

OTS

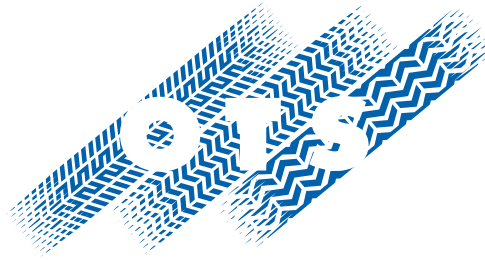
**CALIFORNIA OFFICE
OF TRAFFIC SAFETY**



CALIFORNIA'S ANNUAL PERFORMANCE REPORT

2015

California Office of Traffic Safety



**CALIFORNIA OFFICE
OF TRAFFIC SAFETY**

2015

ANNUAL PERFORMANCE REPORT

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Dear Fellow Californians:

This Annual Performance Report is an overview of traffic safety programs and initiatives supported by funding and direction from the Office of Traffic Safety (OTS) in Federal Fiscal Year 2015.

These safety efforts are aimed at making California a safer place for all roadway users, regardless of whether they walk, bicycle or drive a vehicle. In 2015, the OTS assigned \$102.5 million in federal funding to support 285 traffic safety grants to state and local agencies. Most of the OTS grant programs reach down to individual communities, allowing residents and their civic leaders to shape safety programs to meet their needs, consistent with state and federal plans.

OTS works with local partners and other stakeholders to revise its grant program to ensure the greatest needs are being addressed. For example, more Californians today are walking or riding bicycles and motorcycles than ever before, a fact being tragically reflected in higher crash and fatality rates. OTS recognized the need to address these problems, and built pedestrian, bicycle and motorcycle safety education and enforcement components into each of the nearly 150 Selective Traffic Enforcement Program grants to local agencies, plus specialized bicycle and pedestrian grants to 13 local agencies.

Education is increasingly taking an active position alongside enforcement in schools, colleges, and community centers statewide to expand safety efforts. Programs like the California Highway Patrol's Smart Start, Every 15 Minutes, and Impact Teen Drivers programs; Friday Night Live; Real DUI Trials in Schools; RADD College Awareness; and other locally customized educational programs promote a positive shift in traffic safety culture.

The recent recession years saw dramatic declines in all areas of roadway crashes resulting in death and injury. Those declines turned to increases as the state recovered and more Californians returned to our roadways. Fortunately, the increases have not reached pre-recession levels, but the trend does reflect the need for OTS and its many partners to continue innovating and evolving their approaches so California can continue to be a national leader when it comes to highway safety.

The Transportation Agency remains committed to the shared mission of OTS and its federal, state, and local partners to realize its goals of providing an environment of safety on California's roadways.

Sincerely,



BRIAN P. KELLY
Secretary

ANNUAL PERFORMANCE REPORT

Federal Fiscal Year 2015 (FFY 2015)

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OF TRAFFIC SAFETY**

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**REPORT
DRUNK
DRIVERS**

CALL 911

Your Call Could Save a Life



MISSION & VISION

MISSION

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

VISION

“Toward zero deaths, every 1 counts.”

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

To realize this vision we emphasize:

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

CALIFORNIA OFFICE OF TRAFFIC SAFETY

HOW CALIFORNIA RECEIVES FUNDING

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



Funding included the base program section (402) and several incentive programs.

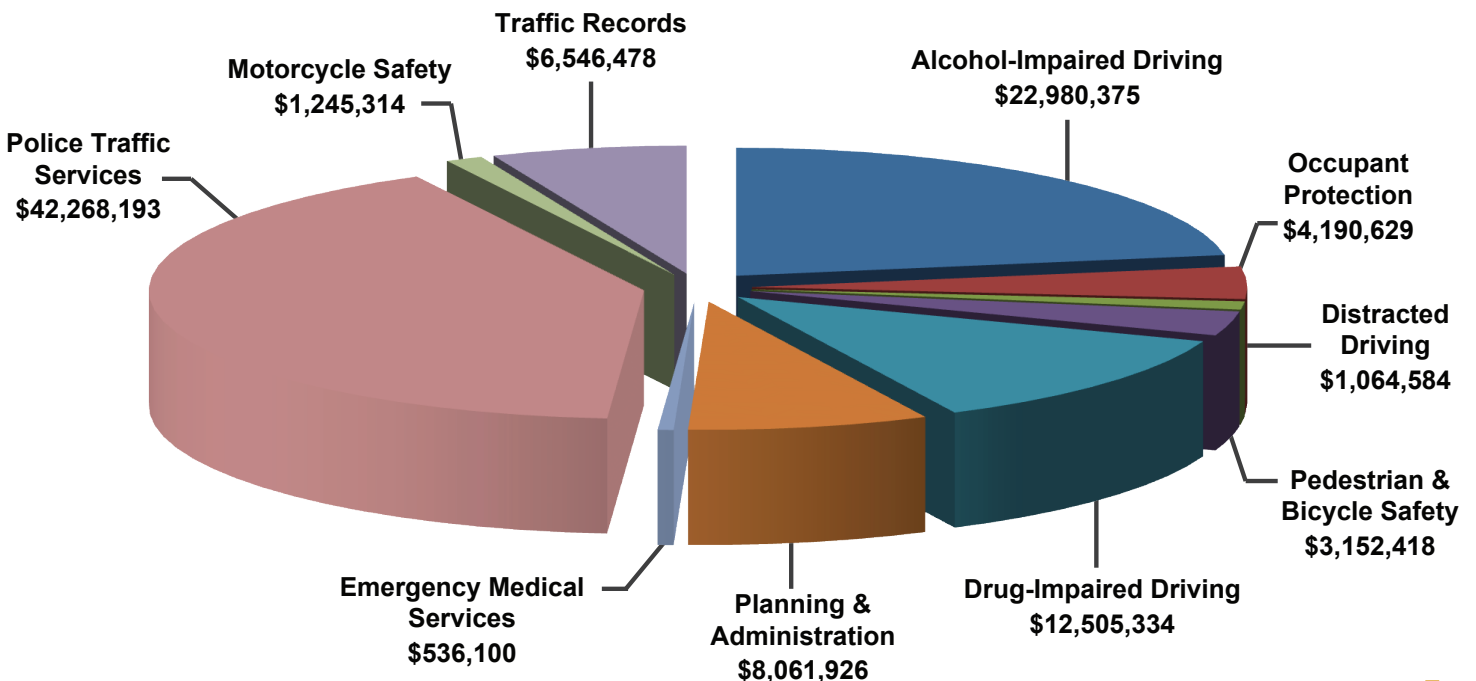
OTS is designated by the Governor to receive federal traffic safety funds for coordinating California's highway safety programs. Each year OTS develops a Highway Safety Plan (HSP) identifying the key highway safety problems in the state and the most effective countermeasures to address them. OTS then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

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

FFY 2015 GRANTS

BY PROGRAM AREA

\$102,551,351



FATALITY REPORT

NATIONAL

Nationally, traffic fatalities decreased 0.7 percent – from 32,894 fatalities in 2013 to 32,675 fatalities in 2014.

Unfortunately, early estimates of motor vehicle traffic fatalities for 2015 indicate an 8.1 percent increase in fatalities.

Some experts contribute the increase to an improvement in the economy and more people driving, as well as a decrease in law enforcement resources throughout the nation. Many of these traffic fatalities include pedestrians and motorcyclists, distracted and impaired drivers, as well as occupants of large trucks.

Traffic fatalities are a public health and safety concern. No matter the reason for the increase in fatalities, 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 recent 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 1.1 percent from 3,107 in 2013 to 3,074 in 2014.

The 2013 Mileage Death Rate (MDR) – fatalities per 100 million miles traveled is 0.91.*

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 0.1 percent from 883 in 2013 to 882 in 2014.

Alcohol-impaired driving fatality rate for 2013 is 0.27. California's rate is much better than the national average of 0.34. Of the five largest states in terms of total traffic fatalities, (CA, FL, TX, PA, and NC), California has the best rate.*

As a percent of total fatalities, alcohol-impaired driving fatalities increased from 28 percent in 2013 to 29 percent in 2014. This number has remained virtually unchanged in the past three years. California is better than the national average of 31 percent.

DRUG-IMPAIRED DRIVING

In 2013, 32 percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/or illegal drugs.

OCCUPANT PROTECTION

The percent of restrained passenger vehicle occupant fatalities (all seat positions) increased from 66 percent in 2013 to 67 percent in 2014. California is much better than the national average of 61 percent. NHTSA estimates that 65 of the 470 known unrestrained fatalities would be alive today had they simply buckled up.

Passenger vehicle occupant fatalities (age 0-4) increased 50 percent from 14 in 2013 to 21 in 2014.

MOTORCYCLE SAFETY

Motorcycle fatalities increased 12.1 percent from 463 in 2013 to 519 in 2014.

Motorcycle fatalities per 100,000 motorcycle registrations increased from 54 in 2013 to 60 in 2014.

The percentage of motorcycle operators killed with a BAC of 0.08 or greater increased from 23 percent in 2013 to 28 percent in 2014.

The percentage of motorcycle operators killed that were improperly licensed decreased from 33 percent in 2013 to 32 percent in 2014.

TEEN SAFETY

Teen motor vehicle fatalities (age 16-19) increased 1.9 percent from 216 in 2013 to 220 in 2014.

Teen driver fatalities (age 16-19) increased 26.4 percent from 72 in 2013 to 91 in 2014. Males make up 76.9 percent of teen driver fatalities.

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian fatalities decreased 5 percent from 734 in 2013 to 697 in 2014.

Pedestrian fatalities age 65 and older increased 2.2 percent from 179 in 2013 to 183 in 2014.

Bicycle fatalities decreased 12.9 percent from 147 in 2013 to 128 in 2014.

AREAS OF CONCENTRATION

States are encouraged to identify needs in each of the nationally designated program priority areas, but OTS has the flexibility to determine additional program areas, and the amount of funding allocated to each. The areas chosen for funding in FFY 2015 were as follows:

ALCOHOL-IMPAIRED DRIVING

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

DISTRACTED DRIVING

In 2013, 3,154 people were killed and an estimated 424,000 were injured in motor vehicle crashes involving a distracted driver. In July 2008, California passed a law prohibiting hand-held cell phone use while driving and in January 2009 a ban on texting while driving was passed. According to the OTS Statewide Intercept Opinion Survey, 61.2 percent of Californians stated that texting and talking are the biggest safety concerns on California roadways. OTS and CHP co-lead the Strategic Highway Safety Plan (SHSP) Distracted Driving Challenge Area by developing action items to reduce this problem. Countermeasures include increased and focused enforcement, observational surveys, and public awareness campaigns, while other actions are being developed to change behavior. Serving as a role model for other traffic safety professionals and public and private agencies, OTS established its own policy prohibiting employees from any use of cell phones while driving on state business.

DRUG-IMPAIRED DRIVING

According to the 2013-2014 NHTSA National Roadside Survey, 22.5 percent of weekend, nighttime drivers tested positive for illegal, prescription, or over-the-counter drugs that could cause driving impairment. More than 15 percent tested positive for illicit drugs, and more than 12 percent tested positive for THC (delta 9 tetrahydrocannabinol), which is a 4 percent increase from the 2007 survey. An additional 2009 NHTSA study tested fatally injured drivers and found that nationally 18 percent tested positive for at least one illicit, prescription, or over-the-counter drug. This is an increase from a 2005 NHTSA study that found that 13 percent of fatally injured drivers tested positive for at least one drug type. The study also found that 23 percent of California's 1,678 fatally injured drivers in 2009 tested positive for drugs. OTS grants have provided increased officer training in the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Evaluator (DRE) programs, which has led to better detection of drug-impaired drivers. OTS grants also have funded vertical prosecution programs for drug-impaired driving cases.

EMERGENCY MEDICAL SERVICES (EMS)

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

MOTORCYCLE SAFETY

Motorcycle safety stakeholders, including OTS, CHP, Department of Motor Vehicles (DMV) and other representatives of the SHSP "Motorcycles" Challenge Area have proposed new actions in the effort to reduce motorcycle collisions, injuries and fatalities. Activities include, enhancing the motorcycle safety awareness component in driver education courses, encouraging the use of proper protective equipment for riders, outreach to un-endorsed motorcycle owners offering "refresher" rider training courses, consideration of motorcycle safety in roadway design. Since 2011, motorcyclist fatality numbers have been on a slight upward trend. California's motorcycle safety stakeholders, both public agencies and motorcycle rider groups, continue to work together to reduce motorcyclist crashes, deaths and injuries.

AREAS OF CONCENTRATION

OCCUPANT PROTECTION

In spite of the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt. The most recent statewide seat belt survey, conducted in 2015, reports a 97.3 percent seat belt use rate. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, and community education, outreach, and training. More specifically, the programs provide child safety seats to low-income families, conduct child safety seat check ups, and educate teens about using seat belts.

PEDESTRIAN AND BICYCLE SAFETY

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

POLICE TRAFFIC SERVICES

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

PUBLIC RELATIONS, ADVERTISING AND MARKETING

The driving forces behind OTS's marketing and public relations programs are information, engagement and communication. We first must engage the public's interest, to bring them in and open them up to be receptive to communication. We do this through multiple and continuous earned media, active outreach, paid media, and social media connections to the public. After they are engaged, effectively communicating the importance of the life-saving benefits of traffic safety is paramount. By first raising public awareness, followed by social norming, OTS is able to contribute a significant positive change in traffic safety behavior and culture over time. Through public awareness and social norming programs such as "Click It or Ticket," "Buzzed Driving is Drunk Driving," "DDVIP," and "Silence the Distraction," often conducted in conjunction with enhanced law enforcement at the local level, this traffic safety mission was successfully accomplished. OTS continues to be a primary resource for the public, researchers and the press for traffic safety information, best practices, statistics and linkage to other resources. The increase and expanding use of social media is allowing us to reach new members of targeted audiences. OTS currently has very successful and dynamic presences on Facebook and Twitter, with reaches into YouTube and Instagram. With the continued collaboration of and partnership with other agencies, private sector businesses, community organizations, and law enforcement agencies, the vision of OTS will continue in the successful extension of the message of traffic safety to the people of California.

ROADWAY SAFETY / TRAFFIC RECORDS

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

FFY 2015 PROJECT DISTRIBUTION



FFY 2015 PROJECT DISTRIBUTION

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

Alameda County (19)

- 1 - AL Avoid Grant
- 1 - AL Education Grant
- 1 - AL Youth Education Grant
- 1 - EM Rescue / Extrication Equipment Grant
- 1 - DD Evaluation / Feasibility Study Grant
- 1 - OP Evaluation / Feasibility Study Grant
- 1 - PS Training Grant
- 7 - PT Enforcement Grant
- 1 - PT Training Grant
- 4 - TR Evaluation / Feasibility Study Grant

Butte County (5)

- 2 - AL Enforcement Grant
- 1 - AL Probation Grant
- 2 - OP Education Grant

Calaveras County (2)

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

Contra Costa County (5)

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

El Dorado County (4)

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

Fresno County (7)

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

Glenn County (2)

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

Humboldt County (3)

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

Kern County (5)

- 1 - AL Education Grant
- 4 - PT Enforcement Grant

Lake County (1)

- 1 - DI Vertical Prosecution Grant

Los Angeles County (35)

- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant
- 2 - OP Education Grant
- 1 - PS Corridor Safety Grant
- 3 - PS Education Grant
- 1 - PT Education Grant
- 25 - PT Enforcement Grant
- 1 - TR Evaluation / Feasibility Study Grant

Madera County (2)

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

Marin County (4)

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

Merced County (4)

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

Monterey County (3)

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

Napa County (3)

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

Orange County (19)

- 1 - DI Vertical Prosecution Grant
- 1 - PS Education Grant
- 17 - PT Enforcement Grant

Placer County (4)

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

Riverside County (14)

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

Sacramento County (12)

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

San Benito County (1)

- 1 - PT Enforcement Grant

San Bernardino County (12)

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



FFY 2015 PROJECT DISTRIBUTION

San Diego County (14)

- 1 - AL Probation Grant
- 1 - DD Education Grant
- 2 - DI Vertical Prosecution Grant
- 2 - OP Education Grant
- 8 - PT Enforcement Grant

San Francisco County (3)

- 1 - AL Avoid Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PS Education Grant

San Joaquin County (6)

- 1 - AL Avoid Grant
- 1 - AL DUI Courts Grant
- 1 - AL Probation Grant
- 3 - PT Enforcement Grant

San Luis Obispo County (4)

- 1 - AL Education Grant
- 3 - PT Enforcement Grant

San Mateo County (9)

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

Santa Barbara County (5)

- 1 - AL Enforcement Grant
- 1 - AL Probation Grant
- 3 - PT Enforcement Grant

Santa Clara County (6)

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

Santa Cruz County (2)

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

Shasta County (4)

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

Siskiyou County (1)

- 1 - AL Enforcement Grant

Solano County (6)

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

Sonoma County (7)

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

Stanislaus County (5)

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

Sutter County (2)

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

Tehama County (1)

- 1 - OP Education Grant

Tulare County (5)

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

Ventura County (8)

- 1 - DI Education Grant
- 1 - DI Vertical Prosecution Grant
- 1 - EM Rescue / Extrication Equipment Grant
- 1 - OP Education Grant
- 4 - PT Enforcement Grant

Yolo County (3)

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

Yuba County (2)

- 2 - AL Enforcement Grant

REGIONAL AND STATEWIDE GRANTS

California Department of Alcoholic Beverage Control (2)

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

California Department of Motor Vehicles (2)

- 1 - AL Evaluation / Feasibility Study Grant
- 1 - TR Evaluation / Feasibility Study Grant

California Department of Public Health (1)

- 1 - OP Education Grant

California Department of Transportation (2)

- 1 - TR Education Grant
- 1 - TR Evaluation / Feasibility Study Grant

California Highway Patrol (19)

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

California State University, Fresno (1)

- 1 - OP Evaluation / Feasibility Study Grant

California Polytechnic State University, Pomona (1)

- 1 - TR Evaluation / Feasibility Study Grant

California State University, San Diego (1)

- 1 - PT Enforcement Grant

Emergency Medical Services Authority (1)

- 1 - TR Evaluation / Feasibility Study Grant

Regents of the University of California, Berkeley Campus (9)

- 1 - AL Education Grant
- 1 - AL Youth Education Grant
- 1 - DD Evaluation / Feasibility Study Grant
- 1 - OP Evaluation / Feasibility Study Grant
- 1 - PS Training Grant
- 1 - PT Training Grant
- 3 - TR Evaluation / Feasibility Study Grant

University of California, San Diego (2)

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



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 an additional 74 performance measures to better monitor traffic safety outcomes, behaviors, and activities. The APR is reporting three activity measures that include grant-funded seat belt citations, impaired driving arrests, and speeding citations.

PROCESS FOR DEVELOPING TARGETS

Performance targets were derived by the straight decline to zero by 2030 from the middle of the current five-year average. Feasibility of these performance targets are assessed by monitoring the long-term (based on data availability, ranging from nine to 11 years) and the short-term (five years) linear trends. In most priority areas, the performance targets are between these two trends, or even above, making the targets feasible. In a few priority areas, the zero target line is aspirational and still achievable; however, it is not appropriate as an achievable performance target-based on the long and short-term trends. In these few instances, performance targets are set based on an annual five percent decline from the most recent final data year.



Toward **zero** Deaths
Every 1 Counts

HSP targets are accompanied by appropriate performance measures and a description of the data sources used. Performance measures include one or more of the following:

- **Absolute numbers** (e.g., the number of persons killed or injured in alcohol-impaired collisions).
- **Percentages** (e.g., the number of alcohol-involved collisions as a percent of total number of collisions).
- **Rates** (e.g., alcohol-impaired driving fatality rate - fatalities per 100 million vehicle miles traveled).

OVERALL PROGRAM GOAL

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



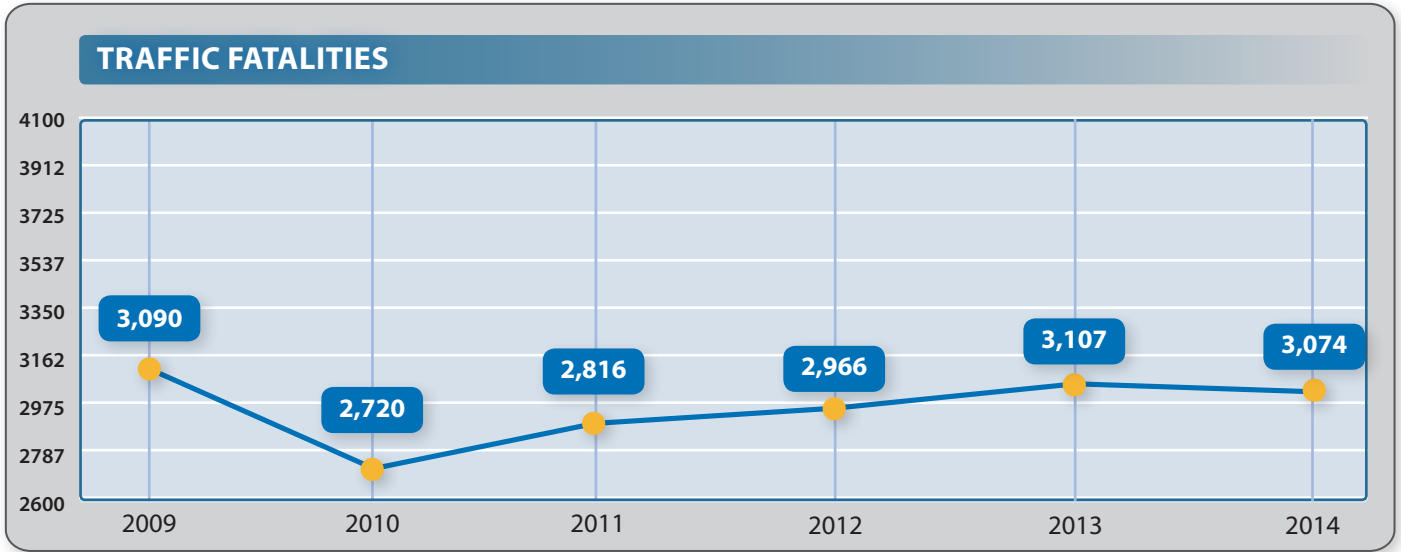
*Traffic Safety Performance Measures for States and Federal Agencies
DOT HS 811 025, August 2008

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

To reduce the number of traffic fatalities 25 percent from the 2008-2012 five-year moving average of 2,983 to 2,238 by December 31, 2015.

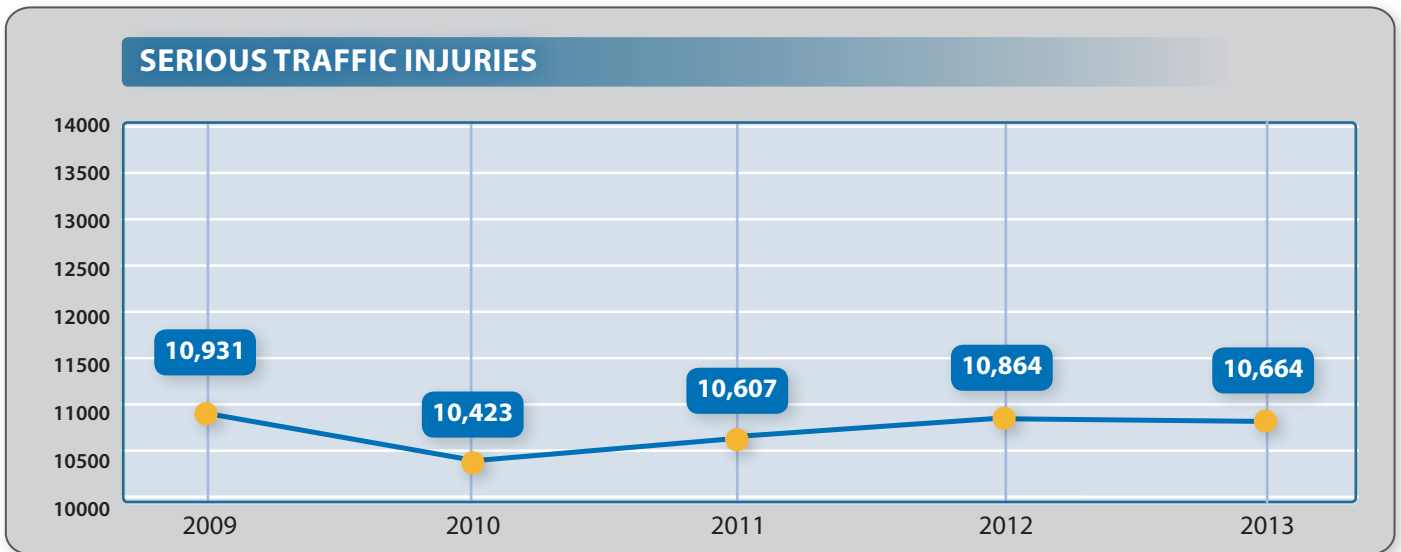
Result: Total fatalities increased 3.1 percent from the 2008-2012 five-year moving average of 2,983 to 3,074.



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

To reduce the number of serious traffic injuries 32 percent from the 2006-2010 five-year moving average of 11,893 to 8,109 by December 31, 2015.

Result: Serious traffic injuries decreased 10.3 percent from the 2006-2010 five-year moving average of 11,893 to 10,664.

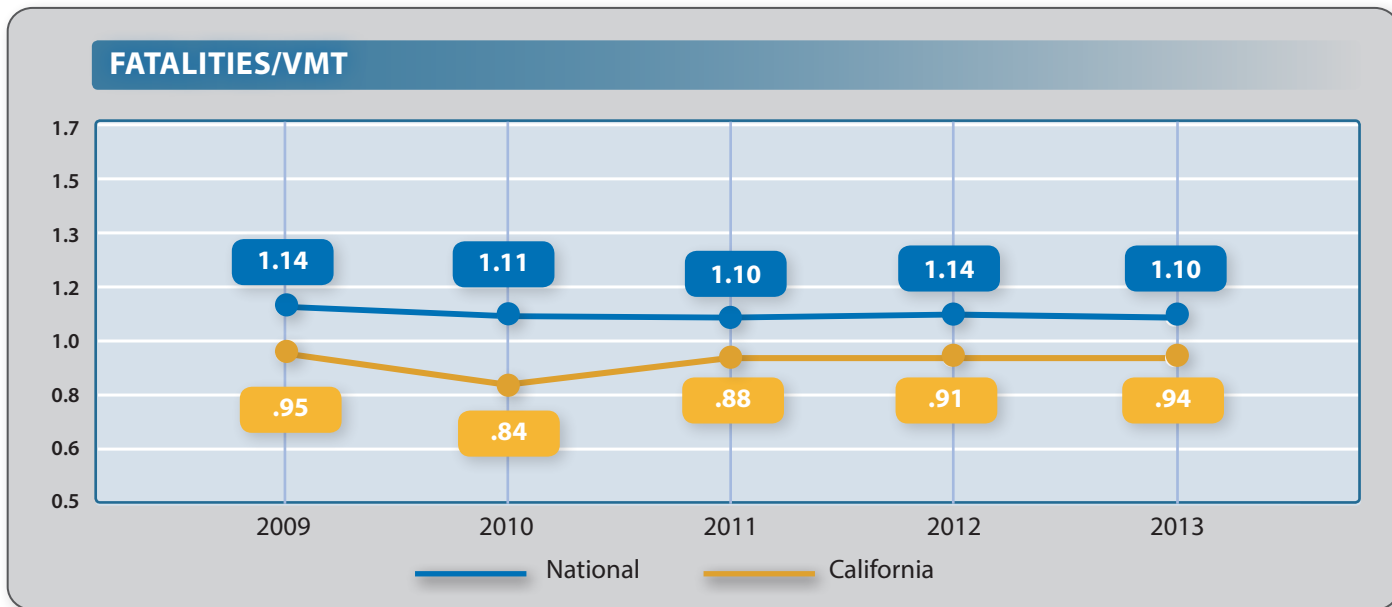


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-3 FATALITIES/VEHICLE-MILES TRAVELED (VMT) (FARS/FEDERAL HIGHWAY ADMINISTRATION [FHWA])

To reduce the number of traffic fatalities/VMT 25 percent from the 2006-2010 five-year moving average of 0.92 to 0.69 by December 31, 2015.

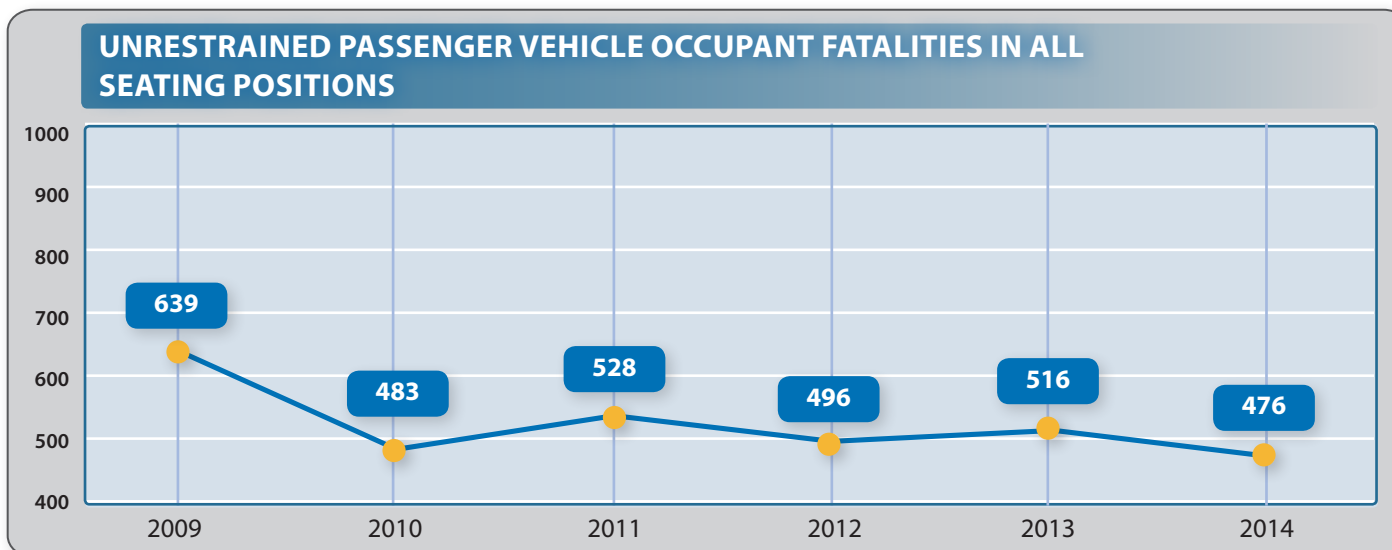
Result: Traffic fatalities/VMT increased 0.02 points from the 2006-2010 five-year moving average of 0.92 to 0.94.



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

To reduce the number of unrestrained passenger vehicle occupant fatalities in all seating positions 25 percent from the 2008-2012 five-year moving average of 568 to 426 by December 31, 2015.

Result: Unrestrained passenger vehicle occupant fatalities in all seating positions decreased 16.2 percent from the 2008-2012 five-year moving average of 568 to 476.



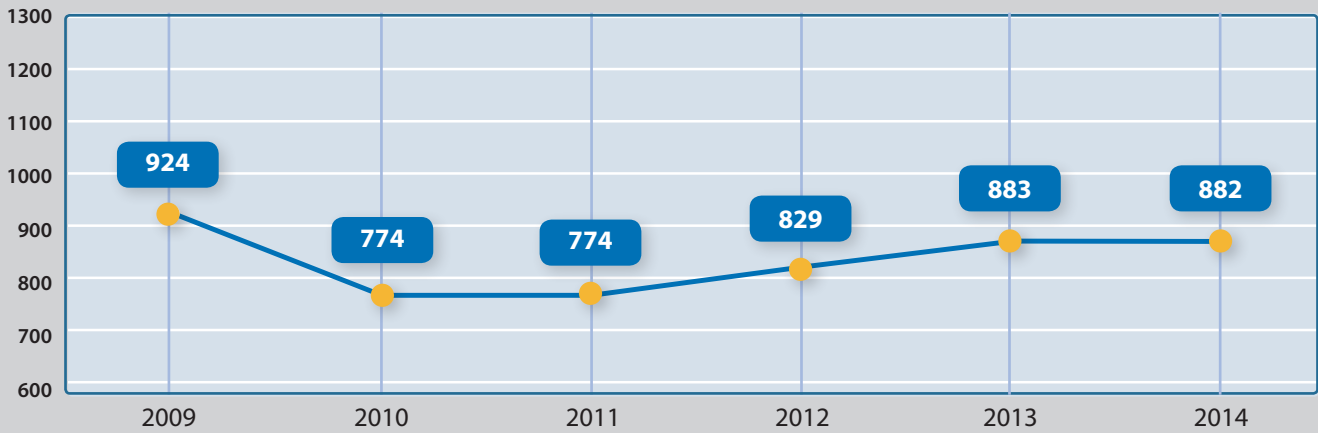
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

To reduce the number of alcohol-impaired driving fatalities 25 percent from the 2008-2012 five-year moving average of 860 to 645 by December 31, 2015.

Result: Alcohol-impaired driving fatalities increased 2.6 percent from the 2008-2012 five-year moving average of 860 to 882.

ALCOHOL-IMPAIRED DRIVING FATALITIES

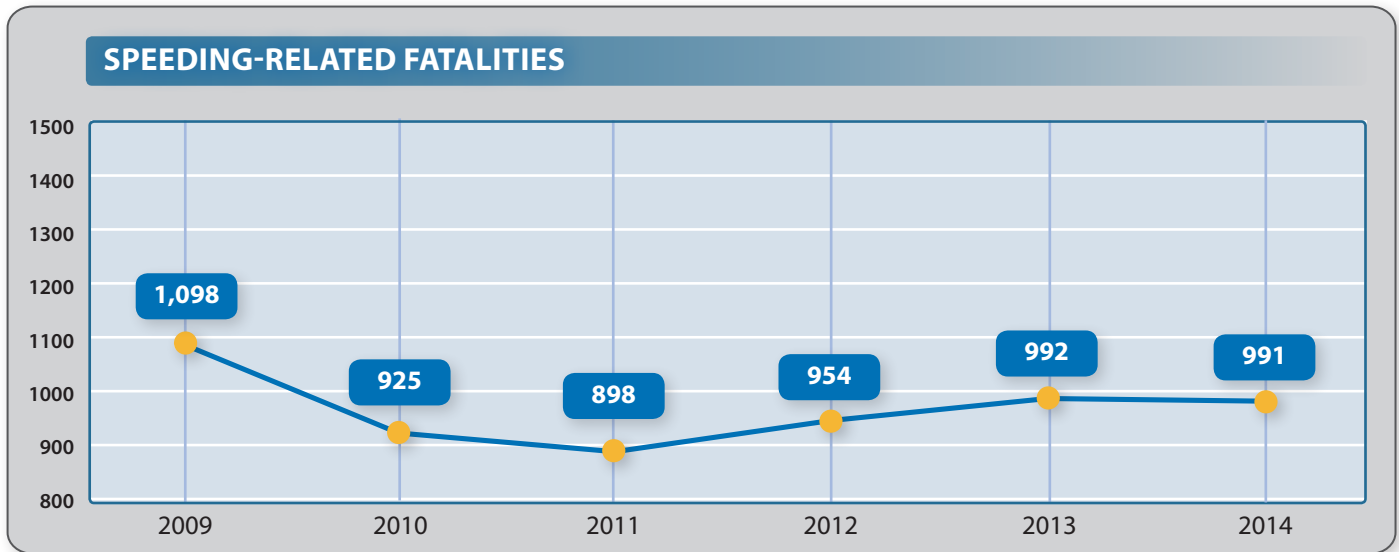


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-6 SPEEDING-RELATED FATALITIES (FARS)

To reduce the number of speeding-related fatalities 25 percent from the 2008-2012 five-year moving average of 994 to 745 by December 31, 2015.

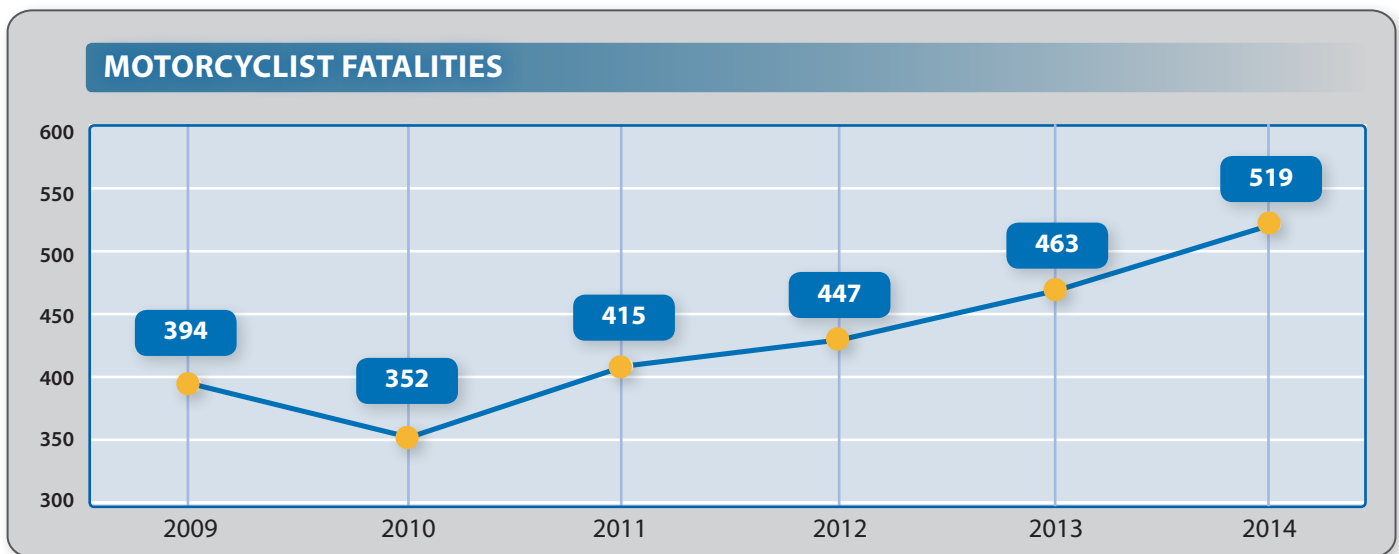
Result: Speeding-related fatalities decreased 0.3 percent from the 2008-2012 five-year moving average of 994 to 991.



C-7 MOTORCYCLIST FATALITIES (FARS)

To reduce the number of motorcyclist fatalities 25 percent from the 2008-2012 five-year moving average of 431 to 323 by December 31, 2015.

Result: Motorcyclist fatalities increased 20.4 percent from the 2008-2012 five-year moving average of 431 to 519.

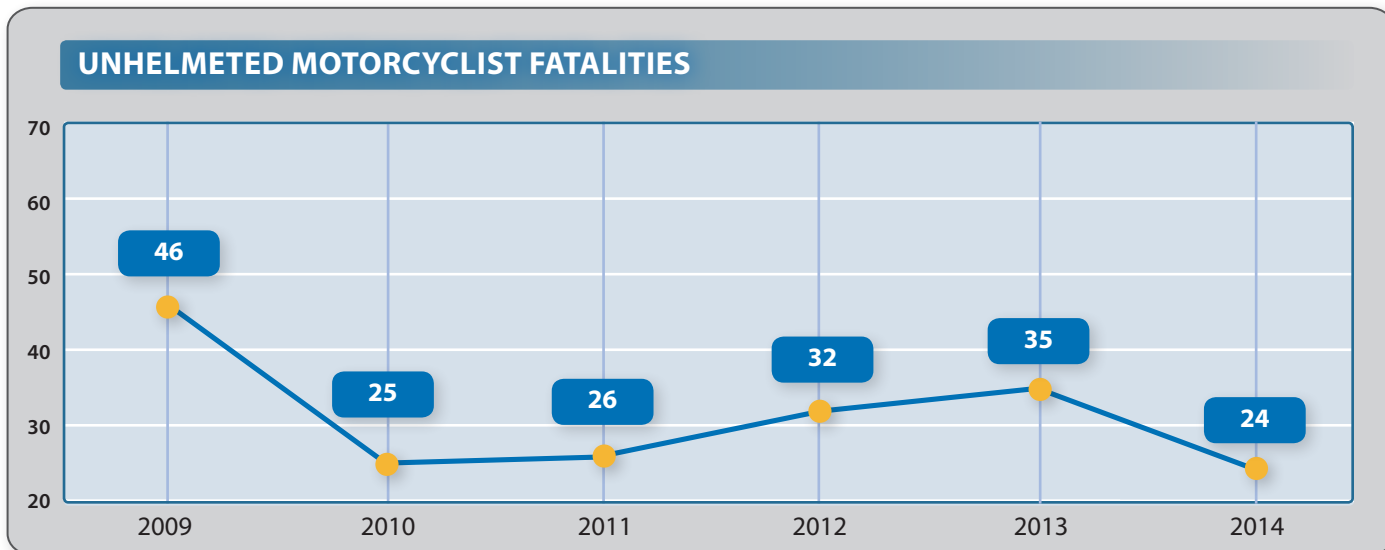


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

To reduce the number of unhelmeted motorcyclist fatalities 23 percent from the 2008-2012 five-year moving average of 39 to 30 by December 31, 2015.

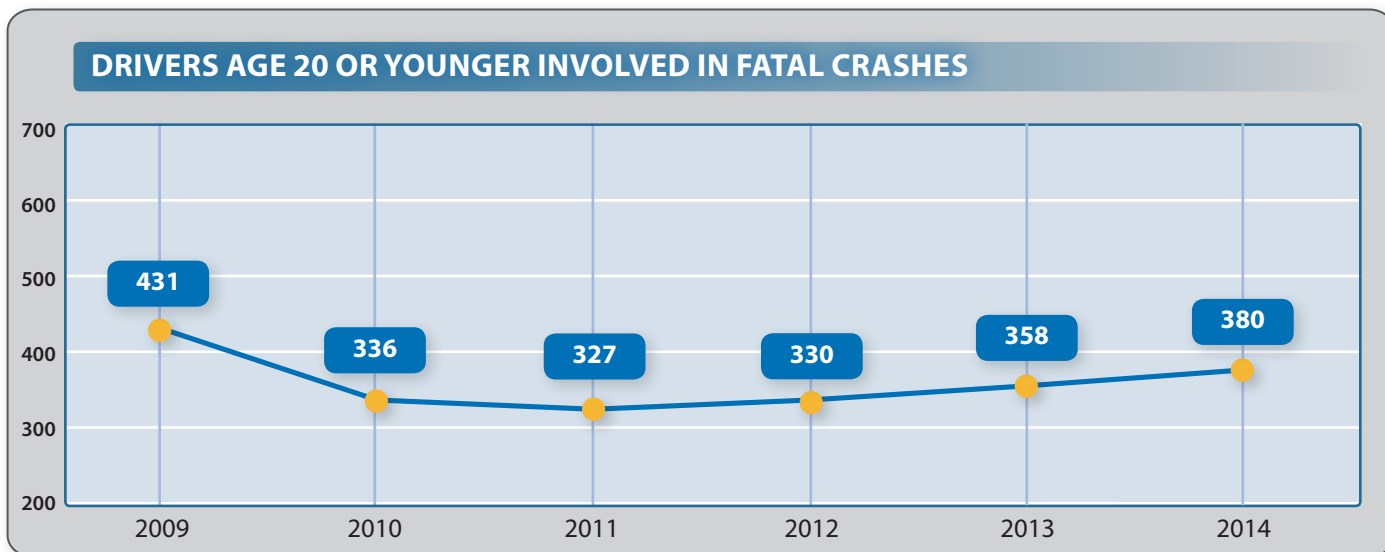
Result: Unhelmeted motorcyclist fatalities decreased 38.5 percent from the 2008-2012 five-year moving average of 39 to 24.



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

To reduce the number of drivers age 20 or younger involved in fatal crashes 25 percent from the 2008-2012 five-year moving average of 389 to 292 by December 31, 2015.

Result: Drivers age 20 or younger involved in fatal crashes decreased 2.3 percent from the 2008-2012 five-year moving average of 389 to 380.



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-10 PEDESTRIAN FATALITIES (FARS)

To reduce the number of pedestrian fatalities 25 percent from the 2008-2012 five-year moving average of 607 to 455 by December 31, 2015.

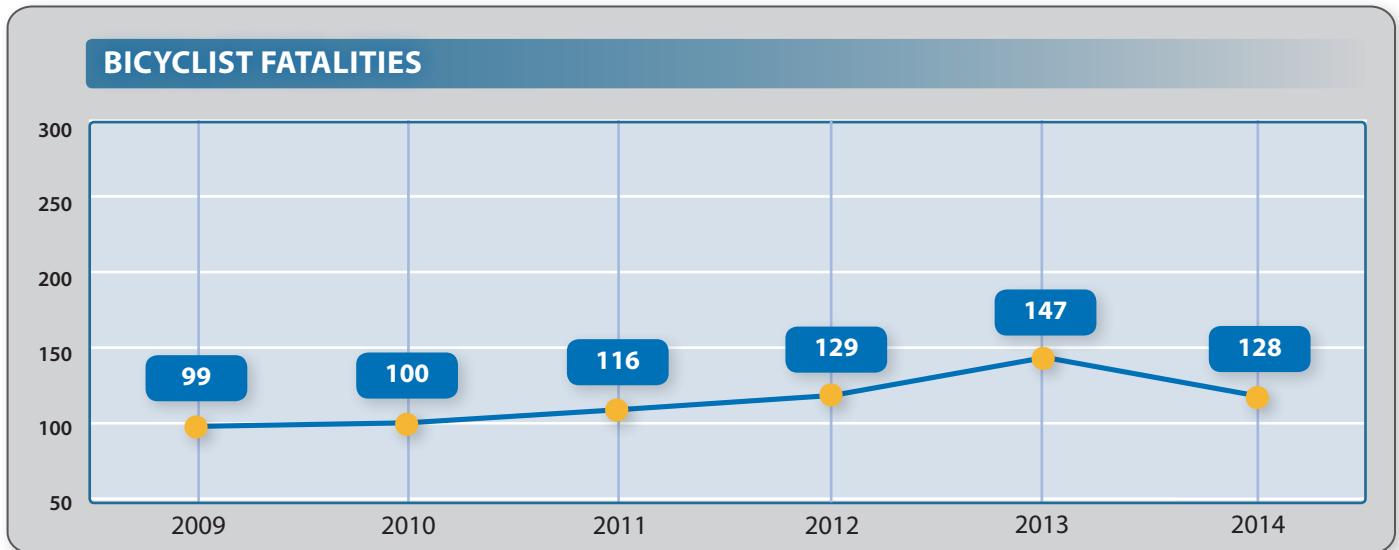
Result: Pedestrian fatalities increased 14.8 percent from the 2008-2012 five-year moving average of 607 to 697.



C-11 BICYCLIST FATALITIES (FARS)

To reduce the number of bicyclist fatalities 25 percent from the 2008-2012 five-year moving average of 109 to 82 by December 31, 2015.

Result: Bicyclist fatalities increased 17.4 percent from the 2008-2012 five-year moving average of 109 to 128.



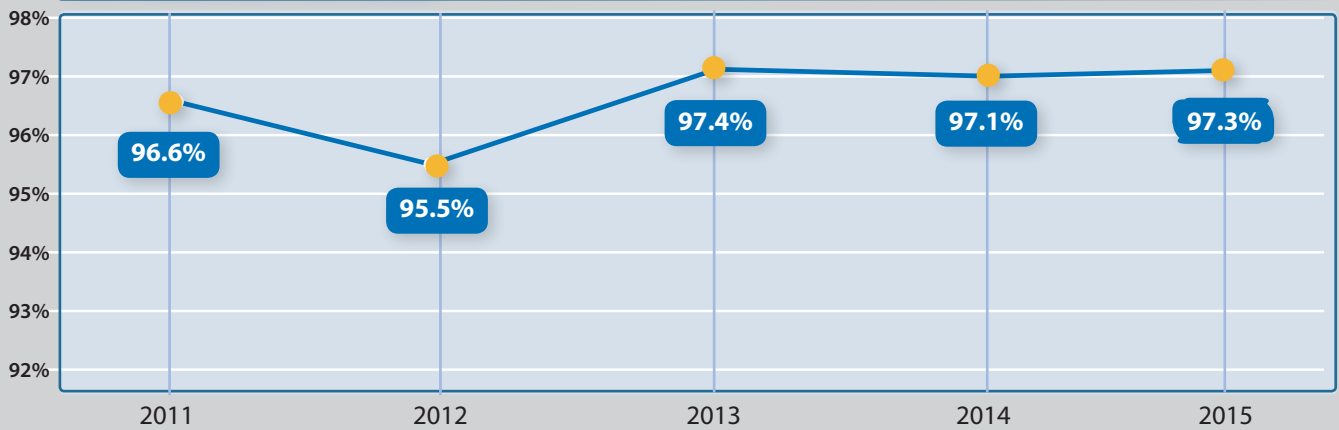
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

To increase the percentage of statewide observed seat belt use for passenger vehicles, front seat outboard occupants 0.3 percentage points from the 2013 calendar base year of 97.4 percent to 97.7 percent by December 31, 2015.

Result: Statewide observed seat belt use for passenger vehicles, front seat outboard occupants decreased 0.1 percentage point from the 2013 calendar base year of 97.4 percent to 97.3 percent.

STATEWIDE OBSERVED SEAT BELT USE OF FRONT SEAT OUTBOARD OCCUPANTS IN PASSENGER VEHICLES

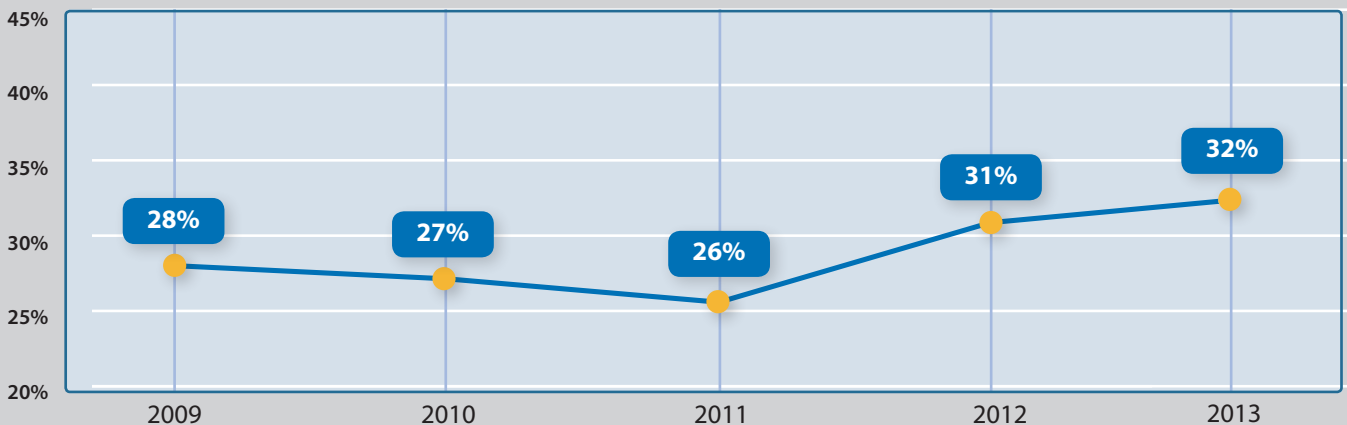


DRUG-IMPAIRED DRIVING (FARS)

To decrease the number of California drivers killed in crashes that tested positive for drug involvement seven percentage points from the 2008-2012 five-year moving average of 27 percent to 21 percent by December 31, 2015.

Result: California drivers killed in crashes that tested positive for drug involvement increased 5 percentage points from the 2008-2012 five-year moving average of 27 percent to 32 percent.

DRUG-IMPAIRED DRIVING (FARS)

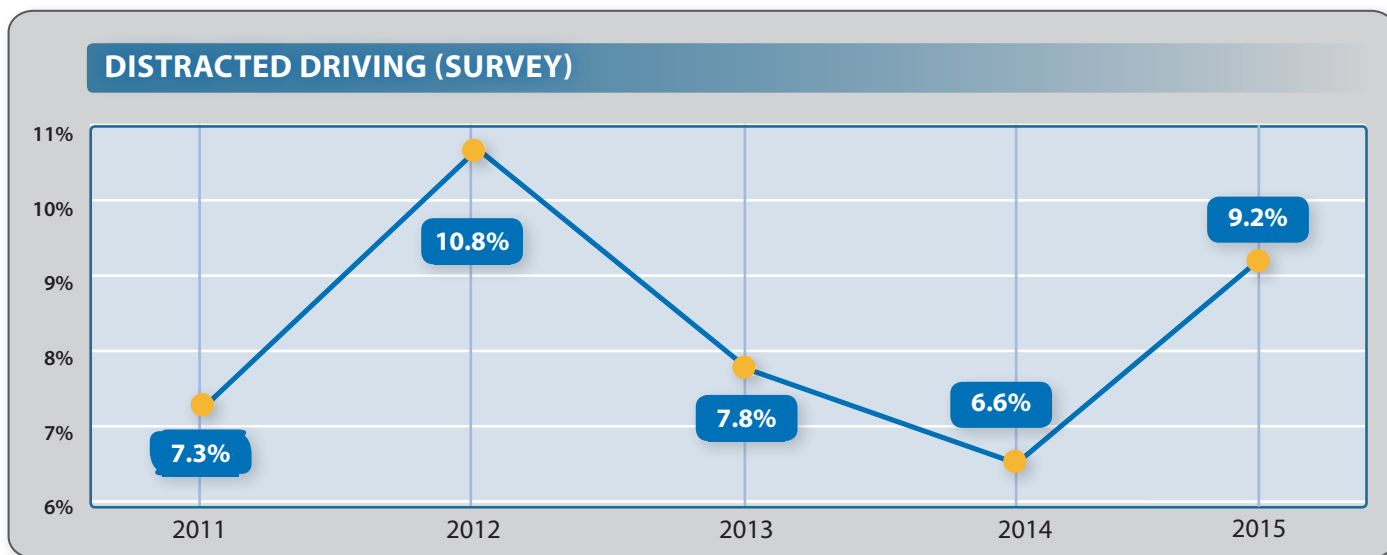


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

DISTRACTED DRIVING (SURVEY)

To reduce the percentage of drivers observed using a handheld cell phone or texting one percentage point from the 2012-2014 three-year moving average of 8.4 percent to 7.4 percent by December 31, 2015.

Result: Drivers observed using a handheld cell phone or texting increased 0.8 percentage points from the 2012-2014 moving average of 8.4 percent to 9.2 percent.



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE OUTCOME MEASURES	Calendar Years				
	2010	2011	2012	2013	2014
C-1: Traffic Fatalities (FARS)	2,720	2,816	2,966	3,107	3,074
C-2: Serious Traffic Injuries (SWITRS)	10,423	10,607	10,864	10,664	Not yet available
C-3: Fatalities/VMT (FARS/FHWA)	0.84	0.88	0.91	0.94	Not yet available
C-4: Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)	483	528	496	516	476
C-5: Alcohol-Impaired Driving Fatalities (all fatalities involving a driver or a motorcycle operator with a Blood Alcohol Content (BAC) of .08 or greater) (FARS)	774	774	829	883	882
C-6: Speeding-Related Fatalities (FARS)	925	898	954	992	991
C-7: Motorcyclist Fatalities (FARS)	352	415	447	463	519
C-8: Unhelmeted Motorcyclist Fatalities (FARS)	25	26	32	35	24
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	336	327	330	358	380
C-10: Pedestrian Fatalities (FARS)	601	633	653	734	697
C-11: Bicyclist Fatalities (FARS)	100	116	129	147	128

CORE BEHAVIOR MEASURE	Calendar Years					
	2010	2011	2012	2013	2014	2015
B-1 Statewide Observed Seat Belt Use For Passenger Vehicles, Front Seat Outboard Occupants (CSU Fresno Observational Survey)	96.2%	96.6%	95.5%	97.4%	97.1%	97.3%
ACTIVITY MEASURES	FFY 2015 (October 1, 2014 - September 30, 2015)					
A-1: Seat Belt Citations Issued During Grant-Funded Enforcement Activities	2,746					
A-2: Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	14,033					
A-3: Speeding Citations Issued During Grant-Funded Enforcement Activities	20,317					



STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

2015 STATEWIDE TRAFFIC SAFETY SURVEY

2015 marked the sixth 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 2015 survey included 1,935 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	2015
Speeding/Aggressive Driving	18.1%
Texting on Cell Phone	16.1%
Bad Road Surfaces	13.0%
Talking on Cell Phone	11.7%
Drunk Driving	6.6%
Other Driver Behavior	6.1%
Congestion on Roadways	4.3%
All Other/Don't Know	24.1%

In your opinion, what is the most serious distraction for drivers?	
Reply	2015
Texting While Driving	39.0%
Cell Phone Talking (handheld or hands-free)	22.2%
General Mobile Device Use (talk, text, GPS, etc.)	19.4%
Roadside Billboards	2.6%
Car Crashes/Issues w/ Other Vehicles	1.6%
Eating While Driving	1.5%
Passengers in Car	1.2%
Adjusting Radio/Stereos	1.1%
Construction on Roadways	1.0%
All Others	10.4%

How often in the past 30 days have you texted or emailed while driving?	
Reply	2015
Regularly	8.4%
Sometimes	17.2%
Rarely	19.1%
Never	55.4%

How often in the past 30 days have you talked on a handheld cell phone while driving?	
Reply	2015
Regularly	8.7%
Sometimes	12.7%
Rarely	25.5%
Never	53.1%

How often in the past 6 months have you talked on a hands-free cell phone while driving?	
Reply	2015
Regularly	30.6%
Sometimes	18.0%
Rarely	16.1%
Never	35.3%

Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?	
Reply	2015
Yes	59.6%
No	40.4%

Do you talk less, more, or the same amount on a cell phone because of the hands-free law?	
Reply	2015
More	13.3%
The same	56.2%
Less	30.6%

Have you ever made a driving mistake while talking on a cell phone?	
Reply	2015
Yes	39.4%
No	60.6%

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?

Reply	2015
Very Likely	23.4%
Somewhat Likely	24.2%
Neither Likely nor Unlikely	11.5%
Somewhat Unlikely	19.1%
Very Unlikely	21.8%

In the past 6 months, do you recall hearing or seeing any of the following messages?

Reply	Yes	No
Phone in One Hand, Ticket in the Other	21.8%	78.2%
It's Not Worth It!	54.3%	45.7%
Silence the Distraction	14.8%	85.2%

Do you recall hearing or seeing "Report Drunk Drivers - Call 911" in the past 6 months?

Reply	2015
Yes	87.3%
No	12.7%

In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?

Reply	2015
Yes	7.2%
No	65.6%
I Don't Drink At All	27.2%

In the past 6 months, how often have you used a taxi or other ride service when drinking with others or alone?

Reply	2015
Always	22.9%
Sometimes	12.7%
Rarely	13.2%
Never	51.1%

In the past 6 months, how often have you had a designated sober driver, including you?

Reply	2015
Always	42.2%
Sometimes	16.3%
Rarely	11.1%
Never	30.4%

How likely is it for someone to get arrested if they drive drunk?

Reply	2015
Very Likely	34.7%
Somewhat Likely	33.7%
Somewhat Unlikely	20.1%
Very Unlikely	11.5%

How serious of a problem is driving under the influence of drugs, including marijuana, prescription, and illegal?

Reply	2015
Very Big Problem	54.7%
Somewhat Of A Problem	31.9%
A Small Problem	10.8%
Not A Problem At All	3.1%

In the past 6 months, have you seen or heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?

Reply	2015
Yes	56.8%
No	36.3%

Do you support the use of sobriety/DUI checkpoints?

Reply	2015
Yes	90.8%
No	9.2%

Do you recall hearing or seeing "Click It or Ticket" in the past 6 months?

Reply	2015
Yes	87.4%
No	12.6%

Do you think it's safe to drive 10 miles over the speed limit on freeways?

Reply	2015
Yes	57.5%
No	24.9%
It Depends	17.7%

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

Do you think it's safe to drive 20 miles over the speed limit on freeways?	
Reply	2015
Yes	11.5%
No	71.3%
It Depends	17.2%

Do you think it's safe to drive 5 miles over the speed limit on residential streets?	
Reply	2015
Yes	38.8%
No	46.8%
It Depends	14.4%

What do you think the chances are of getting a ticket if you drive over the speed limit?	
Reply	2015
Very Likely	21.5%
Somewhat Likely	40.0%
Somewhat Unlikely	25.2%
Very Unlikely	13.2%

Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?	
Reply	2015
Yes	68.6%
No	31.4%

Think of the times you have BEEN a pedestrian in the last 6 months. What safety problems did you experience?	
Reply	2015
Cars Not Stopping	21.8%
Distracted Drivers (Cell Phones)	14.1%
Cars Going Too Fast	11.2%
Almost Getting Hit By Car	7.7%
Lack Of Sidewalks/Crosswalks	5.0%
Almost Getting Hit By Car	4.7%
Driver Not Paying Attention	3.9%
Driver Turning Right Without Looking	3.3%
None	22.8%



ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years				
	2010	2011	2012	2013	2014
Statewide DUI Arrests*	195,879	180,212	172,893	160,388	Not yet available
Statewide DUI Conviction Rate**	73%	73%	74%	Available January 2017	Available January 2018
Statewide Seat Belt Violation Convictions***	238,761	260,026	259,888	193,633	164,970
Statewide Child Restraint Violation Convictions***	13,411	11,791	9,555	27,813	24,400
Statewide Speeding Convictions***	1,734,258	1,613,877	1,477,208	1,365,955	1,282,881
Hand-held Cell Phone Convictions***	361,260	460,487	425,041	399,064	329,572
Texting Convictions***	7,924	14,886	21,059	27,207	29,633
Hand-held Device by Someone Under Age 18***	904	732	114	89	84

ADDITIONAL OUTCOME MEASURES	Calendar Years				
	2010	2011	2012	2013	2014
Rural Fatalities/VMT (FARS/FHWA)	2.00	2.11	2.09	2.32	Not yet available
Urban Fatalities/VMT (FARS/FHWA)	0.59	0.61	0.66	0.69	Not yet available
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled (SWITRS))	0.84	0.88	0.92	0.94	Not yet available
Motor Vehicle Fatalities, Age 16 -19 (FARS)	181	189	180	216	220
Male	124	125	130	141	158
Female	57	64	50	75	62
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	75	78	79	72	91
Male	54	55	65	57	70
Female	21	23	14	15	21
Fatality Rate Per 100,000 Population (FARS)	7.29	7.47	7.79	8.08	7.92
Total Motor Vehicle Injuries (SWITRS)	229,354	225,602	226,544	223,128	Not yet available
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	20,531	18,697	19,871	19,146	Not yet available
Hit-and-Run Fatal Collisions (FARS)	234	238	226	282	281
Hit-and-Run Injury Collisions (SWITRS)	14,735	14,564	14,629	14,119	Not yet available
Hit-and-Run Fatalities (FARS)	251	246	229	296	294
Hit-and-Run Injuries (SWITRS)	19,009	18,801	22,091	18,351	Not yet available
Fatal Collisions between 2100-0300 (FARS)	682	723	717	750	800
Injury Collisions between 2100-0300 (SWITRS)	20,474	19,943	20,149	19,615	Not yet available
Motor Vehicle Fatalities between 2100-0300 (FARS)	748	801	795	846	863
Motor Vehicle Injuries between 2100-0300 (SWITRS)	29,970	29,239	30,859	28,556	Not yet available

* Department of Justice

** DMV DUI Management Information System Report

*** DMV

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
ALCOHOL-IMPAIRED DRIVING	2010	2011	2012	2013	2104
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.24	0.24	0.25	0.27	Not yet available
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.34	0.33	0.35	0.34	0.33
Percent of Alcohol-Impaired Driving Fatalities	28%	27%	28%	28%	29%
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	18	16	19	18	20
Male	15	12	17	14	15
Female	3	4	1	3	5
Alcohol-Related Fatalities (at least one driver or nonoccupant had a BAC of .01 or greater) (FARS)	1,123	1,121	1,198	1,278	1,274
Alcohol-Related Injuries (SWITRS)	24,343	23,853	23,905	23,178	Not yet available
Alcohol-Related Injuries Age 16 -19 (SWITRS)	2,458	2,232	2,111	1,893	Not yet available
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	23	19	21	23	25
Male	19	15	19	19	18
Female	4	4	1	3	6
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	126	143	134	160	147
Male	104	115	115	134	119
Female	22	27	20	27	28

	Calendar Years				
BICYCLES	2010	2011	2012	2013	2014
Bicyclist Fatalities (FARS)	100	116	129	147	128
Bicyclist Injuries (SWITRS)	12,653	13,606	13,921	13,283	Not yet available
Bicyclist Fatalities Under Age 15 (FARS)	4	12	4	4	5
Bicyclist Injuries Under Age 15 (SWITRS)	1,743	1,868	1,834	1,429	Not yet available
Unhelmeted Bicyclist Fatalities (FARS)	100	116	129	147	128

	Calendar Years				
DISTRACTED DRIVING	2011	2012	2013	2014	2015
Cell Phone and Texting Survey	7.3%	10.8%	7.8%	6.6%	9.2%

	Calendar Years				
DRUG-IMPAIRED DRIVING	2010	2011	2012	2013	2014
Drivers Killed, Tested Positive for Drugs	27%	26%	31%	32%	Not yet available

	Calendar Years				
MOTORCYCLES	2010	2011	2012	2013	2014
Total Motorcycle Registrations (DMV)	808,634	818,650	832,304	857,624	862,750
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	44	51	54	54	60

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
MOTORCYCLES (CONTINUED)	2010	2011	2012	2013	2014
Motorcyclist Injuries (SWITRS)	9,969	10,906	11,472	11,946	Not yet available
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	88%	94%	93%	92%	95%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	32%	36%	29%	33%	32%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	89	85	98	104	142
Motorcycle Rider (Operator) Fatalities (FARS)	385	387	426	445	501
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	23%	22%	23%	23%	28%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	69%	66%	69%	65%	Not yet available
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	34%	57%	56%	55%	Not yet available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	27%	24%	20%	14%	Not yet available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	16%	17%	25%	27%	Not yet available

	Calendar Years				
OCCUPANT PROTECTION	2011	2012	2013	2014	2015
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	36%	33%	34%	32%	
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	Not Conducted	Not Conducted	96.9%	95.2%	96%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	34%	42%	43%	38%	
"Child Safety Seat Use Rate (Statewide Observational Survey)"	Not Conducted	91.6%	88.5%	90.7%	94%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	24	42	31	36	
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,143	5,059	5,644	Not yet available	

	Calendar Years				
PEDESTRIANS	2010	2011	2012	2013	2014
Pedestrian Injuries (SWITRS)	12,668	12,691	13,280	12,331	Not yet available
Pedestrian Fatalities Under Age 15 (FARS)	25	28	22	28	24
Pedestrian Injuries Under Age 15 (SWITRS)	2,264	2,153	2,075	1,964	Not yet available
Pedestrian Fatalities Age 65 and Older (FARS)	150	153	159	179	183
Pedestrian Injuries Age 65 and Older (SWITRS)	1,229	1,305	1,430	1,376	Not yet available

	Calendar Years				
SPEEDING AND AGGRESSIVE DRIVING	2010	2011	2012	2013	2014
Speeding Related Injuries (SWITRS)	71,854	70,653	70,291	70,447	Not yet available

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING

Goal: To reduce the number of persons killed in alcohol-involved collisions 5 percent by September 30, 2015.

Result: Persons killed in alcohol-involved collisions decreased 0.9 percent from 236 to 234.

Goal: To reduce the number of persons injured in alcohol-involved collisions 6 percent by September 30, 2015.

Result: Persons injured in alcohol-involved collisions increased 4 percent from 8,597 to 8,943.

Goal: To reduce hit-and-run fatal collisions 5 percent by September 30, 2015.

Result: Hit-and-run fatal collisions increased 8.1 percent from 136 to 147.

Goal: To reduce hit-and-run injury collisions 5 percent by September 30, 2015.

Result: Hit-and-run injury collisions increased 21.6 percent from 9,720 to 11,816.

Goal: To reduce nighttime (2100 - 0259 hours) fatal collisions 5 percent by September 30, 2015.

Result: Nighttime (2100 - 0259 hours) fatal collisions increased 12.2 percent from 320 to 359.

Goal: To reduce nighttime (2100 - 0259 hours) injury collisions 5 percent by September 30, 2015.

Result: Nighttime (2100 - 0259 hours) injury collisions increased 11.7 percent from 11,776 to 13,149.

Goal: To reduce the number of motorcyclists killed in alcohol-involved collisions 5 percent by September 30, 2015.

Result: Motorcyclists killed in alcohol-involved collisions increased 37.5 percent from 24 to 33.

Goal: To reduce the number of motorcyclists injured in alcohol-involved collisions 5 percent by September 30, 2015.

Result: Motorcyclists injured in alcohol-involved collisions increased 13.3 percent from 218 to 247.



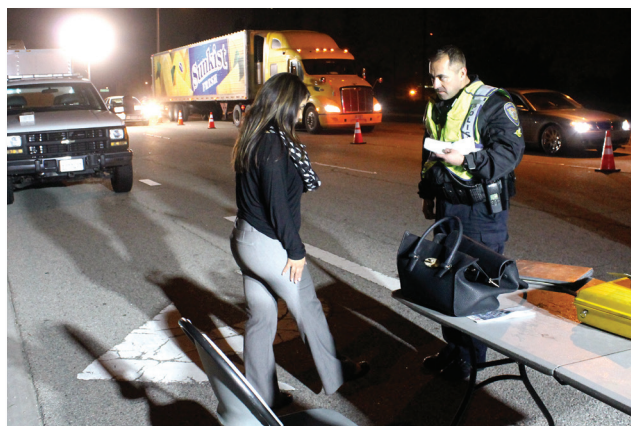
All data is self-reported by grantees and not verified by OTS.

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

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

DUI ENFORCEMENT ACTIVITY	TOTAL
DUI/Drivers License Checkpoints	1,560
Vehicles Through Checkpoints	1,695,611
Drivers Contacted	1,174,679
Field Sobriety Tests Administered	21,228
DUI Arrests (Alcohol Only)	4,058
DUI Drug Arrests (Drug Only)	716
DUI Arrests (Alcohol/Drug Combination Only)	98
Drug Arrests (Possession, Transportation, Sales)	170
Criminal Arrests (Felony in custody)	348
Recovered Stolen Vehicles	30
Suspended/Revoked Driver's Licenses	6,923
DUI Saturation Patrols Conducted	7,931
Vehicle Stops	104,614
Field Sobriety Tests Administered	27,014
DUI Arrests (Alcohol Only)	7,471
DUI Drug Arrests (Drug Only)	1,046
DUI Arrests (Alcohol/Drug Combination Only)	342
Drug Arrests (Possession, Transportation, Sales)	493
Criminal Arrests (Felony in custody)	1,064
Recovered Stolen Vehicles	187
Suspended/Revoked Driver's Licenses	4,272
Repeat DUI Offender Warrant Service Operations	526
Warrant Service Attempts	9,822
Warrants Served (Arrests/Citations)	1,754



PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

DUI ENFORCEMENT ACTIVITY (CONTINUED)	TOTAL
Court Sting Operations	258
Arrests from Court Sting Operations	490
Stakeout Operations Conducted	136
Arrests from Stakeout Operations	138
Minor Decoy Operations Conducted	321
Arrests from Minor Decoy Operations	6
Citations Issued	628
Shoulder Tap Operations Conducted	259
Arrests from Shoulder Tap Operations	55
Citations Issued	404
Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT)/Retail Operating Standards Task Force (ROSTF) Inspections Conducted	1,756
Arrests from IMPACT/ROSTF Inspections	2
Citations Issued	2
Trapdoor Operations Conducted	272
Arrests from Trapdoor Operations	41
Citations Issued	445
Number of Fake ID Trainings Conducted	9
Agents and Officers Trained	101
Number of Licensee Education on Alcohol and Drugs (LEAD)/Responsible Beverage Service (RBS) Trainings Conducted	313
People Trained	10,358
Officers Trained in Standardized Field Sobriety Testing (SFST)	2,976

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	9,279
Attempted Field Contacts (all "door knocks" whether successful or not)	11,010
Announced Field Contacts Made	197
Unannounced Field Contacts Made Without Search	2,331
Unannounced Field Contacts Made With Search	7,170
Office Contacts Made	16,808
Alcohol/Drug Tests (persons tested)	18,688
Positive Alcohol/Drug Tests	898
DUI Warrant Service Operations Completed	91
Warrant Service Attempts	1,164
Warrants Successfully Served	106

PROGRAM GOALS, RESULTS, AND ACTIVITIES

DISTRACTED DRIVING

Goal: To reduce fatal collisions involving drivers using handheld cell phones.

Result: Data not yet available.

Goal: To reduce injury collisions involving drivers using handheld cell phones.

Result: Data not yet available.

DRUG-IMPAIRED DRIVING

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

Result: A total of 715 officers were trained in DRE and 2,795 officers were trained in ARIDE.

SUPPORTING ACTIVITY	TOTAL
Officers Trained in ARIDE	2,795
Officers Trained in DRE	715
Persons trained in Drug Impairment Training for Educational Professionals (DITEP)	347

EMERGENCY MEDICAL SERVICES

Funded Grant Goal and Results

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

Result: Average response time for the arrival of appropriate equipment at collision sites in rural areas decreased 22.5 percent from 10.45 minutes to 8.10 minutes.



OCCUPANT PROTECTION

Goal: To increase seat belt compliance 5 percentage points by September 30, 2015.

Result: Seat belt compliance remained the same at 76 percent.

Goal: To increase child safety seat usage 6 percentage points by September 30, 2015.

Result: Child safety seat usage increased 3 percentage points from 67 percent to 70 percent.

Goal: To reduce the number of vehicle occupants killed under the age of eight by 10 percent by September 30, 2015.

Result: Vehicle occupants killed under the age of eight decreased 75 percent from 4 to 1.

Goal: To reduce the number of vehicle occupants injured under the age of eight by 10 percent by September 30, 2015.

Result: Vehicle occupants injured under the age of eight increased 18 percent from 61 to 72.

SUPPORTING ACTIVITY	TOTAL
Child Passenger Safety Seat Certification Trainings	33
NHTSA-Certified Technicians Trained	530
NHTSA-Certified Instructors Trained	23
Child Passenger Safety Recertification Classes Completed	12
People Recertified (Current Techs)	174
People Recertified (Expired Techs)	67
Child Passenger Safety Seat Checkup Events	462
Child Safety Seats Properly Fit	18,785
New Child Safety Seats Distributed and Properly Fit	4,578
Special Needs Seats Distributed	81
New Fitting Stations Established	10
Child Safety Seats Distributed to People in Need	9,155
Child Safety Seats Inspected	20,938
Child Passenger Safety Court Diversion Classes	18
Violators Attending	16

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PEDESTRIAN AND BICYCLE SAFETY

Goal: To reduce the total number of pedestrians killed 8 percent by September 30, 2015.

Result: Pedestrians killed increased 13.2 percent from 462 to 523.

Goal: To reduce the total number of pedestrians injured 10 percent by September 30, 2015.

Result: Pedestrians injured increased 1.3 percent from 11,913 to 12,067.

Goal: To reduce the total number of bicyclists killed in traffic related collisions 10 percent by September 30, 2015.

Result: Bicyclists killed in traffic related collisions increased 18.8 percent from 85 to 101.

Goal: To reduce the total number of bicyclists injured in traffic related collisions 10 percent by September 30, 2015.

Result: Bicyclists injured in traffic related collisions decreased 7.9 percent from 9,999 to 9,212.

Goal: To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2015.

Result: Bicycle helmet compliance for children aged 5 to 18 increased 2 percentage points from 67 percent to 69 percent.



PUBLIC EDUCATION ACTIVITY	TOTAL
School/Community Traffic Safety/Bicycle Rodeos	284
Students Participating	38,855
Bicycle Helmets Distributed	2,001
Bicycle Helmets Properly Fitted	2,192
Community Traffic Safety/Bicycle Rodeos	166
People Impacted	42,653
Bicycle Helmets Distributed	1,997
Bicycle Helmets Properly Fitted	2,354
Bicycle Helmets Distributed	9,879
Class Room/Parent Educational Workshops/Presentations	449
People Impacted	15,103



PROGRAM GOALS, RESULTS, AND ACTIVITIES

POLICE TRAFFIC SERVICES

Goal: To reduce the total number of persons killed in traffic collisions 2 percent by September 30, 2015.

Result: Persons killed in traffic collisions increased 7.7 percent from 1,286 to 1,385.

Goal: To reduce the total number of persons injured in traffic collisions 2 percent by September 30, 2015.

Result: Persons injured in traffic collisions increased 7.1 percent from 121,047 to 129,686.

LAW ENFORCEMENT ACTIVITY	TOTAL
Traffic Enforcement Operations Conducted	4,544
Vehicle Stops	81,013
Citations Issued	71,875
Distracted Driving Enforcement Operations Conducted	2,225
Vehicle Stops	37,879
Hand-Held Cell Phone Citations Issued	20,307
Texting Citations Issued	4,589
Individuals Under the Age of 18 That Received a Citation	116
Motorcycle Safety Enforcement Operations Conducted	557
Motorcycle Stops	3,502
Motorcycle Citations	2,574
Vehicle Stops	11,499
Vehicle Citations	6,684
Field Sobriety Tests Administered to Motorcyclist	72
Field Sobriety Tests Administered to Drivers	214
DUI Arrests of Motorcyclist (Alcohol only)	13
DUI Arrests of Other Drivers (Alcohol only)	104
DUI Drug-Impaired Arrests of Motorcyclist [VC-23152(e)]	2
DUI Drug-Impaired Arrests of Other Drivers [VC-23152(e)]	19
DUI Arrests (Alcohol/Drug Combination Only) of Other Drivers	4
Drug Arrests (Possession, Transportation, Sales)	12
Criminal Arrests (Felony in custody)	32
Suspended/Revoked Driver's Licenses	317
Motorcycle License Endorsement [VC-12500(b)]	221
Recovered Stolen Vehicles	4
Night-time (2100 - 0259 hours) "Click It or Ticket" Enforcement Operations Conducted	427
Vehicle Stops	5,810
Seatbelt Citations Issued	2,853
Child Safety Seat Citations Issued	117
Bicycle and Pedestrian Enforcement Operations Conducted	1,667
Bicycle Stops	9,932
Bicycle Citations Issued	7,809
Pedestrian Stops	11,868
Pedestrian Citations Issued	9,880
Vehicle Stops	18,207
Vehicle Citations Issued	15,986
Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed	304
Citations Issued	8,886

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ROADWAY SAFETY

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

Result: One county was funded for a new Traffic Collision Data Analysis and Mapping system.

TRAFFIC SAFETY EDUCATION

National Training

OTS sent forty-one traffic safety professionals from state and local agencies to Lifesavers, the largest highway safety meeting in the US, dedicated to reducing the tragic toll of deaths and injuries on our nation's roadways. Lifesavers provided a national forum for presentations on proven countermeasures and initiatives that addressed the country's critical highway safety problems. In addition, nine traffic safety professionals attended the Governors Highway Safety Association's Annual meeting which addressed the most dangerous driver behaviors including drunk driving, drugged driving, and distracted driving. Lastly, fourteen professionals including DRE's, toxicologists, and prosecutors attended a national training conference that included up-to-date drug trends, legal issues, and innovative technology related to drug-impaired driving.



GENERAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Bicycle Safety	691
People Impacted	107,286
Child Passenger Safety	999
People Impacted	115,074
Distracted Driving	1,588
People Impacted	238,388
Impaired Driving	888
People Impacted	402,210
Motorcycle Safety	101
People Impacted	93,784
Occupant Protection	657
People Impacted	96,593
Pedestrian Safety	505
People Impacted	83,520
Senior Driver	517
People Impacted	32,512
Teen Driver	2,152
People Impacted	37,692

PROGRAM GOALS, RESULTS, AND ACTIVITIES

SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
A Life Interrupted Program	68
People Impacted	39,378
A Message For Kids About Crossing the Street	2
People Impacted	170
Car FIT Program	12
People Impacted	211
Courtroom to Schoolroom	2
People Impacted	32
Decisions For Life (1st time DUI offender program)	51
People Impacted	1,705
DMV Mature Driving Course	11
People Impacted	275
Every 15 Minutes	162
People Impacted	134,007
Live Theatrical Middle/High School	1
People Impacted	2,400
Multi-Media Presentations	39
People Impacted	20,066
Neighborhood Speed Awareness	8
People Impacted	410
Partners in Policing Course	1
People Impacted	30
PARTY Program	12
People Impacted	974
Power of Parents and Power of You(th)	116
People Impacted (27,500)	14,963
Public Safety Fairs Child Passenger Safety	4
People Impacted	700
Real DUI Trials and Sentencing's	3
People Impacted	1,400
Road Watch	1
People Impacted	7,430
Sober Graduation	79
People Impacted	19,950
Speeding	695
People Impacted	83,181
Start Smart	876
People Impacted	205,965
Staying Alive from Education SAFE Programs for High School	4
People Impacted	1,297
Txtwiser	19
People Impacted	1,318

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING

Goals

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

Results

In FFY 2015, OTS Public Affairs was instrumental in the successful implementation of multiple statewide and regional campaigns and outreach efforts. More Californians and visitors are being reached with traffic safety messaging, in more ways, than ever before. OTS campaigns and campaign materials won 13 Gold or Silver awards from multiple professional organizations.

Holiday DUI Crackdown Campaign

In conjunction with the state's comprehensive local police and Sheriff agencies and county DUI Task Forces, OTS partnered with the CHP, Alcoholic Beverage Control (ABC), DMV and Caltrans, among others, to conduct the state's annual winter holiday anti-DUI campaign. The OTS portion of the effort generated more than 117 million audience impressions from earned media placements, paid advertising, and public service announcements. Collectively the campaign generated more than \$4 million in added value.

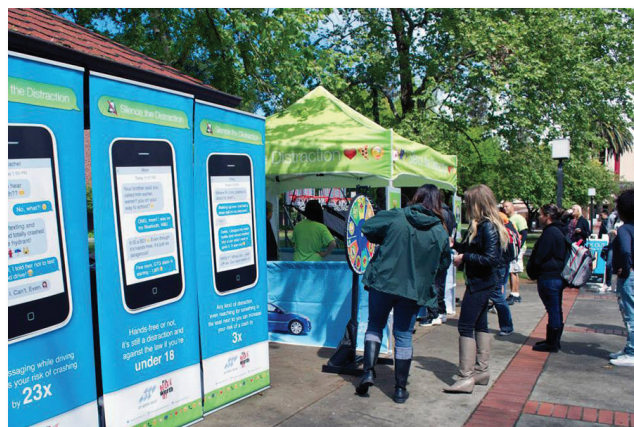


In FFY 2015, OTS updated from its previous DDVIP (Designated Driver Very Important Person) limited feature web based app to a full featured mobile app. As a way to generate buzz for the app and DDVIP campaign, OTS worked alongside its partner, iHeart Media, to promote the programs at major concerts in

Los Angeles and Sacramento, and officially unveiled the app at a press conference launch in tandem with the annual December DUI Crackdown.

The campaign received a great deal of interaction and media coverage which exposed the message of safe and sober driving on a statewide level. The app obtained nearly 9,000 downloads in the time leading up to, during, and immediately following the campaign events in December. The app garnered an additional 9,000 downloads for a total of 18,000 downloads by the end of FFY 2015.

The anti-DUI effort was not confined to the holiday period or even 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 500 bars and restaurants, 14 regional winery associations encompassing 750 member wineries, 300 breweries, and 560 commercial transportation companies throughout the state.



Distracted Driving

OTS changed the theme and messaging for its distracted driving campaign effort to "Silence the Distraction," to get drivers to turn off, put out of reach, or at least silence their cell phones while driving. The April, full month television, radio, and internet paid media campaign generated more than 125 million impressions and nearly \$3.1 million in added value.

The campaign mounted a tour of 11 community college campuses throughout California with the goal of increasing public awareness about the dangers of distracted driving. Using text message "emoji"-filled collateral and "lingo" associated with text messaging to target teens and young adults, OTS simulated distracted driving in a safe and age-relevant way by holding timed basketball shooting contests while participants simultaneously sent and received text messages on hand held devices. Additionally, 24 campaign banners

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)



were displayed in movie theatres statewide to continue to promote campaign messaging. The campaign received a great deal of interaction and media coverage which exposed the message of safe and distraction-free driving on a statewide level. Coverage of the events resulted in additional earned media in the Sacramento, Los Angeles, San Francisco, and Fresno areas.

Even after the primary April campaign, we continued providing organizations with campaign materials for distribution to their members, customers, and contacts as well as new and existing partners including auto collision centers, insurance agencies, county libraries, high schools, colleges, chambers of commerce, and driving/traffic schools.

Year-Round Efforts

Public awareness activities in support of DUI, distracted driving, and other traffic safety issues were not limited to the traditional, NHTSA designated time periods. OTS has expanded them to continue throughout the year so that the public has constant exposure to the messaging.

The anti-DUI effort was not confined to the holiday period or even 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 500 bars and restaurants, 14 regional winery associations encompassing 750 member wineries, 300 breweries, and 560 commercial transportation companies throughout the state.

OTS partnered with Oventions Food Services to incorporate a sober driver message on more than 1.5 million cups distributed at fairgrounds and event facilities throughout California. In addition to the cups, posters, bar mats, coasters, and buttons were distributed at each of the 12 facilities. Combined with

the cups, the partnership was able to reach more than 16 million people over the course of the year.

OTS partnered twice with Thunder Valley Casino Resort to utilize a mix of media to drive broad awareness of DUIs by encouraging casino patrons to plan ahead and designate a sober driver, plus pushed the DDVIP mobile app. Posters and digital signage placed throughout the casino garnered approximately 1.5



million impressions based on casino traffic, while email banners and social posts reached more than 345,000 people and newsletter mentions for approximately 300,000 opt-in subscribers.

OTS continued its multi-year partnership with the Sacramento River Cats and Raley Field to promote anti-DUI and distracted driving messaging via the venue's radio, website, scoreboard, concourse, and bathroom advertising opportunities. This partnership earned OTS nearly 800,000 audience impressions throughout the course of the partnership.

During the year, OTS continued its newsletter story distribution program to support anti-DUI, distracted driving, and other traffic safety issues. The individual stories were offered in both long and short forms, and depending on the topic, distributed to those on our growing list of 650 organizations with institutional newsletters, including traffic schools, chambers of commerce, hospitals, law enforcement agencies, county governments, winery associations, universities, parent teacher associations and more. In addition to distracted driving and anti-DUI awareness, newsletter topics included driving and pedestrian safety tips, bicycle and motorcycle safety awareness, car seat safety and child hyperthermia awareness and prevention tips.

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

Seat Belt Mobilizations

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

Grantee Media Relations

OTS Public Affairs regularly provides technical assistance to local grantees in their communications and outreach efforts. In FFY 2015, Public Affairs supported grantees in the development of press materials and the planning of media events. 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. 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 700 operation/activity press releases from grantees were reviewed and edited as needed.

reduction has now been made up in new likes and now stands at nearly 34,000. OTS Facebook is unique among state highway safety sites in that we stress engagement first and message second. A combination of eye-catching graphics, contests, quizzes, photos, videos, and choreographed conversational interaction are all designed to immediately and constantly bring in visitors and keep them returning. As they stay, the traffic safety messaging is subtly, and sometimes directly, insinuated into the conversation. This same tactic is used on the OTS Twitter presence, which currently has 8,300 followers. The OTS YouTube Channel has been effectively used as a landing spot for "viralized" videos. The OTS Instagram, although active and engaging, has not yet become a major source of followers.

Institutional Partnering

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, Ovation Food Services, Live Nation Entertainment, Sacramento River Cats and Raley Field, Thunder Valley Entertainment, multiple winery regional associations, trucking associations, and bar and restaurant chains. 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.



Social Media

FFY 2015 saw a continuing expansion of OTS presence on social media. The OTS Facebook "like" count dropped by about 10 percent during the year, but did so due to a change in Facebook procedures for businesses, eliminating from the count anyone who closed their Facebook account, making it a more accurate tally of active users. That 10 percent



PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING

High Visibility Enforcement

Law enforcement agencies conducted high visibility enforcement during the NHTSA Summer and Winter mobilizations. During these high visibility enforcement periods, 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 sustained DUI enforcement during Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, Halloween, and other local festivals or events with identified DUI problems. Local and regional media efforts were coordinated focusing on the awareness of impaired driving and the affects of prescription medication when combined with alcohol, the tragedy caused by one's choice to drive impaired, and importance of designating sober drivers.

Traffic Safety Resource Prosecutor (TSRP) Program

California District Attorneys Association (CDA)



Staffed through CDA, the TSRP Program conducted 124 training sessions on DUI/Driving Under the Influence of Drugs (DUID) Investigation and Prosecution, impacting 2,481 law enforcement officers and 482 prosecutors. The TSRP and CDA coordinated and delivered eight one-day training programs covering Vehicular Homicide, DUI Prosecution, and Signs and Symptoms of Drug Intoxication attended by 182 prosecutors. The TSRP Program served as instructors at 75 SFST, ARIDE, or DRE classes facilitated by the CHP. The TSRP program published and distributed 12 issues of the monthly newsletter titled "Behind the Wheel" to more than 5,765 subscribers. Also, TSRP's participated in the quarterly law enforcement roundtable meetings conducted by the agencies with vertical DUI prosecution grants.

Alcohol and Drug-Impaired Driver Vertical Prosecution Program

There were 26 grants that funded specialized prosecution of DUI offenders where each case was handled by a single, specially trained, dedicated prosecutor from start to finish. Prosecution of alcohol and drug-impaired driving cases was improved as



a result of the elevated skill and reputation of the dedicated prosecutors, better communication with law enforcement, and enhanced training for both attorneys and officers. The dedicated attorneys developed expertise that was recognized by judges and the defense bar. Recipients reported that sentences have improved as a result of attorneys' ability to educate judges about DUI laws. The increased skills and abilities of the grant-funded prosecutors trickled down to other deputies in the office, through mentoring and shared training, improving the results of all alcohol and drug-impaired driving cases. Streamlined communication between arresting officers and the attorneys handling the cases was a commonly mentioned benefit of these grants. Officers learned they have a single pointperson for alcohol and drug-impaired driving cases in the event of unique circumstances. Attorneys were able to identify any deficiencies in investigations or reports and communicate their needs to the officers. The communication and relationships were bolstered by the attorneys' participation in DUI patrol ride-a-longs and attendance at checkpoints.

Know Your Limit Program

Huntington Beach Police Department

The Huntington Beach Police Department (HBPD) has become California's "trainer" for other agencies interested in conducting the "Know Your Limit" Program. Officers visited ABC establishments during the hours of approximately 6:30 p.m. to 10:00 p.m. to educate citizens of the affects of alcohol on their body, potential for serious injury or death when driving while impaired, and negative financial penalties of a DUI arrest. Officers engaged the patrons in friendly conversation and explained their educational goal. Most patrons were very responsive and wanted to participate. The patrons were asked what they believe their BAC was based on the



PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

number of drinks they had consumed, what city they lived in to determine if they were a resident or a visitor, their age, their gender was noted, and they were asked if they would drive a vehicle. The officers then gave them a breath test and noted the BAC. The patrons were then provided with “Know Your Limit” stickers, educational materials, and \$20 Uber cards (donated) for participating. HBPD also used their own funds to purchase a wrap for one of their police vehicles so it’s a half taxi, half police car and has the phrase “Choose Your Ride” on the vehicle. The vehicle was displayed near the establishments in which the programs were conducted. The vehicle was also used for several other DUI awareness activities, such as checkpoints. By adding the “Know Your Limit” educational component to enforcement, it has increased public awareness, strengthened community trust and respect for law enforcement, provided positive feedback from citizens, created discussion about the issues of DUI, and identified future needs or shifts in enforcement/education efforts. The HBPD conducted 16 “Know Your Limit” details, provided 1,144 breath tests, visited 79 bars/restaurants, and trained 14 other agencies from Orange, Riverside, Los Angeles, and Sacramento Counties.

Probation Departments – Intensive Supervision of DUI Probationers

California’s high-risk DUI probationers continue to be intensively supervised to ensure compliance with court-ordered terms, and to be held accountable when falling short of compliance. Throughout FFY 2014, grants to 13 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Placer, Santa Barbara, Sacramento, San Diego, San Joaquin, San Bernardino, Solano, and Tulare) facilitated the supervision of more than 1,100 probationers. Probationers were required to complete alcohol education programs, keep regularly scheduled office appointments and subjected to random after-hours home searches and worksite visits that included drug and alcohol testing. Many probation departments participated in multi-agency DUI enforcement efforts such as the “DUI Avoid” campaign warrant service operations, or worked with specific local agencies within their counties. Intensive supervision compels the vast majority to adhere to their terms of probation; however, when probationers failed to comply they were held accountable.

Know Your Limit

Common Drinks	# Standard Drinks	Approximate BAC (male/female average)	Time to Burnoff
Beer (12 oz)	1	.035	2.3 hrs
Wine (10 oz)	2	.065	4.3 hrs
Vodka Martini	2	.065	4.3 hrs
Long Island Ice Tea	4	.12	8 hrs

Standard Drink

12 fl oz of regular beer = 8-9 fl oz of malt liquor = 5 fl oz of table wine = 1.5 fl oz shot of 80-proof spirits

DUI Crackdown in Huntington Beach

Logos: Huntington Beach Police, Orange Police, Community Service Programs, Operation Safe HB

No matter what you do, the body clears alcohol from your system at a rate that lowers your BAC about .015 BAC per hour, not drink per hour. Blood alcohol content is affected by several factors including, a person's height/weight, drug/medication use, food intake, rate of alcohol consumption, and drinking patterns.



Combined Responsibility to Educate and Eliminate Drunk Driving – MADD

California Department of Alcoholic Beverage Control

MADD continued its collaborative efforts with community and law enforcement partners to work towards eliminating drunk driving and preventing underage drinking by providing awareness and prevention programs statewide. Educational programs were presented in 143 schools throughout California to increase awareness of the devastating effects of drunk driving to both youth and adult audiences, reaching over 25,800 students, parents, and educators. Community awareness and

PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

prevention presentations were conducted at 325 local community events reaching more than 70,389 community members. These presentations included Power of Parents, Power of Youth, Zero Tolerance/ Underage Drinking Prevention presentations, Victim Survivor Stories, and the Consequences of Drunk Driving. Booths with resource materials were displayed by MADD at 146 community events, schools, local businesses, and military bases. These events included Safety Stand Downs, National Night Out events, health and safety fairs, Red Ribbon Week events, Sober Prom/Sober Graduation, and drug and alcohol conferences. Through these combined outreach efforts, MADD distributed over 363,450 pieces of educational material.

California College DUI Awareness - RADD University of California, Berkeley



UC Berkeley Safe Transportation Research and Education Center (SafeTREC), partnered with RADD®, the entertainment industry's voice for road safety, to conduct the RADD® California College DUI Awareness Project through promotion of the RADD Designated Driver/AT Rewards program on 35 college campuses in California. In honor of the project's success, Toyota Motor Sales, USA, generously donated campus message materials: 100 "RADD Crew" t-shirts for campus staff, 3,000 sunglasses, and new graphic wraps for RADD's Toyota vehicles (Scion xB and Prius C). RADD conducted one statewide training; four regional trainings, nine campus trainings and one large community RBS training for RADD Retail Rewards partners. Program highlights included expanding partnership from 32-35 college campuses, 219 campus activations, distribution of 23,940 RADD Pledge Cards, 520 RADD wristbands, with a total on-campus exposure to 93,571 students. Soaring beyond its former scope of "college students on campus," the campaign served an expanded scope-of-work (all 18-34 year olds) by adding messaging elements off-campus, on-air, and at music festivals. Wide penetration of 2,900,000 unique impressions was achieved through radio, TV, and digital campaigns that resonated with our young adult audiences on campus, in the workplace, at home, on military institutions, in dorms, and out on the town.

Social media numbers skyrocketed resulting in a 95 percent increase in RADD's Facebook likes, a 99 percent increase in Instagram followers, and a 95 percent increase in Twitter followers, plus 25,000 YouTube views, for a combined total of 2,500,000 online impressions. The list of RADD Retail Rewards partners increased from 400 to 425, as staff focused on recommitting existing partners while adding key hospitality zones in areas adjacent to downtown Long Beach, plus downtown San Francisco, the Central Valley, Berkeley, and San Diego's North County, home of UC San Diego, and USMC Camp Pendleton.



Youth to Youth: Ensuring More Futures - Friday Night Live

Tulare County Office of Education

This grant focused on youth designed and driven campaigns, with a focus on engaging peers, parents, and the larger community, on reducing underage drinking and traffic safety issues in 32 different communities across California. Projects ranged from local policy, to social norms campaigns, merchant education, parent presentations, and a variety of other efforts aimed at reducing traffic fatalities. Students also hosted a wide range of activities on their campuses to ensure that the campaign efforts had a constant presence at their schools/communities. All sites conducted Roadwatch surveys; a statewide assessment of driver behaviors. They used this activity to launch their larger, yearlong campaigns. Included with the Roadwatch opportunity was a California Common Core math curriculum lesson that was designed to be utilized in classrooms as a process for helping a larger audience understand the data and its implications in their lives.

Another important aspect of the project is the Youth Traffic Safety Summit. Youth and adult participants attended two days of traffic safety education and support to create year long campaigns for their individual communities. This year, over 730 participants, representing 32 counties came together to make plans to improve traffic safety in their communities in the upcoming year.

PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING (CONTINUED)



Teen Choices

California Highway Patrol

The CHP publicized the Every 15 Minutes (E15M) program, Sober Graduation events, and informational presentations to high schools, community based organizations, local law enforcement, fire departments, and/or health departments in California. CHP uniformed staff facilitated 154 E15M programs impacting 128,192 students, and 234 various educational programs impacting 20,720 persons. In addition, educational materials were distributed statewide emphasizing the consequences of drinking and driving.



Teens in the Driver Seat

University of California, Berkeley

To promote teen DUI prevention and alcohol education, the University of California, Berkeley, partnered with Texas A & M to establish Teens in the Driver Seat (TDS) programming throughout California. TDS distributed teen-to-teen education-outreach materials and programs to 60 schools reaching 100,118 students and provided ongoing support and coordination to campuses in the Top 50 Teen DUI cities and to schools with diverse geographic and rural-urban mix deployed throughout California. Teens in the Driver Seat also provided the 3-Dimensional interactive impaired driving awareness programming of CinemaDrive to 17 California campuses.



PROGRAM AREA HIGHLIGHTS

DISTRACTED DRIVING



Impact Teen Drivers

California Highway Patrol

The CHP continued its partnership with Impact Teen Drivers, a non-profit education and awareness organization, to implement a program focusing on distracted driving among teens by providing a broad public awareness, educational, and media campaign. This outreach program provided effective tools in communicating the importance of driving safely by including teachers, parents, and teen groups. A total of 1,010 educational presentations were conducted reaching 303,793 persons at various high schools throughout the state. Through this partnership, 64 teen distracted driver enforcement operations were also conducted.

Worksite Intervention to Reduce Cell Phone Distracted Driving

University of California, San Diego

Developed by the Training, Research and Education for Driving Safety (TREDS) program at UC San Diego, the "Just Drive-Take Action Against Distraction" curriculum educated adults in the workplace on the dangers of distracted driving. The employer-sponsored program was delivered to 64 worksites, and impacted 3,554 employees throughout San Diego County. The one-hour class was part of a health and safety effort to reduce cell phone use while driving during business hours, as well as privately. According to pre and post program surveys, 89 percent of attendees reported increased awareness and motivation to change their behavior (50 percent or more) due to the dangers of distracted driving. In addition, the program promoted the adoption of a "No Cell Phone" policy by providing consultation to key decision makers regarding the scope of the problem, liability risk, and steps for successful policy implementation.

DRUG-IMPAIRED DRIVING

Drug Impaired Driving Seminar for Law Enforcement and Prosecution Professionals

California District Attorneys Association

Presented by OTS and the CDAA, and attended by 60 prosecutors and 300 law enforcement officers, the Drug Impaired Driving Seminar for Law Enforcement and Prosecution Professionals provided three days of training specific to investigation and prosecution of collisions involving impaired driving. Trainers and presenters included nationally known experts in crime investigation, expert testimony, issues related to new technology, and practical courtroom skills. The seminar contained separate tracks for law enforcement and prosecutors, including the toxicology and impairment of prescription drugs, as well as general sessions, allowing for the exchange of knowledge between these two interdependent groups.



Drug Recognition Evaluators

California Highway Patrol

The CHP continued their statewide DRE project, training law enforcement officers, as well as other pertinent members of the community, on drug recognition and impairment. There were 11 DITEP courses conducted, which trained 347 educational professionals. A total of 96 ARIDE classes were conducted, training 1,808 CHP and allied agency personnel. This is a 39 percent increase of ARIDE classes conducted and a 32 percent increase of personnel trained from the previous year. There were 80 SFST classes facilitated, certifying 1,623 officers for a 53 percent increase in the number of officers SFST certified from the previous year. Additionally, a total of 404 new DREs were certified, which resulted in a 21 percent increase in the number of DREs certified from the previous year. The CHP Drug Evaluation and Classification Program (DECP) assisted DREs from Alaska, Kansas, New Mexico, American Samoa, and Guam. The DECP staff trained and certified several officers as DREs and DRE instructors from these states and territories.



PROGRAM AREA HIGHLIGHTS

DRUG-IMPAIRED DRIVING (CONTINUED)

The Ventura County Drugged Driving “Risks & Realities” Campaign

Ventura County Behavioral Health Department



Ventura County Behavioral Health’s “Risks and Realities” campaign was the first of its kind funded OTS program, aimed at preventing drug-impaired driving by altering social norms and shifting the perception of danger. The campaign was developed using local data to educate the public about the reality of the changing landscape of impaired driving. Ventura County Behavioral Health created targeted media campaigns tailored for specific demographics. Working with county agencies, prevention advocates, and OTS; adaptive campaign messaging was produced to focus on young adults, parents of teenage children, and older adults. The messaging aided in sparking conversations about driving under the influence of marijuana, prescription, and illicit drugs, as well as combination with alcohol. The campaign was disseminated over traditional and social media, as well as through public forums and community presentations.

EMERGENCY MEDICAL SERVICES

Regional Collision Response and Extrication Improvement Program

Albany Fire Department

A Regional Collision Response and Extrication Improvement Program located in the Bay Area provided extrication equipment to six fire/rescue stations in four communities that were in need of replacing outdated equipment. The Albany Fire Department served as the host agency in purchasing and placing into use seven fully-equipped extrication systems, as well as other extrication apparatus. Fire

stations in the communities of Albany, Berkeley, El Cerrito, and Richmond replaced equipment that was 20 years old, which was often unreliable or out-of-service. The new state-of-the-art equipment is lighter, interoperable with other agencies, is compatible with new vehicle technology, offers greater safety to emergency personnel, and equips the service area at the current industry standards. Over 250 firefighters were trained in the use of the new life-saving equipment. Extrication times were reduced from 21 to 15 minutes, ensuring faster access to victims and therefore decreasing delivery time to hospitals. In addition, the response time for the arrival of appropriate equipment at collision sites in the service area decreased from nine to five minutes.

Ventura County Regional Extrication Equipment Project

Oxnard Fire Department



The Oxnard Fire Department purchased and distributed four fully-equipped extrication systems, a heavy duty stabilization system, and two combination tools for Ventura County. Fire stations that replaced the out dated and unreliable equipment were Camarillo, Fillmore, Moorpark, Ojai, Oxnard, and Thousand Oaks stations. The new equipment was placed throughout the county to improve response times and extrication times which will improve the patients chance of survival. The updated equipment will work with the neighboring counties extrication systems allowing them to interchange extrication equipment while on scene. The county trained 180 firefighters in the use of the new equipment, as well as 180 first responders in the recognition and treatment of trauma victims. The agency displayed the equipment for eleven school and community events. In addition, the average response time for the arrival of the equipment to the crash scene decreased from 12.50 minutes to 11.13 minutes. The average extrication time improved from 17.11 minutes to 14.22 minutes.

PROGRAM AREA HIGHLIGHTS

MOTORCYCLE SAFETY

California Motorcyclists Safety Program

California Highway Patrol

The CHP continued a traffic safety program to reduce motorcycle-involved fatal and injury collisions within CHP jurisdictions throughout the state. This grant included concentrated enforcement, public education campaigns, and motorcycle safety, outreach, and educational efforts. Motorcycle safety awareness media campaign public service announcements were aired on radio stations and displayed at cinemas and social media sites statewide. A total of 89 Motorcycle Safety and Road Sharing presentations were conducted, impacting approximately 92,712 people.



Motorcycle Collision Injury Outcomes Project II

University of California, Berkeley

This grant served as the second year of a two-year project. They evaluated the helmet exchange programs as an approach to improve proper helmet use in California. They provided tools to local California jurisdictions which allowed them to tailor enforcement and other safety programs to their communities' collision trends. In addition, they evaluated specific helmet types and motorcycle lane-splitting that play a role in collision outcomes, including injury location and severity, brain and facial injury, and hospitalization charges. The department linked hospital outcomes data, to data from the Enhanced Motorcycle Collision Data Project, and analyzed both the linked and unlinked data, and reported the results.



OCCUPANT PROTECTION



Child Passenger Safety Technical Support Program

Riverside County Department of Public Health

The Riverside County Department of Public Health (RCDPH), Injury Prevention Services partnered with area police departments within the county to establish Child Passenger Safety (CPS) seat fitting stations, facilitated training of NHTSA-certified CPS technicians, distributed no-cost child safety seats to families in need and provided outreach at community events. RCDPH established new fitting stations at seven local police departments, facilitated child safety seat fitting events, and distributed 273 child safety seats. Partnering police departments included: Lake Elsinore, San Jacinto, Riverside, La Quinta, Moreno Valley, Palm Desert, and Thermal Station. Two CPS technician trainings were held with partner agencies resulting in 27 certified child safety seat technicians and one instructor candidate passing the course. RCDPH participated in five community health fairs and promoted the car seat program to 1,600 Riverside County residents.

PROGRAM AREA HIGHLIGHTS

OCCUPANT PROTECTION (CONTINUED)

Statewide Observational Restraint Usage Surveys

California State University, Fresno

Data collection was conducted at 142 sites across the state and served as the main restraint usage survey for NHTSA and California. The restraint usage rate was 97.3 percent meaning that only 2.7 percent of drivers and front seat passengers were without safety restraints during the Summer 2015 survey. This rate is slightly higher than the 2014 usage rate of 97.1 percent. Also conducted, was the Teen Survey, which was 96 percent and the Child Safety Seat Survey at 94 percent.

Tehama Travels Safe

Tehama County Health Services Agency

The Tehama County Health Services Agency partnered with CHP and other local community organizations to promote child passenger safety and bicycle and pedestrian safety throughout Tehama and neighboring counties. Educational efforts included scheduled child safety seat check-up events, community classes, school bike rodeo events, community outreach events, and local community newsletters. The agency distributed 401 child safety seats to needy families, and properly fitted 483 children. They distributed 735 bicycle helmets and 400 bicycle safety reflectors. Twelve technicians received NHTSA-certified CPS Training, and two instructors were trained and certified. In addition, neighboring counties were able to increase their ability to serve their communities due to partnerships and cross county trainings. The program enabled Tehama County Health Services Agency to provide occupant protection education and resources in the county that was needed for many years.

ROADWAY SAFETY/TRAFFIC RECORDS

California Active Transportation Information Pages

University of California, Berkeley



SafeTREC at UC, Berkeley created a new and improved website for the California Active Transportation Information Pages (CATSIP). The new website features a more visual and engaging approach toward presenting the latest and most

useful online resources to encourage and promote safety for pedestrians, bicyclists, and other non-motorized road users in California. This year, the CATSIP website received more than 15,225 visits by more than 13,335 visitors, for a total of 32,141 page views. In addition, the new CATSIP website is more dynamic, responsive, easier to use, and includes blog posts, articles, resources, funding opportunities, and a weekly spotlight feature.

PEDESTRIAN AND BICYCLE SAFETY



Pacific Coast Highway (PCH) Safety Corridor Grant

City of Malibu

The City of Malibu identified a 21 mile corridor along the PCH/CA 1 that was determined to be unsafe for pedestrians and bicyclists. A taskforce was developed and quarterly meetings were held to implement and monitor the grant programs. Three changeable message signs were purchased and deployed along the PCH with various traffic safety messages. The City collaborated with the Los Angeles Police Department, Los Angeles Sheriff's Department, and Santa Monica Police Department to conduct additional DUI saturation patrols as well as bicycle and pedestrian enforcement operations along the corridor. In May, the taskforce released a traffic safety video, PCH Group Therapy, that received national recognition for the national City County Communications and Marketing Association (3CMA) award for the best PSA, the PSA was awarded first place.

PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)

Pedestrian/Bicycle Safety Program and Selective Traffic Enforcement Program

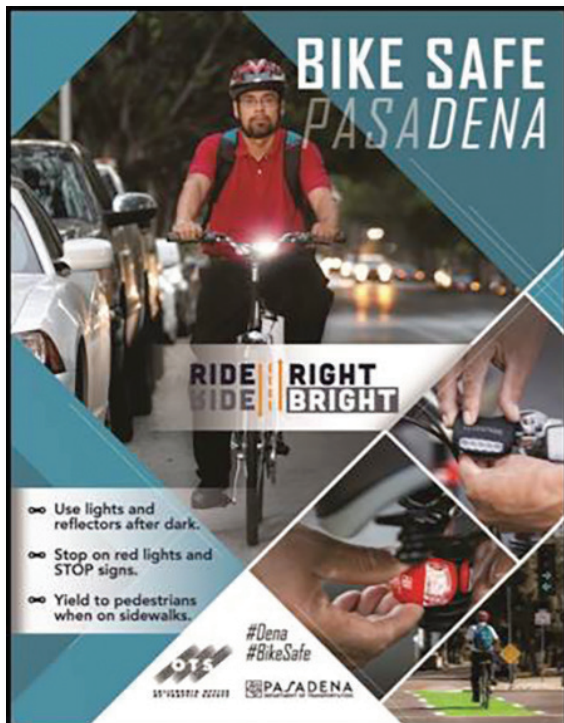
Gilroy Police Department

The Gilroy Police Department made substantial improvements in bicycle and pedestrian safety, enforcement and education. This was a group effort that took the assistance of many public and private entities. A one hour class was developed that was taught to fifth grade students in public and private schools in the district. In addition, the Gilroy Police Department teaches the Drug Abuse Resistance Education (DARE) program in schools. Knowing that one of the biggest safety issues affecting younger children are injuries that occur while riding a bike or crossing a street as a pedestrian, a class was added on bicycle and pedestrian safety during the DARE program. This has proven to be very effective, and findings show that students are growing increasingly interested in learning about bicycle and pedestrian safety issues. In the 2014-15 school year over 980 fifth grade students were impacted by the program. In addition, bicycle rodeos were conducted in the community in order to distribute 200 helmets to children in need, provide bicycle inspections, and teach the importance of bicycle safety, and pedestrian and bicycle enforcement operations were conducted.

Safer Streets Pasadena

City of Pasadena

The Safer Streets Pasadena Project implemented both an engineering and educational component that proved to be a huge success for Pasadena. Compared to the 2013 federal fiscal year, bicyclist fatalities were reduced by 100 percent from 2 to 0 and bicyclist injuries were reduced 25 percent from 87 to 65. On the engineering front, the city upgraded its collision database software to identify above-average collision rates based on intersection control type, street classification, and type of facility. The updated software allowed for the identification and evaluation of five high collision locations. The "Ride Right. Ride Bright." bicycle safety campaign included the distribution of headlights, tail lights, helmets, educational brochures, information cards, and posters. The city conducted an educational event during Daylight Savings weekend, providing lights and helmets to bicyclists who were restaurant employees or service workers that commuted by bicycle and rode home in the dark. The campaign posters were posted within break rooms and dining areas at 150 locations. Bus shelter ads were posted at 15 locations throughout the city and the bike maps, rules of the road brochures and roadway to safety cards were distributed to libraries, community centers, and bike shops. The city distributed 950 lights and 450 helmets during five workshops and outreach events.



Safety Assessments for California Communities



University of California, Berkeley

For the past couple of decades, OTS has partnered with the University of California, Berkeley's Technology Transfer Program to help hundreds of California communities encourage safer thoroughfares in cities and rural areas for motorists, pedestrians, and bicyclists. Growing from one program, the Traffic Safety Assessment program, Tech Transfer and OTS have worked together to expand a valuable resource and tailor new programs to specific needs for communities. Tech Transfer helped 23 communities find suggested solutions to their unique issues through the Traffic Safety Assessment, Rural Safety Assessment, Pedestrian Safety Assessment, and Bicycle Safety Assessment programs. With this free service, Tech Transfer's top safety experts, who are currently active in the safety field, worked with the community and

PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)

met with key engineering, enforcement, planning, and outreach staff members and analyzed relevant data, performed field observations, and reviewed the effectiveness of current safety programs to create real, workable, and suggested strategies. Suggestions, based on engineering, education, and enforcement, ranged from quick, low-cost solutions that could be implemented immediately to longer-range, big-budget solutions that could be added to master plans. Together, OTS, and Tech Transfer are transforming communities in California to be safer from the sidewalk to the center line for motorists, pedestrians, and bicyclists.



Community Pedestrian Safety Training Project

University of California, Berkeley

The University of California, Berkeley SafeTREC Program and their traffic safety partners provided ten Community Pedestrian Safety Training (CPST) programs, a four-hour education and community-based workshop on pedestrian safety best practices, walkability, and community engagement. Five trainings targeted high-risk communities in general, three targeted older adults, and two trainings targeted youth and/or parents. The team also provided follow-up services to previous CPST program sites. They reached an average of 250 people directly through the workshops. However, this program number is magnified because the 250 people have family, friends, and communities with whom they are likely to share information. In addition, considering the ongoing media articles reaching thousands of people in communities where new workshops were conducted, as well as communities in which follow-up work was done, there is broad and substantial community education about pedestrian safety. Numerous communities used the CPST to leverage support for other grants. Six communities received over \$2 million in additional pedestrian safety funding.



ROADWAY SAFETY/TRAFFIC RECORDS



CALIFORNIA EMERGENCY MEDICAL SERVICES AUTHORITY

California EMS Information System

California Emergency Medical Services Authority

The Emergency Medical Services Authority (EMSA) increased the availability to researchers and the public for the study of post-crash survivability. It was accomplished by completing the transformation of local and state data operations to the nationally recognized formats known as National EMS Information System (NEMSIS) Version 3 and creating new, open data resources for EMSA public website. Data integration is a priority throughout all project activities, and EMSA continued its partnership with the California Department of Public Health to achieve data linkage objectives.

PROGRAM AREA HIGHLIGHTS

ROADWAY SAFETY/TRAFFIC RECORDS (CONTINUED)

Crash Medical Outcomes Data

California Department of Public Health

California's traffic safety and injury prevention communities need comprehensive "crash to outcome" data that are critical to identifying and solving traffic safety problems. The Crash Medical Outcomes Data



(CMOD) Project responded to the need and the vision of NHTSA's Traffic Records Coordinating Committee. The project further built the successful data linkage between crash data and medical data in several ways. It translated linked data into actionable information, made linked crash medical data available to stakeholders and the general public, provided data to partners for special projects, provided expert consultation to partners on data linkage methodology, and integrated multiple data sources into a comprehensive traffic records system. The CMOD project also leveraged existing expertise and resources to improve data quality and access by sharing data and knowledge across partner agencies.

California to be safer from the sidewalk to the center line for motorists, pedestrians, and bicyclists.

Transportation Injury Mapping System

University of California, Berkeley

The University of California, Berkeley SafeTREC Program improved the Transportation Injury Mapping System (TIMS) data and application. TIMS, a web-based interactive collision mapping and data resource based on the SWITRS database with over 6,000 registered users from key agencies such as the CHP, local police agencies, state agencies, city and county governments, universities and non-profit agencies, has been updated to include the pedestrian summary and victim level summary result pages in the SWITRS Query and Map tool. Also, the 2013 and 2014 SWITRS data were geocoded and added on TIMS. TIMS now has approximately 2 million collision records, 4 million party records, and 4.6 million victim records from 2004 to 2014.

APPENDIX – GRANT EXPENDITURES

ALCOHOL-IMPAIRED DRIVING

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

Grant #	Agency	Fund	Expended
AL1519	California Department of Alcoholic Beverage Control	405d AL	\$595,961.11
AL1521	California Department of Alcoholic Beverage Control	405d AL	\$1,277,619.41
AL1532	California Highway Patrol	164AL	\$284,175.31
AL1534	California Highway Patrol	164AL	\$5,827,751.26
AL1535	California Highway Patrol	405d AL	\$536,505.87

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

Grant #	Agency	Fund	Expended
AL1522	Tulare County	405d AL	\$385,805.83
AL1528	Shasta County	164AL	\$98,295.51
AL1536	California Highway Patrol	410	\$1,671,368.70
AL1537	California Highway Patrol	164AL	\$115,604.11
AL1547	Santa Clara County	164AL	\$154,488.99
AL1549	Riverside County	164AL	\$104,773.04
AL1550	Bakersfield	164AL	\$27,502.39
AL1551	The Regents of the University of California, Berkeley Campus	164AL	\$960,343.09
AL1552	The Regents of the University of California, Berkeley Campus	164AL	\$368,191.31
AL1554	Santa Cruz County	405b DD	\$225,374.14
AL1554	Santa Cruz County	405b OP	\$15,500.00

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

Grant #	Agency	Fund	Expended
AL1526	San Joaquin County	405d AL	\$659,315.46

Evaluation - This grant funded the enhancement of the DMV Hot List program.

Grant #	Agency	Fund	Expended
AL1514	California Department of Motor Vehicles	408TR	\$91,102.66

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

Grant #	Agency	Fund	Expended
AL1507	Placer County	164AL	\$75,326.78
AL1508	Tulare County	164AL	\$76,019.09
AL1513	Sacramento County	164AL	\$453,386.60
AL1517	Santa Barbara County	164AL	\$129,729.00
AL1533	Kern County	164AL	\$139,516.44
AL1538	Solano County	164AL	\$200,755.06
AL1541	Contra Costa County	164AL	\$284,031.40
AL1542	San Joaquin County	164AL	\$138,627.52
AL1544	Fresno County	164AL	\$288,716.99

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
AL1545	San Diego County	164AL	\$395,535.91
AL1546	Los Angeles County	164AL	\$297,262.40
AL1548	Butte County	164AL	\$161,653.99
AL1555	San Bernardino County	164AL	\$409,518.83
Multi-Agency "Avoid DUI" Campaigns - These grants funded law enforcement agencies to conduct DUI enforcement activities during the NHTSA Winter and Summer Mobilizations and sustained enforcement during other holiday periods associated with identified DUI problems.			
Grant #	Agency	Fund	Expended
AL1501	Capitola	164AL	\$43,950.75
AL1502	Paradise	164AL	\$49,354.07
AL1503	Visalia	164AL	\$108,349.37
AL1504	Fortuna	164AL	\$29,214.01
AL1504	Fortuna	402PT	\$12,829.21
AL1505	San Rafael	164AL	\$176,416.41
AL1506	Napa	164AL	\$87,986.35
AL1509	Merced	164AL	\$50,938.92
AL1510	Stockton	164AL	\$236,563.34
AL1511	Vacaville	164AL	\$197,519.94
AL1512	West Sacramento	164AL	\$113,342.36
AL1515	Sacramento	164AL	\$121,187.62
AL1516	Angels Camp	164AL	\$74,266.95
AL1518	Redding	164AL	\$74,940.25
AL1520	Ceres	164AL	\$109,749.82
AL1523	Petaluma	164AL	\$135,003.96
AL1524	Clovis	164AL	\$215,818.13
AL1525	Hayward	164AL	\$185,735.59
AL1527	Daly City	164AL	\$159,576.48
AL1529	El Dorado County	164AL	\$63,827.62
AL1531	San Francisco City/County	164AL	\$205,208.49
AL1539	Siskiyou County	164AL	\$42,246.19
AL1540	Marysville	164AL	\$54,035.72
AL1543	Salinas	164AL	\$168,016.22
AL1553	Santa Clara County	164AL	\$222,927.01
AL1556	Contra Costa County	164AL	\$98,033.36
AL1557	Auburn	164AL	\$50,240.74
			\$19,537,037.08

APPENDIX – GRANT EXPENDITURES

DISTRACTED DRIVING

Enforcement, Public Education, and Public Information - These grants funded statewide public information, education, and a media campaign focusing on the dangers of distracted driving, texting, and using a cell phone while driving, with an emphasis toward teens.

Grant #	Agency	Fund	Expended
DD1501	California Highway Patrol	405b DD	\$386,620.07
DD1502	California Highway Patrol	405b DD	\$748,098.05

Education - This grant delivered educational courses to commercial and non-commercial drivers in San Diego County.

Grant #	Agency	Fund	Expended
DD1503	University of California, San Diego	405b DD	\$170,430.20
			\$1,305,148.32

DRUG-IMPAIRED DRIVING

Training - This grant funded basic and instructor SFST, ARIDE, and DRE training and certification to law enforcement officers and DITEP training to educational professionals.

Grant #	Agency	Fund	Expended
DI1515	California Highway Patrol	405d AL	\$1,359,938.76

Public Awareness - This grant funded public awareness and education campaigns on the dangers of drug-impaired driving, including illicit, prescription, and over-the-counter drugs, and in combination with alcohol.

Grant #	Agency	Fund	Expended
DI1524	Ventura County	405d AL	\$131,801.68

DUID Vertical Prosecution - These grants funded statewide training for county prosecutors and law enforcement agencies, vertical prosecution grants, and a Vehicular Homicide Seminar.

Grant #	Agency	Fund	Expended
DI1501	El Dorado County	405d AL	\$337,072.11
DI1502	Shasta County	405d AL	\$231,810.43
DI1503	Marin County	405d AL	\$336,084.24
DI1504	Monterey County	405d AL	\$404,348.55
DI1505	Calaveras County	405d AL	\$148,469.81
DI1506	Kern County	405d AL	\$425,350.28
DI1507	Sonoma County	405d AL	\$419,416.79
DI1508	Stanislaus County	405d AL	\$290,663.12
DI1509	Placer County	405d AL	\$289,175.83
DI1510	Fresno County	405d AL	\$650,498.86
DI1511	Yolo County	405d AL	\$155,678.86
DI1512	Sacramento County	405d AL	\$939,548.38
DI1513	Orange County	405d AL	\$593,208.90
DI1514	Glenn County	405d AL	\$91,182.55
DI1516	San Bernardino County	405d AL	\$192,432.70
DI1517	Lake County	405d AL	\$196,764.97
DI1518	San Diego	405d AL	\$202,800.37
DI1519	San Diego County	405d AL	\$456,793.25
DI1520	Los Angeles	405d AL	\$344,131.00

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
DI1521	Ventura County	405d AL	\$357,707.75
DI1522	Riverside County	405d AL	\$390,285.27
DI1523	Riverside County	405d AL	\$486,564.87
DI1525	Napa County	405d AL	\$223,282.84
DI1526	Solano County	405d AL	\$273,102.47
DI1527	San Francisco City/County	405d AL	\$216,460.27
DI1528	Sacramento County	405d AL	\$945,779.42
DI1529	Madera County	405d AL	\$116,726.72
			\$11,207,081.05

EMERGENCY MEDICAL SERVICES

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

Grant #	Agency	Fund	Expended
EM1501	Oxnard	405b DD	\$196,889.93
EM1502	Albany	405b OP	\$334,513.25
			\$531,403.18

MOTORCYCLE SAFETY

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

Grant #	Agency	Fund	Expended
MC1501	The Regents of the University of California, Berkeley Campus	405c TR	\$221,245.77

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

Grant #	Agency	Fund	Expended
MC1502	California Highway Patrol	402MC	\$924,110.76
			\$1,145,356.53

OCCUPANT PROTECTION

Comprehensive Community Occupation Protection - These grants funded county health departments, cities, and law enforcement agencies to conduct activities with schools, universities, medical facilities, civic groups, to educate and train on the correct use of safety belts and child safety seats. Activities included child safety seat check-ups, media events, public information campaigns, child safety seat and seat belt curves, educational presentations, NHTSA-certified CPS training, and the distribution of child safety seats.

Grant #	Agency	Fund	Expended
OP1501	Butte County	405b OP	\$83,290.50
OP1502	San Luis Obispo County	402PS	\$61,882.49
OP1502	San Luis Obispo County	405b OP	\$14,342.84
OP1502	San Luis Obispo County	405d AL	\$68,919.21
OP1503	Los Angeles	164AL	\$445,516.45
OP1504	Rancho Cordova	402PT	\$136,181.48
OP1504	Rancho Cordova	405b OP	\$114,556.61

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
OP1505	Pomona	405b OP	\$136,945.09
OP1506	Oxnard	405b OP	\$35,901.08
OP1509	Tehama County	405b DD	\$79,228.29
OP1509	Tehama County	402b OP	\$42,871.71
OP1510	Riverside County	405b OP	\$191,205.89
OP1511	San Diego County	405b OP	\$239,710.79
OP1513	Yuba City	405b OP	\$125,240.38

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

Grant #	Agency	Fund	Expended
OP1508	California Department of Public Health	405b OP	\$283,747.02
OP1515	California Highway Patrol	2011OP	\$93,000.00
OP1515	California Highway Patrol	405b OP	\$905,382.60

Statewide Usage Surveys - This grant funded the statewide observational seat belt and child safety seat usage rates.

Grant #	Agency	Fund	Expended
OP1512	California State University, Fresno	406OP	\$225,935.40

Older Drivers - These grants provided training and public awareness to the community and stakeholders related to older drivers.

Grant #	Agency	Fund	Expended
OP1507	Riverside	405b OP	\$6,045.58
OP1514	University of California, San Diego	405b OP	\$494,746.46
			\$3,784,649.87

PROGRAM ADMINISTRATION

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

Grant #	Agency	Fund	Expended
PA1501	California Office of Traffic Safety	402	\$2,589,403.47
PA1502	California Office of Traffic Safety	164	\$1,326,425.08
PA1503	California Office of Traffic Safety	405C	\$12,008.32
PA1504	California Office of Traffic Safety	405B	\$263,428.76
PA1505	California Office of Traffic Safety	405D	\$576,579.38
PA1506	California Office of Traffic Safety	405F	\$18,818.03
PA1507	California Office of Traffic Safety	406	\$40,069.80
PA1508	California Office of Traffic Safety	408	\$46,553.70
PA1509	California Office of Traffic Safety	410	\$80,498.73
PA1510	California Office of Traffic Safety	2011	\$3,770.55
			\$4,957,555.82

APPENDIX – GRANT EXPENDITURES

PEDESTRIAN AND BICYCLE SAFETY

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

Grant #	Agency	Fund	Expended
PS1501	Eureka	405b OP	\$94,268.76
PS1502	Gilroy	164AL	\$22,500.78
PS1502	Gilroy	402PT	\$59,306.45
PS1503	Sacramento	402PS	\$122,657.02
PS1506	Santa Ana	402PS	\$149,947.66
PS1507	Clovis	402PS	\$44,086.26
PS1507	Clovis	164AL	\$1,560.00
PS1508	Riverside County	402PS	\$141,826.46
PS1509	Gridley	405b OP	\$33,063.41
PS1510	San Francisco City/County	402PS	\$190,670.79
PS1511	Bakersfield	402PS	\$40,365.23
PS1512	Los Angeles County Metropolitan Transportation Authority	402PS	\$166,297.08
PS1513	Pasadena	402PS	\$66,843.87
PS1513	Pasadena	408	\$104,777.50
PS1514	Santa Clara	402PS	\$36,594.10
PS1515	Malibu	402PS	\$124,250.00
PS1518	California Highway Patrol	402PS	\$425,079.51

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

Grant #	Agency	Fund	Expended
PS1505	The Regents of the University of California, Berkeley Campus	405d DD	\$420,212.00
PS1516	The Regents of the University of California, Berkeley Campus	402PS	\$263,590.52
PS1517	The Regents of the University of California, Berkeley Campus	402PS	\$111,761.78
			\$2,619,659.18

POLICE TRAFFIC SERVICES

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

Grant #	Agency	Fund	Expended
PT15145	California Highway Patrol	164AL	\$154,351.86
PT15145	California Highway Patrol	402PT	\$218,169.11

APPENDIX – GRANT EXPENDITURES

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

Grant #	Agency	Fund	Expended
PT1501	Atascadero	164AL	\$49,684.73
PT1501	Atascadero	402PT	\$36,025.62
PT1502	Riverside	164AL	\$245,561.44
PT1502	Riverside	402PT	\$219,385.30
PT1503	Santa Barbara County	164AL	\$82,840.17
PT1503	Santa Barbara County	402PT	\$25,250.22
PT1504	Ontario	164AL	\$474,762.29
PT1504	Ontario	402PT	\$139,007.02
PT1505	Pismo Beach	164AL	\$28,859.59
PT1505	Pismo Beach	402PT	\$2,975.22
PT1506	Anaheim	164AL	\$188,035.08
PT1506	Anaheim	402PT	\$135,350.85
PT1507	Gardena	402PT	\$47,603.33
PT1507	Gardena	164AL	\$190,274.26
PT1508	Bakersfield	164AL	\$230,927.12
PT1508	Bakersfield	402PT	\$144,814.85
PT1509	Whittier	164AL	\$121,872.32
PT1509	Whittier	402PT	\$64,130.66
PT1510	Folsom	402PT	\$54,325.98
PT1510	Folsom	405d AL	\$66,465.44
PT1511	Desert Hot Springs	164AL	\$18,813.79
PT1511	Desert Hot Springs	402PT	\$53,322.95
PT1512	San Pablo	402PT	\$24,820.22
PT1512	San Pablo	405d AL	\$38,773.58
PT1513	Signal Hill	402PT	\$55,437.14
PT1513	Signal Hill	164AL	\$36,950.44
PT1514	Fairfield	405d AL	\$58,651.86
PT1514	Fairfield	402PT	\$66,979.60
PT1515	Orange	405dAL	\$158,732.38
PT1515	Orange	402PT	\$33,906.47
PT1516	Fresno	405d AL	\$780,334.26
PT1516	Fresno	402PT	\$170,033.66
PT1517	Santa Monica	164AL	\$95,028.74
PT1517	Santa Monica	402PT	\$168,757.76
PT1518	Palm Springs	164AL	\$59,411.86
PT1518	Palm Springs	402PT	\$57,527.87
PT1519	Albany	405d AL	\$9,031.12
PT1519	Albany	402PT	\$42,502.32

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
PT1520	Visalia	405d AL	\$155,922.40
PT1520	Visalia	402PT	\$50,919.78
PT1521	La Habra	164AL	\$68,696.50
PT1521	La Habra	402PT	\$34,388.35
PT1522	Novato	405d AL	\$99,614.56
PT1522	Novato	402PT	\$116,831.08
PT1523	Westminster	164AL	\$70,579.56
PT1523	Westminster	402PT	\$47,677.62
PT1524	Redlands	164AL	\$48,641.77
PT1524	Redlands	402PT	\$53,972.99
PT1525	Rohnert Park	405d AL	\$56,260.27
PT1525	Rohnert Park	402PT	\$47,583.39
PT1526	Orland	164AL	\$5,667.31
PT1526	Orland	402PT	\$4,038.22
PT1527	Yuba City	164AL	\$14,193.66
PT1527	Yuba City	402PT	\$37,460.12
PT1528	Santa Barbara	164AL	\$162,325.17
PT1528	Santa Barbara	402PT	\$24,173.88
PT1529	Menlo Park	164AL	\$9,554.62
PT1529	Menlo Park	402PT	\$11,027.17
PT1530	South San Francisco	164AL	\$81,512.14
PT1530	South San Francisco	402PT	\$34,823.59
PT1531	San Bernardino	164AL	\$297,264.82
PT1531	San Bernardino	402PT	\$127,858.93
PT1532	Merced	405d AL	\$11,519.87
PT1532	Merced	402PT	\$12,837.00
PT1533	Stockton	402PT	\$172,178.70
PT1533	Stockton	405d AL	\$207,692.92
PT1534	Manteca	402PT	\$59,744.56
PT1534	Manteca	405d AL	\$39,761.48
PT1535	Vacaville	405d AL	\$26,826.93
PT1535	Vacaville	402PT	\$24,504.37
PT1536	Elk Grove	402PT	\$64,301.71
PT1536	Elk Grove	405d AL	\$106,023.12
PT1537	West Sacramento	164AL	\$18,209.70
PT1537	West Sacramento	402PT	\$41,719.39
PT1538	Garden Grove	164AL	\$158,919.81
PT1538	Garden Grove	402PT	\$84,352.59
PT1539	Pasadena	402PT	\$114,068.68
PT1539	Pasadena	164AL	\$174,770.44

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
PT1540	Long Beach	164AL	\$161,675.13
PT1540	Long Beach	402PT	\$209,456.06
PT1541	Pacifica	164AL	\$41,150.29
PT1541	Pacifica	402PT	\$13,077.35
PT1542	Ventura	164AL	\$62,159.45
PT1542	Ventura	402PT	\$22,392.20
PT1543	Huntington Beach	164AL	\$326,441.21
PT1543	Huntington Beach	402PT	\$85,020.15
PT1544	South Lake Tahoe	402PT	\$10,989.44
PT1544	South Lake Tahoe	164AL	\$16,159.87
PT1545	Los Angeles County	402PT	\$275,792.99
PT1545	Los Angeles County	164AL	\$1,061,248.94
PT1546	Citrus Heights	402PT	\$42,314.56
PT1546	Citrus Heights	405d AL	\$124,320.28
PT1547	Healdsburg	405d AL	\$8,674.40
PT1547	Healdsburg	402PT	\$54,081.59
PT1548	Glendale	164AL	\$284,593.83
PT1548	Glendale	402PT	\$107,967.70
PT1549	Glendora	405b OP	\$2,156.54
PT1549	Glendora	402PT	\$62,176.99
PT1549	Glendora	164AL	\$168,545.78
PT1550	Colton	164AL	\$49,678.92
PT1550	Colton	402PT	\$40,605.21
PT1551	Los Angeles	402PT	\$557,223.65
PT1551	Los Angeles	164AL	\$3,184,242.67
PT1552	Oxnard	164AL	\$186,328.25
PT1552	Oxnard	402PT	\$82,414.23
PT1552	Oxnard	405d AL	\$5,055.82
PT1553	Vallejo	405d AL	\$92,801.86
PT1553	Vallejo	402PT	\$59,621.10
PT1554	San Jose	164AL	\$151,687.06
PT1554	San Jose	402PT	\$79,605.67
PT1555	Redondo Beach	402PT	\$50,315.38
PT1555	Redondo Beach	164AL	\$58,694.32
PT1556	Fountain Valley	164AL	\$22,043.62
PT1556	Fountain Valley	402PT	\$11,643.33
PT1557	Lodi	402PT	\$53,841.95
PT1557	Lodi	405d AL	\$77,940.76
PT1558	Redding	164AL	\$42,540.43
PT1558	Redding	402PT	\$59,682.78

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
PT1559	Stanislaus County	405d AL	\$42,229.43
PT1559	Stanislaus County	402PT	\$14,626.35
PT1560	National City	164AL	\$77,951.82
PT1560	National City	402PT	\$67,373.83
PT1561	Orange County	164AL	\$232,939.45
PT1561	Orange County	402PT	\$47,699.36
PT1562	Chino	164AL	\$116,681.11
PT1562	Chino	402PT	\$17,092.81
PT1563	San Gabriel	164AL	\$56,712.04
PT1563	San Gabriel	402PT	\$22,443.28
PT1564	Hollister	164AL	\$16,416.34
PT1564	Hollister	402PT	\$17,607.09
PT1565	Sacramento	402PT	\$331,030.94
PT1565	Sacramento	405d AL	\$602,217.44
PT1566	Corona	164AL	\$65,758.16
PT1566	Corona	402PT	\$7,553.99
PT1567	Pomona	402PT	\$75,361.05
PT1567	Pomona	164AL	\$244,439.44
PT1568	Santa Ana	405d AL	\$252,303.33
PT1568	Santa Ana	402PT	\$32,313.17
PT1569	Eureka	164AL	\$5,489.05
PT1569	Eureka	402PT	\$35,536.68
PT1570	Simi Valley	164AL	\$12,620.61
PT1570	Simi Valley	402PT	\$4,876.07
PT1571	Chico	164AL	\$24,356.61
PT1571	Chico	402PT	\$59,643.10
PT1572	Ventura County	164AL	\$87,560.58
PT1572	Ventura County	402PT	\$59,560.38
PT1573	Petaluma	405d AL	\$47,924.39
PT1573	Petaluma	402PT	\$26,534.62
PT1574	Burbank	402PT	\$15,000.00
PT1574	Burbank	164AL	\$23,208.48
PT1575	Hayward	405d AL	\$60,314.08
PT1575	Hayward	402PT	\$34,581.79
PT1576	Concord	405d AL	\$56,553.05
PT1576	Concord	402PT	\$38,033.31
PT1577	California State University, San Diego	164AL	\$10,288.05
PT1578	Porterville	405d AL	\$19,990.43
PT1578	Porterville	402PT	\$23,138.28

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
PT1579	Modesto	405d AL	\$150,273.79
PT1579	Modesto	402PT	\$77,301.95
PT1580	Placerville	402PT	\$35,042.19
PT1580	Placerville	405d AL	\$12,067.43
PT1581	Laguna Beach	164AL	\$61,854.57
PT1581	Laguna Beach	402PT	\$25,326.39
PT1582	lone	402PT	\$23,064.25
PT1582	lone	405d AL	\$6,000.00
PT1583	Costa Mesa	164AL	\$49,877.86
PT1583	Costa Mesa	402PT	\$22,418.04
PT1584	Rialto	164AL	\$134,423.13
PT1584	Rialto	402PT	\$58,429.12
PT1585	San Rafael	405d AL	\$84,944.58
PT1585	San Rafael	402PT	\$87,567.55
PT1586	Pittsburg	405d AL	\$40,355.26
PT1586	Pittsburg	402PT	\$38,690.61
PT1587	Livermore	405d AL	\$26,552.24
PT1587	Livermore	402PT	\$28,842.22
PT1588	Lompoc	164AL	\$49,559.71
PT1588	Lompoc	402PT	\$40,761.77
PT1589	Monterey Park	164AL	\$38,676.58
PT1589	Monterey Park	402PT	\$107,902.66
PT1590	Placentia	164AL	\$73,131.83
PT1590	Placentia	402PT	\$3,522.34
PT1591	Tustin	164AL	\$34,855.71
PT1591	Tustin	402PT	\$24,364.25
PT1592	Napa	405d AL	\$63,752.53
PT1592	Napa	402PT	\$73,991.99
PT1593	Sebastopol	405d AL	\$12,233.18
PT1593	Sebastopol	402PT	\$33,213.66
PT1594	Atwater	405d AL	\$38,897.90
PT1594	Atwater	402PT	\$2,220.25
PT1595	Upland	164AL	\$31,652.59
PT1595	Upland	402PT	\$43,769.19
PT1596	La Mesa	164AL	\$7,656.74
PT1596	La Mesa	402PT	\$29,667.79
PT1597	Redwood City	164AL	\$36,297.87
PT1597	Redwood City	402PT	\$19,270.98
PT1598	Oakland	405d AL	\$65,018.46
PT1598	Oakland	402PT	\$63,507.02

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
PT1599	Fontana	164AL	\$190,877.86
PT1599	Fontana	402PT	\$65,773.82
PT15100	Santa Maria	164AL	\$255,078.21
PT15100	Santa Maria	402PT	\$96,598.78
PT15101	Ceres	405d AL	\$33,617.84
PT15101	Ceres	402PT	\$8,705.21
PT15102	Azusa	164AL	\$26,129.72
PT15102	Azusa	402PT	\$22,174.68
PT15104	Salinas	164AL	\$16,802.42
PT15104	Salinas	402PT	\$49,634.17
PT15105	San Diego	164AL	\$735,503.42
PT15105	San Diego	402PT	\$404,568.98
PT15106	Ridgecrest	164AL	\$51,392.14
PT15106	Ridgecrest	402PT	\$30,852.13
PT15107	San Bernardino County	164AL	\$506,058.19
PT15108	San Bruno	164AL	\$22,227.56
PT15108	San Bruno	402PT	\$13,747.82
PT15109	Fullerton	164AL	\$120,452.19
PT15109	Fullerton	402PT	\$36,237.82
PT15109	Fullerton	405d AL	\$91,885.00
PT15110	San Diego County	164AL	\$457,241.38
PT15110	San Diego County	402PT	\$283,840.82
PT15111	Marysville	164AL	\$8,476.59
PT15111	Marysville	402PT	\$30,038.56
PT15112	San Luis Obispo	164AL	\$146,894.06
PT15112	San Luis Obispo	402PT	\$6,551.23
PT15113	Roseville	402PT	\$61,704.13
PT15114	Newport Beach	164AL	\$251,043.14
PT15114	Newport Beach	402PT	\$57,648.98
PT15115	Escondido	164AL	\$259,953.42
PT15115	Escondido	402PT	\$39,707.89
PT15116	Daly City	164AL	\$29,150.54
PT15116	Daly City	402PT	\$27,244.00
PT15117	Hawthorne	402PT	\$23,157.89
PT15117	Hawthorne	164AL	\$84,136.32
PT15118	Seal Beach	164AL	\$61,202.45
PT15118	Seal Beach	402PT	\$31,325.61
PT15119	Murrieta	164AL	\$50,945.94
PT15119	Murrieta	402PT	\$26,461.47

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
PT15120	Irvine	164AL	\$130,984.48
PT15120	Irvine	402PT	\$94,280.56
PT15121	Torrance	402PT	\$108,902.87
PT15121	Torrance	164AL	\$142,419.55
PT15122	Hemet	164AL	\$27,913.73
PT15122	Hemet	402PT	\$21,651.23
PT15123	Inglewood	402PT	\$56,370.23
PT15123	Inglewood	164AL	\$149,181.23
PT15124	El Monte	164AL	\$102,911.43
PT15124	El Monte	402PT	\$57,673.83
PT15125	Culver City	402PT	\$53,982.78
PT15125	Culver City	164AL	\$48,473.93
PT15126	La Verne	402PT	\$17,437.95
PT15126	La Verne	164AL	\$28,192.49
PT15127	Selma	405d AL	\$37,282.11
PT15127	Selma	402PT	\$19,813.56
PT15128	Alhambra	164AL	\$71,798.64
PT15128	Alhambra	402PT	\$68,387.57
PT15129	Oceanside	164AL	\$127,172.31
PT15129	Oceanside	402PT	\$5,137.92
PT15130	Riverside County	164AL	\$1,255,702.66
PT15130	Riverside County	402PT	\$399,591.89
PT15131	Santa Rosa	405d AL	\$181,559.78
PT15131	Santa Rosa	402PT	\$74,508.72
PT15132	Chula Vista	405d AL	\$277,505.31
PT15132	Chula Vista	402PT	\$115,976.73
PT15133	Montclair	164AL	\$28,750.01
PT15133	Montclair	402PT	\$81,222.63
PT15134	San Mateo	164AL	\$47,601.16
PT15134	San Mateo	402PT	\$38,742.83
PT15135	Arcadia	164AL	\$73,827.79
PT15135	Arcadia	402PT	\$32,365.04
PT15136	Sunnyvale	402PT	\$59,581.11
PT15137	Los Banos	405d AL	\$23,148.04
PT15137	Los Banos	402PT	\$4,456.65
PT15138	Madera	405d AL	\$57,005.79
PT15138	Madera	402PT	\$19,575.90
PT15139	Montebello	164AL	\$44,016.77
PT15139	Montebello	402PT	\$14,381.00

APPENDIX – GRANT EXPENDITURES

Grant #	Agency	Fund	Expended
PT15140	Downey	402PT	\$62,548.53
PT15140	Downey	164AL	\$78,229.30
PT15141	Berkeley	405d AL	\$77,777.31
PT15141	Berkeley	402PT	\$58,229.83
PT15144	Burlingame	164AL	\$149,759.30
PT15144	Burlingame	402PT	\$95,032.93
PT15152	Fremont	405d AL	\$50,291.65
California Highway Patrol - These grants funded speed and seat belt enforcement, corridor projects, Start Smart presentations, and enhanced motorcycle safety enforcement.			
Grant #	Agency	Fund	Expended
PT15143	California Highway Patrol	402PT	\$412,164.77
PT15146	California Highway Patrol	402PT	\$140,144.92
PT15147	California Highway Patrol	402PT	\$610,298.28
PT15147	California Highway Patrol	164PM	\$344,000.00
PT15149	California Highway Patrol	402PT	\$2,851,772.29
PT15150	California Highway Patrol	402PT	\$68,203.26
PT15151	California Highway Patrol	402PT	\$188,483.90
Safe Transportation Research Education Center - This grant funded public education and outreach, collaborating with stakeholders, and data analysis. They also worked with community based organizations to promote traffic safety programs at neighborhood and community levels.			
Grant #	Agency	Fund	Expended
PT15148	The Regents of the University of California, Berkeley Campus	405b OP	\$1,231,995.97
			\$36,010,848.41

APPENDIX – GRANT EXPENDITURES

TRAFFIC RECORDS/ROADWAY SAFETY			
Data Records Design and Implementation - These grants funded databases and data record design for state and local agencies to supplement existing collision records programs with needed roadway data.			
Grant #	Agency	Fund	Expended
TR1501	California Department of Public Health	405c TR	\$431,409.14
TR1509	California Highway Patrol	405c TR	\$566,489.01
TR1510	Emergency Medical Services Authority	405c TR	\$182,045.90
Comprehensive Data System Design and Implementation - This grant funded a traffic GIS collision database and mapping system.			
Grant #	Agency	Fund	Expended
TR1503	Riverside County	405c TR	\$32,206.60
Data Improvement - These grants provided funding for the California Active Transportation Safety Information Pages (CATSIP) website, Transportation Injury Mapping System (TIMS) website, Empirical Bayes Method for comparing collision numbers, and the Automated Knowledge Test Expansion project.			
Grant #	Agency	Fund	Expended
TR1502	California Polytechnic State University, Pomona	408 TR	\$119,598.25
TR1505	The Regents of the University of California, Berkeley Campus	405c TR	\$65,454.71
TR1506	The Regents of the University of California, Berkeley Campus	408	\$204,226.44
TR1507	The Regents of the University of California, Berkeley Campus	405c TR	\$99,931.51
TR1511	California Department of Motor Vehicles	405c TR	\$359,350.40
Strategic Highway Safety Planning - This grant funded the support of the California SHSP efforts.			
Grant #	Agency	Fund	Expended
TR1504	California Department of Transportation	405b OP	\$92,975.36
Public Awareness - This grant funded the expansion for the "Slow for the Cone Zone" campaign, a work zone safety public awareness campaign.			
Grant #	Agency	Fund	Expended
TR1508	California Department of Transportation	405b PM	\$1,000,000.00
			\$3,153,687.32
	TOTAL		\$84,252,426.76





U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region 9
Arizona, California, Hawaii
American Samoa, Guam
Northern Mariana Islands

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February 19, 2016

Rhonda Craft, Director
California Office of Traffic Safety
2208 Kausen Drive, Suite 300
Elk Grove, California 95758

Dear Director Craft,

We would like to take this opportunity to thank you and your staff for your dedicated service in making California's roadways safer for the people in California.

We have reviewed the California Office of Traffic Safety's Annual Performance Report covering the progress achieved in your 2015 Highway Safety Plan, as per 23 CFR Part 1200.35. We are pleased to provide you with comments on some of the program areas in the Annual Performance Report.

First, we congratulate you on continuing a highly successful impaired driving program in California. We remain impressed by the outreach and dedication of traffic safety partners in California in this program area. To compliment this program, you have continued the trend of leading the nation with 1,560 sobriety checkpoints funded in 2015. In addition, through your leadership, California has increased the number of Officers trained in drug detection by 32 percent in 2015. OTS is to be commended for funding many time-honored, innovative, and proven countermeasures to combat impaired driving.

We would also commend you for dedicating resources to further educate our youth and parents on the importance of traffic safety. In 2015, there were 2,166 traffic safety presentations that impacted 535,862 people. It is also important to note that Pedestrian and Bicyclist fatalities decreased five and 13 percent respectively. Finally, I commend you and your staff for producing an exemplary Annual Performance Report.

We appreciate your efforts in compiling this comprehensive report and look forward to meeting with you and your staff at the upcoming *Regional Leadership and Training Meeting* on April 6-7, 2016, in Long Beach, California. As always, please feel free to contact me if you need assistance or if you have questions.

Sincerely,

Christopher J. Murphy
Administrator – Region 9
National Highway Traffic Safety Administration

cc: Brian Kelly, Secretary, California State Transportation Agency

