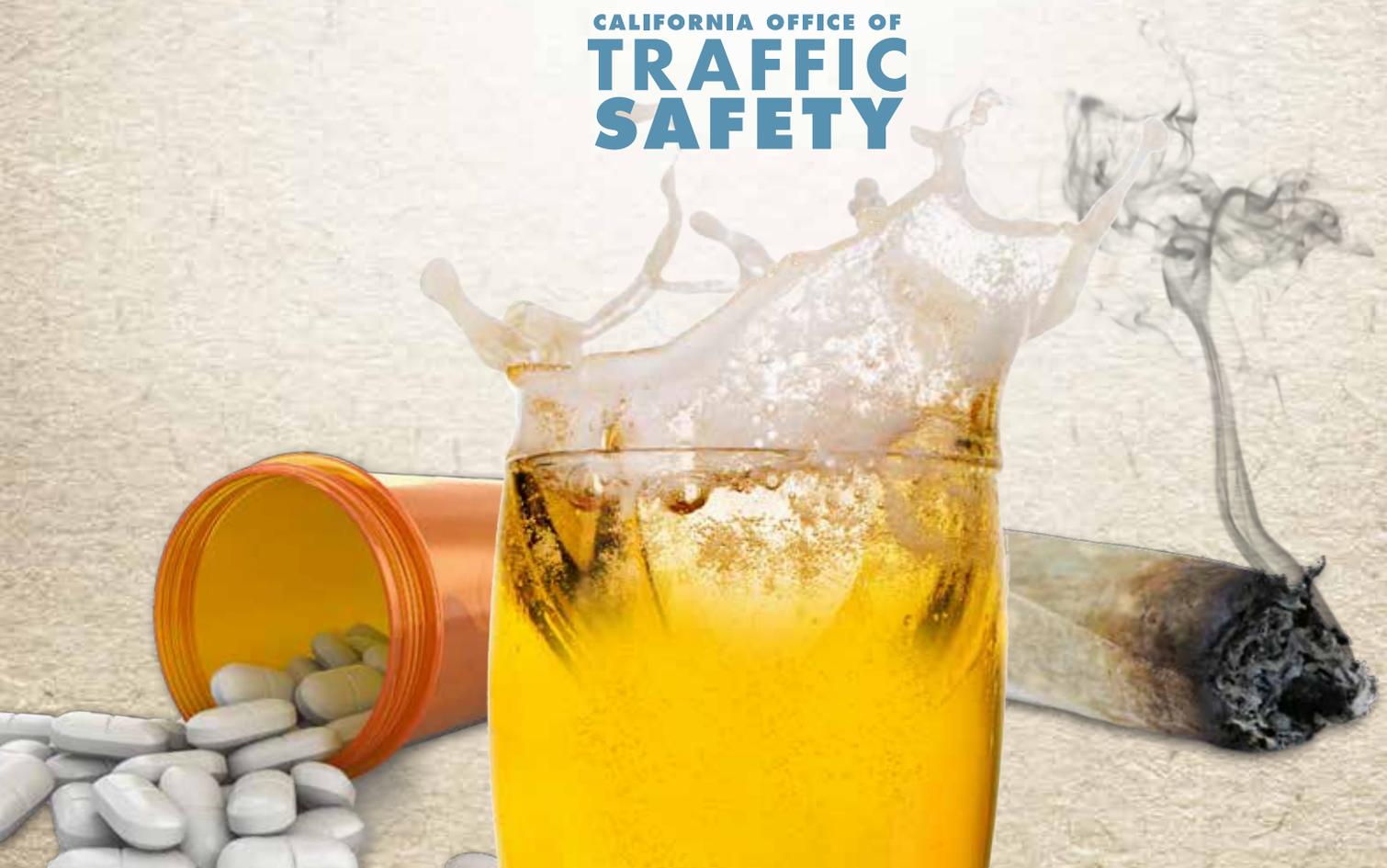


DUI DOESN'T JUST MEAN BOOZE

CALIFORNIA'S
ANNUAL REPORT 2018





CALIFORNIA OFFICE OF
**TRAFFIC
SAFETY**

2018
ANNUAL REPORT

Edmund G. Brown Jr.

Governor
State of California

Brian C. Annis

Secretary
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Brian C. Annis
Secretary

Dear Fellow Californians:

This Annual Report is a summary of traffic safety programs, activities and initiatives assisted by funding, collaboration and leadership from the Office of Traffic Safety (OTS) in Federal Fiscal Year 2018.

These undertakings have one ultimate goal – to eliminate fatalities on California roadways for all users, whether they walk, ride a bicycle, drive a vehicle, or take public transit. In 2018, the OTS allocated \$101.8 million in federal funding to support 308 traffic safety grants to state and local agencies. The OTS strategically provided funding and outreach in areas to reduce traffic collisions. The OTS also addressed the increasing number of drug-related crashes by expanding efforts in public awareness, collaborative courts, and toxicology.

Using the 2018 Highway Safety Plan as our foundation and in conjunction with the Strategic Highway Safety Plan, the OTS continued collaboration efforts with stakeholders at every level to address the most critical traffic safety issues facing the state. Two issues received special attention in 2018: Driving Under the Influence of Drugs (DUID) and Teen Driver Safety. The OTS assembled a diverse team of subject matter experts and formed two taskforces to discuss strategies for reversing the upward collision trends in both areas. These discussions led to insights and opportunities to address the challenges related to drug impaired driving and crashes involving teens.

With more users on California's roadways than ever, education and outreach continue to take an active position alongside statewide enforcement. It has become vital to roadway safety efforts to engage the public to promote a positive shift in roadway user behavior. The OTS has worked to identify opportunities to expand this message and has formed partnerships throughout the state to reach California's diverse population using engagement and non-traditional media to support education and outreach in an effort to reverse the trend of increased traffic related fatalities in California.

In the upcoming years, the OTS and the broader traffic safety community will also navigate the challenges and opportunities that come with a constantly developing multi-modal transportation system and an increasingly mobile and digital communication era. This Annual Report demonstrates the commitment of the OTS to continue to implement programs and look for innovative opportunities to bring the state closer to its goal of zero deaths.

The California State Transportation Agency remains committed to the shared mission of the OTS and its federal, state, and local partners.

Sincerely,



BRIAN C. ANNIS
Secretary



ANNUAL REPORT

FEDERAL FISCAL YEAR 2018

(FFY 2018)

Prepared By
California Office of Traffic Safety

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CALIFORNIA OFFICE OF TRAFFIC SAFETY

“SAVING LIVES THROUGH TRAFFIC SAFETY EFFORTS”

VISION

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 one fatality counts, every 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

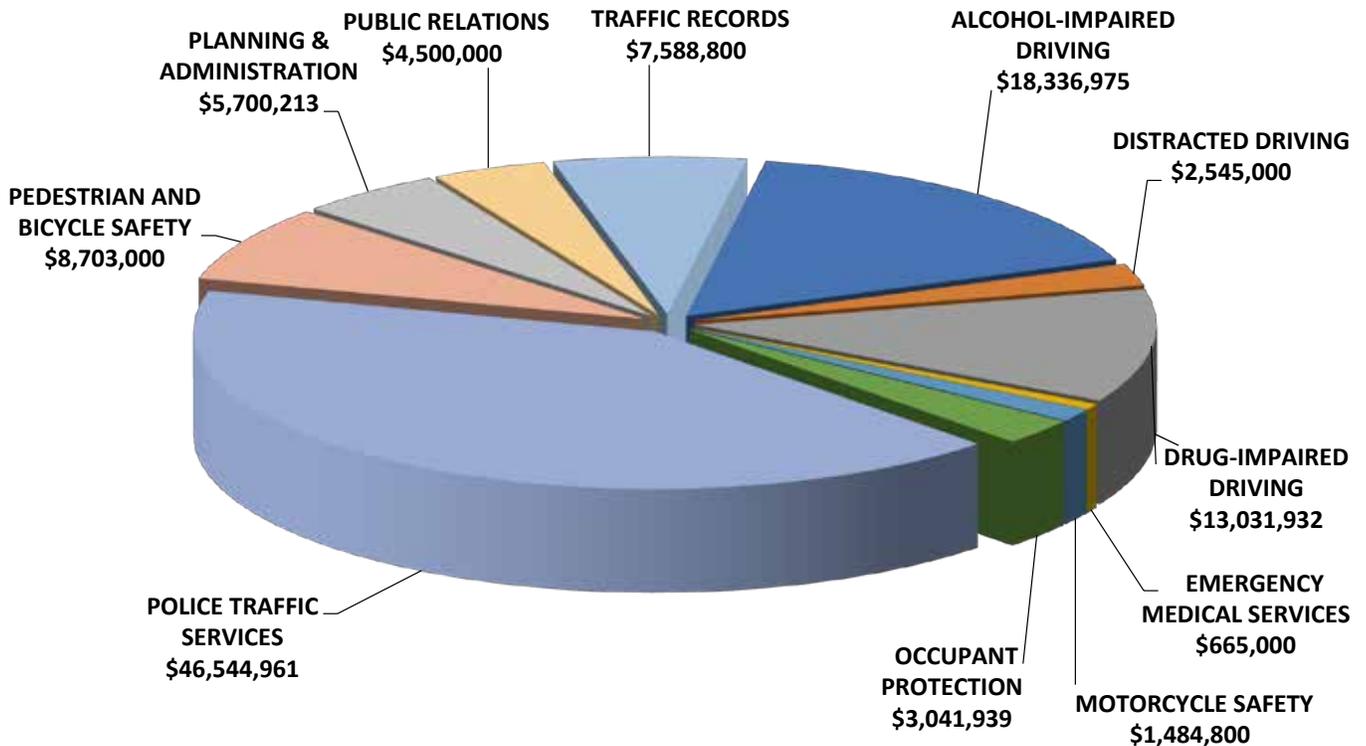
HOW CALIFORNIA RECEIVES FUNDING

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 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 2018 California HSP.

FFY 2018 GRANTS BY PROGRAM AREA \$112,142,620



FATALITY REPORT

NATIONAL

Nationally, traffic fatalities decreased 1.8 percent – from 37,806 fatalities in 2016 to 37,133 fatalities in 2017. For the first half of 2018, traffic fatalities are estimated at 17,120. This represents a decrease of approximately 3.1 percent as compared to the 17,664 fatalities reported in the first half of 2017.

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.

Traffic fatalities are a public health and safety concern, and strategies must be identified to address these issues. Although California's Mileage Death Rate is below the national average, 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. With the passage of the Fixing America's Surface Transportation (FAST) Act, Highway Safety Offices around the country are optimistic about the increase of funding to the general safety fund. This will allow states greater funding flexibility to implement traffic safety initiatives that better address problem areas.

CALIFORNIA

TOTAL FATALITIES

Traffic fatalities decreased 6.1 percent from 3,837 in 2016, to 3,602 in 2017.

The 2016 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 0.2 percent from 1,122 in 2016, to 1,120 in 2017.

The alcohol-impaired driving fatality rate increased 0.06 from 0.27 in 2015 to 0.33 in 2016.*

DRUG-IMPAIRED DRIVING

In 2017, 11 percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/or illegal drugs. This is an increase of 1 percent, from 10 percent in 2016.

OCCUPANT PROTECTION

The percent of restrained passenger vehicle occupant fatalities (all seat positions) increased from 66 percent in 2015, to 67 percent in 2016. NHTSA estimates that 74 of the 583 known unrestrained fatalities in California would be alive today had they simply buckled up.*

Passenger vehicle occupant fatalities (age 0-4) increased 17.2 percent from 29 in 2016, to 34 in 2017.

MOTORCYCLE SAFETY

Motorcycle fatalities decreased 8.2 percent from 576 in 2016, to 529 in 2017.

Motorcycle fatalities per 100,000 motorcycle registrations increased from 59 percent in 2015, to 68 percent in 2016. *

The percentage of motorcycle operators killed with a BAC of 0.08, or greater, decreased from 22 percent in 2016, to 10 percent in 2017.

The percentage of motorcycle operators killed that were improperly licensed remained the same at 27 percent in 2016 and 2017.

TEEN SAFETY

Teen motor vehicle fatalities (age 16-19) decreased 14.3 percent from 196 in 2016, to 168 in 2017.

Teen driver fatalities (age 16-19) decreased 17 percent from 112 in 2016, to 93 in 2017. Males make up 78.5 percent of teen driver fatalities.

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian fatalities decreased 8.0 percent from 933 in 2016, to 858 in 2017.

Pedestrian fatalities age 65 and older decreased 9.8 percent from 215 in 2016, to 194 in 2017.

Bicycle fatalities decreased 20.0 percent from 155 in 2016, to 124 in 2017.

*2017 Data not yet 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 2018 were as follows:

AGING ROAD USERS

California has the greatest number of licensed aging road users of any state; with 3,856,205 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 age 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 age 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 remove 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 2016, 3,450 people were killed nationwide in crashes involving a distracted driver. In addition, 562 pedestrians, bicyclists, and others were killed in distraction-affected crashes. Drivers age 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 81.9 percent of Californians identify that texting and cell phone use are the most

dangerous behaviors while driving. Countermeasures include improved distracted driving data quality, increased and focused enforcement and adjudication, observational surveys and public awareness education campaigns.

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. The 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.



AREAS OF CONCENTRATION

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 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 2018, reports a 95.99 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

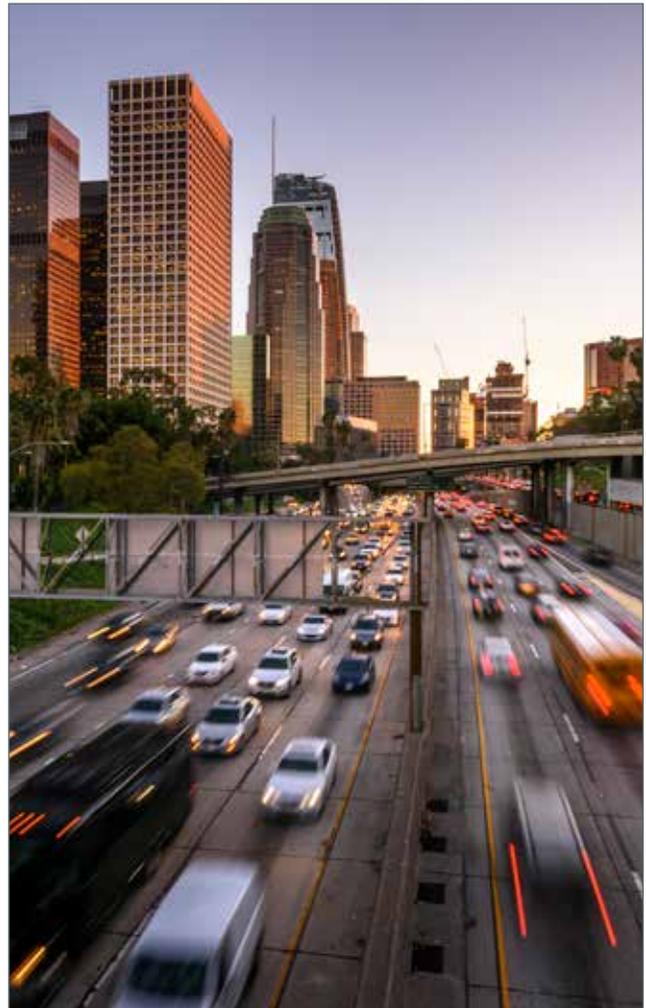
The fundamental and essential influencers behind the OTS's marketing and public relations programs are providing information, stimulating engagement, and opening communication. First, the OTS must engage the public's interest, to bring them in and open them up to be receptive to communication. To the OTS, "the public" can be school-aged children, young adults, adults, and seniors of all demographic classifications. Public engagement is accomplished through various and continuous earned media, active outreach, paid media, and social media contacts. Once engaged, successfully conveying the significance of the life-saving benefits of traffic safety in their individual lives is our most important task.

By first informing about traffic safety related issues, then building public awareness of the real and significant dangers of problems, and followed by social norming approaches, the OTS can contribute an important constructive change in traffic safety behavior and culture over time. Through both concentrated and year-round public awareness and social norming programs such as "Click It or Ticket," "Drive Sober or Get Pulled Over," "Buzzed Driving is Drunk Driving," "DDVIP," "DUI Doesn't Just Mean Booze," "Just Drive," and "Pedestrians Don't Have Armor," often conducted in conjunction with enhanced law enforcement at the local and state levels, this traffic safety objective was successfully accomplished.

The OTS continues to be a primary resource for the public, researchers, and the press for traffic safety information, best practices, statistics, and connection to other resources. The expanding use of social media is allowing us to reach new members of targeted audiences. The OTS currently has a very successful and dynamic presence on Facebook and Twitter, with reaches into You Tube and Instagram. With the continued collaboration of, and partnership with, other agencies, private sector businesses, community organizations, and law enforcement agencies, the vision of the OTS will continue in the successful expansion of the message of traffic safety to all who use California's roadways.

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 2018 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

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

1 Amador County	
1	(EMS) First Responder Equipment

4 Butte County	
1	(AL) Probation
1	(EMS) First Responder Equipment
1	(OP) Local Education
1	(PS) Education and Public Awareness

7 Contra Costa County	
1	(AL) Probation
1	(DI) Equipment
1	(OP) Local Education
4	(PT) Local/Allied Agency Enforcement

1 El Dorado County	
1	(DI) Vertical Prosecution

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

1 Humboldt County	
1	(PS) Education and Public Awareness

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

1 Lake County	
1	(EMS) First Responder Equipment

52 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
6	(PS) Education and Public Awareness
37	(PT) Local/Allied Agency Enforcement
1	(TR) Local Data Records Design/Equipment

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

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

6 Monterey County	
1	(DI) Judicial
1	(DI) Vertical Prosecution
2	(EMS) First Responder Equipment
1	(PS) Education and Public Awareness
1	(PT) Local/Allied Agency Enforcement

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

1 Nevada County	
1	(EMS) First Responder Equipment

26 Orange County	
2	(DI) Evaluation
1	(DI) Training
1	(DI) Vertical Prosecution
4	(PS) Education and Public Awareness
18	(PT) Local/Allied Agency Enforcement

1 Placer County	
1	(AL) Probation

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

12 Sacramento County	
1	(AL) Education/Public Awareness
1	(AL) Judicial
1	(AL) Probation
1	(DI) Vertical Prosecution
3	(PS) Education and Public Awareness
5	(PT) Local/Allied Agency Enforcement

2 San Benito County	
1	(PS) Education and Public Awareness
1	(PT) Local/Allied Agency Enforcement

13 San Bernardino County	
1	(AL) Probation
1	(DI) Vertical Prosecution
1	(PS) Education and Public Awareness
10	(PT) Local/Allied Agency Enforcement

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

3 San Francisco County	
1	(DI) Vertical Prosecution
1	(MC) Education/Public Awareness, Enforcement
1	(PT) Local/Allied Agency Enforcement

6 San Joaquin County	
1	(AL) Judicial
1	(AL) Probation
1	(OP) Local Education
3	(PT) Local/Allied Agency Enforcement

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

8 San Mateo County	
1	(AL) Judicial
7	(PT) Local/Allied Agency Enforcement

FFY 2018 PROJECT DISTRIBUTION



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

7 Santa Clara County	
2	(PS) Education and Public Awareness
5	(PT) Local/Allied Agency Enforcement

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

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

7 Solano County	
1	(AL) Probation
1	(DI) Equipment
1	(DI) Vertical Prosecution
1	(PS) Education and Public Awareness
2	(PT) Local/Allied Agency Enforcement
1	(TR) Local Data Records Design/Equipment

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

5 Stanislaus County	
1	(OP) Local Education
1	(PS) Education and Public Awareness
3	(PT) Local/Allied Agency Enforcement

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

1 Tehama County	
1	(OP) Local Education

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

7 Ventura County	
1	(DI) Education/Public Awareness
1	(DI) Vertical Prosecution
1	(OP) Local Education
4	(PT) Local/Allied Agency Enforcement

6 Yolo County	
1	(AL) Education/Public Awareness
1	(DI) Vertical Prosecution
1	(OP) Local Education
1	(PS) Education and Public Awareness
2	(PT) Local/Allied Agency Enforcement

2 Yuba County	
1	(OP) Local Education
1	(PS) Education and Public Awareness

261 Grand Total

REGIONAL AND STATEWIDE GRANTS

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

1 California Department of Justice - Bureau of Forensic Services	
1	(DI) Equipment

3 California Department of Motor Vehicles - Research & Development	
1	(AL) Evaluation
1	(DI) Evaluation
1	(TR) Statewide Data Records Design/Equipment

2 California Department of Public Health	
1	(OP) Statewide Education
1	(TR) Statewide Data Records Design/Equipment

3 California Department of Transportation	
1	(DD) Education/Public Awareness
1	(TR) Statewide Data Records Design/Equipment
1	(TR) Data Improvement

2 California Emergency Medical Services Authority	
2	(TR) Statewide Data Records Design/Equipment

1 California Friday Night Live Partnership	
1	(AL) Education/Public Awareness

19 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) Statewide Education
1	(OP) Aging Road Users
1	(PS) Education and Public Awareness
6	(PT) Statewide Enforcement
1	(TR) Data Improvement

1 California State Polytechnic University, Pomona	
1	(TR) Data Improvement

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

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

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

FFY 2018 PROJECT DISTRIBUTION

LOCAL GRANTS BY COUNTY

261

This map does not include regional or statewide local benefit grants.



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

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 2015 base year to the most recent data available, 2017. The targets were developed for the 2018 HSP with the target date of December 31, 2018.

OVERALL PROGRAM GOAL

The OTS collaborates with transportation partner agencies 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 valued traffic safety advocates. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded education and awareness, enforcement and engineering programs, as well as funding innovative programs focusing on high priority areas should bring us closer to our goal.



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

			Calendar Years				
CORE PERFORMANCE MEASURES			2013	2014	2015	2016	2017
C-1	Traffic Fatalities (FARS)	Annual	3,107	3,102	3,387	3,837	3,602
		5-Year Rolling Average	2,940	2,942	3,076	3,280	3,407
C-2	Serious Injuries (SWITRS)	Annual	10,664	10,995	11,942	13,171	Not Available
		5-Year Rolling Average	10,585	10,711	11,014	11,527	Not Available
C-3	Fatalities/VMT (FARS/FHWA)	Annual	0.94	0.93	1.01	1.13	Not Available
		5-Year Rolling Average	0.91	0.90	0.93	0.99	Not Available
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	516	479	568	613	600
		5-Year Rolling Average	532	500	517	534	555
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	880	876	902	1,122	1120
		5-Year Rolling Average	836	827	852	922	980
C-6	Speeding-Related Fatalities (FARS)	Annual	992	995	1,032	1,151	1070
		5-Year Rolling Average	972	953	974	1,025	1,048
C-7	Motorcyclist Fatalities (FARS)	Annual	463	522	494	576	529
		5-Year Rolling Average	414	440	468	500	517
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	35	24	23	28	41
		5-Year Rolling Average	33	28	28	28	30
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	358	383	404	448	390
		5-Year Rolling Average	356	347	360	385	397
C-10	Pedestrian Fatalities (FARS)	Annual	734	709	819	933	858
		5-Year Rolling Average	638	666	710	770	811
C-11	Bicyclist Fatalities (FARS)	Annual	147	129	136	155	124
		5-Year Rolling Average	118	124	131	139	138

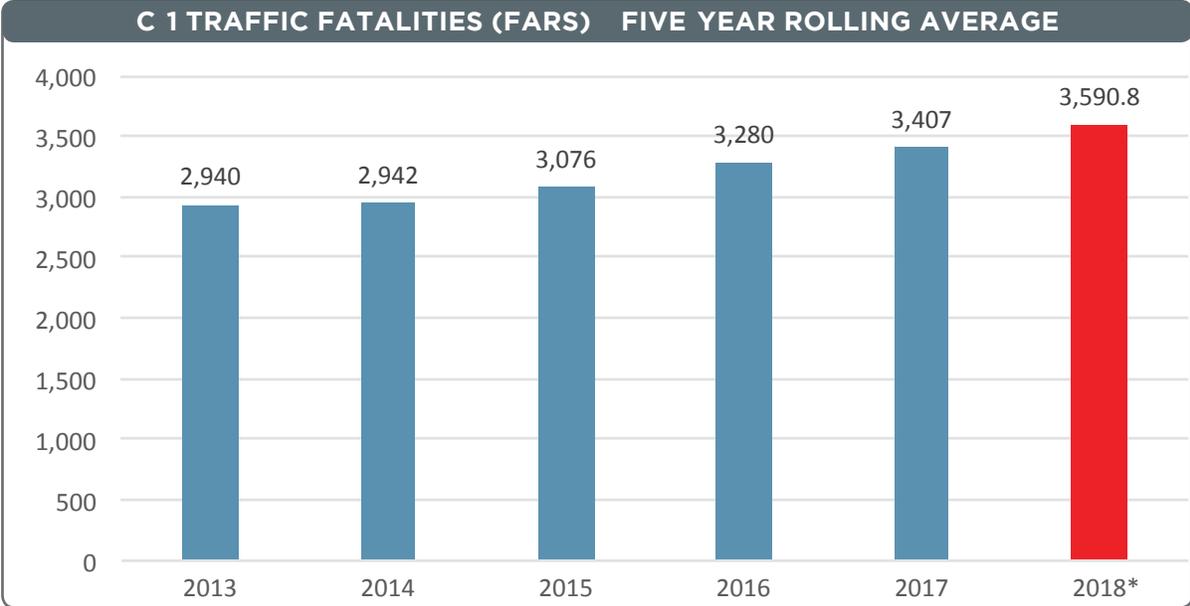
			Calendar Years				
CORE BEHAVIOR MEASURE			2014	2015	2016	2017	2018
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (CSU Fresno Observational Survey)	Annual	97.1%	97.3%	96.5%	96.2%	96.0%
ACTIVITY MEASURES			2018				
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities		572				
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities		721				
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities		12,053				

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

TARGET: Based on the 2011-2015 five-year rolling average, the five-year average of traffic fatalities will increase 16.7 percent from an average of 3,076 to 3,590.8 (2014-2018) by December 31, 2018.

PRELIMINARY RESULT: Traffic fatalities increased 10.8 percent from the 2011-2015 five-year rolling average base year of 3,076 to the 2013-2017 five-year rolling average of 3,407.

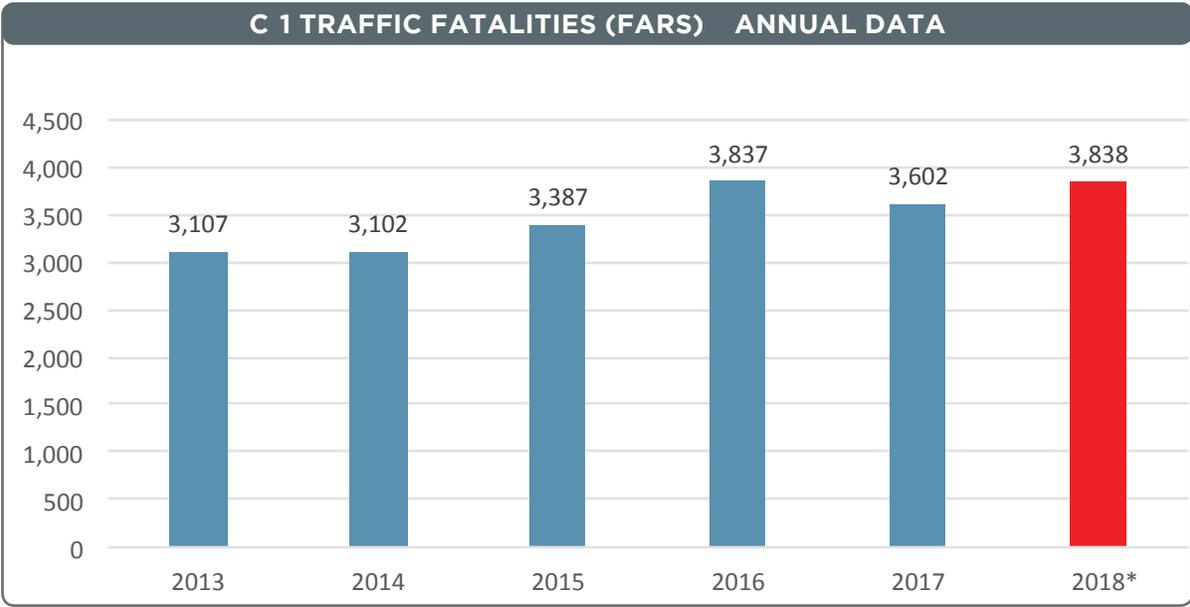


C-1 TRAFFIC FATALITIES - ANNUAL DATA

TARGET: Based on 2011-2015 actual number of fatalities and the projected number of fatalities from 2016-2017, traffic fatalities will decrease 7.7 percent from 4,158 to 3,838 from December 31, 2017 to December 31, 2018.

PRELIMINARY RESULT: Traffic fatalities increased 6.3 percent from the 2015 base year of 3,387 to 3,602 in 2017.

COUNTERMEASURES: To reduce fatalities, the OTS and its partners will conduct traffic safety presentations for communities, organizations, and schools, conduct specialized enforcement operations targeting PCF's, and conduct enforcement during the national and state campaign mobilization periods.



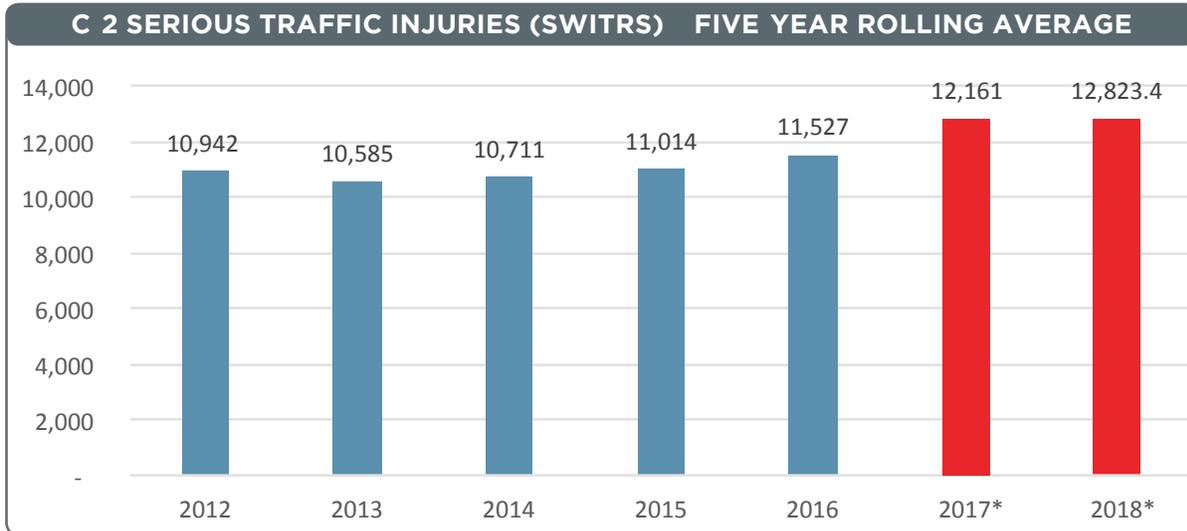
The 2013 to 2017 data is from FARS (11/20/2018), the 2018 value is a predicted value based on the goal that was set in the 2018 HSP.*

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

TARGET: Based on the 2011-2015 five-year rolling average, the five-year average of serious injuries will increase 16.4 percent from an average of 11,014 to 12,823.4 (2014-2018) by December 31, 2018.

PRELIMINARY RESULT: Serious Traffic Injuries increased 4.7 percent from the 2011-2015 five-year rolling average base year of 11,014 to the 2012-2016 five-year rolling average of 11,527.

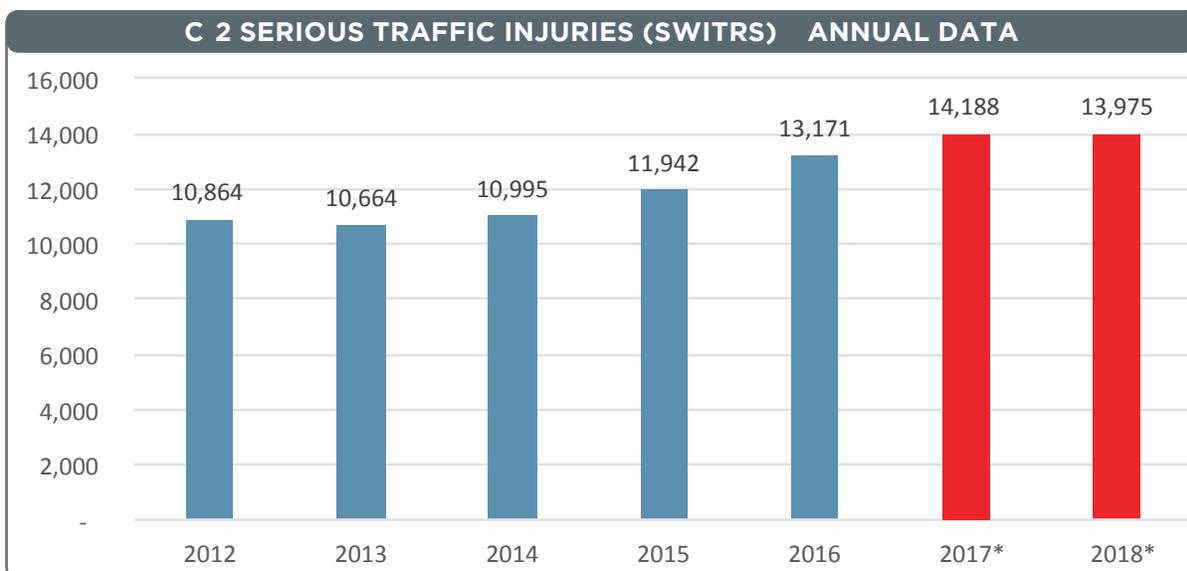


C-2 SERIOUS TRAFFIC INJURIES - ANNUAL DATA

TARGET: Based on 2011-2015 actual number of serious traffic injuries and the projected number of serious traffic injuries from 2016-2017, serious traffic injuries will decrease 1.5 percent from 14,188 to 13,975 from December 31, 2017 to December 31, 2018.

PRELIMINARY RESULT: Serious traffic injuries increased 10.3 percent from the 2015 base year of 11,942 to 13,171 in 2016.

COUNTERMEASURES: To reduce serious injuries, the OTS and its partners will conduct traffic safety presentations for communities, organizations, and schools, conduct specialized enforcement operations targeting PCF's, and conduct enforcement during the national and state campaign mobilization periods.



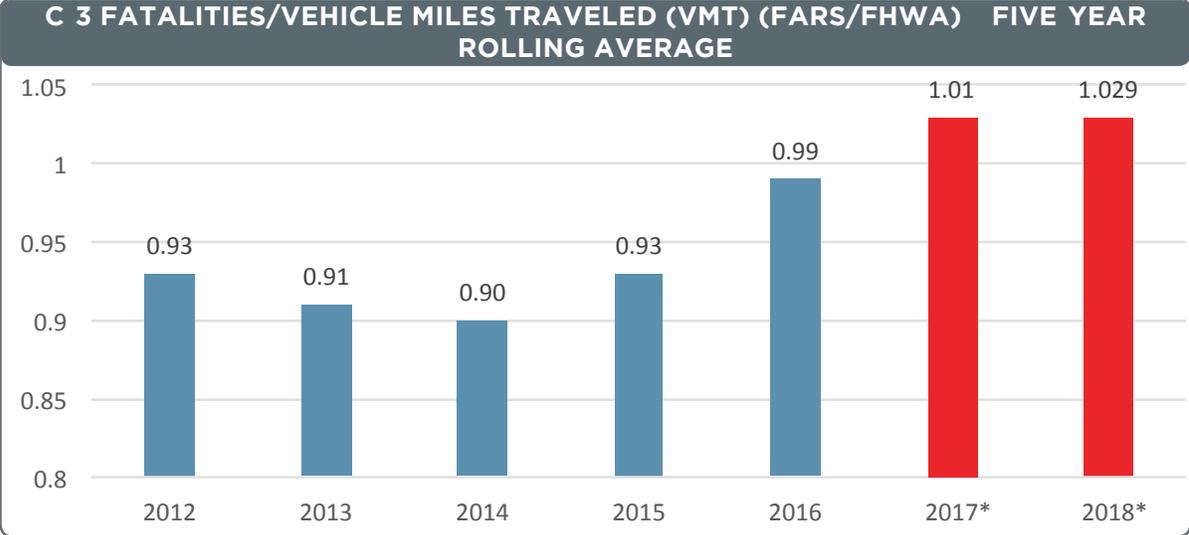
The 2012 to 2016 data is from FARS (11/20/2018), the 2017 and 2018* value is a predicted value based on the goal that was set in the 2018 HSP.*

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

TARGET: Based on the 2011-2015 five-year rolling average, the five-year average of fatalities per 100 million VMT will increase 0.10 percent from an average of 0.93 to 1.029 (2014-2018) by December 31, 2018.

PRELIMINARY RESULT: Fatalities per 100 million VMT increased 0.06 points from the 2011-2015 five-year rolling average base year of 0.93 points to the 2012-2016 five-year rolling average of 0.99.

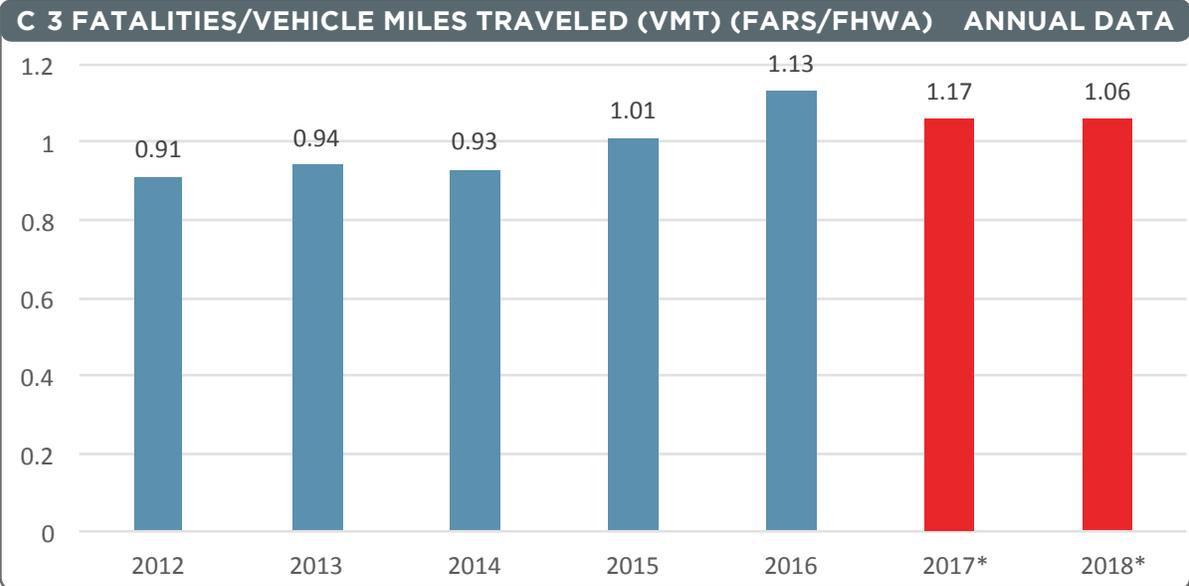


C-3 FATALITIES/VEHICLE MILES TRAVELED (VMT) - ANNUAL DATA

TARGET: Based on 2011-2015 actual number of fatalities per 100 million vehicle miles traveled and the projected number of fatalities per 100 million vehicle miles traveled from 2016-2017, fatalities per 100 million vehicle miles traveled will decrease 0.11 percentage points from 1.17 to 1.06 from December 31, 2017 to December 31, 2018.

PRELIMINARY RESULT: Fatalities per 100 million VMT increased 0.12 points from the 2015 base year of 1.01 to 1.13 in 2016.

COUNTERMEASURES: To reduce fatalities, the OTS and its partners will conduct traffic safety presentations for communities, organizations, and schools, conduct specialized enforcement operations targeting PCF's, and conduct enforcement during the national and state campaign mobilization periods.



The 2012 to 2016 data is from FARS (11/20/2018), the 2017 and 2018* value is a predicted value based on the goal that was set in the 2018 HSP.*

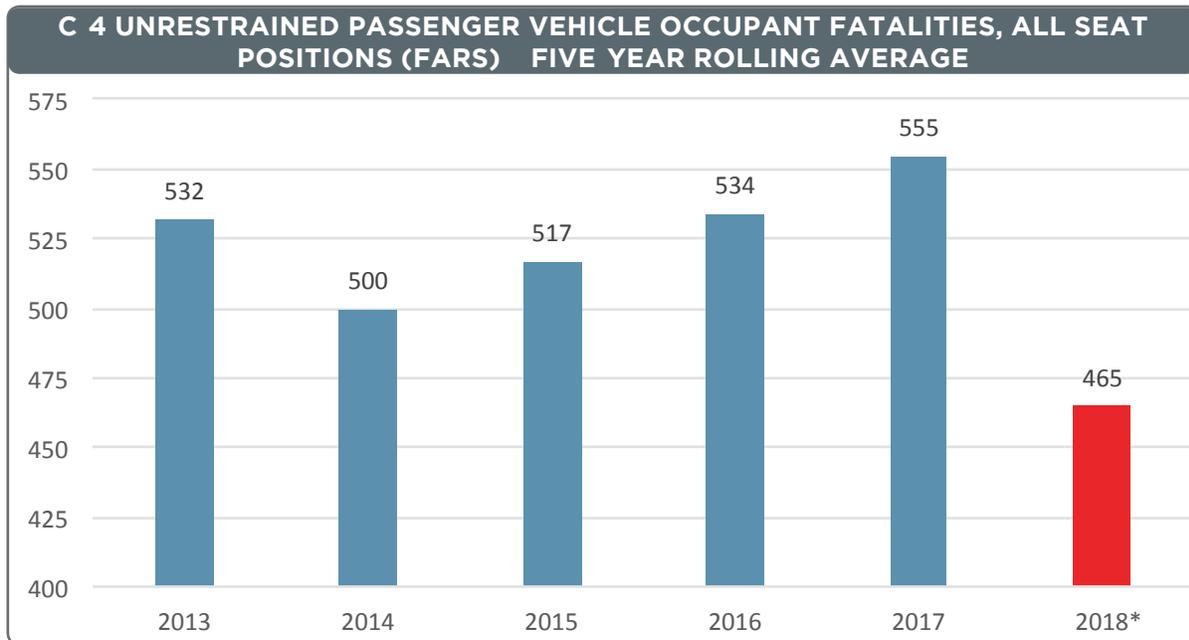
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

GOAL: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, 10 percent from 517 (2011-2015 five-year rolling average) to 465 by December 31, 2018.

PRELIMINARY RESULT: Unrestrained passenger vehicle occupant fatalities, all seating positions, increased 7.4 percent from the 2011-2015 five-year rolling average base year of 517 to the 2013-2017 five-year rolling average of 555.

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 distribute 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 2013 to 2017 data is from FARS (11/20/2018), the 2018 value is a predicted value based on the goal that was set in the 2018 HSP.*

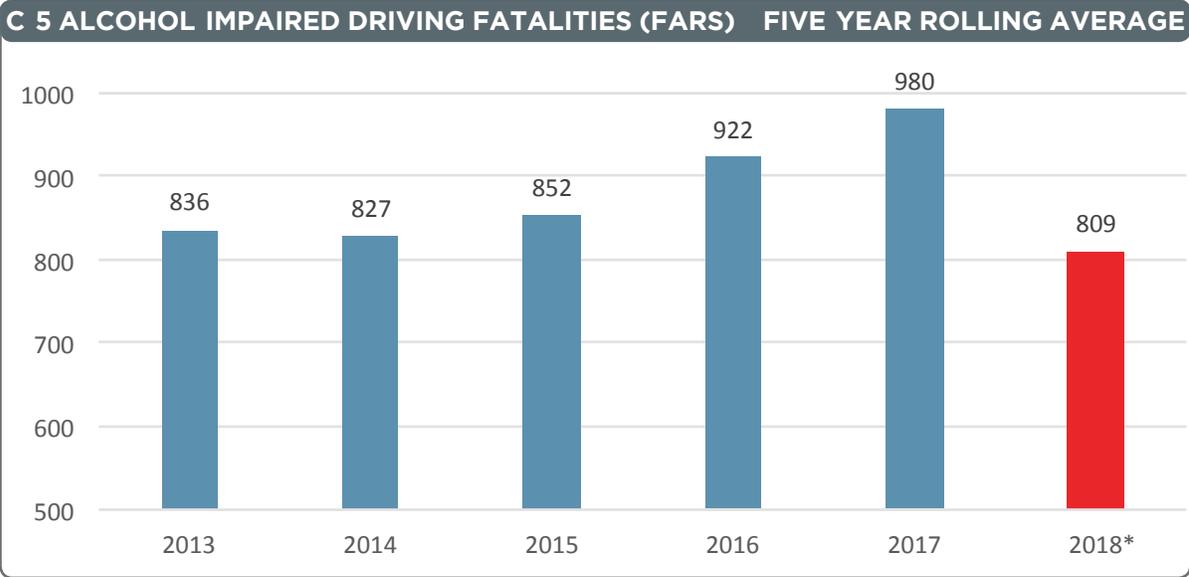
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

GOAL: Reduce alcohol-impaired driving fatalities 5 percent from 852 (2011-2015 five-year rolling average), to 809 by December 31, 2018.

PRELIMINARY RESULT: Alcohol-impaired driving fatalities increased 15.0 percent from the 2011-2015 five-year rolling average base year of 852 to the 2013-2017 five-year rolling average of 980.

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 California Department of Alcoholic Beverage Control 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.



The 2013 to 2017 data is from FARS (11/20/2018), the 2018 value is a predicted value based on the goal that was set in the 2018 HSP.*

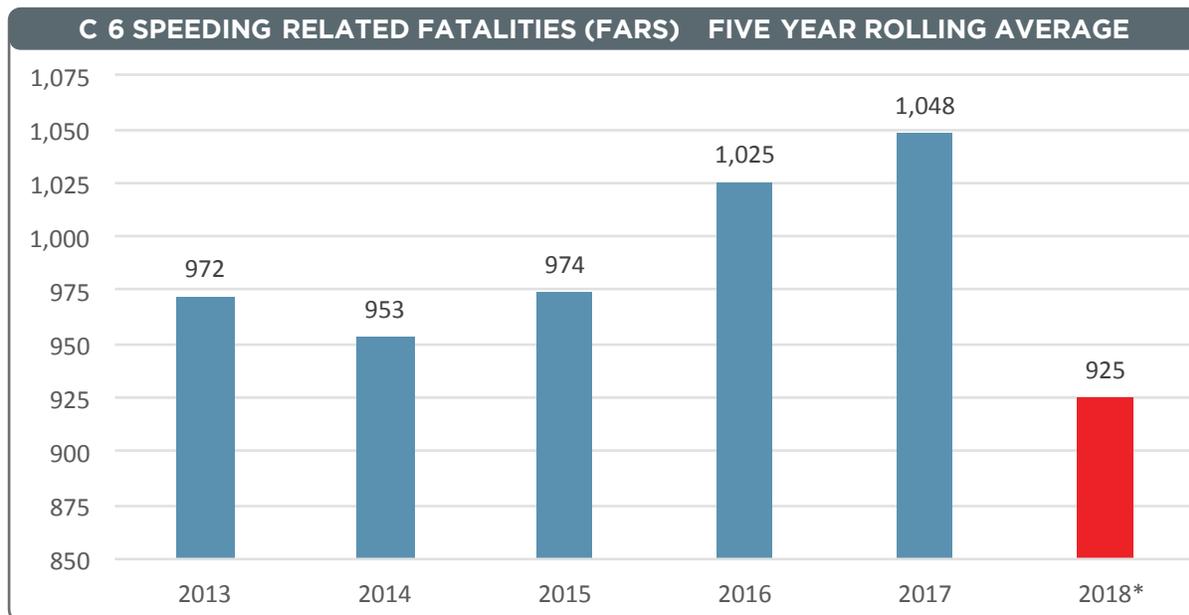
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-6 SPEEDING-RELATED FATALITIES (FARS)

GOAL: Reduce speeding-related fatalities 5 percent from 974 (2011-2015 five-year rolling average) to 925 by December 31, 2018.

PRELIMINARY RESULT: Speeding-related fatalities increased 7.6 percent from the 2011-2015 five-year rolling average base year of 974 to the 2013-2017 five-year rolling average of 1,048.

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 2013 to 2017 data is from FARS (11/20/2018), the 2018 value is a predicted value based on the goal that was set in the 2018 HSP.*

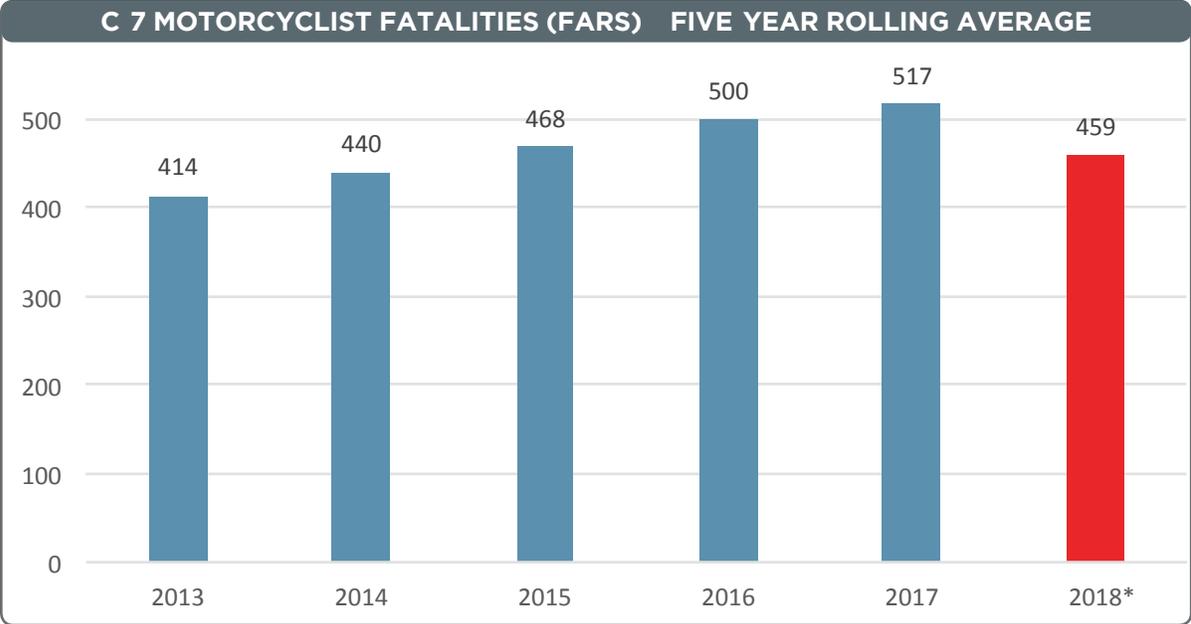
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-7 MOTORCYCLIST FATALITIES (FARS)

GOAL: Reduce motorcyclist fatalities 2 percent from 468 (2011-2015 five-year rolling average) to 459 by December 31, 2018.

PRELIMINARY RESULT: Motorcycle fatalities increased 10.5 percent from the 2011-2015 five-year rolling average base year of 468 to the 2013-2017 five-year rolling average of 517.

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 2013 to 2017 data is from FARS (11/20/2018), the 2018 value is a predicted value based on the goal that was set in the 2018 HSP.*

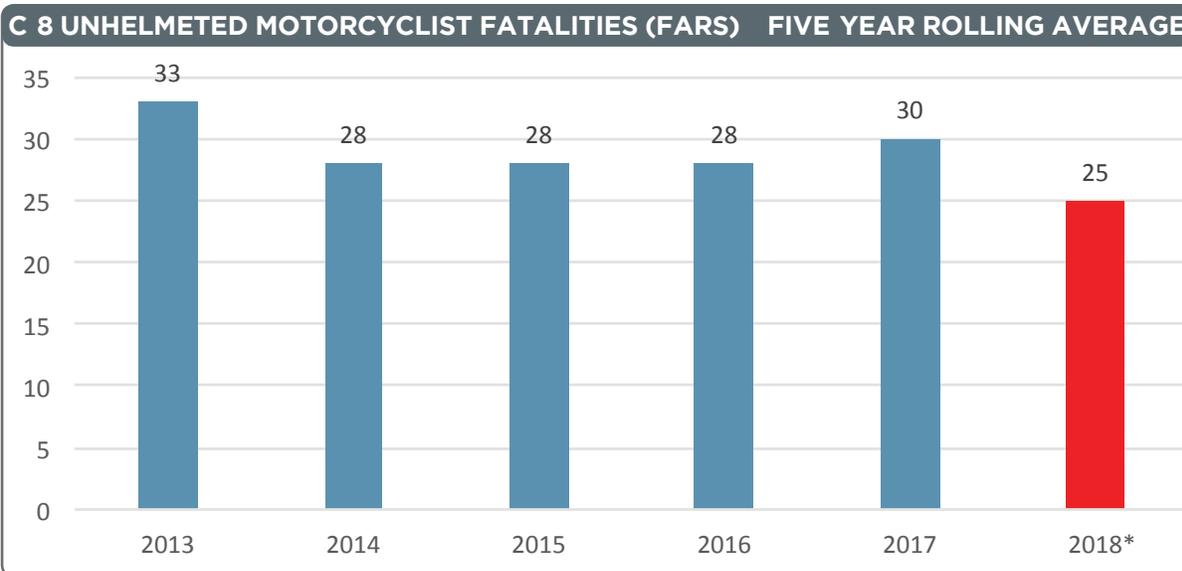
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

GOAL: Reduce unhelmeted motorcyclist fatalities 10 percent from 28 (2011-2015 five-year rolling average) to 25 by December 31, 2018.

PRELIMINARY RESULT: Unhelmeted motorcyclist fatalities increased 7.1 percent from the 2011-2015 five-year rolling average base year of 28 to the 2013-2017 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.

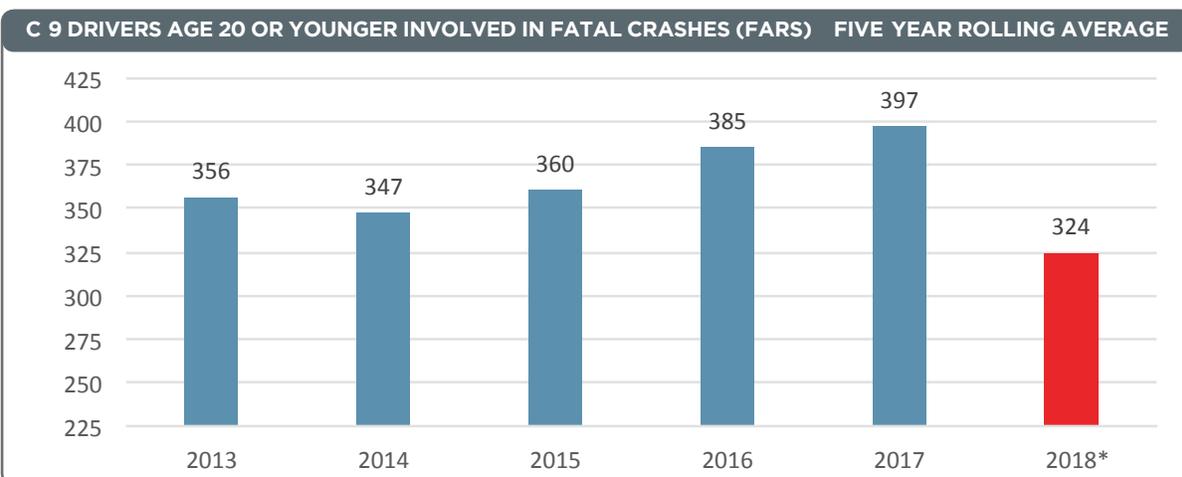


C-9 DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

GOAL: Reduce drivers age 20 or younger involved in fatal crashes 10 percent from 360 (2011-2015 five-year rolling average) to 324 by December 31, 2018.

PRELIMINARY RESULT: Drivers age 20 or younger involved in fatal crashes increased 10.3 percent from the 2011-2015 five-year rolling average base year of 360 to the 2013-2017 five-year rolling average of 397.

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 2013 to 2017 data is from FARS (11/20/2018), the 2018 value is a predicted value based on the goal that was set in the 2018 HSP.*

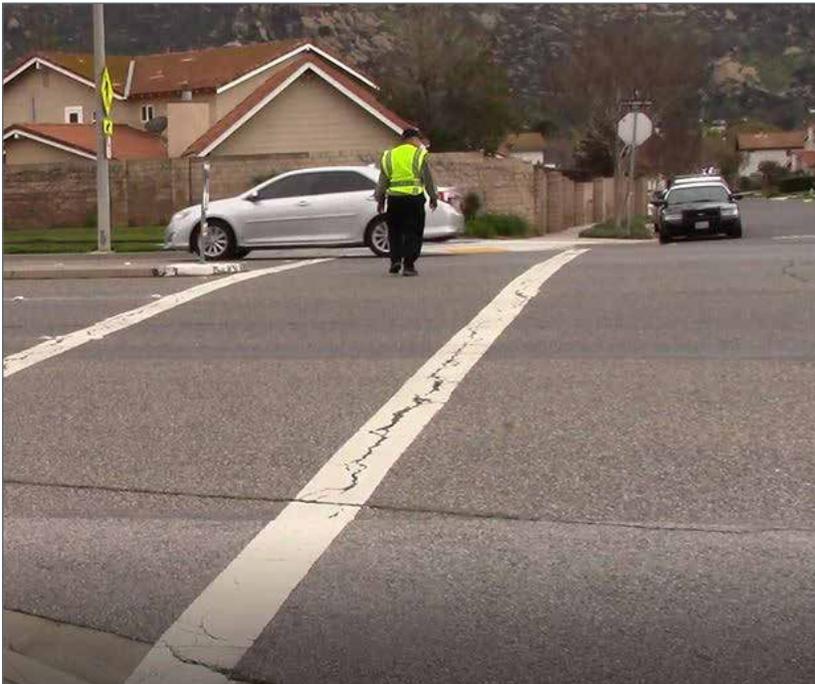
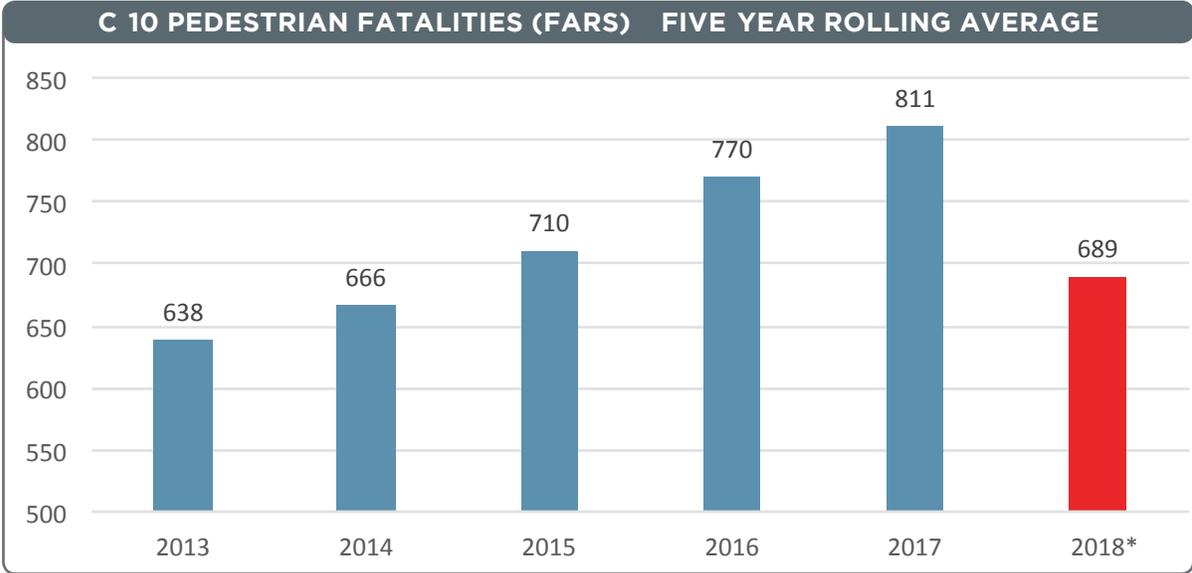
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-10 PEDESTRIAN FATALITIES (FARS)

GOAL: Reduce pedestrian fatalities 3 percent from 710 (2011-2015 five-year rolling average) to 689 by December 31, 2018.

PRELIMINARY RESULT: Pedestrian fatalities increased 14.2 percent from the 2011-2015 five-year rolling average base year of 710 to the 2013-2017 five-year rolling average of 811.

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 2013 to 2017 data is from FARS (11/20/2018), the 2018 value is a predicted value based on the goal that was set in the 2018 HSP.*

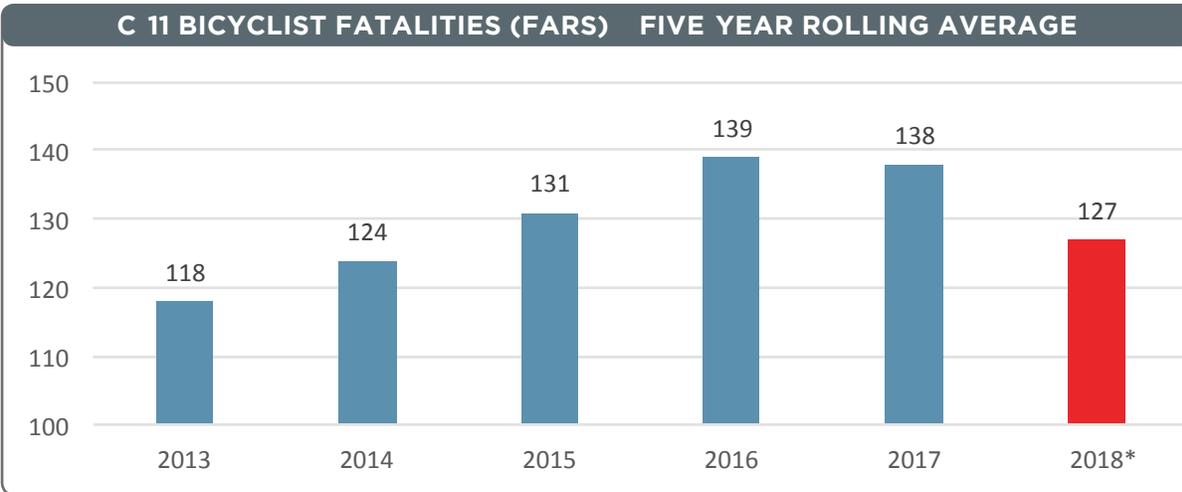
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-11 BICYCLIST FATALITIES (FARS)

GOAL: Reduce bicyclist fatalities 3 percent from 131 (2011-2015 five-year rolling average) to 127 by December 31, 2018.

PRELIMINARY RESULT: Bicyclist fatalities increased 5.3 percent from the 2011-2015 five-year rolling average base year of 131 to the 2013-2017 five-year rolling average of 138.

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 2013 to 2017 data is from FARS (11/20/2018), the 2018 value is a predicted value based on the goal that was set in the 2018 HSP.*

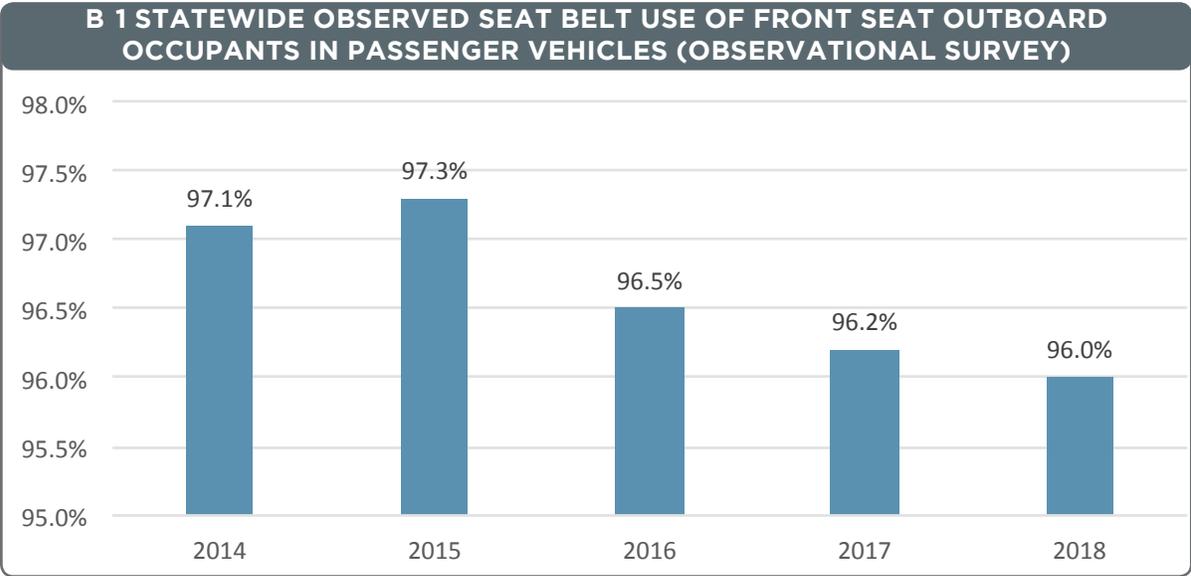
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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 1.0 percentage point from 96.5 percent (2016 observation) to 97.5 percent by December 31, 2018.

RESULT: Statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased by 0.5 percentage points from the 2016 base year of 96.5 percent to 96.0 percent in 2018.

COUNTERMEASURES: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles, the OTS and partnerships will improve 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.

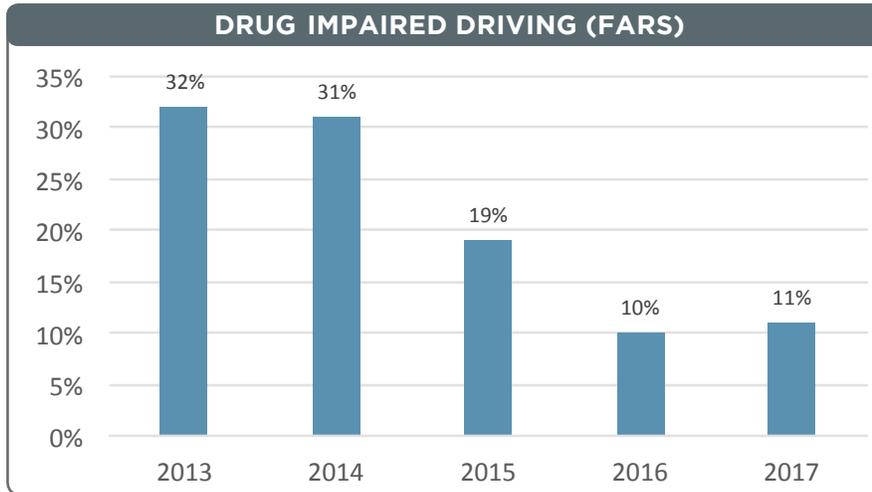


ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

DRUG-IMPAIRED DRIVING (FARS)

GOAL: Reduce the number of California drivers killed in crashes that tested positive for drug involvement 3 percent from the 2015 calendar base year of 19 percent to 18.4 percent by December 31, 2018.

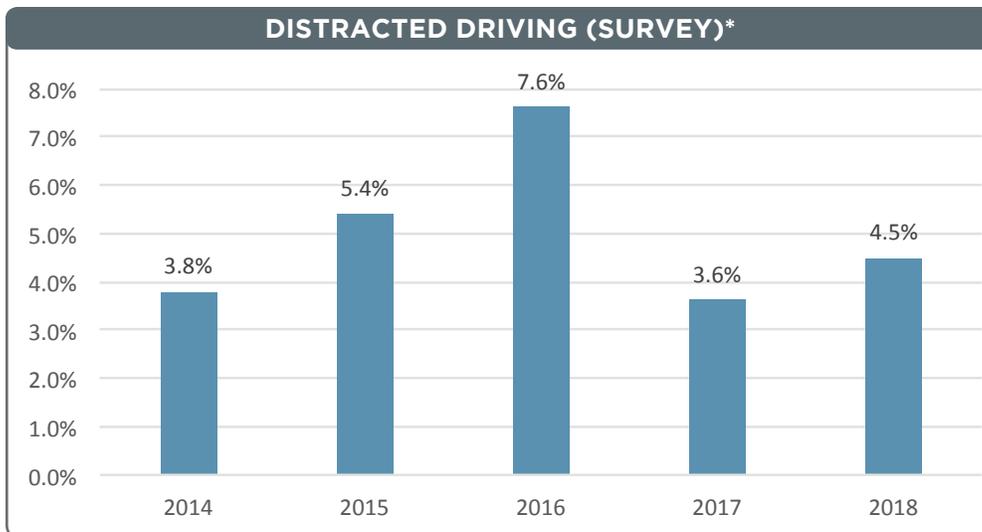
PRELIMINARY RESULT: The number of California drivers killed in crashes that tested positive for drug involvement decreased 8 percentage points from the 2015 calendar base year of 19 percent to 11 percent in 2017.



DISTRACTED DRIVING (SURVEY)*

GOAL: Reduce the number of California drivers observed using a handheld cell phone or texting 2 percentage points from the 2016 calendar base year of 7.6 percent to 5.6 percent by December 31, 2018.

RESULT: The number of distracted drivers observed using a handheld cell phone or texting decreased 3.1 percentage points from the 2016 calendar base year of 7.6 percent to 4.5 percent in 2018.



** 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 5 percent from the 2015 calendar base year total of 90,447 reports to 94,970 reports by December 31, 2018.

RESULT: The number of crash reports electronically submitted to SWITRS increased 137.7 percent from the 2015 calendar base year total of 90,447 reports to 215,000 reports in 2018.

EMERGENCY MEDICAL SERVICES (EMS)

GOAL: Increase participation in the California EMS Information System (CEMSIS) call data collection program (using National EMS Information System (NEMSIS) Version 3.0 software) 8.7 percent from 23 to 25 Local EMS Agencies by December 31, 2018.

RESULT: The participation in CEMSIS call data collection program (using NEMSIS Version 3.0 software) increased 11 percent from 23 in the 2015 calendar base year to 29 in 2018.



ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
ADDITIONAL ACTIVITY MEASURES	2013	2014	2015	2016	2017
Statewide DUI Arrests*	160,388	154,743	141,372	Not Yet Available	Not Yet Available
Statewide DUI Conviction Rate*	72.5%	72.7%	Not Yet Available	Not Yet Available	Not Yet Available
Statewide Seat Belt Violation Convictions**	193,633	164,970	135,364	103,511	Not Yet Available
Statewide Child Restraint Violation Convictions**	27,813	24,400	21,781	17,789	Not Yet Available
Statewide Speeding Convictions**	1,365,955	1,282,881	1,217,790	1,053,925	Not Yet Available
Hand-held Cell Phone Convictions**	399,064	329,572	237,642	178,539	Not Yet Available
Texting Convictions**	27,207	29,633	31,492	31,109	Not Yet Available
Hand-held Device by Someone Under Age 18 Convictions**	89	84	96	421	Not Yet Available

	Calendar Years				
ADDITIONAL OUTCOME MEASURES	2013	2014	2015	2016	2017
Rural Fatalities/VMT (FARS/FHWA)	2.32	2.23	2.62	3.01	Not Yet Available
Urban Fatalities/VMT (FARS/FHWA)	0.69	0.69	0.7	0.78	Not Yet Available
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS/FHWA)	0.94	0.93	1.01	1.07	Not Yet Available
Motor Vehicle Fatalities, Age 16 -19 (FARS)	216	222	211	196	168***
Male	141	160	141	142	113***
Female	75	62	70	54	55***
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	72	92	94	112	93***
Male	57	71	74	92	73***
Female	15	21	20	20	20***
Fatality Rate Per 100,000 Population (FARS)	8.1	8.02	8.68	9.76	9.11
Total Motor Vehicle Injuries (SWITRS)	220,941	228,765	252,299	277,331	273,069
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	18,614	19,132	20,435	22,361	20,496
Hit-and-Run Fatal Collisions (FARS)	282	277	288	365	313
Hit-and-Run Injury Collisions (SWITRS)	14,119	15,422	17,223	20,163	20,612
Hit-and-Run Fatalities (FARS)	297	293	294	385	329
Hit-and-Run Injuries (SWITRS)	18,351	20,042	22,200	26,215	26,649
Fatal Collisions between 2100-0300 (FARS)	750	806	856	1,015	932***
Injury Collisions between 2100-0300 (SWITRS)	19,427	21,106	22,943	26,094	25,918
Motor Vehicle Fatalities between 2100-0300 (FARS)	846	871	899	1,123	1016***
Motor Vehicle Injuries between 2100-0300 (SWITRS)	30,075	32,632	35,838	42,008	41,597

*DMV DUI Management Information System Report

**DMV

***NOTE: The 2017 FARS data files used for the statistics reflect FARS data publication, 1st release. The updated final data files for 2017 will be made available in the next data update scheduled for the summer/fall of 2019.

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
ALCOHOL-IMPAIRED DRIVING	2013	2014	2015	2016	2017
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.27	0.26	0.27	0.33	Not Yet Available
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.34	0.33	0.33	0.35	Not Yet Available
Percent of Alcohol-Impaired Driving Fatalities -- California	28%	28%	27%	29%	31%
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	18	16	25	27	6***
Male	14	11	19	26	5***
Female	3	5	6	1	1***
Alcohol-Related Fatalities (at least one driver or non-occupant had a BAC of .01 or greater) (FARS)	1,277	1,268	1,325	1,073	502***
Alcohol-Related Injuries (SWITRS)	22,410	23,264	24,488	26,535	26,029
Alcohol Related Injuries Age 16 -19 (SWITRS)	1,756	1,688	1,720	1,872	1,609
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	23	25	31	42	28***
Male	19	19	22	38	17***
Female	3	6	10	4	11***
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	160	150	142	141	61***
Male	133	120	119	114	48***
Female	27	30	23	27	13***

	Calendar Years				
BICYCLES	2013	2014	2015	2016	2017
Bicyclist Fatalities (FARS)	147	129	136	155	124
Bicyclist Injuries (SWITRS)	13,632	13,411	13,006	12,011	11,379
Bicyclist Fatalities Under Age 15 (FARS)	4	5	5	4	2***
Bicyclist Injuries Under Age 15 (SWITRS)	1,474	1,383	1,279	1,137	1,107
Unhelmeted Bicyclist Fatalities (FARS)	147	129	129	97	81***

	Calendar Years				
DISTRACTED DRIVING	2013	2014	2015	2016	2017
Cell Phone and Texting Survey	7.80%	6.60%	9.20%	12.80%	7.60%

	Calendar Years				
DRUG-IMPAIRED DRIVING	2013	2014	2015	2016	2017
Drivers Killed, Tested Positive for Drugs	32%	31%	19%	10%	11%***

*DMV DUI Management Information System Report

**DMV

***NOTE: The 2017 FARS data files used for the statistics reflect FARS data publication, 1st release. The updated final data files for 2017 will be made available in the next data update scheduled for the summer/fall of 2019.

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
MOTORCYCLES	2013	2014	2015	2016	2017
Total Motorcycle Registrations (DMV)	857,624	862,705	884,665	907,037	895,071
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	57	64	59	68	Not Yet Available
Motorcyclist Injuries (SWITRS)	12,983	13,553	14,936	15,834	15,328
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	92%	95%	95%	95%	92%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	33%	32%	32%	27%	27%***
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	104	138	109	122	51***
Motorcycle Rider (Operator) Fatalities (FARS)	463	517	494	560	504
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	23%	27%	24%	22%	10%***
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	69%	68%	71%	66%	72%
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	56%	56%	54%	54%	54%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	28%	27%	30%	28%	28%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	14%	12%	12%	14%	15%

	Calendar Years				
OCCUPANT PROTECTION	2013	2014	2015	2016	2017
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	31%	29%	31%	30%	Not Yet Available
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	96.90%	95.20%	96.00%	96.40%	94.20%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	43%	38%	33%	36%	28%***
Child Safety Seat Use Rate (Statewide Observational Survey)	88.50%	90.70%	94.00%	94.60%	93.60%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	31	36	23	23	28***
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,088	5,104	5,999	6,642	6,433

	Calendar Years				
PEDESTRIANS	2013	2014	2015	2016	2017
Pedestrian Injuries (SWITRS)	12,900	13,705	14,121	14,978	15,200
Pedestrian Fatalities Under Age 15 (FARS)	28	24	24	20	17***
Pedestrian Injuries Under Age 15 (SWITRS)	2,007	1,912	1,823	1,751	1,737
Pedestrian Fatalities Age 65 and Older (FARS)	179	185	173	215	194***
Pedestrian Injuries Age 65 and Older (SWITRS)	1,440	1,613	1,744	1,888	1,892

	Calendar Years				
SPEEDING AND AGGRESSIVE DRIVING	2013	2014	2015	2016	2017
Speeding Related Injuries (SWITRS)	70,029	71,924	80,742	91,690	89,706

*DMV DUI Management Information System Report, **DMV

***NOTE: The 2017 FARS data files used for the statistics reflect FARS data publication, 1st release. The updated final data files for 2017 will be made available in the next data update scheduled for the summer/fall of 2019.

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

2018 STATEWIDE TRAFFIC SAFETY SURVEY

2018 marked the ninth 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 2018 survey included 1,395 drivers aged 18 and over at gas stations in 15 counties throughout Central, Northern, and Southern California. Participants were asked a range of traffic safety questions regarding impaired driving, seat belts, distracted driving, and traffic safety laws and campaigns. The figures below are the top line totals for each question.

TRAFFIC SAFETY SURVEY RESULTS DATA:

In your opinion, what are the biggest safety problems on California roadways?	
Reply	2018
Speeding/Aggressive Driving	19.4%
Distracted Driving because of Texting	16.9%
Bad Road Surfaces	15.3%
Distracted Driving because of Talking	14.2%
Drunk Driving	6.5%
Congestion	4.5%
Internal Car Distractions	2.9%
Infrastructure Issues	2.7%
Not Signaling Lane Change / Merging Vehicles	2.4%
All Others	15.3%

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

In your opinion, what is the most serious distraction for drivers?	
Reply	2018
Texting While Driving	44.5%
Cell Phone Conversations (hand-held or hands-free)	32.2%
Car Crashes/Vehicle Issues	5.3%
Phone Device Use in General (both text, phone etc.)	5.2%
Roadside Billboards	1.7%
All Others	11.10%

How often in the past 30 days have you used an electronic wireless device, like a cell phone when driving?	
Reply	2018
Regularly	32.0%
Sometimes	21.3%
Rarely	21.5%
Never	25.1%

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

Have you ever made a driving mistake while talking on a cell phone?	
Reply	2018
Yes	46.0%
No	54.0%

Have you ever been hit or nearly hit by a driver who was using a cell phone?	
Reply	2018
Yes	62.3%
No	37.7%

What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?	
Reply	2018
Very likely	23.0%
Somewhat likely	25.1%
Neither likely or unlikely	12.3%
Somewhat unlikely	18.3%
Very unlikely	21.3%

In the past six months, do you recall hearing or seeing the DDVIP Mobile App?	
Reply	2018
Yes	3.5%
No	96.5%

In the past six months, do you recall hearing or seeing Drive Sober or Get Pulled Over?	
Reply	2018
Yes	42.5%
No	57.5%

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (continued)

In the past six months, do you recall hearing or seeing Pedestrians Don t Have Armor?	
Reply	2018
Yes	13.5%
No	86.5%

In the past six months, do you recall hearing or seeing DUI Doesn t Mean Just Booze?	
Reply	2018
Yes	43.0%
No	57.0%

In the past six months, do you recall hearing or seeing Put Your Phone Down, Just Drive?	
Reply	2018
Yes	29.4%
No	70.6%

In the past six months, did you drive when you thought you had too much alcohol to drive safely?	
Reply	2018
Yes	6.3%
No	70.5%
I Don't Drink At All	23.2%

In the past six months, how often have you used a taxi or other ride service when drinking with others or alone?	
Reply	2018
Always	31.2%
Sometimes	22.7%
Rarely	10.9%
Never	35.2%

In the past six months, how often have you had a designated sober driver, including you?	
Reply	2018
Always	33.6%
Sometimes	23.5%
Rarely	12.8%
Never	30.0%

In the past six months, have you seen or heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?	
Reply	2018
Yes	45.7%
No	54.3%

Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs?	
Reply	2018
Yes	93.8%
No	6.2%

How likely is it for someone to get arrested if they drive impaired?	
Reply	2018
Very likely	42.5%
Somewhat likely	33.9%
Somewhat unlikely	15.4%
Very unlikely	8.1%

*Adds to less than 100% due to rounding.

Do you think marijuana can impair driving related functions, such as reaction time, distance perception, lane tracking, coordination and balance?	
Reply	2018
Yes	77.3%
No	7.2%
It depends	15.5%

How serious of a problem is driving under the influence of drugs, including marijuana, prescription or illegal?	
Reply	2018
Very big problem	49.3%
Somewhat of a problem	36.7%
A small problem	10.4%
Not a problem at all	3.6%

Do you think it's safe to drive 10 miles over the speed limit on freeways?	
Reply	2018
Yes	56.9%
No	19.2%
It depends	24.0%

*Adds to less than 100% due to rounding.

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (continued)

Do you think it's safe to drive 5 miles over the speed limit on residential streets?	
Reply	2018
Yes	33.2%
No	50.7%
It depends	16.1%

What do you think the chances are of getting a ticket if you drive over the speed limit?	
Reply	2018
Very likely	20.1%
Somewhat likely	41.6%
Somewhat unlikely	24.2%
Very unlikely	14.0%

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

Do you think driverless vehicles will make our roadways safer?	
Reply	2018
Yes	23.8%
No	47.9%
It depends	28.3%

How comfortable are you about sharing the road with driverless vehicles?	
Reply	2018
Very comfortable	17.7%
Somewhat comfortable	24.0%
Somewhat uncomfortable	26.4%
Very uncomfortable	31.9%

Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?	
Reply	2018
Yes	73.8%
No	26.2%

How comfortable are you with sharing the road with bicyclists when there IS a designated bike lane?	
Reply	2018
Very comfortable	46.3%
Somewhat comfortable	27.0%
Somewhat uncomfortable	15.0%
Very uncomfortable	11.7%

How comfortable are you with sharing the road with bicyclists when there ISN T a designated bike lane?	
Reply	2018
Very comfortable	17.4%
Somewhat comfortable	24.2%
Somewhat uncomfortable	25.6%
Very uncomfortable	32.8%

Think of the times you have been a pedestrian in the last six months. What safety problems did you experience?	
Reply	2018
Distracted drivers (cell phones)	31.1%
None	25.7%
Cars not stopping	24.5%
Cars going too fast	17.5%
Almost getting hit by car	13.5%
Lots of traffic	7.7%
Bicyclists not stopping	4.9%
Lack of sidewalks	3.8%
All Other	13.0%

**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?	
Reply	2018
NONE	25.9%
Pedestrians not using crosswalks	21.4%
Pedestrians/cyclists distracted behavior (phones, earpods, headsets)	19.2%
Cyclists not stopping at stop signs or traffic lights	15.2%
Cyclists being in the road or blocking traffic	13.6%
Pedestrians stepping off curb without looking	13.0%
Pedestrians/cyclists not being visible enough	12.3%
Lack of sidewalks or clear cross walks	7.9%
Cyclist/Pedestrian unpredictability, not signaling intentions, erratic lane change, weaving/swerving	3.3%
Lack of awareness of right-of-way/not following rules of road	3.1%
Other	9.20%

**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 1,139 DUI/Driver's License checkpoints, 5,539 DUI saturation patrols, and 411 repeat DUI offender warrant service operations (additional activities and details are listed on page 33). Grantees also conducted 5,651 traffic enforcement operations, 844 motorcycle safety enforcement operations, 2,307 distracted driving enforcement operations, 1,979 pedestrian/bicycle enforcement operations, and 397 nighttime seatbelt enforcement operations (additional activities and

details are listed on page 37). 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 74 DUI checkpoint operations and participated in over 40 enforcement meetings. 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 2018, 2,505 officers were trained in SFST, 2,726 officers were trained in ARIDE, and 733 officers were trained in DRE.



PROJECTS NOT IMPLEMENTED

ALL PROJECTS WERE IMPLEMENTED.

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING

GOAL: Reduce the number of persons killed in alcohol-involved collisions by September 30, 2018.

RESULT: Persons killed in alcohol-involved collisions decreased 21.7 percent from 304 to 238.

GOAL: Reduce the number of persons injured in alcohol-involved collisions by September 30, 2018.

RESULT: Persons injured in alcohol-involved collisions decreased 4.7 percent from 9,620 to 9,170.

GOAL: Reduce hit-and-run fatal collisions by September 30, 2018.

RESULT: Hit-and-run fatal collisions increased 7.4 percent from 202 to 217.

GOAL: Reduce hit-and-run injury collisions by September 30, 2018.

RESULT: Hit-and-run injury collisions decreased 2.2 percent from 14,449 to 14,129.

GOAL: Reduce nighttime (2100 - 0259 hours) fatal collisions by September 30, 2018.

RESULT: Nighttime fatal collisions increased 3.1 percent from 451 to 465

GOAL: Reduce nighttime (2100 - 0259 hours) injury collisions by September 30, 2018.

RESULT: Nighttime injury collisions increased 0.5 percent from 15,884 to 15,969.

GOAL: Reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury crashes by September 30, 2018.

RESULT: HBD drivers under age 21 in fatal and injury crashes decreased 11.2 percent from 1,325 to 1,177.

GOAL: Reduce the number of motorcyclists killed in alcohol-involved collisions by September 30, 2018.

RESULT: Motorcyclists killed in alcohol-involved collisions decreased 33.6 percent from 122 to 81.

GOAL: Reduce the number of motorcyclists injured in alcohol-involved collisions by September 30, 2018.

RESULT: Motorcyclists injured in alcohol-involved collisions increased 4.1 percent from 887 to 923.



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

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	1,148
Vehicles Through Checkpoints	1,214,447
Drivers Contacted at Checkpoints	829,314
Field Sobriety Tests Administered	9,901
DUI Arrests (Alcohol Only)	2,294
DUI Drug Arrests (Drug Only)	455
DUI Arrests (Alcohol/Drug Combination), Drug Arrests (Possession, Transportation, Sales)	129
Criminal Arrests (Felony in Custody)	77
Recovered Stolen Vehicles	260
Suspended/Revoked Driver's Licenses	18
DUI Saturation Patrol Operations	5,539
Vehicle Stops or Contacts	79,854
Field Sobriety Tests Administered	17,596
DUI Arrests (Alcohol Only)	4,871
DUI Drug Arrests (Drug Only)	571
DUI Arrests (Alcohol/Drug Combination)	243
Drug Arrests (Possession, Transportation, Sales)	387
Criminal Arrests (Felony in Custody)	754
Recovered Stolen vehicles	149
Suspended/Revoked Driver's Licenses	3,396
Warrant Service Operations	411
Warrant Service Attempts	4,741
Warrants Served (Citations/Arrests)	788
Court Sting Operations	63
Citations/Arrests from Court Sting Operation(s)	233
Stakeout Operations	139
Arrests/Citations from Stakeout Operation(s)	339
Personnel Trained in SFST	2,505

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (continued)

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	7,543
Attempted Field Contacts (all "door knocks" whether successful or not)	13,630
Announced Field Contacts Made	267
Unannounced Field Contacts Made Without Search	1,491
Unannounced Field Contacts Made with Search	9,431
Office Contacts Made with DUI Probationers	18,843
Alcohol/Drug Tests (persons tested)	24,942
Positive Reports From SCRAM	139
Warrant Service Operations	131

DISTRACTED DRIVING

GOAL: Reduce fatal collisions involving drivers using handheld cell phones by September 30, 2018.

RESULT: Fatal collisions involving drivers using handheld cell phones decreased 30.4 percent from 23 to 16.

GOAL: Reduce injury collisions involving drivers using handheld cell phones by September 30, 2018.

RESULT: Injury collisions involving drivers using handheld cell phones increased 6.0 percent from 680 to 721.

SUPPORTING ACTIVITY	TOTAL
Personnel trained in ARIDE	2,726
Personnel trained in DRE	733

DRUG-IMPAIRED DRIVING

GOAL: Provide increased training to law enforcement to identify drug-impaired drivers by September 30, 2018.

RESULT: A total of 2,726 officers were trained in ARIDE and 733 officers were trained in DRE.

EMERGENCY MEDICAL SERVICES

GOAL: Decrease the average response time for the arrival of appropriate equipment at collision sites in rural areas by September 30, 2018.

RESULT: Average response time for the arrival of appropriate equipment at collision sites in rural areas decreased from 9.20 minutes to 7.43 minutes.



PROGRAM GOALS, RESULTS, AND ACTIVITIES

MOTORCYCLE SAFETY

GOAL: Reduce motorcyclist fatalities and injuries and motorcyclist-involved collisions through increased enforcement, education, and public awareness campaigns by September 30, 2018.

RESULT: Motorcycle fatalities and injuries and motorcyclist involved collisions decreased 4.2 percent from 5,185 to 4,967.



OCCUPANT PROTECTION

GOAL: Increase seat belt compliance by September 30, 2018.

RESULT: Seat belt compliance decreased 0.2 percentage points from 96.2 percent to 96.0 percent.

GOAL: Increase child safety seat usage by September 30, 2018.

RESULT: Child safety seat usage increased 5.3 percentage points from 69.7 percent to 75.0 percent.

GOAL: Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2018.

RESULT: Vehicle occupants killed and injured under the age of eight increased 188.6 percent from 2,524 to 7,284.



SUPPORTING ACTIVITY	TOTAL
NHTSA CPS Technician Certification Courses	25
NHTSA Certified Technicians Trained	501
NHTSA Certified Instructors Trained	57
NHTSA CPS Technician Recertification Courses	21
Current CPS Technicians Recertified	99
Expired CPS Technicians Recertified	47
Child Safety Seat Checkups	330
Child Safety Seats Properly Fit	8,969
New Child Safety Seats Distributed and Properly Fit	2,079
Special Needs Child Passenger Safety Seats Distributed	3
Child Passenger Safety Seats Distributed to People in Need	1,240
Child Safety Seats Inspected	8,178

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PEDESTRIAN AND BICYCLE SAFETY

GOAL: Reduce the number of pedestrians killed by September 30, 2018.

RESULT: Pedestrians killed increased 0.9 percent from 1,087 to 1,097.

GOAL: Reduce the number of pedestrians injured by September 30, 2018.

RESULT: Pedestrians injured decreased 16.6 percent from 22,266 to 18,564.

GOAL: Reduce the number of pedestrians killed under the age of 15 by September 30, 2018.

RESULT: Pedestrians killed under the age of 15 decreased 98.3 percent from 288 to 5.

GOAL: Reduce the number of pedestrians injured under the age of 15 by September 30, 2018.

RESULT: Pedestrians injured under the age of 15 decreased 93.6 percent from 9,669 to 621.

GOAL: Reduce the number of pedestrians killed over the age of 65 by September 30, 2018.

RESULT: Pedestrians killed over the age of 65 decreased 54.8 percent from 115 to 52.

GOAL: Reduce the number of pedestrians injured over the age of 65 by September 30, 2018.

RESULT: Pedestrians injured over the age of 65 decreased 46.6 percent from 1,148 to 613.

GOAL: Reduce the number of bicyclists killed in traffic related collisions by September 30, 2018.

RESULT: Bicyclists killed in traffic related collisions remained the same at 184.

GOAL: Reduce the number of bicyclists injured in traffic related collisions by September 30, 2018.

RESULT: Bicyclists injured in traffic related collisions decreased 24.2 percent from 16,338 to 12,385.

GOAL: Reduce the number of bicyclists killed in traffic related collisions under the age of 15 by September 30, 2018.

RESULT: Bicyclists killed in traffic related collisions under the age of 18 decreased 94.7 percent from 75 to 4.

Sub-recipients reported under the age of 18 data.

GOAL: Reduce the number of bicyclists injured in traffic related collisions under the age of 15 by September 30, 2018.

RESULT: Bicyclists injured in traffic related collisions under the age of 18 decreased 77.4 percent from 1,646 to 372.

Sub-recipients reported under the age of 18 data.

GOAL: Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2018.

RESULT: Bicycle helmet compliance for children aged 5 to 18 increased 4.5 percentage points from 55.5 percent to 60.0 percent.

PUBLIC EDUCATION ACTIVITY	TOTAL
Traffic Safety Fairs, Community Events, and/or Presentations	497
People Impacted	314,649
Pedestrian and/or Bicycle Safety Community Event Presentations	663
People Impacted	161,389
Pedestrian and/or Bicycle Safety Classroom Presentations	1,001
Students Impacted	100,606
Pedestrian and/or Bicycle Safety Courses	137
People Impacted	3,267
Bicycle Rodeos	244
People Impacted	16,083
Bicycle Helmets Distributed	19,089
Bicycle Helmet Inspections	10,946

PROGRAM GOALS, RESULTS, AND ACTIVITIES

POLICE TRAFFIC SERVICES

GOAL: Reduce the number of persons killed in traffic collisions by September 30, 2018.

RESULT: Persons killed in traffic collisions decreased 3.9 percent from 5,621 to 5,402.

GOAL: Reduce the number of persons injured in traffic collisions by September 30, 2018.

RESULT: Persons injured in traffic collisions decreased 52.0 percent from 506,964 to 243,590.

LAW ENFORCEMENT ACTIVITY	TOTAL
Traffic Enforcement Operations	5,651
Vehicle Stops or Contacts	93,388
Citations Issued	86,276
Distracted Driving Enforcement Operations	2,308
Vehicle Stops or Contacts	39,299
Hand-Held Cell Phone Citations Issued	12,218
Texting Citations Issued	15,085
Individuals Under the Age of 18 That Received a Citation	212
Motorcycle Safety Enforcement Operations	844
Motorcycle Stops	2,431
Motorcycle Citations	2,202
Vehicle Stops	9,852
Vehicle Citations	171,420
Field Sobriety Tests Administered to Motorcyclists	22
Field Sobriety Tests Administered to Other Drivers	75
DUI Arrests of Motorcyclists (Alcohol Only)	6
DUI Arrests of Other Drivers (Alcohol Only)	32
DUI Drug Arrests of Motorcyclists (Drug Only)	2
DUI Drug Arrests of Other Drivers (Drug Only)	5
DUI Arrests of Motorcyclists (Alcohol/Drug Combination)	0
DUI Arrests of Other Drivers (Alcohol/Drug Combination)	1
Drug Arrests (Possession, Transportation, Sales)	4
Criminal Arrests (Felony in Custody)	43
Suspended/Revoked Driver's Licenses	307
Motorcycle License Endorsement Violations [CVC 12500(b)]	284
Recovered Stolen Motorcycles	10
Recovered Stolen vehicles	10
Nighttime (1800-0259) Click It or Ticket Enforcement Operations	397
Vehicle Stops or Contacts	4,136
Seatbelt Citations Issued	1,976
Child Safety Seat Citations Issued	45
Pedestrian and/or Bicycle Enforcement Operations	1,979
Bicycle Stops	7,179
Bicycle Citations Issued	5,358
Pedestrian Stops	8,904
Pedestrian Citations Issued	6,804
Vehicle Stops	25,861
Vehicle Citations Issued	21,621
Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed	187
Citations Issued	8,276

PROGRAM GOALS, RESULTS, AND ACTIVITIES

TRAFFIC RECORDS/ROADWAY SAFETY

GOAL: Work to incorporate recommendations from the February 2016 Traffic Records Assessment, FHWA sponsored Peer-to-Peer conference, and CDIP evaluation into the SHSP and traffic records programs.

RESULT: Six agencies were funded to improve and enhance several traffic records programs throughout the state.

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

RESULT: The OTS hosted bi-monthly TRCC meetings with stakeholders to enhance collaboration and advance best practices within the Strategic Plan.

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

RESULT: Funds were provided to Solano County Transportation Authority to purchase and implement a countywide collision data collection, reporting and analysis system.

GOAL: Improve the Caltrans All Roads Linear Referencing System 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: Executing a contract with the subcontractor was the only activity completed in the 17/18 grant year. Grantee given an extension thru 9/30/2019.

GOAL: Expand the 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: Using its comprehensive 'crash to outcome' data to capture the full range of traffic crash circumstances and consequences, the Crash Medical Outcomes Data Project (CMOD) developed and shared information with state and local traffic safety partners.

GOAL: Improve the quality and quantity of traffic collision

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

RESULT: Increased the number of tribes utilizing the online tool and secured participation in using Form 555 to enhance the quantity and quality of data collected.

GOAL: Establish citywide and countywide GIS collision analysis systems, electronic collision 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: Solano County Transportation Authority established a GIS based countywide collision data collection, reporting and analysis system with sharing between enforcement and transportation agencies. The continued development and support of The Transportation Injury Mapping System (TIMS), a Geographic Information System (GIS) web-based tool providing local and state agencies the ability to query and map collisions, thus maximizing the agencies' productivity and efficiency in targeting traffic safety efforts.

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: With the implementation of Solano County Transportation Authority's GIS based countywide collision data collection system, 100 percent of non-highway crash reports in the county are input into the new system within 60 days of the crash. This achievement provides public works and enforcement agencies in the county timely access to current and complete traffic data and reporting tools, enabling the agencies to identify, isolate and analyze critical traffic safety issues.

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.

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 2018 more than 4,350 presentations were conducted reaching over 396,000 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 130 law enforcement officers and prosecutors.

GENERAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Bicycle Safety	181
People Impacted	34,762
Child Passenger Safety	108
People Impacted	5,043
Distracted Driving	1,392
People Impacted	29,299
Impaired Driving	243
People Impacted	18,281
Motorcycle Safety	91
People Impacted	1,581
Occupant Protection	18
People Impacted	1,026
Pedestrian Safety	155
People Impacted	22,824
Senior Driver	467
People Impacted	3,095
Teen Driver	81
People Impacted	3,200



SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Every 15 Minutes	161
People Impacted	148,627
Sober Graduation	8
People Impacted	5,310
Speeding	26
People Impacted	4,873
Start Smart	1,438
People Impacted	118,551

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 2018, 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

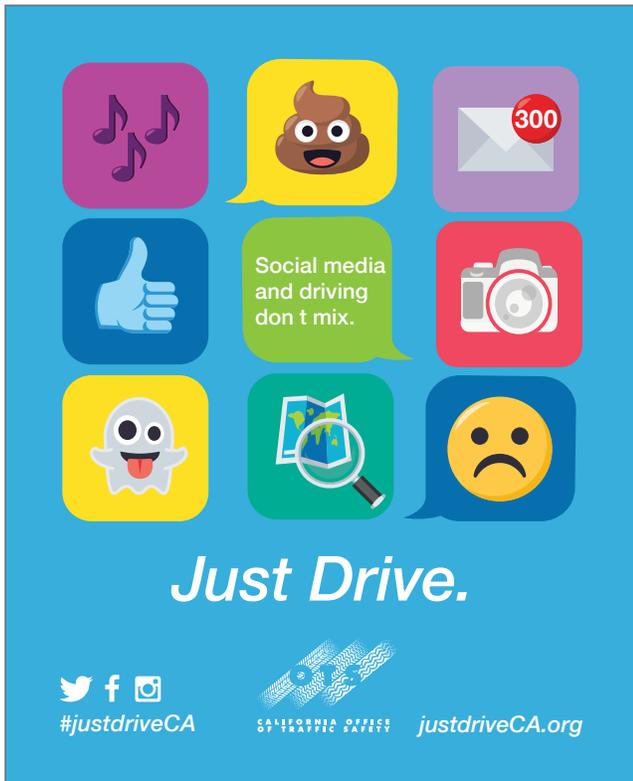
In December, the OTS continued its annual “DUI Doesn’t Just Mean Booze” anti-DUI public awareness campaign. The campaign stresses that DUIs aren’t only caused by alcohol but can also be caused by driving impaired when under the influence of marijuana or prescription medications. The message took on increased importance as the state began licensing commercial nonmedical cannabis sales on January 1, 2018, under provisions of Proposition 64, the Adult Use of Marijuana Act.

The campaign began with a media event resulting in nearly 2 million impressions. The ongoing outreach activities included partnership development, graphic design, collateral distribution, media relations, television and radio commercial placement, public affairs interviews, and social media. The OTS portion of the effort generated nearly 100 million audience impressions from earned media placements, paid advertising, and public service announcements. Collectively the campaign generated nearly 10 million additional added value impressions. In addition, the OTS undertook its fourth straight year round effort of managing and promoting its original mobile app, “DDVIP.” The message conveyed was that designated sober drivers are the heroes of any night out and encouraged people to download and use the DDVIP app to get free non-alcoholic drinks and other free considerations for designated drivers from participating bars. The app garnered 42,412 downloads by the end of FFY 2018, an increase of 11 percent from the previous year. The bars and restaurants across the state that honored and promoted DDVIP totaled 1,026 by the end of FFY 2018.



PROGRAM GOALS, RESULTS, AND ACTIVITIES

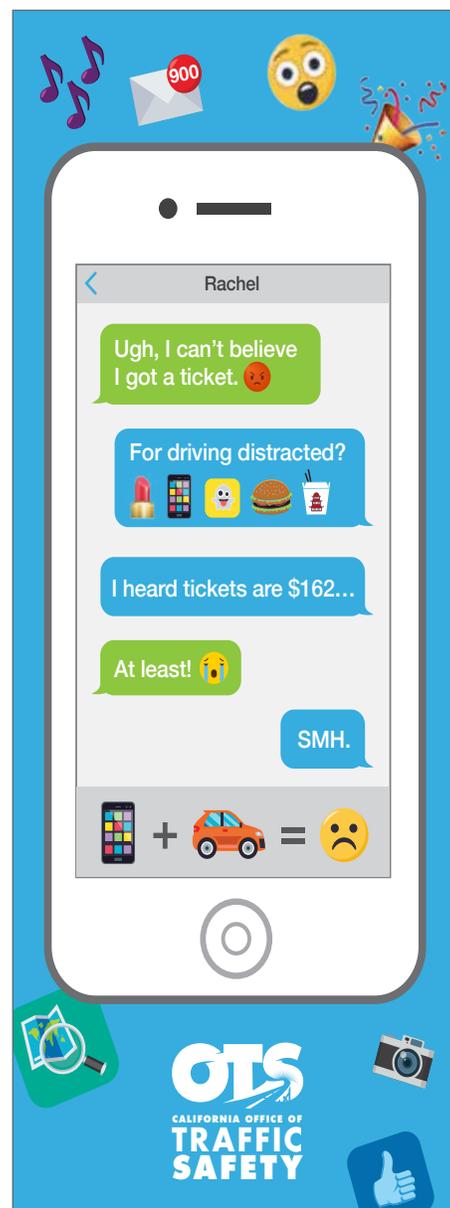
PUBLIC RELATIONS, ADVERTISING AND MARKETING (continued)



Ongoing outreach activities included partnership development, graphic design, collateral distribution, and social media efforts. The OTS established partnerships statewide with a variety of businesses including insurance agencies, libraries, high schools, colleges, driving schools, chambers of commerce, and auto body shops to receive and distribute campaign-themed collateral pieces for distribution to their patrons, including tip cards, bookmarks, and posters. The paid media campaign generated more than 80 million impressions including added value television totaling more than \$32,000.

DISTRACTED DRIVING

This year, the “Put Your Phone Down. Just Drive.” campaign was a fresh take on the OTS’ popular “Silence the Distraction” emoji campaign which was first introduced to statewide audiences in 2015. The goal of both campaigns remained the same – to reduce traffic deaths, injuries and behaviors related to distracted driving. However, the 2018 campaign aimed to be more relevant to today’s smartphone culture, and appeal to even younger audiences – specifically those between the ages of 16-24. The campaign also placed a strong focus on educating drivers on California’s “Cell Phone Law” and its financial implications, while also promoting a new and informative website: justdriveca.org. The OTS kicked off the campaign with a press conference at the commencement of April’s Distracted Driving Awareness Month and California Teen Safe Driving Week which also served to celebrate the 10th anniversary of the California hands-free cell phone law.



PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (continued)

PEDESTRIAN SAFETY

The OTS has had great success with its “Pedestrians Don’t Have Armor” campaign for several years. The campaign aimed to place 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 centered 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 armor. The OTS launched the paid media portion of the campaign in September for Pedestrian Safety Month and organized an engaging media event at a Sacramento elementary school for National Walk to School Day in October. The OTS took a trio of Pedestrians Don’t Have Armor “Pete Walker” crossing guards decked out in car-part armor to the school to help students get to school safely. A 3-D chalk artist created an art display featuring a crosswalk which provided additional engagement about pedestrian safety for the students. The OTS team distributed collateral materials to students and staff throughout the day’s events.

During FFY 2018, the campaign’s four additional car-part armor suits were hosted by grantees and partners in San Diego, Sacramento, Oxnard, Shasta, Long Beach, Woodland and San Leandro and used for bicycle and pedestrian safety public outreach and awareness efforts including crosswalk events. During and after the primary April campaign, the OTS continued providing organizations with campaign materials for distribution to their members, customers, and contacts as well as new and existing partners including county libraries, schools, chambers of commerce, senior centers, and driving/traffic schools.

Overall, the paid campaign garnered more than 115.5 million impressions across all mediums including nearly 19 million impressions in added value. Earned media garnered approximately 5 million impressions for an added value of \$268,750.



PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (continued)

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 so that the public had constant exposure to the messaging. The anti-DUI effort was not confined to the holiday period or DDVIP alone, but was planned and executed to have year-round and lasting impact through a continuous and active designated sober driver effort partnering with 1,026 bars and restaurants, 30 regional winery associations encompassing 2,000 member wineries, and 1056 commercial transportation companies throughout the State. The “DUI Doesn’t Just Mean Booze” campaign partnership effort included 661 coffee establishments, cannabis dispensaries, and smoke shops throughout the state by the end of FFY 2018.

This year, the OTS benefited from added value messaging for its “DUI Doesn’t Just Mean Booze” campaign as a result of its previous year partnership with Ovations-Spectra Event Partnership. Ovations-Spectra manages the food, beverage, merchandise, and hospitality services at numerous sports, fair, and entertainment venues throughout the state. The partnership continued to incorporate sober driving, DUI Doesn’t Just Mean Booze, and DDVIP app messaging on beer/cocktail cups which were distributed through 12 of its fairground and event facilities. In addition to the cups -- posters, bar mats, coasters, and buttons continued to be displayed at each of the facilities. Combined with the cups, the partnership was able to reach 15 million people over the course of the partnership.

SEAT BELT MOBILIZATIONS

Due to California’s seat belt usage rate of over 96 percent, there was no paid media or heavy outreach campaigns for “Click It or Ticket.” However, the OTS and many of its grantees continued with earned media messaging both on a statewide and local level, plus over 650 permanent road signs remain in place. All indications were that both the media and public were under the impression that “Click It or Ticket” special enforcement was continuing unabated.

WHAT DO MARIJUANA, PRESCRIPTION MEDICATIONS AND ALCOHOL HAVE IN COMMON?

THEY CAN ALL GET YOU A DUI.

Driving while under the influence of drugs or alcohol has always been illegal. The new law legalizing marijuana didn't change that.

AVOID A DUI - DON'T DRIVE BUZZED

Keep track of quantity and potency of your drinks and cannabis or you may do too much. Mixing the two heightens impairment.

Read prescription labels. If your medication might make you drowsy, don't drive - and never mix them with alcohol!

Be prepared, plan ahead and designate a sober driver.

Don't risk it. A DUI or crash isn't worth it.

DUI DOESN'T JUST MEAN BOOZE

@OTS_CA CaliforniaOTS OTS_CA
California Office of Traffic Safety

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (continued)

GRANTEE MEDIA RELATIONS OTS

Public Affairs regularly provides technical assistance to local grantees in their communications and outreach efforts. In FFY 2018, Marketing and Public Affairs supported grantees in the development of press materials and the planning of media events. The OTS assisted local grantees by developing press release templates to announce their grants and to publicize their operations year-round. The templates were made available on the OTS website for easy downloading and use. The OTS aided grantees by participating in print and broadcast media interviews to underscore the key points regarding impaired driving, occupant protection, distracted driving, and police traffic services, among others. Nearly 250 grant kickoff press releases and over 900 operation/activity press releases from grantees were reviewed and edited as needed.

SOCIAL MEDIA



FFY 2018 saw a continuing expansion of the OTS presence on social media. Due to aggressive marketing, eye-catching graphics, photos, videos, stimulating posts, and choreographed conversational interaction, the OTS Facebook garnered more than 13,000 followers during the year, and now stands at just over 73,000 followers. Similar engagement strategies were used within the OTS Twitter, which also increased during the year to more than 10,100 followers. The OTS YouTube Channel has been effectively used as both a repository and convenient link for our own videos and as a landing spot for related videos from others. The OTS and DDVIP Instagram profiles continue to offer engaging content related to traffic safety, campaign, and DDVIP efforts.



INSTITUTIONAL PARTNERING

The OTS continued to build on highly successful cooperative promotional activities with NHTSA, Mothers Against Drunk Driving (MADD) and other national institutions and industry groups including iHeart Media, Ovations-Spectra Event Partnership, multiple winery regional associations, trucking associations, bar and restaurant chains, coffee shops, senior centers, schools, libraries, cannabis dispensaries, and smoke shops. The OTS partnerships with other state agencies have been particularly effective, including the DMV, CHP, ABC, Department of Public Health, and Caltrans. The use of Caltrans changeable message signs for traffic safety during the holiday “DUI Crackdown”, “Click It or Ticket”, and distracted driving periods, have reached tens of millions of freeway drivers repeatedly with the traffic safety message.

2018 PROGRAM AREA HIGHLIGHTS

AGING ROAD USER

KEEPING EVERYONE SAFE (KEYS) IX

California Highway Patrol

The CHP implemented a statewide grant project to address the need for established safety and mobility programs for older drivers. The project promoted preventing injuries and fatalities through educating the motoring public by utilizing community-based groups to assess the issues and make recommendations to address the needs of the senior driving community. A total of 421 Senior Driver educational presentations were conducted impacting 15,902 people throughout California.

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 2018, 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 1,880 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.



2018 PROGRAM AREA HIGHLIGHTS

ALCOHOL IMPAIRED DRIVING (continued)



BE WISER – TEEN IMPAIRED DRIVING PROGRAM

Riverside County Department of Public Health

Riverside County Department of Public Health implemented the Be Wiser Teen Impaired Driving program at eight high schools during the FFY 2018 grant period. The purpose of the program was to engage youth in meaningful ways to reduce impaired driving behavior. This was addressed by training select youth advocates on each campus about the physical, legal, and emotional impact of impaired driving. These youth advocates were then challenged to lead campus wide activities aimed at educating their peers on the dangerous consequences of driving under the influence.

Program accomplishments include training approximately 191 high school youth to become traffic safety advocates. These engaged and informed youth then completed 16 awareness campaigns impacting 7,941 high school youth county-wide. The campaigns included hosting pledge tables, creating obstacle courses to highlight the impact impaired driving has on reaction time, reflexes, and perception while driving, as well as handing out impaired driving information such as DUI costs for underage drivers, tips for seeking sober rides, and how to talk to peers about impaired driving. Evaluations conducted by program staff concluded that 96 percent of youth trained found the information useful, and 98 percent felt the Be Wiser program would be beneficial to other school sites. In addition, pre/post surveys distributed to all sites during the project period revealed a 22 percent increase in knowledge around traffic safety and impaired driving education among Riverside County youth.

SAN MATEO COUNTY MULTIPLE DUI INTENSIVE SUPERVISION COURT

San Mateo County Superior Court

The San Mateo County Superior Court implemented a DUI Intensive Supervision Court designed to stop repeat DUI offenders. The goal of the program was to reduce recidivism rates and alcohol related collisions, injuries, and fatalities. These goals were achieved by mandatory court and probation supervision for all repeat offenders and mandated participation in treatment programs. The DUI Court Treatment Program admitted over 130 people into their Intensive Supervision DUI Court program during their first grant year and achieved a graduation rate of 88 percent.

DISTRACTED DRIVING



HIGHWAY SAFETY CAMPAIGN

California Department of Transportation

The California Department of Transportation (Caltrans) expanded upon their “Be Work Zone Alert” and “Move Over” statewide highway work zone safety public awareness campaigns. The agency used funds to enhance their advertising efforts through radio, TV, billboards, social media, and digital messaging. Caltrans also continued to examine its work zone safety and mobility practices and focused on reaching the general public and teens regarding roadway safety messaging and advertising.

2018 PROGRAM AREA HIGHLIGHTS

DISTRACTED DRIVING (continued)

ADULT DISTRACTED DRIVERS VIII

California Highway Patrol

The CHP implemented a statewide enforcement and educational campaign designed to educate the public on distracted driving behaviors that cause traffic related injuries and fatalities. Traffic safety presentations were conducted throughout the state to educate the public on different types of driving distractions including interacting with passengers/pets, using cellular phones, eating, smoking, reading, manipulating electronic equipment, and external visual distractions. The CHP conducted 726 distracted driving educational presentations impacting over 50,000 people.

DRUG IMPAIRED DRIVING

ALCOHOL AND DRUG-IMPAIRED DRIVER VERTICAL PROSECUTION PROGRAM

The OTS funded 19 grants that focused on the prosecution of DUI offenders where each case was handled by a single, 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.



DRUG/ALCOHOL DUI TREATMENT COURT

Monterey County Superior Court

Monterey County Superior Court continued a third year of collaborative efforts with Monterey County Behavioral Health Bureau and Monterey County Probation Department to expand participation in their DUI Treatment Court. The 71 participants admitted into the DUI treatment court program were subject to extensive supervision by a probation officer, attended peer group counseling, and completed mandatory treatment programs. The program successfully provided therapeutic treatment options for participants with two or more offenses in lieu of incarceration alone.

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 four regional live training classes, expanded education and outreach efforts by producing public service announcement videos, disseminated four 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.

"DRIVE SOBER SHASTA" DRUG-IMPAIRED DRIVING PREVENTION PROGRAM

Shasta County Health and Human Services Agency

In its first year, "Drive Sober Shasta" increased awareness of the risks of drug-impaired driving among Shasta County residents and increased the community's capacity to promote traffic safety messages. The program launched Facebook and

2018 PROGRAM AREA HIGHLIGHTS

DRUG IMPAIRED DRIVING (continued)

Instagram pages using geofencing to promote impaired driving prevention media. The pages were viewed a total of 311,953 times by people in Shasta County. Drive Sober Shasta collaborated with local high school students to produce two web-based videos and educational materials on drug-impaired driving prevention, reaching 5,685 students. The videos were promoted through local advertisements and Facebook boosted posts, reaching more than 60,000 people. The program also conducted traffic safety events in high schools, reaching 1,500 students; provided educational booths at six health fairs, reaching a total of 2,330 people; and conducted media spokesperson training where students reported a significant improvement in their ability to speak about impaired driving to television reporters, members of the public, and their peers. Shasta County contributed \$29,000 of in-kind funds to the program.

EMERGENCY MEDICAL SERVICES



REGIONAL COLLISION RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

Nevada County Fire Protection District

The Nevada County Consolidated Fire District served as the host agency, purchasing three hydraulic extrication systems for placement in three fire agencies in Nevada County. The new tools replaced tools in excess of 15 years old, which lacked power and reliability. The new systems were strategically placed in areas served by Nevada County Consolidated Fire District, Peardale Chicago Park Fire District, and Grass Valley City Fire Department to enhance services in these communities. Over 75 firefighters were trained to use the new extrication systems. The equipment is more powerful, safer, quicker to deploy, and effective with vehicles constructed from harder types of steel. This allows

for reduced extrication times for critically injured crash victims. The reduction in extrication times means faster treatment and an increased probability that the victim will arrive at a trauma center within the “golden hour”.

MOTORCYCLE SAFETY

HAVE A GOOD RIDE (HAGR) IV

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 Have a Good Ride IV, motorcycle safety grant was developed to bring awareness to drivers and motorcycle riders to reduce motorcycle-involved collisions. Over 120 enforcement operations were conducted on problematic roadways focusing on various primary collision factors. These operations yielded approximately 433 motorcycle citations, 49 suspended or revoked licenses, 32 motorcycle license endorsement violations, and 19 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 80 educational presentations, reaching approximately 13,000 people, and ran a highly successful media campaign utilizing a CHP public service announcement titled, “Survive the Ride,” on television with live on-air interviews, in news sponsorships, in movie theaters, and on gas station pump toppers.

RIDE TO LIVE MOTORCYCLE EDUCATION GRANT

Hawthorne Police Department

Hawthorne Police Department provided 12 hands-on Motorcycle Training Courses in FFY 2018, the “Ride to Live” and “Ride to Live Canyon” courses. These courses were free and open to the general public. They were designed to reduce deaths and injuries by educating riders on various riding techniques. Motor officers from the department taught the 8-hour courses where activities included proper manipulation of clutch and throttle in order to work the “friction zone”, emergency braking, proper use of head and eyes when turning a motorcycle, precision maneuvering, counter-steering, obstacle/collision avoidance, and curve negotiation. In all, Hawthorne Police Department educated 330 participants.

2018 PROGRAM AREA HIGHLIGHTS

OCCUPANT PROTECTION

PUBLIC HEALTH NURSING CHILD PASSENGER SAFETY PROGRAM

Contra Costa County Health Services

Using funds received from an OTS grant, the Public Health Nursing, Home Visiting program developed a project that integrated car seat safety assessments into Public Health Nursing protocol. Public Health Nurses and Community Health Workers provided education, car seats, and installation by a Certified Child Passenger Safety Technician in the convenience of the client's own home. The grant provided funding to train 38 Public Health Nurses & Community Health Workers on Child Passenger Safety and Certified 2 Child Passenger Safety Technicians who educated parents and caregivers about child passenger safety. They distributed and installed 163 car seats and conducted seat checks during home visits. Educational seat check events were also held at Women, Infants, and Children (WIC), Concord Monument Crisis Center, First 5, Juneteenth, and Concord Child Care Center. Four educational presentations were conducted with pregnant and parenting teens at Crossroads High School. Collaborations were developed with Children's Hospital Oakland and California State Automobile Association (CSAA) which resulted in the donation of 80 car seats to the project.

CHILD PASSENGER SAFETY PROGRAM

Pomona Police Department



The Pomona Police Department and SafetyBeltSafe U.S.A. worked together to impact individuals, families, agencies, and Child Passenger Safety (CPS) Technicians throughout the state; and reached people and agencies in 54 of 58 California counties this year. In 2018, the Pomona Police Department and SafetyBeltSafe U.S.A. conducted 16 safety seat checkup events that impacted 148 families; 101 CPS Technicians from 60 agencies in 8 counties assisted at these events. In that same year, 742

children took the 5-Step Test, 145 booster seats were distributed, 49 exhibits and presentations impacting 2,700 individuals were conducted, and roll call briefings and California Citation Reminder Cards were distributed to 1,067 law enforcement personnel. SafetyBeltSafe U.S.A also provided bi-monthly Technical Webinars for 508 CPS Technicians with 469 Continuing Education Units issued for re-certification, as well as hosting the year-round Safe Ride Helpline services, making it possible to provide assistance and information that is current and correct to 417 families and agencies throughout California.

CHILD PASSENGER SAFETY PROGRAM

San Diego County Health & Human Services Agency – Community Action Partnership (CAP)

The Child Passenger Safety Program Keep 'Em Safe (KES) conducted 61 CPS education classes impacting 641 parents/caregivers and 34 check-up events impacting 771 children. In addition, the program distributed 651 child passenger safety seats and collaborated with 20 different Community Based Organizations (CBO's) including Chaldean Middle Eastern Social Services, Rady Children's Hospital, Jewish Family Services, etc. In an effort to build capacity in the community, the Keep 'Em Safe program conducted a child passenger safety class for public workers at the California Head Start Association Health Institute Conference training 15 individuals in child passenger safety. The KES program was also featured as part of the morning show "Voces Hispanas".

CHILD PASSENGER SAFETY PROGRAM

Yolo County Health and Human Services Agency

During FFY 2018 the Yolo County Child Passenger Safety Program hosted 6 checkup events and 10 car seat safety seat education classes. Certified technicians participated in 19 traffic safety fairs, community events, and presentations; as well as directed 6 roll calls with law enforcement that included city police and county sheriff's department. The program also conducted court referred classes, for individuals who received a child passenger safety citation, with a total of 12 attendees. The program conducted one-on-one car seat inspection appointments where parents and caregivers received individualized education according to their needs. Through classes, checkup events, and one-on-one inspections, 416 car seats were inspected in Yolo County, and 122 grant funded child safety seats were distributed.

The Yolo County Child Passenger Safety car seat recycling program was limited to just one location. Funding from the FFY 2018 OTS grant enabled the agency to add three locations throughout the

2018 PROGRAM AREA HIGHLIGHTS

OCCUPANT PROTECTION (continued)

county. Additionally, the program developed strong community partnerships and raised awareness to the hazards associated with purchasing used and expired car seats as well as the importance of replacing car seats after they have been involved in a collision.

PEDESTRIAN AND BICYCLE SAFETY PROGRAM



PEDESTRIAN AND BICYCLE SAFETY PROGRAM

Anaheim Police Department

This was the first year the Anaheim Police Department received a Pedestrian and Bicycle Safety Grant from the OTS. They conducted several community engagement events with the purpose of bringing awareness to bicyclists and pedestrian in all age groups. Officers partnered with community services and provided 29 safety presentations, as well as 6 bicycle rodeos and 2 community rides. The grant activities impacted over 5000 community members. They also created a mascot, “Oscar” (a large bear costume with an officer inside) who attends community events, demonstrates safe riding at rodeos, and stars in safety public service announcements distributed through social media.

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

Long Beach Department of Health and Human Services

The City of Long Beach Department of Health and Human Services (LBDHHS) is encouraging residents to Walk and Roll... safely! Working in collaboration with multiple departments and organizations, LBDHHS developed and launched a new campaign to encourage families to walk and bike to school. Long Beach Walk to School Week,

which takes place the last week of March, kicked off with a poster contest for youth, visits to schools throughout the district to provide pedestrian safety education material, and officers from LBPD and Pete Walker educated drivers on safe tips for driving near schools. During the week, the team hosted “pop-up” events where they distributed reflective zipper pulls and bookmarks. During the month of May, the team again hosted a series of activities for schools that included awarding the first “Golden Wheel” award to an elementary school going above and beyond to promote safe walking and biking to school. The Mayor and City Council recognized Walk to School poster contest winners and the principal from the Golden Wheel winning school in addition to promoting Walk and Bike to School, the LBDHHS participated in 15 community events, 2 open streets events, and conducted 3 bike and pedestrian safety courses. Throughout the year the team also inspected 67 helmets, distributed 164 helmets, and placed over 50 bus tail and 30 bus shelter GoHuman Ads featuring Long Beach neighborhoods and residents.

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

Sacramento County Office of Education

The Sacramento County Office of Education’s Club Live program partnered with Safety Center, Inc. to serve 10 school sites in Sacramento County areas of high risk due to incidents with pedestrians and bicyclists under the age of 15. School sites conducted pre-survey observations to identify specific safety issues at each school. These issues included students not wearing bike helmets, students being visibly distracted while crossing streets, walking outside of crosswalks, and unsafe drop-offs by adults. Club Live and the Safety Center Incorporated distributed 714 bike helmets at school sites and at community events to equip students in need. Pete Walker, representing the “Pedestrians Don’t Have Armor” campaign, attended events at 10 schools to demonstrate the importance of pedestrian safety awareness for National Walk to School Day. School sites implemented “The Week of the Wave” to encourage drivers to “stop, look, and wave” to pedestrians and bicyclists to ensure they were seen before crossing the street. Students were encouraged to wear bright colors in order to “See and Be Seen” as they walked to school. Parent newsletters were sent out during the school year to inform parents of activities occurring on campuses and provide tips to encourage safe pedestrian, bicycle, and drop-off practices. In comparison, from Fall 2017 to Spring 2018, the percentage of bicyclists engaging in unsafe behaviors decreased in the following areas: not obeying traffic signals and signs; riding

2018 PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY PROGRAM (continued)

in the wrong direction; and being visibly distracted. In the area of pedestrian safety, the percentage of pedestrians engaging in unsafe practices decreased in the following areas: not obeying traffic signs and signals; not walking on sidewalks; and unsafe drop-off practices. Overall, 27,903 students and community members were served through 95 pedestrian and bicycle safety activities and 3,678 materials were distributed.

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

Santa Cruz County Health Services Agency

The Santa Cruz County Health Services Agency partnered with a local community-based nonprofit to provide pedestrian and bicycle safety education in elementary schools through the Walk Smart and Bike Smart programs and bicycle safety training to college students at the University of California at Santa Cruz (UCSC). The Walk Smart program targeted second graders and reached 13 classrooms and 306 students while Bike Smart reached 11 classes and 303 fifth grade students. Both programs conducted classroom presentations as well as on-bike safety training or walking field trips. The UCSC bike safety program reached 332 participants through bike safety workshops, on-bike safety training, bike safety mechanical checks, and distributed 447 bike lights and 156 helmets. These programs were catered to reach target populations identified through a countywide Vision Zero campaign.



PEDESTRIAN AND BICYCLE SAFETY PROGRAM

Southern California Association of Governments

The Southern California Association of Governments (SCAG) re-launched its Go Human campaign in FFY 2018. The goal of the Go Human campaign is to reduce the number of collisions involving people

walking and biking and encourage people to walk or bike more often. Approximately 375 million impressions were achieved through the Go Human advertising campaign, about 93 million of which were delivered as added value at no additional cost. Throughout the course of the grant, SCAG partnered with 73 local agencies to host safety events or distribute safety education materials including lawn signs, banners, bus shelters or digital graphics. During the grant, SCAG was recognized with a Green Leadership Award from Los Angeles County, and with an Award of Excellence in Public Outreach by the California Chapter of the American Planning Association.

POLICE TRAFFIC SERVICES

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANTS

The OTS awarded 149 STEP grants in FFY 2018. 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.

COMMUNITIES AGAINST RACING AND SIDESHOWS (C.A.R.S.)

California Highway Patrol

The CHP Southern Division implemented a traffic safety project to reduce the number of victims killed and injured in traffic collisions due to illegal street racing and sideshows. Enforcement Operations focused on primary collision factors that encompassed the elements of street racing and sideshows. The Southern Division office conducted 8 traffic safety presentations at local schools, impacting 1,767 people.

2018 PROGRAM AREA HIGHLIGHTS

POLICE TRAFFIC SERVICES (continued)

DRIVE TO STAY ALIVE II HIGHWAY 12 REGIONAL SAFETY PROJECT

California Highway Patrol

The CHP implemented a regional traffic safety project along Highway 12 within the CHP Solano, South Sacramento, and Stockton areas which focused on enhanced enforcement and safety education. Enhanced enforcement operations focused on primary collision factors that encompassed elements of unsafe lane changes, unsafe turns, and unsafe passing. Additionally, a total of 36 traffic safety presentations were conducted, impacting 6,359 people.

TRAFFIC RECORDS AND ROADWAY SAFETY

COUNTYWIDE COLLISION DATA COLLECTION, REPORTING, AND ANALYSIS STANDARDIZATION

Solano Transportation Authority

Commencing in FFY 2017, this project developed a countywide Memorandum of Understanding (MOU) with all 7 incorporated cities and the County to create a standardized collision reporting and analysis database. Grant funds provided software, installation, and training for the police departments and public works departments at each of the participating cities. The completed database allows for real-time collision entries from each police department, enabling public works departments to conduct timely, relevant analysis and prescribe safety solutions. The countywide nature of the database allows for sharing of data to cross city boundaries and allows for collaboration in the prioritization of resources for safety improvements to reduce fatalities, injuries, and property damage. This system will be used as a valuable tool to identify, analyze, and seek funding to address safety concerns for Solano County and its cities.



APPENDIX – GRANT EXPENDITURES

AGING ROAD USERS

This grant funded training and public awareness to the community and stakeholders related to aging road users.

Grant #	Agency	Fund	Awarded	Expended
OP18004	California Highway Patrol	402OP	\$150,000.00	\$122,461.34
		Total	\$150,000.00	\$122,461.34

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
AL18004	California Department of Alcoholic Beverage Control	164AL	\$372,000.00	\$329,368.84
		402DD	\$393,000.00	\$295,675.51
		402PM	\$10,000.00	\$7,011.13
AL18009	California Highway Patrol	164AL	\$1,600,000.00	\$1,307,441.99
AL18023	Santa Cruz County Health Services Agency	164AL	\$100,000.00	\$96,404.09
AL18024	Shasta County Health and Human Services Agency	405d AL	\$100,000.00	\$94,001.51
AL18025	Riverside County Department of Public Health	164AL	\$115,000.00	\$99,292.75
AL18026	Sacramento County District Attorney's Office	164AL	\$135,000.00	\$134,699.04
AL18027	Tulare County Office of Education	402AL	\$400,000.00	\$369,835.79
AL18029	University of California, Berkeley - SafeTREC	164AL	\$985,000.00	\$929,355.12

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

Grant #	Agency	Fund	Awarded	Expended
AL18002	California Department of Alcoholic Beverage Control	164AL	\$1,700,000.00	\$1,467,492.85
AL18006	California Highway Patrol	164AL	\$6,500,000.00	\$5,538,778.83
AL18007	California Highway Patrol	164AL	\$350,000.00	\$308,608.46
AL18008	California Highway Patrol	164AL	\$200,000.00	\$159,827.21

Evaluation - This grant funded research to predict the likelihood of compliance with IID requirements among DUI offenders.

Grant #	Agency	Fund	Awarded	Expended
AL18005	California Department of Motor Vehicles	164AL	\$141,000.00	\$104,300.56

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
AL18014	San Joaquin County Superior Court	164AL	\$650,000.00	\$592,204.64
AL18015	San Mateo County Superior Court	164AL	\$404,000.00	\$392,949.70
AL18031	Sacramento County Superior Court	164AL	\$313,000.00	\$235,054.40

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
AL18001	Butte County Probation Department	164AL	\$200,272.00	\$189,035.78
AL18010	Contra Costa County Probation Department	164AL	\$373,541.00	\$315,302.25
AL18011	Fresno County Probation Department	164AL	\$385,506.00	\$353,287.63
AL18012	Kern County Probation Department	164AL	\$180,638.00	\$161,463.10

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
AL18013	Sacramento County Probation Department	164AL	\$490,011.00	\$490,010.93
AL18016	Santa Barbara County Probation Department	164AL	\$126,297.00	\$124,957.00
AL18017	Solano County Probation Department	164AL	\$280,083.00	\$237,497.07
AL18018	Los Angeles County Probation Department	164AL	\$341,136.00	\$338,036.07
AL18019	Placer County Probation Department	164AL	\$90,437.00	\$84,013.29
AL18020	San Bernardino County Probation Department	164AL	\$510,636.00	\$447,338.64
AL18021	San Diego County Probation Department	164AL	\$535,111.00	\$523,111.93
AL18022	San Joaquin County Probation Department	164AL	\$162,848.00	\$158,203.97
AL18028	Tulare County Probation Department	164AL	\$168,358.00	\$144,817.14
		Total	\$18,312,874.00	\$16,029,377.22

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
DD18001	California Department of Transportation	402PM	\$750,000.00	\$600,631.15
DD18002	California Highway Patrol	405e DD	\$400,000.00	\$331,096.75
DD18004	California Highway Patrol	402DD	\$540,000.00	\$461,846.95
DD18005	San Luis Obispo County Behavioral Health Department	402DD	\$55,000.00	\$54,963.59

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
DD18003	California Highway Patrol	405e DD	\$800,000.00	\$743,313.40
		Total	\$2,545,000.00	\$2,191,851.84

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
DI18013	Shasta County Health and Human Services Agency	405d AL	\$155,000.00	\$121,545.31
DI18015	Long Beach Department of Health and Human Services	405d AL	\$239,000.01	\$189,635.77
DI18031	Ventura County Behavioral Health Department	405d AL	\$258,000.00	\$217,519.55

Equipment – These grants funded drug testing equipment for the statewide toxicology lab as well as Contra Costa, Los Angeles and Solano counties.

Grant #	Agency	Fund	Awarded	Expended
DI18001	California Department of Justice - Bureau of Forensic Services	164AL	\$1,333,098.00	\$1,287,988.77
		405d AL	\$100,902.00	\$66,101.31
DI18004	Contra Costa County Sheriff's Department	405d AL	\$660,100.00	\$559,677.56
DI18027	Solano County District Attorney's Office	405d AL	\$803,215.00	\$379,070.54
DI18034	Los Angeles County Sheriff's Department	405d AL	\$420,000.00	\$-

APPENDIX – GRANT EXPENDITURES

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
DI18002	California Department of Motor Vehicles	405d AL	\$127,585.00	\$71,128.11
DI18020	Orange County Sheriff's Department	405d AL	\$270,000.00	\$119,001.29
DI18030	University of California, Irvine	405d AL	\$237,000.00	\$203,144.51

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
DI18018	Monterey County Superior Court	405d AL	\$600,000.00	\$520,450.06

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
DI18003	California Highway Patrol	405d AL	\$2,000,000.00	\$1,659,183.37
DI18033	Orange County District Attorney's Office	405d AL	\$594,670.00	\$390,096.91

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
DI18005	El Dorado County District Attorney's Office	405d AL	\$195,677.00	\$191,777.04
DI18006	Fresno County District Attorney's Office	405d AL	\$382,711.00	\$362,626.79
DI18007	Kern County District Attorney's Office	405d AL	\$220,259.00	\$220,150.13
DI18008	Marin County District Attorney's Office	405d AL	\$174,222.00	\$174,222.00
DI18009	Monterey County District Attorney's Office	405d AL	\$232,241.00	\$212,221.20
DI18010	Riverside County District Attorney's Office	405d AL	\$423,895.00	\$343,914.11
DI18011	San Francisco District Attorney's Office	405d AL	\$178,340.00	\$167,234.07
DI18014	Yolo County District Attorney's Office	405d AL	\$165,941.00	\$141,368.91
DI18016	Los Angeles City Attorney's Office	405d AL	\$331,583.00	\$326,993.55
DI18017	Los Angeles County District Attorney's Office	405d AL	\$869,646.00	\$867,091.97
DI18019	Orange County District Attorney's Office	405d AL	\$672,541.00	\$573,197.76
DI18021	Sacramento County District Attorney's Office	405d AL	\$250,141.00	\$239,623.51
DI18022	San Bernardino County District Attorney's Office	405d AL	\$211,883.00	\$211,883.00
DI18023	San Diego City Attorney's Office	405d AL	\$294,414.00	\$247,303.78
DI18024	San Diego County District Attorney's Office	405d AL	\$248,788.00	\$246,877.05
DI18026	Solano County District Attorney's Office	405d AL	\$309,990.00	\$309,990.00
DI18028	Sonoma County District Attorney's Office	405d AL	\$353,537.00	\$350,225.41
DI18029	Tulare County District Attorneys Office	405d AL	\$153,620.00	\$133,328.38
DI18032	Ventura County District Attorney's Office	405d AL	\$413,248.00	\$395,091.69
		Total	\$13,881,247.01	\$11,499,663.41

APPENDIX – GRANT EXPENDITURES

EMERGENCY MEDICAL SERVICES

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

Grant #	Agency	Fund	Awarded	Expended
EM18001	Amador Fire Protection District	402EM	\$70,000.00	\$69,466.43
EM18002	Butte County Fire Department	402EM	\$105,000.00	\$104,830.79
EM18003	Pismo Beach Fire Department	402EM	\$70,000.00	\$69,824.15
EM18004	Russian River Fire Protection District	402EM	\$105,000.00	\$104,550.81
EM18005	Lake County Fire Protection District	402EM	\$105,000.00	\$104,496.84
EM18006	Nevada County Fire Protection District	402EM	\$70,000.00	\$68,024.44
EM18007	North Monterey County Fire Protection District	402EM	\$70,000.00	\$68,431.94
EM18008	South Monterey County Fire Protection District	402EM	\$70,000.00	\$68,240.62
		Total	\$665,000.00	\$657,866.02

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
MC18001	Hawthorne Police Department	402MC	\$59,800.00	\$51,739.50
MC18002	San Francisco Municipal Transportation Agency	402MC	\$175,000.00	\$44,532.42
MC18003	California Highway Patrol	402MC	\$600,000.00	\$460,610.11
		405f MC	\$500,000.00	\$499,695.93
MC18004	University of California, Berkeley - SafeTREC	402MC	\$150,000.00	\$111,962.51
		Total	\$1,484,800.00	\$1,168,540.47

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
OP18004	California Highway Patrol	402OP	\$150,000.00	\$122,461.34

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
OP18001	Butte County Public Health Department	405b OP	\$91,500.00	\$86,455.11
OP18006	Contra Costa County Health Services	405b OP	\$88,500.00	\$56,149.55
OP18007	Los Angeles County Department of Public Health	405b OP	\$67,500.00	\$65,796.83
OP18008	San Joaquin County Public Health Services	405b OP	\$85,700.01	\$78,960.50
OP18009	Santa Cruz County Health Services Agency	405b OP	\$44,500.00	\$44,037.11
OP18010	Ventura County Fire Department	405b OP	\$58,900.00	\$40,882.00
OP18011	Yuba County Health and Human Services Department	405b OP	\$47,500.00	\$30,845.01
OP18012	Los Angeles Housing and Community Investment Department	405b OP	\$154,000.00	\$115,761.39
OP18013	Pomona Police Department	405b OP	\$150,589.00	\$146,989.09

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
OP18014	Riverside County Department of Public Health	405b OP	\$129,000.00	\$121,529.08
OP18015	San Diego County Health & Human Services Agency - CAP	405b OP	\$88,500.00	\$88,498.98
OP18016	San Luis Obispo County Public Health Department	405b OP	\$46,000.00	\$42,252.70
OP18017	Stanislaus County Health Services Agency	405b OP	\$97,000.00	\$41,972.65
OP18018	Tehama County Health Services Agency	405b OP	\$65,000.00	\$42,818.46
OP18019	Yolo County Health and Human Services Agency	405b OP	\$165,000.00	\$125,435.06

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
OP18002	California Department of Public Health	405b OP	\$488,300.00	\$267,480.09
OP18003	California Highway Patrol	405b OP	\$725,500.00	\$565,908.36

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
OP18005	California State University, Fresno	405b OP	\$298,950.00	\$248,333.59
		Total	\$2,891,939.01	\$2,210,105.56

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
PA18001	Office of Traffic Safety	164AL	\$1,906,890.00	\$1,314,532.74
		402AL	\$39,765.00	\$46,851.48
		402DD	\$49,561.00	\$61,598.65
		402EM	\$29,612.00	\$30,394.73
		402MC	\$43,852.00	\$22,187.11
		402OP	\$12,246.00	\$147,990.36
		402PA	\$1,238,939.00	\$918,392.36
		402PS	\$296,120.00	\$344,430.74
		402PT	\$841,455.00	\$737,304.03
		405b OP	\$128,776.00	\$71,954.27
		405c TR	\$359,944.00	\$465,222.33
		405d AL	\$618,038.00	\$166,411.53
		405e DD	\$53,435.00	\$27,488.17
		405f MC	\$22,000.00	\$9,886.16
		405h PS	\$59,580.00	\$35,809.71
		Total	\$5,700,213.00	\$4,400,454.37

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
PR18001	Office of Traffic Safety	164 PM		\$1,500,000.00
		164 AL		\$121,176.78
		402 MC		\$2,815.39
		402 OP		\$430.91
		402 DD	\$1,200,000.00	\$290,292.09
		402 AL		\$592,775.76
		402 EM		\$1,896.08
		402 PS	\$1,600,000.00	\$391,865.93
		402 PT	\$200,000.00	\$55,101.23
		402 PM		\$846,059.05
		405 OP		\$8,273.81
		405 TR		\$23,614.87
		405 AL	\$1,500,000.00	\$38,208.88
		405 DD		\$3,418.69
				405 MC
		405 PS		\$3,763.43
		Total	\$4,500,000.00	\$3,881,129.31

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
PS18034	University of California, Berkeley - SafeTREC	402PS	\$2,000,000.00	\$1,702,366.09
PS18035	University of California, Berkeley - TTP	402PS	\$408,000.00	\$372,783.75

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

Grant #	Agency	Fund	Awarded	Expended
PS18001	Orange County Transportation Authority	402PS	\$75,000.00	\$69,852.00
PS18002	Westminster Police Department	402PS	\$25,000.00	\$22,697.39
PS18003	Alameda County Public Works Department	402PM	\$39,000.00	\$-
		402PS	\$86,000.00	\$-
PS18004	Anaheim Police Department	402PS	\$70,000.00	\$52,652.46
PS18005	Bakersfield Police Department	402PS	\$30,000.00	\$16,817.66
PS18006	Baldwin Park Department of Public Works	402PS	\$40,000.00	\$28,298.00
PS18007	Butte County Public Health Department	402PS	\$29,000.00	\$26,288.66
PS18008	California Highway Patrol	405h PS	\$1,338,000.00	\$1,040,536.19

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Grant #	Agency	Fund	Awarded	Expended
PS18009	Escondido Police Department	402PS	\$25,000.00	\$20,614.98
PS18010	Fresno (PARCS)	402PS	\$120,000.00	\$105,353.08
PS18011	Humboldt County Public Health	402PM	\$9,100.00	\$8,485.00
		402PS	\$115,900.00	\$94,452.03
PS18012	Montclair Human Services	402PS	\$40,000.00	\$16,141.80
PS18013	Sacramento Police Department	402PS	\$75,000.00	\$69,420.72
PS18014	Santa Cruz County Health Services Agency	402PS	\$170,000.00	\$167,754.73
PS18015	Long Beach Department of Health and Human Services	402PM	\$40,000.00	\$39,075.00
		402PS	\$110,000.00	\$97,967.72
PS18016	Los Angeles County Department of Public Works	402PM	\$25,000.00	\$9,437.00
		402PS	\$125,000.00	\$69,921.07
PS18017	Los Angeles Housing and Community Investment Department	402PS	\$300,000.00	\$243,235.89
PS18018	Modesto Police Department	402PS	\$30,000.00	\$27,158.83
PS18019	Monterey County Health Department	402PS	\$130,000.00	\$121,010.09
PS18020	Pasadena Transportation Department	402PS	\$112,000.00	\$94,348.17
PS18021	Riverside County Department of Public Health	402PS	\$135,000.00	\$132,955.76
PS18022	Riverside Public Works Department	402PS	\$136,000.00	\$131,186.26
PS18023	Sacramento County Office of Education	402PS	\$170,000.00	\$167,247.06
PS18024	Sacramento Public Works	402PM	\$50,000.00	\$49,001.04
		402PS	\$150,000.00	\$127,637.39
PS18025	San Benito County Health and Human Services Agency	402PS	\$25,000.00	\$23,745.34
PS18026	San Diego Police Department	402PS	\$200,000.00	\$198,584.71
PS18027	San Jose Department of Transportation	402PS	\$150,000.00	\$113,650.48
PS18028	San Luis Obispo County Public Health Department	402PS	\$160,000.00	\$136,514.47
PS18029	Santa Ana Public Works Agency	402PS	\$75,000.00	\$71,482.00
PS18030	Santa Clara Police Department	402PS	\$35,000.00	\$23,202.79
PS18031	Solano Transportation Authority	402PS	\$170,000.00	\$165,115.75
PS18032	Southern California Association of Governments	402PM	\$800,000.00	\$799,968.59
		402PS	\$700,000.00	\$592,442.55
PS18033	Standard School District	402PS	\$30,000.00	\$25,121.22
PS18036	Watsonville Police Department	402PS	\$35,000.00	\$35,000.00
PS18037	Yolo County Health and Human Services Agency	402PS	\$50,000.00	\$40,105.51
PS18038	Yuba County Health and Human Services Department	402PS	\$40,000.00	\$21,857.52
PS18039	West Sacramento Police Department	402PS	\$25,000.00	\$12,215.35
		Total	\$8,703,000.00	\$7,383,702.10

APPENDIX – GRANT EXPENDITURES

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
PT18150	University of California, Berkeley - SafeTREC	402PT	\$1,195,000.00	\$960,053.64
PT18151	University of California, San Diego	402PM	\$10,000.00	\$9,654.62
		402PT	\$790,000.00	\$732,314.65

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
PT18001	Alhambra Police Department	164AL	\$60,000.00	\$52,902.95
		402PT	\$6,600.00	\$6,600.00
PT18002	Anaheim Police Department	164AL	\$205,200.00	\$198,070.49
		402PT	\$198,000.00	\$160,527.87
PT18003	Arcadia Police Department	164AL	\$50,000.00	\$39,640.98
		402PT	\$50,000.00	\$38,638.31
PT18004	Atascadero Police Department	164AL	\$60,000.00	\$42,787.37
		402PT	\$10,000.00	\$9,016.70
PT18005	Azusa Police Department	164AL	\$50,000.00	\$43,321.05
		402PT	\$41,500.00	\$35,407.21
PT18006	Bakersfield Police Department	164AL	\$347,000.00	\$316,789.97
		402PT	\$121,000.00	\$92,602.37
		405c TR	\$136,000.00	\$111,447.88
PT18007	Baldwin Park Police Department	164AL	\$40,000.00	\$39,868.34
		402PT	\$30,000.00	\$26,356.34
PT18008	Bell Gardens Police Department	164AL	\$60,000.00	\$56,511.80
		402PT	\$35,000.00	\$30,285.50
PT18009	Bell Police Department	164AL	\$60,000.00	\$49,925.79
		402PT	\$40,000.00	\$32,866.43
PT18010	Berkeley Police Department	164AL	\$132,500.00	\$92,399.30
		402PT	\$132,500.00	\$98,878.52
PT18011	Beverly Hills Police Department	164AL	\$60,000.00	\$54,880.76
		402PT	\$55,000.00	\$37,522.40
PT18012	Brea Police Department	164AL	\$45,000.00	\$38,357.01
		402PT	\$60,000.00	\$55,581.80
PT18013	Brentwood Police Department	164AL	\$45,000.00	\$44,588.90
		402PT	\$30,000.00	\$25,972.86
PT18014	Buena Park Police Department	164AL	\$90,000.00	\$88,602.90
		402PT	\$50,000.00	\$47,334.73
PT18015	Burbank Police Department	164AL	\$50,000.00	\$48,681.50
		402PT	\$50,000.00	\$48,947.00

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Grant #	Agency	Fund	Awarded	Expended
PT18016	Burlingame Police Department	164AL	\$40,000.00	\$30,697.30
		402PT	\$30,000.00	\$20,470.71
PT18023	Cathedral City Police Department	164AL	\$45,000.00	\$33,930.93
		402PT	\$50,000.00	\$43,454.95
PT18024	Chino Police Department	164AL	\$90,000.00	\$82,824.20
		402PT	\$40,000.00	\$32,870.34
PT18025	Chula Vista Police Department	164AL	\$400,000.00	\$387,811.20
		402PT	\$130,000.00	\$118,928.44
PT18026	Citrus Heights Police Department	164AL	\$90,000.00	\$82,702.31
		402PT	\$40,000.00	\$37,519.93
		405c TR	\$34,000.00	\$33,993.31
PT18027	Claremont Police Department	164AL	\$60,000.00	\$52,771.90
		402PT	\$40,000.00	\$25,660.12
PT18028	Clovis Police Department	164AL	\$60,000.00	\$54,235.97
		402PT	\$30,000.00	\$21,849.00
PT18029	Colton Police Department	164AL	\$90,000.00	\$85,488.13
		402PT	\$25,000.00	\$19,944.63
PT18030	Concord Police Department	164AL	\$142,000.00	\$124,382.37
		402PT	\$70,000.00	\$52,600.70
PT18031	Corona Police Department	164AL	\$50,000.00	\$43,646.71
		402PT	\$25,000.00	\$20,233.51
PT18032	Costa Mesa Police Department	164AL	\$165,000.00	\$108,632.82
		402PT	\$125,000.00	\$92,983.90
PT18033	Covina Police Department	164AL	\$50,000.00	\$39,862.19
		402PT	\$20,000.00	\$16,372.09
PT18034	Culver City Police Department	164AL	\$50,000.00	\$40,446.84
		402PT	\$70,000.00	\$64,976.01
PT18035	Daly City Police Department	164AL	\$60,000.00	\$56,218.60
		402PT	\$40,000.00	\$33,629.94
PT18036	Downey Police Department	164AL	\$200,000.00	\$179,999.67
		402PT	\$130,000.00	\$110,550.97
PT18037	Dublin Police Department	164AL	\$50,000.00	\$40,609.77
		402PT	\$25,000.00	\$22,887.96
PT18038	El Cajon Police Department	164AL	\$73,000.00	\$45,086.51
		402PT	\$127,000.00	\$106,234.70
PT18039	El Centro Police Department	164AL	\$60,000.00	\$51,473.57
		402PT	\$50,000.00	\$48,230.96
PT18040	El Monte Police Department	164AL	\$110,000.00	\$108,855.10
		402PT	\$90,000.00	\$88,117.58
PT18041	Elk Grove Police Department	164AL	\$120,000.00	\$98,732.36
		402PT	\$100,000.00	\$93,279.45

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT18042	Escondido Police Department	164AL	\$400,000.00	\$349,344.08
		402PT	\$110,000.00	\$100,855.49
PT18043	Folsom Police Department	164AL	\$80,000.00	\$33,649.72
		402PT	\$40,000.00	\$20,815.50
		405c TR	\$30,000.00	\$30,000.00
PT18044	Fontana Police Department	164AL	\$240,000.00	\$235,169.64
		402PT	\$115,000.00	\$110,103.42
PT18045	Fountain Valley Police Department	164AL	\$44,400.00	\$13,567.00
		402PT	\$44,400.00	\$24,906.83
		405d AL	\$11,200.00	\$833.00
PT18046	Fremont Police Department	164AL	\$100,000.00	\$66,526.67
		402PT	\$65,000.00	\$50,901.53
PT18047	Fresno Police Department	164AL	\$490,000.00	\$484,038.40
		402PT	\$200,000.00	\$195,426.73
PT18048	Fullerton Police Department	164AL	\$180,000.00	\$168,249.22
		402PT	\$85,000.00	\$75,887.73
		405d AL	\$135,000.00	\$118,110.80
PT18049	Garden Grove Police Department	164AL	\$135,000.00	\$125,816.16
		402PT	\$151,000.00	\$147,189.20
PT18050	Gardena Police Department	164AL	\$90,000.00	\$79,732.15
		402PT	\$40,000.00	\$35,273.96
PT18051	Gilroy Police Department	164AL	\$50,000.00	\$39,677.10
		402PT	\$35,000.00	\$31,147.59
PT18052	Glendale Police Department	164AL	\$150,000.00	\$146,758.15
		402PT	\$157,000.00	\$153,447.44
		405c TR	\$32,500.00	\$24,118.25
		405d AL	\$15,000.00	\$14,892.76
PT18053	Glendora Police Department	164AL	\$60,000.00	\$58,815.83
		402PT	\$40,000.00	\$37,400.09
PT18054	Hawthorne Police Department	164AL	\$161,157.00	\$158,958.76
		402PT	\$54,914.00	\$51,132.68
PT18055	Hayward Police Department	164AL	\$140,000.00	\$126,232.08
		402PT	\$100,000.00	\$96,189.94
PT18056	Hemet Police Department	164AL	\$75,000.00	\$42,692.16
		402PT	\$55,000.00	\$39,115.29
PT18057	Hollister Police Department	164AL	\$50,000.00	\$33,445.52
		402PT	\$20,000.00	\$9,244.93
PT18058	Huntington Beach Police Department	164AL	\$450,000.00	\$337,952.02
		402PT	\$160,000.00	\$70,800.50

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT18059	Huntington Park Police Department	164AL	\$100,000.00	\$74,763.45
		402PT	\$40,000.00	\$10,755.18
PT18060	Inglewood Police Department	164AL	\$100,000.00	\$75,033.44
		402PT	\$120,000.00	\$106,885.20
PT18061	Irvine Police Department	164AL	\$385,000.00	\$299,618.37
		402PT	\$125,000.00	\$108,133.81
PT18062	Long Beach Police Department	164AL	\$286,000.00	\$211,435.92
		402PT	\$200,000.00	\$175,505.19
		405c TR	\$138,000.00	\$-
PT18063	Los Angeles Police Department	164AL	\$3,313,000.00	\$3,279,100.71
		402PT	\$1,476,000.00	\$1,444,267.62
		405d AL	\$350,000.00	\$344,676.70
PT18064	Manteca Police Department	164AL	\$50,000.00	\$48,431.76
		402PT	\$65,000.00	\$63,261.82
PT18065	Montclair Police Department	402PT	\$37,402.00	\$26,905.84
PT18066	Ontario Police Department	164AL	\$490,000.00	\$483,134.66
		402PT	\$130,000.00	\$115,622.52
		405c TR	\$145,000.00	\$58,336.14
PT18067	Rancho Cordova Police Department	164AL	\$70,000.00	\$48,379.03
		402PT	\$70,000.00	\$55,283.24
PT18068	Redondo Beach Police Department	164AL	\$75,000.00	\$70,800.07
		402PT	\$40,000.00	\$36,293.68
		405c TR	\$36,000.00	\$34,500.00
PT18069	San Diego Police Department	164AL	\$913,000.00	\$795,441.26
		402PT	\$590,000.00	\$448,677.38
PT18070	San Francisco Police Department	164AL	\$154,000.00	\$84,925.15
		402PT	\$126,000.00	\$109,456.50
PT18071	Novato Police Department	164AL	\$60,000.00	\$58,951.34
		402PT	\$25,000.00	\$21,974.08
		405c TR	\$12,000.00	\$11,998.92
PT18072	Sacramento Police Department	164AL	\$234,088.00	\$154,877.34
		402PT	\$333,243.00	\$226,694.63
PT18073	San Bernardino County Sheriff's Department	164AL	\$277,903.00	\$258,786.55
		402PT	\$185,269.00	\$175,658.11
PT18074	San Diego County Sheriff's Department	164AL	\$435,000.00	\$230,756.05
		402PT	\$135,000.00	\$86,893.15
PT18075	San Jose Police Department	164AL	\$150,000.00	\$102,311.84
		402PT	\$107,000.00	\$98,805.84
PT18076	Santa Barbara Police Department	164AL	\$160,000.00	\$110,814.78
		402PT	\$100,000.00	\$70,269.21

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT18077	Santa Maria Police Department	164AL	\$285,000.00	\$232,887.07
		402PT	\$80,000.00	\$65,374.18
PT18078	Signal Hill Police Department	164AL	\$60,000.00	\$54,608.39
		402PT	\$34,000.00	\$29,862.44
PT18079	Vallejo Police Department	164AL	\$178,000.00	\$73,838.25
		402PT	\$52,000.00	\$38,625.52
PT18080	Ventura County Sheriff's Department	164AL	\$250,000.00	\$204,642.82
		402PT	\$150,000.00	\$120,017.08
		405d AL	\$87,000.00	\$27,007.82
PT18081	Visalia Police Department	164AL	\$180,000.00	\$164,571.65
		402PT	\$80,000.00	\$71,609.90
PT18082	West Sacramento Police Department	164AL	\$60,000.00	\$25,107.36
		402PT	\$60,000.00	\$46,981.81
		405c TR	\$80,000.00	\$80,000.00
PT18083	Whittier Police Department	164AL	\$130,000.00	\$127,063.30
		402PT	\$45,000.00	\$39,804.23
		405c TR	\$40,000.00	\$-
PT18084	La Habra Police Department	164AL	\$190,000.00	\$50,760.93
		402PT	\$40,000.00	\$37,595.15
PT18085	La Mesa Police Department	164AL	\$60,000.00	\$58,200.94
		402PT	\$65,000.00	\$63,833.70
PT18086	Laguna Beach Police Department	164AL	\$65,000.00	\$63,488.97
		402PT	\$40,000.00	\$39,710.21
PT18087	Livermore Police Department	164AL	\$75,000.00	\$67,785.40
		402PT	\$40,000.00	\$28,457.39
PT18088	Lodi Police Department	164AL	\$60,000.00	\$49,933.22
		402PT	\$38,000.00	\$25,345.69
PT18089	Lompoc Police Department	164AL	\$60,000.00	\$20,218.85
		402PT	\$25,000.00	\$17,334.65
PT18090	Los Angeles County Sheriff's Department	164AL	\$1,107,231.00	\$727,827.24
		402PT	\$738,154.00	\$636,635.29
PT18091	Manhattan Beach Police Department	164AL	\$143,000.00	\$77,165.17
		402PT	\$57,000.00	\$17,005.43
PT18092	Menlo Park Police Department	164AL	\$55,000.00	\$10,952.09
		402PT	\$40,000.00	\$31,452.89
PT18093	Merced Police Department	164AL	\$60,000.00	\$40,705.06
		402PT	\$60,000.00	\$39,833.82
PT18094	Milpitas Police Department	164AL	\$60,000.00	\$46,766.85
		402PT	\$40,000.00	\$31,138.19

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT18095	Modesto Police Department	164AL	\$215,000.00	\$209,978.41
		402PT	\$215,000.00	\$207,840.01
PT18096	Montebello Police Department	164AL	\$80,000.00	\$52,856.23
		402PT	\$50,000.00	\$28,959.80
PT18097	Monterey Park Police Department	164AL	\$60,000.00	\$59,998.05
		402PT	\$70,000.00	\$67,556.70
PT18098	Mountain View Police Department	164AL	\$75,000.00	\$74,356.35
		402PT	\$40,000.00	\$37,914.41
PT18099	Murrieta Police Department	164AL	\$70,000.00	\$59,049.92
		402PT	\$40,000.00	\$25,073.99
PT18100	Napa Police Department	164AL	\$75,000.00	\$64,180.93
		402PT	\$40,000.00	\$34,728.91
PT18101	National City Police Department	164AL	\$80,000.00	\$43,514.72
		402PT	\$40,000.00	\$26,702.79
PT18102	Newport Beach Police Department	164AL	\$200,000.00	\$178,192.81
		402PT	\$100,000.00	\$91,236.58
PT18103	Oakdale Police Department	164AL	\$35,000.00	\$5,703.95
		402PT	\$35,000.00	\$21,441.02
PT18104	Oakland Police Department	164AL	\$484,000.00	\$411,492.38
		402PT	\$224,000.00	\$193,150.58
PT18105	Oceanside Police Department	164AL	\$170,000.00	\$163,965.90
		402PT	\$89,400.00	\$72,106.71
		405d AL	\$5,600.00	\$2,571.04
PT18106	Orange County Sheriff's Department	164AL	\$312,785.00	\$278,030.24
		402PT	\$208,523.00	\$193,656.66
PT18107	Orange Police Department	164AL	\$175,000.00	\$166,846.45
		402PT	\$67,580.00	\$62,282.18
		405d AL	\$11,420.00	\$783.20
PT18108	Oxnard Police Department	164AL	\$382,800.00	\$361,292.63
		402PT	\$114,000.00	\$97,972.63
		405c TR	\$85,000.00	\$79,463.73
		405d AL	\$3,200.00	\$1,774.83
PT18109	Pacifica Police Department	164AL	\$60,000.00	\$32,394.52
		402PT	\$50,000.00	\$34,604.08
PT18110	Palm Springs Police Department	164AL	\$60,000.00	\$51,247.84
		402PT	\$70,000.00	\$47,943.82
PT18111	Pasadena Police Department	164AL	\$200,000.00	\$188,783.73
		402PT	\$215,000.00	\$195,740.34
PT18112	Paso Robles Police Department	164AL	\$60,000.00	\$45,532.48
		402PT	\$30,000.00	\$21,804.25

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT18113	Petaluma Police Department	164AL	\$70,000.00	\$42,173.63
		402PT	\$70,000.00	\$48,018.86
PT18114	Pittsburg Police Department	164AL	\$50,000.00	\$49,244.62
		402PT	\$50,000.00	\$41,841.65
PT18115	Placentia Police Department	164AL	\$50,000.00	\$35,275.56
		402PT	\$30,000.00	\$6,075.52
PT18116	Pleasanton Police Department	164AL	\$36,000.00	\$33,498.70
		402PT	\$30,800.00	\$28,141.27
PT18117	Pomona Police Department	164AL	\$280,000.00	\$270,294.50
		402PT	\$170,000.00	\$151,289.23
PT18118	Porterville Police Department	164AL	\$90,000.00	\$69,545.85
		402PT	\$30,000.00	\$21,456.64
PT18119	Redding Police Department	164AL	\$245,000.00	\$198,900.08
		402PT	\$70,000.00	\$36,812.70
PT18120	Redlands Police Department	164AL	\$76,000.00	\$23,523.25
		402PT	\$42,000.00	\$30,929.31
PT18121	Redwood City Police Department	164AL	\$236,000.00	\$236,000.00
		402PT	\$60,000.00	\$46,193.91
PT18122	Rialto Police Department	164AL	\$107,000.00	\$106,612.14
		402PT	\$108,000.00	\$107,720.63
PT18123	Riverside County Sheriff's Department	164AL	\$1,031,997.00	\$964,332.73
		402PT	\$656,997.00	\$560,948.74
PT18124	Riverside Police Department	164AL	\$203,000.00	\$183,850.43
		402PT	\$305,000.00	\$281,780.57
		405d AL	\$100,000.00	\$83,329.38
PT18125	Rohnert Park Department of Public Safety	164AL	\$60,000.00	\$27,158.67
		402PT	\$35,000.00	\$20,637.43
PT18126	Salinas Police Department	164AL	\$125,000.00	\$54,587.13
		402PT	\$55,000.00	\$50,060.02
PT18127	San Bernardino Police Department	164AL	\$418,000.00	\$405,745.53
		402PT	\$257,000.00	\$240,094.91
PT18128	San Gabriel Police Department	164AL	\$60,000.00	\$38,094.57
		402PT	\$50,000.00	\$32,581.43
PT18129	San Luis Obispo Police Department	164AL	\$60,000.00	\$53,793.93
		402PT	\$59,000.00	\$51,192.06
PT18130	San Mateo Police Department	164AL	\$65,000.00	\$23,720.20
		402PT	\$35,000.00	\$24,484.61
PT18131	San Rafael Police Department	164AL	\$60,000.00	\$58,574.89
		402PT	\$50,000.00	\$38,137.47

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT18132	San Ramon Police Department	164AL	\$18,300.00	\$14,454.37
		402PT	\$22,500.00	\$21,411.48
PT18133	Santa Ana Police Department	164AL	\$295,000.00	\$272,774.42
		402PT	\$156,000.00	\$142,330.60
		405d AL	\$4,000.00	\$2,804.44
PT18134	Santa Barbara County Sheriff's Department	164AL	\$50,000.00	\$37,070.36
		402PT	\$35,000.00	\$27,909.08
PT18135	Santa Monica Police Department	164AL	\$125,000.00	\$124,063.55
		402PT	\$175,000.00	\$171,628.59
PT18136	Santa Rosa Police Department	164AL	\$250,000.00	\$201,944.71
		402PT	\$140,000.00	\$126,289.80
PT18137	Simi Valley Police Department	164AL	\$80,000.00	\$72,931.12
		402PT	\$50,000.00	\$35,789.71
PT18138	South Gate Police Department	164AL	\$90,000.00	\$52,209.89
		402PT	\$40,000.00	\$12,184.79
PT18139	South Pasadena Police Department	164AL	\$50,000.00	\$26,798.47
		402PT	\$20,000.00	\$8,921.94
PT18140	South San Francisco Police Department	164AL	\$60,000.00	\$56,403.39
		402PT	\$50,000.00	\$49,826.34
PT18141	Stockton Police Department	164AL	\$300,000.00	\$268,821.09
		402PT	\$255,000.00	\$231,836.37
PT18142	Sunnyvale Department of Public Safety	164AL	\$19,441.00	\$18,517.14
		402PT	\$35,000.00	\$34,630.15
PT18143	Turlock Police Department	164AL	\$50,000.00	\$7,717.33
		402PT	\$35,000.00	\$13,214.89
PT18144	Tustin Police Department	164AL	\$60,000.00	\$43,588.09
		402PT	\$40,000.00	\$36,865.44
PT18145	Union City Police Department	164AL	\$60,000.00	\$59,264.71
		402PT	\$40,000.00	\$38,377.46
		405c TR	\$41,000.00	\$35,940.37
PT18146	Vacaville Police Department	164AL	\$65,000.00	\$62,586.27
		402PT	\$40,000.00	\$39,083.73
PT18147	Westminster Police Department	164AL	\$55,000.00	\$46,423.38
		402PT	\$87,000.00	\$76,721.47
PT18148	Yuba City Police Department	164AL	\$45,000.00	\$38,085.69
		402PT	\$30,000.00	\$28,967.56
PT18149	Torrance Police Department	164AL	\$154,000.00	\$136,853.74
		402PT	\$86,000.00	\$73,360.08
PT18152	Upland Police Department	164AL	\$110,000.00	\$98,287.61
		402PT	\$60,000.00	\$47,058.35

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT18153	Ventura Police Department	164AL	\$80,000.00	\$78,805.14
		402PT	\$116,000.00	\$101,488.94
PT18154	Vernon Police Department	164AL	\$70,000.00	\$70,000.00
		402PT	\$30,000.00	\$30,000.00
PT18155	Watsonville Police Department	164AL	\$29,999.00	\$29,607.03
		402PT	\$40,001.00	\$40,000.32
PT18156	West Covina Police Department	164AL	\$140,000.00	\$135,918.30
		402PT	\$5,000.00	\$3,248.20
PT18157	Woodland Police Department	164AL	\$50,000.00	\$45,568.26
		402PT	\$25,000.00	\$22,712.06

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

Grant #	Agency	Fund	Awarded	Expended
PT18017	California Highway Patrol	402PT	\$500,000.00	\$422,524.98
PT18018	California Highway Patrol	402PM	\$20,000.00	\$20,000.00
		402PT	\$130,000.00	\$104,059.56
PT18019	California Highway Patrol	402PT	\$1,500,000.00	\$1,227,387.82
PT18020	California Highway Patrol	402PT	\$275,000.00	\$236,050.38
PT18021	California Highway Patrol	402PT	\$69,500.00	\$57,991.18
PT18022	California Highway Patrol	402PT	\$380,000.00	\$290,376.82
		Total	\$46,115,004.00	\$38,940,584.85

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
TR18006	California State Polytechnic University, Pomona	405c TR	\$247,942.00	\$198,632.47
TR18015	California Highway Patrol	405c TR	\$50,587.00	\$30,102.59
TR18016	California Department of Transportation	405c TR	\$400,000.00	\$400,000.00

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
TR18007	Los Angeles Police Department	405c TR	\$4,600,000.00	\$35,947.84
TR18008	Solano Transportation Authority	405c TR	\$171,000.00	\$160,088.07
TR18011	University of California, Berkeley - SafeTREC	405c TR	\$150,000.00	\$135,289.11

APPENDIX – GRANT EXPENDITURES

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
TR18001	California Department of Motor Vehicles	405c TR	\$117,000.00	\$92,677.96
TR18002	California Department of Public Health	405c TR	\$652,000.00	\$430,320.26
TR18003	California Department of Transportation	405c TR	\$262,411.00	\$-
TR18004	California Emergency Medical Services Authority	405c TR	\$319,000.00	\$142,617.06
TR18005	California Emergency Medical Services Authority	405c TR	\$30,700.00	\$3,503.20
TR18009	University of California, Berkeley - SafeTREC	405c TR	\$270,000.00	\$222,684.73
TR18010	University of California, Berkeley - SafeTREC	405c TR	\$57,000.00	\$44,203.13
TR18014	University of California, Berkeley - SafeTREC	405c TR	\$217,000.00	\$168,604.42

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
TR18012	University of California, Berkeley - SafeTREC	405c TR	\$94,000.00	\$82,976.50
TR18013	University of California, Berkeley - SafeTREC	405c TR	\$96,000.00	\$82,494.43
		Total	\$7,734,640.00	\$2,230,141.77

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