

CALIFORNIA ANNUAL REPORT 2019





**CALIFORNIA OFFICE OF
TRAFFIC
SAFETY**

2019
ANNUAL REPORT

Gavin Newsom

Governor
State of California

David S. Kim

Secretary
California State Transportation Agency

Barbara L. Rooney

Director
Office of Traffic Safety

Gavin Newsom
Governor
David S. Kim
Secretary

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

Dear Fellow Californians:

I'm pleased to present this annual report which provides an overview of traffic safety programs, activities and initiatives advanced by the Office of Traffic Safety (OTS) in Federal Fiscal Year 2019. Through funding, collaboration and leadership, OTS is focused on making California a safer place for all roadway users, whether they walk, bike or drive a vehicle.

Over the past year, OTS awarded \$82 million in federal funding to support 288 traffic safety grants to state and local agencies. Additionally, over 150 grants were allocated to local law enforcement, including the California Highway Patrol. Among other things, these funds made it possible to obtain state of the art extrication equipment which will replace aging equipment.

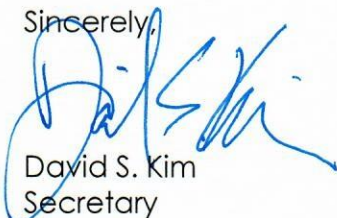
OTS continues to meaningfully collaborate with stakeholders at every level to address the most critical traffic safety issues facing the state. The various programs represented in the report address ongoing challenges, including alcohol and drug impaired driving, distracted driving, speeding, and aggressive driving. At the same time, new crash trends and the changing reality of 21st century mobility are receiving greater focus and attention.

Education and outreach continue to play a critical role alongside statewide enforcement. With increasing numbers of roadway users on California roads, engaging the public to promote a positive shift in roadway user behavior is becoming increasingly important. To that end, partnerships have been formed to reach California's diverse population using engagement strategies and non-traditional media aimed at reversing the trend of increased traffic related fatalities.

It's also noteworthy that OTS hosted the Governors Highway Safety Association's 2019 Annual meeting in Anaheim. The theme of this year's meeting, "*Imagine the Future: Advancing Traffic Safety through Technology and Innovation*", was both relevant and timely in our efforts to position the state as a leader in the rapidly-evolving mobility space through the use of cutting edge technologies and innovative practices.

This annual report underscores the commitment of the Office of Traffic Safety, along with its federal, state, and local partners, to continue to execute programs and actively seek innovative opportunities to bring the state closer to its goal of zero deaths.

Sincerely,



David S. Kim
Secretary



ANNUAL REPORT FEDERAL FISCAL YEAR 2019 (FFY 2019)

Prepared By
California Office of Traffic Safety

Barbara L. Rooney Director
Randy Weissman Chief Deputy, Operations
Nichole Aston Assistant Director, Operations
David Doucette Assistant Director, Operations
Camille Travis Assistant Director, Marketing & Public Affairs
Quentin Wright..... Deputy Director, Technology & Administration
Carolyn Vu..... Senior Accounting Officer
Mitch Zehnder..... Program Manager
Tim Weisberg Public Information Officer
Bao Her..... Program Coordinator
Nicole Osuna..... Program Coordinator
Jim Owens..... Program Coordinator
Stephanie Spaid..... Program Coordinator
Trysh Strayhand Program Coordinator
Mark Talan Program Coordinator
Tua Vang..... Program Coordinator
Nancy Wolf..... Program Coordinator
William Ehart..... Law Enforcement Liaison
Danny Lam..... Law Enforcement Liaison

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CALIFORNIA OFFICE OF TRAFFIC SAFETY

VISION

“SAVING LIVES THROUGH TRAFFIC SAFETY EFFORTS”

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

MISSION

To effectively and efficiently administer traffic safety grants while fostering partnerships to deliver innovative programs that reduce traffic deaths, injuries, and economic losses.

VALUES

- Trust
- Innovation
- Excellence
- Integrity
- Respect
- Service

CALIFORNIA OFFICE OF TRAFFIC SAFETY

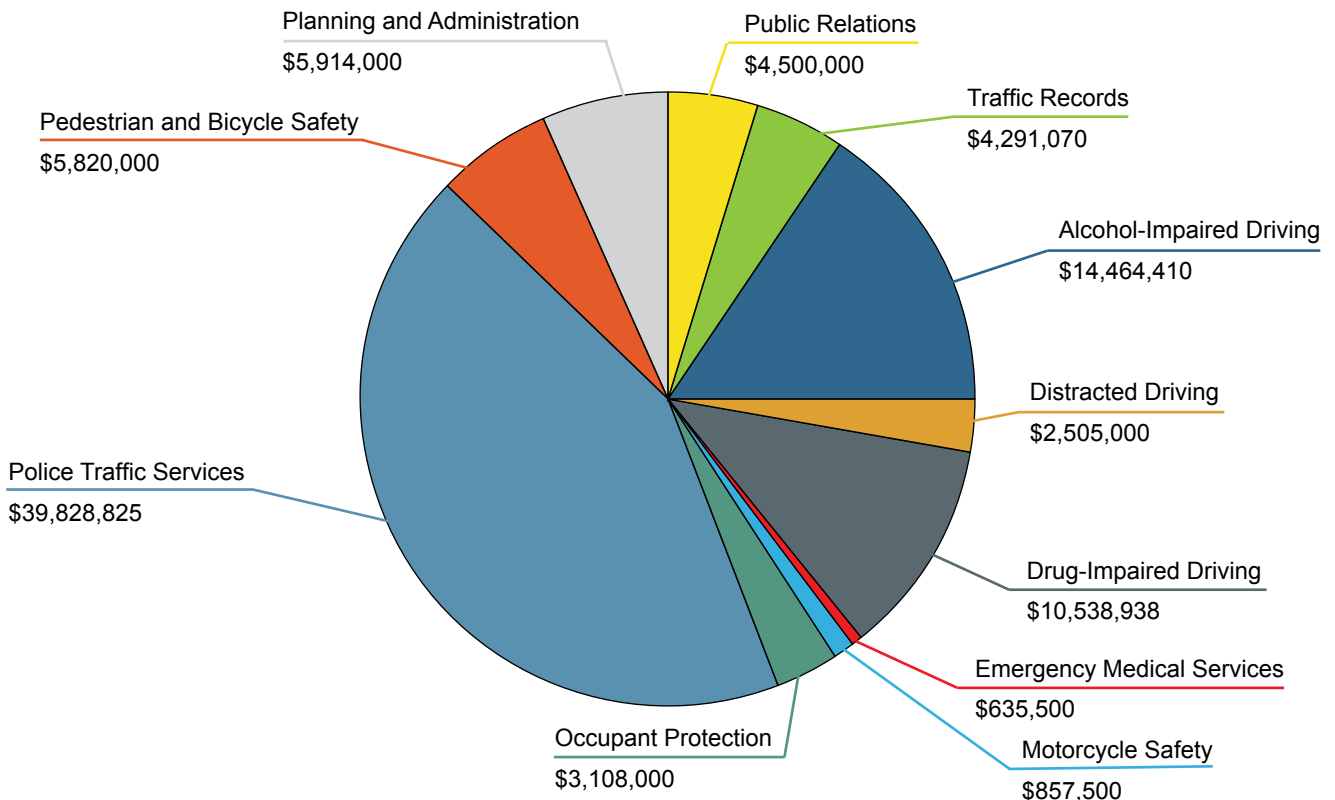
HOW CALIFORNIA RECEIVES FUNDING

The Highway Safety Program is a partnership effort between the National Highway Traffic Safety Administration (NHTSA) and California. The partnership was created when Congress passed the Highway Safety Act of 1966. The Office of Traffic Safety (OTS) is designated by the Governor to receive federal traffic safety funds for coordinating California's highway safety programs. Each year the OTS develops a Highway Safety Plan (HSP) identifying the key highway safety problems in the state and the most effective countermeasures to address them. The 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 Report (AR), required by NHTSA (23 CFR Part 1300), California Vehicle Code (Section 2905), and the Fixing America's Surface Transportation (FAST) Act provides an update on traffic safety grants active throughout the State of California as approved in the 2019 California HSP.

FFY 2019 GRANTS BY PROGRAM AREA \$92,463,243



FATALITY REPORT

NATIONAL

Traffic fatalities are a public health and safety concern. Nationally, traffic fatalities decreased 2.4 percent – from 37,473 fatalities in 2017 to 36,560 fatalities in 2018. For the first half of 2019, traffic fatalities are estimated at 16,890. This represents a decrease of about 3.4 percent as compared to the 17,479 reported in the first half of 2018.

There has been a gradual decrease in traffic fatalities over the past 40 years. We have seen traffic safety programs improve seat belt usage rates and reduce impaired driving. These types of programs, along with vehicle improvements, have contributed to this reduction in fatalities.

Even though we have seen a decrease in fatalities and the California Mileage Death rate is below the national average, the California Office of Traffic Safety (OTS) recognizes there is more work to be done. The California Office of Traffic Safety will continue to work with our federal, state, and local partners to change unsafe driving behaviors and to raise awareness around strategies that save lives. The Fixing America's Surface Transportation (FAST) Act provides Highway Safety Offices around the country the funding and flexibility to implement traffic safety initiatives that better address problem areas.

CALIFORNIA

TOTAL FATALITIES

Traffic fatalities decreased 8.3 percent from 3,884 in 2017 to 3,563 in 2018.

The 2017 Mileage Death Rate (MDR) – fatalities per 100 million miles traveled is 1.13.*

ALCOHOL-IMPAIRED DRIVING

Alcohol-impaired driving fatalities (fatalities in crashes involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher) decreased 6.8 percent from 1,147 in 2017 to 1,069 in 2018.

The alcohol-impaired driving fatality rate remained the same from 2017 to 2018, accounting for 30 percent of California's 3,563 Fatalities.

DRUG-IMPAIRED DRIVING

In 2018, 42 percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/or illegal drugs. This matched the 42 percent in 2017.

OCCUPANT PROTECTION

The percent of restrained passenger vehicle occupant fatalities (all seat positions) decreased from 67 percent in 2017 to 66 percent in 2018. NHTSA estimates that 89 of the 618 known unrestrained in 2017* fatalities in California would be alive today had they simply buckled up.

Passenger vehicle occupant fatalities (age 0-4) increased 7 percent from 27 in 2017 to 29 in 2018.

MOTORCYCLE SAFETY

Motorcycle fatalities decreased 15.57 percent from 578 in 2017 to 488 in 2018.

Motorcycle fatalities per 100,000 motorcycle registrations increased from 68.4 percent in 2016 to 68.6 percent in 2017.*

The percentage of motorcycle operators killed with a BAC of 0.08 or greater decreased from 25 percent in 2017 to 24 percent in 2018.

The percentage of motorcycle operators killed that were improperly licensed increased from 67 percent from 2017 to 67.8 percent in 2018.

TEEN SAFETY

Teen motor vehicle fatalities (age 16-19) increased 21.4 percent from 168 in 2017 to 204 in 2018.

Teen Driver fatalities (age 16-19) decreased 15 percent from 106 in 2017, to 90 in 2018.

Males make up 67.6 percent of teen driver fatalities.

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian fatalities decreased 5.0 percent from 940 in 2017 to 893 in 2018.

Pedestrian fatalities age 65 and older increased from 194 in 2017 to 195 in 2018.

Bicycle fatalities increased 6.89 percent from 145 in 2017 to 155 in 2018.

*Most current data available.

Source: Fatality Analysis Reporting System (FARS)

AREAS OF CONCENTRATION

States are encouraged to identify needs in each of the nationally designated program priority areas, but the OTS has the flexibility to determine additional program areas, and the amount of funding allocated to each. The areas chosen for funding in FFY 2019 were as follows:

AGING ROAD USERS

California has the greatest number of licensed aging road users of any state; with 4,516,850 drivers over age 65. Per population, older adults have lower crash involvement as they age. However, when looking at vehicle miles traveled, fatal crash rates start to increase most dramatically among older adults at ages 70–74 and are highest among drivers ages 85 and older. Physical and mental changes, including reduced visual acuity, decreased strength, and cognitive impairment can directly and indirectly result in age-related driving impairments.

ALCOHOL-IMPAIRED DRIVING

Impaired driving and alcohol-related crashes represent a major threat to the safety and well-being of the public. This is especially true among young people ages 15 to 24, where impaired driving is the leading cause of death. This program is intended to prevent people from driving under the influence (DUI) of alcohol or other drugs and removes impaired drivers from the road. Alcohol-Impaired Driving programs use a comprehensive approach that incorporates funding for education, prevention, and enforcement by focusing on high-risk groups. Grant programs include: interactive youth education; college campus programs; intensive public information campaigns such as the Know Your Limit campaign; community organization involvement; equipment purchases including preliminary alcohol screening devices, portable evidential breath testing devices, DUI checkpoint trailers; and enforcement operations including DUI warrant services, DUI probation revocation programs, DUI/DL checkpoints, and DUI saturation patrols.

DISTRACTED DRIVING

National research identifies three factors for distracted driving: visual (eyes off the road); manual (hands off the wheel); and cognitive (taking your mind off driving). In 2018, 2,628 people were killed nationwide in crashes involving a distracted driver. Drivers ages 20 to 39 have the highest proportion of distraction-related fatal crashes. California laws are among the strongest in the nation and a recent OTS Opinion Survey reports that 68.40 percent of Californians identify that distracted driving- by either texting or talking- is the biggest problem on California roadways. Countermeasures include improved distracted driving data quality, increased and focused



enforcement and adjudication, observational surveys, public awareness and education campaigns, and strengthening laws to include negligent operator points to change behavior. Legislation passed earlier this year (AB 47, Ch. 603, Statutes 2019) will require the DMV to assess a point on a person's driving record for any conviction of a violation of operating a handheld wireless communications device while driving that occurs within 36 months of a prior conviction of the same offense, if the second violation occurs on or after July 1, 2021.

DRUG-IMPAIRED DRIVING

Prescription drugs, over-the-counter medications, and illegal drugs may cause impairment alone or in combination with each other and/or with alcohol. In every State and the District of Columbia, impaired driving is illegal. Whether by drugs — legal or illegal — alcohol, or a combination of both drugs and alcohol, impaired driving puts the driver, their passengers, and other road users at risk. In NHTSA's National Roadside Survey conducted in 2013-2014, 20 percent of drivers surveyed tested positive for potentially impairing drugs. OTS grants provide 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. The OTS grants have also funded vertical prosecution programs in an effort to improve the prosecution of drug-impaired driving cases.

EMERGENCY MEDICAL SERVICES (EMS)

Timely access to life-saving emergency medical services is critical to the reduction of fatalities and life-altering injuries resulting from motor vehicle collisions. The OTS provides grants for cost-effective programs that incorporate strategies for improving California's

AREAS OF CONCENTRATION

EMERGENCY MEDICAL SERVICES (EMS) (CONTINUED)

EMS system's ability to meet the needs of motor vehicle collision victims. The OTS grants provide funding for life-saving equipment, training, reliable ambulance transportation, effective communications, public information, education, and access to data and evaluation tools.

MOTORCYCLE SAFETY

Motorcycle safety stakeholders are moving forward with new actions in the effort to reduce motorcycle collisions, injuries, and fatalities. Activities include the offering of hands-on motorcycle training courses throughout the year and especially during "May is Motorcycle Safety Awareness Month," adding new information regarding DOT-compliant helmets and other personal protective equipment to the DMV Motorcycle Handbook, educating the public about the dangers of speed, distracted driving and riding during the California Motorcyclist Safety Program (CMSP) rider training courses, and evaluating the effectiveness of California's motorcycle rider training program. These and other efforts by California's motorcycle safety stakeholders will continue to work toward improved safety for motorcyclists and other road users.

OCCUPANT PROTECTION

Despite 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 2019, reports a 96.02 percent seat belt use rate. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, and community education, outreach, and training. More specifically, the programs provide child safety seats to low-income families, conduct child safety seat check-ups, and educate teens about using seat belts.



PEDESTRIAN AND BICYCLE SAFETY

The goal of the Pedestrian and Bicycle Safety Program is to reduce crash-related fatalities and injuries by promoting safe and effective conditions for those who travel by foot or bicycle. The OTS provides funds for programs that increase awareness of traffic rules, safe behaviors and responsibilities for all age groups. At the elementary school level, parents and teachers are drawn into the programs as active role models and mentors in traffic safety. Activities include traffic safety rodeos and presentations to build students' skills and demonstrate proper practical application of those skills. To 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 underserved and high-risk populations, along with a multicultural approach to address safer driving, bicycling, and walking behaviors.

POLICE TRAFFIC SERVICES

The Police Traffic Services Program focuses on a combination of officer training, enforcement, and educational activities. It incorporates a comprehensive approach to traffic safety enforcement, with a focus on seatbelt use compliance, impaired driving reduction, speed enforcement, and other traffic safety laws. The Police Traffic Services Program grants are highly effective in reducing traffic collisions by dedicating resources to selective enforcement and education, along with having a long-lasting impact in reducing fatal and injury collisions.

AREAS OF CONCENTRATION

PUBLIC RELATIONS, ADVERTISING AND MARKETING

It takes dedication, research and time to develop strategic and effective public relations campaigns. The focus of the OTS' marketing and public relations programs center on developing well-rounded, effective and targeted awareness and social norming programs for all Californians.

Various efforts are implemented in order to garner the public's engagement, including continuous earned media, outreach, media relations, paid media, partnerships and social media tactics. Once the public is engaged, the OTS aims to successfully educate them with potentially life-saving traffic safety messaging that they can then incorporate into their lives and the lives of their loved ones. The OTS begins the education process by informing the public about traffic safety related issues, then building public awareness of the real and significant dangers of problems, and following with social norming approaches. This process allows the OTS to contribute positive awareness and changes in traffic safety behavior over time. Through concentrated and ongoing public awareness and behavior change programs such as "Go Safely, California," "DUI Doesn't Just Mean Booze," "Just Drive," "Think Two Steps Ahead," "Click It or Ticket," "Drive Sober or Get Pulled Over," and "Buzzed Driving is Drunk Driving," often conducted in tandem with increased law enforcement efforts throughout the state, this traffic safety objective was successfully accomplished. The OTS proudly continues to be a primary source of traffic safety information for the public, media and researchers near and far. In addition to its agency website, the OTS recently launched a new website, called Go Safely, California which highlights main program areas including DUI, DUI-D, Distracted Driving, Pedestrian and Bicycle Safety and Occupant Protection. The website boasts a plethora of traffic safety information, facts, tips, statistics, and connections to other relevant resources. The website also serves to feature campaign PSAs and includes a comprehensive toolkit consisting of collateral, marketing and advertising materials that are made available for download at no cost to the public.

The utilization of social media and new trends in the digital space allows the OTS to target audiences with traffic safety messaging not only during concentrated campaign periods, but on a daily basis. Several digital platforms including Facebook, Twitter, Instagram and YouTube allow the OTS to successfully reach the public instantly no matter where they are. Messaging and content is created to appeal to audiences of all

ages and consists of information and best practices relating to traffic safety issues. The OTS continues to work alongside other partner agencies, private sector businesses, community organizations, and law enforcement agencies in the successful expansion of its campaigns and traffic safety messaging for all who navigate California's roadways whether as drivers, passengers or pedestrians.

TRAFFIC RECORDS/ROADWAY SAFETY

The OTS supports efforts to automate traffic collision database systems, provide traffic safety stakeholders the ability to analyze and map high-collision locations, and promote data sharing and integration of traffic records data systems between all traffic records stakeholders in California. 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. Roadway Safety programs concentrate on the vehicle operating environment and are strongly influenced by enforcement, engineering, and utilizing relevant data generated by those activities to improve traffic safety.



FFY 2019 PROJECT DISTRIBUTION

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

10 Alameda County	
1	(PS) Education and Public Awareness
9	(PT) Local/Allied Agency Enforcement

1 Alpine County	
1	(EMS) First Responder Equipment

3 Butte County	
1	(AL) Probation
1	(OP) Local Education
1	(PS) Education and Public Awareness

6 Contra Costa County	
1	(AL) Probation
1	(EMS) First Responder Equipment
1	(OP) Local Education
3	(PT) Local/Allied Agency Enforcement

2 El Dorado County	
1	(DI) Vertical Prosecution
1	(PT) Local/Allied Agency Enforcement

4 Fresno County	
1	(AL) Probation
1	(DI) Vertical Prosecution
2	(PT) Local/Allied Agency Enforcement

1 Humboldt County	
1	(PT) Local/Allied Agency Enforcement

1 Imperial County	
1	(PT) Local/Allied Agency Enforcement

5 Kern County	
1	(AL) Probation
1	(DI) Vertical Prosecution
2	(PS) Education and Public Awareness
1	(PT) Local/Allied Agency Enforcement

49 Los Angeles County	
1	(AL) Probation
1	(DI) Education/Public Awareness
2	(DI) Vertical Prosecution
1	(MC) Education/Public Awareness, Enforcement
3	(OP) Local Education
7	(PS) Education and Public Awareness
34	(PT) Local/Allied Agency Enforcement

3 Marin County	
1	(DI) Vertical Prosecution
2	(PT) Local/Allied Agency Enforcement

1 Mendocino County	
1	(PS) Education and Public Awareness

2 Merced County	
1	(EMS) First Responder Equipment
1	(PT) Local/Allied Agency Enforcement

3 Monterey County	
1	(DI) Judicial
1	(DI) Vertical Prosecution
1	(PT) Local/Allied Agency Enforcement

1 Napa County	
1	(PT) Local/Allied Agency Enforcement

25 Orange County	
1	(DI) Evaluation
1	(DI) Training
1	(DI) Vertical Prosecution
1	(OP) Local Education
3	(PS) Education and Public Awareness
18	(PT) Local/Allied Agency Enforcement

2 Placer County	
1	(AL) Probation
1	(EMS) First Responder Equipment

11 Riverside County	
1	(AL) Education/Public Awareness
1	(DI) Vertical Prosecution
1	(OP) Local Education
1	(PS) Education and Public Awareness
7	(PT) Local/Allied Agency Enforcement

9 Sacramento County	
1	(AL) Probation
1	(OP) Local Education
2	(PS) Education and Public Awareness
5	(PT) Local/Allied Agency Enforcement

1 San Benito County	
1	(PT) Local/Allied Agency Enforcement

12 San Bernardino County	
1	(AL) Probation
1	(DI) Vertical Prosecution
1	(MC) Education/Public Awareness, Enforcement
9	(PT) Local/Allied Agency Enforcement

15 San Diego County	
1	(AL) Probation
2	(DI) Vertical Prosecution
1	(OP) Local Education
3	(PS) Education and Public Awareness
8	(PT) Local/Allied Agency Enforcement

3 San Francisco County	
1	(MC) Education/Public Awareness, Enforcement
1	(PS) Education and Public Awareness
1	(PT) Local/Allied Agency Enforcement

7 San Joaquin County	
1	(AL) Judicial
1	(AL) Probation
1	(EMS) First Responder Equipment
1	(OP) Local Education
3	(PT) Local/Allied Agency Enforcement

6 San Luis Obispo County	
1	(DD) Education/Public Awareness
1	(EMS) First Responder Equipment
1	(OP) Local Education
1	(PS) Education and Public Awareness
2	(PT) Local/Allied Agency Enforcement

9 San Mateo County	
1	(AL) Judicial
1	(PS) Education and Public Awareness
7	(PT) Local/Allied Agency Enforcement

FFY 2019 PROJECT DISTRIBUTION

4 Santa Barbara County	
1	(AL) Probation
3	(PT) Local/Allied Agency Enforcement

8 Santa Clara County	
1	(EMS) First Responder Equipment
2	(PS) Education and Public Awareness
5	(PT) Local/Allied Agency Enforcement

6 Santa Cruz County	
1	(AL) Education/Public Awareness
1	(OP) Local Education
2	(PS) Education and Public Awareness
2	(PT) Local/Allied Agency Enforcement

2 Shasta County	
1	(DI) Education/Public Awareness
1	(PT) Local/Allied Agency Enforcement

6 Solano County	
1	(AL) Probation
1	(DI) Vertical Prosecution
1	(PS) Education and Public Awareness
3	(PT) Local/Allied Agency Enforcement

5 Sonoma County	
1	(DI) Vertical Prosecution
1	(EMS) First Responder Equipment
3	(PT) Local/Allied Agency Enforcement

5 Stanislaus County	
1	(EMS) First Responder Equipment
1	(OP) Local Education
1	(PS) Education and Public Awareness
2	(PT) Local/Allied Agency Enforcement

1 Sutter County	
1	(PT) Local/Allied Agency Enforcement

2 Tehama County	
1	(EMS) First Responder Equipment
1	(OP) Local Education

4 Tulare County	
1	(AL) Probation
1	(DI) Vertical Prosecution
2	(PT) Local/Allied Agency Enforcement

8 Ventura County	
1	(DI) Education/Public Awareness
1	(DI) Vertical Prosecution
1	(OP) Local Education
4	(PT) Local/Allied Agency Enforcement
1	(TR) Local Data Records Design/Equipment

3 Yolo County	
1	(DI) Vertical Prosecution
1	(OP) Local Education
1	(PT) Local/Allied Agency Enforcement

1 Yuba County	
1	(OP) Local Education

247	Grand Total
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REGIONAL AND STATEWIDE GRANTS

2 California Department of Alcoholic Beverage Control	
1	(AL) Education/Public Awareness
1	(AL) Enforcement

1 California Department of Motor Vehicles - Research & Development	
1	(DD) Evaluation

1 California Department of Motor Vehicles - Licensing Operations	
1	(DI) Training

2 California Department of Public Health	
1	(OP) Statewide Education
1	(TR) Data Improvement

1 California Department of Transportation	
1	(DD) Education/Public Awareness

18 California Highway Patrol	
1	(AL) Education/Public Awareness
3	(AL) Enforcement
2	(DD) Education/Public Awareness
1	(DD) Enforcement
1	(DI) Training
1	(MC) Education/Public Awareness, Enforcement
1	(OP) Aging Road Users
1	(OP) Statewide Education
1	(PS) Education and Public Awareness
5	(PT) Statewide Enforcement
1	(TR) Data Improvement

1 California State Polytechnic University, Pomona	
1	(TR) Strategic Highway Safety Planning

1 California State University, Fresno	
1	(OP) Statewide Usage Surveys

1 Tulare County Office of Education	
1	(AL) Education/Public Awareness

10 University of California, Berkeley	
2	(PS) Community Support/ Technical Assistance
1	(PT) Education/Public Awareness
2	(TR) Data Improvement
1	(TR) Local Data Records Design/Equipment
3	(TR) Statewide Data Records Design/Equipment
1	(TR) Strategic Highway Safety Planning

1 University of California, San Diego	
1	(DD) Education/Public Awareness

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE PERFORMANCE MEASURES

NHTSA and the Governors Highway Safety Association (GHSA) 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 15 measures: eleven core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to highway safety plans and use existing data systems as indicated in the following tables.

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

PROCESS FOR DEVELOPING TARGETS

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

New regulations required the state to use the five-year rolling average as the basis for setting the targets. In addition to using the five-year rolling average, in the charts on the following pages, we have provided additional charts that display the actual number of Traffic Fatalities (C1), Serious Injuries (C2), and Traffic Fatalities/VMT (C3) to show the year-to-year changes in data. Each of the additional targets were selected with the intent of improving upon the established baselines (decreasing fatalities, injuries, etc.), even though some of the trend lines projected future increases. One of the trend lines that projects a future increase is for the statewide seat belt use rate. In this case a target was selected to show an increase (rather than a decrease as in other performance measures).

The fatality report on page 3 is based on an annual difference in fatalities. The performance measures compare data from the 2016 base year to the most recent data available, 2018. The targets were developed for the 2019 HSP with the target date of December 31, 2019.

OVERALL PROGRAM GOAL

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



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE PERFORMANCE MEASURES		Calendar Years					
		2014	2015	2016	2017	2018	
C-1	Traffic Fatalities (FARS)	Actual	3,102	3,387	3,837	3,884	3,563
		5-Year Rolling Average	2,942	3,076	3,280	3,463	3,555
C-2	Serious Injuries (SWITRS)	Actual	10,995	11,942	13,171	14,201*	16,039*
		5-Year Rolling Average	10,711	11,014	11,527	12,191	13,270
C-3	Fatalities/Vehicle Miles Traveled (VMT)	Actual	0.93	1.01	1.13	1.13	Not Available
		5-Year Rolling Average	0.90	0.93	0.99	1.03	1.06
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Actual	479	568	611	625	598
		5-Year Rolling Average	500	517	534	560	576
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Actual	876	902	1,114	1,147	1,069
		5-Year Rolling Average	827	852	926	990	1,028
C-6	Speeding-Related Fatalities (FARS)	Actual	995	1,032	1,151	1,164	927
		5-Year Rolling Average	953	974	1,025	1,067	1,054
C-7	Motorcyclist Fatalities (FARS)	Actual	522	494	576	578	488
		5-Year Rolling Average	440	468	500	527	532
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Actual	24	23	28	45	30
		5-Year Rolling Average	28	28	28	31	30
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Actual	383	404	448	424	372
		5-Year Rolling Average	347	360	385	403	406
C-10	Pedestrian Fatalities (FARS)	Actual	709	819	933	940	893
		5-Year Rolling Average	666	710	770	827	859
C-11	Bicyclist Fatalities (FARS)	Actual	129	136	155	145	155
		5-Year Rolling Average	124	131	139	142	144

*Beginning in 2016-17 SWITRS totals were tabulated by combining sustained serious injury totals with suspected serious injury total causing an increase in the overall totals for C-2 in 2017 and 2018.

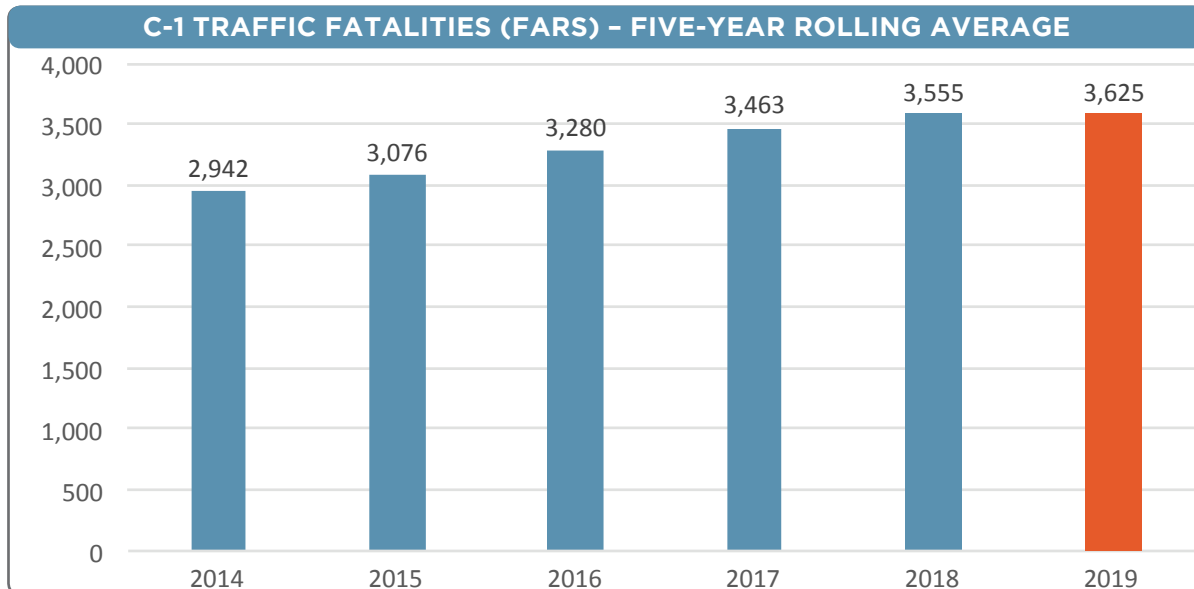
CORE BEHAVIOR MEASURE		Calendar Years					
		2015	2016	2017	2018	2019	
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (CSU Fresno Observational Survey)	Annual	97.30%	96.50%	96.20%	96.00%	96.02%
ACTIVITY MEASURES		2019					
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities	1,690					
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	7,759					
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities	2,346					

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-1 TRAFFIC FATALITIES (FARS) - FIVE-YEAR ROLLING AVERAGE

TARGET: Based on the 2012-2016 five-year rolling average, the five-year average of traffic fatalities will increase 6.4 percent from an average of 3,237 to 3,445.40 (2015-2019) by December 31, 2019.

PRELIMINARY RESULT: Traffic fatalities increased 9.8 percent from the 2012-2016 five-year rolling average base year of 3,237 to the 2014-2018 five-year rolling average of 3,555.



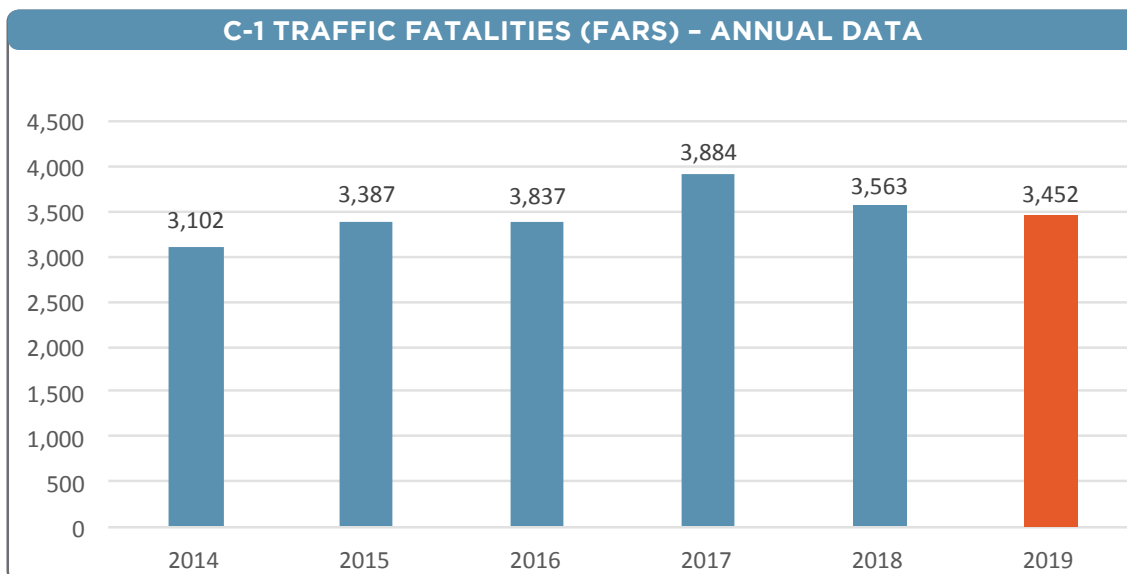
The 2014 to 2018 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.

C-1 TRAFFIC FATALITIES - ANNUAL DATA

TARGET: Based on 2012-2016 actual number of fatalities, the target for traffic fatalities will decrease 9.0 percent from December 31, 2016 total of 3,623 to 3,297 by December 31, 2019.

PRELIMINARY RESULT: Traffic fatalities decreased 1.5 percent from the 2016 base year of 3,623 to 3,563 in 2018.

COUNTERMEASURES: To reduce fatalities, OTS has reached out to additional traffic safety partners to provide new and innovative projects to decrease crashes. OTS is actively working with the Strategic Highway Safety Plan, Highway Safety Improvement Plan, Active Transportation Plan and Local Roadway Safety Plans to align efforts throughout the state to work collaboratively to reduce traffic fatalities and injuries. OTS is also engaging local law enforcement agencies to keep traffic safety as an enforcement priority throughout the state.



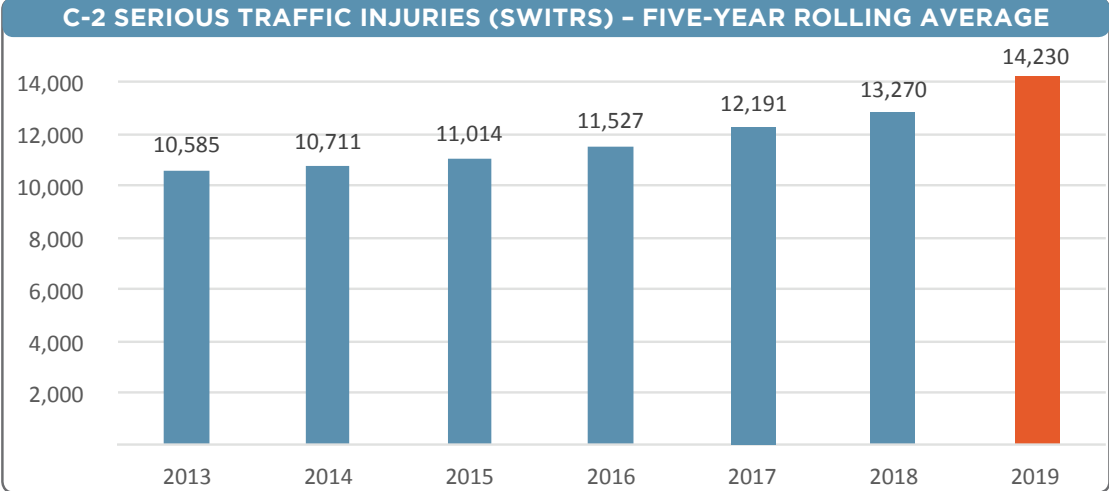
The 2014 to 2018 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-2 SERIOUS TRAFFIC INJURIES (SWITRS) - FIVE-YEAR ROLLING AVERAGE

TARGET: Based on the 2012-2016 five-year rolling average, the five-year average of serious injuries will increase 10.1 percent from an average of 11,527 to 12,688.1 (2015-2019) by December 31, 2019.

PRELIMINARY RESULT: Serious Traffic Injuries increased 5.76 percent from the 2012-2016 five-year rolling average base year of 11,527 to the 2013-2017 five-year rolling average of 12,191.



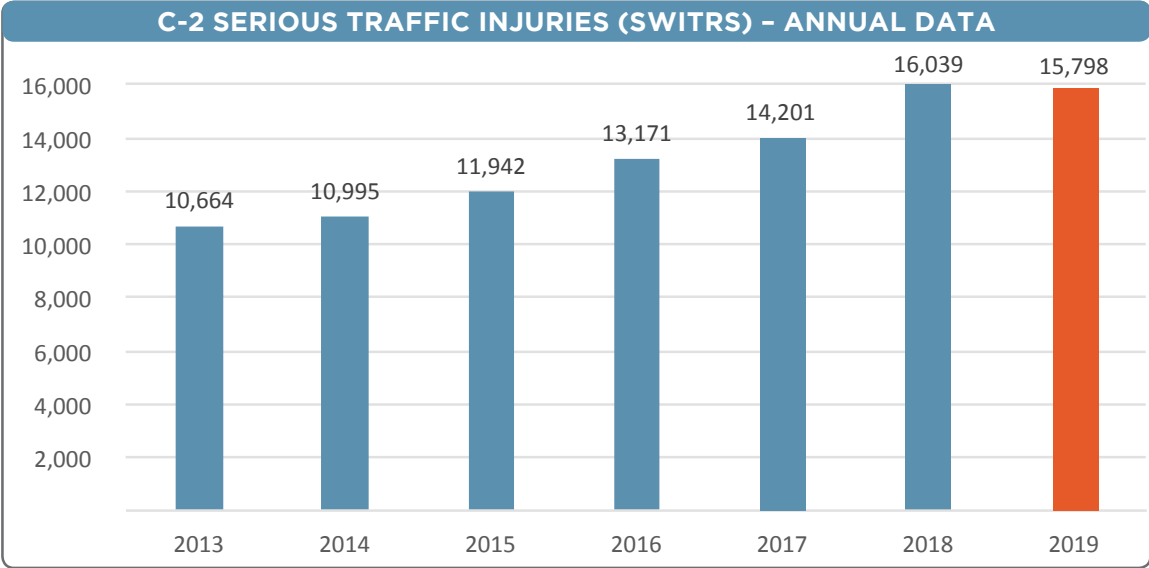
The 2013 to 2018 data is from SWITRS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP. 2017/2018 serious injury data was tracked and categorized differently by CHP.

C-2 SERIOUS TRAFFIC INJURIES - ANNUAL DATA

TARGET: Based on 2012-2016 actual number of serious traffic injuries, the target will decrease 4.5 percent from 13,171 in December 2016 to 12,578 by December 31, 2019.

PRELIMINARY RESULT: Serious traffic injuries increased 7.8 percent from the 2016 base year of 13,171 to 14,201 in 2017.

COUNTERMEASURES: To reduce fatalities OTS has reached out to additional traffic safety partners to provide new and innovative projects to decrease crashes. OTS is actively working with the Strategic Highway Safety Plan, Highway Safety Improvement Plan, Active Transportation Plan and Local Roadway Safety Plans to align efforts throughout the state to work collaboratively to reduce traffic fatalities and injuries. OTS is also engaging local law enforcement agencies to keep traffic safety as an enforcement priority throughout the state.



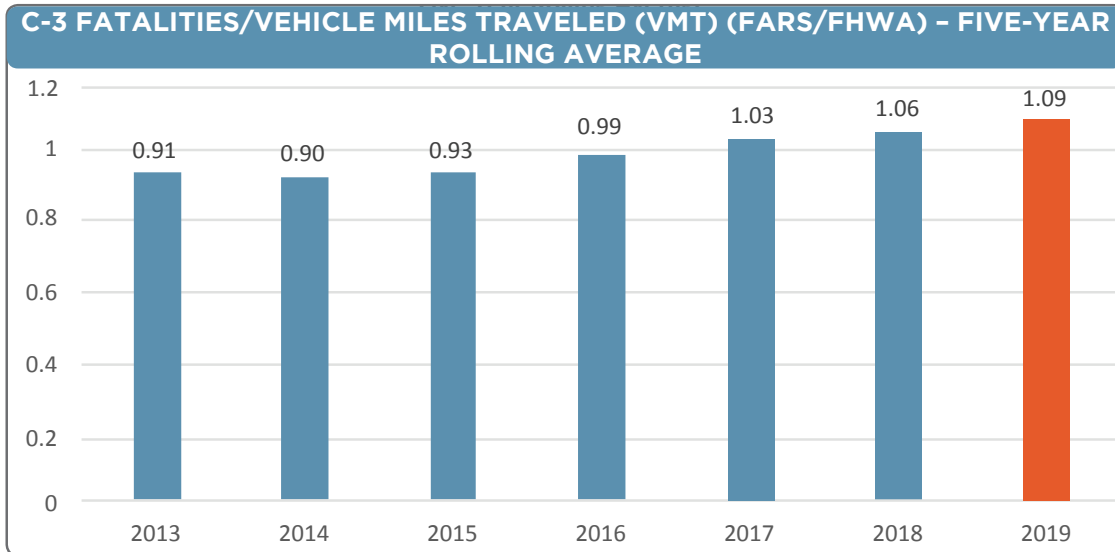
The 2014 to 2018 data is from SWITRS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-3 FATALITIES/VEHICLE MILES TRAVELED (VMT) (FARS/FHWA) - FIVE-YEAR ROLLING AVERAGE

TARGET: Based on the 2012-2016 five-year rolling average, the five-year average of fatalities per 100 million VMT will increase 2.5 percent from an average of 0.97 to .995 (2015-2019) by December 31, 2019.

PRELIMINARY RESULT: Fatalities per 100 million VMT increased 0.06 points from the 2012-2016 five-year rolling average base year of 0.97 points to the 2013-2017 five-year rolling average of 1.03.



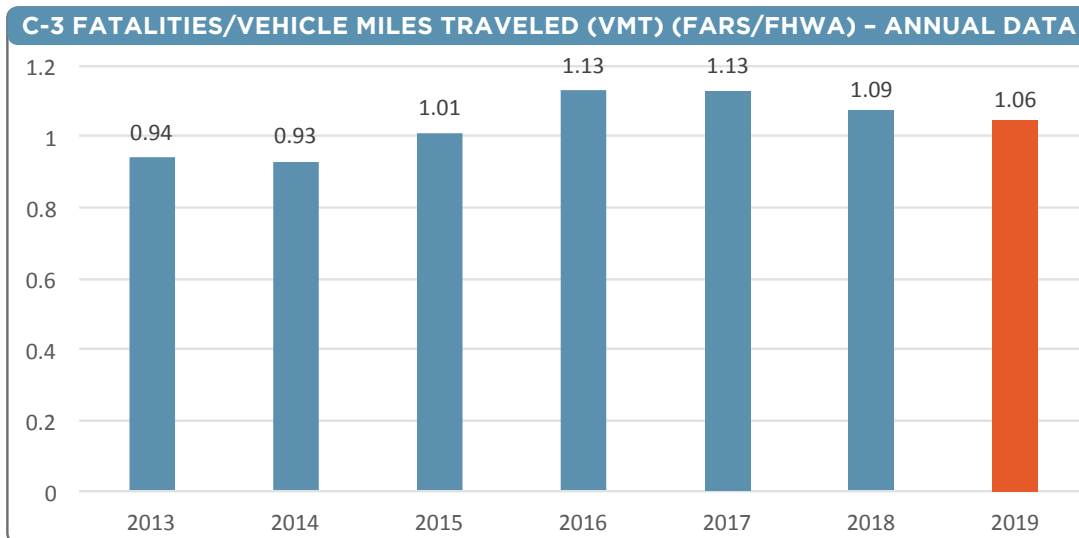
The 2013 to 2016 data is from FARS (11/20/2018), the 2019 value is based on the goal that was set in the 2019 HSP.

C-3 FATALITIES/VEHICLE MILES TRAVELED (VMT) - ANNUAL DATA

TARGET: Based on 2012-2016 actual number of fatalities per 100 million vehicle miles traveled, the target will decrease .13 percentage points from 1.06 from December 31st, 2016 to .93 by December 31st, 2019.

PRELIMINARY RESULT: Fatalities per 100 million VMT increased 0.07 points from the 2016 base year of 1.06 to 1.13 in 2017.

COUNTERMEASURES: To reduce fatalities OTS has reached out to additional traffic safety partners to provide new and innovative projects to decrease crashes. OTS is actively working with the Strategic Highway Safety Plan, Highway Safety Improvement Plan, Active Transportation Plan and Local Roadway Safety Plans to align efforts throughout the state to work collaboratively to reduce traffic fatalities and injuries. OTS is also engaging local law enforcement agencies to keep traffic safety as an enforcement priority throughout the state.



The 2013 to 2017 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.

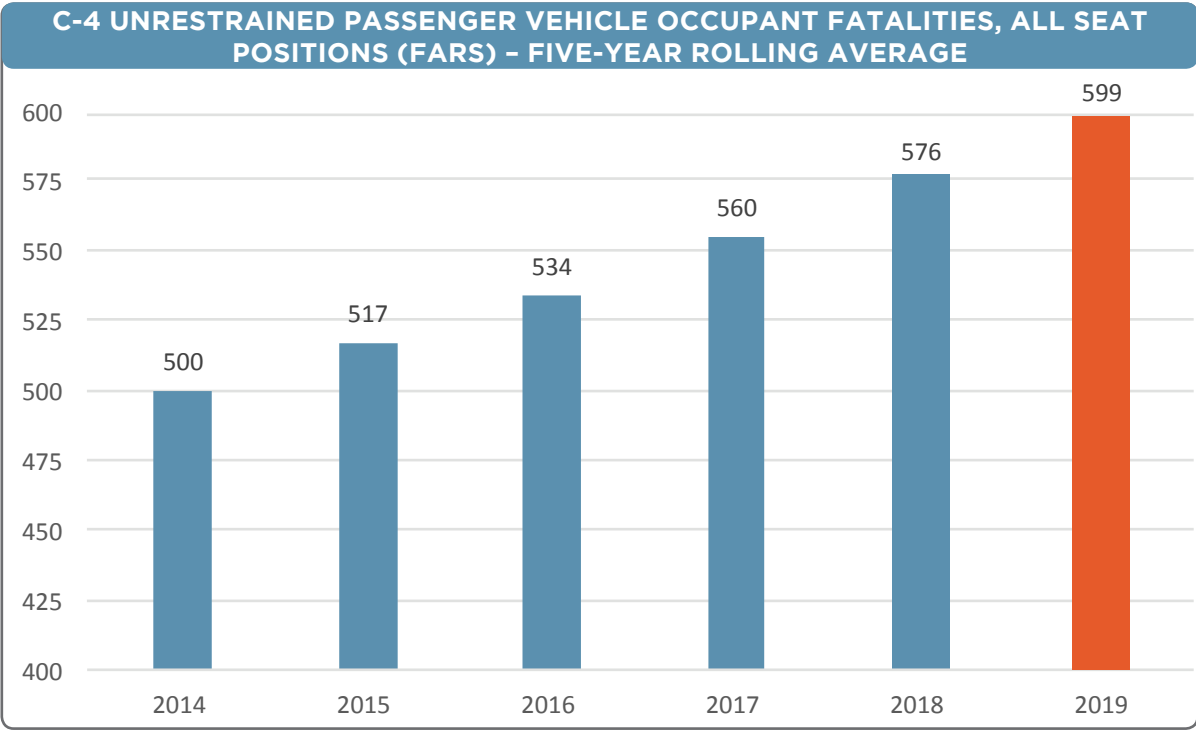
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)

GOAL: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, 5 percent from 529 (2012-2016 five-year rolling average) to 503 by December 31, 2019.

PRELIMINARY RESULT: Unrestrained passenger vehicle occupant fatalities, all seating positions, increased 8.8 percent from the 2012-2016 five-year rolling average base year of 529 to the 2014-2018 five-year rolling average of 576.

COUNTERMEASURES: To reduce unrestrained passenger vehicle occupant fatalities, all seat positions, the OTS and its partners will conduct occupant protection educational and media outreach, develop occupant protection educational programs among multicultural and diverse ethnic populations, support NHTSA standardized Child Passenger Safety (CPS) Technician and Instructor Training Programs, provide CPS educational resources to law enforcement and other agencies, fund and distributing child safety seats to low-income families, provide a toll-free CPS Helpline in English and Spanish, illuminate the “Click It or Ticket” message during NHTSA mobilizations on fixed freeway changeable message signs, and conduct high visibility enforcement during “Click It or Ticket” and “CPS Awareness Week” campaigns.



The 2014 to 2018 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

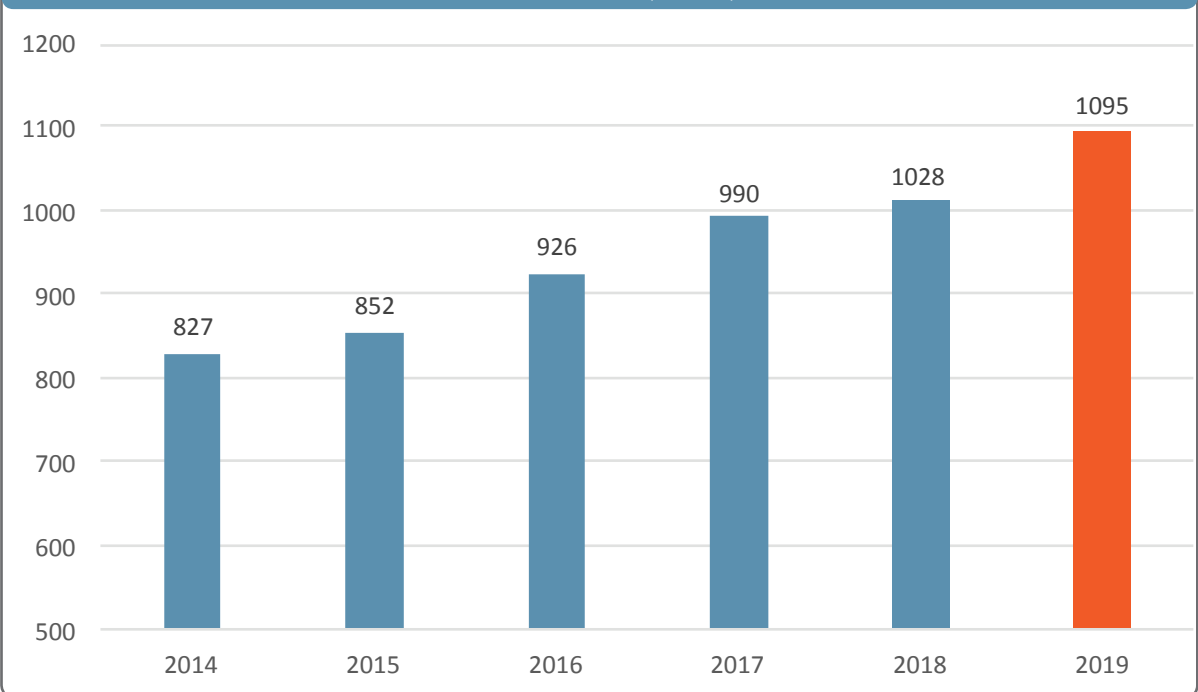
C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

GOAL: Reduce alcohol-impaired driving fatalities 5 percent from 911 (2012-2016 five-year rolling average) to 865 by December 31, 2019.

PRELIMINARY RESULT: Alcohol-impaired driving fatalities increased 12.8 percent from the 2012-2016 five-year rolling average base year of 911 to the 2014-2018 five-year rolling average of 1028.

COUNTERMEASURES: To reduce alcohol-impaired driving fatalities the OTS and its partners will include alcohol awareness and education programs in middle schools, high school, and colleges, fund “Know Your Limit” alcohol awareness programs in local jurisdictions, fund ABC alcohol education and enforcement programs, fund Standard Field Sobriety Testing (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training for law enforcement, promote and support NHTSA’s alcohol awareness and DUI prevention campaigns, and conduct high visibility enforcement during NHTSA mobilizations and campaigns.

C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS) - FIVE-YEAR ROLLING AVERAGE



The 2014 to 2018 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.



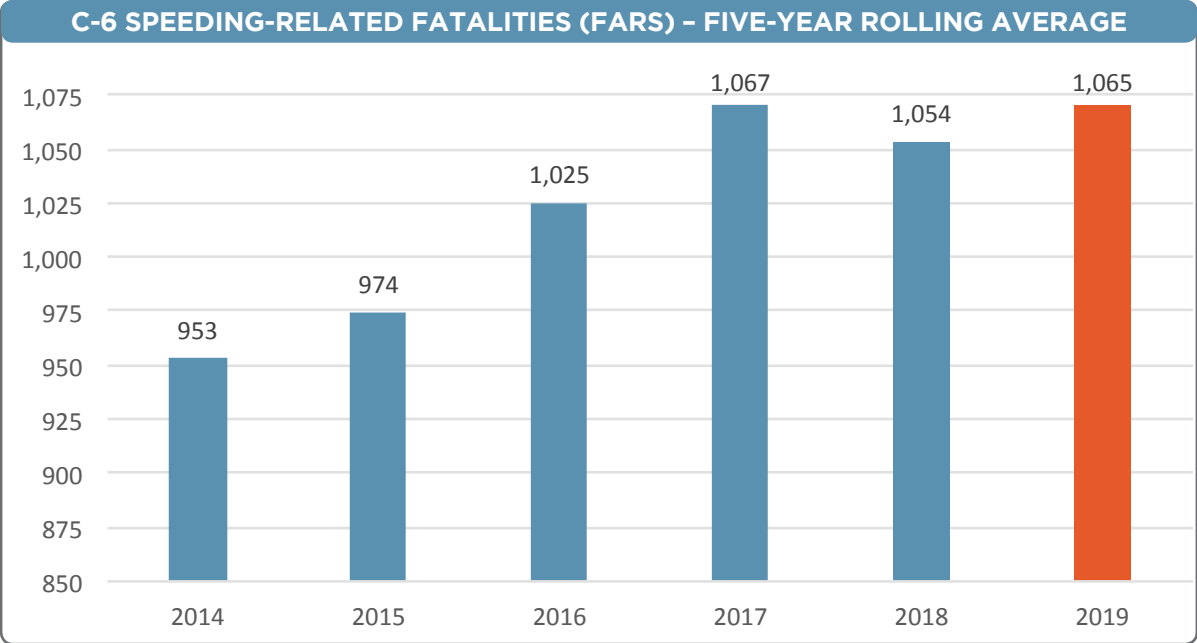
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-6 SPEEDING-RELATED FATALITIES (FARS)

GOAL: Reduce speeding-related fatalities 2 percent from 1,006 (2012-2016 five-year rolling average) to 986 by December 31, 2019.

PRELIMINARY RESULT: Speeding-related fatalities increased 4.7 percent from the 2012-2016 five-year rolling average base year of 1,006 to the 2014-2018 five-year rolling average of 1,054.

COUNTERMEASURES: To reduce speeding-related fatalities the OTS and its partners will conduct traffic safety presentations for communities, organizations, and schools, deploy changeable message signs and visible display radar trailers to curb unsafe speed and aggressive driving, conduct traffic enforcement training and illegal-street racing enforcement training for law enforcement officers, and conduct special enforcement operations targeting unsafe speed or aggressive driving.



The 2014 to 2018 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.



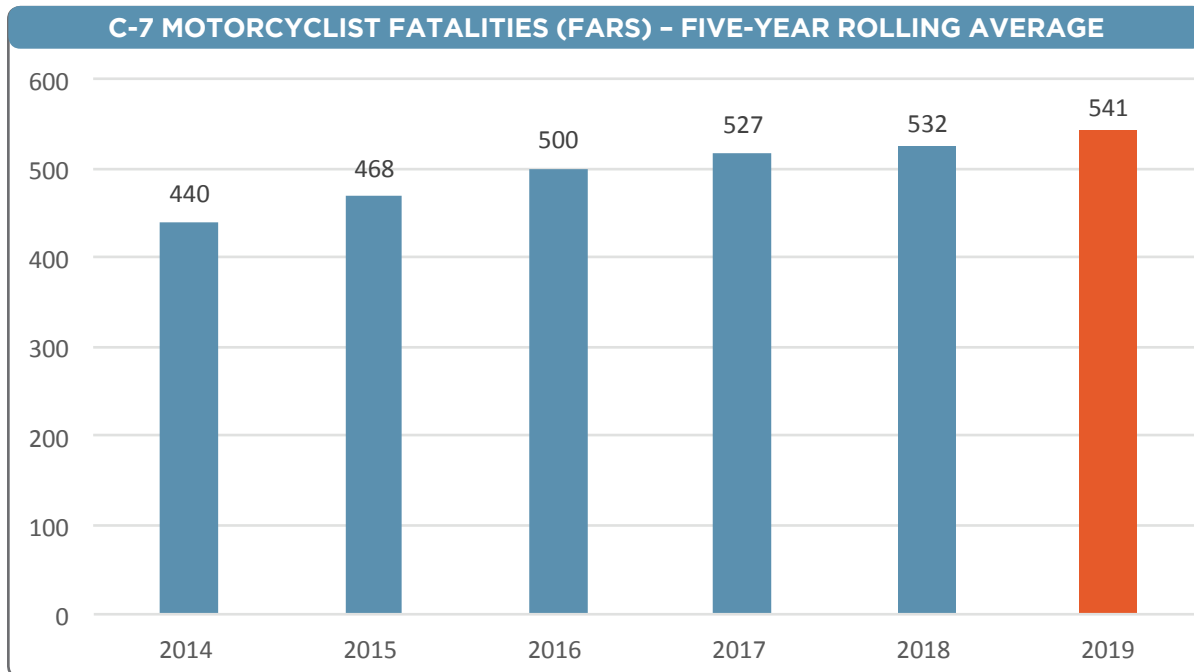
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-7 MOTORCYCLIST FATALITIES (FARS)

GOAL: Reduce motorcyclist fatalities 2 percent from 495 (2012-2016 five-year rolling average) to 485 by December 31, 2019.

PRELIMINARY RESULT: Motorcycle fatalities increased 7.4 percent from the 2012-2016 five-year rolling average base year of 495 to the 2014-2018 five-year rolling average of 532.

COUNTERMEASURES: To reduce motorcycle fatalities the OTS and its partners will include motorcycle safety public awareness events, conduct highly publicized motorcycle safety enforcement operations, and continue the collaborative program for training and education to reduce motorcycle- involved collisions.



The 2014 to 2018 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.



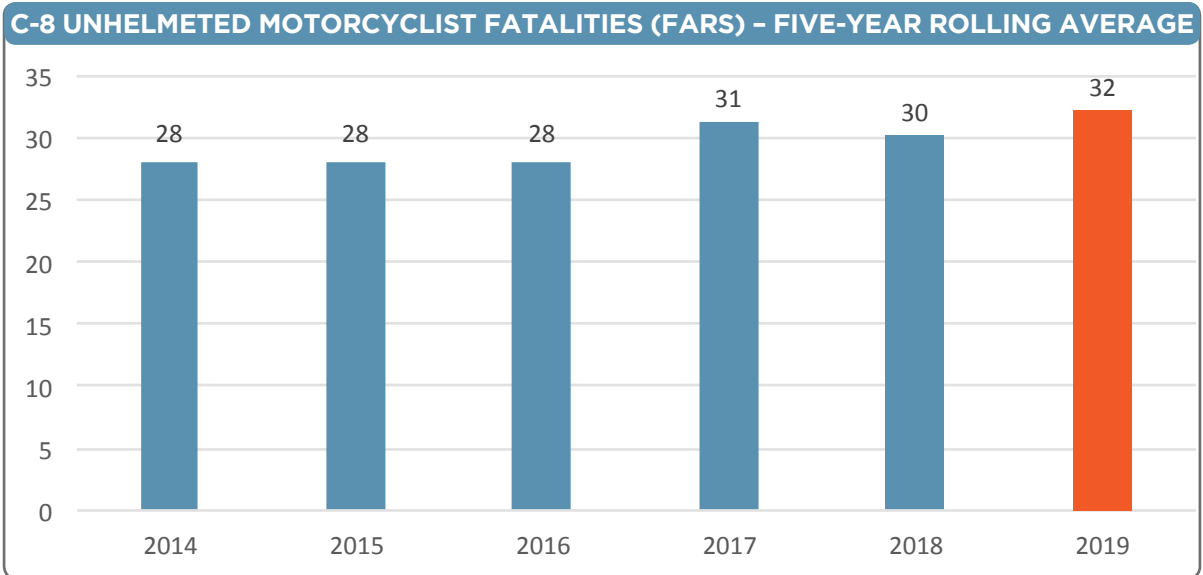
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

GOAL: Reduce unhelmeted motorcyclist fatalities 10 percent from 28 (2012-2016 five-year rolling average) to 25 by December 31, 2019.

PRELIMINARY RESULT: Unhelmeted motorcyclist fatalities increased 7.1 percent from the 2012-2016 five-year rolling average base year of 28 to the 2014-2018 five-year rolling average of 30.

COUNTERMEASURES: To reduce unhelmeted motorcycle fatalities the OTS and its partners will include motorcycle safety public awareness events, conduct highly publicized motorcycle safety enforcement operations, and continue the collaborative program for training and education to reduce motorcycle-involved collisions.



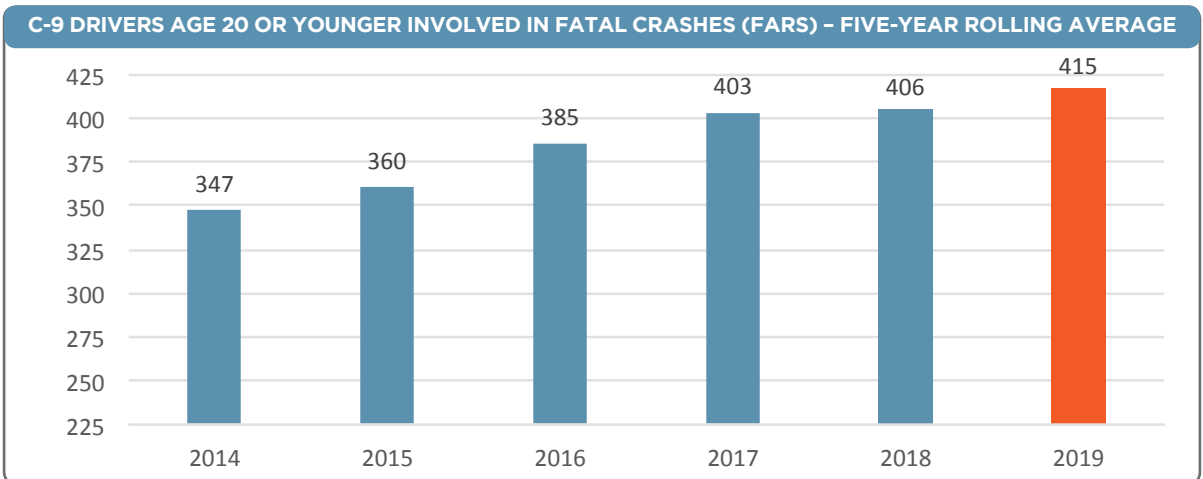
The 2014 to 2018 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.

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

GOAL: Reduce drivers age 20 or younger involved in fatal crashes 5 percent from 382 (2012-2016 five-year rolling average) to 363 by December 31, 2019.

PRELIMINARY RESULT: Drivers age 20 or younger involved in fatal crashes increased 6.2 percent from the 2012-2016 five-year rolling average base year of 382 to the 2014-2018 five-year rolling average of 406.

COUNTERMEASURES: To reduce the number of drivers age 20 or younger involved in fatal crashes the OTS and its partners will include middle school, high school, and college traffic safety campaigns; CHP supported teen traffic safety programs such as Start Smart, Every 15 Minutes, Impact Teen Drivers, and ABC enforcement for Shoulder Tap and Minor Decoy operations.



The 2014 to 2018 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.

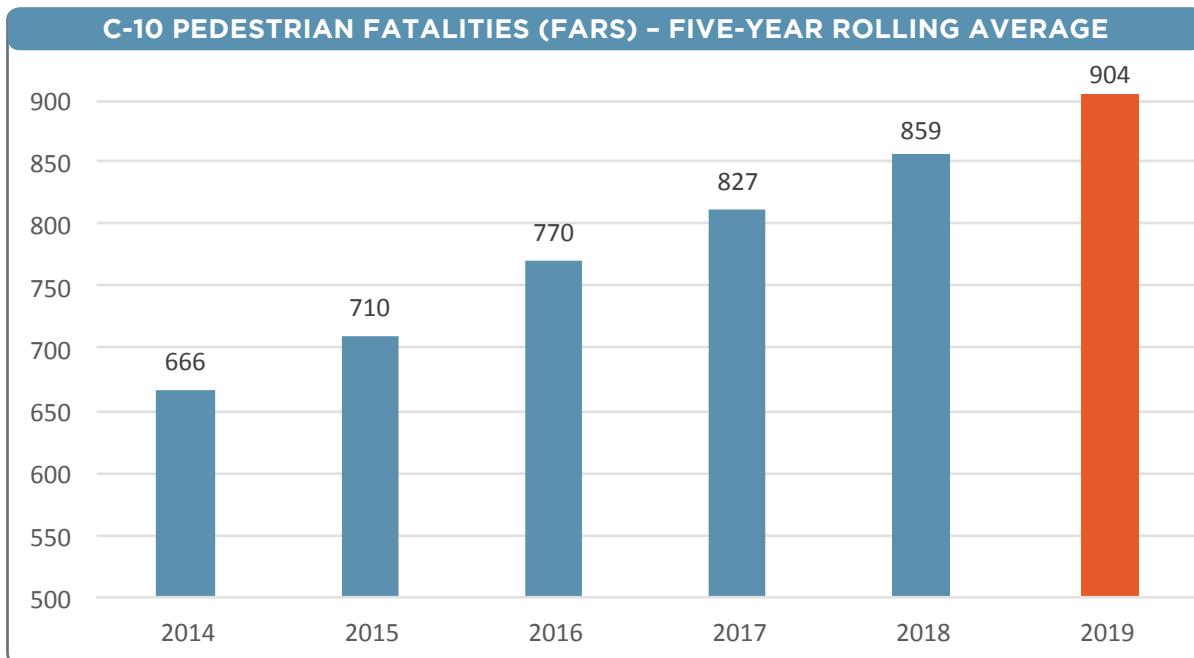
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-10 PEDESTRIAN FATALITIES (FARS)

GOAL: Reduce pedestrian fatalities 4 percent from 756 (2012-2016 five-year rolling average) to 726 by December 31, 2019.

PRELIMINARY RESULT: Pedestrian fatalities increased 13.6 percent from the 2012-2016 five-year rolling average base year of 756 to the 2014-2018 five-year rolling average of 859.

COUNTERMEASURES: To reduce pedestrian fatalities the OTS and its partners will implement driver and pedestrian safety education and awareness campaigns with an emphasis on Pedestrian Safety Month in September, provide law enforcement training on pedestrian enforcement through train-the-trainer courses, and conduct extensive engineering analysis for improved pedestrian safety at locations where there are high collision incidences.



The 2014 to 2018 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.



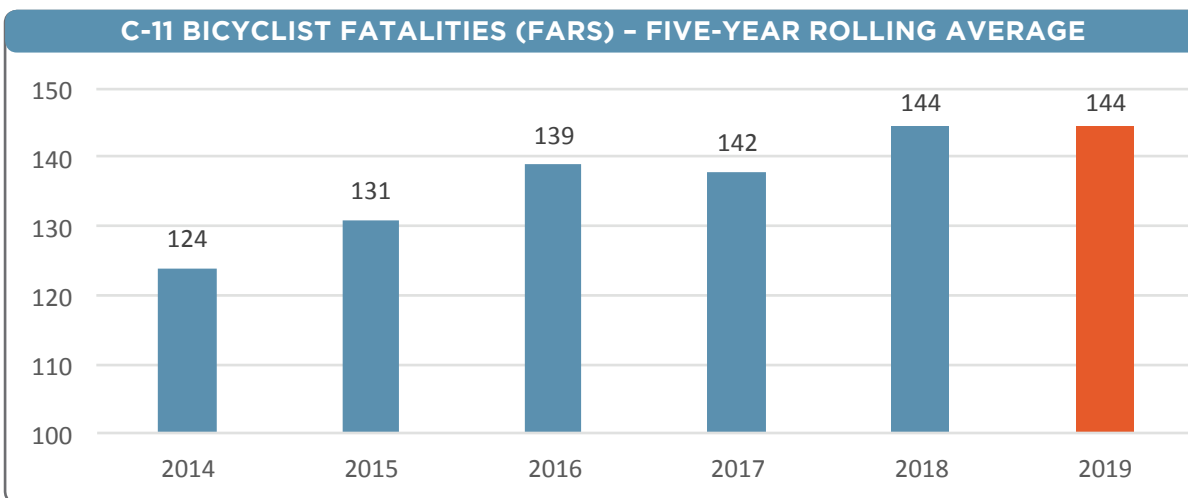
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-11 BICYCLIST FATALITIES (FARS)

GOAL: Reduce bicyclist fatalities 5 percent from 138 (2012-2016 five-year rolling average) to 131 by December 31, 2019.

PRELIMINARY RESULT: Bicyclist fatalities increased 4.3 percent from the 2012-2016 five-year rolling average base year of 138 to the 2014-2018 five-year rolling average of 144.

COUNTERMEASURES: To reduce bicyclist fatalities the OTS and its partners will implement driver and bicyclist safety education and awareness campaigns with an emphasis on Bicycle Safety Month in May, provide law enforcement training on bicycle enforcement through train-the-trainer courses, and fund adult bicycle safety programs to educate and promote safer bicycling behaviors.



The 2014 to 2018 data is from FARS (11/20/2019), the 2019 value is based on the goal that was set in the 2019 HSP.



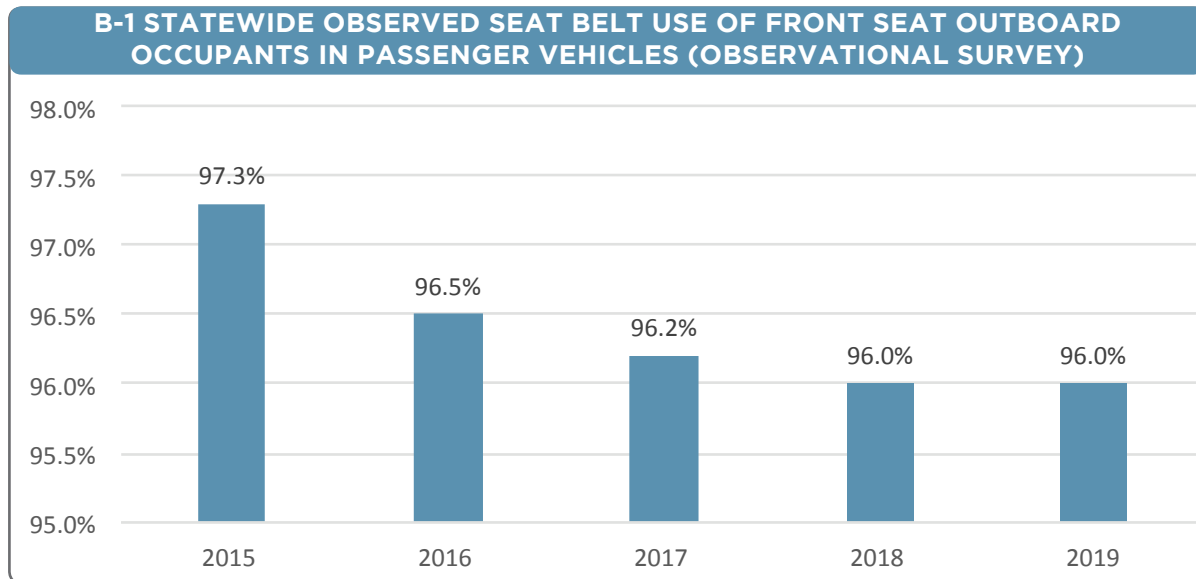
CORE BEHAVIOR MEASURE

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

GOAL: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.3 percentage point from 96.2 percent (2017 observation) to 97.5 percent by December 31, 2019.

RESULT: Statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased by 0.2 percentage points from the 2017 base year of 96.2 percent to 96.0 percent in 2019.

COUNTERMEASURES: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles the OTS and partnerships will be improving occupant protection educational and media outreach, develop occupant protection educational programs among multicultural and diverse ethnic populations, illuminate the “Click It or Ticket” message during NHTSA mobilizations on fixed freeway changeable message signs, and high visibility enforcement during “Click It or Ticket” and “CPS Awareness Week” campaigns.

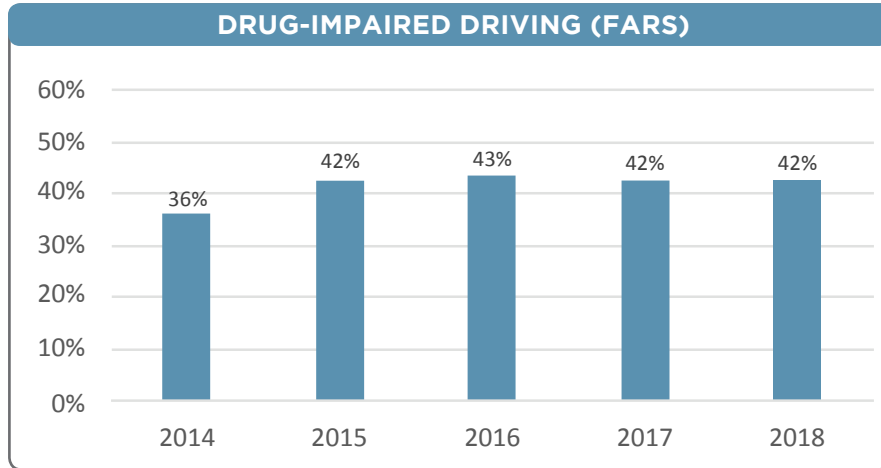


ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

DRUG-IMPAIRED DRIVING (FARS)

GOAL: Reduce the number of California drivers killed in crashes that tested positive for drug involvement 2 percent from the 2016 calendar base year of 42.7 percent to 40.7 percent by December 31, 2019.

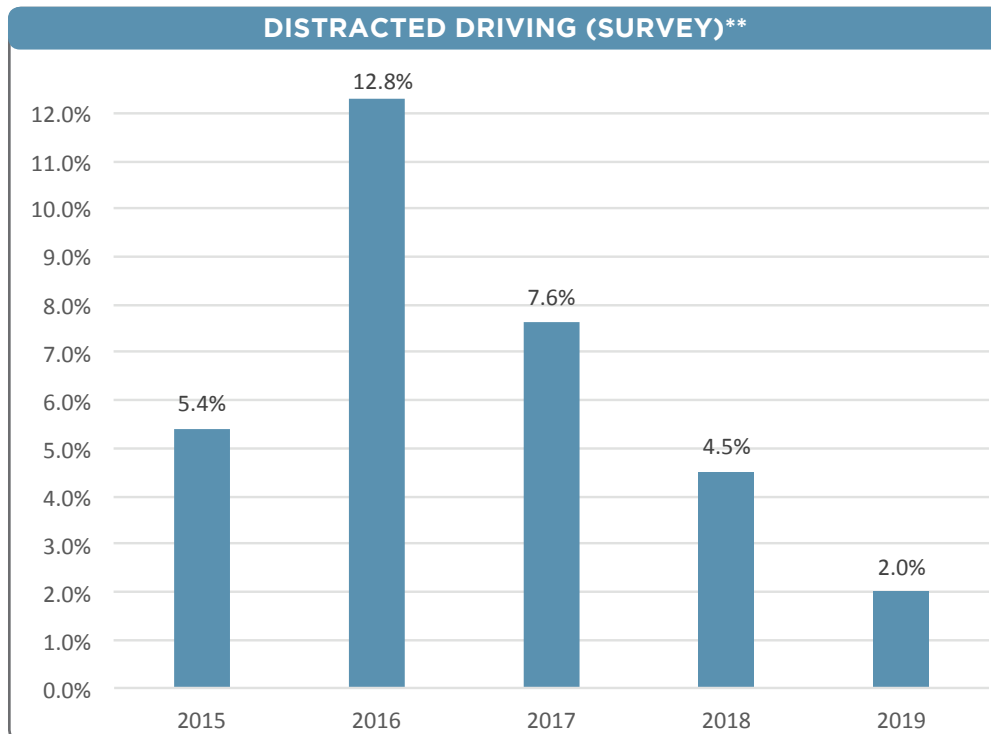
PRELIMINARY RESULT: The number of California drivers killed in crashes that tested positive for drug involvement decreased .60 percentage points from the 2016 calendar base year of 42.70 percent to 42.10 percent in 2017.*



DISTRACTED DRIVING (SURVEY)

GOAL: Reduce the number of California drivers observed using a handheld cell phone or texting 1 percentage point from the 2017 calendar base year of 7.6 percent to 6.6 percent by December 31, 2019.

PRELIMINARY RESULT: The number of distracted drivers observed using a handheld cell phone or texting decreased 5.6 percentage points from the 2017 calendar base year of 7.6 percent to 2.0 percent in 2019.



**Denotes most recent data available.

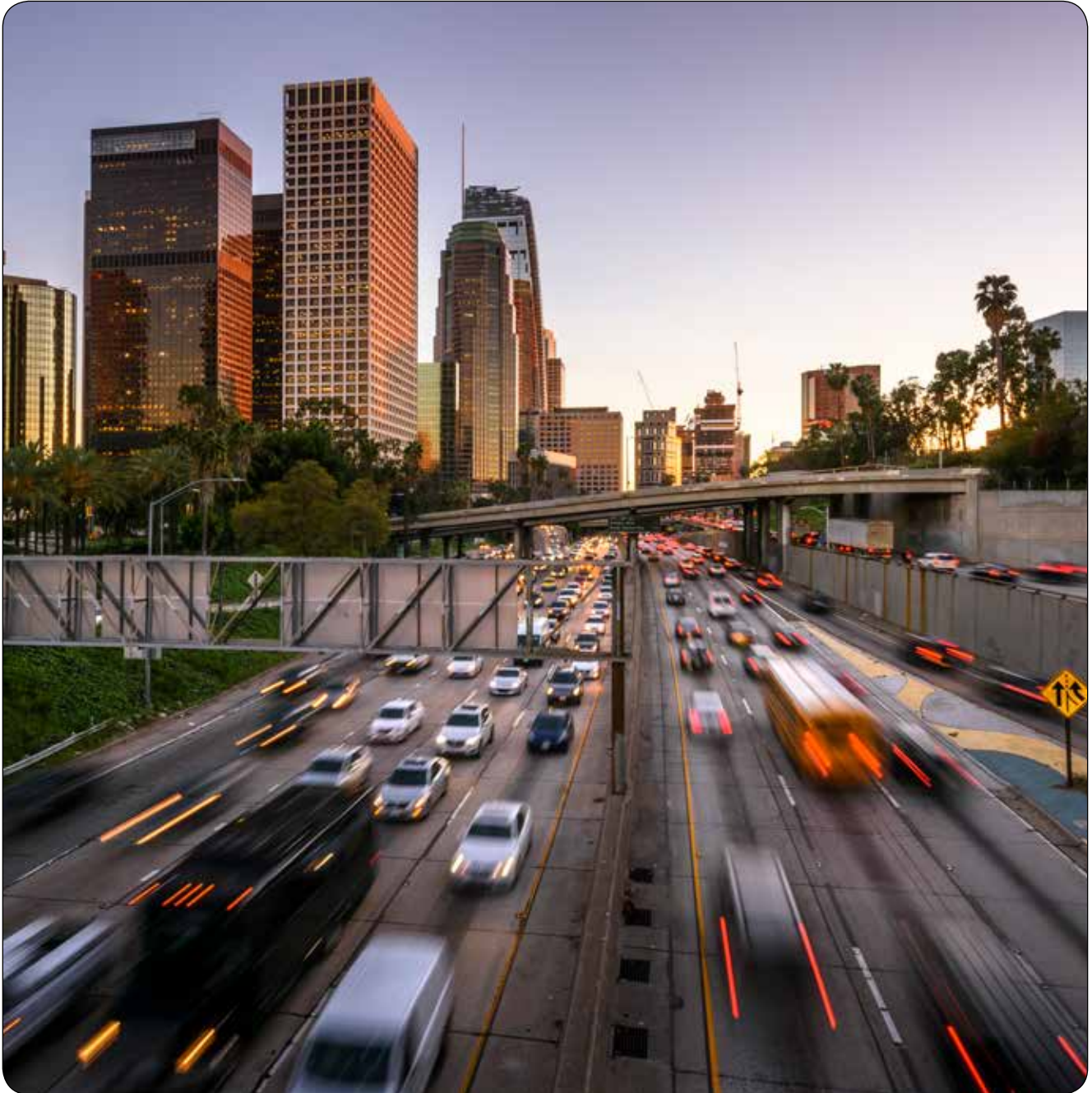
*All chart values are the uncorrected distracted driving values from California's annual distracted driving survey. These values were obtained through direct observation and do not include estimated Bluetooth/headset device usage.

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

TRAFFIC RECORDS

GOAL: Increase the number of crash reports electronically submitted to the Statewide Integrated Traffic Records System (SWITRS) system 3 percent from the 2016 calendar base year total of 243,906 reports to 251,233 reports by December 31, 2019.

RESULT: The number of crash reports electronically submitted to SWITRS increased 1% percent from the 2016 calendar base year total of 243,906 reports to 246,296 reports in 2019.*



ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years				
	2014	2015	2016	2017	2018
Statewide DUI Arrests*	154,743	141,372	Not Yet Available	Not Yet Available	Not Yet Available
Statewide DUI Conviction Rate*	72.7%	Not Yet Available	Not Yet Available	Not Yet Available	Not Yet Available
Statewide Seat Belt Violation Convictions**	164,970	135,364	103,511	89,853	84,068
Statewide Child Restraint Violation Convictions**	24,400	21,781	17,789	15,605	17,634
Statewide Speeding Convictions**	1,282,881	1,217,790	1,053,925	971,196	986,664
Hand-held Cell Phone Convictions**	329,572	237,642	178,539	161,021	158,484
Texting Convictions**	29,633	31,492	31,109	87,844***	141,298***
Hand-held Device by Someone Under Age 18 Convictions**	84	96	421	532	616

ADDITIONAL OUTCOME MEASURES	Calendar Years				
	2014	2015	2016	2017	2018
Rural Fatalities/VMT (FARS/FHWA)	2.23	2.62	3.01	2.6	Not Yet Available
Urban Fatalities/VMT (FARS/FHWA)	0.69	0.7	0.78	0.85	Not Yet Available
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS/FHWA)	0.93	1.01	1.13	1.13	Not Yet Available
Motor Vehicle Fatalities, Age 16 -19 (FARS)	222	211	196	168	204
Male	160	141	142	113	138
Female	62	70	54	55	66
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	92	94	112	106	90
Male	71	74	92	85	73
Female	21	20	20	21	17
Fatality Rate Per 100,000 Population (FARS)	8.02	8.7	9.79	9.86	9.01
Total Motor Vehicle Injuries (SWITRS)	228,765	252,299	277,331	273,069	272,160
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	19,132	20,435	22,361	20,496	19,352
Hit-and-Run Fatal Crashes (FARS)	285	300	354	362	334
Hit-and-Run Injury Crashes (SWITRS)	15,422	17,223	20,163	20,612	20,325
Hit-and-Run Fatalities (FARS)	298	312	369	374	340
Hit-and-Run Injuries (SWITRS)	20,042	22,200	26,215	26,649	26,247
Fatal Crashes between 2100-0300 (FARS)	806	856	1,015	1,006	1,031
Injury Crashes between 2100-0300 (SWITRS)	21,106	22,943	26,094	25,918	25,964
Motor Vehicle Fatalities between 2100-0300 (FARS)	871	899	1,123	1,098*	1,031
Motor Vehicle Injuries between 2100-0300 (SWITRS)	32,632	35,838	42,008	41,597	48,579

*DMV DUI Management Information System Report. Most recent data available is posted. DUI MIS Reports are still under review per DMV.

**Data provided by DMV.

***Figures reflect totals after the passage of AB1875 hands free law, which went into effect January 1st, 2017.

NOTE: The FARS data files used for the statistics reflect FARS data publication, 1st release.

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
ALCOHOL-IMPAIRED DRIVING	2014	2015	2016	2017	2018
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.26	0.27	0.33	0.33	Not Yet Available
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.33	0.33	0.35	0.34	Not Yet Available
Percent of Alcohol-Impaired Driving Fatalities -- California	28%	27%	29%	30%	30%
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	16	25	23	17	13
Male	11	19	19	13	12
Female	5	6	4	14	1
Alcohol-Related Fatalities (at least one driver or non-occupant had a BAC of .01 or greater) (FARS)	1,268	1,325	1,073	1,316	Not Yet Available
Alcohol-Related Injuries (SWITRS)	23,264	24,488	26,535	26,029	27,089
Alcohol Related Injuries Age 16 -19 (SWITRS)	1,688	1,720	1,872	1,609	1,979
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	25	31	33	25	17
Male	19	22	29	20	15
Female	6	10	4	5	2
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	150	142	158	152	148
Male	120	119	128	124	122
Female	30	23	30	28	26

	Calendar Years				
BICYCLES	2014	2015	2016	2017	2018
Bicyclist Fatalities (FARS)	129	136	155	124	155
Bicyclist Injuries (SWITRS)	13,411	13,006	12,011	11,379	Not Yet Available
Bicyclist Fatalities Under Age 15 (FARS)	7	7	5	4	6
Bicyclist Injuries Under Age 15 (SWITRS)	1,383	1,279	1,137	1,107	Not Yet Available
Unhelmeted Bicyclist Fatalities (FARS)	129	129	98	86	104

	Calendar Years				
DISTRACTED DRIVING	2015	2016	2017	2018	2019
Cell Phone and Texting Survey	9.20%	12.80%	6.80%	6.86%	5.05%

	Calendar Years				
DRUG-IMPAIRED DRIVING	2014	2015	2016	2017	2018
Drivers Killed, Tested Positive for Drugs	36%	42%	43%	42%	42%

***Most recent data available.

NOTE: The FARS data files used for the statistics reflect FARS data publication, 1st release.

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

MOTORCYCLES	Calendar Years				
	2014	2015	2016	2017	2018
Total Motorcycle Registrations (DMV)	862,705	884,665	907,037	895,071	857,677
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	64.15	59.6	68.4	68.6	Not Yet Available
Motorcyclist Injuries (SWITRS)	13,553	14,936	15,834	15,328	13,969
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	95%	95%	95%	92%	94%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	32%	32%	27%	32%	31%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	138	109	122	114	139
Motorcycle Rider (Operator) Fatalities (FARS)	517	494	576	578	488
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	27%	24%	22%	25%	24%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Crashes (SWITRS)	68%	71%	66%	72%	64%
Percent of Motorcyclists At-Fault in Injury Motorcycle Crashes (SWITRS)	56%	54%	54%	54%	53%
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	27%	30%	28%	28%	23%
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	12%	12%	14%	15%	17%

OCCUPANT PROTECTION	Calendar Years				
	2014	2015	2016	2017	2018
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	29%	31%	30%	30%	31%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	38%	33%	38%	34%	31%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	36	23	55	54	43
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,104	5,999	6,642	6,433	6,500

OCCUPANT PROTECTION SURVEYS	2015	2016	2017	2018	2019
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	95.98%	96.37%	94.19%	97.78%	97.36%
Child Safety Seat Use Rate (Statewide Observational Survey)	90.70%	94.00%	94.60%	93.60%	94.00%

PEDESTRIANS	Calendar Years				
	2014	2015	2016	2017	2018
Pedestrian Injuries (SWITRS)	13,705	14,121	14,978	15,200	14,222
Pedestrian Fatalities Under Age 15 (FARS)	28	33	27	25	18
Pedestrian Injuries Under Age 15 (SWITRS)	1,912	1,823	1,751	1,737	1,524
Pedestrian Fatalities Age 65 and Older (FARS)	185	173	215	194	195
Pedestrian Injuries Age 65 and Older (SWITRS)	1,613	1,744	1,888	1,892	1,896

SPEEDING AND AGGRESSIVE DRIVING	Calendar Years				
	2014	2015	2016	2017	2018
Speeding Related Injuries (SWITRS)	71,924	80,742	91,690	89,706	88,280

NOTE: The FARS data files used for the statistics reflect FARS data publication, 1st release.

2019 STATEWIDE TRAFFIC SAFETY SURVEY

2019 STATEWIDE TRAFFIC SAFETY SURVEY

2019 marked the tenth year of the annual statewide traffic safety 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 2019 survey included 1,298 drivers aged 18 and over at gas stations in 13 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.

In your opinion, what are the biggest safety problems on California roadways?	
Reply	2019
Speeding/Aggressive Driving	39.5%
Distracted Driving because of Texting	37.8%
Distracted Driving because of Talking	30.6%
Bad Road Surfaces	21.5%
Drunk Driving	18.0%
Internal Car Distractions	17.1%
All Others	27.4%

In your opinion, what is the most serious distraction for drivers?	
Reply	2019
Texting While Driving	46.7%
Cell Phone Conversations (hand-held or hands-free)	23.1%
Phone Device Use in General (both text, phone etc.)	6.7%
Car Crashes/Vehicle Issues	6.2%
Passengers in Car	4.1%
All Others	13.20%

How often in the past 30 days have you used an electronic wireless device, like a cell phone when driving?	
Reply	2019
Regularly	35.4%
Sometimes	29.4%
Rarely	20.7%
Never	14.5%

Have you ever made a driving mistake while talking on a cell phone?	
Reply	2019
Yes	51.3%
No	48.7%

Have you ever been hit or nearly hit by a driver who was using a cell phone?	
Reply	2019
Yes	57.9%
No	42.1%

What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?	
Reply	2019
Very likely	21.0%
Somewhat likely	22.4%
Neither likely or unlikely	17.8%
Somewhat unlikely	20.3%
Very unlikely	18.5%

In the past six months, do you recall hearing or seeing "Go Safely California"?	
Reply	2019
Yes	16.4%
No	83.6%

In the past six months, do you recall hearing or seeing Drive Sober or Get Pulled Over?	
Reply	2019
Yes	34.8%
No	65.2%

In the past six months, do you recall hearing or seeing Pedestrians Don't Have Armor?	
Reply	2019
Yes	16.3%
No	83.7%

In the past six months, do you recall hearing or seeing DUI Doesn't Mean Just Booze?	
Reply	2019
Yes	30.1%
No	69.9%

2019 STATEWIDE TRAFFIC SAFETY SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

In the past six months, do you recall hearing or seeing Put Your Phone Down, Just Drive?	
Reply	2019
Yes	17.1%
No	82.9%

In the past six months, did you drive when you thought you had too much alcohol to drive safely?	
Reply	2019
Yes	7.3%
No	59.2%
I Don't Drink At All	33.5%

In the past six months, how often have you used a taxi or other ride service when drinking with others or alone?	
Reply	2019
Always	42.9%
Sometimes	18.5%
Rarely	9.8%
Never	28.7%

In the past six months, how often have you had a designated sober driver, including you?	
Reply	2019
Regularly	38.5%
Sometimes	25.4%
Rarely	12.1%
Never	24.0%

In the past six months, have you seen or heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?	
Reply	2019
Yes	40.1%
No	59.9%

Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs?	
Reply	2019
Yes	90.0%
No	10.0%

How likely is it for someone to get arrested if they drive impaired?	
Reply	2019
Very likely	45.4%
Somewhat likely	31.3%
Somewhat unlikely	16.9%
Very unlikely	6.4%

Do you think marijuana can impair driving related functions, such as reaction time, distance perception, lane tracking, coordination and balance?	
Reply	2019
Yes	80.0%
No	9.8%
It depends	10.2%

How serious of a problem is driving under the influence of drugs, including marijuana, prescription or illegal?	
Reply	2019
Very big problem	49.6%
Somewhat of a problem	28.4%
A small problem	19.1%
Not a problem at all	3.0%

Do you think it's safe to drive 10 miles over the speed limit on freeways?	
Reply	2019
Yes	59.5%
No	26.2%
It depends	14.3%

Do you think it's safe to drive 5 miles over the speed limit on residential streets?	
Reply	2019
Yes	39.5%
No	49.8%
It depends	10.7%

2019 STATEWIDE TRAFFIC SAFETY SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

What do you think the chances are of getting a ticket if you drive over the speed limit?	
Reply	2019
Very likely	27.7%
Somewhat likely	32.9%
Somewhat unlikely	28.4%
Very unlikely	11.1%

**Adds to more than 100% due to rounding.*

Do you think driverless vehicles will make our roadways safer?	
Reply	2019
Yes	35.9%
No	43.2%
It depends	20.9%

How comfortable are you about sharing the road with driverless vehicles?	
Reply	2019
Very comfortable	20.2%
Somewhat comfortable	33.6%
Somewhat uncomfortable	26.5%
Very uncomfortable	19.6%

Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?	
Reply	2019
Yes	73.8%
No	26.2%

How comfortable are you with sharing the road with bicyclists when there IS a designated bike lane?	
Reply	2019
Very comfortable	45.1%
Somewhat comfortable	31.3%
Somewhat uncomfortable	13.5%
Very uncomfortable	10.1%

How comfortable are you with sharing the road with bicyclists when there ISN'T a designated bike lane?	
Reply	2019
Very comfortable	22.9%
Somewhat comfortable	25.9%
Somewhat uncomfortable	22.3%
Very uncomfortable	28.9%

Think of the times you have been a pedestrian or bicyclist in the last six months. What safety problems did you experience, if any?	
Reply	2019
Cars not stopping	34.7%
Distracted drivers (cell phones)	27.9%
Cars going too fast	27.0%
NONE	24.7%
Almost getting hit by car	15.8%
All Other	21.9%

**Adds to more than 100%.*

Think of the times you have been a driver around pedestrian and bicyclists in the last six months. What safety problems did you experience, if any?	
Reply	2019
Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)	26.5%
Pedestrians stepping off curb without looking	25.6%
Pedestrians not using crosswalks	24.0%
Cyclists being in the road or blocking traffic	21.5%
NONE	19.3%
Cyclists not stopping at stop signs or traffic lights	16.9%
Pedestrians/cyclists not being visible enough	15.5%
Other	8.8%

**Adds to more than 100%.*

CALIFORNIA'S EVIDENCE-BASED ENFORCEMENT PROGRAM

California's Evidence-Based Enforcement Program included many enforcement objectives conducted by CHP and local agencies through statewide, regional, and local grants. Grant-funded enforcement activities targeted alcohol-impaired driving, drug-impaired driving, motorcycle safety, distracted driving, pedestrian and bicycle safety, occupant protection, and integrated traffic safety enforcement focusing on top primary collision factors.

Enforcement grantees conducted a total of 1,008 DUI/Driver's License checkpoints, 4,793 DUI saturation patrols, and 210 repeat DUI offender warrant service operations (additional activities and details are listed on page 32). Grantees also conducted 5,774 traffic enforcement operations, 843 motorcycle safety enforcement operations, 2,198 distracted driving enforcement operations, 1,989 pedestrian/bicycle enforcement operations, and 389 nighttime seatbelt enforcement operations (additional activities and details are listed on page 36. In addition, OTS

grantees participated in various NHTSA enforcement campaigns such as Click It or Ticket, Winter and Summer Mobilizations, Distracted Driving Awareness, and Motorcycle Safety Month.

The OTS maintained constant communication with its enforcement grantees, having reviewed over 1,000 press releases, conducted 36 grant performance reviews, and evaluated over 150 performance reports on a quarterly basis. The OTS's law enforcement liaison assessed 45 DUI checkpoint operations, participated in 154 enforcement meetings, and had approximately 726 various law enforcement or traffic safety partner agency contacts related to traffic safety issues on at least one or more occasions. Beyond enforcement activities, many of the grantees participated in OTS funded training opportunities which included SFST, ARIDE, DRE, and Illegal Street Racing training. In FFY 2019, 2,870 officers were trained in SFST, 2,143 officers were trained in ARIDE, and 627 officers were trained in DRE.



PROJECTS NOT IMPLEMENTED

Oakdale Police Department- PT19078 was not implemented due to staffing limitations. Activities were not conducted, and funds were not expended.

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

The data in the Program Goals, Results and Activities section only pertain to the results of grant funded activities. The data does not represent goals, results and activities that were conducted in California in 2019 by non-grant funded agencies.

ALCOHOL-IMPAIRED DRIVING

GOAL: Reduce the number of persons killed in alcohol-involved collisions by September 30, 2019.

RESULT: Persons killed in alcohol-involved crashes decreased 9.4 percent from 295 to 267.

GOAL: Reduce the number of persons injured in alcohol-involved collisions by September 30, 2019.

RESULT: Persons injured in alcohol-involved crashes decreased 8.4 percent from 9,814 to 8,987.

GOAL: Reduce hit-and-run fatal crashes by September 30, 2019.

RESULT: Hit-and-run fatal crashes decreased from 211 to 210.

GOAL: Reduce hit-and-run injury crashes by September 30, 2019.

RESULT: Hit-and-run injury crashes increased 6.8 percent from 13,290 to 14,206.

GOAL: Reduce nighttime (2100 - 0259 hours) fatal crashes by September 30, 2019.

RESULT: Nighttime fatal crashes decreased 9.8 percent from 458 to 413.

GOAL: Reduce nighttime (2100 - 0259 hours) injury crashes by September 30, 2019.

RESULT: Nighttime injury crashes decreased 7.9 percent from 16,404 to 15,105.

GOAL: Reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury crashes by September 30, 2019.

RESULT: The data to evaluate this goal is not available.

GOAL: Reduce the number of motorcyclists killed in alcohol-involved crashes by September 30, 2019.

RESULT: The data to evaluate this goal is not available.

GOAL: Reduce the number of motorcyclists injured in alcohol-involved crashes by September 30, 2019.

RESULT: The data to evaluate this goal is not available.



All data is self-reported by sub-recipients and not verified by the OTS.

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

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

DUI ENFORCEMENT ACTIVITY	TOTAL
DUI/Driver's License Checkpoints	1,008
Vehicles Through Checkpoints	1,057,564
Drivers Contacted at Checkpoints	699,657
Field Sobriety Tests Administered	7,890
DUI Arrests (Alcohol Only)	2,012
DUI Drug Arrests (Drug Only)	550
DUI Arrests (Alcohol/Drug Combination),	117
Drug Arrests (Possession, Transportation, Sales)	95
Criminal Arrests (Felony in Custody)	298
Recovered Stolen Vehicles	28
Suspended/Revoked Driver's Licenses	3,943
DUI Saturation Patrol Operations	4,793
Vehicle Stops or Contacts	68,390
Field Sobriety Tests Administered	15,750
DUI Arrests (Alcohol Only)	4,317
DUI Drug Arrests (Drug Only)	535
DUI Arrests (Alcohol/Drug Combination)	228
Drug Arrests (Possession, Transportation, Sales)	309
Criminal Arrests (Felony in Custody)	747
Recovered Stolen vehicles	101
Suspended/Revoked Driver's Licenses	2,505
Warrant Service Operations	210
Warrant Service Attempts	1,543
Warrants Served (Citations/Arrests)	217
Court Sting Operations	7
Citations/Arrests from Court Sting Operation(s)	68
Stakeout Operations	15
Arrests/Citations from Stakeout Operation(s)	26
Personnel Trained in SFST	2,870

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	9,284
Attempted Field Contacts (all "door knocks" whether successful or not)	11,381
Announced Field Contacts Made	253
Unannounced Field Contacts Made Without Search	1,074
Unannounced Field Contacts Made with Search	8,005
Office Contacts Made with DUI Probationers	16,588
Alcohol/Drug Tests (persons tested)	20,221
Positive Reports From SCRAM	233
Warrant Service Operations	45

DISTRACTED DRIVING

GOAL: Reduce fatal crashes involving drivers using handheld cell phones by September 30, 2019.

RESULT: The data to evaluate this goal is not available.

GOAL: Reduce injury crashes involving drivers using handheld cell phones by September 30, 2019.

RESULT: The data to evaluate this goal is not available.

DRUG-IMPAIRED DRIVING

GOAL: Provide increased training to law enforcement to identify drug-impaired drivers by September 30, 2019.

RESULT: A total of 2,143 officers were trained in ARIDE and 627 officers were trained in DRE.

SUPPORTING ACTIVITY	TOTAL
Personnel trained in ARIDE	2,143
Personnel trained in DRE	627

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

MOTORCYCLE SAFETY

GOAL: Reduce motorcyclist fatalities and injuries and motorcyclist-involved crashes through increased enforcement, education, and public awareness campaigns by September 30, 2019.

RESULT: Motorcyclists killed and injured decreased 19.42% percent from 4,711 to 3,796.



OCCUPANT PROTECTION

GOAL: Increase seat belt compliance by September 30, 2019.

RESULT: Seatbelt belt usage increased .02 percentage points from 96.0% to 96.02%.

GOAL: Increase child safety seat usage by September 30, 2019.

RESULT: Child Safety seat usage increased .4 percentage points from 93.60% to 94.0%.

GOAL: Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2019.

RESULT: Vehicle occupants killed and injured under the age of eight decreased 26.5 percent from 83 to 61.

SUPPORTING ACTIVITY	TOTAL
NHTSA CPS Technician Certification Courses	14
NHTSA Certified Technicians Trained	328
NHTSA Certified Instructors Trained	140
NHTSA CPS Technician Recertification Courses	8
Current CPS Technicians Recertified	135
Expired CPS Technicians Recertified	53
Child Safety Seat Checkups	257
Child Safety Seats Properly Fit	11,356
New Child Safety Seats Distributed and Properly Fit	2,757
Special Needs Child Passenger Safety Seats Distributed	0
Child Passenger Safety Seats Distributed to People in Need	2,292
Child Safety Seats Inspected	11,536

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

PEDESTRIAN AND BICYCLE SAFETY

GOAL: Reduce the number of pedestrians killed by September 30, 2019.

RESULT: Pedestrians killed decreased 9.8 percent from 860 to 774.

GOAL: Reduce the number of pedestrians injured by September 30, 2019.

RESULT: Pedestrians injured decreased from 17,544 to 17,343.

GOAL: Reduce the number of pedestrians killed under the age of 15 by September 30, 2019.

RESULT: Pedestrians killed under the age of 18 decreased 28.5 percent from 7 to 5.*

GOAL: Reduce the number of pedestrians injured under the age of 15 by September 30, 2019.

RESULT: Pedestrians injured under the age of 18 decreased from 504 to 482.*

GOAL: Reduce the number of pedestrians killed over the age of 65 by September 30, 2019.

RESULT: Pedestrians killed over the age of 65 decreased from 45 to 43.

GOAL: Reduce the number of pedestrians injured over the age of 65 by September 30, 2019.

RESULT: Pedestrians injured over the age of 65 increased from 613 to 645.

GOAL: Reduce the number of bicyclists killed in traffic related crashes by September 30, 2019.

RESULT: Bicyclists killed in traffic related collisions decreased 10.5 percent from 133 to 119.

GOAL: Reduce the number of bicyclists injured in traffic related crashes by September 30, 2019.

RESULT: Bicyclists injured in traffic related collisions decreased 3.4 percent from 10,945 to 10,566.

GOAL: Reduce the number of bicyclists killed in traffic related crashes under the age of 15 by September 30, 2019.

RESULT: Bicyclists killed in traffic related collisions under the age of 18 remained at 0.*

*Sub recipients reported under the age of 18 data.

PUBLIC EDUCATION ACTIVITY	TOTAL
Traffic Safety Fairs, Community Events, and/or Presentations	318
People Impacted	47,713
Pedestrian and/or Bicycle Safety Community Event Presentations	728
People Impacted	375,349
Pedestrian and/or Bicycle Safety Classroom Presentations	497
Students Impacted	75,861
Pedestrian and/or Bicycle Safety Courses	61
People Impacted	4,450
Bicycle Rodeos	242
People Impacted	6,353
Bicycle Helmets Distributed	25,444
Bicycle Helmet Inspections	9,366

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

POLICE TRAFFIC SERVICES

GOAL: Reduce the number of persons killed in traffic crashes by September 30, 2019.

RESULT: Persons killed in traffic collisions decreased 14.1 percent from 1,550 to 1,331.

GOAL: Reduce the number of persons injured in traffic crashes by September 30, 2019.

RESULT: Persons injured in traffic collisions decreased 6.3 percent from 136,795 to 128,103.

LAW ENFORCEMENT ACTIVITY	TOTAL
Traffic Enforcement Operations	5,774
Vehicle Stops or Contacts	106,216
Citations Issued	93,600
Distracted Driving Enforcement Operations	2,198
Vehicle Stops or Contacts	38,566
Hand-Held Cell Phone Citations Issued	11,565
Texting Citations Issued	16,424
Individuals Under the Age of 18 That Received a Citation	184
Motorcycle Safety Enforcement Operations	843
Motorcycle Stops	2,559
Motorcycle Citations	1,906
Vehicle Stops	13,914
Vehicle Citations	12,430
Field Sobriety Tests Administered to Motorcyclists	44
Field Sobriety Tests Administered to Other Drivers	280
DUI Arrests of Motorcyclists (Alcohol Only)	117
DUI Arrests of Other Drivers (Alcohol Only)	11
DUI Drug Arrests of Motorcyclists (Drug Only)	1
DUI Drug Arrests of Other Drivers (Drug Only)	7
DUI Arrests of Motorcyclists (Alcohol/Drug Combination)	0
DUI Arrests of Other Drivers (Alcohol/Drug Combination)	1
Drug Arrests (Possession, Transportation, Sales)	19
Criminal Arrests (Felony in Custody)	30
Suspended/Revoked Driver's Licenses	336
Motorcycle License Endorsement Violations [CVC 12500(b)]	247
Recovered Stolen Motorcycles	11
Recovered Stolen vehicles	15
Nighttime (1800-0259) Click It or Ticket Enforcement Operations	389
Vehicle Stops or Contacts	4,237
Seatbelt Citations Issued	1,690
Child Safety Seat Citations Issued	78
Pedestrian and/or Bicycle Enforcement Operations	1,989
Bicycle Stops	6,603
Bicycle Citations Issued	4,760
Pedestrian Stops	8,440
Pedestrian Citations Issued	6,015
Vehicle Stops	27,014
Vehicle Citations Issued	22,934
Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed	279
Citations Issued	2,346

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

TRAFFIC RECORDS/ROADWAY SAFETY

GOAL: Work to incorporate recommendations from the February 2016 Traffic Records Assessment, Federal Highway Administration (FHWA) sponsored Peer-to-Peer conference, and Crash Data Improvement Program (CDIP) evaluation into the Strategic Highway Safety Plan (SHSP) and traffic records programs.

RESULT: Forty-one state, county, and local agencies received grant funding for projects to improve and enhance traffic records programs throughout California.

GOAL: Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory.

RESULT: The Office of Traffic Safety continues to host bi-monthly Traffic Records Coordinating Committee (TRCC) meetings with traffic safety stakeholders focused on collaboration and best practices as identified in the state strategic traffic data safety plan.

GOAL: Continue to provide funds to agencies on both the city and county level to purchase fully automated crashes and citation records and analysis systems in order to provide timely tracking, identification, analysis, and graphing of crashes and citation data.

RESULT: Funding automated crash and citation programs with analytical capabilities as well as electronic reporting to the state records database (SWITRS) remains a priority with the Office of Traffic Safety.

GOAL: Improve the Caltrans All Roads Linear Referencing System (LRS) on a county by county basis, to better align existing geometry to the road centerline, to eliminate erroneous geometry, to add new or missing roads, to correct existing road attribution and to supply any missing road attribution information.

RESULT: This is a medium-term initiative with two phases. Phase one is estimated to be completed by 2019 and phase two is estimated to be completed by 2022. To date, there has been a 882% increase in percentage the accuracy of the All Roads Linear Referencing System geometry. The second phase of project will start once the current Caltrans' All Roads LRS is successfully migrated to Esri Roads and Highway platform under Initiative 3.1.3, Geospatial Data Migration and Implementation Plan is complete. The estimated start date of second phase is April 2021 and end date is June 2022. A service contract with California State University – Chico is in progress to complete approximately six additional counties using the approved OTS grant.

GOAL: Expand the Crash Medical Outcomes Data (CMOD) Program and enhance the value of this integrated data by creating actionable information. CMOD leverages existing resources to improve data access by sharing data and knowledge with state and local partners.

RESULT: During the last year, the California Department of Public Health's (CDPH) Medical Outcomes Data (CMOD) program reached out to the California Department of Motor Vehicles' (DMV) Research and Development Branch and the University of California at San Diego's (UCSD) Training, Research and Education for Driving Safety (TREDS) Program to discuss collaboration on a joint data linkage project. Because the CMOD team was able to complete data sharing agreements, there was a 100% increase in data sharing agreements for this goal. This indicates that the data integration project has successfully completed the initial phase of its data linkage project.

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

TRAFFIC RECORDS/ROADWAY SAFETY (CONTINUED)

GOAL: Improve the quality and quantity of traffic crashes data collected on and near tribal areas. Geocoded data for a ten-year period has been linked with tribal shape files to identify injury crashes within tribal boundaries and in the immediate vicinity of tribal areas (5,490 and over 100,000 injury crashes, respectively).

RESULT: University of California – Berkeley - SafeTREC has developed a tribal data tool by obtaining BIA shape files, which define CA tribal boundaries and worked to overlay geocoded crashes data for a ten-year period from the Transportation Injury Mapping System (TIMS) onto these shape files. This tool provides tribes with access to a web-based interactive analysis, by identifying injury crashes within tribal boundaries and in the immediate vicinity of tribal areas. SafeTREC and NIJC are developing a course to deliver 3 regional onsite training workshops for California tribes. The goals of this course are to (1) expand the professional capability of tribal traffic safety enforcement to collect traffic data on tribal lands, and facilitate the efficient submission of crashes data to SWITRS (2) Perform traffic safety analysis & mitigation evaluation on tribal lands utilizing data from SWITRS to make informed decisions.

GOAL: Establish citywide and countywide GIS crashes analysis systems, electronic crashes reporting and/or electronic citation systems, including hardware, software, and network cabling to enable data sharing between enforcement agencies, departments of public works, judicial courts and other related agencies.

RESULT: The California Office of Traffic Safety has and will continue to focus on providing funding for traffic safety stakeholders to purchase and/or upgrade electronic reporting and citation systems with the capability of electronically sharing data between various law enforcement agencies, public works, judicial court and related agencies.

GOAL: 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.

RESULT: Efforts by OTS to encourage law enforcement agencies to embrace electronic reporting and electronic submission of data to the state report repository (SWITRS) and the subsequent funding of grant programs towards this goal continue.

GOAL: Develop a performance measure tool that will aid in the evaluation of the SHSP and help SHSP leadership prioritize resources and actions in the future.

RESULT: University of California, Berkeley- SafeTREC has developed and maintains an SHSP tracking tool that the SHSP leadership utilizes.

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

TRAFFIC SAFETY EDUCATION

STATEWIDE TRAINING

The OTS sub-recipients conducted traffic safety educational presentations to school youth, college students, and community members on various traffic safety topics. In 2019 more than 2,500 presentations were conducted reaching over 300,000 people in California. In addition, the partnership with the Southern California Traffic Safety Training Network continued, the OTS sponsored two three-day Prosecution and Law Enforcement Traffic Colleges which provided training for over 100 Law Enforcement personnel and prosecutors.

GENERAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Bicycle Safety	303
People Impacted	38,786
Child Passenger Safety	115
People Impacted	4,342
Distracted Driving	38
People Impacted	4,146
Impaired Driving	211
People Impacted	19,151
Motorcycle Safety	25
People Impacted	2,696
Occupant Protection	11
People Impacted	802
Pedestrian Safety	162
People Impacted	23,241
Senior Driver	30
People Impacted	577
Teen Driver	96
People Impacted	23,994

SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Every 15 Minutes	137
People Impacted	121,485
Sober Graduation	96
People Impacted	19,789
Speeding	27
People Impacted	2,090
Start Smart	1,305
People Impacted	103,982

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING

GOALS

The 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, the OTS initiates contact with, responds to, and strives to be the primary source for the press and others, providing information and best practices messaging relating to traffic safety issues. These efforts are intended to make safe driving the behavior of choice for all Californians, including at-risk and under-served communities. The OTS recognizes the challenge of reaching a diverse and widespread population of over 39 million people, including just under 27 million licensed drivers, and creates its public awareness efforts to best and most effectively reach them.

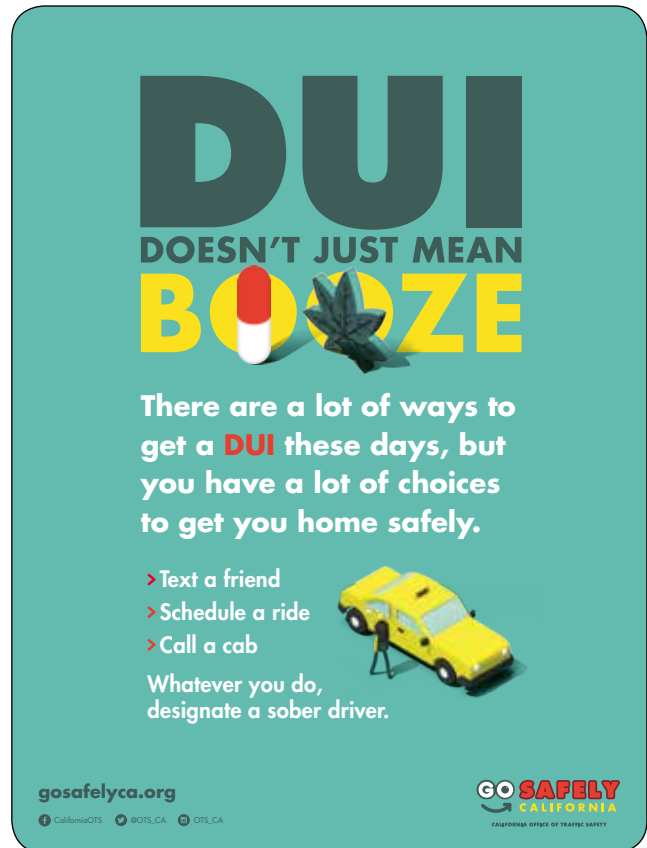
RESULTS

In FFY 2019, the OTS Marketing and 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.

DUI CRACKDOWN CAMPAIGN

To help educate Californians about the dangers of driving impaired, the OTS launched a “DUI Doesn’t Just Mean Booze (DUIDJMB)” anti-DUI public awareness campaign in tandem with an umbrella traffic safety campaign, “Go Safely, California”. Launched in December 2018, the “Go Safely, California” campaign serves as a rallying cry and resource to help Californians get where they are going - safely. The DUIDJMB campaign focuses on informing the public about the dangers and consequences of driving under the influence of alcohol, drugs or medications, and the measures they can take to reach their destination safely.

The campaign kicked off with a media event and paid media placement. Ongoing outreach activities included partnership development, graphic design for informational materials encouraging safe ways to go, distribution of materials via the new Go Safely, California website to statewide partners, media relations, interviews highlighting education programs and social media messaging. Collectively, the \$1.325m campaign garnered nearly 130 million



DUI
DOESN'T JUST MEAN
BOOZE

There are a lot of ways to get a **DUI** these days, but you have a lot of choices to get you home safely.

- > Text a friend
- > Schedule a ride
- > Call a cab

Whatever you do, designate a sober driver.

gosafelyca.org

CaliforniaOTS @OTS_CA OTS_CA

GO SAFELY CALIFORNIA CALIFORNIA OFFICE OF TRAFFIC SAFETY

impressions and generated nearly \$500,000 in added value across all mediums which included broadcast, over-the-top television, outdoor, radio and social and digital media. In addition, the OTS continued its “DDVIP” Designated Driver Drink program with safety messages on Instagram. The messages portrayed designated sober drivers as the heroes of any night out and encouraged people to utilize ride share services or designated drivers if impaired.

In addition to these efforts, the OTS applied for and was awarded a \$20,000 ride-share credit grant from Lyft and the Governors Highway Safety Association (GHSA) to supplement the DUIDJMB efforts. The credits were provided during the month of December through Facebook and Twitter, accompanied with a “Go Safely, California” message promoting the use of ride share as a safe alternatives to impaired driving. The ride-share credit program rewarded users for choosing to arrive to their destinations safely during the 2018 end-of-year holiday season. The promotion specifically targeted young adults, but catered to all age groups as a way to get to and from places safely. The campaign’s media plan targeted the four major media markets in California:

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

Sacramento, Bay Area, Los Angeles and San Diego. Overall, the OTS/Lyft promotion played an integral role in the Go Safely campaign's success and goal of encouraging the use of sober designated drivers and rideshare options. This campaign resulted in 2,153 redeemed credits statewide, helping possibly impaired drivers with a safe option to get home.

DISTRACTED DRIVING

In April, the OTS continued its "Put Your Phone Down. Just Drive." campaign under the Go Safely, California theme as part of National Distracted Driving Awareness Month. The goal of the campaign is to reduce traffic deaths, injuries and behaviors related to distracted driving through cell phone use. The campaign focuses on today's smartphone culture, particularly among people 16-24 years old. This year, the OTS transitioned the previous campaign website, www.justdriveca.org, to a distracted driving tab on the Go Safely, California website, gosafelyca.org, in order to provide a one-stop information shop for traffic safety tips. The OTS kicked off the campaign and the announcement of a statewide PSA contest for California high school students at an informational event at a Sacramento area high school. The contest called for students to take part in a video and billboard contest addressing what they think motivates their peers to drive free of distractions. The contest was promoted on social media, paid digital media, e-blasts, schools and traditional media. The OTS received 85 billboard submissions and 35 video submissions. Prizes were awarded in each category for first and second place, most online votes and two honorable mentions. Prize money was provided courtesy of HUDDLE, a ticketing company and partner of the OTS.

Ongoing outreach activities throughout 2019 included partnership development, informational materials, grantee events and programs, collateral distribution via the new Go Safely, California website, and social media. The \$550,000 media campaign generated more than 93 million impressions on a variety of platforms, including broadcast, over-the-top television, outdoor, radio and social and digital media. The campaign also generated an additional \$93,000 in added value across all mediums.



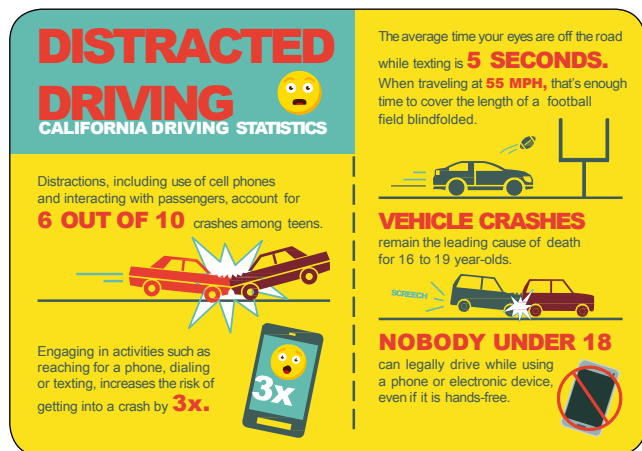
JUST DRIVE

Holding your phone while driving is illegal in California. Distracted driving is one of the main causes of roadway crashes.

Enjoy the view.
Ignore your phone.
Never text and drive.

gosafelyca.org

GO SAFELY CALIFORNIA
CALIFORNIA OFFICE OF TRAFFIC SAFETY



DISTRACTED DRIVING
CALIFORNIA DRIVING STATISTICS

The average time your eyes are off the road while texting is **5 SECONDS**. When traveling at **55 MPH**, that's enough time to cover the length of a football field blindfolded.

Distractions, including use of cell phones and interacting with passengers, account for **6 OUT OF 10** crashes among teens.

VEHICLE CRASHES remain the leading cause of death for 16 to 19 year-olds.

Engaging in activities such as reaching for a phone, dialing or texting, increases the risk of getting into a crash by **3x**.

NOBODY UNDER 18 can legally drive while using a phone or electronic device, even if it is hands-free.

GRANT FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

PEDESTRIAN SAFETY

OTS' ongoing "Pedestrians Don't Have Armor" campaign places equal responsibility on both drivers and pedestrians, highlighting the importance of pedestrian safety awareness regardless of whether one is on foot or behind the wheel. The creative direction for the campaign centers on "Pete Walker", an everyday pedestrian clad in a full suit of car-part armor to illustrate that in real life, pedestrians don't have the same protections as those in vehicles. In honor of California Pedestrian Safety Month in September, the OTS launched the paid media portion of the campaign with a media event at a Sacramento elementary school. Pete Walker assisted students by serving as a crossing guard to help them get to school safely while art displays featuring pedestrian safety messages provided additional engagement about walking safely for the students. Media interviews with school officials and the OTS team further assisted in helping to spread messaging to viewers throughout the region. The OTS team distributed informational materials including tip cards, bookmarks, stickers and bicycle lights provided by partner iHeart Media to students and staff throughout the morning's events. The campaign's four additional car-part armor suits were utilized by grantees and partners in San Diego, Sacramento, Oxnard, Shasta County, Long Beach, Woodland and San Leandro. They were used for bicycle and pedestrian safety workshops, as well as events promoting safe ways to go when not behind the wheel. During and after the primary September campaign, the OTS provided the public with educational materials via the www.gosafelyca.org campaign website. Overall, the \$600,000 paid campaign garnered more than 77 million impressions across all mediums which included radio, outdoor and digital media. The added value generated throughout the duration of the campaign totaled nearly \$33,000 across all mediums.



YEAR-ROUND EFFORTS

Public awareness activities in support of DUI, distracted driving, pedestrian safety, and other traffic safety issues were not limited to the traditional, NHTSA designated time periods. The OTS expanded them to continue throughout the year in order to have a lasting impact year-round. The www.gosafelyca.org website continues to play an integral role in the reach of the campaigns by serving as a source of campaign and traffic safety information for the public. The website features campaign tabs, video and radio PSAs, safety tips, information material toolkits available for public download as well as links to other traffic safety resources. OTS' social media platforms including Facebook, Twitter, Instagram and YouTube allow the OTS to successfully reach the public across multiple platforms on a daily basis. This year, the OTS' efforts were also recognized by two organizations; the Telly Awards and the California Capital Chapter of the Public Relations Society of America (PRSA). The Telly Awards, which honors excellence in video and television across all screens, awarded the OTS a Bronze Telly for its Go Safely, California "Anthem" TV PSA in its Regional TV: Public Interest/Awareness category. The PRSA awarded the OTS with a top Influence Award for its overall Go Safely, California campaign in its External/Community Relations Campaigns Category in addition to a Merit Award for the "Anthem" TV PSA in its Audiovisual category.



2019 PROGRAM AREA HIGHLIGHTS

ALCOHOL IMPAIRED DRIVING

HIGH VISIBILITY ENFORCEMENT

Law enforcement agencies conducted high visibility enforcement during the NHTSA Summer and Winter mobilizations. During these campaigns, officers conducted DUI checkpoints, roving DUI patrols, and DUI warrant/probation operations for those who failed to comply with court orders and habitual offenders identified as the worst-of-the-worst. Agencies also conducted 'DUI Doesn't Just Mean Booze' media efforts and DUI enforcement during Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, Halloween, and other local festivals and events with identified DUI problems. Local and regional media efforts were coordinated focusing on the awareness of impaired driving and the effects of illicit drug use and prescription medication when combined with alcohol, the tragedy caused by one's choice to drive impaired, and the importance of designating sober drivers.

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 2019, grants to 13 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Placer, Sacramento, San Bernardino, San Diego, San Joaquin, Santa Barbara, Solano, and Tulare) facilitated the supervision of rotating caseloads numbering more than 2,200 probationers. Probationers were required to complete alcohol education programs, keep regularly scheduled office appointments, and were subjected to random after-hours home searches that included alcohol testing. Many of the probation departments participated in DUI warrant service operations with local enforcement 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.

TEEN OUTREACH ON DRINKING AND DRIVING III

California Highway Patrol

The Every 15 Minutes Program (E15M) is a two-day program designed to create awareness among teens about the dangers of drinking and drugged driving, as well as to show them that they are not invincible. They experience first-hand what the consequences of impaired driving can be, as well as how their actions affect the lives of many other people, including family, friends, first responders, and



community members. The E15M program has been known throughout the nation to leave an everlasting impression upon teenagers who have participated. It is a dramatic and emotional educational program which prompts teenagers to strongly consider their decision when it comes to alcohol and driving. While many teens already know that driving while drunk or high is dangerous, they tend to believe a fatal crash will never happen to them. The CHP has been implementing the E15M program since 2001 and the popularity and demand for the program continues to grow each year. The number of programs has increased from 30 during the first school year to approximately 150-160 programs each school year.

SAN JOAQUIN DUI COURT PROGRAM

San Joaquin Collaborative Courts

Now in its second decade of operation, the Superior Court of California, County of San Joaquin, continued to expand its DUI Court Program in 2019. Since its inception in 2008, approximately 4,725 clients have participated in the program with over an 80% graduation rate. The program is a unique two-track model designed by Judge Richard Vlavianos. Using evidence-based practices, clients are separated based on their individual needs into one of two tracks. The first track is used for offenders who do not have evidence of a dependence or addiction problem and is focused on monitoring and regular court appearances. The second track is designed for substance-dependent or addicted offenders and is focused on providing substance abuse treatment in conjunction with continuous alcohol monitoring, testing, and more frequent court appearances. Due to its innovative approach, the DUI Court Program is being used as a model for DUI courts in Monterey and Fresno Counties, and will be expanding to conduct training with other courts at both the state and national level. The model has been included in California's Strategic Highway Safety Plan. In

2019 PROGRAM AREA HIGHLIGHTS

addition, under the grant the Court continued its DUI prevention program “Choices and Consequences,” an outreach program to educate middle school and high school students on the dangers of driving while under the influence. That program reached approximately 4,500 students over the past year.

SANTA CRUZ COUNTY IMPACTING ALCOHOL IMPAIRED DRIVING

Santa Cruz County Health Services Agency

Santa Cruz County Health Services Agency Prevention program enrolled youth from Santa Cruz County Friday Night Live Partnership (SCCFNLP) and community volunteers from Community Prevention Partners Coalition to take an active role in decreasing youth access to alcohol from local merchants in order to reduce impaired driving.

OTS staff worked with 15 SCCFNLP youth who took the lead in developing the program criteria which was offered to all alcohol outlets in the county. The youth developed interview questions, scripts for calls to recruit merchants, and an interview rubric for determining award eligibility for Responsible Alcohol Merchant Awards (RAMA). Youth trained 25 adult coalition members on the difference between laws and best practices, phone and interviewing protocols, outreach to merchants, scheduling and conducting interviews and completing documentation. Youth tracked the interviews on a wall size calendar that served as both motivation and a source of celebration as it filled. A total of 131 RAMA on and off-sale merchants participated in interviews. Interviews on-site classified merchants in one of three categories: Non-compliant, Honorable – Meeting all legal compliance, or Exemplary – Adding additional safeguards to limit youth access. The rankings were shared with law enforcement to determine if merchants had legal violations that might disqualify them. FNL Youth and OTS staff complete the process by awarding certificates to first time winners and plaques with year plates to annual winners.

Simultaneously OTS staff collected Driving Under the Influence Place of Last Drink data from local drinking driver programs and worked with law enforcement to target education to the merchants most cited. Choose Your Ride was launched with 137 local on sale merchants who provided designated driver information to patrons through info cards and drink coasters. Merchants provided free non-alcohol beverages to designated drivers and some include free or discounted food. In addition, OTS staff collaborated with the UCSC Police Department to disperse polysubstance impaired driving information

to 19,265 students and staff. This was followed with DUI checkpoints conducted by CHP, University and Santa Cruz City Police during the 4-20 event on campus to decrease the risk of impaired driving on this date.



DISTRACTED DRIVING

START SMART TEEN DRIVER SAFETY EDUCATION PROGRAM XI

California Highway Patrol

Motor vehicle crashes are the leading cause of death among American teenagers. In 2002, CHP developed the Start Smart Teen Driver Safety Education Program, specifically designed to address newly licensed teen drivers and their parents/guardians. This program has evolved over the past 17 years and now includes a video presentation put together by the CHP Office of Community Outreach and Media Relations. An updated mobile application is also available. The mobile application can assist in finding and signing up for the nearest program, as well as providing statistics and information about the Graduated Driver License.

Over the past several years California has seen a decrease in the total number of fatal and injury related traffic crashes involving at least one teen driver between the ages of 15 and 19. The numbers have decreased, between federal fiscal years 2016 and 2018, by 22 percent and 12 percent respectively. The Start Smart Teen Driver Safety Education Program is clearly educating teen drivers on the importance of safety behind the wheel. The CHP will continue providing this program in an effort to bring the number of teen related traffic crashes closer to zero.

2019 PROGRAM AREA HIGHLIGHTS

TEEN DISTRACTED DRIVERS EDUCATION AND ENFORCEMENT (TDDEE) VIII

California Highway Patrol

Driving fatalities are the leading cause of death for California teens. In 2019, CHP once again, implemented the Teen Distracted Drivers Education and Enforcement Campaign. The goal of this grant is to educate and change the way teenagers and their parents view the responsibilities of teen driving. Teens are at a greater risk of being involved in a traffic collision due to inexperience and distractions. Research has concluded that 58% of all moderate to severe teen traffic crashes are due to distractions. Through outreach and education, the CHP has seen a significant decrease in the amount of teen traffic crashes.

During this grant cycle, CHP Public Information Officers worked with the non-profit organization, Impact Teen Drivers, to reach thousands of teenagers and their parents, educating them on the responsibilities of teen driving. In the federal fiscal year 2018/2019, CHP PIOs conducted over 500 traffic safety presentations, over 40 enforcement operations, and over 140 school presentations. These efforts reached more than 150,000 teenagers and parents statewide. During these presentations teenagers and their parents were presented with information about Graduated Driver's Licenses, common distractions, teenage driving hazards and statistics, and were introduced to other educational programs.

SAN LUIS OBISPO COUNTY YOUTH TRAFFIC SAFETY INITIATIVE

San Luis Obispo County Behavioral Health Department

San Luis Obispo County Behavioral Health Department (SLOBH) implemented four countywide campaigns reaching 104,054 community members. These campaigns celebrated NHTSA Winter Mobilization, Super Bowl, National Distracted Driving Awareness month, and NHTSA Summer Mobilization with radio interviews, Farmer's Market booths, poster campaigns, and a presence at the California Mid State Fair.

SLOBH achievements include 63 presentations given on 20 middle school, high school, and college campuses, reaching 14,639 students. These presentations addressed distracted driving, impaired driving, and passenger safety. The program also hosted 3 summer camps that incorporated traffic safety education through interactive presentations

and activities focusing on peer pressure, consequences of driving under the influence of alcohol and marijuana, and distracted driving.



DRUG IMPAIRED DRIVING

ALCOHOL AND DRUG-IMPAIRED DRIVER VERTICAL PROSECUTION PROGRAM

The OTS funded 17 grants that focused on the prosecution of DUI offenders where each case was handled by a specially trained, dedicated prosecutor from start to finish. Judges and the defense bar recognized the expertise of these dedicated attorneys, resulting in sentences better suited to DUI offenses, thus reducing repeat offenders. Grant funded prosecutors shared their knowledge and experience with deputies, improving the results across all alcohol and drug-impaired driving cases. Grantees commonly reported they benefited from streamlined communication between arresting officers and the attorneys handling the cases. Officers learned they have a single point-person for alcohol and drug-impaired driving cases in the event of unique circumstances. Attorneys identified deficiencies in investigations or reports and communicated their needs to the officers. The communication and relationships were bolstered by the attorneys' participation in DUI patrol ride-a-longs and attendance at checkpoints. These specialized prosecutors experienced an improved prosecution rate, aided in part by better communication with law enforcement.

2019 PROGRAM AREA HIGHLIGHTS

DRUG IMPAIRED DRIVING (CONTINUED)

ALCOHOL AND DRUG IMPAIRED DRIVER VERTICAL PROSECUTION PROGRAM

Orange County District Attorney's Office

The Orange County District Attorney's Office (OCDA) continued its partnership with the OTS to develop multiple subject matter experts in the management of impaired-driving cases. The California Traffic Safety Resource Prosecutor Training Network (CA TSRP) continued to expand, through which training materials were shared to provide thorough and timely responses to inquiries related to all aspects of impaired-driving investigations from prosecutors, law enforcement, and other traffic safety professionals. The CA TSRP hosted two four-day traffic college courses for prosecutors and law enforcement, which focused on various aspects of traffic safety investigations and prosecutions including report-writing, courtroom testimony, a full day mock trial component, and a live alcohol workshop. In addition, the CA TSRP conducted regional roundtable meetings, regional live training sessions, disseminated training videos to personnel throughout the state, and continued the development of a youth outreach project dedicated to raising awareness among high school students of the dangers of drug-impairment as it relates to driving.

DRIVING WHILE UNCERTAIN: ALCOHOL, DRUGS, AND THE LAW

Ventura County Behavior Health Department

The Ventura County Behavioral Health (VCBH) Department implemented a new and pioneering program to reduce the number of drivers under the influence of alcohol and drugs on roadways in Ventura County. The "Driving While Uncertain: Alcohol, Drugs, and the Law" project used targeted messaging concerning the impairing dangers of combining alcohol with drugs. The goal was to raise awareness and understanding surrounding impaired driving while reducing injuries and fatalities, and improving social norms regarding driving after mixing alcohol with drugs. The program worked with local law enforcement, cities, and local businesses to create and distribute more than 120,000 new DUI materials for alcohol, cannabis, and other substances. Furthermore, the VCBH team created a new public service announcement called, "This or That" which is being aired on television, social and print media. To view the "This or That" video PSA targeting adults 21 to 35 years old, visit, <https://www.notadui.org/>.

THE CITY OF LONG BEACH SUBSTANCE-IMPAIRED DRIVING CAMPAIGN

Long Beach Department of Health and Human Services

The City of Long Beach, Department of Health and Human Services' GreenlightLB program made unique impressions on approximately 3,500 high-risk individuals, with a reach of over 200,000, during the FFY 2019 grant period through a combination of virtual and in-person interaction. Activities designed to reduce the incidence and negative outcomes associated with cannabis-impaired driving included engaging digital media campaigns, interactive community outreach, and the return of popular #BeBlunt seminars, where program staff presented alongside cannabis-industry professionals to offer an unbiased perspective on everything cannabis. GreenlightLB staff also teamed up with Long Beach Police to do Know-Your-Limit with a twist; driveGrounded activities not only informed patrons on the relationship between alcohol, BAC, and driving impairment through breathalyzers, but educated them on the significantly worse impairment of combining substances like cannabis and other drugs. In post-programming surveys, Cannabis users who live in Long Beach reported driving under the influence of cannabis less often than respondents living outside implementation boundaries.

FOCUSED HIGH COLLISION REDUCTION FHCR VI

California Highway Patrol

The CHP Impaired Driving Section continued their statewide Drug Evaluator (DRE) project, training law enforcement officers and other appropriate stakeholders and community members regarding drug recognition and impairment. The training programs included: 18 DRE classes, in which 417 DREs were trained; 9 Drug Impairment Training for Educational Professionals courses, in which 208 educational professionals were trained; 74 Advanced Roadside Impaired Driving Enforcement classes, in which 1,252 CHP and allied agency personnel were trained; and 91 Standardized Field Sobriety Testing classes, in which 1,624 officers were certified. The CHP assisted DREs from the State of New Mexico with their training and field certifications. Additionally, the CHP assisted the International Association of Chiefs of Police (IACP) with the 2019 Drug and Alcohol Impaired Driving (DAID) Conference. Over 1,300 people from around the world attended the DAID Conference, which included over 300 DREs from the State of California, making it the largest DAID Conference in IACP history.

2019 PROGRAM AREA HIGHLIGHTS

EMERGENCY MEDICAL SERVICES

REGIONAL COLLISION RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

Contra Costa County Fire Protection District

The Contra Costa County Fire Protection District (CCCFFPD) and East Contra Costa Fire Protection District (ECCFFPD) partnered together in a regional EMS grant to procure and replace three full sets of outdated extrication equipment. All equipment replaced was a minimum of 20 years old or older. The purpose and goal of this project was to update with newer and lighter technology, to more quickly gain access to injured victims entrapped in vehicles, thus reducing on-scene extrication times and improving victim survival rates. During the period of performance, CCCFFPD and ECCFFPD successfully procured the three extrication sets and provided all rescue crews with the necessary in-service training to properly operate and maintain equipment. All equipment is currently in use and per the data collected so far, we have reduced on scene extrication times by as much as 50% in some areas.



MOTORCYCLE SAFETY

GET EDUCATED AND RIDE SAFE (GEARS)

California Highway Patrol

Californians are drawn to motorcycles for scenic riding as well as commuting, so sharing the road is more important than ever. The Get Educated And Ride Safe (GEARS) motorcycle safety grant was developed to bring awareness to drivers and motorcycle riders to reduce motorcycle-involved collisions. Over 116 enforcement operations were conducted on

problematic roadways focusing on various primary crash factors. These operations yielded approximately 200 motorcycle citations, 1,300 vehicle citations, 66 suspended or revoked licenses, 22 motorcycle license endorsement violations, and 21 felony arrests. In addition to enforcement, CHP officers conducted motorcycle safety presentations to groups of new and current riders and distributed educational materials at public events. Statewide, CHP conducted 144 educational presentations, as well as a robust public awareness campaign, impacting over 50,000 people.

RIDE TO LIVE MOTORCYCLE EDUCATION TRAINING

Rialto Police Department

After experiencing a rise in motorcycle crashes in 2016, the Rialto Police Department's Traffic Division created a program aptly named "Ride to Live". The program teaches civilian motorcycle riders proper and safe turning, braking and accident avoidance techniques. OTS funds were used to send four Rialto Police motorcycle officers to advanced training on how to instruct civilian motorcycle riders. In 2019, the Rialto Police Department has held 4 eight hour "Ride to Live" training classes, free of charge to 82 civilian motorcycle riders. This training has proven to be an important benefit to the community. The city of Rialto has witnessed a drop in both fatal and injury motorcycle crashes from three fatal and 28 injury collisions in 2017, to two fatal and 20 injury collisions in 2018, down to zero fatal and only seven motorcycle injury collisions to date in 2019.



2019 PROGRAM AREA HIGHLIGHTS

OCCUPANT PROTECTION

VEHICLE OCCUPANT SAFETY PROGRAM (VOSP)

California Department of Public Health

The Vehicle Occupant Safety Program (VOSP) supports local child passenger safety (CPS) programs to improve CPS knowledge and services statewide through coordinating CPS Technician trainings, development and dissemination of educational materials and programmatic resources, as well as technical information to CPS Instructors, Technicians, local public health department CPS Coordinators, CPS organizations and advocates and the public. VOSP updated and disseminated 180,000 “CPS Parent Brochure” in English/Spanish with California’s CPS related laws, best practice recommendations, hazards of leaving children alone in vehicles, and locations where families can get their child safety seats checked. VOSP offers support to over 2,500 existing California CPS Technicians and 140 Instructors who check car seats. In 2019 VOSP supported 26 CPS Technician Trainings where 284 individuals became new technicians, 42 Instructors recertified, 182 technicians recertified, and 30 lapsed technicians became recertified.

CHILD PASSENGER SAFETY PROGRAM

Butte County Public Health Department

Butte County Public Health’s (BCPH) Child Passenger Safety (CPS) Program has matured over the years of continual Office of Traffic Safety funding and has allowed it to assist neighboring counties. During 2019 Butte County has partnered with Glenn, Shasta, Yuba, Yolo, Lake, Tehama, and Sutter counties to provide trainings and CEU courses for technicians, as well as hold NHTSA courses to train new technicians.

BCPH employs three instructors and one technician. Partnerships with other agencies like CHP and neighboring governmental agencies were essential to conduct four NHTSA new technician courses (a fifth was cancelled due to the Camp Fire) and one recertification course for expired technicians. These classes were conducted in Butte, Yolo, Lake and Yuba counties, resulting in 58 new technicians receiving certification in the north state during the 2018-2019 grant year.

BCPH CPS instructors became a resource to other technicians by conducting two in-person Continuing Education Unit (CEU) classes. The instructors assisted neighboring counties of Yolo, Lake and Yuba with three check-up events, where they conducted car seat inspections, answered grant related questions,

and signed off technician seat installations for Safe Kid’s recertification. Additionally, technicians from Yolo, Yuba and Sutter counties shadowed a class held by BCPH focused on teaching social workers/ foster parents how to properly select, install, and transport children. Butte County openly shares any resources they have developed, training courses and created presentations to encourage other programs taking these skills back to their counties.

Instructors also collaborated with CHP and Safe Kids by participating in instructor development workshops in San Leandro and Sacramento. Butte County’s Child Passenger safety program is proud to lead the charge with certifying new technicians and keeping current technicians certified, through car seat sign offs, various training courses, acting as a resource center, providing transporter trainings and partnering to conduct check-up events all over the north state.



CHILD PASSENGER SAFETY PROGRAM

San Luis Obispo Department of Public Health

Throughout FFY19 San Luis Obispo Department of Public Health (SLOPHD) conducted direct services and capacity building activities. SLOPHD exceeded grant goals for direct services by conducting car seat safety inspections and education for 249 families by appointment and 53 families at highly publicized car seat check-up events, resulting in the distribution of 221 no-cost car seats to families in need. SLOPHD accomplished this through a strong partnership with Parenting and Pregnancy Support of San Luis Obispo (PPSSLO). This increased SLOPHD’s ability to reach a greater number of low-income families with car seat safety services.

2019 PROGRAM AREA HIGHLIGHTS

In addition to direct services, SLOPHD built car seat safety capacity throughout the community by developing a child passenger safety video. SLOPHD partnered with the County of San Luis Obispo Sheriff's Office (SLOSO) to produce the training video in order to train SLOSO staff about correct car seat usage and installation. The video was an innovative approach to reaching more SLOSO that work shifts at multiple locations throughout the county, making it difficult to reach them for in-person trainings. Because the video was available for independent viewing, SLOPHD was able to train 200 SLOSO on car seat safety.

CHILD PASSENGER SAFETY PROGRAM

Ventura County Fire Department

Car seats are often used incorrectly which can cause serious injury or even death in a crash. Ventura County Fire Department operated car seat inspection stations at four locations throughout Ventura County to teach caregivers the importance of child passenger safety and education was provided on how to use and install the car seat correctly. Approximately 783 children left these inspections safer than they arrived. In addition, approximately 1,489 adults were educated on child passenger safety at special events and workshops throughout the year. Partnering with Safe Kids Ventura County, 5 new child passenger safety technicians (CPST) were certified in April.

AGING ROAD USER

KEEPING EVERYONE SAFE (KEYS) X

California Highway Patrol

California is facing continuing growth in the number of adults ages 65 years and over residing in the state. According to the California Department of Finance, only 9 percent of the total California population were ages 65 years and older in 1970. However, in 2016, the number of adults, ages 65 and over, represented 13.6 percent. It is projected that by the year 2030, California will have 19 percent or over 8.6 million adults, ages 65 and older, living in the state. The need for established safety and mobility programs to prevent injuries and fatalities for older adults and the motoring public is crucial.

During the 2018/2019 grant cycle, a total of 413 traffic safety presentations were conducted statewide, impacting 127,553 senior drivers. The program was very well received by senior drivers and provided a basis for continued outreach activities to the senior community. Due to this program's success, the California Highway Patrol receives multiple inquiries from senior drivers statewide and the Department looks forward to continuing its message.



PEDESTRIAN AND BICYCLE SAFETY PROGRAM

COMMUNITY PEDESTRIAN AND BICYCLE SAFETY PROGRAM

University of California, Berkeley - SafeTREC

UC Berkeley SafeTREC and their traffic safety partner, California Walks, provided twelve Community Pedestrian and Bicycle Safety Training (CPBST) programs, a 3½-hour education and action-planning workshop on pedestrian and bicycle safety best practices and community engagement. Workshops were tailored to meet community needs, such as safety around schools, in rural areas, and among older adult safety. Trainings, which reached 352 people, were delivered in English and Spanish. Over 87 percent of respondents were not regular transportation safety workshop attendees; over 43 percent of respondents were first-time transportation safety workshop participants. Some follow up activities included Walk to School Day events, new speed radar feedback signs, and technical assistance on preparing new grants for street improvements. In the latest cycle of Caltrans ATP and Planning Grants, the past CPBST sites in Parlier, Modesto, and Lompoc received over \$5.3 million to support traffic safety efforts.

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

Southern California Association of Governments

The Southern California Association of Governments (SCAG)'s Go Human Bicycle/Pedestrian Safety Program's worked with local partners across Southern California this year to reduce collisions involving people walking and biking. The Go Human program included a unique, multi-faceted approach that leverages state, local and community support.

Based on its successful event series, SCAG's Go Human program developed and deployed a portable Kit-of-Parts which allowed member cities to utilize equipment to test street infrastructure improvements with the public. This equipment was utilized at six open streets events across the

2019 PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY PROGRAM (CONTINUED)

SCAG region reaching tens of thousands of people that enabled cities to temporarily demonstrate new street designs that improved traffic safety. To build greater awareness around the increase in people killed or injured in traffic collisions as well as to build leadership for traffic safety improvements, SCAG organized a regional safety symposium, four traffic safety workshops and four webinars, providing attendees with resources and information on best practices. As a result, over 140 elected officials and transportation leaders and 22 local agencies signed a safety pledge committing to improve safety in their jurisdictions. To build greater awareness and education among residents, SCAG's Go Human program also continued its successful traffic safety advertising campaign with local partners. With OTS support, SCAG engaged over 45 different partners, printed more than 16,000 materials and accrued almost 1 million impressions from co-branded partner campaigns throughout the SCAG region.

PEDESTRIAN AND BICYCLIST ENFORCEMENT AND EDUCATION PROJECT (CPBEEP) VI

California Highway Patrol

CHP conducted a statewide program to reduce bicyclist and pedestrian injuries and fatalities. Enforcement and education components were employed to promote awareness, respect, and tolerance among all roadway users, specifically, addressing safe interaction between motorists, bicyclists, and pedestrians. The enforcement component included 116 enhanced enforcement operations. The pedestrian safety enforcement operations featured officers dressed in plain clothes crossing the street while uniformed officers monitored the crosswalk for motorists and pedestrians who fail to yield the right-of-way. During vehicles illegally passing school bus operations, officers rode as a passenger on school buses and actively watched for motorists who failed to stop for a school bus with its flashing red lights activated and stop arm extended. Enforcement efforts resulted in the issuance of 1,536 citations to motorists, bicyclists, and pedestrians. The Department conducted 1,125 outreach and education events impacting 417,753 participants, including 140 bicycle rodeos and 179 statewide traffic safety campaign events. The Department purchased, distributed, and properly fit 6,000 bicycle helmets; with the addition of donations from the private sector, a total of 7,315 helmets were distributed. Reflective straps, safety light sets, and traffic safety publications were distributed at various events. An important program element was training provided to 22 officers in the 3-day CHP Bicycle and Pedestrian

Safety Skills Clinic Training Course for Officers. All officers attending the course received a rodeo bag with all the gear needed to conduct a bike rodeo, including mini traffic safety cones, bicycle maintenance equipment, rodeo banner, and mini traffic signs.

PEDESTRIAN AND BICYCLE SAFETY PROGRAM City of Lancaster Development Services

In order to address high bicycle and pedestrian collisions in the heart of the city, Lancaster got creative and developed artistic cabinet wraps focused on bike/PED safety and Safe Routes to School education. What started with a single corridor concept grew into a multifaceted campaign with 35 wrapped cabinets throughout the City, school outreach education, and a social media campaign called See and Be Seen. Cabinets were located in a targeted 1.5-mile radius where 60% of bike/PED collisions in Lancaster occurred between 2014-2017. The region includes the 5 elementary schools and 2 high schools where more than 7,500 students participated in See and Be Seen outreach assemblies where they received educational resources. These efforts resulted in receiving an award from the American Public Works Association (APWA). Alongside the rollout of the wraps and school outreach, the City hosted a social media campaign utilizing Facebook, Twitter, and Instagram, resulting in engagement of more than 20% of the City's population.



2019 PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY PROGRAM (CONTINUED)

PEDESTRIAN AND BICYCLE SAFETY PROGRAM San Mateo County Office of Education

The San Mateo County Office of Education (SMCOE) developed a program that delivered pedestrian and bicycle safety education to school children at ten identified high need schools in the county as well as several senior centers in close proximity to the schools. The program included traditional bicycle and pedestrian skills training as well as walk audits, relationship building with city traffic engineers, safety patrol training, and community education.

Mark Fenton, a national bike and pedestrian safety expert, conducted three walk audits and provided recommendations for immediate, mid-term and long-term improvements both at the audit and in a comprehensive follow-up report. Participants in the walk audits included elected officials, city traffic engineers, community members and school personnel. A major outcome of one of the walk audits was an immediate change in signal timing to give pedestrians more time to cross a busy intersection near one of the schools.

The OTS grant also funded safety patrol training and equipment for ten schools. Additionally, working with senior citizens and representing the program at community fairs has allowed SMCOE to view pedestrian safety issues through another lens. The OTS grant has helped bring a variety of constituents together to address pedestrian and bicycle safety across San Mateo County.



POLICE TRAFFIC SERVICES



DRUG RECOGNITION EVALUATOR (DRE) PROGRAM 2019

California Highway Patrol

The CHP San Gorgonio Pass office implemented a community task force and partnered with local public safety agencies and transportation engineers to promote traffic safety in Riverside County. The campaign implemented education, enforcement, engineering, and emergency medical services strategies and countermeasures to reduce motor vehicle crash victims on CHP jurisdictional state highways and unincorporated roads in Riverside County, California.

Educational efforts included 26 traffic safety presentations impacting 4,996 attendees, and an interview with the City of Banning public television channel to promote public awareness of the CHP San Gorgonio Pass FHCR Campaign. The CHP San Gorgonio Pass also utilized various social media sites to educate the motoring and general public and posted 48 Public Service Announcements (PSA) reaching over 456,897 viewers. The agency continued to educate the community through distribution of brochures, pocket cards, and posters in English and Spanish.

Enhanced enforcement strategies included 275 special enforcement unit patrols which resulted in 2,515 enforcement stops, 2,260 citations, 161 verbal warnings, 24 field sobriety tests, 18 DUI arrests, 11 miscellaneous arrests, and 29 vehicle impounds.

2019 PROGRAM AREA HIGHLIGHTS

POLICE TRAFFIC SERVICES (CONTINUED)



During the enhanced special enforcement activities, the CHP also provided 41 motorist services and aid to disabled motorists.

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANTS

The OTS awarded 145 STEP grants in FFY 2019. Law enforcement agencies throughout the State conducted enforcement activities that coincided with NHTSA mobilizations and campaigns. STEP activities focused on High Visibility Enforcement (HVE), increased traffic enforcement, and education. HVE activities included training in Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE). Agencies utilized the trainings to conduct DUI/Driver's License checkpoints and DUI saturation patrols. Increased traffic enforcement activities included operations focusing on distracted driving, nighttime Click-It-or-Ticket, motorcycle safety, and pedestrian and bicycle safety. Education activities

included presentations to communities, organizations, and schools. Media efforts focusing on the awareness of the STEP activities were coordinated both regionally and locally.

TRAFFIC RECORDS AND ROADWAY SAFETY

CRASH MEDICAL OUTCOMES DATA (CMOD) PROGRAM

California Department of Public Health

The CMOD Project provided technical assistance to injury prevention and surveillance partners, specifically local health departments, to assist them in using traffic crash and medical outcomes data for their local traffic safety activities. The CMOD project completed four presentations on technical guidance for using the new ICD-10-CM coding system to effectively use medical outcomes data in traffic injury surveillance. Two of these presentations were made at the 2019 California Conference of Local Health Data Managers and Epidemiologists' (CCLHDME) annual conference where there were representatives from at least 25 local health departments and other allied agencies. The other two presentations were made to the CCLHDME ICD-10-CM Transition Workgroup, including a joint presentation with epidemiologists from the health departments of Alameda and Contra Costa counties. In addition, a Data Brief was released titled "Alcohol and Drug Involvement in California Fatal Motor Vehicle Collisions by Travel Mode, 2016". This report highlighted trends in alcohol and drug usage among drivers, pedestrians, and bicyclists in fatal motor vehicle crashes.



APPENDIX – GRANT EXPENDITURES

ALCOHOL-IMPAIRED DRIVING

Education/Public Awareness - These grants funded the continued focus on reducing impaired driving fatalities and injuries through enhanced enforcement and public education through outreach.

Grant #	Agency	Fund	Awarded	Expended
AL19010	Santa Cruz County Health Services Agency	164 AL-19	\$100,000.00	\$94,540.56
AL19013	California Department of Alcoholic Beverage Control	164 AL-19	\$1,110,938.00	\$949,726.85
		402DD-19	\$371,363.00	\$265,860.17
AL19019	Tulare County Office of Education	402AL-19	\$400,000.00	\$378,302.20
AL19023	California Highway Patrol	164 AL-19	\$1,400,000.00	\$1,116,679.15

Enforcement - These grants funded underage drinking prevention and enforcement activities.

Grant #	Agency	Fund	Awarded	Expended
AL19012	California Department of Alcoholic Beverage Control	164 AL-19	\$1,400,000.00	\$1,156,703.55
AL19020	California Highway Patrol	164 AL-19	\$5,500,000.00	\$4,808,861.11
AL19021	California Highway Patrol	164 AL-19	\$250,000.00	\$236,644.96
AL19022	California Highway Patrol	164 AL-19	\$200,000.00	\$181,540.63

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

Grant #	Agency	Fund	Awarded	Expended
AL19016	San Joaquin Collaborative Courts	164-AL-19	\$204,509.00	\$180,895.62
		405d-AL-19	\$195,491.00	\$168,063.07
AL19018	San Mateo County Superior Court	164 AL-19	\$300,000.00	\$298,223.54

Probation - 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	Awarded	Expended
AL19001	Butte County Probation Department	164 AL-19	\$108,995.00	\$108,317.36
AL19002	Contra Costa County Probation Department	164 AL-19	\$328,181.00	\$328,181.00
AL19003	Fresno County Probation Department	164 AL-19	\$280,153.00	\$233,350.11
AL19004	Kern County Probation Department	164 AL-19	\$154,734.00	\$142,399.26
AL19005	Los Angeles County Probation Department	164 AL-19	\$299,377.00	\$293,037.82
AL19006	Placer County Probation Department	164 AL-19	\$97,821.00	\$84,670.21
AL19007	Sacramento County Probation Department	164 AL-19	\$374,919.00	\$374,918.71
AL19008	San Bernardino County Probation Department	164 AL-19	\$356,154.00	\$339,357.02
AL19009	Santa Barbara County Probation Department	164 AL-19	\$132,510.00	\$129,280.49
AL19011	Solano County Probation Department	164 AL-19	\$234,871.00	\$228,357.67
AL19014	Tulare County Probation Department	164 AL-19	\$87,004.00	\$84,765.09
AL19015	San Diego County Probation Department	164 AL-19	\$382,385.00	\$382,385.00
AL19017	San Joaquin County Probation Department	164 AL-19	\$140,206.00	\$140,206.00
		Total	\$14,409,611.00	\$12,705,267.15

APPENDIX – GRANT EXPENDITURES

DISTRACTED DRIVING

Education/Public Awareness - These grants funded safe driving education for young drivers and work zone public safety campaigns.

Grant #	Agency	Fund	Awarded	Expended
DD19002	University of California, San Diego	402PT-19	\$500,000.00	\$460,188.34
DD19003	San Luis Obispo County Behavioral Health Department	402DD-19	\$55,000.00	\$50,085.16
DD19004	California Department of Transportation	402PM-19	\$200,000.00	\$200,000.00
DD19005	California Highway Patrol	402DD-19	\$550,000.00	\$513,257.01
DD19007	California Highway Patrol	405e DD-19	\$800,000.00	\$767,460.87

Enforcement - This grant funded enhanced enforcement, public awareness, education, and a media campaign focusing on teen drivers and the dangers of distracted driving, specifically using a cell phone while driving.

Grant #	Agency	Fund	Awarded	Expended
DD19006	California Highway Patrol	402DD-19	\$300,000.00	\$285,087.60

Evaluation - This grant will estimate drowsy driving prevalence reported in California's crashes. It will also estimate the prevalence of one or more impairing substances (i.e., drugs or alcohol) among crash-involved drowsy drivers, as well as identify other ancillary factors that may be relevant to drowsy driving prevalence.

Grant #	Agency	Fund	Awarded	Expended
DD19001	California Department of Motor Vehicles - Research & Development	402DD-19	\$100,000.00	\$89,934.21
		Total	\$2,505,000.00	\$2,366,013.19

DRUG-IMPAIRED DRIVING

Education/Public Awareness - These grants funded a public awareness and education campaign on the dangers of drug-impaired driving, including illicit, prescription, and over-the-counter drugs, and in combination with alcohol.

Grant #	Agency	Fund	Awarded	Expended
DI19004	Long Beach Department of Health and Human Services	405d AL-19	\$239,000.00	\$212,023.69
DI19015	Riverside County Department of Public Health	405d AL-19	\$150,000.00	\$135,007.55
DI19019	Shasta County Health and Human Services Agency	405e DD-19	\$300,000.00	\$261,565.77
DI19023	Ventura County Behavioral Health Department	405d AL-19	\$250,000.00	\$179,829.04

Evaluation - These grants funded analysis of the vertical prosecution grant program, analysis of toxicology and testimony on DUID cases in Orange County, and development of an intervention application of at-risk DUID drivers.

Grant #	Agency	Fund	Awarded	Expended
DI19013	Orange County Sheriffs Department	405d AL-19	\$316,000.00	\$273,574.71

Judicial - This grant funded the expansion and participation in the existing evidence-based therapeutic court model focused on multiple DUI offenders.

Grant #	Agency	Fund	Awarded	Expended
DI19010	Monterey County Superior Court	405d AL-19	\$126,562.00	\$124,963.18
		164 AL-19	\$123,438.00	\$116,768.79

Training - These grants funded basic and instructor SFST, ARIDE, and DRE training and certification to law enforcement personnel, DITEP training to educational professionals, and impaired driving training to law enforcement personnel, prosecutors and other traffic safety professionals.

Grant #	Agency	Fund	Awarded	Expended
DI19011	Orange County District Attorney's Office	405d AL-19	\$722,513.00	\$680,759.82
DI19014	California Department of Motor Vehicles - Licensing Operations	405d AL-19	\$146,000.00	\$108,006.54
DI19025	California Highway Patrol	405d AL-19	\$1,900,000.00	\$1,579,956.16

APPENDIX – GRANT EXPENDITURES

Vertical Prosecution - These grants funded vertical prosecution grants where prosecution teams will handle cases throughout each step of the judicial process.

Grant #	Agency	Fund	Awarded	Expended
DI19001	El Dorado County District Attorneys Office	405d AL-19	\$200,978.00	\$163,419.43
DI19002	Fresno County District Attorneys Office	405d AL-19	\$251,821.00	\$242,255.23
DI19003	Kern County District Attorneys Office	405d AL-19	\$208,685.00	\$208,685.00
DI19005	Los Angeles City Attorneys Office	405d AL-19	\$715,963.00	\$635,427.73
DI19006	Los Angeles County District Attorneys Office	405d AL-19	\$981,124.00	\$975,516.84
DI19007	Marin County District Attorneys Office	405d AL-19	\$195,169.00	\$186,801.56
DI19009	Monterey County District Attorneys Office	405d AL-19	\$246,154.00	\$222,609.09
DI19012	Orange County District Attorney's Office	405d AL-19	\$754,563.00	\$625,866.77
DI19016	Riverside County District Attorneys Office	405d AL-19	\$432,708.00	\$292,925.49
DI19017	San Bernardino County District Attorneys Office	405d AL-19	\$278,700.00	\$276,654.00
DI19018	San Diego City Attorneys Office	405d AL-19	\$255,850.00	\$204,876.34
DI19020	Solano County District Attorney's Office	405d AL-19	\$232,568.00	\$229,810.00
DI19021	Sonoma County District Attorney's Office	405d AL-19	\$234,032.00	\$234,032.00
DI19022	Tulare County District Attorneys Office	405d AL-19	\$117,546.00	\$116,195.94
DI19024	San Diego County District Attorney's Office	405d AL-19	\$258,946.00	\$258,867.96
DI19026	Ventura County District Attorney's Office	405d AL-19	\$361,117.00	\$357,097.78
DI19027	Yolo County District Attorneys Office	405d AL-19	\$194,975.00	\$145,861.80
		Total	\$10,194,412.00	\$9,049,358.21

EMERGENCY MEDICAL SERVICES

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

Grant #	Agency	Fund	Awarded	Expended
EM19001	Contra Costa County Fire Protection District	402EM-19	\$93,000.00	\$89,037.98
EM19002	Ebbetts Pass Fire District	402EM-19	\$100,000.00	\$98,791.05
EM19003	Merced County Fire Department	402EM-19	\$90,000.00	\$90,000.00
EM19004	Mokelumne Rural Fire District	402EM-19	\$38,500.00	\$38,500.00
EM19005	Pismo Beach Fire Department	402EM-19	\$50,000.00	\$49,031.64
EM19006	Placer Hills Fire District	402EM-19	\$25,000.00	\$24,878.02
EM19007	Schell-Vista Fire Protection District	402EM-19	\$70,000.00	\$69,965.65
EM19008	South Santa Clara County Fire District	402EM-19	\$80,000.00	\$80,000.00
EM19009	Stanislaus Consolidated Fire Protection District	402EM-19	\$35,000.00	\$34,999.21
EM19010	Tehama County Fire Department	402EM-19	\$54,000.00	\$52,967.56
		Total	\$635,500.00	\$628,171.11

APPENDIX – GRANT EXPENDITURES

MOTORCYCLE SAFETY

Education/Public Awareness/Enforcement - These grants funded enhanced enforcement, public awareness of motorcyclists, increased rider awareness of proper helmets, safety gear, safe and sober riding, as well as the collection and analysis of additional motorcycle data to assist in the development of motorcycle safety educational materials.

Grant #	Agency	Fund	Awarded	Expended
MC19001	Hawthorne Police Department	405f MC-19	\$100,000.00	\$86,759.37
MC19002	Rialto Police Department	405f MC-19	\$32,500.00	\$29,961.08
MC19003	San Francisco Municipal Transportation Agency	405f MC-19	\$100,000.00	\$59,086.54
MC19004	California Highway Patrol	405f MC-19	\$267,500.00	\$208,631.79
MC19004	California Highway Patrol	402MC-19	\$357,500.00	\$304,331.14
		Total	\$857,500.00	\$688,769.92

OCCUPANT PROTECTION

Aging Road Users - These grants funded training and public awareness to the community and stakeholders related to older drivers.

Grant #	Agency	Fund	Awarded	Expended
OP19017	California Highway Patrol	405b OP-19	\$150,000.00	\$133,347.42

Local Education - These grants funded child safety seat programs and education to train on the correct use of safety belts and child safety seats.

Grant #	Agency	Fund	Awarded	Expended
OP19001	Anaheim Police Department	405b OP-19	\$50,000.00	\$43,004.96
OP19002	Butte County Public Health Department	405b OP-19	\$91,000.00	\$77,995.11
OP19004	Community Action Partnership	405b OP-19	\$150,000.00	\$149,621.15
OP19005	Contra Costa County Health Services	405b OP-19	\$75,000.00	\$72,617.06
OP19006	Los Angeles County Department of Public Health	405b OP-19	\$92,000.00	\$90,812.02
OP19007	Los Angeles Housing and Community Investment Department	405b OP-19	\$152,000.00	\$122,039.59
OP19008	Pomona Police Department	405b OP-19	\$153,000.00	\$149,091.38
OP19009	Rancho Cordova Police Department	405b OP-19	\$75,000.00	\$74,439.04
OP19010	Riverside County Department of Public Health	405b OP-19	\$150,000.00	\$141,151.78
OP19011	Santa Cruz County Health Services Agency	405b OP-19	\$45,000.00	\$44,373.45
OP19012	Stanislaus County Health Services Agency	405b OP-19	\$75,000.00	\$61,710.70
OP19013	Tehama County Health Services Agency	405b OP-19	\$50,000.00	\$43,275.26
OP19014	San Joaquin County Public Health Services	405b OP-19	\$85,000.00	\$78,269.28
OP19015	San Luis Obispo Department of Public Health	405b OP-19	\$55,000.00	\$54,474.37
OP19019	Ventura County Fire Department	405b OP-19	\$60,000.00	\$58,587.84
OP19020	Yolo County Health and Human Services Agency	405b OP-19	\$150,000.00	\$142,177.98
OP19021	Yuba County Health and Human Services Department	405b OP-19	\$50,000.00	\$42,054.87

Statewide Education - These grants funded statewide activities including child safety seat check-ups, media events, public information campaigns, educational presentations, NHTSA certified CPST training, and the distribution of child safety seats.

Grant #	Agency	Fund	Awarded	Expended
OP19003	California Department of Public Health	405b OP-19	\$450,000.00	\$377,790.41
OP19016	California Highway Patrol	405b OP-19	\$700,000.00	\$576,786.72

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
Statewide Usage Surveys - This grant funded the statewide observational seat belt, teen seat belt, and child safety seat surveys to determine usage rates.				
Grant #	Agency	Fund	Awarded	Expended
OP19018	California State University, Fresno	405b OP-19	\$250,000.00	\$226,519.65
		Total	\$3,108,000.00	\$2,760,140.04

PROGRAM ADMINISTRATION

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

Grant #	Agency	Fund	Awarded	Expended
PA19001	Office of Traffic Safety	402MC-19	\$26,307.00	\$3,632.02
		402PT-19	\$936,878.00	\$153,262.83
		405c TR-19	\$341,951.00	\$29,481.62
		164 AL-19	\$1,779,719.00	\$200,338.65
		405d AL-19	\$622,836.00	\$61,838.46
		405b OP-19	\$176,284.00	\$32,019.86
		402PA-19	\$1,278,189.00	\$161,614.97
		402PS-19	\$346,337.00	\$55,687.64
		405e DD-19	\$59,979.00	\$4,189.66
		402DD-19	\$94,331.00	\$9,481.99
		405h PS-19	\$109,052.00	\$7,218.99
		402AL-19	\$24,537.00	\$15,384.15
		402OP-19	\$0.00	\$0.00
		402EM-19	\$90,337.00	\$19,273.13
		405f MC-19	\$27,263.00	\$1,175.44
		Total	\$5,914,000.00	\$754,599.41

APPENDIX – GRANT EXPENDITURES

PUBLIC RELATIONS, ADVERTISING, AND MARKETING

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

Grant #	Agency	Fund	Awarded	Expended
PR19001	Office of Traffic Safety	164AL PM-19	\$2,500,000.00	\$100,000.00
		164 AL-19		\$30,155.77
		402MC-19		\$755.68
		402DD-19	\$505,000.00	\$305,067.06
		402AL-19		\$376,578.82
		402EM-19		\$1,543.76
		402PS-19	\$495,000.00	\$220,622.24
		402PT-19		\$15,643.62
		402PM-19		\$3,050,347.97
		405b OP-19		\$40,874.51
		405c TR-19		\$20,016.51
		405d AL-19	\$1,000,000.00	\$8,903.30
		405e DD-19		\$41,610.86
		405f MC-19		\$38,869.81
405h PS-19		\$39,995.22		
		Total	\$4,500,000.00	\$4,290,985.13

PEDESTRIAN AND BICYCLE SAFETY

Community Support/Technical Assistance - These grants provided funds for the University of California Berkeley to conduct workshops, provide technical assistance, and encourage best practices at the community level.

Grant #	Agency	Fund	Awarded	Expended
PS19024	University of California, Berkeley - SafeTREC	405h PS-19	\$1,250,000.00	\$1,140,121.49
PS19025	University of California, Berkeley - SafeTREC	402PS-19	\$300,000.00	\$279,080.35

Education and Public Awareness - These grants funded activities that included classroom education, bicycle rodeos, community events, presentations, and workshops.

Grant #	Agency	Fund	Awarded	Expended
PS19001	Alameda County Transportation Commission	402PS-19	\$200,000.00	\$156,346.37
PS19002	Anaheim Police Department	402PS-19	\$60,000.00	\$47,181.07
PS19003	Bakersfield Police Department	402PS-19	\$30,000.00	\$11,496.16
PS19004	Butte County Public Health Department	402PS-19	\$40,000.00	\$28,342.04
PS19005	Community Action Partnership	402PS-19	\$75,000.00	\$74,999.63
PS19006	Escondido Police Department	402PS-19	\$25,000.00	\$20,222.85
PS19007	Kern County Hospital Authority	402PS-19	\$60,000.00	\$37,450.32
PS19008	City of Lancaster Development Services	402PS-19	\$55,000.00	\$53,486.61
PS19009	Long Beach Department of Health and Human Services	402PS-19	\$150,000.00	\$124,790.46
PS19010	Los Angeles County Department of Public Works	402PS-19	\$125,000.00	\$123,405.00

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PS19011	Los Angeles Housing and Community Investment Department	402PS-19	\$250,000.00	\$243,635.24
PS19012	Modesto Police Department	402PS-19	\$40,000.00	\$38,876.45
PS19014	Orange County Transportation Authority	402PS-19	\$75,000.00	\$74,630.00
PS19015	Pasadena Transportation Department	402PS-19	\$100,000.00	\$89,754.59
		405c TR-19	\$75,000.00	\$74,940.00
PS19016	Rancho Cordova Police Department	402PS-19	\$40,000.00	\$39,496.69
PS19017	Redondo Beach Police Department	402PS-19	\$20,000.00	\$10,598.56
PS19018	Riverside County Department of Public Health	402PS-19	\$125,000.00	\$123,024.98
PS19019	Sacramento County Office of Education	402PS-19	\$175,000.00	\$168,135.55
PS19020	Santa Cruz County Health Services Agency	402PS-19	\$150,000.00	\$147,714.24
PS19021	Solano Transportation Authority	402PS-19	\$85,000.00	\$74,267.94
PS19022	Southern California Association of Governments	402PS-19	\$550,000.00	\$509,715.70
PS19023	Sunnyvale Department of Public Safety	402PS-19	\$30,000.00	\$20,245.02
PS19026	San Diego Police Department	402PS-19	\$125,000.00	\$124,064.21
PS19027	San Francisco Department of Public Health	402PS-19	\$75,000.00	\$52,268.39
PS19028	San Jose Department of Transportation	402PS-19	\$100,000.00	\$98,765.56
PS19029	San Luis Obispo Department of Public Health	402PS-19	\$150,000.00	\$128,557.04
PS19030	San Mateo County Office of Education	402PS-19	\$100,000.00	\$89,434.19
PS19031	Santa Ana Public Works Agency	402PS-19	\$50,000.00	\$49,997.35
PS19032	California Highway Patrol	405h PS-19	\$1,000,000.00	\$890,264.23
PS19033	Watsonville Police Department	402PS-19	\$35,000.00	\$35,000.00
		Total	\$5,720,000.00	\$5,180,308.28

POLICE TRAFFIC SERVICES

Education/Public Awareness - These grants funded university staff to work closely with community-based organizations, employers, OTS subrecipients and stakeholders to conduct public awareness, outreach, education, data analysis and surveys.

Grant #	Agency	Fund	Awarded	Expended
DI19008	Mendocino County Public Health	402PS-19	\$150,000.00	\$133,030.85
TR19009	University of California, Berkeley - SafeTREC	402PT-19	\$1,200,000.00	\$958,880.21

Local/Allied Agency Enforcement - 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, seat belt enforcement, and traffic enforcement operations targeting the primary collision factors.

Grant #	Agency	Fund	Awarded	Expended
PT19001	Alameda County Sheriffs Office	402PT-19	\$130,000.00	\$105,261.95
		164 AL-19	\$120,000.00	\$120,000.00
PT19002	Alhambra Police Department	405c TR-19	\$136,200.00	\$136,078.00
		402PT-19	\$75,800.00	\$71,236.12
		164 AL-19	\$60,000.00	\$47,984.26

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT19003	Anaheim Police Department	164 AL-19	\$210,000.00	\$179,869.14
		402PT-19	\$200,000.00	\$156,285.14
		405c TR-19	\$129,000.00	\$66,130.72
PT19004	Arcadia Police Department	164 AL-19	\$35,000.00	\$32,882.51
		402PT-19	\$35,000.00	\$33,061.76
PT19005	Azusa Police Department	402PT-19	\$57,000.00	\$50,905.39
		164 AL-19	\$38,000.00	\$33,021.92
PT19006	Bakersfield Police Department	164 AL-19	\$290,000.00	\$282,782.19
		402PT-19	\$115,000.00	\$73,049.64
PT19007	Baldwin Park Police Department	164 AL-19	\$40,000.00	\$38,562.96
		402PT-19	\$40,000.00	\$34,955.38
PT19008	Bell Gardens Police Department	164 AL-19	\$45,000.00	\$42,823.68
		402PT-19	\$35,000.00	\$29,824.73
PT19009	Bell Police Department	164 AL-19	\$50,000.00	\$48,317.00
		402PT-19	\$40,000.00	\$34,826.70
PT19010	Benicia Police Department	164 AL-19	\$45,000.00	\$23,560.86
		402PT-19	\$25,000.00	\$17,888.36
PT19011	Berkeley Police Department	164 AL-19	\$125,000.00	\$70,996.90
		402PT-19	\$125,000.00	\$89,805.53
PT19012	Beverly Hills Police Department	164 AL-19	\$100,000.00	\$84,154.26
		402PT-19	\$75,000.00	\$57,929.01
PT19013	Brea Police Department	402PT-19	\$45,000.00	\$37,267.35
		164 AL-19	\$40,000.00	\$15,858.60
PT19014	Brentwood Police Department	164 AL-19	\$35,000.00	\$33,936.22
		402PT-19	\$35,000.00	\$33,628.78
PT19015	Buena Park Police Department	164 AL-19	\$90,000.00	\$74,912.32
		402PT-19	\$30,000.00	\$26,981.02
		405d AL-19	\$5,000.00	\$0.00
PT19016	Burlingame Police Department	402PT-19	\$30,000.00	\$17,873.81
		164 AL-19	\$18,300.00	\$17,420.65
PT19017	Chula Vista Police Department	164 AL-19	\$225,000.00	\$211,763.55
		402PT-19	\$200,000.00	\$187,127.67
PT19018	Citrus Heights Police Department	164 AL-19	\$75,000.00	\$62,999.44
		402PT-19	\$25,000.00	\$23,534.57
PT19019	Claremont Police Department	164 AL-19	\$55,000.00	\$44,540.62
		402PT-19	\$45,000.00	\$30,625.72
PT19020	Clovis Police Department	164 AL-19	\$50,000.00	\$38,177.28
		402PT-19	\$20,000.00	\$15,930.79
PT19021	Colton Police Department	402PT-19	\$70,000.00	\$65,839.23
		164 AL-19	\$55,000.00	\$54,719.39

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT19022	Concord Police Department	164 AL-19	\$100,000.00	\$69,834.48
		402PT-19	\$75,000.00	\$59,186.50
PT19023	Corona Police Department	164 AL-19	\$66,000.00	\$64,211.20
		402PT-19	\$29,000.00	\$26,572.55
PT19024	Costa Mesa Police Department	164 AL-19	\$149,000.00	\$115,074.50
		402PT-19	\$76,000.00	\$51,210.50
PT19025	Culver City Police Department	164 AL-19	\$70,000.00	\$43,498.20
		402PT-19	\$50,000.00	\$43,500.00
PT19026	Downey Police Department	402PT-19	\$150,000.00	\$146,101.28
		164 AL-19	\$150,000.00	\$124,473.68
PT19027	Dublin Police Department	402PT-19	\$55,000.00	\$52,804.95
		164 AL-19	\$15,000.00	\$15,000.00
PT19028	El Cajon Police Department	402PT-19	\$90,463.00	\$63,062.56
		164 AL-19	\$27,730.00	\$21,507.19
PT19029	El Centro Police Department	164 AL-19	\$45,000.00	\$30,685.07
		402PT-19	\$25,000.00	\$24,899.46
PT19030	El Monte Police Department	164 AL-19	\$110,000.00	\$110,000.00
		402PT-19	\$90,000.00	\$88,737.83
		405c TR-19	\$20,000.00	\$20,000.00
PT19031	Elk Grove Police Department	402PT-19	\$100,000.00	\$96,268.25
		164 AL-19	\$88,000.00	\$80,055.91
PT19032	Emeryville Police Department	402PT-19	\$62,000.00	\$37,165.55
		164 AL-19	\$28,000.00	\$16,868.38
PT19033	Escondido Police Department	164 AL-19	\$300,000.00	\$285,094.64
		402PT-19	\$100,000.00	\$97,401.02
		405c TR-19	\$10,000.00	\$9,967.25
PT19034	Eureka Police Department	402PT-19	\$40,000.00	\$29,080.81
		164 AL-19	\$20,000.00	\$14,838.76
PT19035	Folsom Police Department	164 AL-19	\$40,000.00	\$331.56
		405c TR-19	\$36,000.00	\$34,418.25
		402PT-19	\$30,000.00	\$0.00
PT19036	Fontana Police Department	164 AL-19	\$200,000.00	\$199,772.26
		402PT-19	\$125,000.00	\$123,952.45
PT19037	Fountain Valley Police Department	164 AL-19	\$35,000.00	\$15,424.87
		402PT-19	\$35,000.00	\$25,986.16
PT19038	Fremont Police Department	164 AL-19	\$100,000.00	\$61,927.53
		402PT-19	\$75,000.00	\$49,558.75
PT19039	Fresno Police Department	164 AL-19	\$310,000.00	\$306,649.10
		405c TR-19	\$197,015.00	\$197,015.00
		402PT-19	\$150,000.00	\$144,207.69

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT19040	Fullerton Police Department	405d AL-19	\$212,800.00	\$152,818.03
		164 AL-19	\$163,316.00	\$124,908.09
		402PT-19	\$70,000.00	\$45,013.25
PT19041	Garden Grove Police Department	164 AL-19	\$150,000.00	\$148,438.04
		402PT-19	\$150,000.00	\$148,399.81
PT19042	Gardena Police Department	164 AL-19	\$70,000.00	\$67,482.19
		402PT-19	\$30,000.00	\$29,378.12
PT19043	Gilroy Police Department	164 AL-19	\$39,000.00	\$37,199.50
		402PT-19	\$37,000.00	\$34,635.08
PT19044	Glendale Police Department	402PT-19	\$200,000.00	\$178,735.80
		164 AL-19	\$164,000.00	\$155,569.08
		405c TR-19	\$45,000.00	\$41,810.30
		405d AL-19	\$16,000.00	\$3,238.19
PT19045	Glendora Police Department	164 AL-19	\$50,000.00	\$46,126.58
		402PT-19	\$40,000.00	\$36,815.00
PT19046	Hawthorne Police Department	164 AL-19	\$75,000.00	\$73,830.65
		402PT-19	\$45,000.00	\$43,020.32
PT19047	Hayward Police Department	402PT-19	\$125,000.00	\$117,901.23
		164 AL-19	\$75,000.00	\$66,351.86
PT19048	Hemet Police Department	402PT-19	\$70,000.00	\$43,819.35
		164 AL-19	\$60,000.00	\$39,067.87
PT19049	Hollister Police Department	164 AL-19	\$35,000.00	\$35,000.00
		402PT-19	\$35,000.00	\$20,251.57
PT19050	Huntington Beach Police Department	164 AL-19	\$390,000.00	\$386,014.05
		402PT-19	\$160,000.00	\$156,929.65
PT19051	Huntington Park Police Department	164 AL-19	\$40,000.00	\$29,780.44
		402PT-19	\$30,000.00	\$3,104.73
PT19052	Indio Police Department	402PT-19	\$35,000.00	\$22,970.95
		164 AL-19	\$35,000.00	\$15,000.07
PT19053	Inglewood Police Department	402PT-19	\$100,000.00	\$87,952.59
		164 AL-19	\$100,000.00	\$91,819.93
		405c TR-19	\$12,000.00	\$12,000.00
PT19054	Irvine Police Department	164 AL-19	\$250,000.00	\$195,477.84
		402PT-19	\$200,000.00	\$127,736.67
		405d AL-19	\$10,000.00	\$3,091.93
PT19055	La Habra Police Department	164 AL-19	\$55,000.00	\$42,856.43
		402PT-19	\$45,000.00	\$41,127.87
PT19056	Laguna Beach Police Department	164 AL-19	\$59,000.00	\$53,875.84
		402PT-19	\$56,000.00	\$52,321.94

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT19057	Lathrop Police Department	164 AL-19	\$30,000.00	\$25,486.12
		402PT-19	\$24,000.00	\$23,134.81
PT19058	Livermore Police Department	164 AL-19	\$57,000.00	\$53,391.03
		402PT-19	\$43,000.00	\$27,313.54
PT19059	Lodi Police Department	164 AL-19	\$75,000.00	\$55,689.59
		402PT-19	\$40,000.00	\$31,809.19
PT19060	Long Beach Police Department	402PT-19	\$200,000.00	\$193,275.80
		164 AL-19	\$170,000.00	\$157,349.37
PT19061	Los Angeles County Sheriffs Department	164 AL-19	\$1,069,000.00	\$712,894.69
		402PT-19	\$850,000.00	\$782,503.01
PT19062	Los Angeles Police Department	164 AL-19	\$3,000,000.00	\$2,970,422.86
		402PT-19	\$1,650,000.00	\$1,508,601.45
		405d AL-19	\$350,000.00	\$294,887.96
PT19063	Manhattan Beach Police Department	164 AL-19	\$50,000.00	\$40,413.37
		402PT-19	\$20,000.00	\$17,235.05
PT19064	Menlo Park Police Department	164 AL-19	\$40,000.00	\$26,353.70
		402PT-19	\$30,000.00	\$15,018.13
PT19065	Merced Police Department	164 AL-19	\$65,000.00	\$43,233.62
		402PT-19	\$35,000.00	\$24,524.27
PT19066	Milpitas Police Department	402PT-19	\$50,000.00	\$16,570.65
		164 AL-19	\$40,000.00	\$24,672.74
PT19067	Modesto Police Department	164 AL-19	\$230,000.00	\$223,815.71
		402PT-19	\$200,000.00	\$195,511.14
PT19068	Monrovia Police Department	402PT-19	\$49,000.00	\$47,609.60
		164 AL-19	\$31,000.00	\$25,744.27
PT19069	Montebello Police Department	405c TR-19	\$130,500.00	\$119,957.00
		164 AL-19	\$70,000.00	\$54,584.43
		402PT-19	\$39,500.00	\$26,640.63
PT19070	Monterey Park Police Department	164 AL-19	\$65,000.00	\$61,360.51
		402PT-19	\$40,000.00	\$39,366.00
PT19071	Morgan Hill Police Department	164 AL-19	\$30,000.00	\$20,707.87
		402PT-19	\$13,000.00	\$1,923.00
PT19072	Murrieta Police Department	164 AL-19	\$50,000.00	\$42,010.80
		402PT-19	\$20,000.00	\$18,793.26
PT19073	Napa Police Department	164 AL-19	\$70,000.00	\$44,420.17
		402PT-19	\$30,000.00	\$24,973.80
PT19074	National City Police Department	164 AL-19	\$70,000.00	\$53,238.43
		402PT-19	\$30,000.00	\$18,485.94
PT19075	Newark Police Department	164 AL-19	\$45,000.00	\$38,298.10
		402PT-19	\$25,000.00	\$18,810.71

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT19076	Newport Beach Police Department	164 AL-19	\$150,000.00	\$149,816.20
		402PT-19	\$75,000.00	\$69,864.26
PT19077	Novato Police Department	164 AL-19	\$45,000.00	\$41,400.72
		402PT-19	\$25,000.00	\$16,475.21
PT19078	Oakdale Police Department	402PT-19	\$35,000.00	\$0.00
		164 AL-19	\$35,000.00	\$0.00
		405c TR-19	\$3,000.00	\$0.00
PT19079	Oakland Police Department	402PT-19	\$275,500.00	\$242,652.86
		164 AL-19	\$221,000.00	\$191,740.69
		405c TR-19	\$3,500.00	\$2,470.25
PT19080	Oceanside Police Department	164 AL-19	\$200,000.00	\$160,715.09
		402PT-19	\$150,000.00	\$113,648.66
PT19081	Ontario Police Department	164 AL-19	\$250,000.00	\$249,380.97
		402PT-19	\$200,000.00	\$193,315.20
		405c TR-19	\$45,000.00	\$44,482.97
PT19082	Orange County Sheriffs Department	164 AL-19	\$215,000.00	\$197,956.02
		402PT-19	\$135,000.00	\$129,382.55
PT19083	Orange Police Department	164 AL-19	\$175,000.00	\$169,622.96
		402PT-19	\$75,000.00	\$72,306.17
		405d AL-19	\$10,000.00	\$6,794.16
PT19084	Oxnard Police Department	164 AL-19	\$260,000.00	\$236,301.24
		402PT-19	\$147,000.00	\$133,062.67
		405d AL-19	\$3,800.00	\$3,788.62
PT19085	Pacifica Police Department	164 AL-19	\$50,000.00	\$40,489.58
		402PT-19	\$30,000.00	\$27,018.59
PT19086	Palm Springs Police Department	164 AL-19	\$65,000.00	\$56,354.21
		402PT-19	\$35,000.00	\$27,895.61
PT19087	Pasadena Police Department	402PT-19	\$200,000.00	\$183,915.74
		164 AL-19	\$180,000.00	\$148,155.20
PT19088	Paso Robles Police Department	405c TR-19	\$60,100.00	\$50,914.20
		164 AL-19	\$45,000.00	\$33,981.41
		402PT-19	\$25,000.00	\$17,613.61
PT19089	Petaluma Police Department	164 AL-19	\$55,000.00	\$10,061.90
		402PT-19	\$50,000.00	\$17,867.13
PT19090	Pittsburg Police Department	164 AL-19	\$45,000.00	\$43,805.20
		402PT-19	\$45,000.00	\$44,533.35
PT19091	Placentia Police Department	164 AL-19	\$35,000.00	\$20,440.17
		402PT-19	\$35,000.00	\$8,114.80
PT19092	Placerville Police Department	164 AL-19	\$35,000.00	\$29,225.33
		402PT-19	\$15,000.00	\$9,875.20

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT19093	Pomona Police Department	164 AL-19	\$260,000.00	\$220,866.64
		402PT-19	\$150,000.00	\$132,705.86
PT19094	Porterville Police Department	164 AL-19	\$45,000.00	\$39,979.81
		402PT-19	\$40,000.00	\$32,627.09
PT19095	Redding Police Department	164 AL-19	\$265,000.00	\$189,974.25
		402PT-19	\$50,000.00	\$32,230.78
PT19096	Redlands Police Department	402PT-19	\$75,000.00	\$58,419.77
		164 AL-19	\$75,000.00	\$65,223.36
PT19097	Redondo Beach Police Department	164 AL-19	\$70,000.00	\$68,630.29
		402PT-19	\$30,000.00	\$26,324.44
PT19098	Redwood City Police Department	164 AL-19	\$55,000.00	\$49,659.20
		402PT-19	\$45,000.00	\$37,659.66
PT19099	Rialto Police Department	164 AL-19	\$125,000.00	\$121,781.37
		402PT-19	\$100,000.00	\$99,166.14
		405c TR-19	\$15,000.00	\$14,999.00
PT19100	Riverside County Sheriffs Department	164 AL-19	\$660,000.00	\$607,224.69
		402PT-19	\$400,000.00	\$366,366.92
		405c TR-19	\$34,610.00	\$27,568.83
PT19101	Riverside Police Department	164 AL-19	\$210,000.00	\$202,243.41
		402PT-19	\$200,000.00	\$190,683.93
		405d AL-19	\$95,000.00	\$83,147.48
PT19102	Rohnert Park Department of Public Safety	164 AL-19	\$45,000.00	\$26,614.17
		402PT-19	\$25,000.00	\$16,071.16
PT19103	Sacramento Police Department	164 AL-19	\$203,304.00	\$146,055.63
		402PT-19	\$200,000.00	\$181,359.18
PT19104	Salinas Police Department	164 AL-19	\$125,000.00	\$81,067.49
		402PT-19	\$50,000.00	\$31,603.04
PT19105	San Bernardino County Sheriffs Department	164 AL-19	\$300,000.00	\$259,812.69
		402PT-19	\$175,000.00	\$147,464.87
PT19106	San Bernardino Police Department	164 AL-19	\$250,000.00	\$246,709.49
		402PT-19	\$200,000.00	\$197,084.04
		405c TR-19	\$8,000.00	\$7,195.00
PT19107	San Bruno Police Department	164 AL-19	\$45,000.00	\$32,458.85
		402PT-19	\$30,000.00	\$20,447.24
PT19108	Santa Barbara County Sheriffs Department	164 AL-19	\$53,000.00	\$42,722.72
		402PT-19	\$32,000.00	\$27,052.51
PT19109	Santa Barbara Police Department	164 AL-19	\$200,000.00	\$59,437.25
		402PT-19	\$130,000.00	\$55,586.08
PT19110	Santa Cruz Police Department	402PT-19	\$60,000.00	\$57,414.70
		164 AL-19	\$50,000.00	\$37,168.60

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT19111	Santa Maria Police Department	164 AL-19	\$285,000.00	\$232,703.54
		402PT-19	\$100,000.00	\$51,697.09
PT19112	Santa Monica Police Department	402PT-19	\$150,000.00	\$147,549.63
		164 AL-19	\$99,999.00	\$95,280.37
PT19113	Santa Rosa Police Department	402PT-19	\$150,000.00	\$144,613.23
		164 AL-19	\$140,000.00	\$134,333.68
PT19114	Signal Hill Police Department	164 AL-19	\$45,010.00	\$40,165.83
		402PT-19	\$39,990.00	\$35,960.46
PT19115	Simi Valley Police Department	164 AL-19	\$70,000.00	\$56,559.84
		402PT-19	\$40,000.00	\$27,620.65
PT19116	South Gate Police Department	164 AL-19	\$80,000.00	\$45,050.51
		402PT-19	\$50,000.00	\$25,306.22
PT19117	South San Francisco Police Department	164 AL-19	\$40,000.00	\$39,392.78
		402PT-19	\$40,000.00	\$39,663.88
PT19118	Stockton Police Department	164 AL-19	\$250,000.00	\$239,970.11
		402PT-19	\$200,000.00	\$185,173.54
PT19119	Sunnyvale Department of Public Safety	164 AL-19	\$50,000.00	\$44,184.34
		402PT-19	\$30,000.00	\$28,025.24
PT19120	Torrance Police Department	402PT-19	\$125,000.00	\$109,592.03
		164 AL-19	\$100,000.00	\$85,807.85
PT19121	Tustin Police Department	164 AL-19	\$64,000.00	\$46,798.82
		402PT-19	\$33,000.00	\$28,491.45
		405c TR-19	\$35,000.00	\$34,921.16
PT19122	Upland Police Department	402PT-19	\$90,000.00	\$82,794.25
		164 AL-19	\$80,000.00	\$76,491.29
PT19123	Vacaville Police Department	164 AL-19	\$55,000.00	\$51,385.19
		402PT-19	\$45,000.00	\$37,799.05
PT19124	Vallejo Police Department	164 AL-19	\$125,000.00	\$75,595.73
		402PT-19	\$50,000.00	\$27,872.58
PT19125	San Diego County Sheriffs Department	164 AL-19	\$279,500.00	\$203,742.21
		402PT-19	\$123,500.00	\$61,747.16
PT19126	San Diego Police Department	164 AL-19	\$700,000.00	\$626,354.09
		402PT-19	\$500,000.00	\$444,695.69
PT19127	San Francisco Police Department	402PT-19	\$136,700.00	\$131,054.93
		164 AL-19	\$98,000.00	\$43,597.45
PT19128	San Gabriel Police Department	164 AL-19	\$50,000.00	\$33,638.72
		402PT-19	\$50,000.00	\$21,744.70
PT19129	San Jose Police Department	164 AL-19	\$150,000.00	\$131,814.66
		402PT-19	\$100,000.00	\$67,227.23

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT19130	San Luis Obispo Police Department	164 AL-19	\$54,000.00	\$46,243.17
		402PT-19	\$40,000.00	\$33,920.96
PT19131	San Mateo Police Department	402PT-19	\$60,000.00	\$26,154.87
		164 AL-19	\$40,000.00	\$7,910.58
PT19132	San Rafael Police Department	402PT-19	\$70,000.00	\$61,229.11
		164 AL-19	\$69,000.00	\$60,518.84
		405c TR-19	\$36,000.00	\$33,803.27
PT19133	Santa Ana Police Department	164 AL-19	\$294,000.00	\$288,494.18
		402PT-19	\$157,000.00	\$148,488.59
		405d AL-19	\$6,000.00	\$3,784.14
PT19139	Chino Police Department	164 AL-19	\$90,000.00	\$83,771.85
		402PT-19	\$40,000.00	\$37,834.42
PT19140	Ventura County Sheriffs Department	402PT-19	\$200,000.00	\$156,182.47
		164 AL-19	\$186,000.00	\$161,299.25
		405d AL-19	\$92,500.00	\$12,886.00
		405c TR-19	\$132,000.00	\$128,619.98
PT19141	Ventura Police Department	402PT-19	\$110,000.00	\$97,715.88
		164 AL-19	\$90,000.00	\$86,655.65
PT19142	Vernon Police Department	164 AL-19	\$45,000.00	\$45,000.00
		402PT-19	\$25,000.00	\$25,000.00
PT19143	Visalia Police Department	164 AL-19	\$125,000.00	\$111,285.90
		402PT-19	\$75,000.00	\$64,349.21
PT19144	Watsonville Police Department	405c TR-19	\$50,000.00	\$30,599.83
		402PT-19	\$40,000.00	\$37,255.14
		164 AL-19	\$30,000.00	\$28,075.20
PT19145	West Sacramento Police Department	402PT-19	\$40,000.00	\$19,507.24
		164 AL-19	\$35,000.00	\$14,165.92
PT19146	Westminster Police Department	402PT-19	\$76,368.00	\$71,558.73
		164 AL-19	\$43,632.00	\$42,204.29
PT19147	Whittier Police Department	164 AL-19	\$100,000.00	\$97,604.72
		402PT-19	\$95,000.00	\$85,646.55
PT19148	Yuba City Police Department	402PT-19	\$45,000.00	\$41,541.72
		164 AL-19	\$40,000.00	\$35,764.84
PT19149	La Mesa Police Department	164 AL-19	\$60,000.00	\$59,016.72
		402PT-19	\$40,000.00	\$39,403.76
PT19150	Rancho Cordova Police Department	164 AL-19	\$45,000.00	\$43,057.47
		402PT-19	\$25,000.00	\$21,149.78

APPENDIX – GRANT EXPENDITURES

Statewide Enforcement - These grants funded enhanced speed enforcement, focusing on illegal street racing and sideshows, and implemented corridor projects.

Grant #	Agency	Fund	Awarded	Expended
PT19134	California Highway Patrol	402PT-19	\$75,000.00	\$72,237.96
PT19135	California Highway Patrol	402PT-19	\$405,000.00	\$302,192.67
PT19136	California Highway Patrol	402PT-19	\$1,500,000.00	\$1,266,581.79
PT19137	California Highway Patrol	402PT-19	\$200,000.00	\$176,865.70
PT19138	California Highway Patrol	402PT-19	\$225,000.00	\$217,331.84
		Total	\$39,984,637.00	\$34,172,063.18

TRAFFIC RECORDS/ROADWAY SAFETY

Data Improvement - These grants provided funding for applying the Empirical Bayes method for comparing collision numbers and establishing performance measures for various program priority areas and the implementation of an Enterprise Content Management system.

Grant #	Agency	Fund	Awarded	Expended
TR19001	California Department of Public Health	405c TR-19	\$697,440.00	\$519,157.08
TR19010	University of California, Berkeley - SafeTREC	405c TR-19	\$148,000.00	\$135,727.52
TR19011	University of California, Berkeley - SafeTREC	405c TR-19	\$103,500.00	\$96,525.21
TR19016	California Highway Patrol	405c TR-19	\$72,919.00	\$71,813.17

Local Data Records Design/Equipment - These grants funded the improvement and modernization of databases and data record design for local agency crash and citation reports.

Grant #	Agency	Fund	Awarded	Expended
TR19002	County of Ventura Public Works	405c TR-19	\$223,575.00	\$189,986.97
TR19007	University of California, Berkeley - SafeTREC	405c TR-19	\$174,000.00	\$160,066.74

Statewide Data Records Design/Equipment - These grants funded the improvement and enhancement of several statewide traffic records databases, support for the expansion of data collection efforts and analysis of pedestrian and bicycle fatalities, and improvement of traffic safety for California's tribal population.

Grant #	Agency	Fund	Awarded	Expended
TR19005	University of California, Berkeley - SafeTREC	405c TR-19	\$199,500.00	\$150,722.16
TR19006	University of California, Berkeley - SafeTREC	405c TR-19	\$106,750.00	\$88,358.38
TR19012	University of California, Berkeley - SafeTREC	405c TR-19	\$220,750.00	\$200,884.90

Strategic Highway Safety Planning - These grants funded the support of the California SHSP efforts and a review of the methodologies for conducting a generalized traffic safety culture survey.

Grant #	Agency	Fund	Awarded	Expended
TR19008	University of California, Berkeley - SafeTREC	405c TR-19	\$67,250.00	\$56,060.58
TR19017	California State Polytechnic University, Pomona	405c TR-19	\$277,386.00	\$230,331.09
		Total	\$2,291,070.00	\$1,899,633.80





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