



Heads up.  
Phones down.

**OTS**  
California Annual  
Report 2022  
**GO SAFELY**  
CALIFORNIA  
CALIFORNIA OFFICE OF TRAFFIC SAFETY



Choose a sober way to go

**Fiscal Year 2022**  
October 1, 2021 to September 30, 2022



PREPARED FOR  
U. S. DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC  
SAFETY ADMINISTRATION







## 2022 ANNUAL REPORT

**Gavin Newsom**

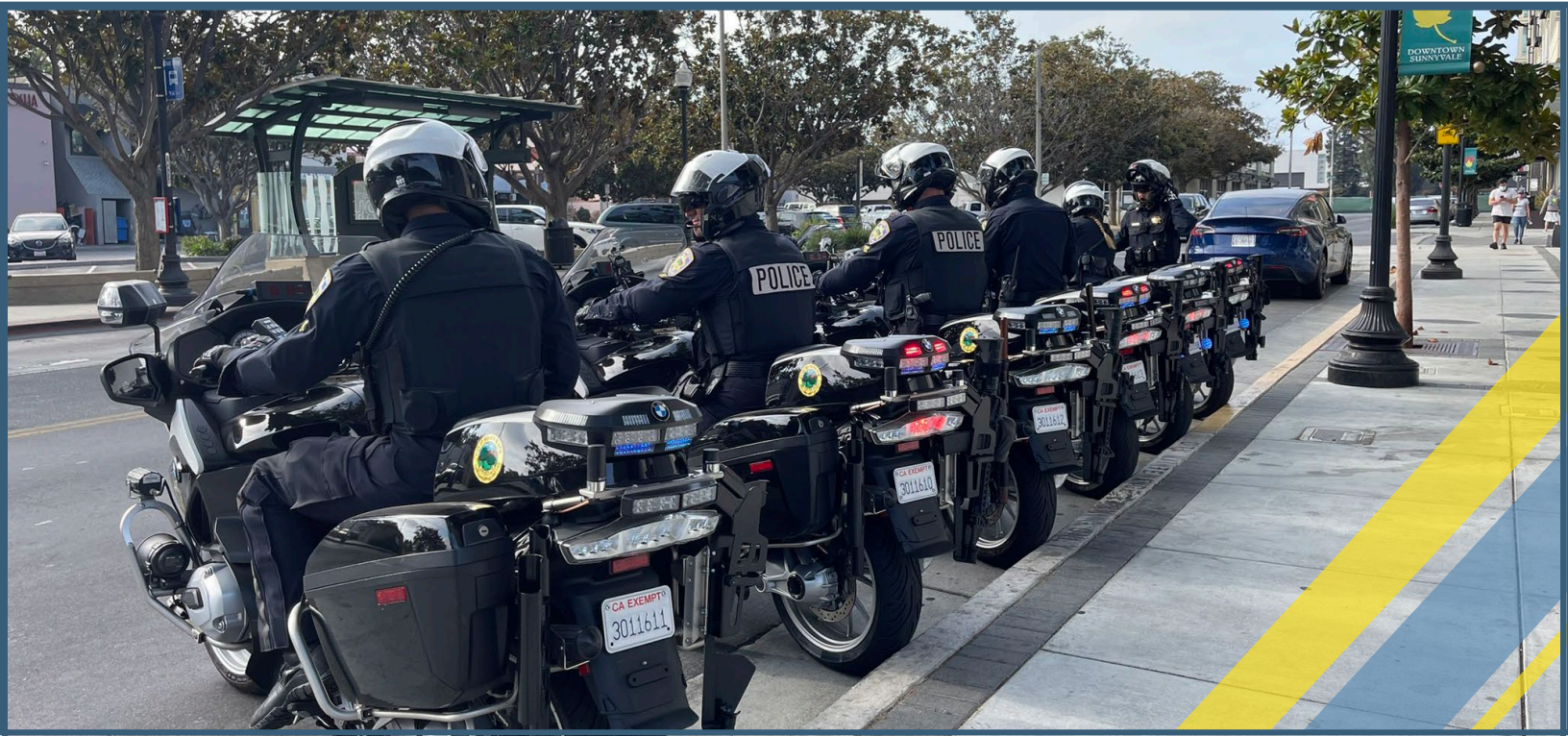
Governor  
State of California

**Toks Omishakin**

Secretary  
California State Transportation Agency

**Barbara L. Rooney**

Director  
Office of Traffic Safety





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**Gavin Newsom**  
Governor

**Toks Omishakin**  
Secretary

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Dear Fellow Californians:

I am pleased to present the 2022 California Office of Traffic Safety (OTS) Annual Report, which highlights activities, initiatives and programs by the OTS in the 2022 federal fiscal year. The Annual Report outlines significant milestones and accomplishments, as well as challenges faced related to the performance measures, targets, strategies, and funding identified in the prior year's Highway Safety Plan (HSP). The Annual Report completes the HSP cycle by providing the results of implementing the plan.

Early estimates of traffic deaths for 2021 are beyond tragic – a projected 42,915 people died in traffic crashes in the nation last year, including 4,258 deaths in California. This unacceptable number represents 4,258 lives cut short and an exponentially greater number of family members, friends and colleagues who will never get to see that person they care about again.

The dangers are particularly acute for people walking or biking. The Governors Highway Safety Association (GHSA) projects 7,485 people were struck and killed while walking throughout the U.S. last year, a 40-year high and 54% increase from 2010 to 2020.

We are doing everything possible to implement a comprehensive traffic safety program that works to eliminate deaths and serious injuries on our roads. I am pleased that the OTS is focusing on several solutions that embrace the Safe System Approach and place a priority on the safety of our most vulnerable road users – bicyclists and pedestrians. With historic levels of highway safety funds at both the state and federal levels, it is our hope that expanding safe walking and biking options, designing roads with safer speeds, and doubling down on effective education and enforcement programs, will end the crisis.

In 2022, the OTS awarded nearly \$95 million in federal funding to support 369 traffic safety grants dedicated to making our roads safer for travel. Funding supported effective traffic safety measures such as walking and biking assessments, bicycle and pedestrian safety trainings, new infrastructure demonstration and education projects, and awareness programs for teens and the public on the dangers of impaired driving.



Just one example of the many measures to prioritize safety through OTS grants is the San Mateo County Office of Education's participation in the *Every Kid Deserves a Bike Program*. This program supported families in South San Francisco's equity-priority neighborhoods, including lessons for students on how to ride a bike and wear a properly fitted helmet. The program provided 160 bicycles and helmets to students. The OTS also hosted a Law Enforcement Forum that brought together more than 200 law enforcement leaders to share best practices and develop effective strategies for addressing impaired driving, speeding and other dangerous driver behaviors.

People of color in underserved communities remain much more likely to die in a crash, particularly in communities where more people bike, walk or use public transit. To address racial disparities and work toward more equitable outcomes, the OTS is implementing an Equity Action Plan, placing a renewed emphasis on public participation and community engagement in all planning and programming activities. The OTS is committed to building and strengthening relationships with community-based organizations, nonprofits and other partners to advance equity so people of all incomes, races and ethnicities are safe when they travel.

This Annual Report reflects the OTS' ongoing work to help everyone on the road reach their destination safely. There is no single solution to this crisis, and it will take a collective effort to reduce deaths and serious injuries. We won't stop working toward a safe transportation network for all until the annual number of traffic deaths is zero—and stays at zero.

Go safely California,

*Toks Omishakin*  
TOKS OMISHAKIN  
Secretary

# ANNUAL REPORT

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## CALIFORNIA OFFICE OF TRAFFIC SAFETY



### VISION

Everyone traveling on California roadways will go safely.

### MISSION

Effectively administer traffic safety grants that deliver innovative programs and eliminate traffic fatalities and injuries on California roadways.

### VALUES

Service  
Respect  
Innovation  
Passion



# CALIFORNIA OFFICE OF TRAFFIC SAFETY

## EQUITY STATEMENT

Throughout history, deeply rooted racism has led to inequitable policies and practices that have threatened transportation safety for communities of color and underserved communities. Equity is a fundamental principle in transportation safety. The transportation system must be safe for all road users, for all modes of transportation, in all communities and for people of all incomes, races and ethnicities, ages and abilities.

The OTS embraces its role in transportation safety to advance equity and to prioritize its traffic safety efforts toward any person or community that has been marginalized and burdened by poverty and inequality. Data-driven safety initiatives must be developed and administered with an equity lens to ensure our most vulnerable and underserved populations are prioritized. Our actions must be sensitive to community desires and needs, striving to include the voice of every community in traffic safety.

Traffic crashes continue to claim the lives of thousands of people on California roadways each year. Data analysis shows overrepresentation of people of color in crashes, including those involving fatalities. It is clear – roadway travel is riskier for people of color and this disparity has gotten worse in recent years. Several factors contribute to these results, but understanding travel patterns, where fatal and serious injury crashes are occurring and the disproportionate impacts on certain communities will allow us to identify targeted actions to address the underlying factors and causes and improve safety.

The OTS is committed to taking a comprehensive, inclusive and equitable approach to delivering education, enforcement and outreach programs to save lives on all of California's roadways.





## 2022 HIGHLIGHTS

- ▶ The OTS brought together more than 200 law enforcement leaders throughout California for a Law Enforcement Forum to share best practices and actions to address impaired driving, speeding, and other dangerous driver behaviors.
- ▶ The OTS is expanding our team to be well positioned to leverage once-in-a-generation investments for new traffic safety programs and add to existing ones.
- ▶ The OTS released a new “Slow the Fast Down” anti-speeding campaign with the California Department of Transportation (Caltrans) to raise awareness about the deadly trend linked to speeding, which complemented the first of its kind national speeding prevention campaign.
- ▶ The OTS expanded our “go safely” game plan campaign, adding new partners to encourage fans and attendees at sports and event venues to drink responsibly and find a safe, sober ride home. New partners included the Sacramento Republic FC, Oakland Arena, Placerville Speedway, and San Francisco 49ers.
- ▶ The OTS hosted a series of recognition awards ceremonies with Mothers Against Drunk Driving (MADD) to highlight the impaired driving prevention efforts of hundreds of law enforcement officers, prosecutors, and victim advocates. In 2022, the OTS-funded enforcement operations resulted in 6,331 driving under the influence (DUI) arrests throughout the state.

# CALIFORNIA OFFICE OF TRAFFIC SAFETY

## HOW CALIFORNIA RECEIVES FUNDING

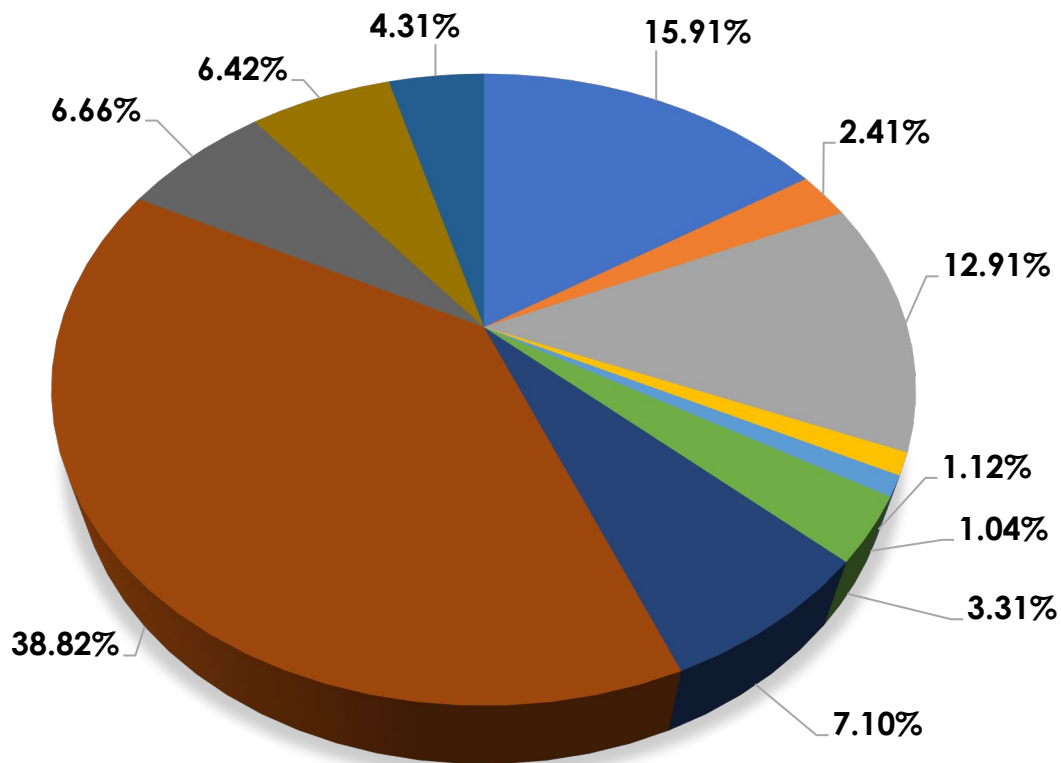
The Highway Safety Program is a partnership effort between the National Highway Traffic Safety Administration (NHTSA) and California. The partnership was created when Congress passed the Highway Safety Act of 1966. The OTS is designated by the Governor to receive federal traffic safety funds for coordinating California's highway safety programs. Each year, the OTS develops a Highway Safety Plan (HSP) identifying the key highway safety problems in the state and the most effective countermeasures to address them. The OTS then solicits proposals statewide to address the identified problems. Finally, available funds are allocated to state and local governmental agencies to implement traffic safety programs through grant funding. The grants support planning to identify highway safety problems, provide funding for new programs, and give new direction to existing safety programs. The funds are intended to create and help sustain innovative programs at the state and local level, and leverage commitments of state, local, and private resources.

This Annual Report (AR), required by NHTSA (23 CFR Part 1300), California Vehicle Code (Section 2905), the Fixing America's Surface Transportation (FAST) Act and the Bipartisan Infrastructure Law (BIL) provides an update on traffic safety grants active throughout the State of California as approved in the 2022 California HSP.



# 2022 ALLOCATED GRANT FUNDS

BY PROGRAM AREA: \$109,114,518



- Alcohol-Impaired Driving / \$17,355,367 (15.91%)
- Distracted Driving / \$2,634,152 (2.41%)
- Drug-Impaired Driving / \$14,091,180 (12.91%)
- Emergency Medical Services / \$1,220,137 (1.12%)
- Motorcycle Safety / \$1,130,000 (1.04%)
- Occupant Protection / \$3,614,101 (3.31%)
- Pedestrian Safety/Bicycle Safety / \$7,742,740 (7.10%)
- Police Traffic Services / \$42,356,294 (38.82%)
- Program Planning and Administration / \$7,267,293 (6.66%)
- Public Relations / \$7,000,000 (6.42%)
- Traffic Records/Roadway Safety / \$4,703,254 (4.31%)

*Note: Chart depicts all planned grants for FY 2022. See expenditure report in appendix section for how funds were expended.*





California Annual Report 2022

# FATALITY REPORT



# FATALITY REPORT

## NATIONAL

Traffic fatalities are a public health and safety concern. Nationally, traffic fatalities increased 6.8 percent – from 36,355 fatalities in 2019 to 38,824 fatalities in 2020, the largest number since 2007. A projection of traffic fatalities for 2021 shows that an estimated 42,915 people died in motor vehicle traffic crashes nationwide. This represents an increase of about 10.5 percent as compared to 38,824 fatalities reported in 2020. For the first half of 2022, traffic fatalities are estimated at 20,175. This represents an increase of about 0.5 percent as compared to the 20,070 reported in the first half of 2021.

The OTS will continue to work with our federal, state, and local partners to change unsafe driving behaviors and to raise awareness around strategies that save lives. The FAST Act and BIL provide Highway Safety Offices around the country the funding and flexibility to implement traffic safety initiatives that address problem areas.

## CALIFORNIA

### Total Fatalities

Traffic fatalities increased 3.4 percent from 3,719 in 2019 to 3,847 in 2020.

### Alcohol-Impaired Driving

Alcohol-impaired driving fatalities (fatalities in crashes involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher) increased 20.0 percent from 966 in 2019 to 1,159 in 2020.

The alcohol-impaired driving fatality rate increased 4 percent from 2019 to 2020, accounting for 30 percent of California's 3,847 fatalities.

### Drug-Impaired Driving

In 2020, the percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/ or illegal drugs increased 7.8 percent from 51 percent in 2019 to 55 percent in 2020.

### Occupant Protection

The percent of unrestrained passenger vehicle occupant fatalities increased 19.2 percent from 634 in 2019 to 756 in 2020.



# FATALITY REPORT

## **Motorcycle Safety**

Motorcycle fatalities increased 9.8 percent from 491 in 2019 to 539 in 2020.

Unhelmeted Motorcycle fatalities increased 25 percent from 28 in 2019 to 35 in 2020.

## **Teen Safety**

Teen motor vehicle fatalities (age 16-19) increased 23.2 percent from 168 in 2019 to 207 in 2020.

Teen driver fatalities (age 16-19) increased 23.3 percent from 86 in 2019 to 106 in 2020.

## **Pedestrian and Bicycle Safety**

Pedestrian fatalities decreased slightly 2.5 percent from 1,011 in 2019 to 986 in 2020.

Bicycle fatalities decreased 9.8 percent from 143 in 2019 to 129 in 2020.



California Annual Report 2022

# AREAS OF CONCENTRATION



# AREAS OF CONCENTRATION

States are encouraged to identify needs in each of the nationally designated program priority areas, but the OTS has the flexibility to determine additional program areas, and the amount of funding allocated to each. The areas chosen for funding in FY 2022 were as follows:

## **ALCOHOL-IMPAIRED DRIVING**

Alcohol-impaired driving and alcohol-related crashes represent a major threat to the safety and well-being of the public. This is especially true among young people ages 15 to 24, where alcohol-impaired driving is the leading cause of death. This program is intended to prevent people from DUI of alcohol and removes alcohol-impaired drivers from the roadway.

Alcohol-impaired driving programs use a comprehensive approach that incorporates funding for education, prevention, and enforcement by focusing on high-risk groups. Grant programs include: interactive youth education; intensive supervision of probationers; college campus programs; intensive public information campaigns such as the Know Your Limit campaign; community organization involvement; equipment purchases including preliminary alcohol screening devices and DUI checkpoint trailers; and enforcement operations including DUI/ Driver's License (DL) checkpoints, DUI saturation patrols, DUI warrant services, and DUI probation compliance checks.





# AREAS OF CONCENTRATION

## **DISTRACTED DRIVING**

National research identifies three factors for distracted driving: visual (eyes off the road); manual (hands off the wheel); and cognitive (taking your mind off driving). Drivers ages 20 to 39 have the highest proportion of distraction-related fatal crashes. California laws are among the strongest in the nation and a recent OTS Opinion Survey reports that 27 percent of Californians identify that distracted driving, by either texting or talking, is the biggest problem on California roadways. Grant programs include improved distracted driving data quality, increased and focused enforcement and adjudication, observational surveys, public awareness and education campaigns, and strengthening laws to include negligent operator points to change behavior. Legislation passed in 2019 (AB 47, Ch. 603, Statutes 2019) requires the Department of Motor Vehicles (DMV) to assess a point on a person's driving record for any conviction of a violation of operating a handheld wireless communications device while driving that occurs within 36 months of a prior conviction of the same offense, if the second violation occurs on or after July 1, 2021.

## **DRUG-IMPAIRED DRIVING**

Prescription drugs, over-the-counter medications, and illegal drugs may cause impairment alone or in combination with each other and/or without alcohol. In every State and the District of Columbia, impaired driving is illegal. Whether by drugs — legal or illegal — alcohol, or a combination of both drugs and alcohol, impaired driving puts the driver, their passengers, and other road users at risk. According to NHTSA's 2020 Fatality Analysis Reporting System (FARS) numbers, 55 percent of drivers involved in fatal crashes who were tested, tested positive for potentially impairing drugs. The OTS grants provide increased law enforcement training in the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Evaluator (DRE) programs, which has led to better detection of drug-impaired drivers. The OTS grants have also funded equipment purchases including drug screening devices and vertical prosecution programs in an effort to improve the prosecution of drug-impaired driving cases.

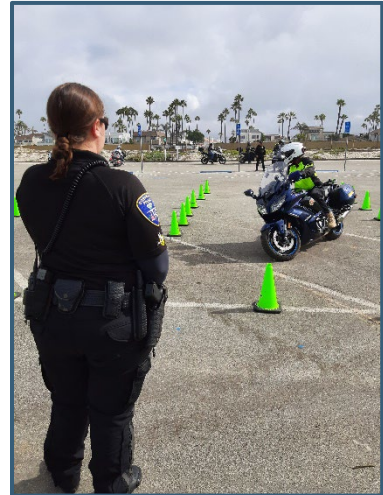
## **EMERGENCY MEDICAL SERVICES (EMS)**

Timely access to life-saving emergency medical services is critical to the reduction of fatalities and life-altering injuries resulting from motor vehicle crashes. The OTS provides grants for cost-effective programs for improving California's EMS system's ability to meet the needs of motor vehicle crash victims. The OTS grants provide funding for life-saving equipment, training, public information, and education.

# AREAS OF CONCENTRATION

## MOTORCYCLE SAFETY

Motorcycle safety stakeholders continue to take action in the effort to reduce motorcycle crashes, injuries, and fatalities. Activities include the offering of hands-on motorcycle training courses throughout the year and especially during “May is Motorcycle Safety Awareness Month,” educating the public about the dangers of speed, distracted driving and riding during the California Motorcyclist Safety Program (CMSP) rider training courses, and evaluating the effectiveness of California’s motorcycle rider training program. These and other efforts by California’s motorcycle safety stakeholders will continue to work toward improved safety for motorcyclists and other road users.



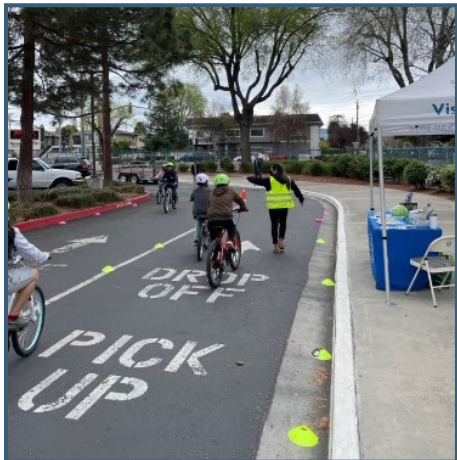
## OCCUPANT PROTECTION

Despite the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt. The most recent statewide seat belt usage survey, conducted in 2022, reports a 95.3 percent seat belt use rate. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, community education, outreach, and training. More specifically, the programs provide child safety seats to families in need, conduct child safety seat check-ups, and educate teens about using seat belts.

California has the greatest number of licensed aging road users of any state; with 5,072,588 drivers over age 65. Per population, older adults have lower crash involvement as they age. However, when looking at vehicle miles traveled, fatal crash rates start to increase most dramatically among older adults at ages 70-74 and are highest among drivers ages 85 and older. Physical and mental changes, including reduced visual acuity, decreased strength, and cognitive impairment can directly and indirectly result in age-related driving impairments.

**PEDESTRIAN AND BICYCLE SAFETY** The Pedestrian and Bicycle Safety Program reduces crash-related fatalities and injuries by promoting safe and effective conditions for those who travel by foot or bicycle. The OTS provides funds for programs that increase awareness of traffic rules, safe behaviors, interaction with changing infrastructure, and responsibilities for all age groups. At the elementary school level, parents and teachers are drawn into the programs as active role

# AREAS OF CONCENTRATION

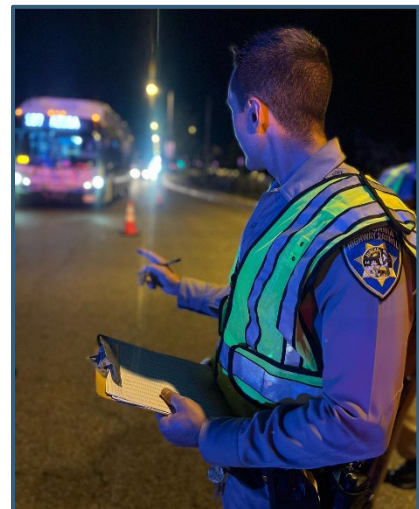


models and mentors in traffic safety. Activities include traffic safety rodeos and presentations to build students' skills and demonstrate proper practical application of those skills. To decrease injuries, safety helmets are properly fitted and distributed to children in need for use with bicycles, scooters, skateboards, and skates. There is a special emphasis on programs designed exclusively for the hard-to-reach population at the middle and high school levels. Additional outreach endeavors include programs targeting underserved and high-risk populations, along

with a multicultural approach to address safer driving, bicycling, and walking behaviors.

## POLICE TRAFFIC SERVICES

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



## TRAFFIC RECORDS/ROADWAY SAFETY

The Traffic Records Program includes efforts to automate traffic crash database systems, provide traffic safety stakeholders the ability to analyze and map high-crash locations, and promote data sharing and integration of traffic records data systems between all traffic records stakeholders in California. Grant-funded items include hardware, software, and expert services necessary to aid in the automation of manual processes, eliminate process duplication, and facilitate enhanced data gathering and data sharing. Roadway Safety programs concentrate on the vehicle operating environment and are strongly influenced by enforcement, engineering, and utilizing relevant data generated by those activities to improve traffic safety.

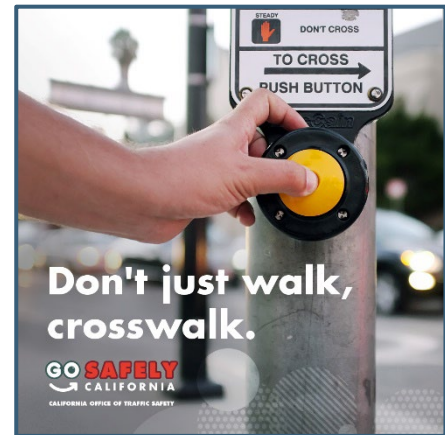
# AREAS OF CONCENTRATION

## PUBLIC RELATIONS, ADVERTISING AND MARKETING

The Marketing and Public Affairs team develops comprehensive education campaigns that promote traffic safety awareness with the goal of encouraging safe road behaviors. Through detailed media plans, social media strategy, media relations, and collaboration among government agencies and non-profits that share the same vision of everyone going safely, the Marketing and Public Affairs team is the state's traffic safety advocate and voice for the traveling public.

The OTS places heavy emphasis on emerging traffic safety issues such as speeding, pedestrian safety, and impaired driving, and continues to create awareness in a variety of media spaces that reach a diverse demographic and target audience. Using the latest data, research, travel patterns, and trends, the Marketing and Public Affairs team heightens awareness of significant traffic safety issues not only during specific campaign periods, but also throughout the year on social media platforms and media coverage to extend the reach and frequency of messages.

The OTS maintains an external "Go Safely, California" digital information shop with the latest data, research, facts, tips, and other informational materials for the public, schools, community-based organizations and businesses to promote ways to be safe on the go. The Marketing and Public Affairs team will continue to leverage public and private partnerships to increase agency awareness and outreach efforts to communities throughout the state, with the goal of keeping roadway safety top-of-mind for all bicyclists, drivers, motorcycle riders, e-scooter riders, and pedestrians.





California Annual Report 2022

# 2022 PROJECT DISTRIBUTION





# 2022 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (331 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 10</b>	<b>ALAMEDA COUNTY</b>		
9	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Alameda County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Alameda County
<b>TOTAL 1</b>	<b>ALPINE COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Alpine County
<b>TOTAL 4</b>	<b>BUTTE COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Butte County
1	Emergency Medical Services	(EMS) First Responder Equipment	Butte County
1	Occupant Protection	(OP) Local Education	Butte County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Butte County
<b>TOTAL 14</b>	<b>CONTRA COSTA COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Contra Costa County
1	Drug-Impaired Driving	(DI) Evaluation	Contra Costa County
1	Occupant Protection	(OP) Local Education	Contra Costa County
8	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Contra Costa County
3	Traffic Records/Roadway Safety	(TR) Data Improvement	Contra Costa County
<b>TOTAL 4</b>	<b>EL DORADO COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	El Dorado County
1	Emergency Medical Services	(EMS) First Responder Equipment	El Dorado County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	El Dorado County
<b>TOTAL 7</b>	<b>FRESNO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Judicial	Fresno County
1	Alcohol-Impaired Driving	(AL) Probation	Fresno County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Fresno County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Fresno County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Fresno County
<b>TOTAL 1</b>	<b>IMPERIAL COUNTY</b>		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Imperial County
<b>TOTAL 6</b>	<b>KERN COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Kern County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Kern County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Kern County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Kern County
<b>TOTAL 1</b>	<b>LASSEN COUNTY</b>		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Lassen County

# 2022 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 63</b>	<b>LOS ANGELES COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Los Angeles County
2	Distracted Driving	(DD) Education/Public Awareness	Los Angeles County
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Los Angeles County
2	Drug-Impaired Driving	(DI) Vertical Prosecution	Los Angeles County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Los Angeles County
3	Occupant Protection	(OP) Local Education	Los Angeles County
6	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Los Angeles County
39	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Los Angeles County
8	Traffic Records/Roadway Safety	(TR) Data Improvement	Los Angeles County
<b>TOTAL 2</b>	<b>MADERA COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Madera County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Madera County
<b>TOTAL 6</b>	<b>MARIN COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Marin County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Marin County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Marin County
<b>TOTAL 1</b>	<b>MERCED COUNTY</b>		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Merced County
<b>TOTAL 1</b>	<b>MODOC COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Modoc County
<b>TOTAL 6</b>	<b>MONTEREY COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Monterey County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Monterey County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Monterey County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Monterey County
<b>TOTAL 28</b>	<b>ORANGE COUNTY</b>		
1	Drug-Impaired Driving	(DI) Evaluation	Orange County
1	Drug-Impaired Driving	(DI) Training	Orange County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Orange County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Orange County
1	Occupant Protection	(OP) Local Education	Orange County
3	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Orange County
19	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Orange County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Orange County
<b>TOTAL 3</b>	<b>PLACER COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Placer County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Placer County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Placer County

# 2022 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 17</b>	<b>RIVERSIDE COUNTY</b>		
1	Distracted Driving	(DD) Education/Public Awareness	Riverside County
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Riverside County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Riverside County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Riverside County
1	Occupant Protection	(OP) Local Education	Riverside County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Riverside County
10	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Riverside County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Riverside County
<b>TOTAL 11</b>	<b>SACRAMENTO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Sacramento County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Sacramento County
2	Emergency Medical Services	(EMS) First Responder Equipment	Sacramento County
1	Occupant Protection	(OP) Local Education	Sacramento County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Sacramento County
5	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Sacramento County
<b>TOTAL 2</b>	<b>SAN BENITO COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	San Benito County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Benito County
<b>TOTAL 16</b>	<b>SAN BERNARDINO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	San Bernardino County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	San Bernardino County
1	Emergency Medical Services	(EMS) First Responder Equipment	San Bernardino County
2	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	San Bernardino County
9	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Bernardino County
2	Traffic Records/Roadway Safety	(TR) Data Improvement	San Bernardino County
<b>TOTAL 20</b>	<b>SAN DIEGO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	San Diego County
1	Drug-Impaired Driving	(DI) Evaluation	San Diego County
2	Drug-Impaired Driving	(DI) Vertical Prosecution	San Diego County
1	Emergency Medical Services	(EMS) First Responder Equipment	San Diego County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	San Diego County
1	Occupant Protection	(OP) Local Education	San Diego County
4	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Diego County
9	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Diego County
<b>TOTAL 2</b>	<b>SAN FRANCISCO COUNTY</b>		
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	San Francisco County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Francisco County

# 2022 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 8</b>	<b>SAN JOAQUIN COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Judicial	San Joaquin County
1	Alcohol-Impaired Driving	(AL) Probation	San Joaquin County
1	Occupant Protection	(OP) Local Education	San Joaquin County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Joaquin County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	San Joaquin County
<b>TOTAL 11</b>	<b>SAN LUIS OBISPO COUNTY</b>		
1	Distracted Driving	(DD) Education/Public Awareness	San Luis Obispo County
2	Emergency Medical Services	(EMS) First Responder Equipment	San Luis Obispo County
1	Occupant Protection	(OP) Local Education	San Luis Obispo County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Luis Obispo County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Luis Obispo County
2	Traffic Records/Roadway Safety	(TR) Data Improvement	San Luis Obispo County
<b>TOTAL 10</b>	<b>SAN MATEO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Judicial	San Mateo County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Mateo County
8	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Mateo County
<b>TOTAL 6</b>	<b>SANTA BARBARA COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Santa Barbara County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Barbara County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Santa Barbara County
<b>TOTAL 9</b>	<b>SANTA CLARA COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Santa Clara County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Santa Clara County
6	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Clara County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Santa Clara County
<b>TOTAL 7</b>	<b>SANTA CRUZ COUNTY</b>		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Santa Cruz County
1	Occupant Protection	(OP) Local Education	Santa Cruz County
3	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Santa Cruz County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Cruz County
<b>TOTAL 3</b>	<b>SHASTA COUNTY</b>		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Shasta County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Shasta County
<b>TOTAL 1</b>	<b>SIERRA COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Sierra County



# 2022 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 8</b>	<b>SOLANO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Solano County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Solano County
1	Occupant Protection	(OP) Local Education	Solano County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Solano County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Solano County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Solano County
<b>TOTAL 6</b>	<b>SONOMA COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Sonoma County
2	Emergency Medical Services	(EMS) First Responder Equipment	Sonoma County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Sonoma County
<b>TOTAL 8</b>	<b>STANISLAUS COUNTY</b>		
1	Occupant Protection	(OP) Local Education	Stanislaus County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Stanislaus County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Stanislaus County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Stanislaus County
<b>TOTAL 2</b>	<b>SUTTER COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Sutter County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Sutter County
<b>TOTAL 1</b>	<b>TEHAMA COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Tehama County
<b>TOTAL 1</b>	<b>TRINITY COUNTY</b>		
1	Occupant Protection	(OP) Local Education	Trinity County
<b>TOTAL 6</b>	<b>TULARE COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	Tulare County
1	Alcohol-Impaired Driving	(AL) Probation	Tulare County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Tulare County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Tulare County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Tulare County
<b>TOTAL 1</b>	<b>TUOLUMNE COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Tuolumne County
<b>TOTAL 9</b>	<b>VENTURA COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Ventura County
1	Occupant Protection	(OP) Local Education	Ventura County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Ventura County
5	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Ventura County
<b>TOTAL 5</b>	<b>YOLO COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Yolo County
1	Occupant Protection	(OP) Local Education	Yolo County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Yolo County

# 2022 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 3</b>	<b>YUBA COUNTY</b>		
1	Occupant Protection	(OP) Local Education	Yuba County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Yuba County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Yuba County

## REGIONAL AND STATEWIDE GRANTS (38 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	AGENCY
<b>TOTAL 4</b>	<b>CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL</b>		
2	Alcohol-Impaired Driving	(AL) Education/Public Awareness	California Department of Alcoholic Beverage Control
1	Alcohol-Impaired Driving	(AL) Enforcement	California Department of Alcoholic Beverage Control
1	Distracted Driving	(DD) Education/Public Awareness	California Department of Alcoholic Beverage Control
<b>TOTAL 1</b>	<b>CALIFORNIA DEPARTMENT OF MOTOR VEHICLES</b>		
1	Police Traffic Services	(PT) Education/Public Awareness	California Department of Motor Vehicles
<b>TOTAL 2</b>	<b>CALIFORNIA DEPARTMENT OF PUBLIC HEALTH</b>		
1	Occupant Protection	(OP) Statewide Education	California Department of Public Health
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California Department of Public Health
<b>TOTAL 20</b>	<b>CALIFORNIA HIGHWAY PATROL</b>		
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	California Highway Patrol
3	Alcohol-Impaired Driving	(AL) Enforcement	California Highway Patrol
2	Distracted Driving	(DD) Education/Public Awareness	California Highway Patrol
1	Distracted Driving	(DD) Enforcement	California Highway Patrol
1	Drug-Impaired Driving	(DI) Training	California Highway Patrol
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	California Highway Patrol
1	Occupant Protection	(OP) Aging Road Users	California Highway Patrol
1	Occupant Protection	(OP) Statewide Education	California Highway Patrol
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	California Highway Patrol
1	Police Traffic Services	(PT) Education/Public Awareness	California Highway Patrol
6	Police Traffic Services	(PT) Statewide Enforcement	California Highway Patrol
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California Highway Patrol
<b>TOTAL 1</b>	<b>CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA</b>		
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California State Polytechnic University, Pomona
<b>TOTAL 1</b>	<b>CALIFORNIA STATE UNIVERSITY, FRESNO</b>		
1	Occupant Protection	(OP) Statewide Usage Surveys	California State University, Fresno

# 2022 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	AGENCY
<b>TOTAL 6</b>	<b>UNIVERSITY OF CALIFORNIA, BERKELEY - SAFETREC</b>		
2	Pedestrian Safety/Bicycle Safety	(PS) Community Support/Technical Assistance	University of California, Berkeley - SafeTREC
1	Traffic Records/Roadway Safety	(TR) Data Improvement	University of California, Berkeley - SafeTREC
1	Traffic Records/Roadway Safety	(TR) Local Data Records Design/Equipment	University of California, Berkeley - SafeTREC
2	Traffic Records/Roadway Safety	(TR) Statewide Data Records Design/Equipment	University of California, Berkeley - SafeTREC
<b>TOTAL 1</b>	<b>UNIVERSITY OF CALIFORNIA, IRVINE</b>		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	University of California, Irvine
<b>TOTAL 1</b>	<b>UNIVERSITY OF CALIFORNIA, SAN DIEGO</b>		
1	Police Traffic Services	(PT) Education/Public Awareness	University of California, San Diego
<b>TOTAL 1</b>	<b>UNIVERSITY OF CALIFORNIA, SANTA BARBARA</b>		
1	Traffic Records/Roadway Safety	(TR) Data Improvement	University of California, Santa Barbara

California Annual Report 2022

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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# 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 performance measures: eleven core outcome measures, one behavior measure, and three activity measures. The performance measures cover the major areas common to highway safety plans and use existing data systems as indicated in the following tables.

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

## PROCESS FOR DEVELOPING TARGETS

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

Regulations require the state to use the five-year rolling average as the basis for setting the targets. In addition to using the five-year rolling average, in the charts on the following pages, we have provided additional charts that display the actual number of Traffic Fatalities (C1), Serious Injuries (C2), and Traffic Fatalities/vehicle miles traveled (VMT) (C3) to show the year-to-year changes in data. Each of the additional targets were selected with the intent of improving upon the established baselines (decreasing fatalities, injuries, etc.), even though some of the trend lines projected future increases.

The performance measures compare the data from 2015-2019 five-year rolling average to the most recent FARS data available from NHTSA. The targets were developed for the 2022 HSP with the target date of December 31, 2022.

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## OVERALL PROGRAM GOAL

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



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

			Calendar Years				
TRAFFIC SAFETY CORE PERFORMANCE MEASURES			2016	2017	2018	2019	2020
C-1	Traffic Fatalities (FARS)	Actual	3,837	3,884	3,798	3,719	3,847
		5-Year Rolling Average	3,280	3,463	3,602	3,725	3,817
C-2	Serious Injuries (SWITRS)*	Actual	13,171	14,201	16,158	16,443	15,379
		5-Year Rolling Average	11,527	12,191	13,293	14,383	15,070
C-3	Fatalities/Vehicle Miles Traveled (VMT)	Actual	1.13	1.13	1.09	1.09	1.28
		5-Year Rolling Average	0.99	1.03	1.06	1.09	1.14
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Actual	611	625	635	634	756
		5-Year Rolling Average	534	560	584	615	652
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Actual	1,114	1,141	1,116	966	1,159
		5-Year Rolling Average	920	983	1,030	1,048	1,099
C-6	Speeding-Related Fatalities (FARS)	Actual	1,151	1,164	1,000	1,108	1,228
		5-Year Rolling Average	1,025	1,067	1,068	1,091	1,130
C-7	Motorcyclist Fatalities (FARS)	Actual	576	578	523	491	539
		5-Year Rolling Average	500	527	539	532	541
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Actual	28	45	34	28	35
		5-Year Rolling Average	28	31	31	32	34
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Actual	448	424	395	363	405
		5-Year Rolling Average	385	403	411	407	407
C-10	Pedestrian Fatalities (FARS)	Actual	933	940	978	1,011	986
		5-Year Rolling Average	770	827	876	936	970
C-11	Bicyclist Fatalities (FARS)	Actual	155	145	165	143	129
		5-Year Rolling Average	139	142	146	149	147
			Calendar Years				
CORE BEHAVIOR MEASURE			2018	2019	2020	2021	2022
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles** (CSU Fresno Observational Survey)	State Annual	95.90%	96.02%	96.02%**	97.15%	95.30%

\*Beginning in 2016-17 SWITRS totals were tabulated by combining sustained serious injury totals with suspected serious injury fatal causing an increase in the overall totals for C-2 in 2017-2020.

\*\*Due to COVID-19, California did not conduct observational surveys in 2020.

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

			Calendar Years				
ADDITIONAL MEASURE		2016	2017	2018	2019	2020	
<b>Drug-Impaired Driving (drivers killed in crashes that tested positive for drug involvement)</b>	FARS Annual	43%	42%	43%	51%	55%	

			Calendar Years				
ADDITIONAL MEASURE		2018	2019	2020	2021	2022	
<b>Distracted Driving** (using a handheld cell phone or texting, CSU Fresno Observational Survey)</b>	State Annual	4.52%	1.99%	1.99%**	1.64%	3.15%	

ACTIVITY MEASURES		2022
<b>A-1</b>	<b>Seat Belt Citations Issued During Grant-Funded Enforcement Activities</b>	2,783
<b>A-2</b>	<b>Impaired Driving Arrests Made During Grant-Funded Enforcement Activities</b>	6,331
<b>A-3</b>	<b>Speed Citations Issued During Grant-Funded Enforcement Activities</b>	52,545

\*Due to COVID-19, California did not conduct observational surveys in 2020.

\*\*Beginning in 2016-17 SWITRS totals were tabulated by combining sustained serious injury totals with suspected serious injury fatal causing an increase in the overall totals for C-2 in 2017-2020.

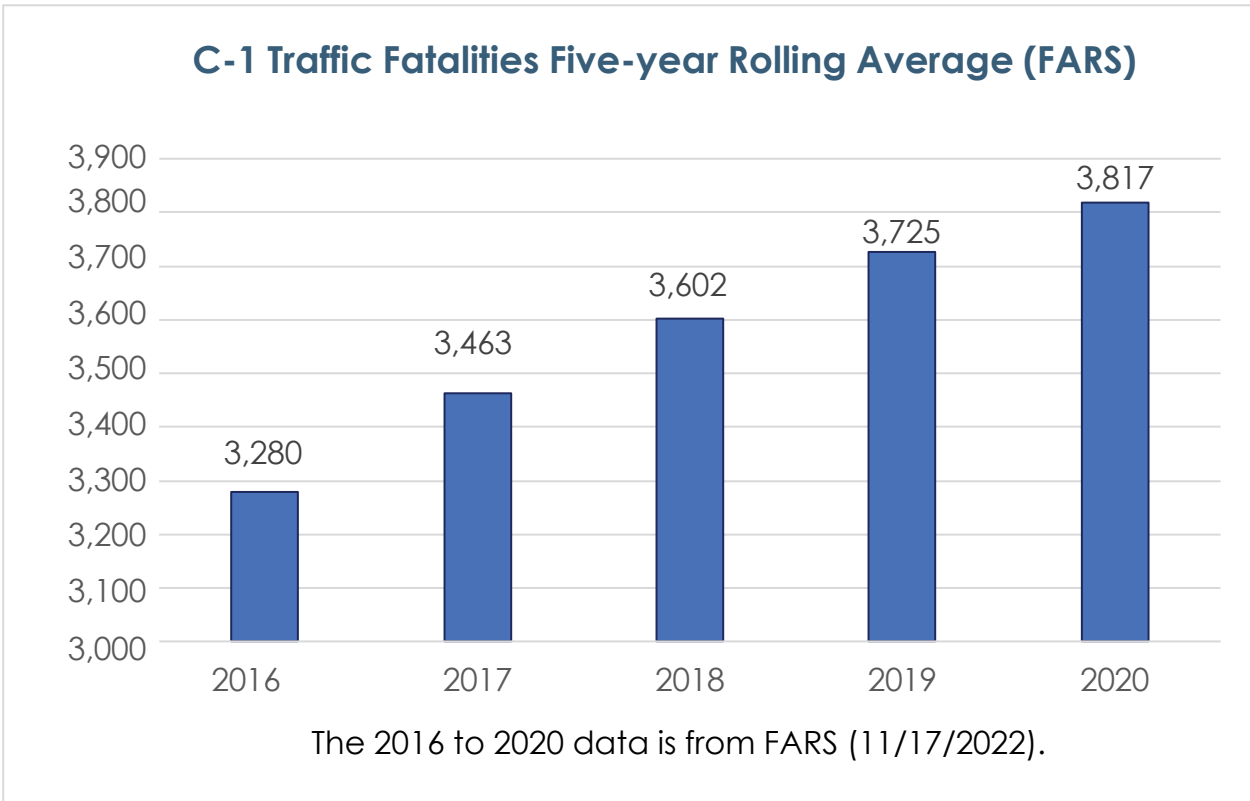


# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2015-2019 five-year rolling average, traffic fatalities will decrease 5.69 percent from a five-year rolling average of 3,702.4 to 3,491.8 (2018-2022) by December 31, 2022.

**PRELIMINARY RESULT:** Traffic fatalities increased 3.10 percent from the 2015-2019 five-year rolling average base year of 3,702.4 to the 2016-2020 five-year rolling average of 3,817.



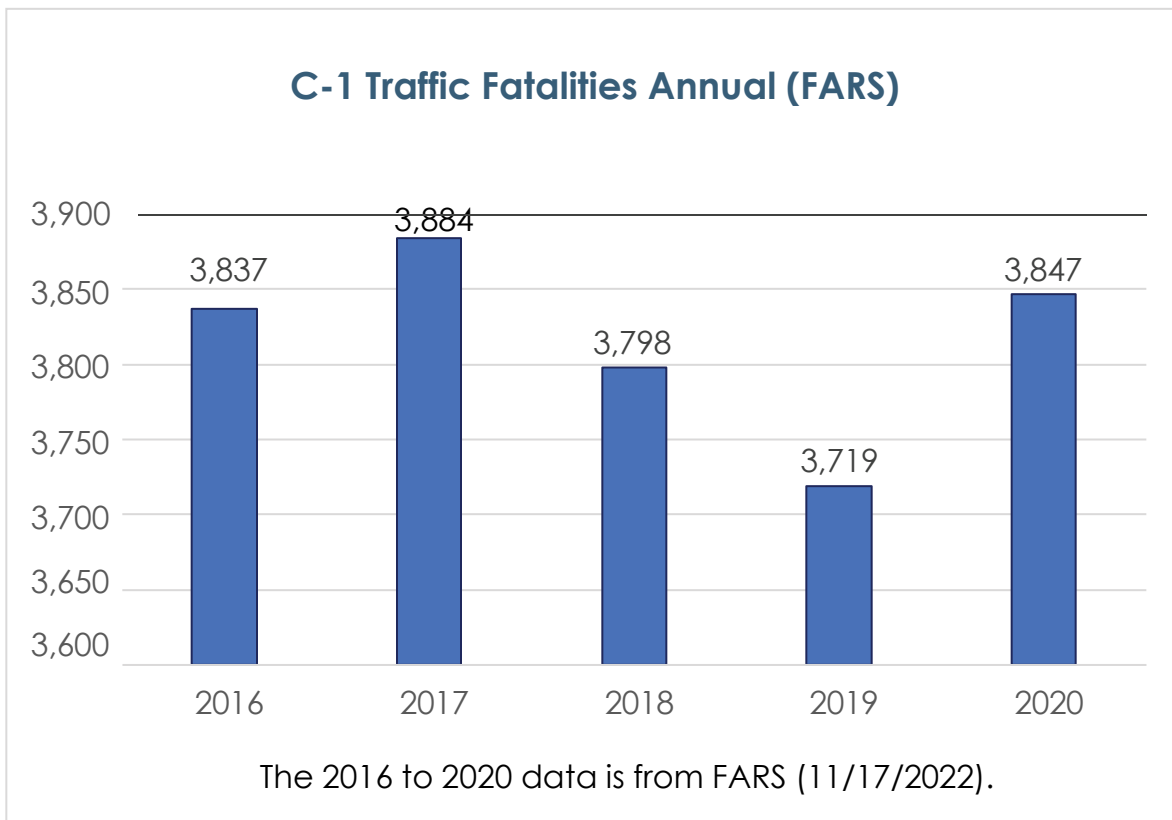
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-1 TRAFFIC FATALITIES (FARS) ANNUAL DATA

**TARGET:** Based on 2015-2019 actual number of fatalities, the target for traffic fatalities will decrease 10.46 percent from 3,606 to 3,229 by December 31, 2022.

**PRELIMINARY RESULT:** Traffic fatalities increased by 6.68 percent from the 2019 base year of 3,606 to 3,847 in 2020.

**COUNTERMEASURES:** To reduce fatalities, the OTS has reached out to additional traffic safety partners to provide new and innovative projects that promote and nurture a safety culture, as well as educate the public about their shared responsibilities in ensuring that crashes do not lead to fatal injuries. The OTS is actively working with the Strategic Highway Safety Plan, Highway Safety Improvement Plan, Active Transportation Plan, and Local Roadway Safety Plans to identify efforts throughout the state where the Safe System Approach can be adopted and expanded. The OTS is also engaging local law enforcement agencies to conduct high visibility enforcement campaigns that prioritize the most dangerous and unlawful behaviors, such as speeding and driving under the influence.

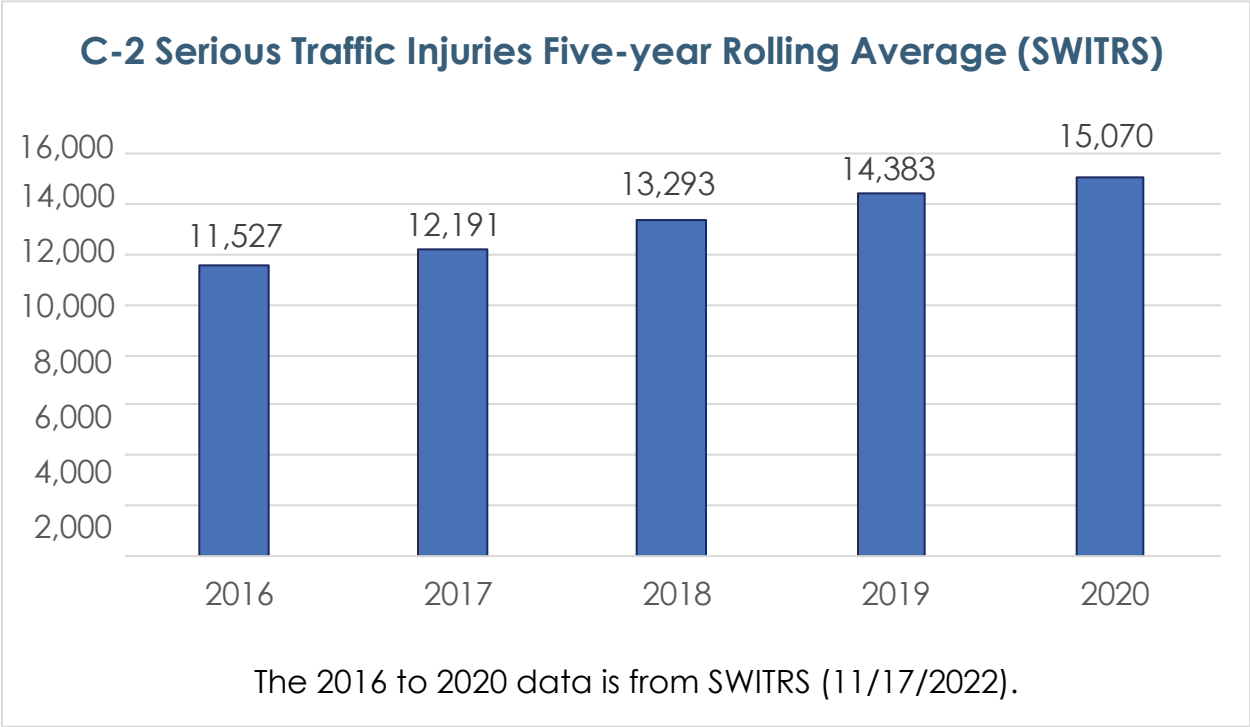


# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2015-2019 five-year rolling average, serious injuries will increase 15.31 percent from an average of 14,485.8 to 16,704.2 (2018-2022) by December 31, 2022. This increase is just slightly below the linear trend line of 16,822.1.

**PRELIMINARY RESULT:** Serious traffic injuries increased 4.03 percent from the 2015-2019 five-year rolling average base year of 14,485.8 to the 2016-2020 five-year rolling average of 15,070.



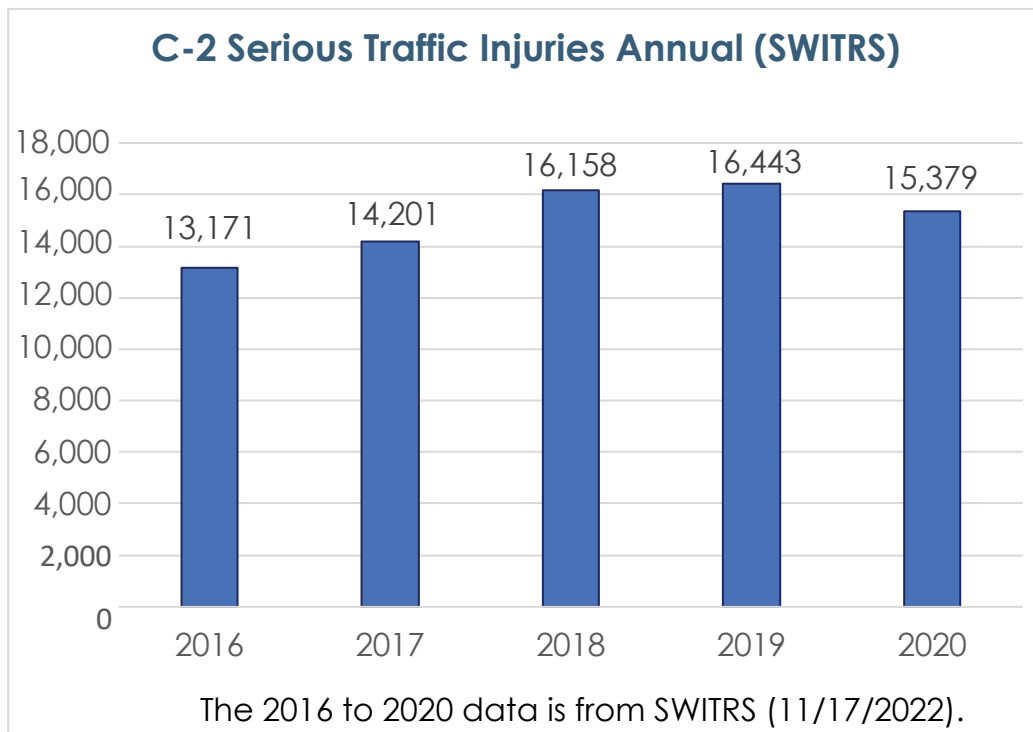
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-2 SERIOUS TRAFFIC INJURIES (SWITRS) ANNUAL DATA

**TARGET:** Based on 2015-2019 actual number of serious traffic injuries, the target for serious injuries will increase by 5.07 percent from 16,427 to 17,259 by December 31, 2022.

**PRELIMINARY RESULT:** Serious traffic injuries decreased 6.38 percent from the 2019 base year of 16,427 to 15,379 in 2020.

**COUNTERMEASURES:** To reduce serious injuries, the OTS has reached out to additional traffic safety partners to provide new and innovative projects that promote and nurture a safety culture, as well as educate the public about their shared responsibilities in ensuring that crashes do not lead to fatal injuries. The OTS is actively working with the Strategic Highway Safety Plan, Highway Safety Improvement Plan, Active Transportation Plan, and Local Roadway Safety Plans to identify efforts throughout the state where the Safe System Approach can be adopted and expanded. The OTS is also engaging local law enforcement agencies to conduct high visibility enforcement campaigns that prioritize the most dangerous and unlawful behaviors, such as speeding and driving under the influence.



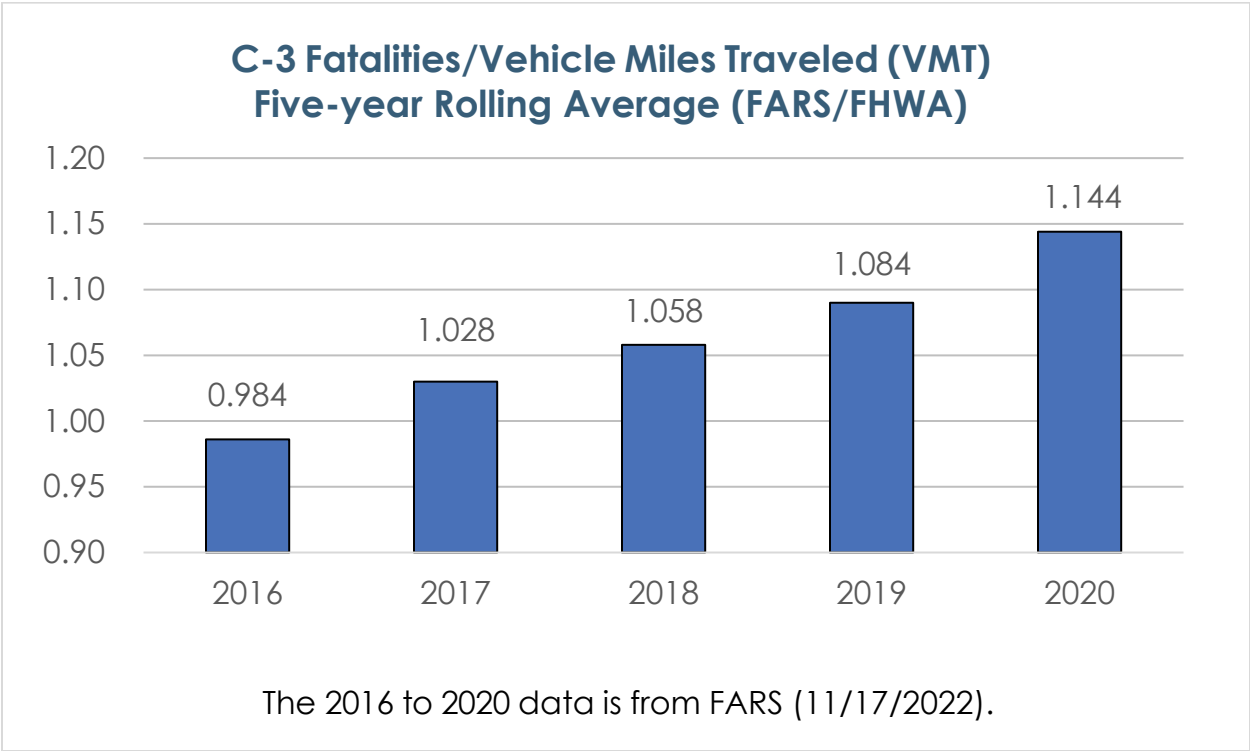


# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2015-2019 five-year rolling average, traffic fatalities/VMT will decrease 0.042 percentage points from an average of 1.084 to 1.042 (2018-2022) by December 31, 2022.

**PRELIMINARY RESULT:** Traffic fatalities/VMT increased 0.06 percentage points from the 2015- 2019 five-year rolling average base year of 1.084 to the 2016-2020 five-year rolling average of 1.144.



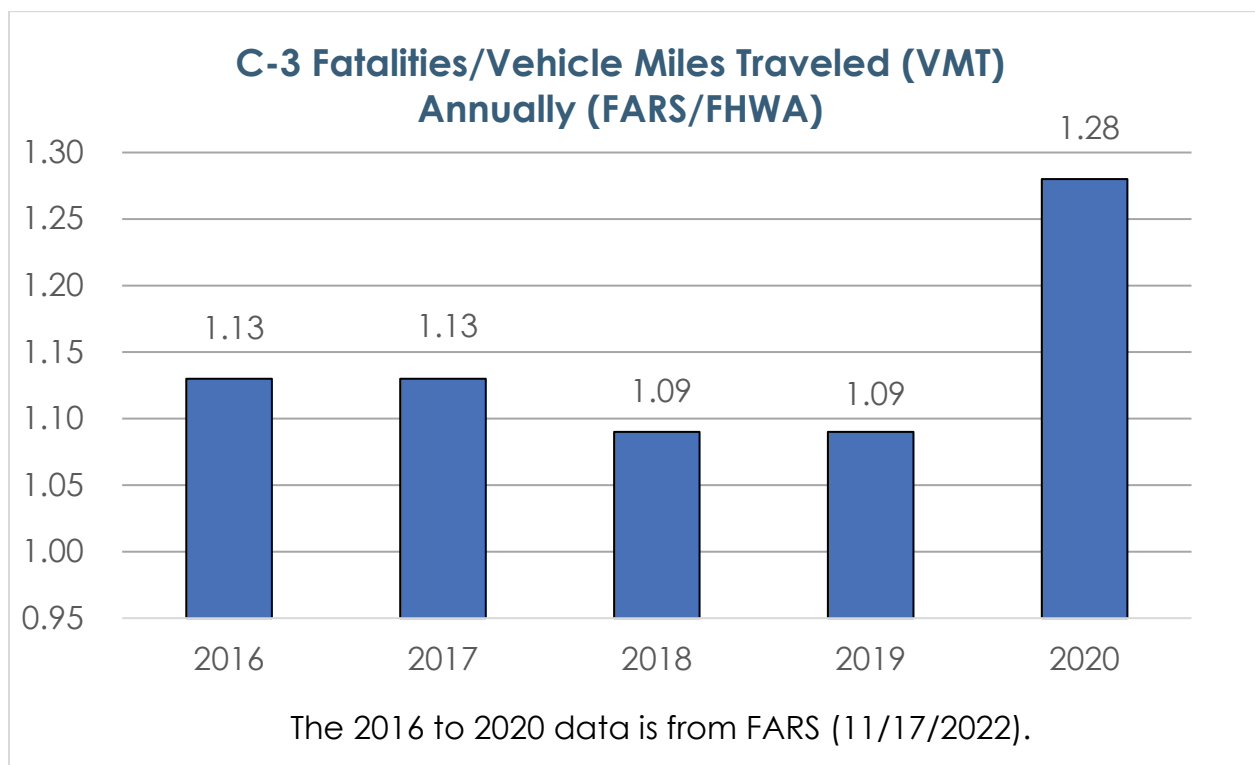
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-3 FATALITIES/VEHICLE MILES TRAVELED (FARS/FHWA) ANNUALLY

**TARGET:** Based on 2015-2019 actual number of fatalities per 100 million vehicle miles traveled, the target will decrease 0.06 percentage points from 1.06 to 1.00 by December 31, 2022.

**PRELIMINARY RESULT:** Traffic fatalities/VMT increased 0.22 percentage points from the 2019 base year of 1.06 to 1.28 in 2020.

**COUNTERMEASURES:** Data to measure this performance measure is in progress. Countermeasures: To reduce fatalities, the OTS has reached out to additional traffic safety partners to provide new and innovative projects that promote and nurture a safety culture, as well as educate the public about their shared responsibilities in ensuring that crashes do not lead to fatal injuries. The OTS is actively working with the Strategic Highway Safety Plan, Highway Safety Improvement Plan, Active Transportation Plan, and Local Roadway Safety Plans to identify efforts throughout the state where the Safe System Approach can be adopted and expanded. The OTS is also engaging local law enforcement agencies to conduct high visibility enforcement campaigns that prioritize the most dangerous and unlawful behaviors, such as speeding and driving under the influence.



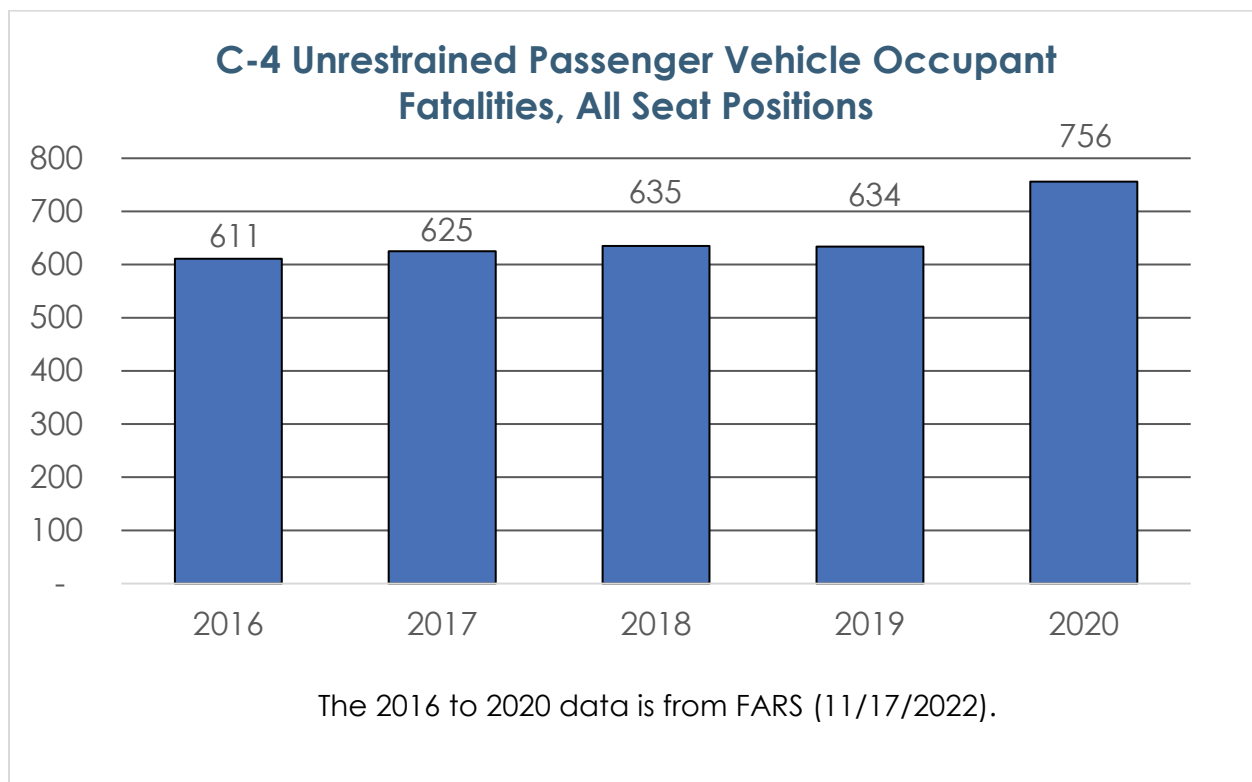
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 1.13 percent from the preliminary final FARS number of 620 to 613 by December 31, 2022.

**PRELIMINARY RESULT:** Unrestrained passenger vehicle occupant fatalities, all seat positions, increased 21.94 percent from the 2019 base year of 620 to 756 in 2020.

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



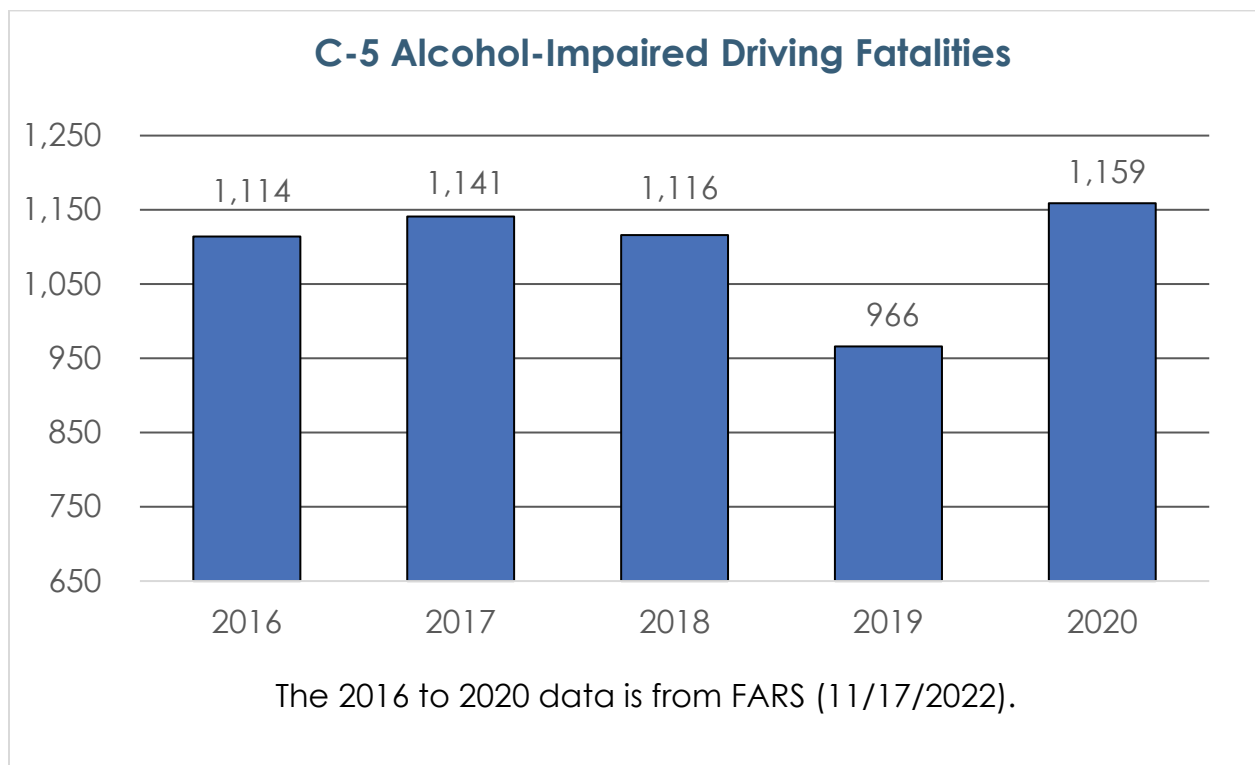
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Reduce alcohol-impaired driving fatalities 14.02 percent from the preliminary final FARS number of 949 to 816 by December 31, 2022.

**PRELIMINARY RESULT:** Alcohol-impaired driving fatalities increased by 22.13 percent from the 2019 base year of 949 to 1,159 in 2020.

**COUNTERMEASURES:** To reduce alcohol-impaired driving fatalities, the OTS and its partners will work to incentivize desired behaviors through grant programs that teach and reward desired safe road user behaviors. This includes alcohol awareness and education programs in middle schools, high schools, and colleges, fund “Know Your Limit” alcohol awareness programs in local jurisdictions, fund California Department of Alcoholic Beverage Control (ABC) alcohol education and enforcement programs, fund Standard Field Sobriety Testing (SFST) and ARIDE training for law enforcement, promote and support NHTSA’s alcohol awareness and DUI prevention campaigns, and conduct high visibility enforcement during NHTSA mobilizations and campaigns.





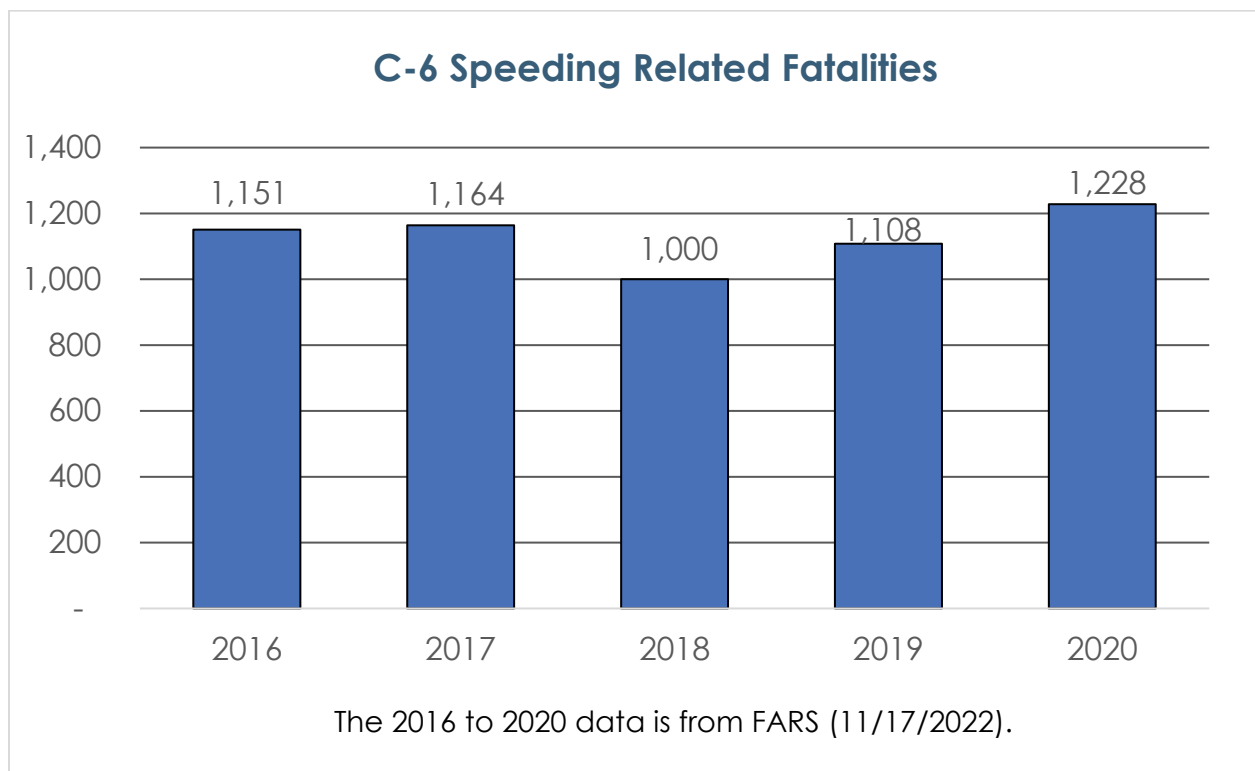
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Reduce speeding-related fatalities 6.19 percent from the preliminary final FARS number of 1,066 to 1,000 by December 31, 2022.

**PRELIMINARY RESULT:** Speeding-related fatalities increased 15.20 percent from the 2019 base year of 1,066 to 1,228 in 2020.

**COUNTERMEASURES:** To reduce speeding-related fatalities, the OTS and its partners will seek continuous improvements by doubling down on what works to reach zero fatalities, including broader community involvement in the highway safety planning process, refocus traffic enforcement efforts on the most dangerous and unlawful driving behaviors, such as speeding, and continue to cultivate partnerships with Vision Zero, Road to Zero, and Safe System communities to promote a holistic and collaborative approach to highway safety that leverages all available safety tools. This includes traffic safety presentations for communities, organizations, and schools, message signs and visible display radar trailers to curb unsafe speed and aggressive driving, and community-driven initiatives that reinforce the message that everyone has a role to play to make roads safer.



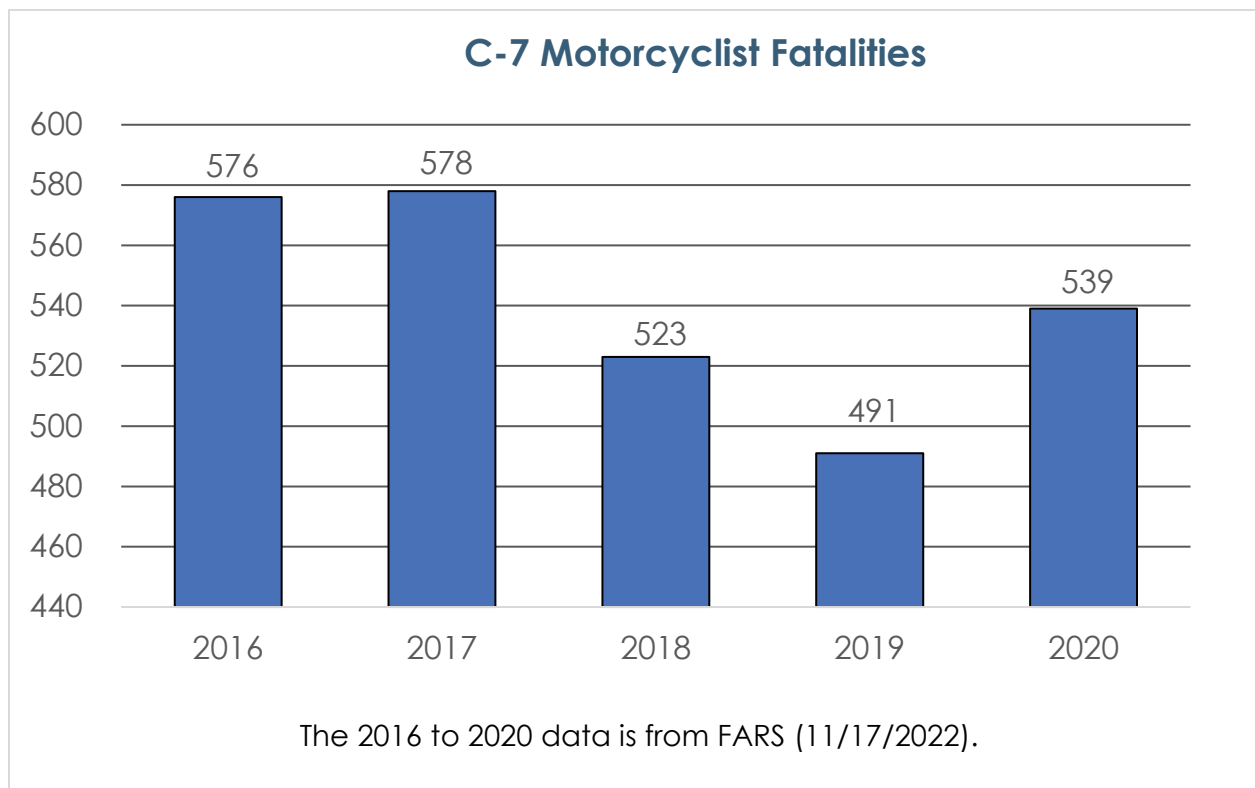
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-7 MOTORCYCLIST FATALITIES (FARS)

**TARGET:** Reduce motorcyclist fatalities 17.51 percent from the preliminary final FARS number of 474 to 391 by December 31, 2022.

**PRELIMINARY RESULT:** Motorcycle fatalities increased by 13.71 percent from the 2019 base year of 474 to 539 in 2020.

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



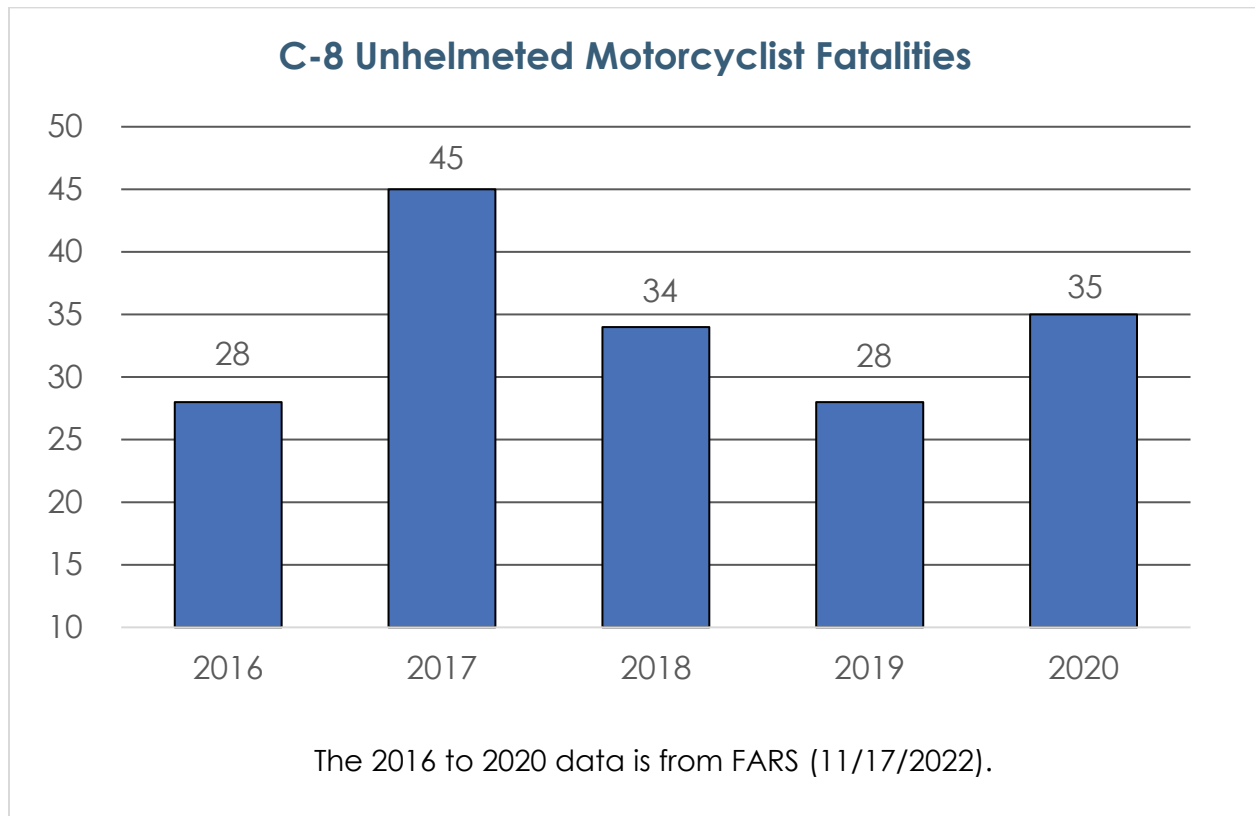
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

**TARGET:** To slow the trending increase of unhelmeted Motorcyclist Fatalities. Data shows there will be a 21.43 percent increase from the preliminary final FARS number of 28 to 34 by December 31, 2022.

**PRELIMINARY RESULT:** Unhelmeted motorcyclist fatalities increased 25.00 percent from the 2019 base year of 28 to 35 in 2020.

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



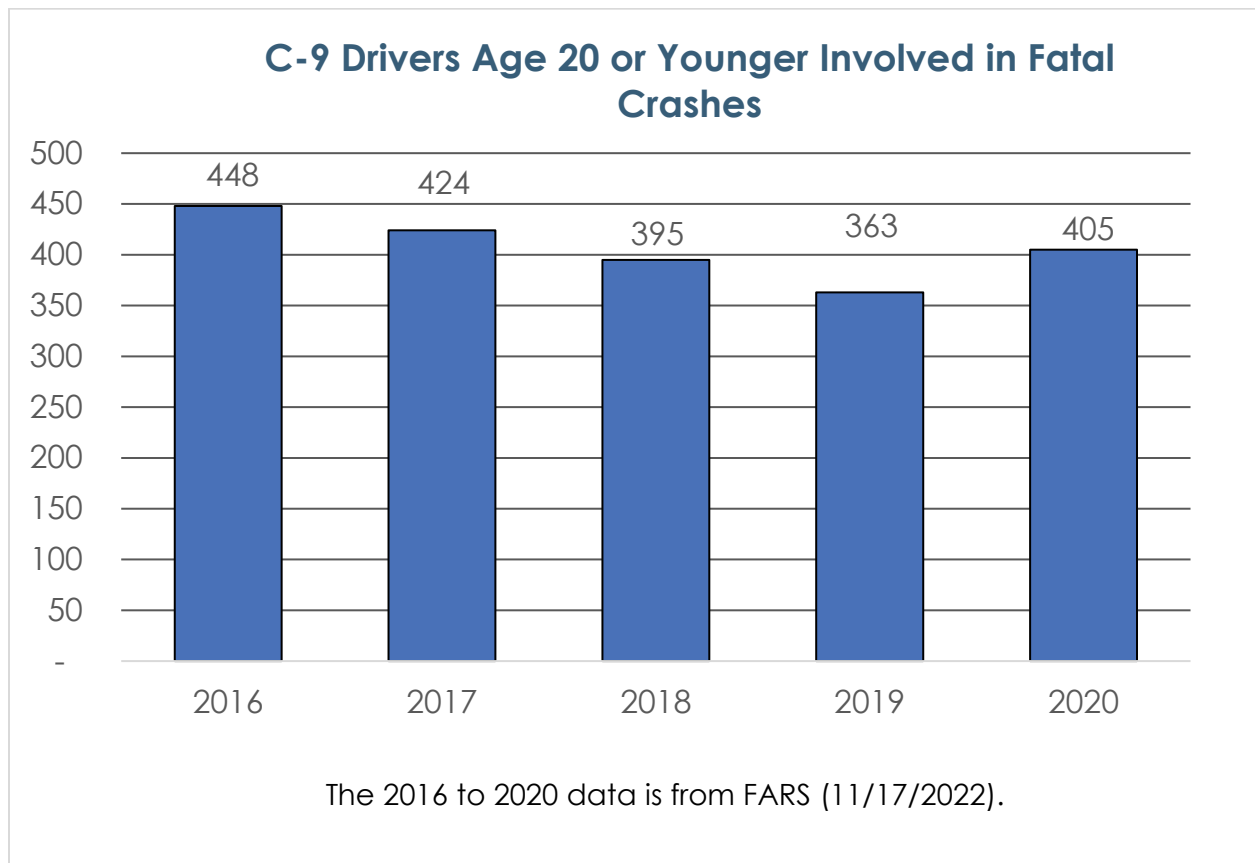
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Reduce drivers age 20 or younger involved in fatal crashes 8.48 percent from the projected 2019 preliminary final FARS number of 354 to 324 by December 31, 2022.

**PRELIMINARY RESULT:** Drivers age 20 or younger involved in fatal crashes increased 14.41 percent from 2019 base year of 354 to 405 in 2020.

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





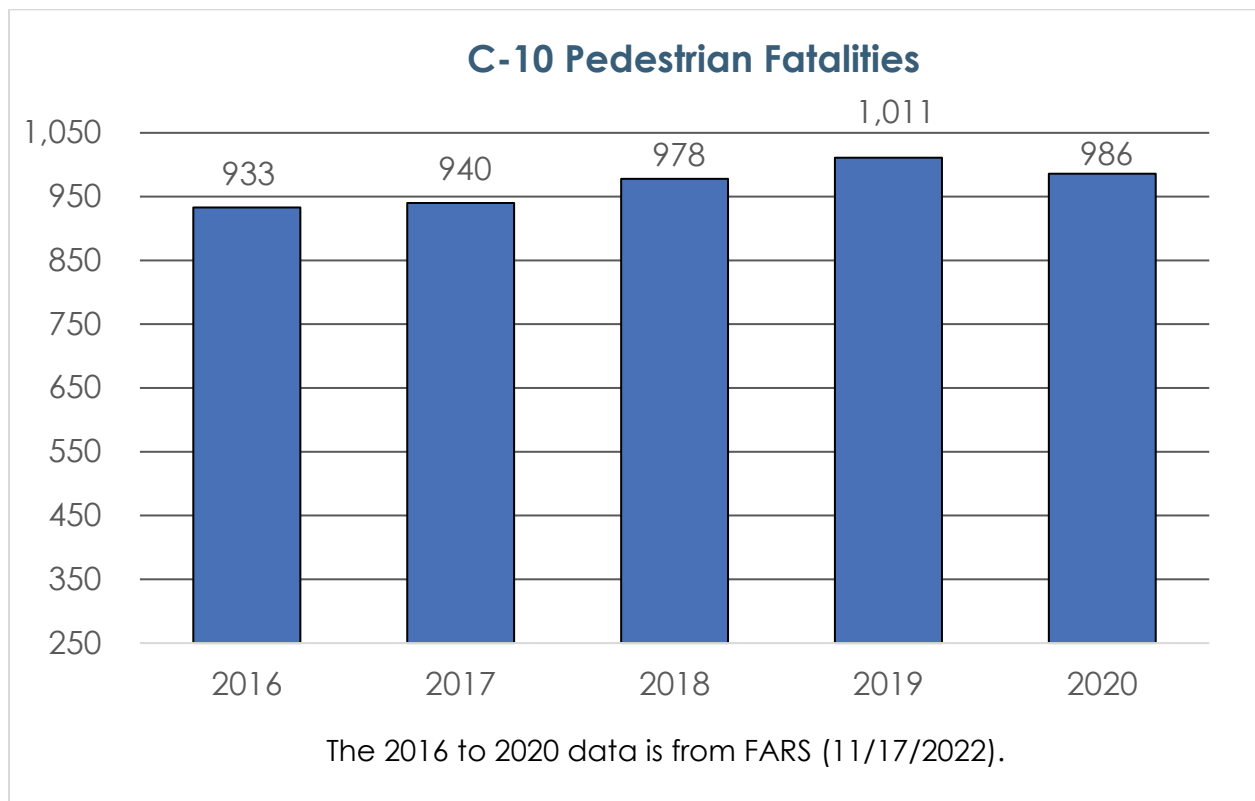
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-10 PEDESTRIAN FATALITIES (FARS)

**TARGET:** Reduce pedestrian fatalities 1.85 percent from the preliminary final FARS number of 972 to 954 by December 31, 2022.

**PRELIMINARY RESULT:** Pedestrian fatalities increased by 1.44 percent from the 2019 base year of 972 to 986 in 2020.

**COUNTERMEASURES:** To reduce pedestrian fatalities, the OTS and its partners will establish and encourage a safety culture that prioritizes the safety of all road users, including pedestrians, implement driver and pedestrian safety education and awareness campaigns with an emphasis during California's Pedestrian Safety Month in September and National Pedestrian Safety Month in October, provide law enforcement training on pedestrian safety education through train-the-trainer courses, and provide input into state and local transportation safety plans with an emphasis on improved pedestrian safety. The OTS and its partners will continue to cultivate partnerships with Vision Zero, Road to Zero and Safe System communities to promote a holistic and collaborative approach to highway safety that leverages all available safety tools.



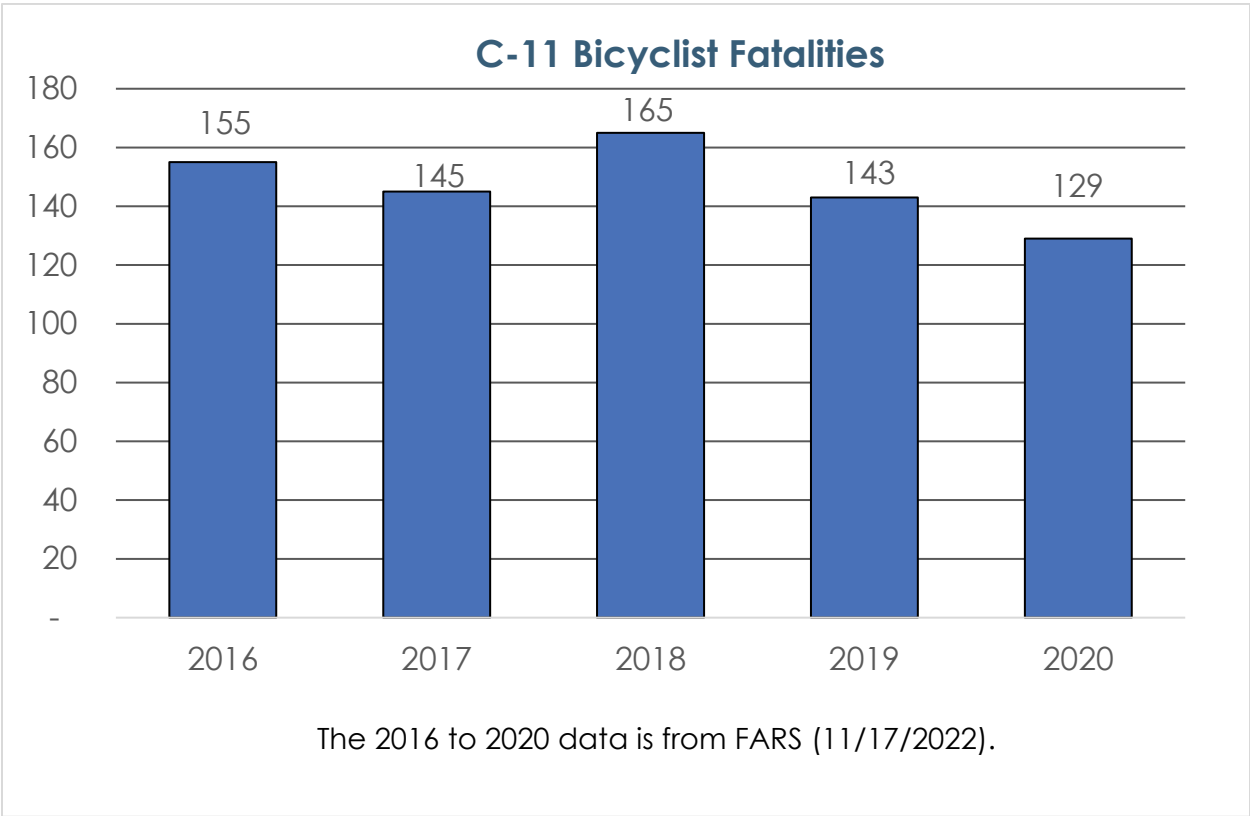
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-11 BICYCLIST FATALITIES (FARS)

**TARGET:** Reduce bicyclist fatalities 8.27 percent from the preliminary final FARS number of 133 to 122 by December 31, 2022.

**PRELIMINARY RESULT:** Bicyclist fatalities decreased 3.01 percent from the 2019 base year of 133 to 129 in 2020.

**COUNTERMEASURES:** To reduce bicyclist fatalities, the OTS and its partners will implement driver safety education material that supports infrastructure improvements (e.g., what they are, pertinent laws, how to navigate them) that benefit the safety of bicyclists, with an emphasis during Bicycle Safety Month in May. The OTS and its partners will provide law enforcement training on bicycle enforcement through train-the-trainer courses, and fund adult bicycle safety programs to educate and promote safer bicycling behaviors.



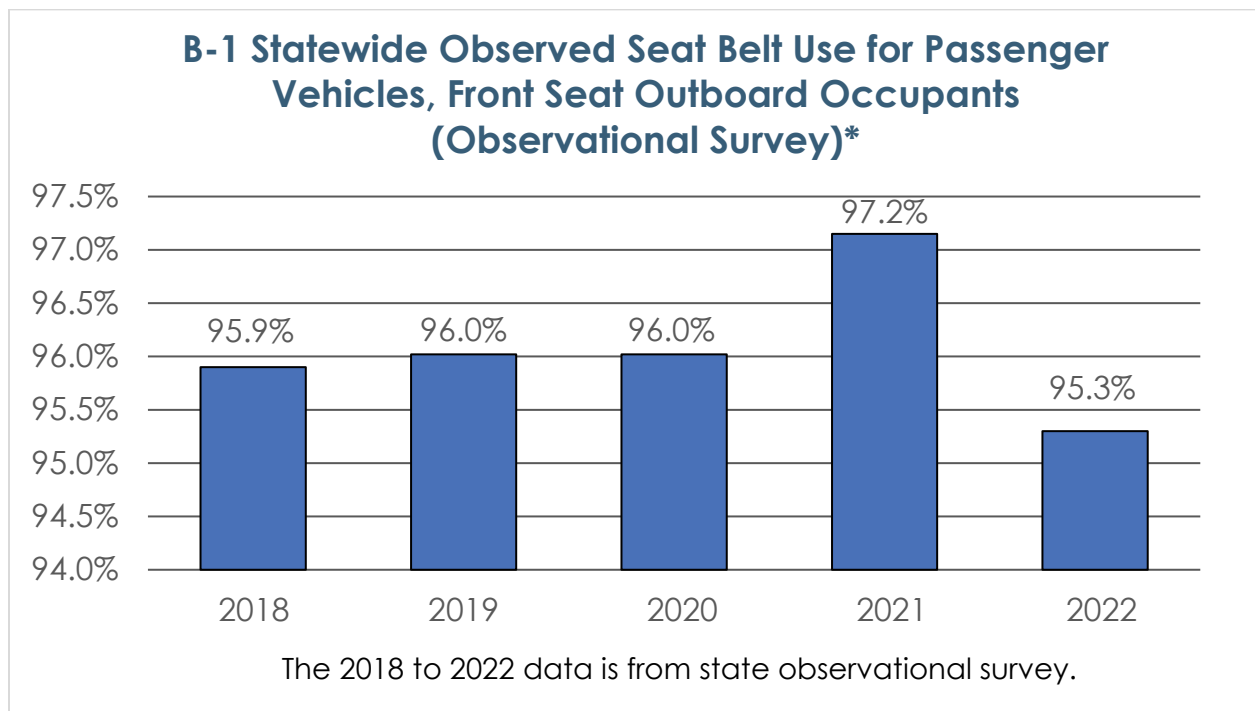
# CORE BEHAVIOR MEASURES

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

**TARGET:** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.4 percentage point from 96.0 percent (2019 observation) to 96.4 percent by December 31, 2022.

**RESULT:** Statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased by 0.7 percentage points from the 2019 base year of 96.0 percent to 95.3 percent in 2022.

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



\*Due to COVID-19, California did not conduct observational surveys in 2020.

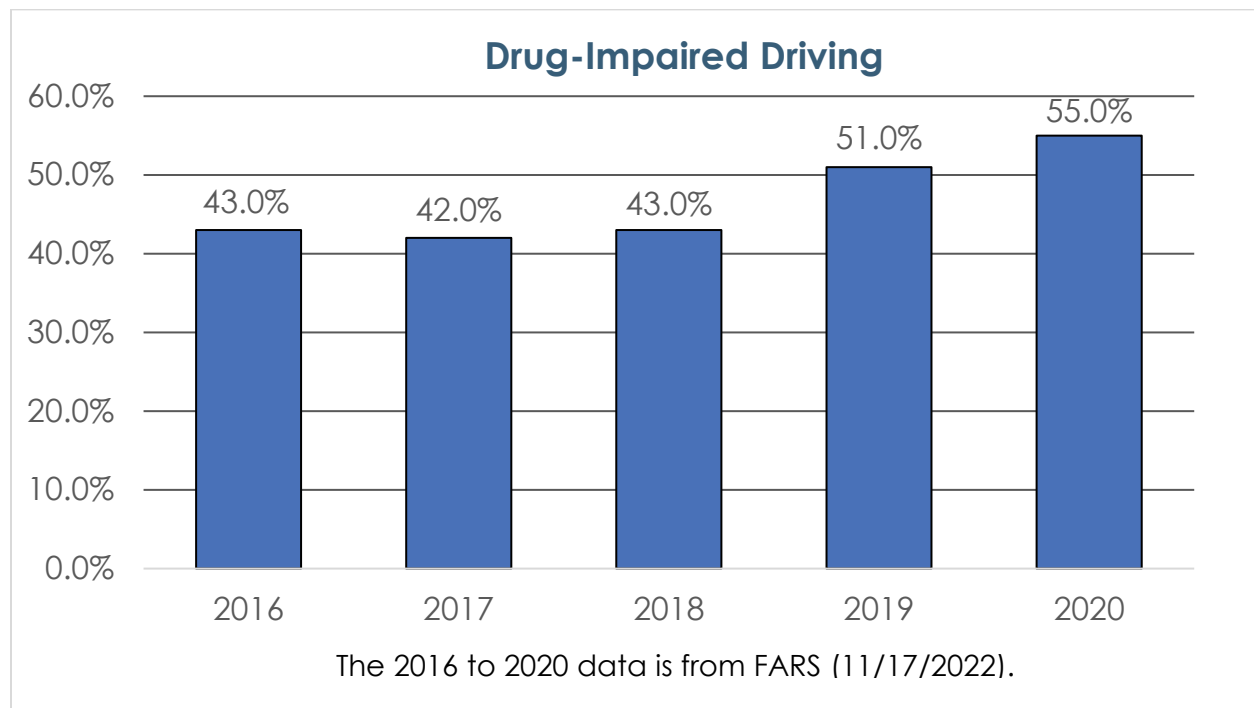
# ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

## DRUG-IMPAIRED DRIVING (FARS)

**TARGET:** To slow the anticipated increase of California drivers killed in crashes that tested positive for drug involvement. The data shows an increase of 7.4 percentage points from the 2019 calendar base year of 50 percent to 57.4 percent by December 31, 2022.

**PRELIMINARY RESULT:** California drivers killed in crashes that tested positive for drug involvement increased 5.0 percentage points from 2019 base year of 50 percent to 55 percent in 2020.

**COUNTERMEASURES:** Funded countermeasures to reduce driving under the influence of drugs (DUID) will include meetings with expert stakeholders, funding educational programming and training for health care and educational professionals, funding ARIDE and DRE training for law enforcement, funding Vertical Prosecution programs, funding the Traffic Safety Resource Prosecutor program, and training for large county laboratories.



*\*2020 drug-impaired driving data is not available.*



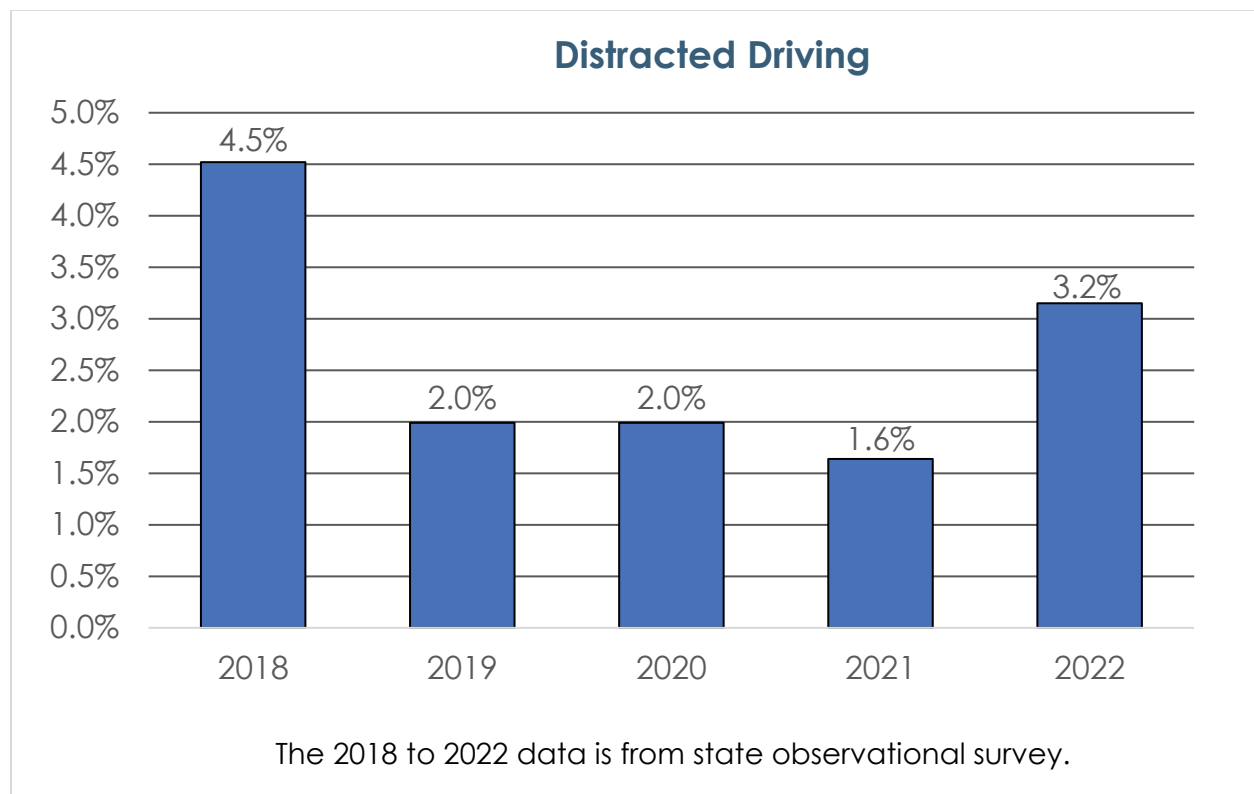
# ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

## DISTRACTED DRIVING (SURVEY)

**TARGET:** Reduce the number of California drivers observed using a handheld cell phone or texting by 0.6 percentage points from the 2019 calendar base year of 2.0 percent to 1.4 percent by December 31, 2022.

**RESULT:** The number of distracted drivers observed using a handheld cell phone or texting increased 1.2 percentage points from the 2019 calendar base year of 2.0 percent to 3.2 percent in 2022.

**COUNTERMEASURES:** Funded countermeasures to reduce the percentage of drivers observed using a handheld cell phone or texting will include conducting traffic safety educational and distracted driving awareness programs in middle schools, high schools, and colleges, funding programs to educate businesses and organizations about the dangers of distracted driving, funding and supporting state and national distracted driving awareness campaigns, and conducting high visibility enforcement during NHTSA mobilizations.



*\*Due to COVID-19, California did not conduct observational surveys in 2020.*

# ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

## **EMERGENCY MEDICAL SERVICES\***

**TARGET:** Decrease the average extrication time from the time of arrival at the crash site to transport by December 31, 2022.\*

**PRELIMINARY RESULT:** Average extrication time from the time of arrival at the crash site to transport decreased by an average of 5 minutes, 54 seconds from 16 minutes, 26 seconds to 10 minutes, 32 seconds in 2022.\*

## **TRAFFIC RECORDS/ROADWAY SAFETY**

**TARGET:** Increase the number of law enforcement agencies that submit crash reports electronically to Statewide Integrated Traffic Records System (SWITRS) by 33.3 percent from the 2020 calendar base year total of 45 agencies to 60 agencies by December 31, 2022.

**PRELIMINARY RESULT:** the number of law enforcement agencies that submit crash reports electronically to SWITRS increased by 97.78 percent from the 2020 calendar base year total of 45 agencies to 89 agencies in 2022.

*\*Target and results have been modified with this report.*

# ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years				
	2017	2018	2019	2020	2021
Statewide DUI Arrests*	123,548	127,437	121,141	Not Yet Available	Not Yet Available
Statewide DUI Conviction Rate*	72.9%	71.1%	Not Yet Available	Not Yet Available	Not Yet Available
Statewide Seat Belt Violation Convictions**	89,853	84,068	45,815	26,201	27,383
Statewide Child Restraint Violation Convictions**	15,605	17,634	8,771	5,348	4,861
Statewide Speeding Convictions**	971,196	986,664	892,998	707,083	837,851
Hand-held Cell Phone Convictions**	161,021	158,484	130,150	66,132	66,561
Texting Convictions**	87,844***	141,298***	168,617***	98,335***	106,291***
Hand-held Device by Someone Under Age 18 Convictions**	532	616	500	279	228

ADDITIONAL OUTCOME MEASURES	Calendar Years				
	2017	2018	2019	2020	2021
Rural Fatalities/VMT (FARS/FHWA)	2.60	1.86	2.02	2.12	Not Yet Available
Urban Fatalities/VMT (FARS/FHWA)	0.85	0.93	0.90	1.09	Not Yet Available
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS/FHWA)	1.13	1.09	1.09	1.28	Not Yet Available
Motor Vehicle Fatalities, Age 16-19 (FARS)	212	219	168	207	Not Yet Available
Fatality Rate Per 100,000 Population (FARS)	9.87	9.63	9.43	9.77	Not Yet Available
Total Motor Vehicle Injuries (SWITRS)	273,069	274,854	269,031	203,888	224,592
Motor Vehicle Injuries, Age 16-19 (SWITRS)	20,496	19,565	18,902	15,212	16,614
Hit-and-Run Fatal Crashes (FARS)	362	361	327	390	Not Yet Available
Hit-and-Run Injury Crashes (SWITRS)	20,612	20,491	20,122	18,075	20,492
Hit-and-Run Fatalities (FARS)	374	367	335	398	Not Yet Available
Hit-and-Run Injuries (SWITRS)	26,649	26,455	25,842	23,260	26,601
Fatal Crashes between 2100-0300 (FARS)	1,006	1,013	992	1,047	Not Yet Available
Injury Crashes between 2100-0300 (SWITRS)	25,918	26,286	26,073	21,318	26,215
Motor Vehicle Fatalities between 2100-0300 (FARS)	1,098	1,109	1,095	1,155	Not Yet Available
Motor Vehicle Injuries between 2100-0300 (SWITRS)	41,597	37,952	37,605	30,365	37,282

\*DMV DUI Management Information System Report. Most recent data available is posted.

\*\*Data provided by DMV.

\*\*\*Figures reflect totals after the passage of AB1785 hands free law, which went into effect January 1st, 2017.

# ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

MOTORCYCLES	Calendar Years				
	2017	2018	2019	2020	2021
Total Motorcycle Registrations (DMV)	895,071	857,677	870,669	864,494	853,368
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	68.6	63.56	60.74	68.63	Not Yet Available
Motorcyclist Injuries (SWITRS)	15,328	13,712	12,935	10,553	11,435
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	92%	93%	94%	93%	Not Yet Available
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	32.1%	32.0%	33.1%	49.7%	Not Yet Available
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	140	109	130	122	Not Yet Available
Motorcycle Rider (Operator) Fatalities (FARS)	563	503	468	525	Not Yet Available
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	25%	22%	28%	23%	Not Yet Available
Percent of Motorcyclists At-Fault in Fatal Motorcycle Crashes (SWITRS)	72%	64%	67%	65%	69%
Percent of Motorcyclists At-Fault in Injury Motorcycle Crashes (SWITRS)	54%	54%	52%	58%	58%
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and Speed was Primary Crash Factor (SWITRS)	28%	23%	Not Yet Available	Not Yet Available	Not Yet Available
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and DUI was Primary Crash Factor (SWITRS)	15%	17%	Not Yet Available	Not Yet Available	Not Yet Available

OCCUPANT PROTECTION	Calendar Years				
	2017	2018	2019	2020	2021
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	33%	34%	36%	41%	Not Yet Available
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	94.19%	97.78%	97.36%	95.34% (2021)*	96.23% (2022)
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16-19 (FARS)	38%	37%	37%	35%	Not Yet Available
Child Safety Seat Use Rate (Statewide Observational Survey)	94.60%	93.60%	94.00%	93.90% (2021)*	92.60% (2022)
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	54	42	32	33	Not Yet Available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	6,433	6,556	6,277	4,375	4,746

\*Due to COVID-19, California did not conduct observational surveys in 2020.

PEDESTRIANS	Calendar Years				
	2017	2018	2019	2020	2021
Pedestrian Injuries (SWITRS)	15,200	14,354	14,126	10,111	10,251
Pedestrian Fatalities Under Age 15 (FARS)	19	24	19	19	Not Yet Available
Pedestrian Injuries Under Age 15 (SWITRS)	1,737	1,541	1,488	755	901
Pedestrian Fatalities Age 65 and Older (FARS)	211	218	232	188	Not Yet Available
Pedestrian Injuries Age 65 and Older (SWITRS)	1,892	1,846	2,021	1,489	1,453



# ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

SPEEDING AND AGGRESSIVE DRIVING	Calendar Years				
	2017	2018	2019	2020	2021
Speeding Related Injuries (SWITRS)	89,706	88,973	87,364	57,562	68,299

ALCOHOL-IMPAIRED DRIVING	Calendar Years				
	2017	2018	2019	2020	2021
Alcohol-Impaired Driving Fatality Rate – Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – California	0.33	0.32	0.28	0.39	Not Yet Available
Alcohol-Impaired Driving Fatality Rate – Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – National	0.34	0.33	0.31	0.40	Not Yet Available
Percent of Alcohol-Impaired Driving Fatalities – California	29%	29%	26%	30%	Not Yet Available
Driver Fatalities Age 16-19 with BAC=.08+ (FARS)	17	9	12	33	Not Yet Available
Male	13	8	8	24	Not Yet Available
Female	4	1	5	9	Not Yet Available
Alcohol-Related Injuries (SWITRS)	26,029	27,425	27,333	23,333	28,435
Alcohol-Related Injuries Age 16 -19 (SWITRS)	1,609	1,585	1,666	1,514	1,707
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	25	12	19	39	Not Yet Available
Male	20	11	12	30	Not Yet Available
Female	5	1	7	9	Not Yet Available
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	153	154	143	162	Not Yet Available
Male	125	129	112	130	Not Yet Available
Female	28	25	31	32	Not Yet Available

BICYCLES	Calendar Years				
	2017	2018	2019	2020	2021
Bicyclist Fatalities (FARS)	145	165	143	129	Not Yet Available
Bicyclist Injuries (SWITRS)	11,379	10,900	10,103	7,941	7,588
Bicyclist Fatalities Under Age 15 (FARS)	2	3	1	6	Not Yet Available
Bicyclist Injuries Under Age 15 (SWITRS)	1,107	1,043	949	645	810
Unhelmeted Bicyclist Fatalities (FARS)	86	110	82	65	Not Yet Available

# ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
DISTRACTED DRIVING	2018	2019	2020	2021	2022
Cell Phone and Texting Survey	6.86%	5.05%	5.05%	5.66%	3.89%

	Calendar Years				
DRUG-IMPAIRED DRIVING	2017	2018	2019	2020	2021
Drivers Killed, Tested Positive for Drugs	42%	43%	51%	55%	Not Yet Available



California Annual Report 2022

# STATEWIDE TRAFFIC SAFETY SURVEY

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# 2022 STATEWIDE TRAFFIC SAFETY SURVEY

## 2022 TRAFFIC SAFETY SURVEY CONDUCTED BY UC BERKELEY SAFETREC

This year marked the thirteenth annual OTS Traffic Safety Survey, intended to understand trends in traffic safety behaviors, and help focus traffic safety programs, enforcement efforts and public education campaigns to ensure they are effective and targeted to areas with disproportionate traffic safety injuries. The survey is sponsored by the OTS and administered by Ewald and Wasserman Research Consultants and the University of California, Berkeley Safe Transportation Research and Education Center (SafeTREC).

The data for the survey waves since 2020 were collected using online panels, as compared to the previous waves since 2010, which were intercepts with survey respondents. While the intercept surveys included measures administered by field staff who recorded the responses from a set of options that were not read to the respondent, the corresponding online survey measures presented all the response options to the respondent. This method facilitated a greater number of responses than previous years, but a smaller number of open-ended comments. In addition, overall travel behavior and travel mode and frequency of travel were likely affected since the onset of the COVID-19 pandemic in early 2020 and will have contributed to different perceptions of travel safety, in addition to the different data collection method used for the Traffic Safety Study. The 2022 survey also underwent a more substantial revision with new survey items added and others removed, including questions on the Safe System approach.

Data collection was conducted through an online panel with survey panelists provided by Marketing Services Group, a commercial sample and panel vendor. Panelists consisted of California drivers who were forwarded to an online survey portal programmed and managed by E&W. To manage the sample composition and to ensure a similar distribution of age and gender compared to the California census and previous waves of the Traffic Safety Study quotas by gender and six age group ranges were implemented.

Below are the results from the 2022 Traffic Safety Survey. Overall, 2,768 drivers participated in the online survey, resulting in an overall confidence interval of +/- 1.86 at a confidence level of 95 percent.

# 2022 STATEWIDE TRAFFIC SAFETY SURVEY

In your opinion, what are the biggest traffic safety problems on California roadways?	
Responses	% of answers
Speeding/Aggressive Driving	19.6%
Distracted driving because of TEXTING	18.7%
Drunk Driving	17.6%
Bad Road Surfaces	11.8%
Drugged Driving	11.0%
Distracted driving because of TALKING	8.3%
Internal Car Distractions (passengers, eating, grooming, adjusting radio/stereo)	6.4%
Not Wearing Seatbelts	5.8%
All Other Responses Combined	0.8%
<b>Total</b>	<b>100%</b>

# 2022 STATEWIDE TRAFFIC SAFETY SURVEY

In your opinion, what is the most serious distraction for drivers?	
Reply	2022
Texting or Checking Phone While Driving	71.9%
Talking on Phone While Driving	14.4%
Car Crashes Causing Rubbernecking	6.3%
Eating While Driving	1.9%
Dashboard/Navigation Systems	1.8%
Passengers in Car	1.7%
Roadside Billboards	0.7%
All other responses combined	1.3%
<b>Total</b>	<b>100.0%</b>

Responses in 2022 were similar to those in previous waves of this survey. "texting or checking phone while driving" has been the most frequently given response for this measure since 2013.

How often in the past 30 days have you used a cell phone in a non-hands-free manner when driving?	
Reply	2022
Regularly	12.4%
Sometimes	17.5%
Rarely	27.2%
Never	42.9%
<b>Total</b>	<b>100.00%</b>

Compared to 2021, there is a significant decrease of 3.9% of drivers who say they "Regularly" or "Sometimes" use a wireless device while driving.

Have you ever made a driving mistake while talking on a cell phone?	
Reply	2022
Yes	40.6%
No	59.4%
<b>Total</b>	<b>100.00%</b>

Between 2021 and 2022, a comparable number of respondents stated to having ever made a driving mistake while talking or texting on a cell phone.

Have you ever been hit or nearly hit by a driver who was using a cell phone?	
Reply	2022
Yes	50.2%
No	49.8%
<b>Total</b>	<b>100.00%</b>

More than half (50.2%) of respondents in 2022 indicate that they have been hit or nearly hit by a driver who was talking or texting on a cell phone, which is similar to the 2021 data collection.

What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?*	
Reply	2022
Very likely	21.6%
Somewhat likely	28.3%
Neither likely or unlikely	13.9%
Somewhat unlikely	16.4%
Very unlikely	19.9%

A combined 49.9% of respondents stated it to be "Very Likely" or "Somewhat Likely" to get a ticket, similar to previous waves. \*Adds to more than 100%.

In the past six months, do you recall hearing or seeing "Go Safely California"?	
Reply	2022
Yes	28.5%
No	71.5%
<b>Total</b>	<b>100.00%</b>

The recall of the safety campaign "Go Safely California" was 28.5% in 2022 with no significant differences between the California regions. Compared to 2021, the 6.9% drop in recall in 2022 is significant.

# 2022 STATEWIDE TRAFFIC SAFETY SURVEY

## In the past six months, do you recall hearing or seeing Don't Let Drunk, or 'High' Drive?

Reply	2022
Yes	44.5%
No	55.5%
<b>Total</b>	<b>100.00%</b>

The safety campaign "Don't Let Drunk, or 'High' Drive" was recalled by 44.5% of respondents, with a comparable distribution among the California regions. This campaign recall question was introduced in the 2022 data collection wave.

## In the past six months, do you recall hearing or seeing Slow the Fast Down?

Reply	2022
Yes	17.5%
No	82.5%
<b>Total</b>	<b>100.00%</b>

The "Slow the Fast Down" campaign was recalled by 17.5% of respondents, with a comparable distribution across regions and similar to the 2021 survey results.

## "Where did you See or Hear...?" respective campaign source?\*

Reply	Go Safely California	Slow the Fast Down	Don't Let Drunk or 'High' Drive
Roadside billboard	22.6%	24.9%	40.1%
TV	16.8%	11.5%	15.1%
Facebook	16.0%	18.9%	10.6%
Instagram	14.9%	15.5%	10.4%
Radio	11.9%	8.0%	8.8%
Twitter	8.9%	12.0%	6.8%
Web	8.5%	8.2%	7.8%
Other	0.5%	1.2%	0.4%

The most frequent response to the source of the recall of the three safety campaigns was "Roadside billboard."

\*Adds to more than 100%.

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

Reply	2022
Yes	7.2%
No	69.0%
I Don't Drink At All	23.8%
<b>Total</b>	<b>100.00%</b>

The number of respondents who reported this behavior decreased by 2.0% from the previous year while the number of respondents saying they do not drink at all decreased by only 0.6%.

## In the past 6 months, how often have you used alternate transportation when drinking with others or alone?

Reply	2022
Always	25.6%
Sometimes	17.7%
Rarely	13.3%
Never	43.4%
<b>Total</b>	<b>100.00%</b>

A total of 43.3% of survey respondents "Always" or "Sometimes" used alternate transportation when drinking with others or alone, compared to 35.6% of respondents in 2021. This increase of 7.7% in alternate transportation use between survey waves is significant.

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

Reply	2022
Yes	52.1%
No	47.9%
<b>Total</b>	<b>100.00%</b>

When asked whether they had seen or heard about police setting up sobriety/DUI checkpoints in the past six months, more than half of drivers surveyed (52.1%) stated that they had seen or heard about police setting up sobriety/DUI checkpoints in the past six months, similar to 2021 findings.

# 2022 STATEWIDE TRAFFIC SAFETY SURVEY

## Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs?

Reply	2022
Yes	89.9%
No	10.1%
<b>Total</b>	<b>100.00%</b>

Compared to 2021, there was a 1.4% increase in respondents who were aware that you can get a DUI for driving under the influence of legal or illegal drugs.

## In your opinion, what is the most important factor resulting in traffic injuries/fatalities?

Reply	2022
Driver Behavior	52.9%
Speeding Vehicles	26.4%
Lack of Enforcement	7.8%
Roadway Conditions	5.7%
Lack of sidewalks/bike lanes/crossing opportunities	3.5%
Lack of speed limit/road signages	3.3%
Other	0.4%
<b>Total</b>	<b>100.00%</b>

A second survey item added to the 2022 Traffic Safety Survey included a set of described factors for respondents to choose the most important factor resulting in traffic injuries/fatalities.

## How likely is it for someone to get arrested if they drive impaired?\*

Reply	2022
Very likely	37.2%
Somewhat likely	40.9%
Somewhat unlikely	16.9%
Very unlikely	4.9%

Overall, 78.1% of California drivers believed it to be "Very Likely" or "Somewhat Likely" to be arrested for driving impaired, similar to 2021 results.

\*Adds to less than 100%.

## Do you think marijuana can impair driving related functions, such as reaction time, distance perception, lane tracking, coordination and balance?

Reply	2022
Yes	76.3%
No	8.5%
It depends	15.2%
<b>Total</b>	<b>100.00%</b>

There were no significant changes compared to 2021.

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

Reply	2022
Very big problem	50.0%
Somewhat of a problem	37.8%
A small problem	10.7%
Not a problem at all	1.6%

Half of all respondents (50.0%) believe driving under the influence of drugs to be "A Very Big Problem," similar to the previous years' data.

\*Adds to more than 100%.

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

Reply	2022
Yes	33.3%
No	26.1%
It depends	40.6%
<b>Total</b>	<b>100.00%</b>

There was a 0.5% increase in the number of respondents who believe it is safe to drive 10 miles over the speed limit.



# 2022 STATEWIDE TRAFFIC SAFETY SURVEY

## Do you think it's safe to drive over the speed limit on residential streets?

Reply	2022
Yes	9.4%
No	73.9%
It depends	16.7%
<b>Total</b>	<b>100.00%</b>

The vast majority of surveyed drivers (73.9%) do not believe that it is safe to drive over the speed limit on residential streets, a significant 22.2% increase compared to 2021. This may partly be the result of item re-phrasing from previous survey waves which asked: "Do you think it's safe to drive five miles over the speed limit on residential streets?".

## What do you think the chances are of getting a ticket if you drive over the speed limit on residential streets?\*

Reply	2022
Very likely	23.6%
Somewhat likely	40.1%
Somewhat unlikely	24.4%
Very unlikely	12.0%

The comparison to the 2021 findings shows a significant 5.0% increase of drivers stating it to be "Very Unlikely" to get a ticket for driving over the speed limit on residential streets.

\*Adds to more than 100%.

## When driving, how comfortable are you with sharing the road with bicyclists when there IS a bike lane?\*

Reply	2022
Very Comfortable	29.8%
Somewhat Comfortable	35.4%
Somewhat Uncomfortable	22.4%
Very Uncomfortable	12.3%

65.3% of respondents were "Very Comfortable" or "Somewhat Comfortable" sharing the road with bicyclists when there is a bike lane, a significant 6.7% decrease from 2021.

\*Adds to less than 100%.

## Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?

Reply	2022
Yes	68.2%
No	31.8%
<b>Total</b>	<b>100.00%</b>

There were no significant differences in perceptions for this measure among regions.

## In what situation would you feel most comfortable sharing the road with bicyclists when driving?

Reply	2022
When there is a protected bike lane divider	56.4%
Where there is a bike lane with painted dividers	31.4%
Where there is no bike lane at all	5.0%
Other	0.7%
I don't feel comfortable sharing the road with bicyclists under any circumstance	6.5%
<b>Total</b>	<b>100.00%</b>

A new survey question added in 2022 asked specifically about the scenario in which respondents would be most comfortable sharing the road with bicyclists.

# 2022 STATEWIDE TRAFFIC SAFETY SURVEY

## Rate the importance of the following factors to increase safety for all road users\*

Statements	1-Not at all important	2	3	4	5-Very Important
Promote safe speeds and reduce driver speeds to reduce injury severity for all road users.	2.9%	4.2%	15.3%	26.8%	50.7%
Improve safe streets design to design roads that support all road users, including drivers, pedestrian, bicyclists and transit.	1.7%	3.6%	11.2%	26.5%	57.0%
Expand awareness of safe walking, biking, and rolling.	2.6%	4.4%	16.4%	28.0%	48.7%
Provide physical and emotional care to crash survivors and their families.	3.2%	6.3%	19.7%	24.5%	46.2%
Support communities to plan for safe streets and public areas.	2.3%	3.4%	16.3%	29.6%	48.3%

A survey item added to the 2022 data collection wave included the rating of factors which describe ways to increase safety for all road users, based on the Safe System Approach. A series of five statements were rated on a scale from one to five, with "1" being "Not at all Important" to "5" being "Very Important." Overall, almost half or more than half of the respondents rated the five factors as "Very Important,"

\*May not add to 100%.

## Think of the times you have been a pedestrian or bicyclist in the last six months. What safety problems did you experience, if any?\*

Reply	2022
Cars going too fast	21.7%
Cars not stopping	20.3%
Distracted drivers using cell phones	15.3%
Lots of traffic	10.3%
Lack of sidewalks or bike lanes	9.7%
Almost getting hit by a car or bike	26.8%
Bicyclists not stopping	23.3%
NONE OF THE ABOVE	13.9%
Have not been a pedestrian/bicyclist in the last 6 months	0.5%
All Other Responses Combined	1.8%

\*Adds to more than 100%.

## Think of the times you have been a driver around pedestrian and bicyclists in the last six months. What safety problems did you experience, if any?\*

Reply	2022
Pedestrians not using crosswalks	17.9%
Pedestrians stepping off curb without looking	15.4%
Bicyclists not stopping at stop signs or traffic lights	14.9%
Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)	12.8%
Bicyclists being in the road or blocking traffic	12.4%
Pedestrians/bicyclists not being visible enough	11.9%
Lack of sidewalks or clear cross walks	10.8%
NONE OF THE ABOVE	3.4%
All Other Responses Combined	0.4%

\*Adds to more than 100%.

California Annual Report 2022

# TRAFFIC ENFORCEMENT PROGRAM

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# TRAFFIC ENFORCEMENT PROGRAM

## CALIFORNIA'S TRAFFIC SAFETY ENFORCEMENT PLAN

The OTS invests in data-driven traffic enforcement to prevent crashes and save lives. Equitable traffic enforcement remains an important tool for improving road safety. The OTS encourages its law enforcement grantees to focus enforcement on targeted safety violations and risky driving behaviors in order to reduce crashes and improve road safety. Moving forward, OTS will continue to further encourage law enforcement grantees to ensure their data-driven enforcement programs foster effective community collaboration to increase public safety, use data to identify disparities in their traffic enforcement and to inform their agency policies, procedures, and activities.

During the FY 2022, California's Traffic Safety Enforcement Plan included many enforcement objectives conducted by the CHP and local agencies through statewide, regional, and local grants. Grant-funded enforcement activities targeted alcohol-impaired driving, drug-impaired driving, motorcycle safety, distracted driving, pedestrian and bicycle safety, occupant protection, and integrated traffic safety enforcement focusing on top primary crash factors (PCF).

As risky driving behavior increased, law enforcement agencies recognized the need for enforcement operations and continued to conduct these operations. Enforcement grantees conducted a total of 906 DUI/DL checkpoints, 4,118 DUI saturation patrols, and 117 repeat DUI offender warrant service operations (additional activities and details are listed in the Program Goals Results and Activities Section). Grantees also conducted 5,017 traffic enforcement operations, 859 motorcycle safety enforcement operations, 1,306 distracted driving enforcement operations, 1,042 pedestrian and bicycle enforcement operations, and 55 nighttime seat belt enforcement operations. In addition, the OTS maintained constant communication with its enforcement grantees, having reviewed over 1,000 press releases, conducted 76 grant performance reviews, and evaluated over 350 performance reports on a quarterly basis. The OTS's Law Enforcement Liaison (LEL) program expanded in FY 2022 to include five LEL's. The team participated in enforcement meetings, conducted outreach to various traffic safety partners, and developed a law enforcement agency review tool to be implemented in FY 2023.

Beyond enforcement activities, many of the grantees participated in the OTS funded training opportunities which included SFST, ARIDE, and DRE training. In FY 2022, 1,143 law enforcement personnel were trained in SFST, 793 law enforcement personnel were trained in ARIDE, and 208 law enforcement personnel were trained in DRE.

California Annual Report 2022

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

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# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## **MEDIA/MARKETING/PUBLIC RELATIONS**

The OTS conducted a variety of awareness and education campaigns throughout the grant year informing Californians on behavioral safety issues with the goal of encouraging safe driving practices so everyone reaches their destination safely. These outreach and public relations efforts support the OTS vision that everyone on California roads will go safely. All campaigns embrace the Safe System Approach, which acknowledges that humans make mistakes, but they do not need to result in tragic consequences, and recognizing roadway safety as a shared responsibility. The OTS highlighted grantee programs through targeted messaging, grassroots outreach, and media relations, with increased attention on communities most impacted by traffic injuries and fatalities. Behavioral safety messages were in alignment with Strategic Highway Safety Plan high-priority areas, including speed management, impaired driving, distracted driving, active transportation, young drivers, adult drivers, and work zones. Special emphasis was placed on hard-to-reach rural areas and populations that may not otherwise be aware of OTS programs. All community engagement and paid media programs established strong call-to-actions on behavioral safety with the intent on helping everyone on the road – drivers, bicyclists, and pedestrians – reach their destination safely.

## **RESULTS**

The OTS collaborated with Caltrans on a first-of-its-kind, multi-faceted statewide public relations and community outreach program. The OTS and Caltrans implemented a variety of new education campaigns, expanding paid media efforts to all corners of the state, including new ones, such as anti-speeding, work zone safety, and wrong-way driving. We continued to target key demographics through a variety of paid and earned media efforts, placing a special emphasis on the Central Valley and other rural areas of the state.

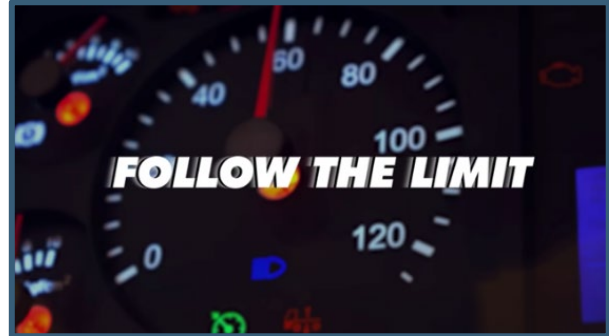
Targeted programs during the FY 2022 grant year included:

- “Slow the Fast Down” anti-speeding campaign refresh.
- New impaired driver education campaign.
- “Go Safely Game Plan” sports partnerships expansion.

## GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

### “SLOW THE FAST DOWN” ANTI-SPEEDING CAMPAIGN REFRESH

- Released a new anti-speeding education campaign that not only encourages drivers to follow the speed limit, but also recognizes the dangers of speeding, providing crucial context as it relates to the risk of speeding to pedestrians and other vulnerable road users. The July 2022 campaign ran during a two-week flight across digital channels including streaming services, YouTube and TikTok.
- The OTS campaign complemented NHTSA's "Speeding Wrecks Lives" campaign, the first national speed prevention campaign.



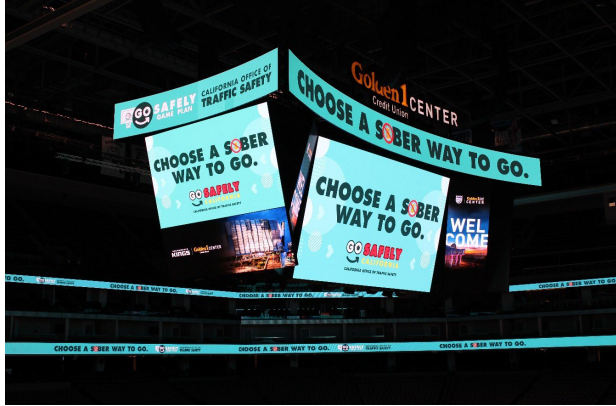
### NEW IMPAIRED DRIVING EDUCATION CAMPAIGN



- Released new "Don't Let Drunk/'High' Drive" impaired driving prevention campaign with Caltrans from December 2021 to New Year's 2022, which garnered approximately 184 million impressions and 37 million bonus impressions, valued at \$376,000. The joint campaign educated the public on safe ways to get home without driving.
- Additional paid social media campaigns and traffic reads encouraged the public to enjoy celebrations and holidays responsibly (e.g., Mardi Gras, St. Patrick's Day, 4/20, Cinco de Mayo, Graduations, 4<sup>th</sup> of July).

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## “GO SAFELY GAME PLAN” SPORTS PARTNERSHIPS EXPANSION



Expanded partnerships with Oakland Arena, Placerville Speedway, Sacramento Republic FC, Bally Sports, and the San Francisco 49ers with messages focused on reaching fans and concertgoers that encourage them to have a “game plan” for getting to and from event venues and watch parties safely.

- Continued partnership with the NBA’s Sacramento Kings to utilize commercial spots and messaging on in-venue signage visible during broadcasts and additional pre-game messages through the team mobile app, social media, and on the team’s website.
- Developed a series of anti-DUI social media public service announcements from Kings play-by-play announcer Mark Jones, as well as a “Make a Game Plan” campaign, which had more than 500,000 impressions.



## GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

The data in the Program Goals, Results, and Activities section only pertain to the results of grant funded activities. The data does not represent goals, results, and activities that were conducted in California in FY 2022 by non-grant funded agencies. All data is self-reported by sub-recipients and not verified by the OTS.

### ALCOHOL-IMPAIRED DRIVING

**GOAL:** Reduce the number of persons killed in alcohol-involved crashes by September 30, 2022.

**RESULT:** Persons killed in alcohol-involved crashes decreased 2.07 percent from 434 to 425.

**GOAL:** Reduce the number of persons injured in alcohol-involved crashes by September 30, 2022.

**RESULT:** Persons injured in alcohol-involved crashes increased by 8.19 percent from 11,650 to 12,604.

**GOAL:** Reduce hit-and-run fatal crashes by September 30, 2022.

**RESULT:** Hit-and-run fatal crashes increased 9.24 percent from 303 to 331.

**GOAL:** Reduce hit-and-run injury crashes by September 30, 2022.

**RESULT:** Hit-and-run injury crashes decreased 14.21 percent from 17,064 to 14,639.

**GOAL:** Reduce nighttime (2100 - 0259 hours) fatal crashes by September 30, 2022.

**RESULT:** Nighttime fatal crashes remained the same at 618.

**GOAL:** Reduce nighttime (2100 - 0259 hours) injury crashes by September 30, 2022.

**RESULT:** Nighttime injury crashes increased 1.47 percent from 14,731 to 14,947.

## GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

### ALCOHOL-IMPAIRED DRIVING (CONTINUED)

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

DUI ENFORCEMENT ACTIVITY	TOTAL
<b>DUI/Driver's License Checkpoints</b>	<b>909</b>
Vehicles Through Checkpoints	920,571
Drivers Contacted at Checkpoints	498,956
Field Sobriety Tests Administered	5,837
DUI Arrests (Alcohol Only)	1,453
DUI Drug Arrests (Drug Only)	313
DUI Arrests (Alcohol/Drug Combination)	78
Drug Arrests (Possession, Transportation, Sales)	89
Criminal Arrests (Felony in Custody)	246
Suspended/Revoked Driver's Licenses	2,704
<b>DUI Saturation Patrol Operations</b>	<b>4,117</b>
Vehicle Stops or Contacts	58,376
Field Sobriety Tests Administered	15,086
DUI Arrests (Alcohol Only)	3,473
DUI Drug Arrests (Drug Only)	445
DUI Arrests (Alcohol/Drug Combination)	195
Drug Arrests (Possession, Transportation, Sales)	288
Criminal Arrests (Felony in Custody)	802
Recovered Stolen vehicles	130
Suspended/Revoked Driver's Licenses	1,823
<b>Warrant Service Operations</b>	<b>176</b>
Warrant Service Attempts	1,025
Warrants Served (Citations/Arrests)	219
<b>Court Sting Operations</b>	<b>4</b>
Citations/Arrests from Court Sting Operation(s)	14
<b>Personnel Trained in SFST</b>	<b>2,533</b>



# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## ALCOHOL-IMPAIRED DRIVING (CONTINUED)

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	8,813
Attempted Field Contacts (all "door knocks" whether successful or not)	10,368
Announced Field Contacts Made	182
Unannounced Field Contacts Made Without Search	1,317
Unannounced Field Contacts Made with Search	7,857
Office Contacts Made with DUI Probationers	15,343
Alcohol Tests (persons tested)	15,863
Positive Reports From Alcohol Monitoring Devices	178
Warrant Service Operations	56

## DISTRACTED DRIVING

**GOAL:** Reduce fatal crashes involving drivers using handheld cell phones by September 30, 2022.

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

**GOAL:** Reduce injury crashes involving drivers using handheld cell phones by September 30, 2022.

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

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## DRUG-IMPAIRED DRIVING

**GOAL:** Reduce the number of persons killed in drug-involved crashes by September 30, 2022.

**RESULT:** Persons killed in drug-involved crashes decreased 5.06 percent from 79 to 75.

**GOAL:** Provide increased training to law enforcement to identify drug-impaired drivers by September 30, 2022.

**RESULT:** A total of 1,869 law enforcement personnel were trained in ARIDE and 535 law enforcement personnel were trained in DRE.

SUPPORTING ACTIVITY	TOTAL
Personnel trained in ARIDE	1,869
Personnel trained in DRE	535



# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## EMERGENCY MEDICAL SERVICES\*

**GOAL:** Decrease the average extrication time, from the time of arrival at the crash site to transport.

**RESULT:** Average extrication time from the time of arrival at the crash site to transport decreased by an average of 5 minutes, 54 seconds from 16 minutes, 26 seconds to 10 minutes, 32 seconds in 2022.

## MOTORCYCLE SAFETY

**GOAL:** Reduce motorcyclist fatalities and injuries and motorcyclist-involved crashes through increased enforcement, education, and public awareness campaigns by September 30, 2022.

**RESULT:** Motorcyclists killed and injured increased 4.19 percent from 4,564 to 4,755.

## OCCUPANT PROTECTION

**GOAL:** Increase seat belt compliance by September 30, 2022.

**RESULT:** Seat belt compliance decreased 1.85 percentage points from 97.15 percent in 2021 to 95.30 percent in 2022.

**GOAL:** Increase child safety seat usage by September 30, 2022.

**RESULT:** Child safety seat usage decreased 1.30 percentage points from 93.90 percent in 2021 to 92.60 percent in 2022.

**GOAL:** Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2022.

**RESULT:** Vehicle occupants killed and injured under the age of eight decreased 66.67 percent from 57 to 19.

SUPPORTING ACTIVITY	TOTAL
NHTSA CPS Technician Certification Courses	19
NHTSA Certified Technicians Trained	211
NHTSA Certified Instructors Trained	17
NHTSA CPS Technician Renewal Courses	6
Expired CPS Technicians Renewed	40
NHTSA CPS Technician CEU Courses	7
Current CPS Technicians Certified	189
Child Safety Seat Checkups	2,559
Pre-Owned Child Safety Seats Properly Fit	5,089
New Child Passenger Safety Seats Distributed to People in Need	4,068

\*Target and results have been modified with this report.

## GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

### PEDESTRIAN AND BICYCLE SAFETY

**GOAL:** Reduce the number of pedestrians killed by September 30, 2022.

**RESULT:** Pedestrians killed increased 12.80 percent from 867 to 978.

**GOAL:** Reduce the number of pedestrians injured by September 30, 2022.

**RESULT:** Pedestrians injured increased 15.64 percent from 11,555 to 13,362.

**GOAL:** Reduce the number of pedestrians killed under the age of 15 by September 30, 2022.

**RESULT:** Pedestrians killed under the age of 15 increased 50.00 percent from 6 to 9.

**GOAL:** Reduce the number of pedestrians injured under the age of 15 by September 30, 2022.

**RESULT:** Pedestrians injured under the age of 15 increased 73.83 percent from 149 to 259.

**GOAL:** Reduce the number of pedestrians killed over the age of 65 by September 30, 2022.

**RESULT:** Pedestrians killed over the age of 65 increased 29.63 percent from 27 to 35.

**GOAL:** Reduce the number of pedestrians injured over the age of 65 by September 30, 2022.

**RESULT:** Pedestrians injured over the age of 65 increased 72.22 percent from 198 to 341.

## GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

### PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)

**GOAL:** Reduce the number of bicyclists killed by September 30, 2022.

**RESULT:** Bicyclists killed decreased 2.73 percent from 183 to 178.

**GOAL:** Reduce the number of bicyclists injured by September 30, 2022.

**RESULT:** Bicyclists injured increased 12.62 percent from 7,359 to 8,288.

**GOAL:** Reduce the number of bicyclists killed under the age of 15 by September 30, 2022.

**RESULT:** Bicyclists killed under the age of 15 remained the same at 1.

**GOAL:** Reduce the number of bicyclists injured under the age of 15 by September 30, 2022.

**RESULT:** Bicyclists injured under the age of 15 increased 101.15 percent from 87 to 175.

**GOAL:** Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2022.

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

PUBLIC EDUCATION ACTIVITY	TOTAL
<b>Traffic Safety Fairs, Community Events, and/or Presentations</b>	<b>863</b>
People Impacted	174,984
<b>Pedestrian and/or Bicycle Safety Classroom Presentations</b>	<b>665</b>
Students Impacted	48,363
<b>Bicycle Rodeos</b>	<b>212</b>
People Impacted	12,747
<b>Bicycle Helmets Distributed</b>	<b>19,156</b>
<b>Bicycle Helmet Inspections</b>	<b>224</b>



## GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

### POLICE TRAFFIC SERVICES

**GOAL:** Reduce the number of persons killed in traffic crashes by September 30, 2022.

**RESULT:** Persons killed in traffic crashes increased 4.70 percent from 1,851 to 1,938.

**GOAL:** Reduce the number of persons injured in traffic crashes by September 30, 2022.

**RESULT:** Persons injured in traffic crashes decreased 0.12 percent from 113,356 to 113,226.

LAW ENFORCEMENT ACTIVITY	TOTAL
<b>Traffic Enforcement Operations</b>	<b>4,078</b>
Vehicle Stops or Contacts	81,232
Citations Issued	69,795
<b>Distracted Driving Enforcement Operations</b>	<b>1,217</b>
Vehicle Stops or Contacts	26,598
Hand-Held Cell Phone Citations Issued	6,389
Texting Citations Issued	8,993
Individuals Under the Age of 18 That Received a Citation	67
<b>Motorcycle Safety Enforcement Operations</b>	<b>659</b>
Motorcycle Stops	1,139
Motorcycle Citations	817
Vehicle Stops	11,606
Vehicle Citations	8,386
Field Sobriety Tests Administered to Motorcyclists	24
Field Sobriety Tests Administered to Other Drivers	75
DUI Arrests of Motorcyclists (Alcohol Only)	3
DUI Arrests of Other Drivers (Alcohol Only)	26
DUI Drug Arrests of Motorcyclists (Drug Only)	1
DUI Drug Arrests of Other Drivers (Drug Only)	5
DUI Arrests of Motorcyclists (Alcohol/Drug Combination)	0
DUI Arrests of Other Drivers (Alcohol/Drug Combination)	1
Drug Arrests (Possession, Transportation, Sales)	14
Criminal Arrests (Felony in Custody)	46
Suspended/Revoked Driver's Licenses	169
Motorcycle License Endorsement Violations [CVC 12500(b)]	146
Recovered Stolen Motorcycles	13
Recovered Stolen vehicles	11

## GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

### POLICE TRAFFIC SERVICES (CONTINUED)

<b>Nighttime (1800-0259) Click It or Ticket Enforcement Operations</b>	<b>54</b>
Vehicle Stops or Contacts	3,741
Seatbelt Citations Issued	371
Child Safety Seat Citations Issued	2
<b>Pedestrian and/or Bicycle Enforcement Operations</b>	<b>1,068</b>
Bicycle Stops	3,503
Bicycle Citations Issued	2,170
Pedestrian Stops	3,930
Pedestrian Citations Issued	2,640
Vehicle Stops	18,884
Vehicle Citations Issued	15,320
<b>Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed</b>	<b>364</b>
Vehicle Stops	8,207
Citations Issued	7,303

## GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

### TRAFFIC RECORDS/ROADWAY SAFETY

**GOAL:** Continue work on incorporating the recommendations from the June 2021 Traffic Records Assessment, sponsored Peer-to-Peer conference, and Crash Data Improvement Plan evaluation into the SHSP and traffic records programs.

**RESULT:** The OTS funded traffic records grants through various local agencies and crash medical outcomes with CDPH. Additionally, the OTS funded traffic records improvement grants with law enforcement grants throughout the state.

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

**RESULT:** Funding automated crash and citation programs with analytical capabilities as well as electronic reporting to the state records database remains a priority with the OTS. In 2022, OTS awarded over \$1.2 million to fund agencies at the city and county level to purchase traffic records systems.

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

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

**GOAL:** Continue to provide funding to use and improve the linkage methodologies of linked crash-medical data and make it available for further analysis as well as encourage efforts for a records integration effort and expand the collaborative relationship with the DMV.

**RESULT:** Crash Medical Outcomes Data developed a successful process to deterministically link crash and medical data with data from DMV as well as several data briefs were created using a variety of data sources due to continued collaborative work with traffic safety partners.

## GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

### TRAFFIC RECORDS/ROADWAY SAFETY (CONTINUED)

**GOAL:** Provide funding and support to California local and state agencies to respond to federal mandates regarding logging crash location information and performing safety analysis for all California public roadways.

**RESULT:** Efforts by the OTS to encourage agencies to embrace electronic reporting and electronic submission of data to the state report repository continue. As of September 30, 2022, a total of 54,751 reports have been submitted electronically to SWITRS.

**GOAL:** Continue to provide funding for the development of web-based tools to analyze data related to fatal and injury traffic crashes and conduct outreach and educational programs and activities with professional and community stakeholders to increase knowledge and awareness of traffic fatal and injury incidents.

**RESULT:** SafeTREC developed and released a new analysis tool called DUID/DUID Crash Summary and Map tool. The tool used historical statewide DUI/DUID crashes from 1997 to generate charts, maps, and tables by user-selected options of impairment type, the level of injury severity, and year. The tool also allowed users to generate self-selected counties and/or cities. About 48,000 crash queries were produced and provided to users from the SWITRS Query & Map and the SWITRS GIS Map tools.

## GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

### TRAFFIC SAFETY EDUCATION

The OTS grant programs conducted traffic safety educational presentations to school youth, college students, and community members on various traffic safety topics.

TRAFFIC SAFETY PRESENTATIONS	TOTAL
<b>Bicycle Safety</b>	109
<b>People Impacted</b>	13,994
<b>Child Passenger Safety</b>	18
<b>People Impacted</b>	1,109
<b>Distracted Driving</b>	15
<b>People Impacted</b>	2,440
<b>Impaired Driving</b>	59
<b>People Impacted</b>	10,318
<b>Motorcycle Safety</b>	8
<b>People Impacted</b>	1,065
<b>Occupant Protection</b>	1
<b>People Impacted</b>	10
<b>Pedestrian Safety</b>	110
<b>People Impacted</b>	8,101
<b>Senior Driver</b>	10
<b>People Impacted</b>	280
<b>Teen Driver</b>	36
<b>People Impacted</b>	2,598

SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
<b>Every 15 Minutes</b>	44
<b>People Impacted</b>	30,018
<b>Sober Graduation</b>	78
<b>People Impacted</b>	24,824
<b>Speeding</b>	1,095
<b>People Impacted</b>	919,915
<b>Start Smart</b>	924
<b>People Impacted</b>	69,263



# PROGRAM AREA HIGHLIGHTS





# 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 mobilizations, law enforcement conducted DUI checkpoints, DUI saturation patrols, and DUI warrant/probation operations for those who failed to comply with court orders and identified as habitual offenders. High visibility enforcement was impacted by the COVID-19 pandemic and wildfires in which law enforcement agencies were unable to conduct as many enforcement operations as were planned. Law enforcement agencies also conducted 'DUI Doesn't Just Mean Booze' media efforts and DUI enforcement during Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, Halloween, and other local events with identified DUI problems. Local and regional media efforts were coordinated focusing on the awareness of impaired driving and the effects of illicit drug use and prescription medication when combined with alcohol, the tragedy caused by one's choice to drive impaired, and the importance of designating sober drivers.



## **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 FY 2022, grants to 14 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Marin, Placer,

# PROGRAM AREA HIGHLIGHTS

Sacramento, San Bernardino, San Diego, San Joaquin, Santa Barbara, Solano, and Tulare) facilitated the supervision of these high-risk DUI probationers. Probationers were required to complete alcohol education programs, keep regularly scheduled office appointments, and were subjected to random after-hours home searches that included alcohol testing. Intensive supervision compels the vast majority to adhere to their terms of probation; however, when probationers failed to comply, they were held accountable. Due to the COVID-19 pandemic, Probation Departments maintained the number of DUI Probationers that were intensively supervised, however, the activities to conduct that supervision were impacted. Some of these impacts resulted in incorporating social distancing guidelines into in-person monitoring, pivoting in-person monitoring to virtual monitoring, and reducing probation compliance checks.

## EDUCATION AND TEEN ALCOHOL ENFORCEMENT PROGRAM

### *California Department of Alcoholic Beverage Control (ABC)*

The ABC was successful in the areas of education and enforcement of underage drinking, as well as education and training for licensed businesses and their employees. Department Agents visited more than 2,263 ABC licensed businesses in California for the purpose of conducting Minor Decoy operations, in addition to conducting 97 Shoulder-Tap operations, 91 Fake ID operations, 2,513 IMPACT inspections, and worked overtime during holidays and holiday weekends throughout the year enforcing underage drinking.

The Target Responsibility For Alcohol Connected Emergencies (TRACE) Unit successfully completed over 400 trainings to state and local law

enforcement agencies on the TRACE protocol wherein first responders to alcohol-related emergencies immediately notify the ABC when an incident involves a person under 21 and an alcoholic beverage that results in great bodily injury or death or anyone charged with vehicular manslaughter that was under the influence of alcohol regardless of their age.



# PROGRAM AREA HIGHLIGHTS

The ABC provided Licensee Education on Alcohol and Drugs (LEAD) training online and in-person to Off-Sale licensed businesses. 12,828 people took advantage of the free and voluntary prevention education training program.

The ABC also awarded grants of up to \$50,000 each to 20 local law enforcement agencies throughout the state. Each grantee was authorized to conduct the Minor Decoy, to reduce the number of licensees who sell alcohol to minors and reduce youth access to alcohol, and Shoulder-Tap programs, to detour “shoulder tap” method of getting alcohol by standing outside of a liquor store, market or gas station and asking adults to buy them alcohol. Additionally, businesses continued to be educated through the Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT) operations, using a community-oriented policing approach of involving local merchants in deterring crime.



## **DUI AWARENESS PROGRAM – MOTHERS AGAINST DRUNK DRIVING (MADD)**

### ***California Department of Alcoholic Beverage Control***

MADD California collaborated with educators, parents, law enforcement, and youth-serving organizations throughout the state to inform communities about the dangers and consequences of underage drinking and impaired driving. MADD staff, victim volunteers, and teen influencers created 54 presentations targeting parents throughout the state, reaching 229,997 participants and 243 presentations targeting students, reaching 21,540. MADD also created 10 underage drinking and prevention related videos for YouTube. Additionally, MADD staff and volunteers participated in 50 DUI checkpoints throughout the state offering service and education. Throughout the programs, presentations, and activities, MADD distributed over 438,000 pieces of educational material on education and prevention. These programs demonstrated MADD’s ability to engage youth in prevention and traffic safety efforts, and the importance of supporting youth-led activities to spread a life-saving message.





# PROGRAM AREA HIGHLIGHTS

## DISTRACTED DRIVING

### TEEN DISTRACTED DRIVING (TDD) PROGRAM

#### California Highway Patrol (CHP)

In 2010, the CHP developed the Teen Distracted Drivers (TDD) Grant whose efforts focused on distracted driving among teens, provided enhanced enforcement and broad public awareness, educational, and social media campaigns. The CHP recognized the importance in community traffic safety, distracted driving education and prevention programs, and the value in responding to the number one cause of serious injury and fatalities for teens is car crashes. The TDD contracted with a teen traffic safety education group.



This program continues to grow and is partnered with Impact Teen Drivers (ITD). Reckless and distracted driving education and prevention is at the core of the long-lasting CHP-ITD partnership. The CHP and ITD work together to make California roadways safer for teens and all those they share the road with.

As California has reopened following the height of the pandemic, the continued effort to offer programs and training has allowed CHP and ITD to meet the needs of communities and maintain access to lifesaving traffic safety education for Californians. The ITD program is an attitude and behavior change program grounded in the Theory of Planned Behavior. The ITD program offered its evidenced-based education simultaneously in both in-person and virtual formats.



A total of 169 community outreach events were held by CHP and ITD, impacting 38,414 people. Additionally, 227 school presentations were held by CHP personnel, impacting 10,111 people. Providing programs to schools with students from low-income households and other populations who are historically underserved continued to be a priority. In addition to serving Title 1 schools or communities historically underserved, ITD offered programming to youth probation programs, and made a concerted effort to foster relationships with Family Resource Centers and Family Strengthening Organizations. Analysis of participant surveys continues to show that ITD programs are effective at changing attitudes and behaviors behind the wheel.



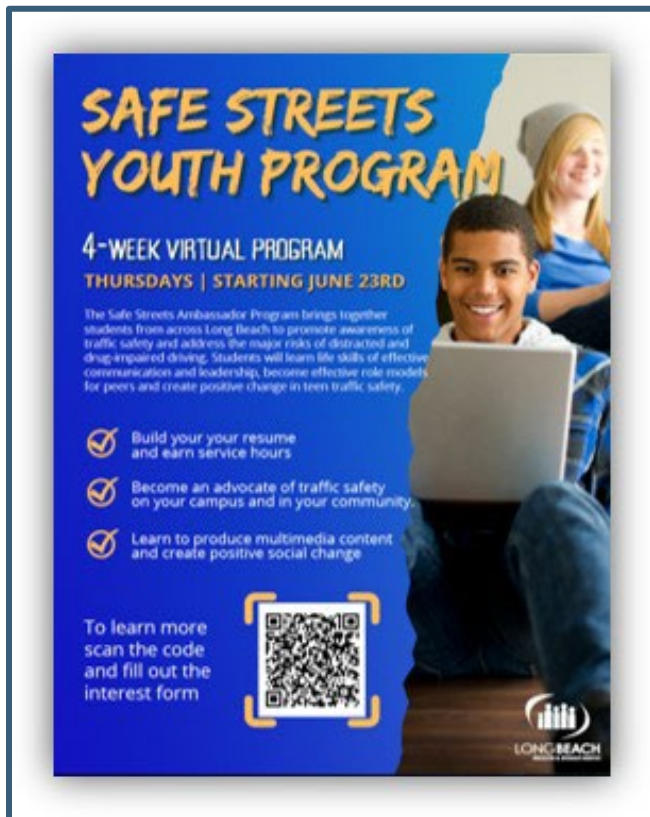
# PROGRAM AREA HIGHLIGHTS

## **GREENLIGHT LONG BEACH DISTRACTED DRIVING PREVENTION PROGRAM Long Beach** **Department of Health & Human Services**

The focus and framing of Greenlight's Distracted Driving Prevention Program emphasizes youth and young adult education, implements data-driven interventions, and a combination of strategies to effectively address the inequities of underserved populations in Long Beach to reduce the incidence of death and injury caused by distracted driving.



Greenlight's program introduced innovative strategies focused on current and future drivers. The team hosted a total of 18 Distracted Driving education workshops reaching 480 community members through youth-centered, parent, and older adult-focused programs.



In addition to engaging workshops, Greenlight launched the Safe Streets Youth Ambassador Program where 16 students from across 8 Long Beach high schools participated in a comprehensive 4-week program to learn the risks of distracted driving, how to use their voice to spread safety messages, and how to successfully develop distracted driving PSAs for their peers.

Additionally, the team hosted its 3rd annual Safe Streets Awareness week in collaboration with other OTS funded projects where they mobilized community organizations to activate safe streets pop-ups throughout the city. Educational resource kits consisting of distracted driving, Go Safely, and other traffic safety resources were distributed to

600 community members across the City. The team reached an additional 6,800 people through 14 community outreach events.

# PROGRAM AREA HIGHLIGHTS

Greenlight also strengthened local data collection with its extensive distracted driving observations and community surveys. Greenlight recruited community members, student interns, and interdepartmental staff to conduct distracted driving observations in spring and fall at intersections across Long Beach. In conjunction, two independent surveys collected responses from adults and youth to measure self-reported driver behaviors and perceptions related to distracted driving.

## **DRUG IMPAIRED-DRIVING**

### **ALCOHOL AND DRUG-IMPAIRED DRIVER VERTICAL PROSECUTION PROGRAM**

The OTS funded 17 grants that focused on the prosecution of DUI offenders where each case was handled by a specially trained, dedicated prosecutor from start to finish. Judges and the defense bar recognized the expertise of these dedicated attorneys, resulting in sentences better suited to DUI offenses, thus reducing repeat offenders. Grant-funded prosecutors shared their knowledge and experience with law enforcement personnel and toxicologists, improving the results across all alcohol and drug-impaired driving cases. Grantees commonly reported they benefited from streamlined communication between arresting officers and the attorneys handling the cases. Officers learned they have a single point-person for alcohol and drug-impaired driving cases in the event of unique circumstances. Attorneys identified deficiencies in investigations or reports and communicated their needs to law enforcement. The communication and relationships were bolstered by the attorneys' participation in DUI saturation patrol ride-a-longs and attendance at DUI checkpoints. These specialized prosecutors experienced an improved prosecution rate, aided in part by better communication with law enforcement. Due to the COVID-19 pandemic, the Vertical Prosecution Units continued to prosecute cases, either in-person or remotely, depending on the County Court. The quarterly roundtable meetings that are hosted by the Vertical Prosecutors continued to be held virtually, in-person, or a combination of both.

### **CALIFORNIA TRAFFIC SAFETY RESOURCE PROSECUTOR TRAINING NETWORK**

#### ***Orange County District Attorney's Office***

Over the past year, the Orange County District Attorney's Office (OCDA) continued to excel in its partnership with the OTS to develop multiple subject matter experts throughout the state. OCDA's California Traffic Safety Resource Prosecutor Training Network (CA TSRP) once again played a pivotal role in accomplishing this objective by providing innovative training events to over 400 attendees



# PROGRAM AREA HIGHLIGHTS

which included law enforcement, prosecutors, and forensic scientists across California. In addition, CA TSRP hosted multiple regional roundtables and participated as instructors at nearly all CHP's SFST, ARIDE, and DRE certification classes throughout the year. The OCDA's CA TSRP trainers' creative approach and use of technology to enhance audience interaction and engagement in a virtual environment also received high remarks from attendees. The CA TSRP also disseminated multiple impaired driving related training videos to personnel throughout the state, while providing constant updates on important legal, news, or scientific matters on impaired driving by distributing information through CA TSRP impaired driving network which has now grown to include over 1000 members. The CA TSRP trainers also administered a four-day P.O.S.T. certified training event designed to address the deficit amongst law enforcement officers focusing specifically on impaired driving investigations and courtroom testimony. The success of this training led to the CA TSRP planning an expansion of this program in the future. The CA TSRP continues to be recognized as training experts across the state by our colleagues in impaired driving cases and looks forward to continuing to advance the goals of holding impaired drivers accountable.

## **DRUG RECOGNITION EVALUATOR (DRE) PROGRAM**

### ***California Highway Patrol***

The CHP Impaired Driving Section (IDS) continued their statewide DRE program, training law enforcement officers and other appropriate stakeholders and community members regarding drug recognition and impairment. Training programs included: 8 Drug Impairment Training for Educational Professionals courses, with 159 educational professionals trained; 76 Advanced Roadside Impaired Driving Enforcement classes, with 1,077 law enforcement personnel trained; 84 Standardized Field Sobriety Testing classes, with 1,370 law enforcement personnel certified; 21 Drug Recognition Evaluator classes, with 327 law enforcement personnel certified; and 37 DRE Recertification courses, with 363 DREs recertified. In addition, IDS participated in 5 Real DUI Court in Schools presentations, reaching students from high schools in 5 different school districts.

# PROGRAM AREA HIGHLIGHTS

## DRIVING SAFE IN SHASTA

### *Shasta County Health and Human Services Agency – Public Health*

Shasta County Health and Human Services Agency-Public Health implemented Driving Safe in Shasta, a grant focused on reducing drunk and drugged driving, as well as distracted driving, in Shasta County. The agency conducted DUI prevention campaigns at 20 bars; developed 20 traffic safety videos; partnered with eight cannabis retailers on DUID prevention; conducted designated driver and safe rides campaigns at two colleges; partnered with three driving schools on DUI prevention and Graduated Driver Licensing education; conducted traffic safety campaigns at 11 high schools, two teen centers, three driving schools, and two DMV offices during National Teen Driver Safety Week (NTDSW), National Impaired Driving Prevention Month (NIDPM), National Distracted Driving Awareness Month (NDDAM), and Global Youth Traffic Safety Month (GYTSM); and conducted traffic safety events at nine high schools during NTDSW, NIDPM, NDDAM, and GYTSM.



## EMERGENCY MEDICAL SERVICES

### REGIONAL COLLISION RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

#### *Tehama County Fire Department*

The Tehama County Fire Department partnered with the OTS for an extrication grant. The grant provided up to date vehicle extrication equipment at four of our rural stations. This new equipment reduced patient extrication times leading to quicker advanced hospital care. The golden hour is crucial, every second counts when dealing with trauma patients. The new extrication equipment allowed us to move much quicker with little to no setup. The tools are also almost silent which allows us to communicate to each other and to the patient, much more efficiently.



# PROGRAM AREA HIGHLIGHTS

Four combination cutting and spreading vehicle extrication tools were distributed specifically to reduce patient extrication time in the rural areas of Tehama County. Before the new tools, patients involved in traffic crashes with entrapment had delayed hospital care until emergency equipment with extrication tools arrived at the incident. In some cases, this was the difference between life and death. These tools have already had a huge impact on the community of Tehama County with extrication times reduced by half on several occasions. These combination tools will continue to provide the citizens of our community with a high level of care for years to come.



## MOTORCYCLE SAFETY

### MOTORCYCLE SAFETY PROGRAM

#### *Anaheim Police Department*

The Anaheim Police Department continued to promote motorcycle safety on the roadways. With the assistance of the OTS, the Anaheim Police Department developed a motorcycle safety riding instructional course designed to directly impact the number of fatal and serious injury motorcycle related traffic crashes occurring in the city. During FY 2022, the Traffic Section trained a total of 73 civilian motorcycle riders and 26 Law Enforcement Officers. The civilian motorcycle course and the Coppers and Cycles courses covered proper techniques for picking up downed motorcycles, multiple skill building riding



patterns, safe riding practices, and apparel education. Students were challenge at the end of each day to demonstrate what they learned. The courses were promoted heavily on social media and received positive feedback from riders completing the course. Motorcycle education and enforcement efforts regarding motorcycle safety were conducted throughout the year.



# PROGRAM AREA HIGHLIGHTS

## RIDE TO LIVE MOTORCYCLE EDUCATION

### *Coronado Police Department*

The Coronado Police Department identified motorcycle traffic collisions as a large contributor to traffic congestion on an island with limited access routes. The Coronado PD implemented the Ride to Live program and hosted motorcycle safety classes for the public, teaching the same skills and techniques presented in police motor officer academies. The class was expanded to include military outreach and coordination with the US Navy allowed active-duty service members to present their certificate of completion to satisfy the Navy's motorcycle training requirements. In 2022, Coronado Police Department conducted 8 trainings with 150 riders trained.



# PROGRAM AREA HIGHLIGHTS

## **GET EDUCATED AND RIDE SAFE (GEARS IV) MOTORCYCLE SAFETY GRANT**

### ***California Highway Patrol***

The CHP continues to proactively promote the safety of motorcyclists on California roadways. With the help of the OTS, the GEARS IV grant partnered with 360 Motorcycle Solutions to train CHP officers to improve their knowledge of motorcycle safety. CHP officers received specialized training on motorcycle laws, motorcycle DUI awareness, motorcycle helmets, and safety tips for motorcyclists and motorists. Through this specialized training, the GEARS IV grant was able to provide 133 motorcycle and road-sharing safety presentations and educate 28,020 people. In addition to raising motorcycle safety awareness, the CHP participated in the NHTSA Summer Mobilization and "May is Motorcycle Awareness Month." Educational and enforcement operations were held during the campaigns for motorcyclists on California roadways. The CHP strives to continue raising motorcycle safety awareness to keep motorcyclists, motorists, and roadways safe.

## **OCCUPANT PROTECTION**

### **VEHICLE OCCUPANT SAFETY PROGRAM**

#### ***California Department of Public Health***

The California Department of Public Health's (CDPH) Vehicle Occupant Safety Program (VOSP) coordinated CPS efforts across California through partnerships that linked state and local policy, enforcement, and educational efforts to enhance effectiveness of local program implementation and CPS services. With the alternatives found during the COVID-19 pandemic, CPS Instructors offered various CPS trainings including on-line components while more and more were offered in-person. CPS Instructors continued to modify and adapt their courses to meet the ongoing challenges to serve the public. The California CPS training community did lose 1,000 CPS Technicians from the pandemic from over 2,500 down to 1,477, but California is on the upswing with 1,790 technicians. VOSP was able to maintain the statewide CPS Technician Training System that trained and recertified many California CPS Technicians and Instructors, including: 24 CPS certification trainings, yielding 258 new technicians; 9 CPS recertification trainings, yielding 64



# PROGRAM AREA HIGHLIGHTS

recertified technicians; and supporting 45 Instructors of which 33 received teaching hours for their Instructor recertification. The pandemic is still yielding innovative programming with the national certifying body now offering a hybrid Technician Training that California CPS Instructors are eager to implement. We anticipate this to be a helpful tool in reaching both rural areas and English as a second language communities to build statewide technician capacities. California is back up to 140 instructors, from the low of 135.

VOSP kept the CPS community up to date on events and issues related to services in the development and distribution of the VOSP quarterly e-Newsletter, which was sent to the over 250 CPS organizations/advocates in the California CPS network including all 61 health departments and local Safe Kids Coalitions and Chapters. VOSP provided the remaining 8,000 CPS parent brochures "California Laws - How to Keep Your Child Safe in the Car", offering uniform understanding of the CPS laws and best practices and qualifies for licensed childcare facilities requirements to post CPS laws. This brochure continues to be available through VOSP and is available in English as well as Spanish and includes information on California's "Kaitlyn's law", which designates that it is illegal to leave a child 6 years and under alone in a vehicle while the keys are in the ignition, or the vehicle is running. With supplemental funding from California Department of Public Health, VOSP has updated these brochures as well as the booster seat scrolls (Stand Up Sofia/Alejandro (English/Spanish) with the nationally accepted 5 Step Test as best practice to evaluate children when to graduate from booster seats to the vehicle seat belt alone. The 5-Step Test promotion is part of the California Strategic Highway Safety Plan, and these materials are made available throughout California.

## **CALIFORNIA RESTRAINT SAFETY EDUCATION AND TRAINING (CARSEAT) V**

### ***California Highway Patrol***



In 1999, a partnership was established between the CHP and the OTS to begin the Child Passenger Safety Program. The program was specifically designed to educate parents/guardians about the importance of using passenger restraints, including child passenger safety seats to reduce injuries and deaths of children 16 and under. Components of the program include training for CHP personnel and allied agency partners to become certified Child Passenger Safety Technicians, who put their knowledge to work



# PROGRAM AREA HIGHLIGHTS

by conducting child safety seat checks, allowing parents and caregivers to receive hands-on assistance for proper use of child restraint systems and safety belts. The grant also provides replacement car seats and booster seats for people in need. During the Federal Fiscal Year 2022, 145 check-up events were held, CPS technicians conducted 4,612 inspections, and 55 educational classes were held for preschools and day care centers, affecting 1,972 people. The CHP was able to purchase and distribute 730 convertible car seats and 320 belt positioning booster seats for a total of 1,050 car seats to people in need during the check-up events and inspections throughout the grant year. Additionally, CHP personnel conducted 7 certification and 3 renewal courses which resulted in 113 CPS technicians trained, 39 recertified, and 38 technicians renewed their certification.

## CHILD PASSENGER SAFETY PROGRAM

### *Butte County Public Health*

Butte County Public Health's (BCPH) Car Seat Safety Program conducted or assisted in 4 National Child Passenger Safety Technician (CPST) certification courses, 2 renewal courses, and 9 check-up events. Trainings and check-ups took place in and outside of Butte County, allowing program staff to support neighboring counties with their car seat safety efforts.

In May of 2022, one CPST instructor travelled to Weaverville to support Trinity County Public Health with a car seat check-up event. It was the first event since COVID and an instructor was needed to sign off technician installations. The event was well attended and provided both parties with an opportunity to learn from each other. Similarly, BCPH staff have attended and supported trainings and check-ups in Willows. In total, check-ups resulted in the distribution of over 40 program seats.



# PROGRAM AREA HIGHLIGHTS

With increased trainings and events, BCPH staff found a dire need for a trailer large enough to tow training seats, equipment, and to also serve as advertisement for the program. This grant allowed the program to purchase a 6x12 trailer and get it professionally decaled. Butte County technicians have experienced an increase in phone calls and attendance in parent and caregiver car seat classes. The addition of the trailer allows program staff to continue raising awareness of car seat safety and to travel outside of the county to support partner organizations.

## **CHILD PASSENGER SAFETY PROGRAM – SOLANO CAR SEAT CONNECTION**

### *Solano County Health and Social Services*

Originally established in 1996, the Solano County Health and Social Services Child Passenger Safety Program, known as the Solano Car Seat Connection (SCSC) traditionally provided car seat information, education, and inspections through in person sessions. At the onset of the COVID-19 pandemic and with the in-person sessions curtailed, the SCSC program pivoted to meet the needs of Solano County residents. Through the efforts of staff and the generous funding from the OTS, the program continued to support the incredibly diverse communities of Solano with child passenger safety education via Spanish and English virtual classes, inspection checks, and referral services. To better serve our community, the SCSC program launched a self-guided online course through our [www.VibeSolano.com/classes](http://www.VibeSolano.com/classes) custom website to allow parents and caregivers access to participate in the program virtually-learning about car seat safety at their own pace and during times that were suited for their personal needs. This additional service offered another option for families who faced barriers such as scheduling conflicts or transportation issues.

In addition, the program was successfully able to educate 222 Solano parents and caregivers on proper car seat installation and utilization and distributed 147 car seats to families in need, which exceeded our goal for the grant period.

The program successfully hosted a NHTSA-Certified Child Passenger Safety Technician training course and successfully certified 12 new Child Passenger Safety Technicians (CPST). Of the 12 new CPSTs, 5 technicians were from local partnering organizations that will assist the SCSC program in expanding its car seat inspection services throughout the county.





# PROGRAM AREA HIGHLIGHTS

The SCSC Program wrapped up the grant year by traveling to neighboring Contra Costa County to assist their car seat education program with car seat education, information, and inspections. This mutual aid occurred due to a CPST staffing vacancy in the Contra Costa County Child Passenger Safety Program. The SCSC staff were happy to answer the call for assistance and a team of Solano County CPSTs traveled to Contra Costa and met with families to conduct car seat inspections and to teach them about proper car seat installation. In total Solano's CPST team helped Contra Costa County distribute 14 car seats to families with emergent needs.

## AGING ROAD USERS

### KEEPING EVERYONE SAFE (KEYS) XIII

#### *California Highway Patrol*

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



The CHP conducted a total of 219 traffic safety presentations statewide, impacting 6,111 senior drivers and continued to distribute the new Age Well, Drive Smart pamphlet. The program was very well received by senior drivers and provided a basis for continued outreach activities to the senior community. Due to this program's success, the CHP receives multiple inquiries from senior drivers statewide and the Department looks forward to continuing its message.

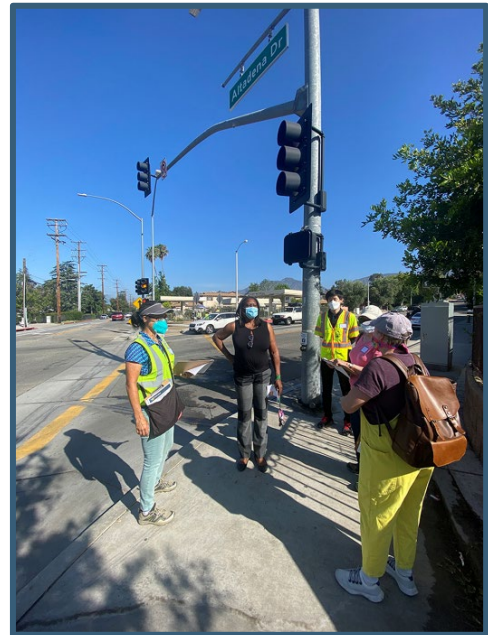
# PROGRAM AREA HIGHLIGHTS

## PEDESTRIAN AND BICYCLE SAFETY

### COMMUNITY PEDESTRIAN AND BICYCLE SAFETY PROGRAM (CPBSP)

#### *University of California, Berkeley- SafeTREC*

During the FY 2022 year, SafeTREC conducted widespread education, engagement, and training. In terms of trainings and webinars alone, SafeTREC conducted 15 Community Pedestrian and Bicycle Safety Trainings (CPBSTs) and Comunidades Activas y Seguras (CAYs) workshops; and 3 statewide webinars. The CPBST program worked with local residents and health, transportation and safety advocates to understand a community's walking and biking safety concerns and advance their pedestrian and bicycle safety goals. The CAYs program took a cultural and linguistically sensitive approach to engaging monolingual Spanish speaking communities in active transportation discussions and decision-making to work toward identification and implementation of



pedestrian and bicycle safety improvements. SafeTREC emphasized equitable outreach and community engagement through strong partnerships with local organizations, and applied best practices by not simply providing “one-off” trainings, but by working in concert with communities through extensive planning efforts that included education and engagement skills; a cohort model to support grassroots community engagement in Spanish-speaking communities; and a Peer Exchange program to allow former CPBST participants to share knowledge and challenges. Further, SafeTREC produced training documents and research briefs featuring innovative pedestrian and bicycle safety research and programs to share in California and throughout the US.

# PROGRAM AREA HIGHLIGHTS

## **GO HUMAN PEDESTRIAN AND BICYCLIST SAFETY STRATEGIES**

### ***Southern California Association of Governments (SCAG)***

SCAG implemented four community engagement strategies in FY 2022 to support pedestrian and bicyclist safety in Southern California: the Go Human Mini-Grants Program, the Communications and Storytelling Campaign, the Go Human Advertisement Campaign, and Complete Streets Kit of Parts Deployments.

Through the Go Human Mini-Grants Program, SCAG distributed more than \$350,000 to 26 projects across the region's six counties to implement innovative traffic safety and community engagement tactics. This program reached over 300,000 people through projects like temporary safety demonstration projects and youth-led walk audits and provided more than 600 bicycle helmets with helmet fitting guides to residents.

SCAG implemented a Safety Storytelling Campaign which highlighted Go Human safety resources, amplified 13 partner-created videos spotlighting Mini-Grant Awardee projects, and included a Traffic Safety Pledge Drive during National Pedestrian Safety Month. Through the drive, eight new agencies made a commitment to safety by signing the Go Human Safety Pledge, expanding the cohort of safety leaders across the region.



The Go Human Advertisement Campaign, using human-centered imagery to put a face on traffic safety and targeted driver speeds to create safer conditions for people walking and biking. SCAG distributed more than 11,000 safety messaging materials to more than 25 schools, cities, community



organizations, and regional agencies, including customized messaging to reflect unique community needs. The campaign also partnered with Omnitrans in San Bernardino County to create and place 18 full-side ads on nine near-zero emission buses using Go Human creative, generating more than nine million impressions.



# PROGRAM AREA HIGHLIGHTS

Finally, through its Kit of Parts lending library, Go Human loaned materials to local jurisdictions to temporarily demonstrate safety and complete street designs, like parklets, artistic crosswalks, and protected bike lanes. SCAG deployed the Kit of Parts 13 times, providing in-depth technical assistance to 4 partners and reaching over 13,000 participants.

In sum, this program engaged more than 800,000 people, 46 jurisdictions, and 8 elected officials. It was additionally recognized with 6 awards from local sections and the state chapter of the American Planning Association.

## PEDESTRIAN AND BICYCLE SAFETY PROGRAM

### *Huntington Beach Police Department*

The Huntington Beach Police Department (HBPD) proactively engaged with the community and established partnerships with community groups and local businesses to emphasize pedestrian and bicycle safety. With the growing concern over electric bicycles (e-bikes), the HBPD created a short video on “Rules of the Road”, highlighting the uniqueness of e-bikes. The video was watched close to 20,000 times within a two month period. In addition, we hosted five Bicycle Rodeos, four traffic safety fair/community events, and several educational presentations impacting children, adults, and older adults. While hosting these operations, officers distributed thousands of pedestrian/bicycle safety gear items, along with over 200 bicycle helmets fitted to the children wearing them. In all, over 2,200 individuals were impacted through our outreach efforts! All events were highly publicized and “liked” by thousands of users across our social media platforms.



# PROGRAM AREA HIGHLIGHTS

## PEDESTRIAN AND BICYCLE SAFETY PROGRAM

### *City of Santa Cruz Public Works Department*

Of all the grant activities that the City of Santa Cruz Street Smarts program executed with OTS grant funding October 2021 through September 2022, one of the most community-appreciated was a series of eight "Be Safe Be Seen" bike light events. The events were held in the fall at dusk during commute hours just as daylight savings time was ending. Eight different locations were chosen along well traveled bike routes. Eleven-hundred front and rear bike lights were distributed and installed for Santa Cruz bicyclists in need making cycling safer by increasing their visibility at night. A new partner, the Community Bike Collective, extended the ability to serve so many community members at these events. Their volunteers enabled subcontractor Bike Santa Cruz County to engage with community members discussing bike safety best practices that were also highlighted on event signage and hand-outs. Another community partner, Santa Cruz County Traffic Safety Coalition, joined at one bike light event where they fitted attendees in need with bike helmets. This particular event required bilingual staffing while all signage and handouts were bilingual at all eight events. Young and old community members participated at the eight events. Helping to achieve the strong turnout, social media posts were liked and shared a great deal and local newspaper, the Santa Cruz Sentinel, repeatedly placed notices in their prominent Coast Lines event column. One of the bike light events landed a photo on the Sentinel's front page and the Santa Cruz County Cycling Club circulated an article in their Roadrunner newsletter.





# PROGRAM AREA HIGHLIGHTS

Another grant-funded activity, Street Smarts Summer Bike Camps, led to the establishment of three more community partnerships. This was especially fulfilling as two of the partner organizations served disadvantaged youth. Thanks to subcontractor Bike Santa Cruz County and the Community Bike Collective, bikes and helmets were provided to youth who needed them in order to participate in the camps. All students received reflective bike gear and handouts reminding them of best bike safety practices. There are plans to continue these newly established Street Smarts Summer Bike Camps.

Another activity highlight: 12 bike/ped safety presentations engaged 1200 youth at the City's two public middle schools. Following the lead of the Street Smarts hip-hop artist, the students moved to lyrics and sang refrains that underscored best traffic safety practices. The program can easily be continued given the template that was created and the positive reception from students, school administrators and teachers.

## **PEDESTRIAN AND BICYCLE SAFETY PROGRAM**

### ***Monterey County Health Department***

Monterey County Health Department engaged the community and encouraged safe active transportation in the cities of Salinas, Gonzales, Soledad, King City, and Marina. Walking School Bus (WSB) activities were a definite highlight of this project. A total of 385 students participated in the WSB activities. Twenty-two WSBs were completed for ten schools. Local police departments participated in the WSB by providing patrols during the WSB and at the completion of each WSB officers greeted students at school. Regular visits from a staff member dressed as Spiderman increased student participation in WSB activities and generated excitement among students to learn about walking and biking safely. Many community members were not familiar with the WSB concept and through the educational activities in this grant they learned about and experienced a WSB for the first time.



# PROGRAM AREA HIGHLIGHTS

Related educational and promotional activities included painted safety messages on the sidewalks and installation of temporary safety messages along WSB routes. Messages were created for each participating school in English and in Spanish. These activities were well received by community members. Families were excited to see and read the messages along the routes. Students pointed out the messages while walking. Among the messages included were “Phone Down, Eyes Up” and “See And Be Seen”. These painted messages and signage welcomed students and community members to walk and stay vigilant.



The Health Department partnered with other agencies and community-based organizations to maximize the project's reach. Partnerships included local police departments, Boys and Girls Clubs, Community Housing Improvement Systems and Planning Association (CHISPA-local agency that manages low-income housing for families and older adults), Meals on Wheels, senior centers, and recreation centers. The professional relationships developed with these organizations will continue beyond the term of this grant to support future Safe Routes efforts to improve safety for everyone in Monterey County.

## **POLICE TRAFFIC SERVICES**

### **SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANTS**

The OTS awarded 190 STEP grants in FY 2022. Law enforcement agencies throughout the state conducted enforcement activities that coincided with NHTSA mobilizations and campaigns. The STEP activities focused on traffic enforcement, training, and education. Traffic enforcement activities included High Visibility Enforcement (HVE) conducting DUI/ Driver's License checkpoints and DUI saturation patrols, along with operations focusing on distracted driving, nighttime Click-It-or-Ticket, motorcycle safety, and pedestrian and bicycle safety. Training activities included training in SFST, ARIDE, and DRE. Agencies utilized the trainings to conduct DUI/Driver's License checkpoints and DUI saturation patrols. Education activities included presentations to communities, organizations, and schools. Media efforts focusing on the awareness of the STEP activities were coordinated both regionally and locally.

# PROGRAM AREA HIGHLIGHTS

As the COVID-19 pandemic continued, law enforcement agencies recognized the need for enforcement operations and gradually continued to conduct these operations. Some law enforcement agencies were able to pivot the educational activities to a virtual environment.

## SPANISH TRAFFIC EDUCATION PROGRAM

### *California Highway Patrol*

This program was developed to bring traffic safety education to the Spanish speaking population. Officers involved in the program are bilingual public information officers (PIO) and serve as resources for the Hispanic community. The officer disseminated traffic safety information through Spanish media stations, television, radio, and social media platforms, conducted traffic safety presentations, and participated in community and Hispanic cultural events.

Considering California is home to the nation's largest Hispanic/Latino population, 39 percent, the CHP strives to improve traffic safety education to the Spanish - speaking residents of California to reduce traffic crashes, DUI, and unsafe/distracted driving, to create safer roadways.

In 2019, the Hispanic/Latino population represented 46 percent of fatal crashes, 54 percent of injury crashes, over 47 percent of killed victims, and nearly 57 percent of injured victims, statewide.

The El Protector program conducted a total of 609 traffic safety presentations held by CHP personnel, reaching 777,620 people – exceeding the grant requirement for total presentations by 359, and total people reached by



757,620. Interviews were conducted by PIOs with Telemundo, Televisa Tijuana, Televisa San Angel (Mexico City), Fox 5, and many others statewide. The Office of Community Outreach and Media Relations partnered with the Sacramento Republic Football Club to host an information booth to promote a wide range of traffic safety topics. A total of three paid social media posts were announced.





# PROGRAM AREA HIGHLIGHTS

## **COMMUNITIES AGAINST RACING AND SIDESHOWS IV (CARS IV)**

### ***California Highway Patrol***

The CHP CARS program continued its contribution toward reducing illegal street racing and sideshow activity in Southern California and the greater Sacramento Area by conducting enforcement operations with allied agencies, intelligence sharing, and specialize training. These efforts resulted in a total of 108 enforcement operations, resulting in 5,557 enforcement stops, 4,184 citations issued, 319 vehicles stored or impounded, and 406 arrests statewide.

Throughout the grant cycle, Valley Division conducted details that were formulated to aggressively enforce planned sideshow events in the Sacramento Area, which utilized the assistance of undercover intelligence reporting to plan for upcoming events. During the events, an airplane flight crew that were the 'eyes' overhead, were instrumental for Valley Division to provide an outstanding response to spontaneous events. Additionally, CHP was successful in dispersing the participants in a safe manner. Through the enforcement efforts of Valley Division personnel, many illegal firearms were effectively recovered further enhancing public safety for the Sacramento region.

Additionally, CHP's Southern Division Street Racing Enforcement Unit conducted a total of 63 traffic safety and educational presentations, impacting approximately 5,656 individuals. Southern Division Street Racing Instructors facilitated 13 Street Racing Enforcement training classes to a total of 376 law enforcement personnel, from over 20 law enforcement agencies throughout Southern California. Lastly, Southern Division Street Racing Enforcement Unit leadership provided guidance to several major metropolitan law enforcement agencies throughout the United States and abroad, to help each develop comprehensive street racing enforcement programs.



# PROGRAM AREA HIGHLIGHTS

## **REGULATE AGGRESSIVE DRIVING AND REDUCE SPEED VI (RADARS VI)**

### ***California Highway Patrol***

The CHP implemented a 12-month statewide traffic safety campaign focused on speed-caused crashes; including PCFs with elements of “aggressive driving” such as unsafe turns, driving on the wrong side of the road, following too closely, unsafe passing, unsafe lane changing, and illegal street racing activities such as drag racing, freeway racing, and sideshows. The CHP conducted 167 speed and aggressive driving traffic safety presentations, impacting over 9,672 people, deployed speed radar trailers 471 times, conducted 103 enforcement operations in conjunction with speed radar trailers, conducted 261 traffic operations focused on speed, aggressive driving, and other PCFs, conducted 137 specialized enforcement operations focused on street racing and sideshow activities, and provided 16 training classes focused on speed enforcement, aggressive driving, and PCF violations for 479 CHP and allied agency personnel. The CHP speed and aggressive driving enforcement operations resulted in 8,207 enforcement stops and 8,146 citations issued.

## **TRAFFIC RECORDS/ROADWAY SAFETY**

### **TRAFFIC RECORDS IMPROVEMENT PROJECTS**

The OTS awarded 26 Traffic Records improvement Project (TRIP) grants to local law enforcement agencies in FY 2022. These grants provide funding to upgrade their current electronic records management system to allow for the electronic transmission of crash records to the CHP’s SWITRS database. They also provided funds to allow agencies to upgrade their systems to an electronic crash database and/or electronic citation database which would enable them to transmit other electronic data to their local court systems or their RMS, while allowing transportation agencies to have the most current data available to make evidence-based decisions for traffic safety efforts.

## **CRASH MEDICAL OUTCOMES DATA (CMOD) PROJECT**

### ***California Health and Human Services***

The CMOD Project links and analyzes motor vehicle crash and medical data to better understand how crash circumstances contribute to medical outcomes, such as emergency department visits, hospitalizations, and fatalities. This integrated “crash through outcomes” data system is used to identify traffic safety problems so that data-informed solutions can be developed to help move California towards zero traffic fatalities and serious injuries. Achievements included development of a successful process to deterministically link crash and medical data with data from the Department of Motor Vehicles. Several data briefs were also created using a variety of data sources. For example, Fatal Analysis Reporting System (FARS) data were used to provide surveillance on



# PROGRAM AREA HIGHLIGHTS

drug involvement in fatal motor vehicle crashes (MVCs). Findings showed that, in California between 2015 and 2019, percentages of individuals who tested positive for drug use varied based on the type of drug, with positive tests from cannabinoids and stimulants being highest across all travel modes (i.e., drivers, pedestrians, and cyclists). Findings from another data brief using FARS data showed that, from 2016-2019, the statewide incidence rate for all fatal MVCs was 8.86 per 100,000 (i.e., approximately 9 individuals out of every 100,000 died in fatal crash). Many rural counties had higher fatal MVC rates than counties with urban/suburban areas. In addition, collaborative work continued with traffic safety partners, which resulted in a data brief on traffic crash injuries among 15-24 year old motor vehicle occupants in California. Results showed that, in 2020, young female motor vehicle occupants involved in a crash were more likely to visit the emergency department than young males, although males were more likely to be hospitalized than females; males also had a higher percentage of deaths than females.

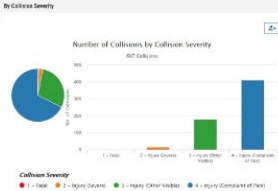
## **INJURY MAPPING SYSTEM (TIMS): DUI/DUID Crash Summary and Map Tool**

### ***University of California, Berkeley- SafeTREC***

UC Berkeley SafeTREC enhanced its Transportation Injury Mapping System (TIMS), which has been established as an important resource for crash data and mapping applications to aid local and statewide traffic safety initiatives, and Traffic Records goals. SafeTREC released the new DUI/DUID Crash Summary and Map tool during the grant period. The tool used historical statewide DUI/DUID crashes from 1997 to generate charts, maps, and tables by user-selected options of impairment type, the level of injury severity, and year. The tool also allowed users to generate self-selected counties and/or cities. A total of over 207,000 pageviews was generated by about 18,000 users on TIMS website which is 18.8 percent more pageviews and 15.5 percent more users compared to the previous year. About 48,000 crash queries were produced and provided to users from the SWITRS Query & Map and the SWITRS GIS Map tools.

# PROGRAM AREA HIGHLIGHTS

## Available tools




**SWITRS Query & Map**

A basic tool for accessing fatal or injury crashes from the California Statewide Integrated Traffic Records System (SWITRS).



**SWITRS GIS Map**

The Geographic Information Systems (GIS) offers an interactive map with capability of multiple tasks including Rank by Intersection, Crash Diagram, etc.




**Crash Diagram**

The Crash Diagram tool allows users to generate an interactive crash diagram. The Crash Diagram is accessible through SWITRS GIS Map.




**California Safety PM Target Setting**

California Safety Performance Management (Safety PM) Target Setting Support Tool based on FARS, SWITRS, and HPMS data.




**SRTS Map Viewer**

Provide a pedestrian and bicycle crash map within half mile radius of public schools in California.



**ATP Maps & Summary Data**

Utilize multiple crash maps to find pedestrian and bicycle crashes hot spot and generate data summaries within specified project and/or community limits.



**Motorcycle Crash Map**

Provide a simple means to explore motorcycle crashes in California by selected county and/or city.





# APPENDICES



# APPENDIX A – EXPENDITURE REPORT

## PROGRAM COST SUMMARY AND LIST OF PROJECTS

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
AL22001	Butte County Probation Department	164AL	\$145,000.00	\$132,442.86
AL22002	California Department of Alcoholic Beverage Control	164AL	\$226,152.00	\$4,325.38
AL22003	California Department of Alcoholic Beverage Control	164AL	\$2,885,664.00	\$2,155,350.19
AL22004	California Department of Alcoholic Beverage Control	164AL	\$488,452.00	\$462,466.72
AL22005	California Highway Patrol	164AL	\$2,000,000.00	\$652,612.63
AL22006	California Highway Patrol	164AL	\$5,500,000.00	\$5,017,464.02
AL22007	California Highway Patrol	164AL	\$400,000.00	\$372,983.55
AL22008	California Highway Patrol	164AL	\$300,000.00	\$244,363.14
AL22009	Contra Costa County Probation Department	164AL	\$389,700.00	\$357,746.16
AL22010	Los Angeles County Probation Department	164AL	\$370,000.00	\$309,635.00
AL22011	Marin County Probation Department	164AL	\$170,064.00	\$100,745.20
AL22012	Placer County Probation Department	164AL	\$135,500.00	\$97,671.97
AL22013	San Diego County Probation Department	164AL	\$335,000.00	\$335,000.00
AL22014	San Joaquin Collaborative Courts	164AL	\$623,000.00	\$538,057.67
AL22015	San Joaquin County Probation Department	164AL	\$123,500.00	\$119,895.00
AL22016	Solano County Probation Department	164AL	\$287,125.00	\$268,323.51
AL22017	Superior Court of California, County of Fresno	164AL	\$538,427.00	\$438,043.24
AL22018	Tulare County Office of Education	164AL	\$263,000.00	\$212,384.44
AL22019	Tulare County Probation Department	164AL	\$115,230.00	\$107,499.75
AL22020	San Mateo County Superior Court	164AL	\$445,088.00	\$360,678.78
AL22021	Santa Barbara County Probation Department	164AL	\$176,912.00	\$159,213.85
AL22022	Kern County Probation Department	164AL	\$180,000.00	\$163,526.67
AL22023	Fresno County Probation Department	164AL	\$325,000.00	\$250,438.64
AL22024	Sacramento County Probation Department	164AL	\$492,553.00	\$492,360.69
AL22025	San Bernardino County Probation Department	164AL	\$440,000.00	\$353,294.29
		<b>Subtotal</b>	<b>\$17,355,367.00</b>	<b>\$13,706,523.35</b>



# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DD22001	California Department of Alcoholic Beverage Control	402DD	\$284,152.00	\$173,240.05
DD22002	California Highway Patrol	402DD	\$837,000.00	\$812,491.79
DD22003	California Highway Patrol	402DD	\$550,000.00	\$518,775.71
DD22004	Long Beach Department of Health and Human Services	402DD	\$180,000.00	\$131,773.51
DD22005	Los Angeles County Public Health Department	402DD	\$170,000.00	\$113,645.76
DD22006	San Luis Obispo County Behavioral Health Department	402DD	\$76,000.00	\$65,995.84
DD22007	California Highway Patrol	402DD	\$300,000.00	\$271,958.81
DD22008	Riverside County Public Health Department	402DD	\$237,000.00	\$129,226.49
		<b>Subtotal</b>	<b>\$2,634,152.00</b>	<b>\$2,217,107.96</b>

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DI22001	Contra Costa County Sheriff's Department	405d AL	\$80,000.00	\$79,998.86
DI22002	El Dorado County District Attorney's Office	405d AL	\$345,654.00	\$343,208.30
DI22003	Los Angeles City Attorney's Office	405d AL	\$912,050.00	\$892,933.32
DI22004	Los Angeles County District Attorney's Office	405d AL	\$1,559,350.00	\$1,441,885.99
DI22005	Marin County District Attorney's Office	405d AL	\$474,905.00	\$400,878.70
DI22006	Monterey County District Attorney's Office	405d AL	\$526,000.00	\$358,274.51
DI22007	Orange County District Attorney's Office	405d AL	\$1,111,504.00	\$989,219.45
DI22008	Orange County District Attorney's Office	405d AL	\$833,392.00	\$794,631.82
DI22009	Orange County Sheriff's Department	405d AL	\$299,850.00	\$242,483.10
DI22010	San Diego City Attorney's Office	405d AL	\$244,008.00	\$190,064.97
DI22011	San Diego County District Attorney's Office	405d AL	\$530,600.00	\$521,733.79
DI22012	San Diego County Sheriff's Crime Lab	405d AL	\$505,723.00	\$221,940.87
DI22014	Shasta County Health and Human Services Agency	402PT	\$253,000.00	\$239,213.66
DI22015	Solano County District Attorney's Office	405d AL	\$271,000.00	\$262,704.00
DI22016	Sonoma County District Attorney's Office	405d AL	\$325,298.00	\$321,607.03
DI22017	Tulare County District Attorney's Office	405d AL	\$175,000.00	\$174,045.01
DI22018	University of California, Irvine	405d AL	\$200,000.00	\$140,306.19
DI22019	Ventura County District Attorney's Office	405d AL	\$371,500.00	\$347,725.95
DI22020	Yolo County District Attorney's Office	405d AL	\$192,698.00	\$182,435.16
DI22021	California Highway Patrol	405d AL	\$2,000,000.00	\$921,508.48
DI22022	Santa Cruz County Health Services Agency	405d AL	\$225,000.00	\$184,808.42
DI22023	Kern County District Attorney's Office	405d AL	\$576,910.00	\$474,680.19
DI22024	Long Beach Department of Health and Human Services	405d AL	\$215,000.00	\$158,925.23
DI22025	Fresno County District Attorney's Office	405d AL	\$505,500.00	\$413,730.16
DI22026	Riverside County District Attorney's Office	405d AL	\$430,000.00	\$426,904.32
DI22027	Riverside County Public Health Department	402PT	\$107,500.00	\$70,382.89
DI22028	Sacramento County District Attorney's Office	405d AL	\$266,738.00	\$260,081.29
DI22029	San Bernardino County District Attorney's Office	405d AL	\$553,000.00	\$411,542.05
		<b>Subtotal</b>	<b>\$14,091,180.00</b>	<b>\$11,467,853.71</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
EM22001	Butte County Fire Department	402EM	\$34,400.00	\$33,992.67
EM22002	Daggett Fire Department	402EM	\$25,000.00	\$24,912.26
EM22003	Downieville Fire Protection District	402EM	\$38,000.00	\$37,966.50
EM22004	Ebbetts Pass Fire District	402EM	\$106,539.00	\$101,886.96
EM22005	Lookout Volunteer Fire Department	402EM	\$50,000.00	\$49,978.49
EM22006	Madera County Fire Department	402EM	\$70,000.00	\$70,000.00
EM22007	Petaluma Fire Department	402EM	\$114,000.00	\$113,353.97
EM22008	Rancho Santa Fe Fire Protection District	402EM	\$15,182.00	\$14,972.12
EM22009	South Santa Clara County Fire District	402EM	\$85,736.00	\$85,736.00
EM22010	Tehama County Fire Department	402EM	\$60,000.00	\$60,000.00
EM22011	Templeton Fire and Emergency Services	402EM	\$38,000.00	\$37,999.48
EM22012	Tuolumne County Fire Department	402EM	\$136,000.00	\$135,741.25
EM22013	Wilton Fire Protection District	402EM	\$15,000.00	\$14,958.30
EM22014	Cameron Park Fire Department	402EM	\$31,790.00	\$31,788.45
EM22015	Atascadero Fire & Emergency Services	402EM	\$82,000.00	\$81,999.50
EM22016	Hollister Fire Department	402EM	\$114,000.00	\$114,000.00
EM22017	Live Oak	402EM	\$35,000.00	\$35,000.00
EM22018	Gold Ridge Fire Protection District	402EM	\$152,000.00	\$152,000.00
EM22019	River Delta Fire District	402EM	\$17,490.00	\$17,330.10
		<b>Subtotal</b>	<b>\$1,220,137.00</b>	<b>\$1,213,616.05</b>

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
MC22001	Coronado Police Department	405f MC	\$50,000.00	\$30,322.42
MC22002	Rialto Police Department	405f MC	\$29,000.00	\$14,074.59
MC22003	San Francisco Municipal Transportation Agency	405f MC	\$75,000.00	\$11,664.89
MC22004	Upland Police Department	405f MC	\$24,000.00	\$10,193.90
MC22005	California Highway Patrol	402 MC	\$555,000.00	\$458,140.02
MC22005	California Highway Patrol	405f MC	\$195,000.00	\$163,386.03
MC22006	Anaheim Police Department	405f MC	\$55,000.00	\$43,085.39
MC22007	Hawthorne Police Department	405f MC	\$111,000.00	\$103,827.21
		<b>Subtotal</b>	<b>\$1,130,000.00</b>	<b>\$863,082.55</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
OP22001	Butte County Public Health Department	405b OP	\$153,000.00	\$142,212.90
OP22002	California Department of Public Health	405b OP	\$400,000.00	\$374,450.00
OP22003	Community Action Partnership	405b OP	\$249,999.00	\$249,994.90
OP22004	Contra Costa County Health Services	405b OP	\$90,300.00	\$31,462.69
OP22005	Los Angeles County Public Health Department	405b OP	\$144,000.00	\$130,757.89
OP22006	Los Angeles Community Investment for Families	405b OP	\$151,000.00	\$114,133.87
OP22007	San Joaquin County Public Health Services	405b OP	\$97,000.00	\$58,611.00
OP22008	Solano County Health and Social Services	405b OP	\$105,000.00	\$84,579.56
OP22009	Stanislaus County Health Services Agency	405b OP	\$110,000.00	\$66,032.70
OP22010	Torrance Fire Department	405b OP	\$120,000.00	\$83,377.59
OP22011	Trinity County Public Health Department	405b OP	\$35,000.00	\$23,457.14
OP22012	Ventura County Fire Department	405b OP	\$71,000.00	\$68,518.20
OP22013	Yolo County Health and Human Services Agency	405b OP	\$175,000.00	\$138,860.19
OP22014	Yuba County Health and Human Services Department	405b OP	\$73,000.00	\$51,014.78
OP22015	California Highway Patrol	405b OP	\$725,000.00	\$648,994.74
OP22016	California Highway Patrol	402 OP	\$150,000.00	\$140,036.82
OP22017	California State University, Fresno	405b OP	\$272,702.00	\$232,374.02
OP22018	San Luis Obispo Public Health Department	405b OP	\$72,100.00	\$69,149.87
OP22019	Santa Cruz County Health Services Agency	405b OP	\$53,000.00	\$40,905.69
OP22020	Anaheim Police Department	405b OP	\$85,000.00	\$57,499.21
OP22021	Riverside County Public Health Department	405b OP	\$220,000.00	\$165,257.01
OP22022	Sacramento County Health and Human Services Department	405b OP	\$62,000.00	\$61,405.41
		<b>Subtotal</b>	<b>\$3,614,101.00</b>	<b>\$3,033,086.18</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PA22001	Office of Traffic Safety	402 PS	\$450,843.00	\$388,375.19
PA22001	Office of Traffic Safety	402 MC	\$65,401.00	\$35,365.11
PA22001	Office of Traffic Safety	402 OP	\$204,645.00	\$223,747.79
PA22001	Office of Traffic Safety	405c TR	\$200,000.00	\$63,459.39
PA22001	Office of Traffic Safety	402 TR	\$76,599.00	\$119,703.30
PA22001	Office of Traffic Safety	402 PT	\$1,361,743.00	\$814,522.64
PA22001	Office of Traffic Safety	164 AL	\$2,493,450.00	\$1,518,527.05
PA22001	Office of Traffic Safety	402 DD	\$149,723.00	\$73,795.58
PA22001	Office of Traffic Safety	402 PA	\$1,400,040.00	\$1,327,924.00
PA22001	Office of Traffic Safety	402 EM	\$69,089.00	\$34,480.37
PA22001	Office of Traffic Safety	402 AL	\$795,760.00	\$693,021.86
		<b>Subtotal</b>	<b>\$7,267,293.00</b>	<b>\$5,292,922.28</b>

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PR22001	Office of Traffic Safety	402PT	\$4,000,000.00	\$2,169,425.36
PR22001	Office of Traffic Safety	164AL	\$3,000,000.00	\$2,919,279.28
		<b>Subtotal</b>	<b>\$7,000,000.00</b>	<b>\$5,088,704.64</b>



# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PS22001	Butte County Public Health Department	402PS	\$77,000.00	\$69,258.83
PS22002	California Highway Patrol	405h PS	\$1,250,000.00	\$965,542.87
PS22003	Community Action Partnership	402PS	\$125,000.00	\$125,000.00
PS22004	Culver Public Works Department	402PS	\$75,000.00	\$69,686.35
PS22006	Los Angeles Community Investment for Families	402PS	\$235,000.00	\$197,664.48
PS22007	Modesto Police Department	402PS	\$62,500.00	\$17,367.21
PS22008	Monterey County Health Department	402PS	\$100,000.00	\$96,628.19
PS22009	Oxnard Police Department	402PS	\$25,700.00	\$19,334.49
PS22010	Pomona Police Department	402PS	\$44,600.00	\$27,723.64
PS22011	Redondo Beach Police Department	402PS	\$43,480.00	\$0.00
PS22012	San Buenaventura Public Works Department	402PS	\$44,000.00	\$30,054.67
PS22013	San Diego Police Department	402PS	\$240,000.00	\$228,000.00
PS22014	San Jose Department of Transportation	402PS	\$110,000.00	\$109,255.80
PS22015	San Luis Obispo Public Health Department	402PS	\$160,200.00	\$155,501.64
PS22016	Solano Transportation Authority	402PS	\$155,000.00	\$46,180.93
PS22017	Southern California Association of Governments	402PS	\$1,250,000.00	\$1,082,682.70
PS22018	Stanislaus County Health Services Agency	402PS	\$105,000.00	\$60,964.54
PS22020	University of California, Berkeley - SafeTREC	402PS	\$1,490,460.00	\$1,333,760.34
PS22021	University of California, Berkeley - SafeTREC	402PS	\$480,000.00	\$451,843.78
PS22022	Watsonville Police Department	402PS	\$45,800.00	\$45,793.00
PS22023	Yuba County Health and Human Services Department	402PS	\$57,700.00	\$34,509.92
PS22024	San Mateo County Office of Education	402PS	\$135,000.00	\$118,827.08
PS22025	Santa Ana Public Works Agency	402PS	\$100,000.00	\$100,000.00
PS22026	Santa Cruz County Health Services Agency	402PS	\$170,000.00	\$136,855.48
PS22027	Santa Cruz Public Works Department	402PS	\$60,000.00	\$59,734.83
PS22028	Anaheim Police Department	402PS	\$63,000.00	\$10,784.04
PS22029	Bakersfield Police Department	402PS	\$33,000.00	\$17,516.63
PS22030	Huntington Beach Police Department	402PS	\$42,800.00	\$23,297.52
PS22031	La Mesa Police Department	402PS	\$25,000.00	\$5,461.00
PS22032	Long Beach Department of Health and Human Services	402PS	\$302,500.00	\$284,883.75
PS22033	Escondido Police Department	402PS	\$25,000.00	\$11,347.64
PS22034	Fresno (PARCS)	402PS	\$125,000.00	\$64,226.96
PS22035	Riverside County Public Health Department	402PS	\$210,000.00	\$160,042.54
PS22036	Sacramento County Office of Education	402PS	\$175,000.00	\$160,338.47
PS22037	Salinas Police Department	402PS	\$100,000.00	\$91,481.20
		<b>Subtotal</b>	<b>\$7,742,740.00</b>	<b>\$6,411,550.52</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT22001	Brentwood Police Department	164AL	\$50,000.00	\$35,006.90
PT22001	Brentwood Police Department	402PT	\$35,000.00	\$25,186.86
PT22002	Buena Park Police Department	164AL	\$104,000.00	\$103,495.58
PT22002	Buena Park Police Department	402PT	\$50,000.00	\$32,097.88
PT22003	Burbank Police Department	164AL	\$60,000.00	\$52,440.05
PT22003	Burbank Police Department	402PT	\$40,000.00	\$31,655.55
PT22004	Burlingame Police Department	164AL	\$30,000.00	\$28,046.55
PT22004	Burlingame Police Department	402PT	\$20,000.00	\$12,085.27
PT22005	California Department of Motor Vehicles - Research & Development	402PT	\$121,000.00	\$98,255.68
PT22006	California Highway Patrol	402PT	\$443,000.00	\$259,582.64
PT22007	California Highway Patrol	402PT	\$400,000.00	\$363,968.81
PT22008	Claremont Police Department	164AL	\$85,000.00	\$80,334.35
PT22008	Claremont Police Department	402PT	\$42,000.00	\$28,698.54
PT22009	Clovis Police Department	164AL	\$48,000.00	\$46,112.50
PT22009	Clovis Police Department	402PT	\$25,000.00	\$23,941.30
PT22010	Colton Police Department	164AL	\$90,000.00	\$71,824.41
PT22010	Colton Police Department	402PT	\$50,000.00	\$28,477.92
PT22011	Concord Police Department	164AL	\$86,000.00	\$48,974.75
PT22011	Concord Police Department	402PT	\$49,000.00	\$24,343.70
PT22012	Corona Police Department	164AL	\$108,000.00	\$67,001.82
PT22012	Corona Police Department	402PT	\$46,000.00	\$36,841.67
PT22013	Costa Mesa Police Department	164AL	\$165,000.00	\$113,405.22
PT22013	Costa Mesa Police Department	402PT	\$85,000.00	\$62,770.86
PT22014	Culver City Police Department	164AL	\$63,000.00	\$42,078.04
PT22014	Culver City Police Department	402PT	\$42,000.00	\$11,553.14
PT22014	Culver City Police Department	405c TR	\$36,222.00	\$36,222.00
PT22015	Cypress Police Department	164AL	\$53,000.00	\$42,729.03
PT22015	Cypress Police Department	402PT	\$25,000.00	\$18,880.13
PT22016	Delano Police Department	164AL	\$30,000.00	\$18,759.27
PT22016	Delano Police Department	402PT	\$20,000.00	\$7,175.46
PT22017	Desert Hot Springs Police Department	164AL	\$69,000.00	\$49,618.33
PT22017	Desert Hot Springs Police Department	402PT	\$25,000.00	\$8,509.72
PT22018	Downey Police Department	164AL	\$150,000.00	\$123,018.85
PT22018	Downey Police Department	402PT	\$120,000.00	\$112,611.94
PT22019	Dublin Police Department	164AL	\$40,000.00	\$30,638.20
PT22019	Dublin Police Department	402PT	\$25,000.00	\$16,793.41
PT22020	El Cajon Police Department	402PT	\$103,000.00	\$46,327.07
PT22020	El Cajon Police Department	164AL	\$30,000.00	\$17,240.03
PT22021	El Centro Police Department	164AL	\$40,000.00	\$26,459.62
PT22021	El Centro Police Department	402PT	\$10,000.00	\$8,823.80

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT22022	Long Beach Police Department	405d AL	\$5,000.00	\$533.48
PT22022	Long Beach Police Department	164AL	\$200,000.00	\$75,915.20
PT22022	Long Beach Police Department	402PT	\$175,000.00	\$50,344.85
PT22023	Los Angeles County Sheriff's Department	164AL	\$1,264,323.00	\$1,066,325.46
PT22023	Los Angeles County Sheriff's Department	402PT	\$579,322.00	\$509,125.77
PT22024	Los Angeles Police Department	164AL	\$3,540,000.00	\$3,066,793.63
PT22024	Los Angeles Police Department	402PT	\$1,536,000.00	\$1,338,120.06
PT22025	Madera Police Department	402PT	\$25,000.00	\$19,314.12
PT22025	Madera Police Department	164AL	\$70,000.00	\$27,474.01
PT22026	Manhattan Beach Police Department	164AL	\$30,000.00	\$22,910.83
PT22026	Manhattan Beach Police Department	402PT	\$20,000.00	\$2,247.13
PT22027	Manteca Police Department	164AL	\$40,000.00	\$38,912.33
PT22027	Manteca Police Department	402PT	\$35,000.00	\$33,214.70
PT22028	Marysville Police Department	402PT	\$36,000.00	\$32,442.46
PT22028	Marysville Police Department	164AL	\$25,000.00	\$24,197.29
PT22029	Menifee Police Department	164AL	\$60,000.00	\$47,367.80
PT22029	Menifee Police Department	402PT	\$20,000.00	\$19,904.29
PT22030	Menlo Park Police Department	402PT	\$40,000.00	\$27,260.63
PT22030	Menlo Park Police Department	164AL	\$30,000.00	\$10,783.62
PT22031	Merced Police Department	402PT	\$65,000.00	\$61,414.47
PT22031	Merced Police Department	164AL	\$45,000.00	\$31,905.35
PT22032	Mill Valley Police Department	402PT	\$22,000.00	\$17,344.10
PT22032	Mill Valley Police Department	164AL	\$6,000.00	\$5,313.72
PT22033	Milpitas Police Department	164AL	\$30,000.00	\$17,923.90
PT22033	Milpitas Police Department	402PT	\$20,000.00	\$10,070.33
PT22034	Modesto Police Department	164AL	\$290,000.00	\$127,324.17
PT22034	Modesto Police Department	402PT	\$161,600.00	\$121,387.59
PT22035	Monrovia Police Department	402PT	\$68,000.00	\$65,848.81
PT22035	Monrovia Police Department	164AL	\$40,000.00	\$34,200.10
PT22036	Montebello Police Department	164AL	\$75,000.00	\$58,355.47
PT22036	Montebello Police Department	402PT	\$40,000.00	\$36,686.02
PT22037	Monterey Park Police Department	402PT	\$60,000.00	\$58,796.12
PT22037	Monterey Park Police Department	164AL	\$54,000.00	\$51,935.89
PT22038	Mountain View Police Department	402PT	\$42,000.00	\$40,774.27
PT22038	Mountain View Police Department	164AL	\$33,000.00	\$33,000.00
PT22039	Murrieta Police Department	164AL	\$60,000.00	\$45,242.45
PT22039	Murrieta Police Department	402PT	\$30,000.00	\$22,858.23
PT22040	National City Police Department	164AL	\$72,000.00	\$46,374.37
PT22040	National City Police Department	402PT	\$31,000.00	\$26,375.84

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT22041	Newark Police Department	402PT	\$30,000.00	\$10,294.11
PT22041	Newark Police Department	164AL	\$40,000.00	\$20,590.46
PT22042	Newport Beach Police Department	164AL	\$155,000.00	\$135,718.67
PT22042	Newport Beach Police Department	402PT	\$65,000.00	\$60,792.37
PT22042	Newport Beach Police Department	405d AL	\$50,000.00	\$28,320.85
PT22043	Novato Police Department	164AL	\$55,000.00	\$54,113.06
PT22043	Novato Police Department	402PT	\$33,000.00	\$30,843.18
PT22044	Oakdale Police Department	164AL	\$25,000.00	\$10,007.39
PT22044	Oakdale Police Department	402PT	\$25,000.00	\$20,488.75
PT22045	Oakland Police Department	164AL	\$274,500.00	\$98,921.42
PT22045	Oakland Police Department	402PT	\$225,500.00	\$118,326.05
PT22046	Oceanside Police Department	402PT	\$155,000.00	\$47,881.84
PT22046	Oceanside Police Department	164AL	\$148,000.00	\$66,615.00
PT22046	Oceanside Police Department	405d AL	\$10,000.00	\$9,997.56
PT22047	Ontario Police Department	164AL	\$300,000.00	\$274,252.55
PT22047	Ontario Police Department	402PT	\$170,000.00	\$154,094.57
PT22048	Orange County Sheriff's Department	164AL	\$275,000.00	\$218,037.78
PT22048	Orange County Sheriff's Department	402PT	\$170,000.00	\$138,826.23
PT22048	Orange County Sheriff's Department	405d AL	\$55,500.00	\$14,606.15
PT22049	Orange Police Department	164AL	\$196,000.00	\$179,083.71
PT22049	Orange Police Department	402PT	\$95,000.00	\$90,256.27
PT22050	Oxnard Police Department	164AL	\$280,000.00	\$208,949.86
PT22050	Oxnard Police Department	402PT	\$170,000.00	\$109,237.67
PT22051	Pacifica Police Department	164AL	\$40,000.00	\$30,647.01
PT22051	Pacifica Police Department	402PT	\$20,000.00	\$14,532.88
PT22052	Palm Springs Police Department	164AL	\$95,000.00	\$31,212.59
PT22052	Palm Springs Police Department	402PT	\$35,000.00	\$12,915.80
PT22053	Pasadena Police Department	164AL	\$205,500.00	\$196,687.02
PT22053	Pasadena Police Department	402PT	\$133,500.00	\$126,925.30
PT22054	Paso Robles Police Department	164AL	\$30,000.00	\$24,163.04
PT22054	Paso Robles Police Department	402PT	\$20,000.00	\$10,477.01
PT22055	Petaluma Police Department	164AL	\$25,000.00	\$25,000.00
PT22055	Petaluma Police Department	402PT	\$25,000.00	\$25,000.00
PT22056	Pittsburg Police Department	164AL	\$50,000.00	\$47,846.64
PT22056	Pittsburg Police Department	402PT	\$40,000.00	\$39,556.16
PT22057	Placerville Police Department	164AL	\$35,000.00	\$19,607.93
PT22057	Placerville Police Department	402PT	\$19,000.00	\$10,583.80
PT22058	Pomona Police Department	164AL	\$275,000.00	\$248,495.63
PT22058	Pomona Police Department	402PT	\$145,000.00	\$135,214.64

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT22059	Porterville Police Department	164AL	\$60,000.00	\$19,064.08
PT22059	Porterville Police Department	402PT	\$40,000.00	\$6,733.84
PT22060	Rancho Cordova Police Department	164AL	\$51,000.00	\$49,971.20
PT22060	Rancho Cordova Police Department	402PT	\$33,000.00	\$25,879.98
PT22061	Redding Police Department	164AL	\$100,327.00	\$42,753.21
PT22061	Redding Police Department	402PT	\$35,000.00	\$15,982.06
PT22062	Redlands Police Department	402PT	\$56,000.00	\$32,523.85
PT22062	Redlands Police Department	164AL	\$47,000.00	\$30,186.84
PT22063	Redondo Beach Police Department	164AL	\$70,000.00	\$50,957.90
PT22063	Redondo Beach Police Department	402PT	\$30,000.00	\$26,312.71
PT22064	Redwood City Police Department	164AL	\$70,000.00	\$14,271.53
PT22064	Redwood City Police Department	402PT	\$52,000.00	\$0.00
PT22065	Rialto Police Department	164AL	\$130,000.00	\$125,111.45
PT22065	Rialto Police Department	402PT	\$104,000.00	\$100,226.77
PT22065	Rialto Police Department	405d AL	\$12,000.00	\$6,632.07
PT22066	San Bernardino Police Department	164AL	\$285,000.00	\$273,574.71
PT22066	San Bernardino Police Department	402PT	\$160,000.00	\$136,769.17
PT22067	San Bruno Police Department	164AL	\$50,000.00	\$5,684.19
PT22067	San Bruno Police Department	402PT	\$45,000.00	\$25,368.94
PT22068	San Diego County Sheriff's Department	164AL	\$300,000.00	\$82,798.62
PT22068	San Diego County Sheriff's Department	402PT	\$140,000.00	\$62,635.36
PT22069	San Diego Police Department	164AL	\$900,000.00	\$463,320.46
PT22069	San Diego Police Department	402PT	\$400,000.00	\$276,871.60
PT22070	San Fernando Police Department	164AL	\$30,000.00	\$0.00
PT22070	San Fernando Police Department	402PT	\$25,000.00	\$0.00
PT22071	San Francisco Police Department	402PT	\$105,000.00	\$32,894.30
PT22071	San Francisco Police Department	164AL	\$70,000.00	\$69,983.15
PT22072	San Gabriel Police Department	164AL	\$46,000.00	\$39,310.94
PT22072	San Gabriel Police Department	402PT	\$30,000.00	\$26,452.02
PT22073	San Jose Police Department	164AL	\$125,000.00	\$78,363.48
PT22073	San Jose Police Department	402PT	\$75,000.00	\$50,736.78
PT22075	San Luis Obispo Police Department	164AL	\$75,000.00	\$44,863.16
PT22075	San Luis Obispo Police Department	402PT	\$45,000.00	\$27,749.26
PT22076	Santa Maria Police Department	164AL	\$210,000.00	\$123,749.65
PT22076	Santa Maria Police Department	402PT	\$80,000.00	\$46,012.51
PT22077	Santa Monica Police Department	402PT	\$160,000.00	\$141,241.25
PT22077	Santa Monica Police Department	164AL	\$105,000.00	\$93,885.60
PT22078	Santa Paula Police Department	164AL	\$30,000.00	\$15,896.19
PT22078	Santa Paula Police Department	402PT	\$20,000.00	\$5,385.56



# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT22079	Santa Rosa Police Department	164AL	\$160,000.00	\$61,326.32
PT22079	Santa Rosa Police Department	402PT	\$140,000.00	\$100,864.22
PT22080	Seal Beach Police Department	402PT	\$37,000.00	\$29,047.12
PT22080	Seal Beach Police Department	164AL	\$28,000.00	\$20,196.65
PT22081	Signal Hill Police Department	164AL	\$50,000.00	\$38,557.03
PT22081	Signal Hill Police Department	402PT	\$25,000.00	\$15,947.90
PT22082	Simi Valley Police Department	164AL	\$77,000.00	\$54,436.64
PT22082	Simi Valley Police Department	402PT	\$42,000.00	\$17,419.20
PT22083	South Gate Police Department	164AL	\$50,000.00	\$13,190.96
PT22083	South Gate Police Department	402PT	\$50,000.00	\$27,643.54
PT22084	South Lake Tahoe Police Department	164AL	\$30,000.00	\$14,973.85
PT22084	South Lake Tahoe Police Department	402PT	\$26,000.00	\$12,591.29
PT22085	South Pasadena Police Department	164AL	\$30,000.00	\$19,035.16
PT22085	South Pasadena Police Department	402PT	\$20,000.00	\$12,505.11
PT22086	South San Francisco Police Department	164AL	\$70,000.00	\$40,731.97
PT22086	South San Francisco Police Department	402PT	\$55,000.00	\$20,586.96
PT22087	Stockton Police Department	164AL	\$275,000.00	\$261,720.90
PT22087	Stockton Police Department	402PT	\$125,000.00	\$109,609.10
PT22088	Sunnyvale Department of Public Safety	164AL	\$42,000.00	\$36,610.61
PT22088	Sunnyvale Department of Public Safety	402PT	\$38,000.00	\$36,922.31
PT22089	Susanville Police Department	402PT	\$30,000.00	\$22,213.63
PT22089	Susanville Police Department	164AL	\$20,000.00	\$202.86
PT22090	Torrance Police Department	164AL	\$98,000.00	\$21,403.12
PT22090	Torrance Police Department	402PT	\$60,000.00	\$37,122.52
PT22091	Tracy Police Department	402PT	\$29,000.00	\$19,347.40
PT22091	Tracy Police Department	164AL	\$21,000.00	\$2,714.15
PT22092	Turlock Police Department	402PT	\$20,000.00	\$15,156.65
PT22092	Turlock Police Department	164AL	\$40,000.00	\$21,777.77
PT22093	Tustin Police Department	164AL	\$69,000.00	\$61,430.22
PT22093	Tustin Police Department	402PT	\$42,000.00	\$33,466.67
PT22094	Union City Police Department	402PT	\$10,000.00	\$9,235.71
PT22094	Union City Police Department	164AL	\$50,000.00	\$24,624.54
PT22095	University of California, San Diego	402PT	\$300,000.00	\$278,420.34
PT22096	Upland Police Department	164AL	\$90,000.00	\$53,303.02
PT22096	Upland Police Department	402PT	\$80,000.00	\$37,627.21
PT22097	Vacaville Police Department	164AL	\$70,000.00	\$57,391.59
PT22097	Vacaville Police Department	402PT	\$30,000.00	\$24,102.32
PT22098	Vallejo Police Department	164AL	\$61,000.00	\$50,514.85
PT22098	Vallejo Police Department	402PT	\$41,000.00	\$28,352.29

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT22099	Ventura County Sheriff's Department	402PT	\$213,500.00	\$164,657.10
PT22099	Ventura County Sheriff's Department	164AL	\$182,000.00	\$126,556.44
PT22100	Ventura Police Department	164AL	\$105,000.00	\$70,045.02
PT22100	Ventura Police Department	402PT	\$100,000.00	\$84,649.94
PT22101	Vernon Police Department	164AL	\$55,000.00	\$55,000.00
PT22101	Vernon Police Department	402PT	\$20,000.00	\$20,000.00
PT22102	Visalia Police Department	164AL	\$175,000.00	\$71,728.76
PT22102	Visalia Police Department	402PT	\$60,000.00	\$39,209.13
PT22103	Walnut Creek Police Department	402PT	\$30,000.00	\$2,826.05
PT22103	Walnut Creek Police Department	164AL	\$20,000.00	\$4,596.17
PT22104	Watsonville Police Department	164AL	\$40,000.00	\$38,360.74
PT22104	Watsonville Police Department	402PT	\$40,000.00	\$34,939.52
PT22105	West Sacramento Police Department	164AL	\$50,000.00	\$20,764.80
PT22105	West Sacramento Police Department	402PT	\$35,000.00	\$26,437.91
PT22106	Westminster Police Department	164AL	\$60,000.00	\$49,013.93
PT22106	Westminster Police Department	402PT	\$47,000.00	\$43,145.59
PT22107	Whittier Police Department	164AL	\$122,000.00	\$104,512.11
PT22107	Whittier Police Department	402PT	\$87,000.00	\$69,613.09
PT22108	Winters Police Department	402PT	\$30,000.00	\$23,302.12
PT22108	Winters Police Department	164AL	\$20,000.00	\$15,419.34
PT22109	Woodland Police Department	164AL	\$38,000.00	\$27,696.41
PT22109	Woodland Police Department	402PT	\$29,000.00	\$24,109.86
PT22110	Yuba City Police Department	164AL	\$50,000.00	\$23,694.92
PT22110	Yuba City Police Department	402PT	\$42,500.00	\$23,991.25
PT22111	California Highway Patrol	402PT	\$2,000,000.00	\$1,843,138.66
PT22112	California Highway Patrol	402PT	\$100,000.00	\$94,902.39
PT22113	California Highway Patrol	402PT	\$350,000.00	\$316,523.86
PT22114	California Highway Patrol	402PT	\$800,000.00	\$687,247.90
PT22115	California Highway Patrol	402PT	\$225,000.00	\$211,567.17
PT22116	Carlsbad Police Department	164AL	\$60,000.00	\$46,718.57
PT22116	Carlsbad Police Department	402PT	\$48,000.00	\$40,853.98
PT22117	Cathedral City Police Department	402PT	\$20,000.00	\$1,390.92
PT22117	Cathedral City Police Department	164AL	\$30,000.00	\$10,325.29
PT22118	Central Marin Police Authority	164AL	\$36,000.00	\$27,655.14
PT22118	Central Marin Police Authority	402PT	\$25,000.00	\$20,518.61
PT22119	Ceres Police Department	164AL	\$35,000.00	\$15,652.39
PT22119	Ceres Police Department	402PT	\$25,000.00	\$11,916.71
PT22120	Chino Police Department	164AL	\$100,000.00	\$91,417.33
PT22120	Chino Police Department	402PT	\$60,000.00	\$57,386.57

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT22121	Chula Vista Police Department	164AL	\$335,000.00	\$307,084.30
PT22121	Chula Vista Police Department	402PT	\$120,000.00	\$107,986.64
PT22122	Citrus Heights Police Department	164AL	\$110,000.00	\$64,892.57
PT22122	Citrus Heights Police Department	402PT	\$95,000.00	\$48,412.32
PT22123	San Marino Police Department	402PT	\$25,000.00	\$6,888.56
PT22123	San Marino Police Department	164AL	\$25,000.00	\$15,638.21
PT22124	San Mateo County Sheriff's Office	402PT	\$110,000.00	\$69,389.20
PT22124	San Mateo County Sheriff's Office	164AL	\$105,000.00	\$71,950.97
PT22125	San Mateo Police Department	164AL	\$55,000.00	\$37,928.67
PT22125	San Mateo Police Department	402PT	\$30,000.00	\$17,737.19
PT22126	San Pablo Police Department	164AL	\$36,000.00	\$22,738.17
PT22126	San Pablo Police Department	402PT	\$24,000.00	\$17,532.33
PT22127	San Rafael Police Department	164AL	\$60,000.00	\$32,976.89
PT22127	San Rafael Police Department	402PT	\$45,000.00	\$35,696.11
PT22128	San Ramon Police Department	402PT	\$30,000.00	\$7,721.76
PT22128	San Ramon Police Department	164AL	\$20,000.00	\$9,365.42
PT22129	Sanger Police Department	164AL	\$30,000.00	\$17,345.26
PT22129	Sanger Police Department	402PT	\$20,000.00	\$5,437.72
PT22130	Santa Ana Police Department	164AL	\$375,000.00	\$369,621.31
PT22130	Santa Ana Police Department	402PT	\$161,000.00	\$157,062.51
PT22131	Santa Barbara County Sheriff's Department	402PT	\$28,000.00	\$23,804.29
PT22131	Santa Barbara County Sheriff's Department	164AL	\$50,000.00	\$44,630.92
PT22132	Santa Barbara Police Department	164AL	\$125,000.00	\$38,122.06
PT22132	Santa Barbara Police Department	402PT	\$103,000.00	\$74,713.27
PT22133	Santa Clara Police Department	164AL	\$45,000.00	\$39,401.76
PT22133	Santa Clara Police Department	402PT	\$30,000.00	\$16,679.16
PT22134	Santa Cruz Police Department	164AL	\$45,000.00	\$4,562.35
PT22134	Santa Cruz Police Department	402PT	\$40,000.00	\$14,648.07
PT22135	Alameda County Sheriff's Office	164AL	\$165,000.00	\$160,555.16
PT22135	Alameda County Sheriff's Office	402PT	\$135,000.00	\$94,375.41
PT22136	Alhambra Police Department	164AL	\$83,000.00	\$67,015.90
PT22136	Alhambra Police Department	402PT	\$44,000.00	\$21,774.31
PT22137	Anaheim Police Department	164AL	\$229,000.00	\$188,736.84
PT22137	Anaheim Police Department	402PT	\$193,000.00	\$160,370.68
PT22138	Anderson Police Department	164AL	\$30,000.00	\$17,224.10
PT22138	Anderson Police Department	402PT	\$22,000.00	\$11,376.98
PT22139	Antioch Police Department	164AL	\$35,000.00	\$22,103.81
PT22139	Antioch Police Department	402PT	\$25,000.00	\$14,058.54
PT22140	Arcadia Police Department	164AL	\$30,000.00	\$995.63
PT22140	Arcadia Police Department	402PT	\$20,000.00	\$5,686.11

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT22141	Arroyo Grande Police Department	164AL	\$25,000.00	\$20,988.78
PT22141	Arroyo Grande Police Department	402PT	\$25,000.00	\$21,688.54
PT22142	Atascadero Police Department	402PT	\$30,000.00	\$10,011.89
PT22142	Atascadero Police Department	164AL	\$20,000.00	\$5,493.55
PT22143	Azusa Police Department	402PT	\$50,000.00	\$45,553.55
PT22143	Azusa Police Department	164AL	\$48,000.00	\$38,367.83
PT22144	Bakersfield Police Department	164AL	\$300,000.00	\$252,136.27
PT22144	Bakersfield Police Department	402PT	\$100,000.00	\$49,562.96
PT22145	Baldwin Park Police Department	164AL	\$65,000.00	\$24,544.61
PT22145	Baldwin Park Police Department	402PT	\$45,000.00	\$24,505.02
PT22146	Beaumont Police Department	164AL	\$30,000.00	\$12,035.77
PT22146	Beaumont Police Department	402PT	\$20,000.00	\$3,258.01
PT22147	Bell Gardens Police Department	164AL	\$45,000.00	\$42,767.82
PT22147	Bell Gardens Police Department	402PT	\$40,000.00	\$34,124.83
PT22148	Bell Police Department	164AL	\$45,000.00	\$25,684.90
PT22148	Bell Police Department	402PT	\$35,000.00	\$17,615.79
PT22149	Berkeley Police Department	402PT	\$100,000.00	\$66,923.26
PT22149	Berkeley Police Department	164AL	\$80,000.00	\$52,590.86
PT22150	Beverly Hills Police Department	164AL	\$60,000.00	\$30,566.39
PT22150	Beverly Hills Police Department	402PT	\$32,000.00	\$8,702.44
PT22151	Brea Police Department	164AL	\$41,000.00	\$25,591.58
PT22151	Brea Police Department	402PT	\$30,000.00	\$17,149.95
PT22152	Hollister Police Department	164AL	\$35,000.00	\$20,578.59
PT22152	Hollister Police Department	402PT	\$15,000.00	\$6,604.83
PT22153	Huntington Beach Police Department	164AL	\$635,000.00	\$553,628.16
PT22153	Huntington Beach Police Department	402PT	\$153,000.00	\$145,753.60
PT22154	Huntington Park Police Department	164AL	\$30,000.00	\$24,714.93
PT22154	Huntington Park Police Department	402PT	\$20,000.00	\$14,914.51
PT22155	Inglewood Police Department	164A	\$135,000.00	\$49,264.46
PT22155	Inglewood Police Department	402PT	\$110,000.00	\$76,907.96
PT22156	Irvine Police Department	164AL	\$250,000.00	\$186,733.50
PT22156	Irvine Police Department	402PT	\$120,000.00	\$87,250.84
PT22157	Irwindale Police Department	402PT	\$60,000.00	\$58,582.49
PT22157	Irwindale Police Department	164AL	\$30,000.00	\$22,719.05
PT22158	King City Police Department	164AL	\$35,000.00	\$28,482.10
PT22158	King City Police Department	402PT	\$15,000.00	\$12,281.54
PT22159	La Habra Police Department	164AL	\$68,000.00	\$60,870.26
PT22159	La Habra Police Department	402PT	\$50,000.00	\$46,216.98
PT22160	La Mesa Police Department	164AL	\$60,000.00	\$33,802.49
PT22160	La Mesa Police Department	402PT	\$36,000.00	\$22,319.14

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT22161	Laguna Beach Police Department	164AL	\$64,500.00	\$24,585.14
PT22161	Laguna Beach Police Department	402PT	\$42,500.00	\$21,166.94
PT22163	Livermore Police Department	402PT	\$25,000.00	\$19,411.85
PT22163	Livermore Police Department	164AL	\$45,000.00	\$21,300.72
PT22164	Lodi Police Department	164AL	\$75,000.00	\$45,972.15
PT22164	Lodi Police Department	402PT	\$20,000.00	\$13,269.72
PT22165	Lompoc Police Department	402PT	\$25,000.00	\$5,958.07
PT22165	Lompoc Police Department	164AL	\$25,000.00	\$991.93
PT22166	El Monte Police Department	164AL	\$105,000.00	\$103,563.51
PT22166	El Monte Police Department	402PT	\$45,000.00	\$42,496.57
PT22167	Elk Grove Police Department	164AL	\$120,000.00	\$106,552.04
PT22167	Elk Grove Police Department	402PT	\$80,000.00	\$43,073.59
PT22168	Escondido Police Department	164AL	\$415,000.00	\$348,739.68
PT22168	Escondido Police Department	402PT	\$105,000.00	\$92,344.48
PT22169	Fairfield Police Department	164AL	\$90,000.00	\$80,346.63
PT22169	Fairfield Police Department	402PT	\$85,000.00	\$82,648.07
PT22170	Folsom Police Department	164AL	\$45,000.00	\$27,602.74
PT22170	Folsom Police Department	402PT	\$18,000.00	\$9,838.98
PT22171	Fontana Police Department	164AL	\$200,000.00	\$179,874.74
PT22171	Fontana Police Department	402PT	\$130,000.00	\$116,114.76
PT22172	Fountain Valley Police Department	164AL	\$30,000.00	\$26,177.68
PT22172	Fountain Valley Police Department	402PT	\$20,000.00	\$10,899.82
PT22173	Fremont Police Department	164AL	\$60,000.00	\$34,742.70
PT22173	Fremont Police Department	402PT	\$55,000.00	\$15,971.42
PT22174	Fresno Police Department	164AL	\$364,000.00	\$322,487.70
PT22174	Fresno Police Department	402PT	\$125,000.00	\$117,088.39
PT22175	Fullerton Police Department	164AL	\$204,000.00	\$132,550.89
PT22175	Fullerton Police Department	402PT	\$76,000.00	\$25,673.27
PT22176	Garden Grove Police Department	164AL	\$150,000.00	\$135,686.06
PT22176	Garden Grove Police Department	402PT	\$128,000.00	\$116,847.52
PT22177	Gardena Police Department	164AL	\$90,000.00	\$70,489.83
PT22177	Gardena Police Department	402PT	\$35,000.00	\$25,600.04
PT22178	Gilroy Police Department	164AL	\$50,000.00	\$33,344.62
PT22178	Gilroy Police Department	402PT	\$40,000.00	\$29,539.64
PT22179	Glendale Police Department	164AL	\$200,000.00	\$177,909.08
PT22179	Glendale Police Department	402PT	\$83,000.00	\$77,835.81
PT22180	Glendora Police Department	164AL	\$49,000.00	\$41,682.34
PT22180	Glendora Police Department	402PT	\$35,000.00	\$32,653.16
PT22181	Hawthorne Police Department	402PT	\$125,000.00	\$115,158.16
PT22181	Hawthorne Police Department	164AL	\$100,000.00	\$88,147.72



# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT22182	Hayward Police Department	402PT	\$110,000.00	\$108,152.92
PT22182	Hayward Police Department	164AL	\$90,000.00	\$83,686.44
PT22183	Hemet Police Department	402PT	\$30,000.00	\$22,782.18
PT22183	Hemet Police Department	164AL	\$50,000.00	\$31,140.07
PT22184	Richmond Police Department	164AL	\$180,000.00	\$119,780.87
PT22184	Richmond Police Department	402PT	\$55,000.00	\$47,928.91
PT22185	Ridgecrest Police Department	164AL	\$45,000.00	\$33,780.88
PT22185	Ridgecrest Police Department	402PT	\$25,000.00	\$15,669.11
PT22186	Riverside County Sheriff's Department	164AL	\$700,000.00	\$590,611.11
PT22186	Riverside County Sheriff's Department	402PT	\$500,000.00	\$414,658.66
PT22187	Riverside Police Department	164AL	\$210,000.00	\$192,911.63
PT22187	Riverside Police Department	402PT	\$190,000.00	\$170,877.86
PT22188	Rocklin Police Department	164AL	\$32,000.00	\$16,688.71
PT22188	Rocklin Police Department	402PT	\$29,000.00	\$23,329.90
PT22189	Rohnert Park Department of Public Safety	402PT	\$34,000.00	\$28,598.51
PT22189	Rohnert Park Department of Public Safety	164AL	\$30,000.00	\$24,240.30
PT22190	Sacramento Police Department	164AL	\$270,000.00	\$113,456.83
PT22190	Sacramento Police Department	402PT	\$130,000.00	\$56,774.97
PT22191	Salinas Police Department	402PT	\$90,000.00	\$40,419.70
PT22191	Salinas Police Department	164AL	\$65,000.00	\$24,850.41
PT22192	San Bernardino County Sheriff's Department	164AL	\$350,000.00	\$328,431.83
PT22192	San Bernardino County Sheriff's Department	402PT	\$170,000.00	\$157,936.96
		<b>Subtotal</b>	<b>\$42,356,294.00</b>	<b>\$32,200,353.54</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
TR22001	California Department of Public Health	405c TR	\$681,482.00	\$553,983.45
TR22003	Montebello Police Department	405c TR	\$45,000.00	\$45,000.00
TR22004	Pasadena Police Department	405c TR	\$123,900.00	\$0.00
TR22005	Pomona Police Department	405c TR	\$25,000.00	\$24,800.00
TR22006	Porterville Police Department	405c TR	\$60,000.00	\$0.00
TR22007	Rialto Police Department	405c TR	\$76,000.00	\$76,000.00
TR22008	San Luis Obispo Police Department	405c TR	\$79,000.00	\$68,300.87
TR22009	South Gate Police Department	405c TR	\$25,000.00	\$24,800.00
TR22010	Stockton Police Department	405c TR	\$25,000.00	\$24,800.00
TR22011	Suisun City Police Department	405c TR	\$13,500.00	\$13,125.00
TR22013	University of California, Berkeley - SafeTREC	402PT	\$1,027,524.00	\$720,661.61
TR22013	University of California, Berkeley - SafeTREC	405c TR	\$699,276.00	\$645,421.76
TR22014	University of California, Berkeley - SafeTREC	405c TR	\$100,000.00	\$86,412.59
TR22015	University of California, Berkeley - SafeTREC	405c TR	\$298,000.00	\$258,503.77
TR22016	University of California, Berkeley - SafeTREC	405c TR	\$240,000.00	\$218,803.72
TR22017	University of California, Santa Barbara	405c TR	\$179,865.00	\$173,905.60
TR22018	Upland Police Department	405c TR	\$23,000.00	\$20,520.55
TR22019	West Covina Police Department	405c TR	\$25,000.00	\$24,800.00
TR22020	California Highway Patrol	405c TR	\$58,131.00	\$57,973.93
TR22021	California State Polytechnic University, Pomona	405c TR	\$275,466.00	\$234,513.94
TR22022	Campbell Police Department	405c TR	\$77,500.00	\$74,875.23
TR22023	Ceres Police Department	405c TR	\$73,900.00	\$73,900.00
TR22025	Claremont Police Department	405c TR	\$8,600.00	\$8,600.00
TR22026	San Marino Police Department	405c TR	\$69,100.00	\$66,480.55
TR22027	San Pablo Police Department	405c TR	\$40,000.00	\$38,175.00
TR22028	San Ramon Police Department	405c TR	\$40,000.00	\$0.00
TR22029	Santa Maria Police Department	405c TR	\$25,000.00	\$24,800.00
TR22030	Alameda Police Department	405c TR	\$35,300.00	\$35,205.45
TR22031	Atascadero Police Department	405c TR	\$46,310.00	\$46,310.00
TR22032	Baldwin Park Police Department	405c TR	\$30,000.00	\$0.00
TR22033	Irvine Police Department	405c TR	\$25,900.00	\$25,824.00
TR22034	Kensington Police Department	405c TR	\$16,000.00	\$15,900.00
TR22035	King City Police Department	405c TR	\$52,500.00	\$50,600.00
TR22037	Riverside Police Department	405c TR	\$25,000.00	\$24,800.00
TR22038	Rocklin Police Department	405c TR	\$58,000.00	\$58,000.00
		<b>Subtotal</b>	<b>\$4,703,254.00</b>	<b>\$3,815,797.02</b>

# APPENDIX B – PROJECTS NOT IMPLEMENTED

## PROJECTS NOT IMPLEMENTED

GRANT	AGENCY	REASON
DI22013	San Francisco Public Health Department	Due to COVID affecting staffing availability, this grant was withdrawn by the applicant.
PS22005	Los Angeles Department of Transportation	Due to contract procurement timelines, this grant was withdrawn by the applicant.
PS22019	Sunnyvale Department of Public Safety	Due to COVID affecting staffing availability and school restrictions, this grant was withdrawn by the applicant.
PT22162	Lathrop Police Department	Due to the County no longer providing law enforcement services to the city, this grant was withdrawn by the applicant.
PT22074	San Leandro Police Department	Due to COVID affecting staffing and operations, this grant was withdrawn by the applicant.
TR22002	California Department of Transportation	Due to contract procurement timelines, this grant was withdrawn by the applicant.
TR22012	University of California San Diego, DBMI	Due to COVID and wildfires affecting staffing availability, this grant was withdrawn by the applicant.
TR22024	Chula Vista Police Department	Information Technology procurement issues prevented this grant from being implemented.
TR22036	Glendale Police Department	Information Technology procurement issues prevented this grant from being implemented.

# APPENDIX C – PERFORMANCE TARGETS

## ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FOR FY22 AND FY21

### FY 2022

### FY 2021

Performance Measure	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/ FY22 Progress Results	Met FY22 Target Y/N ** (in-progress)	Target Value FY21 HSP	Target Year(s)	Data Source/ FY21 Final Result	Met FY21 Target Y/N
C-1) Total Traffic Fatalities	5 year	2018-2022	3,229	2016-2020 FARS/3,847	In Progress	3,456	2017-2021	2016-2020 FARS/3,847	No
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	17,259	2016-2020 SWITRS/15,379	In Progress	15,412	2017-2021	2016-2020 SWITRS/15,379	No
C-3) Fatalities/VMT	5 year	2018-2022	1.00	2016-2020 FARS/1.28	In Progress	0.99	2017-2021	2016-2020 FARS/1.28	Data not available
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	613	2016-2020 FARS/756	In Progress	609	2017-2021	2016-2020 FARS/756	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2018-2022	816	2016-2020 FARS/1,159	In Progress	934	2017-2021	2016-2020 FARS/1,159	No
C-6) Speeding-Related Fatalities	5 year	2018-2022	1,000	2016-2020 FARS/1,228	In Progress	801	2017-2021	2016-2020 FARS/1,228	No
C-7) Motorcyclist Fatalities (FARS)	5 year	2018-2022	391	2016-2020 FARS/539	In Progress	463	2017-2021	2016-2020 FARS/539	No
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2018-2022	34	2016-2020 FARS/35	In Progress	23	2017-2021	2016-2020 FARS/35	No
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	324	2016-2020 FARS/405	In Progress	342	2017-2021	2016-2020 FARS/405	No
C-10) Pedestrian Fatalities	5 year	2018-2022	954	2016-2020 FARS/986	In Progress	942	2017-2021	2016-2020 FARS/986	No
C-11) Bicyclist Fatalities	5 year	2018-2022	122	2016-2020 FARS/129	In Progress	156	2017-2021	2016-2020 FARS/129	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	2021 State survey/96.4%	2022 State survey/95.3%	No	2021 State survey/97.0%	2021	2021 State survey/97.2%	Yes
Drug-Impaired Driving***	Annual	2021	2020 FARS/57.4%	2020 FARS/ 55.0%	Yes	2020 FARS/ 40.0%	2020	2020 FARS/ 55.0%	No
Distracted Driving Survey****	Annual	2022	2021 State survey/1.4%	2022 State survey/3.2%	No	2021 State survey/2.0%	2021	2021 State survey/1.64%	Yes

For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY22 HSP.

\*States have the option of evaluating the target achievement with the most recent State or FARS data, not both, for all measures excluding C-1 – C-3.

\*\*For FY22, if the response is No (N) for any performance measures, the SHSO is required to separately provide within the Annual Report a description of how the SHSO will adjust its upcoming (FY24) HSP to better meet the performance target(s).

\*\*\*Drivers killed in crashes that tested positive for drug involvement.

\*\*\*\*Distracted drivers observed using a handheld cell phone or texting.

### ADJUSTMENTS TO ACHIEVE PERFORMANCE TARGETS NOT MET IN FY 2022

Performance Measure	Adjustment for FY 2024 HSP
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	The OTS will work with its partners to conduct occupant protection educational and media outreach, develop occupant protection educational programs, support NHTSA standardized Child Passenger Safety (CPS) Training Programs, provide CPS educational resources to law enforcement and other agencies, provide and distribute child safety seats to low-income families, and conduct high visibility enforcement during "Click It or Ticket" and "CPS Awareness Week" campaigns.
Distracted Driving Survey	The OTS will work with its partners to provide educational programs, conduct distracted driving enforcement operations, and implement distracted driving educational and awareness campaigns with an emphasis during Distracted Driving Awareness Month in April.







# California Annual Report 2022

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