2008-2010 calendar base year average of 3,078 to 2,848 by December 31, 2013.

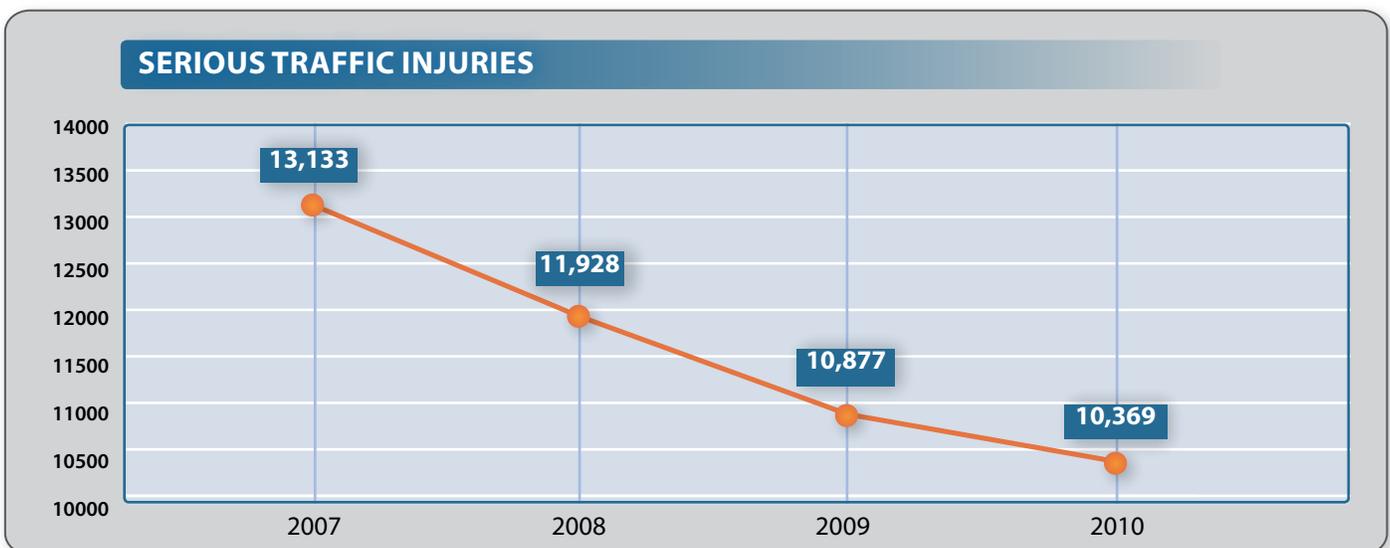
**Result:** Traffic fatalities decreased 7.2 percent from the 2008-2010 calendar base year average of 3,078 to 2,857.



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

To decrease serious traffic injuries 5 percent from the 2008-2010 calendar base year average of 11,081 to 10,527 by December 31, 2013.

**Result:** Data not yet available.

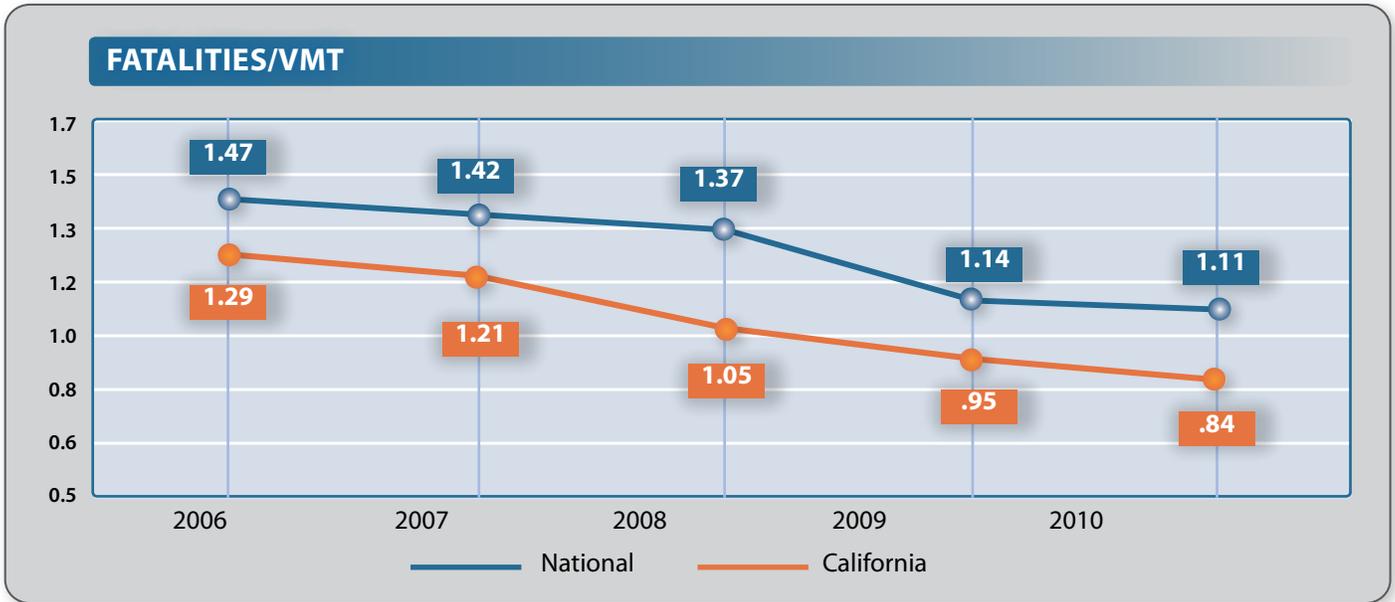


## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

### C-3 FATALITIES/VMT (FARS/FHWA)

To decrease fatalities/VMT from the 2008–2010 calendar base year average of .94 to .93 by December 31, 2013.

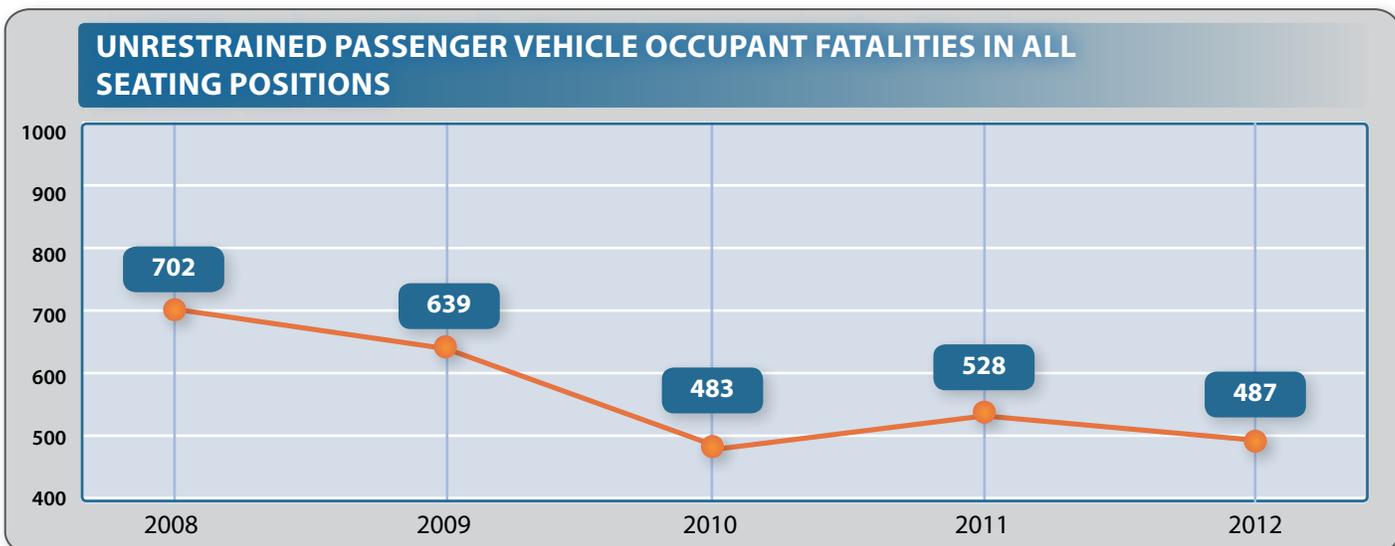
Result: Data not yet available.



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

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from the 2008–2010 calendar base year average of 608 to 578 by December 31, 2013.

Result: Unrestrained passenger vehicle occupant fatalities in all seating positions decreased 20 percent from the 2008–2010 calendar base year average of 608 to 487.

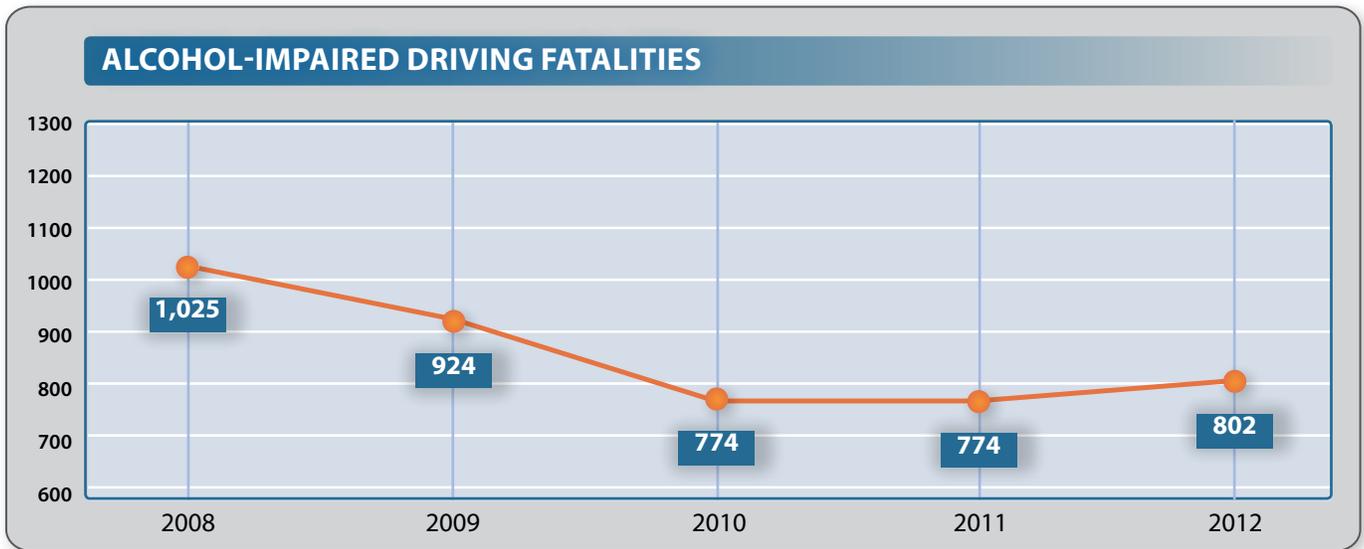


## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

### C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

To decrease alcohol-impaired driving fatalities 5 percent from the 2008–2010 calendar base year average of 907 to 862 by December 31, 2013.

**Result:** Alcohol-impaired driving fatalities decreased 11.6 percent from the 2008–2010 calendar base average year of 907 to 802.

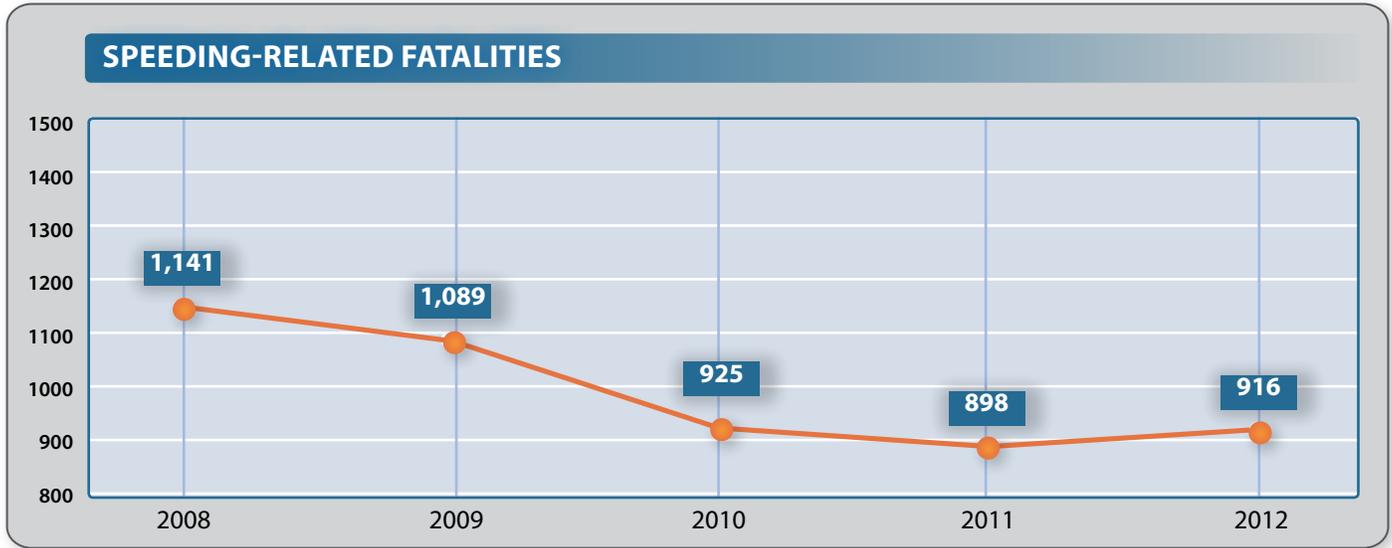


## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

### C-6 SPEEDING-RELATED FATALITIES (FARS)

To reduce speeding-related fatalities 5 percent from the 2008–2010 calendar base year average of 1,051 to 999 by December 31, 2013.

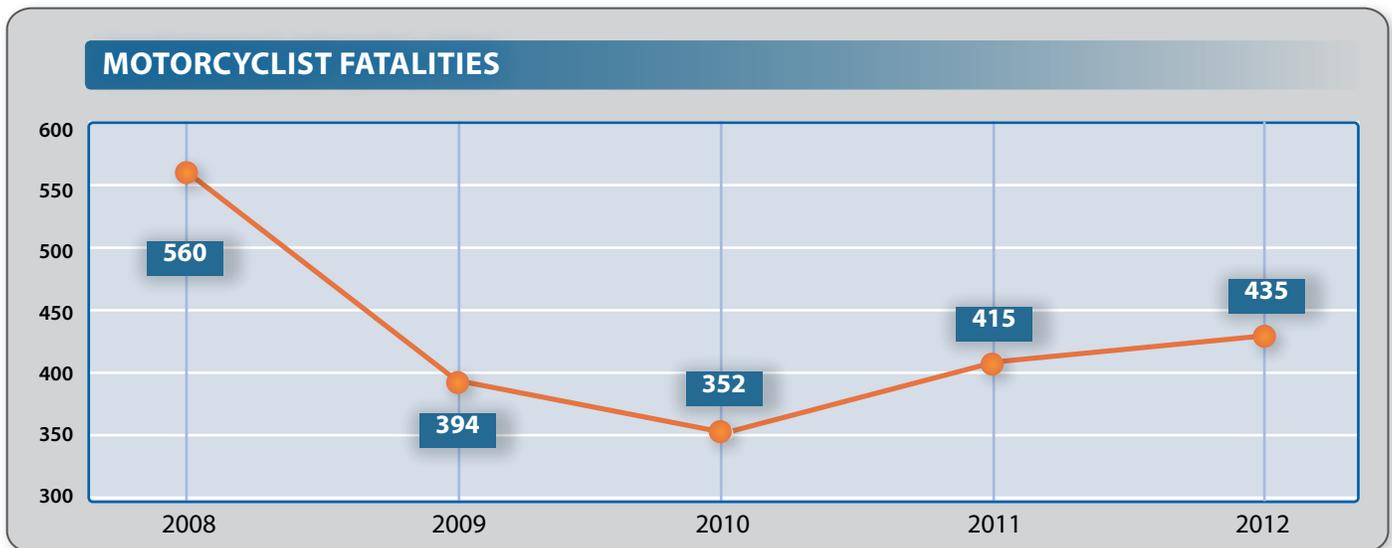
**Result:** Speeding-related fatalities decreased 8.4 percent from the 2008–2010 calendar base year average of 999 to 916.



### C-7 MOTORCYCLIST FATALITIES (FARS)

To decrease motorcyclist fatalities 5 percent from the 2008–2010 calendar base year average of 435 to 414 by December 31, 2013.

**Result:** Motorcyclist fatalities were maintained from the 2008–2010 calendar base year average of 435.

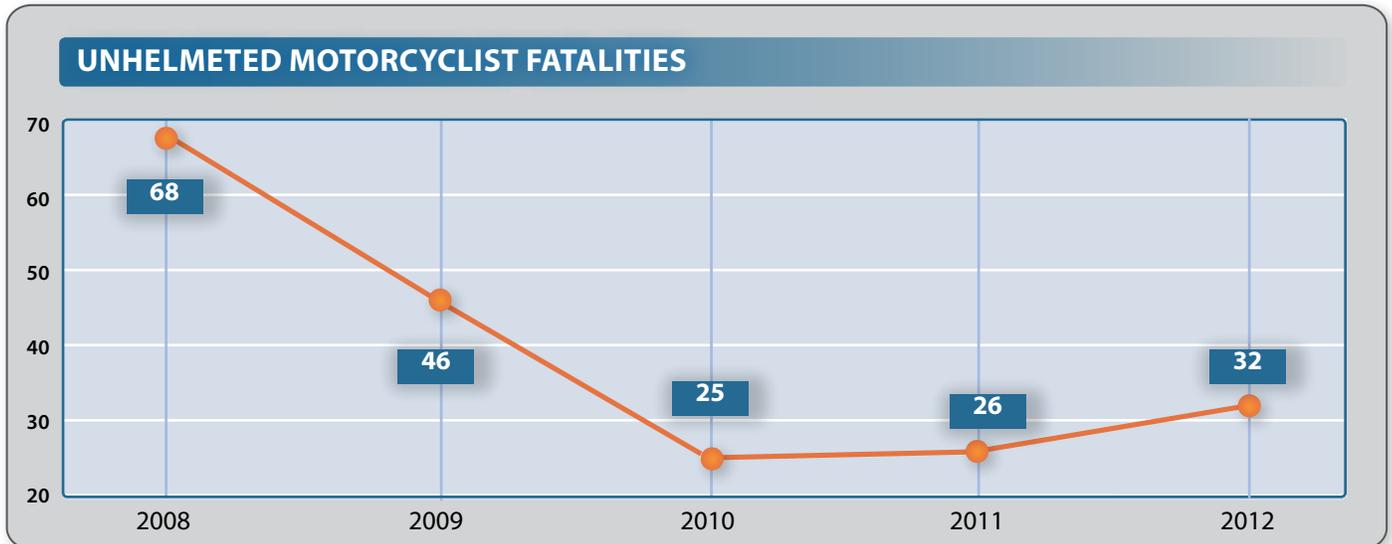


## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

### C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

To decrease unhelmeted motorcyclist fatalities 20 percent from the 2008–2010 calendar base year average of 46 to 37 by December 31, 2013.

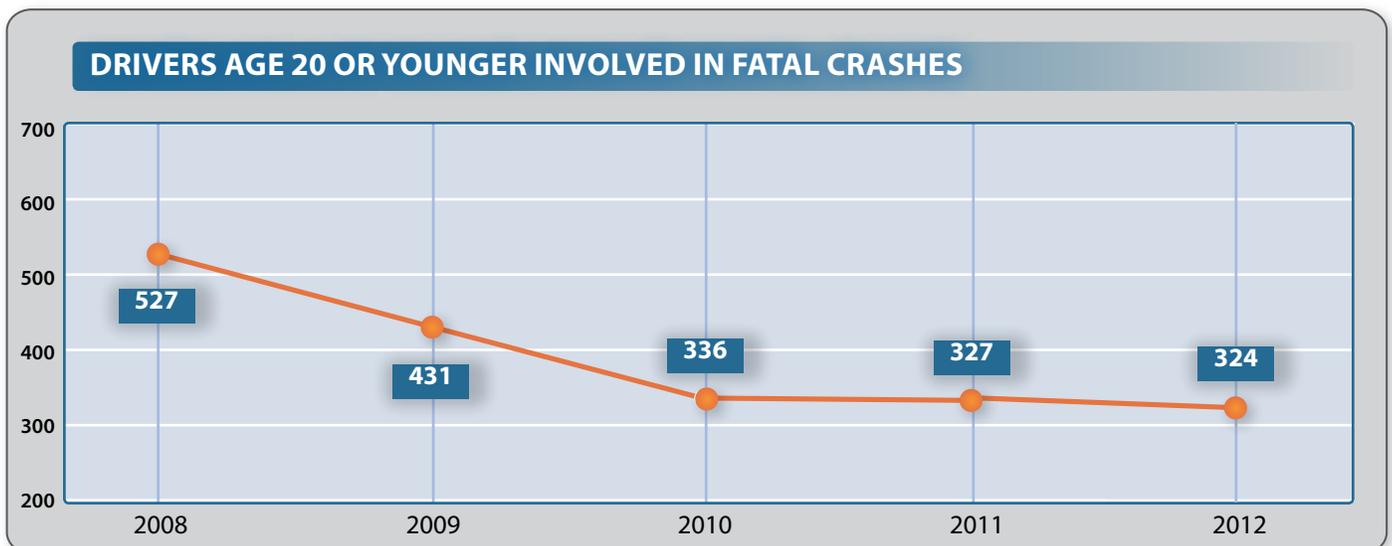
**Result:** Unhelmeted motorcyclist fatalities decreased 30.5 percent from the 2008–2010 calendar base year average of 46 to 32.



### 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 2008–2010 calendar base year average of 431 to 440 by December 31, 2013.

**Result:** Drivers age 20 or younger involved in fatal crashes decreased 24.9 percent from the 2008–2010 calendar base year average of 431 to 324.

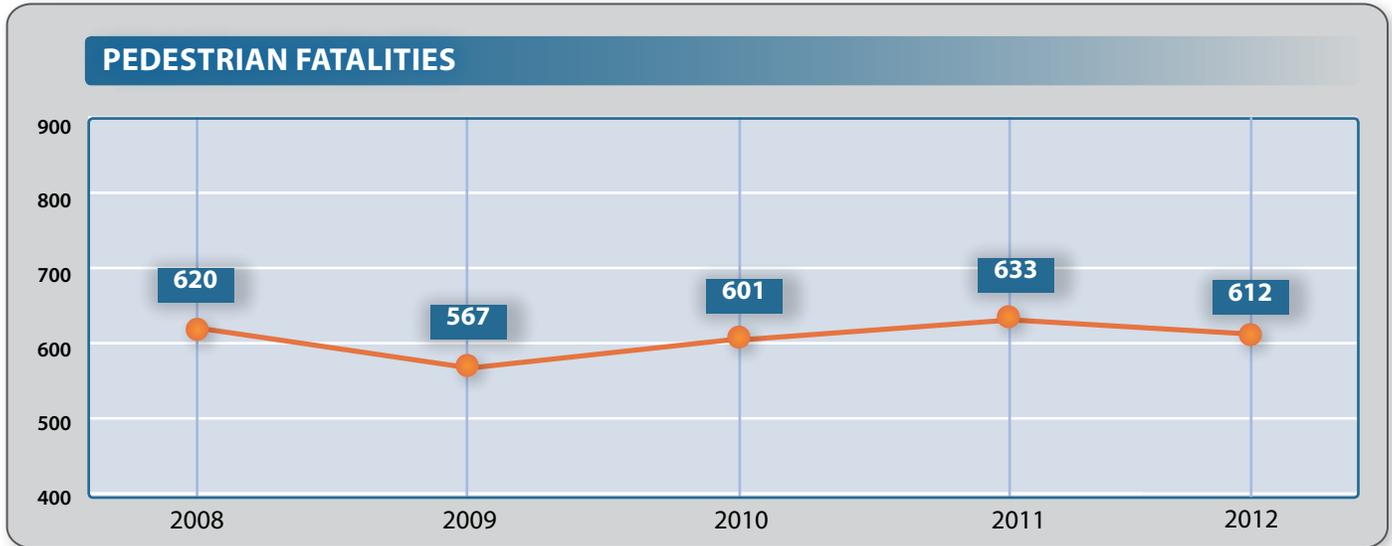


## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

### C-10 PEDESTRIAN FATALITIES (FARS)

To reduce pedestrian fatalities .9 percent from the 2008–2010 calendar base year average of 596 to 590 by December 31, 2013.

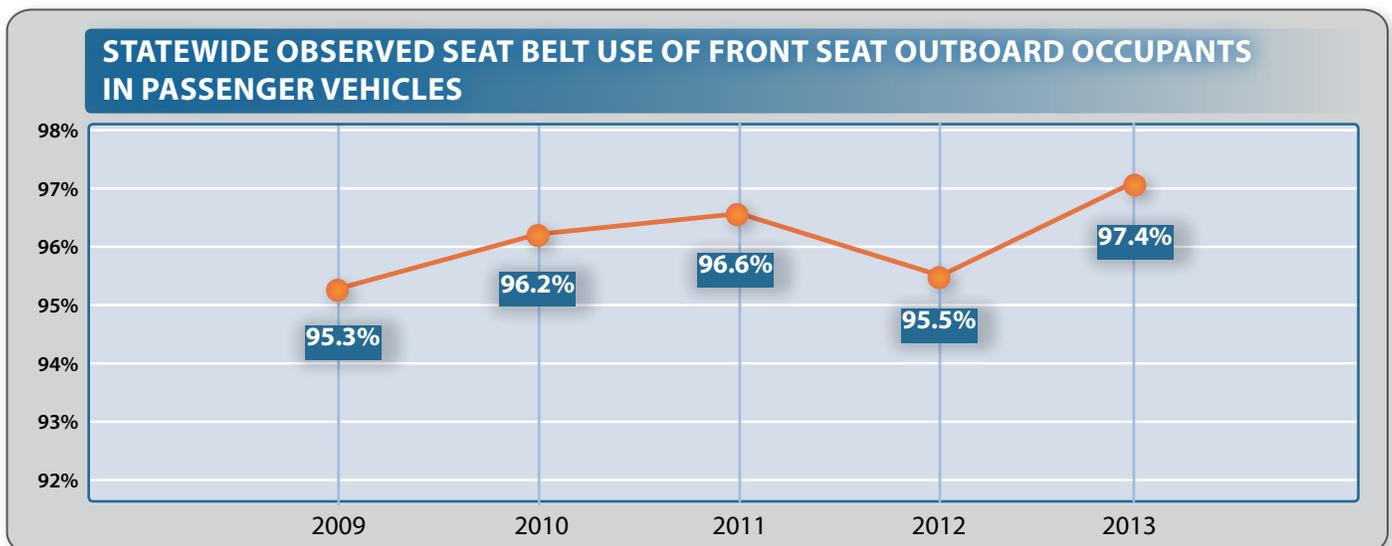
**Result:** Pedestrian fatalities increased 2.7 percent from the 2008–2010 calendar year average of 596 to 612.



### 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 .7 percentage points from the 2009–2011 calendar base year average usage rate of 96 percent to 96.7 percent by December 31, 2013.

**Result:** Statewide observed seat belt use of front seat outboard occupants in passenger vehicles increased 1.4 percentage points from the 2009–2011 calendar base year average of 96 percent to 97.4 percent.



## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE OUTCOME MEASURES	Calendar Years					
	2007	2008	2009	2010	2011	2012
C-1: Traffic Fatalities (FARS)	3,995	3,434	3,081	2,720	2,816	2,857
C-2: Serious Traffic Injuries (SWITRS)	13,133	11,943	10,931	10,369	Not yet available	Not yet available
C-3: Fatalities/VMT (FARS/FHWA)	1.21	1.05	0.95	0.84	Not yet available	Not yet available
C-4: Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)	859	702	639	483	528	487
C-5: Alcohol-Impaired Driving Fatalities (all fatalities involving a driver or a motorcycle operator with a BAC of .08 or greater) (FARS)	1,132	1,025	924	774	774	802
C-6: Speeding-Related Fatalities (FARS)	1,472	1,141	1,089	925	898	916
C-7: Motorcyclist Fatalities (FARS)	518	560	394	352	415	435
C-8: Unhelmeted Motorcyclist Fatalities (FARS)	68	68	46	25	26	32
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	609	527	431	336	327	324
C-10: Pedestrian Fatalities (FARS)	650	620	567	601	633	612

CORE BEHAVIOR MEASURE	Calendar Years					
	2008	2009	2010	2011	2012	2013
B-1: Statewide Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (CSU Fresno Observational Survey)	95.7%	95.3%	96.2%	96.6%	95.5%	97.4%
<b>ACTIVITY MEASURES</b>						
<b>FFY 2013 (October 1, 2012 - September 30, 2013)</b>						
A-1: Seat Belt Citations Issued During Grant Funded Enforcement Activities	2,203					
A-2: Impaired Driving Arrests Made During Grant Funded Enforcement Activities	12,643					
A-3: Speeding Citations Issued During Grant Funded Enforcement Activities	22,036					

# STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

## TRAFFIC SAFETY SURVEY

In 2013, OTS conducted the fourth annual statewide traffic safety survey. This survey 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.

California's 2013 survey included 1,941 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's roadways?			
Reply	2011	2012	2013
Texting on cell phone	18.5%	17.1%	20.3%
Talking on cell phone	20.3%	18.3%	16.0%
Speeding/Aggressive Driving	17.6%	15.6%	14.3%
Other Driver Behavior	7.2%	10.5%	11.3%
Bad Road Surfaces	11.6%	11.4%	9.2%
Drunk Driving	12.6%	4.3%	5.7%
Internal Car Distractions	3.8%	3.5%	3.6%
Other/Don't Know	8.4%	19.3%	19.6%

In your opinion, what is the most serious distraction for drivers?			
Reply	2011	2012	2013
Cell Phone talking (hand-held or hands-free) 61.9%	56.0%	42.8%	33.4%
Texting While Driving	27.6%	37.2%	47.9%
Passengers in Car	1.8%	1.4%	1.5%
Roadside Billboards	1.3%	1.9%	1.8%
Eating While Driving	1.2%	0.8%	0.8%
Adjusting Radio/Stereos	0.7%	0.8%	0.8%
Personal Grooming	0.9%	0.4%	0.7%
GPS/Navigation Systems	0.5%	0.5%	0.7%
Other	10.0%	14.2%	14.2%

How often in the past 30 days have you texted or emailed while driving?			
Reply	2011	2012	2013
Regularly	6.3%	6.2%	7.2%
Sometimes	7.8%	10.3%	9.8%
Rarely	14.2%	14.9%	16.1%
Never	71.7%	68.6%	66.8%



# STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

## TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

How often in the past 30 days have you talked on a hand-held cell phone while driving?			
Reply	2011	2012	2013
Regularly	10.5%	10.7%	9.3%
Sometimes	11.7%	11.5%	11.2%
Rarely	22.6%	22.3%	24.1%
Never	55.2%	55.4%	55.4%
How often in the past 30 days have you talked on a hands-free cell phone while driving?			
Reply	2011	2012	2013
Regularly	30.6%	26.1%	27.4%
Sometimes	15.7%	14.5%	20.1%
Rarely	10.2%	12.9%	13.5%
Never	43.5%	46.5%	39.0%
Do you talk less, more or the same amount on a cell phone because of the hands-free law?			
Reply	2011	2012	2013
More	10.6%	9.3%	9.7%
The same	49.0%	56.9%	54.9%
Less	40.4%	33.8%	35.5%
Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?			
Reply	2011	2012	2013
Yes	60.1%	60.1%	61.9%
No	39.9%	39.9%	38.1%
Do you believe using a hands-free cell phone is safer than a hand-held phone while driving?			
Reply	2011	2012	2013
Yes	70.7%	70.4%	70.2%
No	29.3%	29.6%	29.8%
Have you ever made a driving mistake while talking on a cell phone?			
Reply	2011	2012	2013
Yes	45.8%	44.6%	45.0%
No	54.2%	55.4%	55.0%

What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?			
Reply	2011	2012	2013
Very Likely	Question not included in 2011 survey	20.1%	26.3%
Somewhat Likely		31.2%	31.9%
Neither Likely nor Unlikely		8.4%	7.0%
Somewhat Unlikely		19.5%	16.3%
Very Unlikely		20.7%	18.6%
What do you think is the minimum ticket cost for a first time offense while using a hand-held phone or texting while driving?			
Reply	2011	2012	2013
\$20	Question not included in 2011 survey	9.3%	3.5%
\$85		15.7%	14.0%
\$159 (Correct Amount)		41.7%	44.9%
\$229		33.4%	37.6%
Do you believe that men or women use cell phones and/or text more while driving?			
Reply	2011	2012	2013
Men	6.0%	7.8%	7.6%
Women	41.2%	42.3%	43.4%
Neither/Both the same	52.9%	49.9%	49.0%
Do you recall hearing or seeing "Report Drunk Drivers - Call 911" in the past 6 months?			
Reply	2011	2012	2013
Yes	62.6%	64.6%	52.0%
No	37.4%	35.4%	48.0%
Do you think the "Report Drunk Drivers - Call 911" program has helped police make more DUI arrests?			
Reply	2011	2012	2013
Yes	71.9%	76.1%	66.6%
No	28.1%	23.9%	33.4%
In your opinion, is the "Report Drunk Drivers - Call 911" program resulting in fewer drunk drivers on the roadways?			
Reply	2011	2012	2013
Yes	57.2%	52.6%	47.5%
No	42.8%	47.4%	52.5%

# STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

## TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

Since seeing or hearing "Report Drunk Drivers - Call 911," are you less likely to drive after drinking too much?			
Reply	2011	2012	2013
Yes	38.1%	38.9%	34.4%
No	27.9%	32.0%	43.5%
I don't drink at all	34.0%	29.0%	22.1%
In the past 30 days, did you drive when you thought you had too much alcohol to drive safely?			
Reply	2011	2012	2013
Yes	6.7%	5.5%	6.2%
No	70.7%	68.6%	75.3%
I don't drink at all	22.6%	25.8%	18.6%
How serious of a problem is driving under the influence of drugs, both legal and illegal?			
Reply	2011	2012	2013
Very Big Problem	70.2%	71.5%	62.4%
Somewhat of a problem	23.6%	24.1%	28.2%
A Small Problem	4.9%	3.6%	6.9%
Not a problem at all	1.3%	0.8%	2.6%
In your opinion, should the penalty for driving under the influence of drugs be more serious, less serious or the same?			
Reply	2011	2012	2013
More serious penalty	14.9%	17.6%	18.2%
Less serious penalty	9.9%	0.5%	10.9%
The same penalty	75.2%	76.8%	70.9%
In the past 6 months, have you seen or heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?			
Reply	2011	2012	2013
Yes	72.9%	67.8%	51.6%
No	27.1%	32.2%	48.4%
Do you support the use of sobriety/DUI checkpoints?			
Reply	2011	2012	2013
Yes	88.3%	89.6%	87.0%
No	11.7%	10.4%	13.3%

Do you believe the penalty for driving under the influence of drugs is as serious as the penalty for driving under the influence of alcohol?			
Reply	2011	2012	2013
Yes	72.3%	72.4%	69.9%
No	27.7%	27.6%	30.1%
Do you recall hearing or seeing "Click It or Ticket" in the past 6 months?			
Reply	2011	2012	2013
Yes	88.6%	86.5%	81.0%
No	11.4%	13.5%	19.0%
How often do you wear a seatbelt?			
Reply	2011	2012	2013
Always wear a seat belt	95.3%	97.6%	96.9%
Sometimes wear a seat belt	3.9%	1.9%	2.4%
Never wear a seat belt	0.8%	0.7%	0.7%
Do you think the chances of being stopped for not wearing a seat belt have changed because of the "Click It or Ticket" campaign?			
Reply	2011	2012	2013
Yes	72.0%	58.1%	55.8%
No	28.0%	41.9%	44.2%
Are you aware of the law requiring drivers to move over safely or slow down when approaching stationary vehicles that display flashing lights?			
Reply	2011	2012	2013
Yes	92.5%	88.7%	89.2%
No	7.5%	11.3%	10.8%

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years					
	2007	2008	2009	2010	2011	2012
Statewide DUI Arrests	203,866	214,811	208,531	195,879	180,212	Not yet available
Statewide DUI Conviction Rate	80%	79%	77%	73%	Available January 2014	Available January 2015
Statewide Seat Belt Violation Convictions	441,710	392,724	336,785	238,761	260,026	259,888
Statewide Child Restraint Violation Convictions	16,301	16,118	15,085	13,411	11,791	9,555
Statewide Speeding Convictions	1,810,616	1,868,360	1,868,202	1,734,258	1,613,877	1,477,208
Hand-held Cell Phone Convictions	Law became effective 7/1/08		301,833	361,260	460,487	425,041
Texting Convictions	Law became effective 1/1/09		2,845	7,924	14,886	21,059
Hand-held Device by Someone Under Age 18	Law became effective 7/1/08		1,228	904	732	114

ADDITIONAL OUTCOME MEASURES	Calendar Years					
	2007	2008	2009	2010	2011	2012
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled (SWITRS))	1.18	1.05	0.95	0.84	0.88	Not yet available
Motor Vehicle Fatalities, Age 16-19 (FARS)	345	290	258	181	187	Not yet available
Male	248	203	167	124	123	Not yet available
Female	97	87	91	57	64	Not yet available
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	162	154	94	75	77	Not yet available
Male	125	119	71	54	54	Not yet available
Female	37	35	23	21	23	Not yet available
Fatality Rate Per 100,000 Population (FARS)	11.02	9.38	8.36	7.28	7.40	Not yet available
Total Motor Vehicle Injuries (SWITRS)	254,188	241,873	232,777	227,510	Not yet available	Not yet available
Motor Vehicle Injuries, Age 16-19 (SWITRS)	28,237	25,307	23,577	22,172	Not yet available	Not yet available
Hit-and-Run Fatal Collisions (FARS)	275	271	206	234	234	Not yet available
Hit-and-Run Injury Collisions (SWITRS)	18,984	16,930	15,439	14,548	Not yet available	Not yet available
Hit-and-Run Fatalities (FARS)	302	299	218	251	242	Not yet available
Hit-and-Run Injuries (SWITRS)	25,340	22,627	21,069	18,789	Not yet available	Not yet available
Fatal Collisions between 2100-0300 (FARS)	1,001	904	755	682	714	Not yet available
Injury Collisions between 2100-0300 (SWITRS)	25,310	22,635	21,074	20,287	Not yet available	Not yet available
Motor Vehicle Fatalities between 2100-0300 (FARS)	1,103	990	841	748	790	Not yet available
Motor Vehicle Injuries between 2100-0300 (SWITRS)	37,741	33,169	31,028	29,731	Not yet available	Not yet available

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years					
	2007	2008	2009	2010	2011	2012
<b>ALCOHOL-IMPAIRED DRIVING</b>						
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.34	0.31	0.28	0.24	0.24	Not yet available
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.43	0.39	0.36	0.34	0.33	Not yet available
Percent of Alcohol-Impaired Driving Fatalities	28%	30%	30%	28%	28%	Not yet available
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	31	33	29	18	16	Not yet available
Male	24	27	21	15	12	Not yet available
Female	7	6	7	3	5	Not yet available
Alcohol-Related Fatalities (at least one driver or non-occupant had a BAC of .01 or greater) (FARS)	1,606	1,425	1,301	1,123	1,112	Not yet available
Alcohol-Related Injuries (SWITRS)	30,783	28,463	26,058	24,080	Not yet available	Not yet available
Alcohol-Related Injuries Age 16-19 (SWITRS)	3,372	2,961	2,649	2,439	Not yet available	Not yet available
Driver Fatalities Age 16 -19 with BAC=.01+ (FARS)	41	41	34	23	19	Not yet available
Male	34	34	27	19	15	Not yet available
Female	7	7	7	4	5	Not yet available
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	209	166	159	126	139	Not yet available
Male	177	146	133	104	112	Not yet available
Female	32	20	26	22	27	Not yet available

	Calendar Years					
	2008	2009	2010	2011	2012	2013
<b>DRUG-IMPAIRED DRIVING</b>						
Drivers Killed – of Those Tested for Drugs, Percent Who Tested Positive	26%	28%	30%	30%	Not yet available	Not yet available

	Calendar Years					
	2008	2009	2010	2011	2012	2013
<b>DISTRACTED DRIVING</b>						
Statewide Observational Survey of Driver Cell Phone Use (texting and talking combined)	Study not conducted until 2011			7.3%	10.8%	7.6%

	Calendar Years					
	2008	2009	2010	2011	2012	2013
<b>OCCUPANT PROTECTION</b>						
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	38%	36%	33%	36%	Not yet available	Not yet available
Teen Seat Belt Use Rate (CSU Fresno Observational Survey)	89.6%	91.1%	94%	Not Conducted	96.1%	96.9%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16-19 (FARS)	40%	47%	41%	34%	Not yet available	Not yet available
Child Safety Seat Use Rate (CSU Fresno Observational Survey)	94.4%	90.9%	95.0%	Not Conducted	91.6%	88.5%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	42	65	30	26	Not yet available	Not yet available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,308	5,344	5,234	Not yet available	Not yet available	Not yet available
Passenger Vehicle Occupant Fatalities Age 4 and Under (FARS)	49	25	34	14	14	Not yet available

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years					
<b>PEDESTRIANS</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Pedestrian Injuries (SWITRS)	13,663	13,405	13,083	12,558	Not yet available	Not yet available
Pedestrian Fatalities Under Age 15 (FARS)	38	43	31	25	29	Not yet available
Pedestrian Injuries Under Age 15 (SWITRS)	2,974	2,777	2,649	2,237	Not yet available	Not yet available
Pedestrian Fatalities Age 65 and Older (FARS)	177	123	145	150	151	Not yet available
Pedestrian Injuries Age 65 and Older (SWITRS)	1,329	1,320	1,356	1,219	Not yet available	Not yet available

	Calendar Years					
<b>BICYCLES</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Bicyclist Fatalities (FARS)	109	109	99	100	114	Not yet available
Bicyclist Injuries (SWITRS)	10,590	11,760	12,043	12,553	Not yet available	Not yet available
Bicyclist Fatalities Under Age 15 (FARS)	13	15	10	4	12	Not yet available
Bicyclist Injuries Under Age 15 (SWITRS)	2,073	1,993	1,915	1,731	Not yet available	Not yet available
Unhelmeted Bicyclist Fatalities (FARS)	104	102	98	100	114	Not yet available

	Calendar Years					
<b>SPEEDING AND AGGRESSIVE DRIVING</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Speeding Related Injuries (SWITRS)	77,515	70,560	69,817	71,231	Not yet available	Not yet available

	Calendar Years					
<b>MOTORCYCLES</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Total Motorcycle Registrations (DMV)	772,524	824,244	809,129	808,634	Not yet available	Not yet available
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	67	68	49	44	Not yet available	Not yet available
Motorcyclist Injuries (SWITRS)	11,172	11,764	10,479	9,911	Not yet available	Not yet available
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	87%	88%	88%	93%	94%	Not yet available
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	36%	37%	32%	33%	35%	Not yet available
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	117	143	89	89	86	Not yet available
Motorcycle Rider (Operator) Fatalities (FARS)	496	537	385	341	386	Not yet available
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	24%	27%	23%	26%	22%	Not yet available
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	71%	70%	69%	70%	Not yet available	Not yet available
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	57%	58%	34%	57%	Not yet available	Not yet available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	31%	28%	27%	24%	Not yet available	Not yet available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	16%	18%	16%	15%	Not yet available	Not yet available

## PROGRAM GOALS AND RESULTS

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

### ALCOHOL-IMPAIRED DRIVING

#### Funded Grants Goals and Results

To reduce the number of persons killed in alcohol-involved collisions 5 percent by September 30, 2013.

**Result:** Persons killed in alcohol-involved collisions decreased 2.4 percent from 172 to 168.

To reduce the number of persons injured in alcohol-involved collisions 6 percent by September 30, 2013.

**Result:** Persons injured in alcohol-involved collisions decreased 2.9 percent from 6,344 to 6,166.

To reduce hit-and-run fatal collisions 5 percent by September 30, 2013.

**Result:** Hit-and-run fatal collisions increased 30.3 percent from 83 to 119.

To reduce hit-and-run injury collisions 5 percent by September 30, 2013.

**Result:** Hit-and-run fatal collisions decreased 7 percent from 12,720 to 11,842.

To reduce nighttime (2100 - 0300 hours) fatal collisions 5 percent by September 30, 2013.

**Result:** Nighttime (2100 - 0300 hours) fatal collisions decreased .5 percent from 212 to 211.

To reduce nighttime (2100 - 0300 hours) injury collisions 5 percent by September 30, 2013.

**Result:** Nighttime (2100 - 0300 hours) injury collisions increased 11.3 percent from 7,513 to 8,470.

To reduce the number of motorcyclists killed in alcohol-involved collisions 5 percent by September 30, 2013.

**Result:** Motorcyclists killed in alcohol-involved collisions increased 12.5 percent from 14 to 16.

To reduce the number of motorcyclists injured in alcohol-involved collisions 5 percent by September 30, 2013.

**Result:** Motorcyclists injured in alcohol-involved collisions decreased 7.2 percent from 153 to 142.

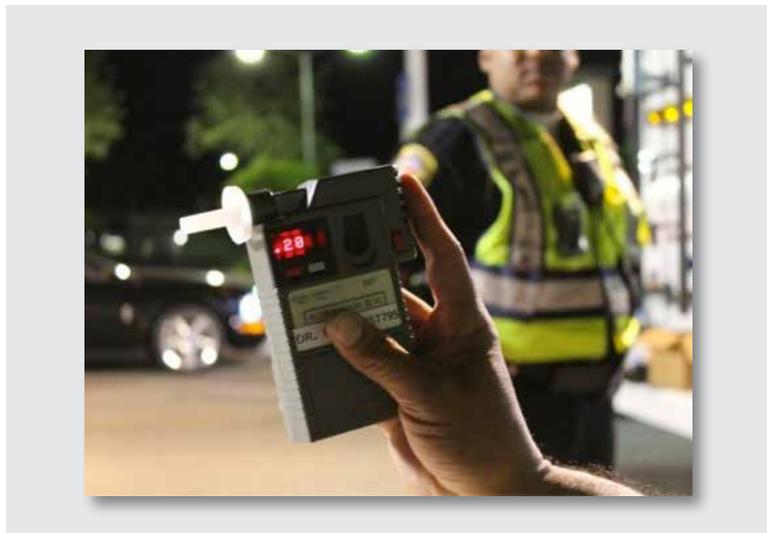


## PROGRAM GOALS AND RESULTS

### ALCOHOL-IMPAIRED DRIVING (CONTINUED)

A summary of FFY 2013 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
<b>DUI/Drivers License Checkpoints</b>	<b>1,769</b>
Vehicles Through Checkpoints	1,780,824
Drivers Contacted	1,282,365
Field Sobriety Tests Administered	17,799
DUI Arrests (Alcohol Only)	5,375
DUI Drug Arrests (Drug Only)	889
Drug Arrests (Possession, Transportation, Sales)	393
Criminal Arrests (Felony in custody)	545
Recovered Stolen Vehicles	35
Suspended/Revoked Driver's Licenses	12,541
<b>DUI Saturation Patrols Conducted</b>	<b>6,015</b>
Vehicle Stops	68,602
Field Sobriety Tests Administered	19,716
DUI Arrests (Alcohol Only)	7,026
DUI Drug Arrests (Drug Only)	592
Drug Arrests (Possession, Transportation, Sales)	410
Criminal Arrests (Felony in custody)	1,018
Recovered Stolen Vehicles	96
Suspended/Revoked Driver's Licenses	2,871
<b>Repeat DUI Offender Warrant Service Operations</b>	<b>423</b>
Warrant Service Attempts	6,763
Warrants Served (Arrests/Citations)	1,268



## PROGRAM GOALS AND RESULTS

### ALCOHOL-IMPAIRED DRIVING (CONTINUED)

DUI ENFORCEMENT ACTIVITY (CONTINUED)	TOTAL
<b>Court Sting Operations</b>	<b>119</b>
Arrests from Court Sting Operations	332
<b>Stakeout Operations Conducted</b>	<b>167</b>
Arrests from Stakeout Operations	237
<b>DUI/DUID Arrests from OTS Funded Positions</b>	<b>632</b>
<b>Officers Trained in DRE</b>	<b>308</b>
<b>Officers Trained in SFST</b>	<b>1,881</b>
<b>Officers Trained in ARIDE</b>	<b>1,867</b>
<b>Avoid Media Results</b>	<b>234</b>
Press Releases Issued	887
Media Events Conducted	118
Prints Stories Published	618
Radio Stories Aired	152
Television Stories Broadcasted	109
Free Public Service Announcements	42
<b>Number of "Every 15 Minute" Presentations</b>	<b>150</b>
Students Impacted	111,790
<b>Number of "Multi-Media" Presentations</b>	<b>22</b>
Students Impacted	17,423
<b>Number of "Real DUI Trials" and "Sentencing's" Conducted In Schools</b>	<b>18</b>
Students Impacted	4,700
<b>Number of "A Life Interrupted" Education Programs</b>	<b>125</b>
People Impacted	91,880



## PROGRAM GOALS AND RESULTS

### DISTRACTED DRIVING

#### Funded Grants Goals and Results

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, 2013.

**Result:** Data not yet available.

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, 2013.

**Result:** Data not yet available.

### DRUG-IMPAIRED DRIVING

#### Funded Grants Goals and Results

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

**Result:** A total of 308 officers were trained in DRE and 1,867 officers were trained in ARIDE

### EMERGENCY MEDICAL SERVICES

#### Funded Grant Goal and Results

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 30 percent from 27 minutes to 19 minutes.



### OCCUPANT PROTECTION

#### Funded Grants Goals and Results

To increase seat belt compliance 5 percentage points by September 30, 2013.

**Result:** Seat belt compliance increased 1 percentage point from 85 percent to 86 percent.

To increase child safety seat usage 6 percentage points by September 30, 2013.

**Result:** Child safety seat usage was maintained at 52 percent.

To reduce the number of vehicle occupants killed and injured under the age of six by 10 percent by September 30, 2013.

**Result:** Vehicle occupants killed and injured under the age of six decreased 35.1 percent from 77 to 50.



SUPPORTING ACTIVITY	TOTAL
<b>Child Passenger Safety (CPS) Trainings</b>	<b>453</b>
Total Trained	1,501
NHTSA Certified Technicians Trained	136
NHTSA Certified Instructors Trained	1
<b>Child Safety Checkups</b>	<b>458</b>
Child Safety/Booster Seats Distributed and Properly Fit	9,880
Additional Seats Properly Fit	14,879
Special Needs Seats Distributed	2
<b>New Fitting Stations Established</b>	<b>4</b>
<b>Court Diversion Classes</b>	<b>6</b>
Number of Violators Attending	57
<b>Public Education Presentations</b>	<b>2,266</b>
People Impacted	416,865
<b>School Assemblies</b>	<b>125</b>
People/Students Impacted	53,981
<b>Number of "Seat Belt Challenge" Programs</b>	<b>2</b>
Students Impacted	497

## PROGRAM GOALS AND RESULTS

### PEDESTRIAN AND BICYCLE SAFETY

#### Funded Grants Goals and Results

To reduce the total number of pedestrians killed 8 percent by September 30, 2013.

**Result:** Pedestrians killed decreased 26.4 percent from 19 to 14.

To reduce the total number of pedestrians injured 10 percent by September 30, 2013.

**Result:** Pedestrians injured decreased 1.4 percent from 941 to 928.

To reduce the number of pedestrians killed under the age of 15 by 9 percent by September 30, 2013.

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

To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2013.

**Result:** Pedestrians injured under the age of 15 was decreased 11.3 percent from 71 to 63.

To reduce the number of pedestrians killed over the age of 65 by 7 percent by September 30, 2013.

**Result:** Pedestrians injured under the age of 15 decreased 50 percent from 10 to 5.

To reduce the number of pedestrians injured over the age of 65 by 5 percent by September 30, 2013.

**Result:** Pedestrians injured over the age of 65 increased 14.3 percent from 108 to 126.



To reduce the total number of bicyclists killed in traffic-related collisions 10 percent by September 30, 2013.

**Result:** Bicyclists killed in traffic-related collisions decreased 100 percent from 2 to 0.

To reduce the total number of bicyclists injured in traffic-related collisions 10 percent by September 30, 2013.

**Result:** Bicyclists injured in traffic-related collisions decreased 55.6 percent from 99 to 44.

To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2013.

**Result:** Bicycle helmet compliance for children aged 5 to 18 increased 17 percentage points from 54 percent to 71 percent.

To reduce the number of bicyclists killed in traffic-related collisions under the age of 15 by 7 percent by September 30, 2013.

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

To reduce the number of bicyclists injured in traffic-related collisions under the age of 15 by 10 percent by September 30, 2013.

**Result:** Bicyclists injured in traffic-related collisions under the age of 15 decreased 53.4 percent from 15 to 7.

PUBLIC EDUCATION ACTIVITY	TOTAL
<b>Number of "Traffic Safety" Education Programs</b>	<b>40</b>
People Impacted	7,788
<b>School/Community Traffic Safety/Bicycle Rodeos</b>	<b>73</b>
Students Participating	8,214
Bicycle Helmets Distributed	2,825
Bicycle Helmets Properly Fitted	2,670
<b>Community Traffic Safety/Bicycle Rodeos</b>	<b>127</b>
People Impacted	9,631
<b>Classroom/Parent Educational Workshops/Presentations</b>	<b>185</b>
People Impacted	32,382

## PROGRAM GOALS AND RESULTS

### POLICE TRAFFIC SERVICES

#### Funded Grants Goals and Results

To reduce the total number of persons killed in traffic collisions 2 percent by September 30, 2013.

**Result:** Persons killed in traffic collisions increased 18.5 percent from 691 to 847.

To reduce the total number of persons injured in traffic collisions 2 percent by September 30, 2013.

**Result:** Persons killed in traffic collisions increased 1.8 percent from 81,122 to 82,580.

LAW ENFORCEMENT ACTIVITY	TOTAL
<b>Traffic Enforcement Operations Conducted</b>	<b>2,606</b>
Citations Issued	61,057
<b>Distracted Driving Enforcement Operations Conducted</b>	<b>2,676</b>
Citations Issued	34,266
<b>Motorcycle Safety Enforcement Operations Conducted</b>	<b>405</b>
Motorcycle Stops	2,977
Motorcycle Citations	2,312
Vehicle Stops	5,097
Vehicle Citations	3,875
Field Sobriety Tests Administered to Motorcyclist	84
Field Sobriety Tests Administered to Drivers	149
DUI Arrests of Motorcyclist (Alcohol only)	13
DUI Arrests of Other Drivers (Alcohol only)	49
DUI Drug Impaired Arrests of Motorcyclist [VC-23152(a)]	4
DUI Drug Impaired Arrests of Other Drivers [VC-23152(a)]	7
DUI Arrests (Alcohol/Drug Combination Only) of Other Drivers	4
Drug Arrests (Possession, Transportation, Sales)	11
Criminal Arrests (Felony in custody)	35
Suspended/Revoked Driver's Licenses	229
Motorcycle License Endorsement [VC-12500(b)]	181
Recovered Stolen Motorcycles	2
Recovered Stolen Vehicles	31
<b>Number of "Distracted Driving" Education Presentations</b>	<b>2,015</b>
People Impacted	371,403
<b>Number of "Motorcycle Safety" Education Programs</b>	<b>184</b>
People Impacted	100,978
<b>Number of "Start Smart" Education Programs</b>	<b>787</b>
People Impacted	38,183

## PROGRAM GOALS AND RESULTS

### ROADWAY SAFETY/TRAFFIC RECORDS

#### Funded Grants Goals and Results

To establish citywide and countywide Geographic Information Systems (GIS) and/or other automated collision analysis systems including hardware, software, and network cabling or other linking media to enable data sharing between enforcement agencies, Departments of Public Works and other related agencies.

To ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate, and analyze critical traffic safety issues.

To improve the Traffic Engineering Department's customer service by reducing the time required to produce and track collision reports and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations.

**Result:** One rural county and one urban city were funded for new Traffic Collision Data Analysis and Mapping systems. The systems replaced manual input databases or paper files, allowing traffic engineers access to extensive collision analysis tools, automated standard reports, and mapping of collision locations.

### PUBLIC RELATIONS, ADVERTISING AND MARKETING

#### Goals

OTS Marketing and Public Affairs supports the OTS mission of reducing deaths, injuries, and economic losses resulting from traffic crashes by creating and implementing comprehensive public awareness programs designed to improve and encourage safe driving practices statewide. In addition, these efforts are intended to make safe driving the behavior of choice for all Californians, including at-risk and under-served communities. OTS recognizes the challenge of reaching a diverse and widespread population of over 38 million people, including 24 million licensed drivers, and creates its public awareness efforts to best and most effectively reach them.

#### Results

In FFY 2013, OTS Public Affairs was instrumental in the successful implementation of multiple statewide and regional campaigns and outreach efforts. More Californians and visitors are being reached with traffic safety messaging, in more ways, than ever before. OTS campaigns and campaign materials won 16 Gold or Silver awards from multiple professional organizations, including two national awards. One of the national awards was from the American Advertising Federation.



## PROGRAM GOALS AND RESULTS

### PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

#### Holiday DUI Crackdown Campaign



In conjunction with the state's comprehensive regional and county "DUI Avoid" taskforces, OTS partnered with the CHP, Alcoholic Beverage Control (ABC), DMV and Department of Transportation (Caltrans), among others, to conduct the state's annual winter holiday anti-DUI campaign. The OTS portion of the effort generated more than 275 million audience impressions from earned

media placements, paid advertising and public service announcements. Collectively the campaign generated more than \$4 million in added value.

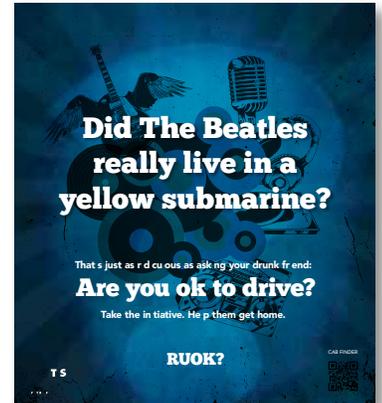
#### Distracted Driving

OTS led the third year of the largest, most comprehensive high visibility public awareness and enforcement campaign in the nation. The campaign generated nearly 120 million impressions and \$2 million in added value. OTS continued last year's theme of "Don't Be a Distracted Driving Zombie" for another successful year, although with markedly fewer paid media dollars during April's annual National Distracted Driving Month. OTS, along with efforts by the CHP, Caltrans, DMV, and local jurisdictions, held multiple press events, utilized paid media, public service media, earned media, and social media extensively. OTS continued the relationship with the Gannett Company's Sacramento television station with an integrated distracted driving media campaign.

#### Sports and Venue Marketing

As FFY 2013 marked the program's 19th year in California, OTS continued to partner with professional sports teams and entertainment venues to promote key programs, including seat belt use, impaired driving, distracted driving and youth safety education. Our partners included the Los Angeles Angels of Anaheim;

TEAM Coalition; the San Francisco Giants; the Sacramento River Cats; Live Nation Concert Productions; and Ovation Food Services, which brought "Plan Ahead, Designate a Sober Driver" messaging to multiple stadium, arena and county/state fair venues.



#### Seat Belt Mobilizations

Due to California's seat belt usage rate of over 95 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. The usage rate jumped during the summer survey period to the highest in state history – 97.4 percent.



#### Grantee Media Relations

OTS Public Affairs regularly provides technical assistance to local grantees in their communications and outreach efforts. In FFY 2013, Public Affairs supported grantees in the development of press materials and the planning of media events. OTS assisted local grantees by developing over 31 press release templates for their use. The templates were made available on the OTS website for easy downloading and use. OTS aided grantees by participating in print and broadcast media interviews to underscore the key points regarding impaired driving, occupant protection, distracted driving, and police traffic services, among others. Nearly 200 grant kickoff press releases and over 500 operation/activity press releases from grantees were reviewed and edited as needed.

## PROGRAM GOALS AND RESULTS

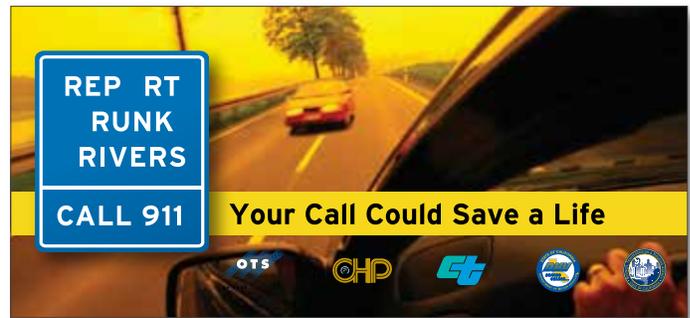
### PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

#### Social Media

FFY 2013 saw a continuing expansion of OTS presence on social media. Facebook "likes" rose by 24 percent, virally, with no budget for paid ads. The "like" count now stands at over 31,000. OTS Facebook is unique among state highway safety sites in that we stress engagement first and message second. A combination of eye-catching graphics, contests, quizzes, photos, videos, and choreographed conversational interaction are all designed to immediately and constantly bring in visitors and keep them returning. As they stay, the traffic safety messaging is subtly, and sometimes directly, insinuated into the conversation. Additionally, FFY 2013 saw a doubling of OTS presence on Twitter, to over 6,000 followers, also relying heavily on pulling in followers with choreographed conversational interaction. The OTS YouTube Channel has been effectively used as a landing spot for "viralized" videos. Instagram was first utilized in the December DUI Crackdown, but is still a minor player.

#### Outdoor Advertising

OTS invested heavily in outdoor billboard display advertising, bringing the "Report Drunk Drivers. Call 911" message to drivers in all major California urban markets. A nine-month campaign that utilized billboards, augmented by mobile display units, bus shelter ads, radio ads, and streaming audio sources, garnered nearly one billion adult impressions.



#### Institutional Partnering

OTS continued to build on highly successful cooperative promotional activities with NHTSA, Mothers Against Drunk Driving (MADD), and other national institutions, as well as many industry groups such as multiple winery regional associations, trucking associations, bar and restaurant chains and associations, CBS and Clear Channel Outdoor, KXTV, Ovation Food Services, and Live Nation Entertainment. OTS partnerships with other state agencies have been particularly effective, including the DMV, CHP, ABC, Department of Public Health, and Caltrans. The use of Caltrans changeable message signs for traffic safety during the holiday "DUI Crackdown" and "Click It or Ticket" periods, the "It's Not Worth It!" distracted driving campaign, and special enforcement periods, have reached tens of millions of freeway drivers repeatedly with the traffic safety message.

Marketing and Public Relations Accomplishments	TOTAL
Statewide Press releases issued	30
Media inquiries fielded	App. 250
News clip mentions	Over 4000
Grantee press release, brochures, scripts, etc. reviewed	Over 500
Public relations and marketing campaign impressions	1.4 Billion
Press release templates for grantees produced	31
OTS Facebook "likes" high point	31,000
OTS Twitter "followers"	6,000
OTS YouTube video views	68,000
Gold and Silver awards for of public relations, media relations, advertising and marketing campaigns.	16

## 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 with proven results. This sustained awareness and enforcement program focuses on lowering deaths and injuries caused by impaired driving. These grants funded county coalitions of state and local law enforcement in a coordinated effort during special time periods when media was apt to cover the issue of drunk driving. The "DUI Avoid" campaigns deployed officers to multi-agency sobriety checkpoints and roving DUI task force deployments along with local roving DUI patrols. The program also coordinated other special 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. The "DUI Avoid" campaign has reached nearly 98 percent of the state's population. The "DUI Avoid" effort put additional law enforcement officers on the street during periods with high incidents of DUI crimes and collisions including: 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. These "DUI Avoid" grants incorporated over 550 agencies to save lives, reduce injuries, and lessen the economic impact on our communities.



#### Traffic Safety Resource Prosecutor (TSRP) Program

Staffed through the California District Attorneys Association (CDAA), the TSRP presented 91 training sessions during FFY 2013. A heavy emphasis was placed on DUID training for police officers and prosecutors, which included a total of 28 SFST, ARIDE, and DRE classes, as well as a three and one-half day DUID Seminar. In addition, the TSRP's provided more than 2,487 consultations and conducted training sessions reaching 6,093 law enforcement officers and 913 prosecutors. The program publishes a monthly newsletter titled *Behind the Wheel*, TSRP's participate in quarterly county law enforcement roundtables, and assists in the prosecution of complex DUI cases.

#### Sobriety Checkpoint Program

California implemented a comprehensive statewide "Sobriety Checkpoint" program for local law enforcement agencies to conduct checkpoints during the NHTSA National Mobilization Periods (December 14, 2012 through January 1, 2013, and August 16, 2013 through September 2, 2013), in addition to checkpoints throughout the year. A total of \$13.9 million was awarded to 163 local law enforcement agencies, resulting in funding DUI checkpoints for agencies collectively serving more than 50 percent of California's population, with 1,359 DUI checkpoints being conducted. At these checkpoints, there were 4,536 DUI arrests (alcohol only), 821 DUI arrests (drug only), 86 DUI arrests (alcohol/drug combination), 285 drug arrests (possession, transportation, sales, etc.), and 426 criminal arrests.



## PROGRAM AREA HIGHLIGHTS

### ALCOHOL-IMPAIRED DRIVING (CONTINUED)

#### 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 2013, grants to 15 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Placer, Santa Barbara, Sacramento, San Diego, San Joaquin, San Bernardino, Solano, and Stanislaus) 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.

made towards improving their DUI arrest reports. With an increased focus on DUID cases and commitment to filing good cases, officers were invigorated to make arrests. As a result of ARIDE training, some officers who rarely made arrests for DUI were suddenly submitting DUID cases. With training opportunities such as ARIDE, the funded prosecutor has seen a drastic improvement in the quality of DUI arrest reports which, in turn, has resulted in increased filing of DUID cases and more favorable dispositions. Yolo County implemented quarterly roundtable meetings that brought law enforcement entities together and resulted in the development of the Yolo County DUI Task Force and the identification of opportunities to share information and resources in order to improve prosecution. Since creation of the Task Force, there has been a greater partnership between agencies and open lines of communication. As a result of the relationships developed by the funded prosecutor, he is regularly called out to assist with fatal DUI investigations the moment they begin because the agencies value his input in developing a complete case that will result in a conviction.

#### Alcohol and Drug-Impaired Vertical Prosecution Program

The Yolo County District Attorney's Office implemented a new grant for vertical prosecution of DUI offenders with an emphasis on cases involving DUID. The grant kicked-off with the funded deputy district attorney attending the full two-week DRE school. The class allowed the prosecutor to fully evaluate DUID cases, connect with officers, and better educate the community about the presence and danger of drugs. DUID filings have increased due to prosecutor's ability to understand the signs and symptoms consistent with each drug category and to determine the strength of a DUID case without a measure equivalent to 0.08 blood alcohol concentration. Attending the DRE course strengthened the prosecutor's relationship with officers. This background has allowed officers to be more receptive to suggestions

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
<b>Total Probationers on Intensive Supervision</b>	<b>1,180</b>
<b>Attempted Field Contacts</b>	<b>8,244</b>
<b>Announced Field Contacts Made</b>	<b>284</b>
<b>Unannounced Field Contacts Made Without Search</b>	<b>1,821</b>
<b>Unannounced Field Contacts Made With Search</b>	<b>4,306</b>
<b>Office Contacts Made</b>	<b>11,380</b>
<b>Alcohol/Drug Tests (persons tested)</b>	<b>14,906</b>
<b>Positive Alcohol/Drug Tests</b>	<b>339</b>
<b>Known Violatable Acts</b>	<b>875</b>
<b>DUI Warrant Service Operations completed</b>	<b>87</b>
Warrant Service Attempts	962
Warrants Successfully Served	185
<b>Stakeout Operations conducted</b>	<b>16</b>
Arrests from Stakeouts	13
<b>Officers Trained in Standardized Field Sobriety Testing (SFST)</b>	<b>25</b>
<b>Officers Trained as Drug Recognition Experts (DRE)</b>	<b>12</b>

## PROGRAM AREA HIGHLIGHTS

### ALCOHOL-IMPAIRED DRIVING (CONTINUED)

#### A Life Interrupted

This teen alcohol prevention and careless driver program was designed to deliver true stories involving teens throughout the Bakersfield community, that have lost their lives due to senseless and preventable acts. Funding for this program allowed the Bakersfield Police Department to present the program and display their wrecked car trailer at schools and community events in an effort to educate teens and bring about public awareness to the dangers on our roadways. The program was presented at a total of 59 community presentations, 66 school assemblies, and the trailer was displayed at 14 DUI checkpoints.

#### Countywide Traffic Safety Improvement Project

The collaborative efforts of traffic safety stakeholders in Santa Clara County facilitated the delivery and implementation of multiple teen impaired driving prevention activities. The activities complimented each other by using traditional educational strategies as well as social media; together they had a combined reach of more than 7,500 youth.

The *Drive Your Future* educational presentation was delivered at four local high schools with 1,600 teens attending. The events included panel speakers from public health, law enforcement, substance use prevention, and MADD and utilized interactive response technology to elicit real-time feedback from participants. The impaired prevention message shared by the panelists was reinforced by a crashed car trailer that was displayed at each of the four schools. A teen video contest was held in which local youth submitted 60-second educational videos about the dangers and consequences of impaired driving. The messages were intended for their peers, and the videos were submitted through YouTube. The top three videos were viewed more than 1,600 times. To expand the reach of the program, a Facebook page ([www.facebook.com/TSCNYouth](http://www.facebook.com/TSCNYouth)) was created specifically to address teen traffic safety issues with an emphasis on impaired driving prevention. Facebook posts alone reached 4,300 individuals.

To address bicycle and traffic safety concerns stemming from monthly Bike Party Rides, six law enforcement agencies partnered to offer allied support during four events. The number of bicyclists varied per event from

1,000 to 5,000 and represented all ages and skill levels. By the completion of the last ride, 49 officers provided nearly 300 hours of overtime enforcement, issued 55 citations, and gave hundreds of verbal warnings. Officers' presence helped maintain the flow of traffic, control and safety at intersections, and reminded riders to obey traffic laws and equipment regulations.

#### California Friday Night Live Partnership

The Tulare County Department of Education brought 16 Real DUI Trials to schools and delivered a two-day statewide Youth Traffic Safety Summit that brought together youth and adults who were active in traffic safety arenas. These strategies empowered and mobilized youth from Friday Night Live (FNL) chapters across California to become a force for change in their communities. The Real DUI Trial assemblies were educational and motivational to youth participants who observed negative consequences and created movements of change. To support the implementation of the assemblies, informational webinars were conducted to help potential site personnel understand what exactly the assembly was about and how to work with their FNL youth to bring it to their schools. Additionally, California FNL Partnership staff made site visits to work with judges, District Attorneys and other key participants to further facilitate implementation. Casey's Pledge was also a key component of the Real DUI Trials and was a valuable tool in connecting youth with their ability to influence change. The same premise applied to the Youth Traffic Safety Summit. Youth and adult participants were educated about traffic safety and then supported to create year-long campaigns to implement in their individual communities. More than 650 participants, representing 32 counties made plans to improve traffic safety in their communities.

### ALCOHOL-IMPAIRED DRIVING (CONTINUED)

#### DISTRACTED DRIVING

##### NHTSA High Visibility Distracted Driving Demonstration Project

OTS partnered with 37 law enforcement agencies and CHP in the Sacramento media market to conduct high visibility distracted driving enforcement and generated a significant amount of earned media using NHTSA's



message, "*Phone in One Hand. Ticket in the Other.*" This project included three, two-week mobilization periods that took place in November of 2012 and February and June of 2013. Officers increased enforcement efforts during each two-week wave from 3,008 citations in November, 4,750 citations in February, and 4,143 citations in February. NHTSA is expected to publish the research evaluation early next year.

OTS spearheaded the nation's third and most ambitious statewide campaign against distracted driving in April. A combination of 103 CHP offices and 280 local law enforcement agencies conducted special zero enforcement details. Officers issued more than 57,000 citations to drivers for either hand-held use or texting, and at least 272 news articles were printed.

In March, California's third observational survey of cell phone use by drivers was conducted. The survey showed that California drivers were talking and texting at a combined rate of at least 7.4 percent at any given time, which is up from 10.8 percent in 2012. Researchers conducted observations at more than 130 intersections in 17 counties and observed 6,099 drivers across the state. Results included 2.3 percent were talking into a hand-held phone either at their ear or in their hand; 3 percent were talking into a visible Bluetooth or headset on their right ear; and 2.5 percent were texting or manipulating a mobile device.

In addition to increased enforcement, OTS continued the "It's NOT Worth It" public awareness campaign by continuing the "Don't Be a Distracted Driving Zombie" theme, emphasizing how up to 37 percent of brain function needed for driving gets moved over to the conversation, making the driver severely lacking in the ability to safely drive. The campaign also continued TV and radio commercials, the Caltrans changeable message signs over highways, DMV messaging in field offices, plus internet, social media, and other outreach.

Throughout the year, OTS partnered with Sacramento's ABC station to continue to promote the "Great Hang Up" campaign. This campaign included weekly distracted driving-oriented news stories, development of distracted driving materials at events, web and Facebook ads and pages, monthly morning talk show segments, and on-air campaign promotions.

##### Cell Phone Policy Development and Education for Employers

The Glendora Police Department partnered with the National Safety Council to conduct two, day-long employer workshops in San Diego and Long Beach. Expert speakers made presentations on the crash risks of hand-held and hands-free cell phone use, the science of distraction, employer liability, technology, and stories from those personally impacted by cell phone related crashes. One hundred forty-three employers were given Cell Phone Policy Kits that included materials encouraging their organization to implement cell phone policies.

#### DRUG-IMPAIRED DRIVING

##### Drug Recognition Evaluators

The CHP continued the statewide DRE project, training law enforcement officers, as well as other pertinent members of the community, on drug recognition and impairment. During FFY 2013, a total of 55 ARIDE classes were conducted training 1,295 CHP and allied agency personnel, which resulted in a 602 percent increase in the number of officers trained from the previous year. Additionally, there were 201 officers trained and certified as DRE's, and 595 officers trained in basic SFST's. There were 11 DITEP classes conducted, training 363 educational professionals. This is a 22 percent increase of DITEP classes conducted, and a 17 percent increase in those trained in DITEP since the previous grant.

## PROGRAM AREA HIGHLIGHTS

### DRUG-IMPAIRED DRIVING (CONTINUED)

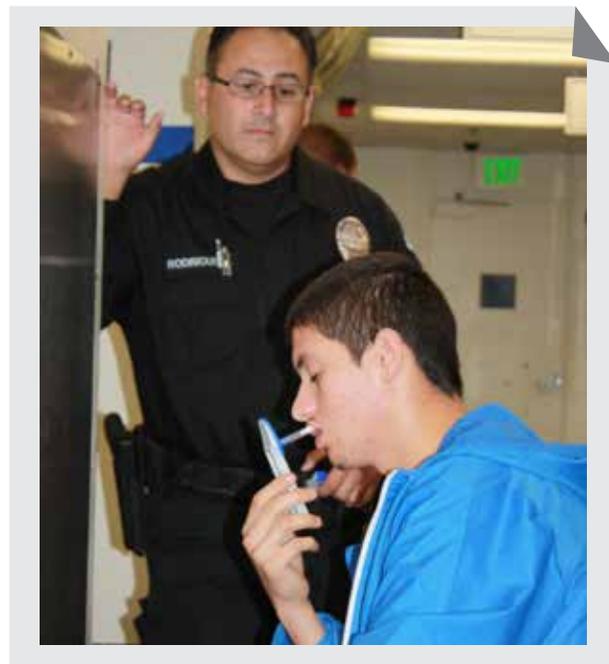
#### Drug-Impaired Driver Training Seminar

Presented by OTS and CDAA, and attended by 200 law enforcement officers and prosecutors, the Drug-Impaired Driver Training provided three and one-half days of content-rich training specific to drug impairment. In addition to TSRP's, the faculty included nationally known experts in prosecution, drug impairment, signs and symptoms, toxicology, prescription drugs, eye exams, and numerous other drug related topics. The seminar contained separate tracks for law enforcement and prosecutors as well as general sessions that allowed for the exchange of knowledge between these two interdependent groups.



#### Oral Fluid Drug Testing

The Los Angeles Police Department utilized Dräger DT5000 instruments at sobriety checkpoints to collect oral fluid testing for DUID cases. The collection protocol entailed the DRE officers first performing a DRE evaluation and forming an opinion regarding the driver's impairment. Thereafter, a blood sample was requested and either obtained or refused. The officer then requested a voluntary oral fluid sample. The collection method entailed the subject inserting a hand-held cartridge containing a cotton tip into his or her mouth. Once sufficient oral fluid was collected (between one to four minutes), the DRE officer placed the cartridge into a portable screening device that detected the presence of active drugs in a matter of minutes. The machine then provided a printout that identified seven of the most commonly abused drugs, including THC, amphetamines, methamphetamines, cocaine, benzodiazepines, opiates, and methadone. While the machine was analyzing the sample, a second sample was taken for overnight shipping to NMS Labs, who conducted confirmation tests that would subsequently be introduced into court. The prosecutor



secured these test results online and, if necessary, obtained a litigation packet prepared by NMS Labs in anticipation of trial.

Of the samples collected thus far, the most common drug detected was THC. The cut-off level for the Dräger DT5000 to detect the active Delta 9 THC metabolite is .05 nanograms. Beginning November 1, 2013, oral fluid will be integrated into the booking process of drug-impaired drivers at the three LAPD booking divisions.

Other results were measurable: cases filed with oral fluid evidence pleaded out sooner with this additional evidence, which was available at the time of filing, contrasting with cases awaiting blood test results from the lab. While no matter has yet to proceed to an actual trial, Los Angeles city prosecutors have stood ready to seek to admit oral fluid into evidence and overcome anticipated challenges on this front. Other jurisdictions are taking note of oral fluid as evidentiary tool. Representatives from Tennessee, Idaho, and Louisiana have participated in recent site visits to Los Angeles to observe oral fluid collection by law enforcement officers.

## PROGRAM AREA HIGHLIGHTS

### EMERGENCY MEDICAL SERVICES

#### Humboldt County Regional Collision Response and Extrication Improvement Program

The Humboldt Bay Fire Department purchased and distributed two fully-equipped extrication systems and trained more than 30 firefighters on the use of the new equipment. This life-saving equipment replaced old systems that were more than 25 years old and often out-of-service. Extrication times have been reduced and emergency medical services have been improved in and around the City of Eureka as well as the rural area of the district.

### MOTORCYCLE SAFETY

During FFY 2013, OTS continued to address motorcycle safety issues by actively participating in the Strategic Highway Safety Plan, Challenge Area 12, and by funding a range of activities including motorcycle safety enforcement operations, collision data collection, public opinion and behavior surveys, and public awareness. Local law enforcement agencies and the CHP conducted 405 motorcycle safety enforcement operations throughout the state.

Challenge Area 12 initiated project which was funded by two consecutive one-year grants to develop a one-page data collection form to serve as a supplement to the CHP-555 collision report to gather motorcycle crash data. This supplemental data sheet was used for a 14-month period, spanning FFY's 2012 and 2013. Data was collected from June 2012 through July 2013 for collisions involving 5,285 motorcycle operators and 255 motorcycle passengers. Variables included helmet type, injury characteristics, lane-splitting involvement, blood alcohol content, and use of high conspicuity colors and will be linked with data from the CHP-555 for further analysis.

A grant to University of California, Berkeley funded a statewide survey of motorcycle riders and other vehicle drivers regarding the knowledge, opinions, and behaviors related to motorcycle lane-splitting. This survey provided valuable information that will serve as a baseline for evaluating future educational and public awareness activities related to motorcycle lane-splitting in California.

### OCCUPANT PROTECTION

#### Restraint Usage Surveys

For the second year, 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 97.4 percent meaning that only 2.6 percent of drivers and front seat passengers were without safety restraints during the summer 2013 survey. This rate is a significant improvement over the usage rate of 95.5 percent in 2012 and represents the highest restraint usage rate in the history of the California restraint usage surveys. Teen seat belt use also increased from 96.1 percent in 2012 to 96.9 percent in 2013.

#### Keeping Kids Safe Program

Yuba City Police Department's Traffic Unit implemented community outreach and education measures throughout Sutter County and neighboring counties that were designed to increase child passenger restraint usage, correct usage, and bicycle safety, by conducting eight child safety seat check-up events, reaching 195 families, with 349 child safety restraints checked and 204 restraints provided. Three NHTSA CPS certification courses and one renewal course were taught with 43 technicians being certified. One additional fitting station was established and six violator classes were taught impacting 57 individuals. Twenty family physicians/pediatricians' offices were visited impacting 66 staff. A total of 41 educational presentations were made to parents and youth under 18, impacting 2,459 individuals. Twelve bicycle safety rodeos were conducted impacting 1,674 elementary age students. Two educational presentations and 26 booths were hosted with traffic safety information reaching 1,771 individuals.



## PROGRAM AREA HIGHLIGHTS

### OCCUPANT PROTECTION (CONTINUED)



#### San Luis Obispo Traffic Safety Injury Prevention Program

The Public Health Department conducted 18 CPS presentations reaching 110 providers and 113 parents, two hospital presentations reaching 22 staff members, and six booster seat presentations reaching 126 students and six teachers. They checked a total of 117 child safety seats and distributed 331 child safety seats to income qualifying families.

The pedestrian safety program focused its efforts on the vulnerable populations, presenting 28 "Watch Out For Us" presentations reaching 262 seniors, 19 mental health clients, and 47 disabled persons. In addition to the presentations, pedestrian safety information was shared at health fairs, emphasizing the distractions technology can create resulting in unsafe pedestrian behavior.

Bicycle safety education was offered in a number of school and community settings. This was the first year Atascadero and Oceano hosted bicycle rodeos, Urban Cycling Skills sessions with students at the California Polytechnic State University, and Bike Safe Bike Smart assemblies at eight new San Luis Obispo County elementary schools. Bicycle safety skills were taught at ten bicycle safety assemblies reaching more than 3000 elementary students, 375 participants in four bicycle rodeos, and six workshops

at California Polytechnic State University reaching 60 students. Approximately 65 bicycle helmets were distributed to children at bicycle rodeos. Nearly every school in San Luis Obispo County has approved a helmet policy.

The San Luis Obispo County Friday Night Live Partnership (SLOFNLP) implemented several alcohol and drug outreach activities. The activities included campus campaigns, assemblies, classroom and group presentations, and parent engagement opportunities. A distracted driving campaign, *Fall on the Field*, was presented at a local high school football game half time show by parents and students. Students "dropped dead" to illustrate how many teens are killed because of distracted driving. SLOFNLP introduced the first "Real DUI Trial" to San Luis Obispo County in May 2013. In total, SLOFNLP reached 21,639 young people and 3,073 adults in the county.

#### Butte County Public Health Department

Butte County Public Health Department provided education to parents, caregivers and continued building the capacity of local agencies that provide critical occupant protection information to parents. The local Hmong community has been difficult to engage in the various CPS activities. The grant resulted in six focus groups with a total of 33 Hmong participants. Focus group findings indicated a need for targeted advertising to the Hmong community, that classes needed to be held in "safe" locations (WIC and Hmong Cultural Center), as well as taught in Hmong. Additional findings indicated that the classes need to be more "hands-on" and less talking. Classes will be restructured due to the focus group findings.

Other grant related activities included one NHTSA four-day certification, one eight-hour renewal course, and three CEU trainings. A total of 15 people were trained as Child Passenger Safety Technicians (CPST) or renewed after expiring and ten CPST attended one or more CEU class. Thirty-three community car seat classes and presentations were conducted during the grant period. These educational opportunities, as well as five successful child safety seat checkup events and 54 scheduled child safety seat fitting station appointments, provided education to a total of 507 parents, guardians/caregivers, affecting 617 children. A total of 382 children were fitted to child safety seats and 250 child safety seats were provided for free to families in need. Parental knowledge of CPS increased an average of 25 percent through pre-post surveys conducted during child safety seat classes. Misuse rates at checkup

## PROGRAM AREA HIGHLIGHTS

### OCCUPANT PROTECTION (CONTINUED)

events ranged widely from a low of 25 percent and a high of 80 percent. When averaged together Butte County had 55 percent misuse, which is lower than last year's rate of 73 percent. Observational surveys that were conducted indicated child restraint compliance remains stable at 97 percent with 3 percent of our children riding unrestrained. Ten percent of the children observed were in the front seat. There were no occupant fatalities to children 0-8 years from motor vehicle crashes during the grant period.

### Training Professionals to Promote Older Driver Safety

This grant provided traffic safety education to older adults by improving skills of health professionals to assess patients for age-related impairments and promote compliance with mandated reporting laws for physicians in California. It also improved law enforcement's ability to recognize impairments in older drivers and issued referrals to DMV for driver re-examination when needed. During FFY 2013, 14 presentations were delivered in clinical settings reaching 562 health professionals; 96 percent stated the training was useful and effective. Thirty training sessions were delivered within CHP reaching 664 officers; 93 percent stated the training was useful and offered practical skills. The law enforcement training curriculum, including a roadside tool to assess drivers for cognitive impairment, was presented at national conferences and is being adopted by several states.

### PEDESTRIAN AND BICYCLE SAFETY

#### Countywide Bicycle Education Safety Grant

The Los Angeles County Metropolitan Transportation Authority collaborated with public and private partners and provided 88 bicycle traffic skills courses (26 in Spanish) reaching 863 bicyclists. Courses were taught by 12 League-Certified Cycling Instructors, incorporating elements of the Cycling or Traffic Skills curriculum established by the League of American Bicyclists. Helmets funded by the grant were properly fitted and distributed and front and rear lights were provided in-kind to attendees.



### San Francisco Pedestrian Safety Project for Youth and Seniors

The ultimate goal of the San Francisco Pedestrian Safety Project for Youth and Seniors was to prevent traffic related injuries to pedestrians ages 65 or older and under the age of 15 as children and seniors are particularly vulnerable to pedestrian injuries. The main strategies employed were enforcement and education related to pedestrian safety. The San Francisco Department of Public Health (DPH) conducted educational activities while the San Francisco Police Department (SFPD) conducted traffic enforcement during school drop-off and pick-up times for all 15 elementary schools participating in the Safe Routes to School Program. In the spring, DPH distributed educational materials reminding parents of the new 15 mph speed zones around schools. When school started in August 2013, DPH and Safe Routes to School staff attended kindergarten orientations and back-to-school nights, distributing educational materials on safe drop-off and pick-up, whether the parent was walking, biking, or driving the child to school. DPH was able to reach 6,249 parents with traffic safety messages and conducted five presentations at senior centers. SFPD conducted traffic enforcement located on high-injury corridors for pedestrian injuries. As a result of the project, pedestrian fatalities have decreased since baseline. At baseline, there were 16 pedestrian fatalities versus 11 at the end of the grant, with a total reduction of 5. The same trend holds for pedestrians under age 65, with nine fatalities at baseline and four by the end of the grant, with a total reduction of five. Zero fatalities for pedestrians under 15 were maintained from baseline to the end of grant. Pre- and post-test results of parents at participating schools indicated increases in participants' knowledge of the new 15 mph speed zone, police enforcing the new 15 mph school zone, and how to request traffic safety enforcement for their school.

## PROGRAM AREA HIGHLIGHTS

### POLICE TRAFFIC SERVICES



#### Selective Traffic Enforcement Program

In FFY 2013, OTS funded the Selective Traffic Enforcement and Education Program, which provided personnel, equipment, and the funding necessary to conduct traffic safety enforcement, education, and training. The primary goals included the reduction of persons killed in alcohol-involved, speed-related, hit-and-run, and nighttime collisions, as well as training law enforcement personnel to recognize vehicle modifications related to speed racing. Law enforcement agencies also participated in "Click It or Ticket" and "National Distracted Driving Awareness Month." The community efforts of 253 agencies made the program an overwhelming success.

### ROADWAY SAFETY/TRAFFIC RECORDS

#### Empirical Bayes–Estimated OTS Collision Rankings for Different Counties and Cities

The Empirical Bayes (EB) technique in roadway safety was used to evaluate the safety performance of individual California cities and counties more efficiently than the current technique. Calculations were based on 2008–2010 collision data, which was expected to minimize the effects of random fluctuations, but still remain sensitive to changes over time. Widely recognized evaluation tests were used to compare the performance of EB and rate methods from different aspects, including reliability of results, ranking consistency, and false identification consistency and reliability.

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

### 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	Obligated	Expended
AL1311	California Department of Alcoholic Beverage Control	405AL	\$400,000.00	
AL1324	California Department of Alcoholic Beverage Control	164	\$253,000.00	
AL1333	California Department of Alcoholic Beverage Control	405AL	\$600,000.00	
AL1340	California Department of Alcoholic Beverage Control	405AL	\$500,000.00	
AL1384	California Highway Patrol	164	\$5,000,000.00	
AL1394	California Highway Patrol	164	\$360,000.00	

College and Younger Age 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 expanded elements from previous successful programs and the expanded programs included components addressing use of seat belts, bicycle, and pedestrian safety elements.

Grant #	Agency	Fund	Obligated	Expended
AL1315	California Highway Patrol	164	\$1,900,000.00	
AL1317	Shasta County Public Health Department	402	\$133,000.00	
AL1319	The Regents of the University of California, Berkeley Campus	405OP	\$276,000.00	
AL1320	Santa Clara County	405AL	\$200,000.00	
AL1322	University of California, Irvine	405AL	\$354,000.00	
AL1323	Tulare County	405AL	\$240,000.00	
AL1383	Bakersfield	405AL	\$44,443.00	

Judicial Support/Legal Process – These grants funded statewide training for prosecutors in 58 counties and law enforcement agencies in California, 21 vertical prosecution grants, a DUID Seminar, and a DUI Court in San Joaquin County.

Grant #	Agency	Fund	Obligated	Expended
AL1301	Calaveras County	405AL	\$160,000.00	
AL1303	Sonoma County	405AL	\$337,554.00	
AL1304	City of Los Angeles	405AL	\$631,000.00	
AL1318	Sacramento County	405AL	\$850,000.00	
AL1321	El Dorado County	405AL	\$300,000.00	
AL1321	El Dorado County	164	\$90,000.00	
AL1334	Ventura County	405AL	\$320,000.00	
AL1337	San Joaquin County	405AL	\$552,000.00	
AL1348	Sonoma County	405AL	\$300,000.00	
AL1353	San Bernardino County	405AL	\$230,000.00	
AL1354	Marin County	405AL	\$180,000.00	
AL1355	Kern County	405AL	\$390,000.00	
AL1357	Riverside County	405AL	\$354,058.00	
AL1359	Riverside County	405AL	\$160,000.00	
AL1360	Yolo County	405AL	\$248,000.00	
AL1361	Fresno County	405AL	\$625,000.00	
AL1362	Orange County	405AL	\$480,000.00	
AL1364	Solano County	405AL	\$300,000.00	

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

AL1367	Stanislaus County	405AL	\$310,000.00	
AL1368	Madera County	405AL	\$136,000.00	
AL1370	Napa County	405AL	\$320,000.00	
AL1376	Sacramento County	405AL	\$1,000,000.00	
AL1386	Lake County	405AL	\$150,000.00	
AL1389	Shasta County	405AL	\$220,000.00	
AL1393	Monterey County	405AL	\$300,000.00	
Management Information Systems/Evaluations – These grants funded the expansion, redesign, and enhancement of DUI management information systems and comprehensive traffic safety evaluations of traffic crashes.				
Grant #	Agency	Fund	Obligated	Expended
AL1302	California Department of Motor Vehicles	405AL	\$90,000.00	
AL1306	California Department of Motor Vehicles	402	\$47,000.00	
AL1307	California Department of Motor Vehicles	405AL	\$88,424.00	
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	Obligated	Expended
AL1313	Santa Barbara County	164	\$116,000.00	
AL1316	Stanislaus County	164	\$49,000.00	
AL1338	San Diego County	164	\$500,000.00	
AL1342	Placer County	164	\$68,000.00	
AL1344	Sacramento County	164	\$340,000.00	
AL1349	Kern County	164	\$128,000.00	
AL1350	Riverside County	164	\$295,000.00	
AL1351	San Bernardino County	164	\$450,000.00	
AL1365	Los Angeles County	164	\$268,000.00	
AL1366	Sonoma County	164	\$156,000.00	
AL1371	Solano County	164	\$120,000.00	
AL1374	San Joaquin County	164	\$130,000.00	
AL1379	California Highway Patrol	164	\$240,000.00	
AL1380	Butte County	164	\$173,000.00	
AL1381	Contra Costa County	164	\$153,000.00	
AL1382	Fresno County	164	\$145,000.00	
Multi-Agency Avoid DUI Campaigns – These grants funded law enforcement agencies to conduct DUI enforcement activities during the NHTSA summer and winter holiday mobilizations and sustained enforcement during other holiday periods associated with identified DUI problems.				
Grant #	Agency	Fund	Obligated	Expended
AL1305	Napa	164	\$140,000.00	
AL1308	San Rafael	164	\$200,000.00	
AL1309	Vallejo	164	\$220,000.00	
AL1310	Petaluma	164	\$280,000.00	
AL1312	Clovis	164	\$220,000.00	
AL1325	Anaheim	164	\$250,000.00	
AL1326	Visalia	164	\$190,000.00	
AL1327	Merced	164	\$100,000.00	
AL1328	Marysville	164	\$80,000.00	

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

AL1329	Paradise	164	\$82,000.00	
AL1330	San Diego County	164	\$300,000.00	
AL1331	Hayward	164	\$275,000.00	
AL1332	El Centro	164	\$108,000.00	
AL1335	Contra Costa County	164	\$120,000.00	
AL1336	Auburn	164	\$80,000.00	
AL1339	Siskiyou County	164	\$56,000.00	
AL1341	Orland	164	\$75,000.00	
AL1343	Glendora	402	\$450,000.00	
AL1345	Stockton	164	\$230,000.00	
AL1346	Santa Barbara County	164	\$130,000.00	
AL1347	Redding	164	\$100,000.00	
AL1352	Santa Clara County	164	\$180,000.00	
AL1356	Salinas	164	\$240,000.00	
AL1358	Gardena	402	\$600,000.00	
AL1363	San Francisco	402	\$106,000.00	
AL1372	San Luis Obispo	164	\$160,000.00	
AL1373	Oxnard	164	\$145,000.00	
AL1375	Folsom	164	\$200,000.00	
AL1377	Capitola	164	\$80,000.00	
AL1378	Daly City	164	\$175,000.00	
AL1385	Bakersfield	164	\$220,000.00	
AL1387	Riverside	402	\$385,000.00	
AL1388	Ontario	402	\$360,000.00	
AL1390	Davis	164	\$80,000.00	
AL1391	Ceres	164	\$160,000.00	
AL1392	Orange County	164	\$120,000.00	

Sobriety Checkpoint Campaign – This grant funded sobriety checkpoints to law enforcement agencies.

Grant #	Agency	Fund	Obligated	Expended
AL1369	The Regents of the University of California, Berkeley Campus	164	\$12,176,043.12	
	<b>Subtotal</b>		<b>\$41,833,522.12</b>	

### 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 geared toward teens.

Grant #	Agency	Fund	Obligated	Expended
DD1301	California Highway Patrol	405DD	\$400,000.00	
DD1302	Glendora	405DD	\$140,000.00	
DD1304	California Highway Patrol	402	\$1,428,987.00	

NHTSA Distracted Driving High Visibility Enforcement Demonstration Project – This grant funded mini-grants to 37 cities in the counties of Sacramento, El Dorado, San Joaquin, Stanislaus, Solano, Placer, Yuba, Yolo, Yuba, and Sutter to conduct enforcement during three, two-week waves using the “Phone in One Hand, Ticket in the Other” media campaign.

DD1303	Office of Traffic Safety	405DD	\$600,000.00	
	<b>Subtotal</b>		<b>\$2,568,987.00</b>	

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

### 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	Obligated	Expended
DI1301	California Highway Patrol	402	\$1,300,000.00	

### EMERGENCY MEDICAL SERVICES

Communications – This grant funded an intra and inter county EMS communication system.

Grant #	Agency	Fund	Obligated	Expended
EM0341	Imperial Valley Emergency Communications Authority	402	\$104,212.17	
First Responder Services – This grant funded the replacement of old and unreliable extrication equipment.				
EM1301	Humboldt County Fire District	402	\$49,360.00	
	<b>Subtotal</b>		<b>\$153,572.17</b>	

### MOTORCYCLE SAFETY

Motorcycle Program 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	Obligated	Expended
MC1302	The Regents of the University of California, Berkeley Campus	408	\$147,971.00	
Enforcement – These grants funded highly-publicized motorcycle safety enforcement operations targeting highway corridors and areas associated with significant motorcycle traffic.				
MC1301	California Highway Patrol	2010	\$935,046.00	
MC1301	California Highway Patrol	402	\$150,000.00	
MC1301	California Highway Patrol	405MC	\$311,811.00	
	<b>Subtotal</b>		<b>\$1,544,828.00</b>	

### OCCUPANT PROTECTION

Comprehensive Community Occupant Protection – These grants funded county health departments 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	Obligated	Expended
OP1301	Riverside County Public Health	405OP	\$191,038.00	
OP1302	Pomona	405OP	\$141,530.00	
OP1304	Santa Cruz County	402	\$100,000.00	
OP1304	Santa Cruz County	405OP	\$20,000.00	
OP1305	Yuba City	402	\$25,810.00	
OP1305	Yuba City	405OP	\$131,600.00	
OP1306	Butte County Public Health	405OP	\$101,701.00	
OP1307	San Luis Obispo County	408	\$5,100.00	
OP1307	San Luis Obispo County	402	\$178,000.00	
OP1310	University of California, San Diego	405DD	\$339,720.00	
OP1311	San Diego County	405OP	\$246,497.00	
OP1314	City of Los Angeles	405OP	\$450,000.00	

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

Enforcement and Education – These grants funded law enforcement and fire agencies to conduct enforcement and education to increase the 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.				
OP1303	California Highway Patrol	405OP	\$730,934.00	
OP1303	California Highway Patrol	405	\$400,000.00	
OP1312	Rancho Cordova	402	\$141,000.00	
OP1312	Rancho Cordova	405OP	\$148,000.00	
OP1313	Tracy	405OP	\$26,500.00	
Statewide Usage Surveys – This grant funded the statewide observational seat belt and child safety seat usage rates.				
OP1308	California State University, Fresno	406	\$182,000.00	
OP1308	California State University, Fresno	405OP	\$89,000.00	
Statewide CPS Training – This grant funded a statewide grant to provide CPS education, training, and community outreach.				
OP1315	California Department of Public Health	2011	\$400,000.00	
	<b>Subtotal</b>		<b>\$4,048,430.00</b>	
<b>PROGRAM ADMINISTRATION</b>				
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	Obligated	Expended
PA1301	California Office of Traffic Safety	402	\$3,385,006.00	
PA1302	California Office of Traffic Safety	405AL	\$1,118,527.00	
PA1303	California Office of Traffic Safety	164	\$2,778,411.00	
PA1304	California Office of Traffic Safety	406	\$300,000.00	
PA1305	California Office of Traffic Safety	408	\$426,965.00	
PA1306	California Office of Traffic Safety	405OP	\$169,977.00	
PA1307	California Office of Traffic Safety	405MC	\$50,369.00	
	<b>Subtotal</b>		<b>\$8,229,255.00</b>	
<b>PEDESTRIAN AND BICYCLE SAFETY</b>				
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	Obligated	Expended
PS1301	Los Angeles County	402	\$203,186.00	
PS1302	California Highway Patrol	402	\$245,000.00	
PS1308	San Francisco County Public Health	402	\$140,000.00	
Comprehensive Traffic Safety Programs -- This grant funded multiple approaches in more than one traffic safety need. Activities included media events, traffic safety rodeos, educational presentations, and enforcement.				
PS1306	Clovis	402	\$44,162.00	

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

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 other educational efforts.

PS1303	The Regents of the University of California, Berkeley Campus	402	\$100,000.00	
PS1304	The Regents of the University of California, Berkeley Campus	402	\$60,000.00	
PS1305	The Regents of the University of California, Berkeley Campus	402	\$515,006.00	
PS1307	California Department of Public Health	402	\$500,000.00	
	<b>Subtotal</b>		<b>\$1,807,354.00</b>	

### POLICE TRAFFIC SERVICES

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

Grant #	Agency	Fund	Obligated	Expended
PT1327	California Highway Patrol	402	\$353,146.00	
PT1327	California Highway Patrol	164	\$39,239.00	
PT1327	California Highway Patrol	405OP	\$49,048.00	
PT1327	California Highway Patrol	408	\$49,047.45	

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.

PT1301	Redding	402	\$234,577.00	
PT1302	Newport Beach	402	\$35,000.00	
PT1302	Newport Beach	164	\$75,000.00	
PT1303	Moreno Valley	402	\$50,000.00	
PT1303	Moreno Valley	164	\$40,000.00	
PT1304	Covina	164	\$30,000.00	
PT1304	Covina	402	\$30,000.00	
PT1305	San Rafael	164	\$64,000.00	
PT1305	San Rafael	402	\$38,000.00	
PT1306	Lompoc	402	\$30,000.00	
PT1306	Lompoc	164	\$45,000.00	
PT1307	Simi Valley	164	\$15,000.00	
PT1307	Simi Valley	402	\$15,000.00	
PT1308	San Diego	164	\$200,000.00	
PT1308	San Diego	402	\$100,000.00	
PT1309	Concord	402	\$75,000.00	
PT1309	Concord	164	\$75,000.00	
PT1310	Hemet	164	\$50,000.00	
PT1310	Hemet	402	\$35,000.00	
PT1311	Cotati	164	\$7,000.00	
PT1311	Cotati	402	\$34,000.00	
PT1312	El Cajon	164	\$50,000.00	
PT1312	El Cajon	402	\$40,000.00	

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

PT1313	Norco	402	\$10,000.00
PT1313	Norco	164	\$50,000.00
PT1314	Clovis	164	\$9,000.00
PT1314	Clovis	402	\$13,500.00
PT1315	Albany	164	\$14,500.00
PT1315	Albany	402	\$14,500.00
PT1316	Norwalk	164	\$17,000.00
PT1316	Norwalk	402	\$51,258.00
PT1317	Redondo Beach	402	\$70,000.00
PT1317	Redondo Beach	164	\$20,000.00
PT1318	Yuba City	164	\$25,000.00
PT1318	Yuba City	402	\$25,000.00
PT1319	Pittsburg	164	\$15,000.00
PT1319	Pittsburg	402	\$50,000.00
PT1320	Fairfield	164	\$30,000.00
PT1320	Fairfield	402	\$45,300.00
PT1321	Sebastopol	164	\$5,000.00
PT1321	Sebastopol	402	\$20,000.00
PT1322	Santa Rosa	402	\$50,000.00
PT1322	Santa Rosa	164	\$40,000.00
PT1323	Marysville	164	\$16,000.00
PT1323	Marysville	402	\$33,000.00
PT1324	Modesto	402	\$25,000.00
PT1324	Modesto	164	\$75,000.00
PT1325	Petaluma	402	\$230,000.00
PT1326	Visalia	402	\$30,000.00
PT1326	Visalia	164	\$60,000.00
PT1328	Malibu	402	\$63,000.00
PT1328	Malibu	164	\$22,000.00
PT1329	Chula Vista	164	\$190,000.00
PT1329	Chula Vista	402	\$34,123.00
PT1330	Los Angeles	402	\$640,000.00
PT1330	Los Angeles	164	\$360,000.00
PT1331	Anaheim	402	\$75,000.00
PT1331	Anaheim	164	\$75,000.00
PT1332	Orange	402	\$46,319.00
PT1332	Orange	164	\$45,000.00
PT1333	Irvine	402	\$104,776.00
PT1334	Laguna Beach	402	\$30,000.00
PT1334	Laguna Beach	164	\$60,000.00
PT1335	Buena Park	402	\$50,000.00
PT1335	Buena Park	164	\$30,000.00
PT1336	Fullerton	164	\$100,000.00
PT1336	Fullerton	402	\$46,222.00

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

PT1337	Whittier	164	\$40,000.00	
PT1337	Whittier	402	\$45,000.00	
PT1338	Folsom	164	\$46,000.00	
PT1338	Folsom	402	\$50,000.00	
PT1339	Fresno	402	\$100,000.00	
PT1339	Fresno	164	\$150,000.00	
PT1340	Murrieta	402	\$30,000.00	
PT1340	Murrieta	164	\$30,000.00	
PT1341	Menlo Park	164	\$12,000.00	
PT1341	Menlo Park	402	\$18,000.00	
PT1342	National City	402	\$60,000.00	
PT1342	National City	164	\$30,000.00	
PT1343	Garden Grove	164	\$40,000.00	
PT1343	Garden Grove	402	\$50,844.00	
PT1344	Chino	402	\$25,000.00	
PT1344	Chino	164	\$50,000.00	
PT1346	Merced	402	\$27,000.00	
PT1346	Merced	164	\$21,000.00	
PT1347	San Fernando	164	\$25,000.00	
PT1347	San Fernando	402	\$25,000.00	
PT1348	Santa Clarita	164	\$20,000.00	
PT1348	Santa Clarita	402	\$20,000.00	
PT1349	Stockton	402	\$100,000.00	
PT1349	Stockton	164	\$50,000.00	
PT1350	City of Lancaster	402	\$27,000.00	
PT1350	City of Lancaster	164	\$27,000.00	
PT1351	Hayward	402	\$55,000.00	
PT1352	Elk Grove	164	\$54,000.00	
PT1352	Elk Grove	402	\$36,000.00	
PT1353	Citrus Heights	164	\$50,000.00	
PT1353	Citrus Heights	402	\$45,000.00	
PT1354	Novato	164	\$30,000.00	
PT1354	Novato	402	\$90,000.00	
PT1355	Sacramento	402	\$800,000.00	
PT1356	Rohnert Park	164	\$8,000.00	
PT1356	Rohnert Park	402	\$32,000.00	
PT1357	Lodi	164	\$20,000.00	
PT1357	Lodi	402	\$70,000.00	
PT1358	Santa Monica	402	\$75,000.00	
PT1358	Santa Monica	164	\$25,000.00	
PT1359	Pomona	402	\$50,000.00	
PT1359	Pomona	164	\$70,000.00	
PT1360	Rialto	402	\$60,000.00	
PT1360	Rialto	164	\$60,000.00	

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

PT1361	Redlands	164	\$14,187.00
PT1361	Redlands	402	\$60,628.00
PT1362	Ceres	164	\$12,500.00
PT1362	Ceres	402	\$12,500.00
PT1363	Upland	164	\$20,000.00
PT1363	Upland	402	\$29,072.00
PT1364	San Bernardino	402	\$50,000.00
PT1364	San Bernardino	164	\$80,000.00
PT1365	Fontana	402	\$30,000.00
PT1365	Fontana	164	\$50,000.00
PT1366	California Highway Patrol	402	\$393,000.00
PT1367	Madera	164	\$50,000.00
PT1367	Madera	402	\$30,000.00
PT1368	Huntington Beach	164	\$54,469.00
PT1368	Huntington Beach	402	\$36,000.00
PT1369	Orange County	402	\$51,439.00
PT1369	Orange County	164	\$80,000.00
PT1370	Costa Mesa	402	\$35,000.00
PT1370	Costa Mesa	164	\$40,000.00
PT1371	Fountain Valley	402	\$40,000.00
PT1371	Fountain Valley	164	\$20,000.00
PT1372	California Highway Patrol	402	\$4,000,000.00
PT1373	Monrovia	164	\$14,000.00
PT1373	Monrovia	402	\$40,760.00
PT1374	Pacific	164	\$5,000.00
PT1374	Pacific	402	\$25,000.00
PT1375	Long Beach	164	\$43,000.00
PT1375	Long Beach	402	\$90,000.00
PT1376	Hawthorne	402	\$70,000.00
PT1376	Hawthorne	164	\$25,000.00
PT1377	Signal Hill	402	\$40,485.00
PT1377	Signal Hill	164	\$22,000.00
PT1378	Salinas	164	\$35,000.00
PT1378	Salinas	402	\$55,000.00
PT1379	Pasadena	402	\$97,500.00
PT1379	Pasadena	164	\$32,500.00
PT1380	Glendale	164	\$60,000.00
PT1380	Glendale	402	\$165,000.00
PT1381	Hollister	164	\$2,200.00
PT1381	Hollister	402	\$21,000.00
PT1382	Redwood City	402	\$14,000.00
PT1382	Redwood City	164	\$16,000.00
PT1383	Los Angeles County	164	\$108,000.00
PT1383	Los Angeles County	402	\$252,000.00

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

PT1384	Daly City	402	\$160,000.00	
PT1385	Soledad	402	\$10,000.00	
PT1385	Soledad	164	\$15,000.00	
PT1386	Los Banos	402	\$30,398.00	
PT1387	Santa Ana	402	\$52,492.00	
PT1387	Santa Ana	164	\$125,000.00	
PT1388	San Diego County	402	\$75,375.00	
PT1388	San Diego County	164	\$126,000.00	
PT1389	San Gabriel	164	\$40,000.00	
PT1389	San Gabriel	402	\$35,000.00	
PT1390	Mendota	164	\$20,000.00	
PT1390	Mendota	402	\$12,000.00	
PT1391	San Mateo	164	\$20,000.00	
PT1391	San Mateo	402	\$40,000.00	
PT1392	California Highway Patrol	402	\$550,613.00	
PT1393	California Highway Patrol	402	\$150,000.00	
PT1394	Riverbank	402	\$15,000.00	
PT1394	Riverbank	164	\$14,000.00	
PT1395	Gilroy	164	\$25,000.00	
PT1395	Gilroy	402	\$5,000.00	
PT1396	South San Francisco	402	\$50,000.00	
PT1396	South San Francisco	164	\$20,000.00	
PT1398	Oceanside	402	\$31,763.00	
PT1398	Oceanside	164	\$50,000.00	
PT1399	San Pablo	402	\$20,000.00	
PT1399	San Pablo	164	\$25,000.00	
PT13100	Eureka	164	\$15,000.00	
PT13100	Eureka	402	\$45,000.00	
PT13101	Gardena	402	\$40,000.00	
PT13101	Gardena	164	\$45,000.00	
PT13102	Palm Springs	402	\$30,000.00	
PT13102	Palm Springs	164	\$40,000.00	
PT13103	Escondido	402	\$35,000.00	
PT13103	Escondido	164	\$35,000.00	
PT13104	Ontario	164	\$192,250.00	
PT13104	Ontario	402	\$129,750.00	
PT13105	La Mesa	402	\$55,000.00	
PT13106	Oxnard	164	\$75,000.00	
PT13106	Oxnard	402	\$75,000.00	
PT13107	Santa Maria	402	\$50,000.00	
PT13107	Santa Maria	164	\$65,000.00	
PT13108	Suisun City	402	\$77,000.00	
PT13109	Ventura	164	\$73,300.00	
PT13109	Ventura	408	\$15,000.00	

## APPENDIX – AMOUNT OF FEDERAL FUNDS EXPENDED BY PROJECT AND ACTIVITY

PT13110	Napa	164	\$35,000.00	
PT13110	Napa	402	\$30,000.00	
PT13111	Santa Barbara	402	\$12,000.00	
PT13111	Santa Barbara	164	\$74,000.00	
PT13112	Atascadero	402	\$26,000.00	
PT13112	Atascadero	164	\$34,000.00	
PT13113	Vallejo	164	\$35,000.00	
PT13113	Vallejo	402	\$41,000.00	
PT13114	Palm Desert	402	\$57,850.00	
PT13114	Palm Desert	164	\$42,222.00	
PT13115	Riverside	164	\$60,086.00	
PT13115	Riverside	402	\$100,000.00	
PT13116	San Jose	402	\$100,000.00	
PT13116	San Jose	164	\$80,000.00	
PT13117	Porterville	402	\$140,000.00	
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.				
PT1345	The Regents of the University of California, Berkeley Campus	405OP	\$1,100,000.00	
	<b>Subtotal</b>		<b>\$18,821,738.45</b>	

### ROADWAY SAFETY/TRAFFIC RECORDS

Data Records Design and Implementation – These grants funded database and data record design for state and local agencies to supplement existing collision record programs with needed roadway data.

Grant #	Agency	Fund	Obligated	Expended
TR1303	California Highway Patrol	408	\$1,000,000.00	
TR1304	California Highway Patrol	408	\$1,000,000.00	
TR1307	The Regents of the University of California, Berkeley Campus	408	\$254,000.00	
TR1309	California Polytechnic State University, Pomona	408	\$75,000.00	
TR1310	California Department of Public Health	408	\$390,509.00	
TR1312	Emergency Medical Services Authority	408	\$190,428.00	
Comprehensive Data System Design and Implementation – These grants funded traffic GIS collision database and mapping systems.				
TR1301	Redwood City	408	\$28,000.00	
TR1302	San Ramon Public Works	408	\$38,080.00	
TR1305	Red Bluff	408	\$40,000.00	
TR1306	Stanislaus County	408	\$300,000.00	
TR1308	Santee	408	\$34,000.00	
TR1311	La Habra	408	\$12,200.00	
	<b>Subtotal</b>		<b>\$3,362,217.00</b>	
	<b>TOTAL</b>		<b>\$83,669,903.74</b>	



