

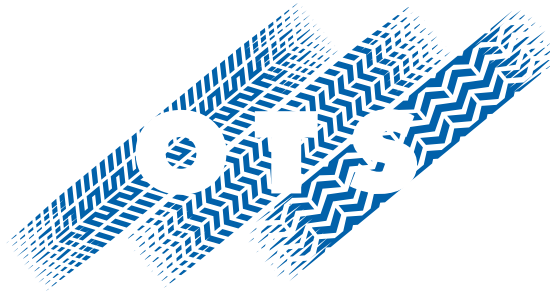


CALIFORNIA'S ANNUAL REPORT

INTERSTATE CALIFORNIA 2016



CALIFORNIA OFFICE OF TRAFFIC SAFETY



**CALIFORNIA OFFICE
OF TRAFFIC SAFETY**

2016

ANNUAL REPORT

Edmund G. Brown Jr.

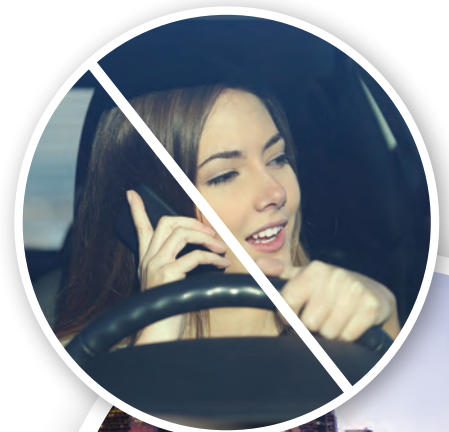
Governor
State of California

Brian P. Kelly

Secretary
California State Transportation Agency

Rhonda L. Craft

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CALIFORNIA STATE TRANSPORTATION AGENCY

Edmund G. Brown Jr.
Governor

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Brian P. Kelly
Secretary

Dear Fellow Californians:

This Annual Report is a summary of traffic safety programs, activities and initiatives assisted by funding, collaboration and leadership from the Office of Traffic Safety (OTS) in Federal Fiscal Year 2016.

These undertakings have one ultimate goal – to eliminate fatalities on California roadways for all users, whether they walk, ride a bicycle or drive a vehicle. In 2016, the OTS allocated \$85 million in federal funding to support 325 traffic safety grants to state and local agencies. While some grants served to coordinate large efforts with statewide implications, most catered to local communities and the residents most intimately affected by traffic safety issues.

Using the 2016 Highway Safety Plan as our foundation and in conjunction with the Strategic Highway Safety Plan, OTS worked with stakeholders at every level and from every program area to ensure grant funding would target the most critical traffic safety needs. Fatal crashes related to alcohol and drug use continued to top the list, requiring increased police strategies, such as high visibility enforcement and education. In addition to proven enforcement countermeasures, programs designed to educate the public about the dangers of impaired driving were also represented in 2016. The Office of Traffic Safety continued its designated driver efforts and promotion of the first of its kind downloadable “DDVIP” application. Programs such as “Know Your Limit” and increased outreach on college campuses reminded the public and young adults about responsible decision making when out drinking. Additionally, Ventura County’s “WeeDUI” marijuana project focused on changing the attitudes of teens who perceive a lower risk of danger regarding driving under the influence of drugs.

Education about the new car seat law requirements was undertaken by the California Department of Public Health. Grants supporting the implementation of the Vision Zero concept “from the ground up” in San Francisco and other cities not only supported multiple strategies but increased safety for drivers and made walking and biking more enticing to the public. OTS began a unique and first-ever statewide pedestrian safety public awareness campaign with “Be Alert. Be Aware. Pedestrians Don’t Have Armor” which saw a dramatic increase in awareness of pedestrian safety. September was designated as Pedestrian Safety Month and California became only the second state to do so.

Last year 35,092 people died on our nation’s highways due to motor vehicle crashes and 94% of them were due to human error and bad choices. Teen fatality and serious injuries have increased, distracted driving is on the rise, and alcohol and drug-impaired driving is becoming more and more prevalent. OTS and its many partners recognize these trends and have begun adapting its programs to meet the challenges these trends and others will bring.

The California State Transportation Agency is proud of the dedication and leadership OTS and its many partners demonstrate in their work to ensure the safety of all roadway users.

Sincerely,



BRIAN P. KELLY

Secretary

ANNUAL REPORT

Federal Fiscal Year 2016 (FFY 2016)

Prepared By
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OF TRAFFIC SAFETY**

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VISION

SAVING LIVES

THROUGH TRAFFIC SAFETY EFFORTS

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

MISSION

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

VALUES

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

CALIFORNIA OFFICE OF TRAFFIC SAFETY

HOW CALIFORNIA RECEIVES FUNDING

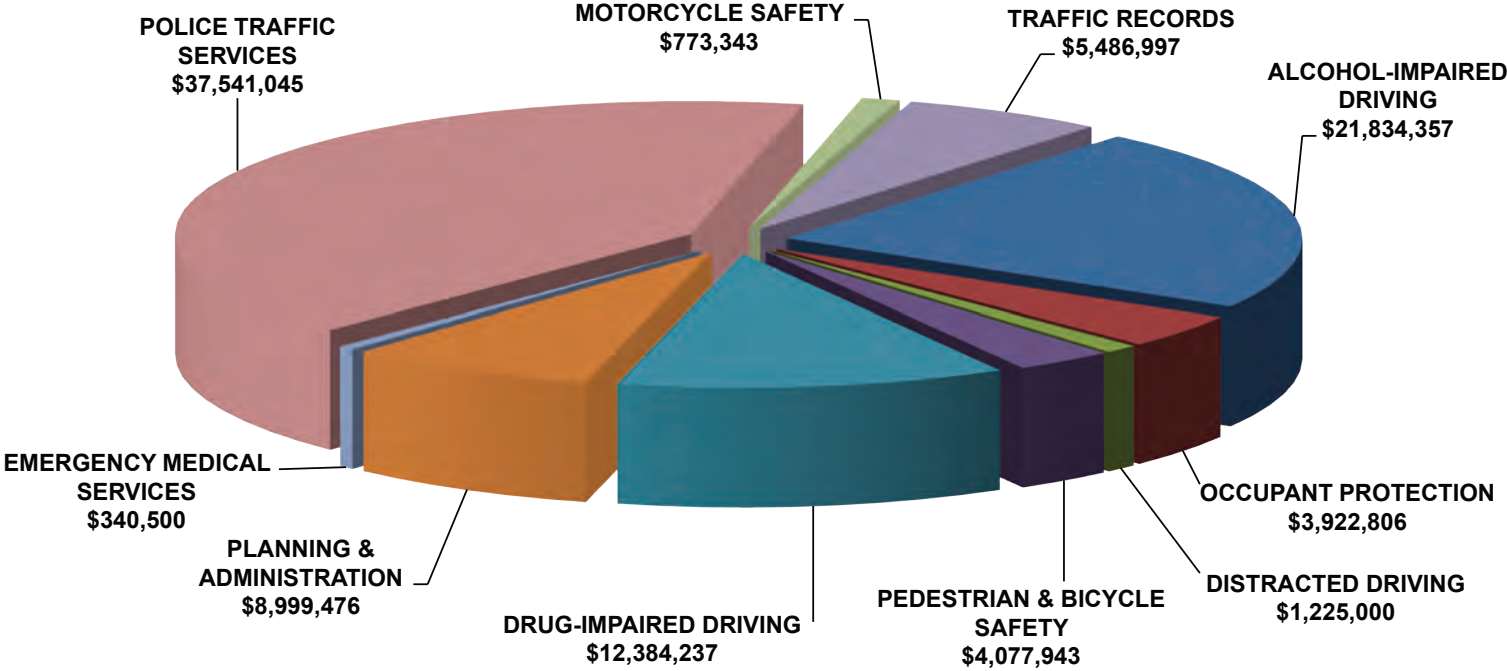
The highway safety program is a partnership effort between the National Highway Traffic Safety Administration (NHTSA) and California. The partnership was created when Congress passed the Highway Safety Act of 1966. OTS is designated by the Governor to receive federal traffic safety funds for coordinating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



This Annual Report (AR), required by NHTSA (23 CFR Part 1300), California Vehicle Code (Section 2905), and the Fixing America’s Surface Transportation (FAST) Act provides an update of traffic safety grants active throughout the State of California as approved in the 2016 California HSP.

FFY 2016 GRANTS

BY PROGRAM AREA
\$96,585,704



FATALITY REPORT

NATIONAL

Nationally, traffic fatalities increased 7.2 percent – from 32,744 fatalities in 2014 to 35,092 fatalities in 2015. For the first half of 2016, traffic fatalities are estimated at 17,775. This represents an increase of about 10.4 percent as compared to the 16,100 fatalities reported in the first half of 2015.

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

Traffic fatalities are a public health and safety concern. No matter the reason for the increase in fatalities, strategies must be identified to address these issues. Although California's mileage death rate is below the national average, the California OTS will continue to work with federal, state, and local partners to change unsafe driving behaviors and to raise awareness around strategies that save lives. With the passage of the FAST Act, Highway Safety Offices around the country are optimistic about the increase of funding to the general safety fund. This will allow states greater funding flexibility to implement traffic safety initiatives that better address problem areas.

CALIFORNIA

TOTAL FATALITIES

Traffic fatalities increased 2.4 percent from 3,102 in 2014 to 3,176 in 2015.

The 2014 mileage death rate (MDR) – fatalities per 100 million miles traveled – is 0.93.*

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 4.3 percent from 876 in 2014 to 914 in 2015.

The alcohol-impaired driving fatality rate for 2014 is 0.26.* California's rate is much better than the national average of 0.33. Of the five largest states in terms of total traffic fatalities, (CA, FL, TX, PA, and NC), California has the best rate.

As a percent of total fatalities, alcohol-impaired

driving fatalities increased from 28.2 percent in 2014 to 28.8 percent in 2015. This number has remained virtually unchanged in the past three years. California is better than the national average of 29.3 percent.

DRUG-IMPAIRED DRIVING

In 2015, 19 percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/or illegal drugs.

OCCUPANT PROTECTION

The percent of restrained passenger vehicle occupant fatalities (all seat positions) decreased from 67 percent in 2014 to 66 percent in 2015. California is much better than the national average of 52 percent. NHTSA estimates that 67 of the 544 known unrestrained fatalities in California would be alive today had they simply buckled up.

Passenger vehicle occupant fatalities (age 0-4) decreased 33.3 percent from 21 in 2014 to 14 in 2015.

MOTORCYCLE SAFETY

Motorcycle fatalities decreased 11.5 percent from 522 in 2014 to 462 in 2015.

Motorcycle fatalities per 100,000 motorcycle registrations increased from 58 percent in 2013 to 64 percent in 2014.*

The percentage of motorcycle operators killed with a BAC of 0.08 or greater decreased from 89 percent in 2014 to 56 percent in 2015.

The percentage of motorcycle operators killed that were improperly licensed remained the same at 32 percent in both 2014 and 2015.

TEEN SAFETY

Teen motor vehicle fatalities (age 16-19) decreased 5 percent from 222 in 2014 to 211 in 2015.

Teen driver fatalities (age 16-19) increased 2.2 percent from 92 in 2014 to 94 in 2015. Males make up 79 percent of teen driver fatalities.

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian fatalities increased 4.7 percent from 709 in 2014 to 742 in 2015.

Pedestrian fatalities age 65 and older decreased 6.5 percent from 185 in 2014 to 173 in 2015.

Bicycle fatalities remained the same at 129 in both 2014 and 2015.

AREAS OF CONCENTRATION

States are encouraged to identify needs in each of the nationally designated program priority areas, but OTS has the flexibility to determine additional program areas, and the amount of funding allocated to each. The areas chosen for funding in FFY 2016 were as follows:

ALCOHOL-IMPAIRED DRIVING

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

DISTRACTED DRIVING

In 2014, 3,179 people were killed nationwide and an estimated 431,000 were injured in motor vehicle crashes involving a distracted driver. In July 2008, California passed SB 1613, prohibiting hand-held cell phone use while driving and in January 2009 a ban on texting while driving was passed. In September 2016, AB 1785 was signed into law prohibiting the use of hand-held devices by drivers for any purpose other than for emergency 911 calls. According to the 2016 OTS Statewide Intercept Opinion Survey, 77.6 percent of Californians stated that texting and talking on a cell phone are the most dangerous distractions for drivers on California roadways. The Strategic Highway Safety Plan (SHSP) Distracted Driving Challenge Area, co-led by OTS and California Highway Patrol (CHP), has developed action items to reduce this problem. Countermeasures include improved distracted driving data quality, increased and focused enforcement and adjudication, observational surveys, public awareness & education campaigns, and strengthening laws to include negligent operator points to change behavior.

DRUG-IMPAIRED DRIVING

According to the 2013-2014 NHTSA National Roadside Survey, 22.5 percent of weekend, nighttime drivers tested positive for illegal, prescription, or over-

the-counter drugs that could cause driving impairment. More than 15 percent tested positive for illicit drugs, and more than 12 percent tested positive for THC (delta 9 tetrahydrocannabinol), which is a four percent increase from the 2007 survey. An additional 2009 NHTSA study tested fatally injured drivers and found that nationally 18 percent tested positive for at least one illicit, prescription, or over-the-counter drug. OTS grants have provided increased officer training in the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Evaluator (DRE) programs, which has led to better detection of drug-impaired drivers. OTS grants also have funded vertical prosecution programs for drug-impaired driving cases, as well as crime laboratory equipment for improved and more efficient detection and confirmation of drugs in a driver's system at the time of arrest.

EMERGENCY MEDICAL SERVICES

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

MOTORCYCLE SAFETY

Motorcycle safety stakeholders, including OTS, CHP, Department of Motor Vehicles (DMV), and other representatives of the SHSP Motorcycle Challenge Area, are moving forward with new actions in the effort to reduce motorcycle collisions, injuries, and fatalities. Activities include the offering of "refresher" riding courses to kick-off the "May is Motorcycle Safety Awareness Month" campaign, adding new information regarding DOT-compliant helmets and other personal protective equipment to the DMV Motorcycle Handbook, educating the public about the dangers of 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.

AREAS OF CONCENTRATION

OCCUPANT PROTECTION

In spite of the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt. The most recent statewide seat belt survey, conducted in 2016, reports a 96.5 percent seat belt use rate. This represents 35.9 million persons wearing seat belts. However, the fact remains that 1,303,888 Californians are not utilizing restraint systems. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, and community education, outreach, and training. More specifically, the programs provide child safety seats to low-income families, conduct child safety seat check-ups, and educate teens about using seat belts.

PEDESTRIAN AND BICYCLE SAFETY

The goal of the Pedestrian and Bicycle Safety program is to reduce crash-related fatalities and injuries by promoting safe and effective conditions for those who travel by foot and bicycle. OTS provides funds for the development of programs to increase awareness of traffic rules, rights, and responsibilities for all age groups. At the elementary school level, parents and teachers are drawn into the programs as active role models and mentors in traffic safety. Activities include traffic safety rodeos and presentations in an effort to build students' skills and demonstrate proper practical application of those skills. To boost compliance with the law and decrease injuries, safety helmets are properly fitted and distributed to children in need for use with bicycles, scooters, skateboards, and skates. There is a special emphasis on programs designed exclusively for the hard-to-reach population at the middle and high school levels. Additional outreach endeavors include programs targeting underserved populations, along with a multicultural approach to address safer driving and walking behaviors.

POLICE TRAFFIC SERVICES

The Police Traffic Services program focuses on a combination of education and enforcement activities. This program incorporates a comprehensive approach to traffic safety enforcement, with a focus on seatbelt use compliance, impaired driving reduction, speed enforcement, and other traffic safety laws. OTS grants in this area of concentration are highly effective in reducing traffic collisions by dedicating resources to selective enforcement and education. Under these programs, communities use available public and private assets to identify and combat significant traffic safety problems.

PUBLIC RELATIONS, ADVERTISING AND MARKETING

The driving forces behind OTS's marketing and public relations programs are information, engagement and communication. First, OTS must engage the public's interest, to bring them in and open them up to be receptive to communication. To OTS, "the public" can be school-aged children, young adults, adults and seniors of all demographic breakdowns. Public engagement is accomplished through multiple and continuous earned media, active outreach, paid media, and social media connections. After they are engaged, effectively communicating the importance of the life-saving benefits of traffic safety is paramount.

By first educating about traffic safety related issues, then raising public awareness of the real and serious dangers of problems, followed by social norming strategies, OTS is able to contribute a significant positive change in traffic safety behavior and culture over time. Through public awareness and social norming programs such as "Click It or Ticket," "Drive Sober or Get Pulled Over," "Buzzed Driving is Drunk Driving," "DDVIP," "Silence the Distraction," and "Pedestrians Don't Have Armor," often conducted in conjunction with enhanced law enforcement at the local and state levels, this traffic safety mission was successfully accomplished.

OTS continues to be a primary resource for the public, researchers and the press for traffic safety information, best practices, statistics and linkage to other resources. The increase and expanding use of social media is allowing OTS to reach new members of targeted audiences. OTS currently has very successful and dynamic presences on Facebook and Twitter, with reaches into YouTube and Instagram. With the continued collaboration of and partnership with other agencies, private sector businesses, community organizations, and law enforcement agencies, the vision of OTS will continue in the successful extension of the message of traffic safety to the drivers, pedestrians, bicyclists and motorcyclists of California.

TRAFFIC RECORDS/ROADWAY SAFETY

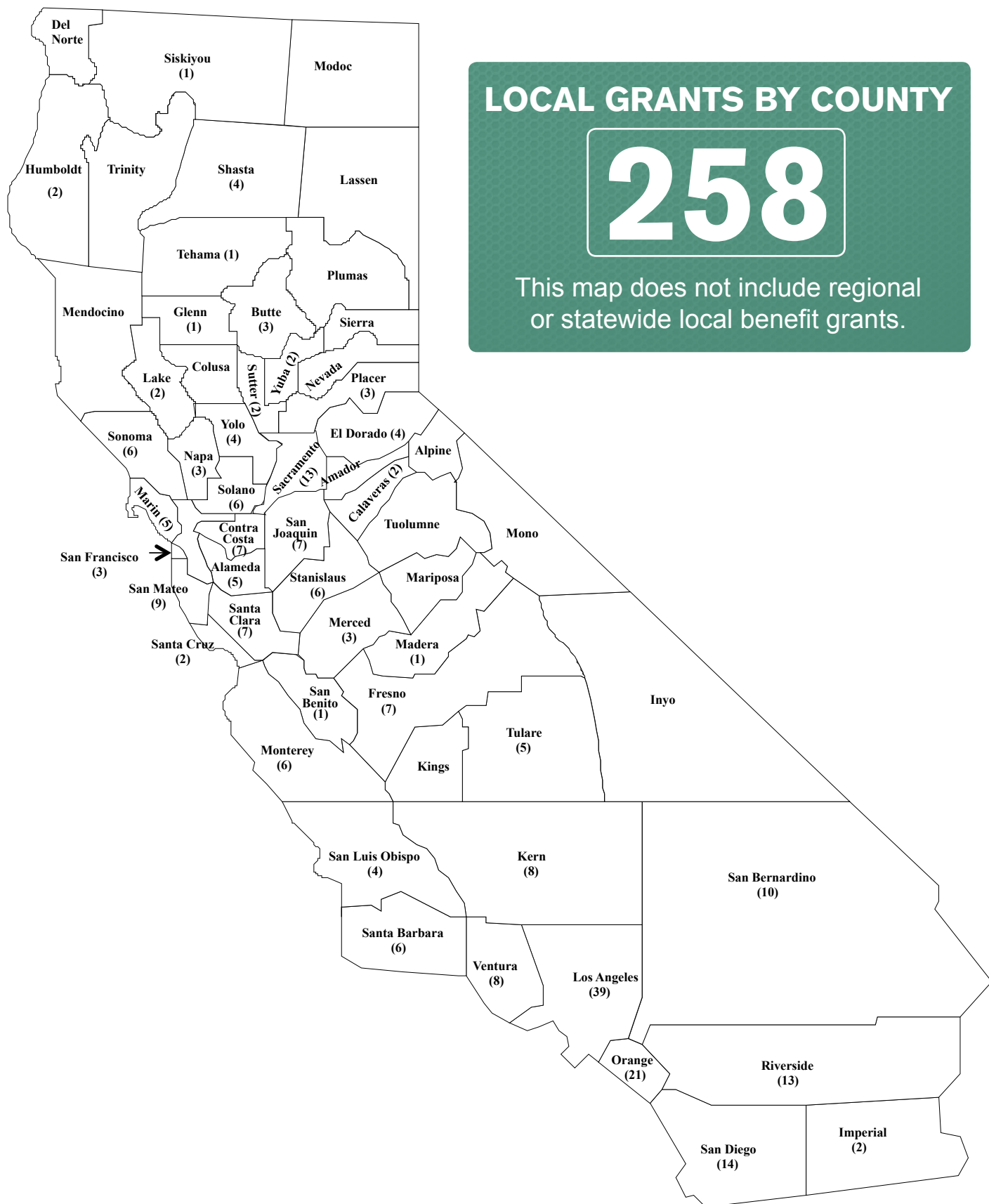
OTS supports efforts to automate traffic collision database systems, provide traffic safety stakeholders the ability to analyze and map high-collision locations and promotes data sharing and integration of traffic records data systems between all traffic records stakeholders in California. Grant-funded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

FFY 2016 PROJECT DISTRIBUTION

LOCAL GRANTS BY COUNTY

258

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



FFY 2016 PROJECT DISTRIBUTION

AL	ALCOHOL-IMPAIRED DRIVING
DI	DRUG-IMPAIRED DRIVING
MC	MOTORCYCLE SAFETY
PS	PEDESTRIAN AND BICYCLE SAFETY
TR	TRAFFIC RECORDS AND ROADWAY SAFETY



Alameda County (5)

- 1 - AL Avoid Grant
- 4 - PT Enforcement Grant

Butte County (3)

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

Calaveras County (2)

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

Contra Costa County (7)

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

El Dorado County (4)

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

Fresno County (8)

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

Glenn County (1)

- 1 - DI Vertical Prosecution Grant

Humboldt County (2)

- 2 - PT Enforcement Grant

Imperial County (2)

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

Kern County (8)

- 1 - AL Education Grant
- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PS Education Grant
- 1 - PS Enforcement Grant
- 3 - PT Enforcement Grant

Lake County (2)

- 1 - DI Vertical Prosecution Grant
- 1 - OP Education Grant

Los Angeles County (39)

- 1 - DI Vertical Prosecution Grant
- 3 - OP Education Grant
- 3 - PS Education Grant
- 30 - PT Enforcement Grant
- 1 - PT Probation Grant
- 1 - TR Evaluation / Feasibility Study Grant

Madera County (1)

- 1 - DI Vertical Prosecution Grant

Marin County (5)

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

Merced County (3)

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

Monterey County (6)

- 1 - AL Avoid Grant
- 1 - AL DUI Courts Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PS Education Grant
- 2 - PT Enforcement Grant

Napa County (3)

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

Orange County (21)

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

Placer County (3)

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

Riverside County (13)

- 1 - AL Education Grant
- 2 - DI Vertical Prosecution Grant
- 1 - OP Education Grant
- 1 - PS Education Grant
- 7 - PT Enforcement Grant
- 1 - TR Geographic Information System Grant

Sacramento County (13)

- 1 - AL Avoid Grant
- 2 - AL Enforcement Grant
- 1 - AL Equipment Grant
- 1 - AL Probation Grant
- 1 - AL Training Grant
- 1 - DI Vertical Prosecution Grant
- 1 - OP Education Grant
- 1 - OP Enforcement Grant
- 1 - PS Education Grant
- 3 - PT Enforcement Grant

San Benito County (1)

- 1 - PT Enforcement Grant

San Bernardino County (10)

- 1 - AL Enforcement Grant
- 1 - DI DUI Courts Grant
- 8 - PT Enforcement Grant

San Diego County (14)

- 1 - AL Probation Grant
- 1 - DD Education Grant
- 2 - DI Vertical Prosecution Grant
- 1 - EM Rescue / Extrication Equipment Grant
- 2 - OP Education Grant
- 2 - PS Education Grant
- 5 - PT Enforcement Grant

San Francisco County (3)

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

San Joaquin County (7)

- 1 - AL Avoid Grant
- 1 - AL DUI Courts Grant
- 1 - AL Enforcement Grant
- 1 - AL Probation Grant
- 1 - PS Enforcement Grant
- 2 - PT Enforcement Grant

San Luis Obispo County (4)

- 1 - PS Education Grant
- 3 - PT Enforcement Grant

San Mateo County (9)

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

Santa Barbara County (6)

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

Santa Clara County (7)

- 1 - AL Avoid Grant
- 1 - PS Education Grant
- 5 - PT Enforcement Grant

Santa Cruz County (2)

- 1 - AL Avoid Grant
- 1 - PS Enforcement Grant

FFY 2016 PROJECT DISTRIBUTION

REGIONAL AND STATEWIDE GRANTS

Shasta County (4)

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

Siskiyou County (1)

- 1 - AL Avoid Grant

Solano County (6)

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

Sonoma County (6)

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

Stanislaus County (6)

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

Sutter County (2)

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

Tehama County (1)

- 1 - OP Education Grant

Tulare County (5)

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

Ventura County (8)

- 1 - DI Education Grant
- 1 - DI Enforcement Grant
- 1 - DI Vertical Prosecution Grant
- 1 - OP Education Grant
- 4 - PT Enforcement Grant

Yolo County (4)

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

Yuba County (2)

- 1 - AL Enforcement Grant
- 1 - PT Enforcement Grant

California Department of Alcoholic Beverage Control (2)

- 2 - AL Enforcement Grant

California Department of Justice (1)

- 1 - DI Equipment Grant

California Department of Motor Vehicles (5)

- 2 - AL Evaluation / Feasibility Study Grant
- 1 - DD Evaluation / Feasibility Study Grant
- 1 - TR Evaluation / Feasibility Study Grant
- 1 - TR Records System Grant

California State University, Fresno (1)

- 1 - OP Evaluation / Feasibility Study Grant

California State University, San Diego (3)

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

California Polytechnic State University, Pomona (1)

- 1 - TR Evaluation / Feasibility Study Grant

California Department of Public Health (2)

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

California Department of Transportation (3)

- 1 - OP Education Grant
- 2 - TR Records System Grant

California Highway Patrol (16)

- 1 - AL Education Grant
- 3 - AL Enforcement Grant
- 2 - DD Education Grant
- 1 - DI Education Grant
- 1 - MC Enforcement Grant
- 1 - OP Education Grant
- 1 - PS Education Grant
- 1 - PT Administrative Grant
- 2 - PT Education Grant
- 2 - PT Enforcement Grant
- 1 - TR Geographic Information System Grant

Emergency Medical Services Authority (2)

- 1 - TR Evaluation / Feasibility Study Grant
- 1 - TR Records System Grant

Los Angeles County Metropolitan Transit Authority (1)

- 1 - PS Education Grant

Regents of the University of California, Berkeley Campus (13)

- 1 - AL Education Grant
- 1 - PS Evaluation / Feasibility Study Grant
- 2 - PS Training Grant
- 1 - PT Evaluation / Feasibility Study Grant
- 4 - TR Evaluation / Feasibility Study Grant
- 1 - TR Records System Grant
- 3 - TR Evaluation / Feasibility Study Grant

San Joaquin County Superior Court (1)

- 1 - AL DUI Courts Grant

University of California, San Diego (2)

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

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE PERFORMANCE MEASURES

NHTSA and the Governors Highway Safety Association (GHSA) have agreed to a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, state highway safety offices, academic and research organizations, and other key groups assisted in developing the measures.

The initial minimum set contains 15 measures: eleven core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to highway safety plans and use existing data systems as indicated in the following tables.

All states are required to report progress on each of the core and behavior measures. In addition to the required initial minimum set of performance measures, California has defined and developed an additional 72 performance measures to better monitor traffic safety outcomes, behaviors, and activities. The Annual Report is reporting three activity measures that include grant-funded seat belt citations, impaired driving arrests, and speeding citations.

PROCESS FOR DEVELOPING TARGETS

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

Selected targets were developed by using a five-year moving average as the baseline. Long-term and short-term data trends were analyzed and while long-term predictions indicate very aggressive targets, short-term predictions indicate either very conservative or unrealistic targets. For some of the core performance measures, OTS developed the target by using the average of the long-term and short-term prediction. While the ultimate goal is to reduce the upward trend for motorcycles, pedestrians, and bicycles, OTS decided to use an acceptable method of maintaining the baseline for these performance measures.

OVERALL PROGRAM GOAL

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

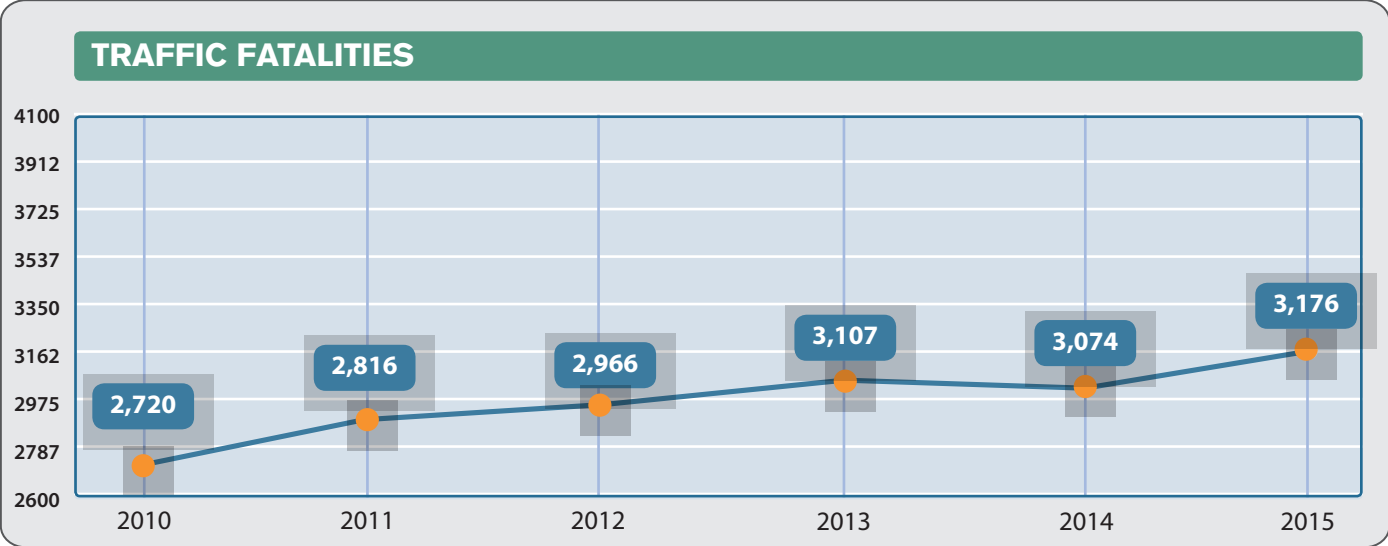


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-1 TRAFFIC FATALITIES (FARS)

Reduce total fatalities by 6.4 percent from 2,918 (2009-2013 average) to 2,731 by December 31, 2016.

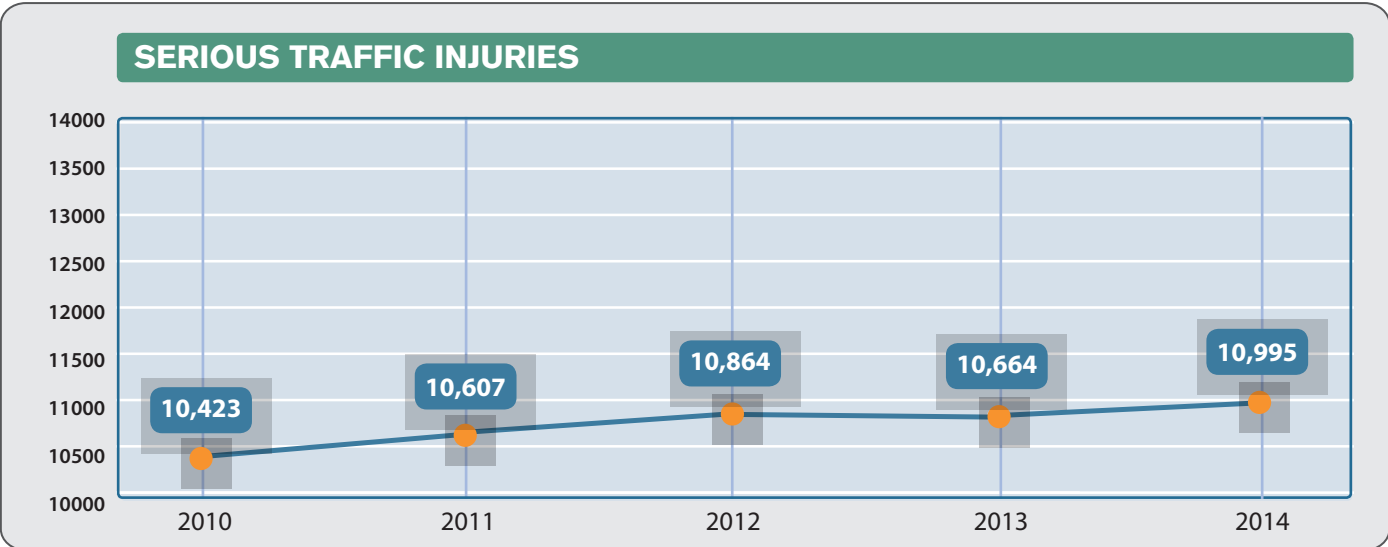
Result: Total fatalities increased 8.8 percent from the 2009-2013 average of 2,918 to 3,176.



C-2 SERIOUS TRAFFIC INJURIES (SWITRS)

Reduce serious traffic injuries by 4.7 percent from 10,585 (2009-2013 average) to 10,089 by December 31, 2016.

Result: Serious traffic injuries increased 3.9 percent from the 2009-2013 average of 10,585 to 10,995.

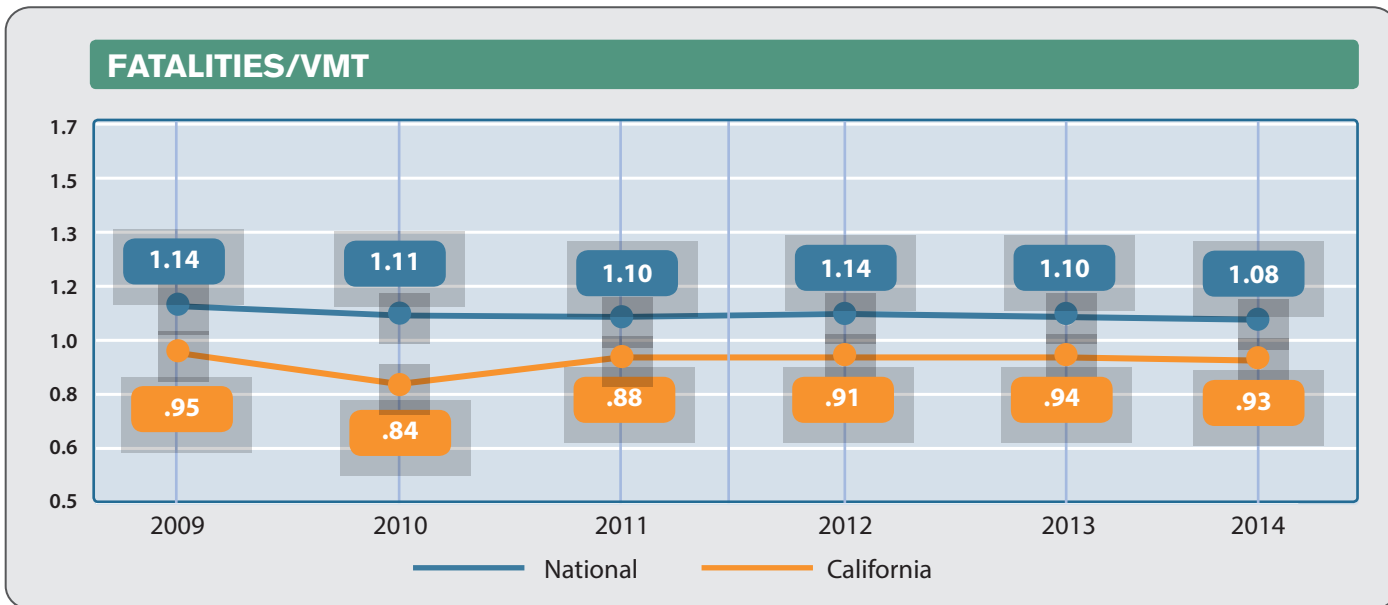


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

Reduce fatalities/VMT by 0.03 percentage points from 0.90 (2009-2013 average) to 0.87 by December 31, 2016.

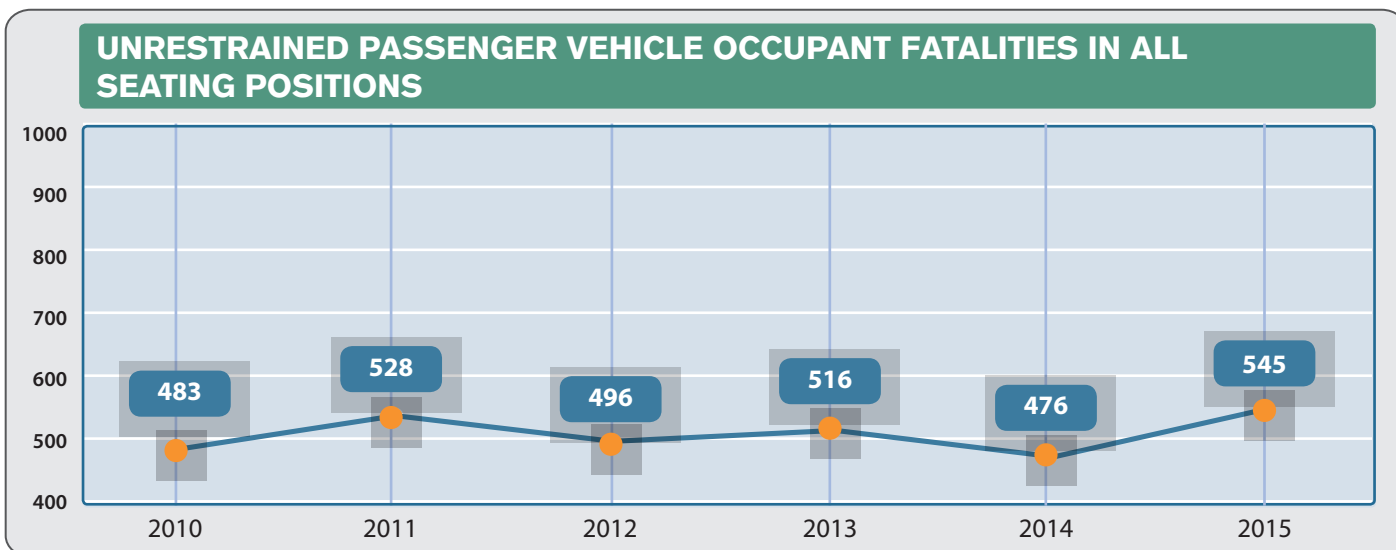
Result: Traffic fatalities/VMT increased 0.03 points from the 2009-2013 average of 0.90 to 0.93.



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

Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 10 percent from 529 (2009-2013 average) to 476 by December 31, 2016.

Result: Unrestrained passenger vehicle occupant fatalities in all seating positions increased 3 percent from the 2009-2013 average of 529 to 545.

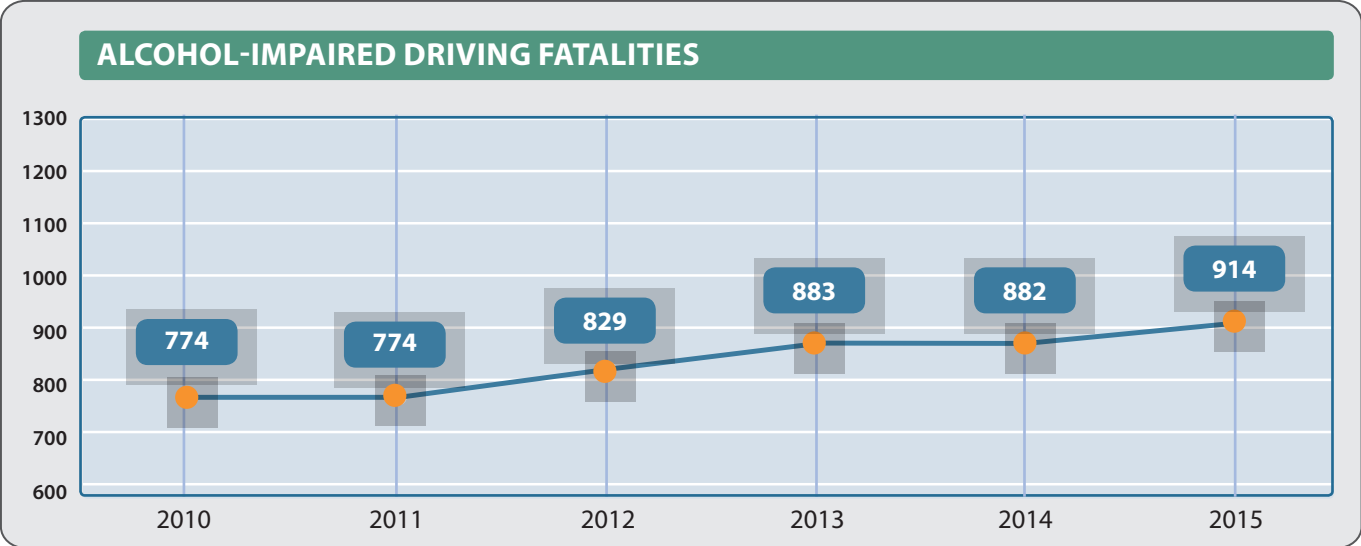


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

Reduce alcohol-impaired driving fatalities 5.6 percent from 834 (2009-2013 average) to 788 by December 31, 2016.

Result: Alcohol-impaired driving fatalities increased 9.6 percent from the 2009-2013 average of 834 to 914.

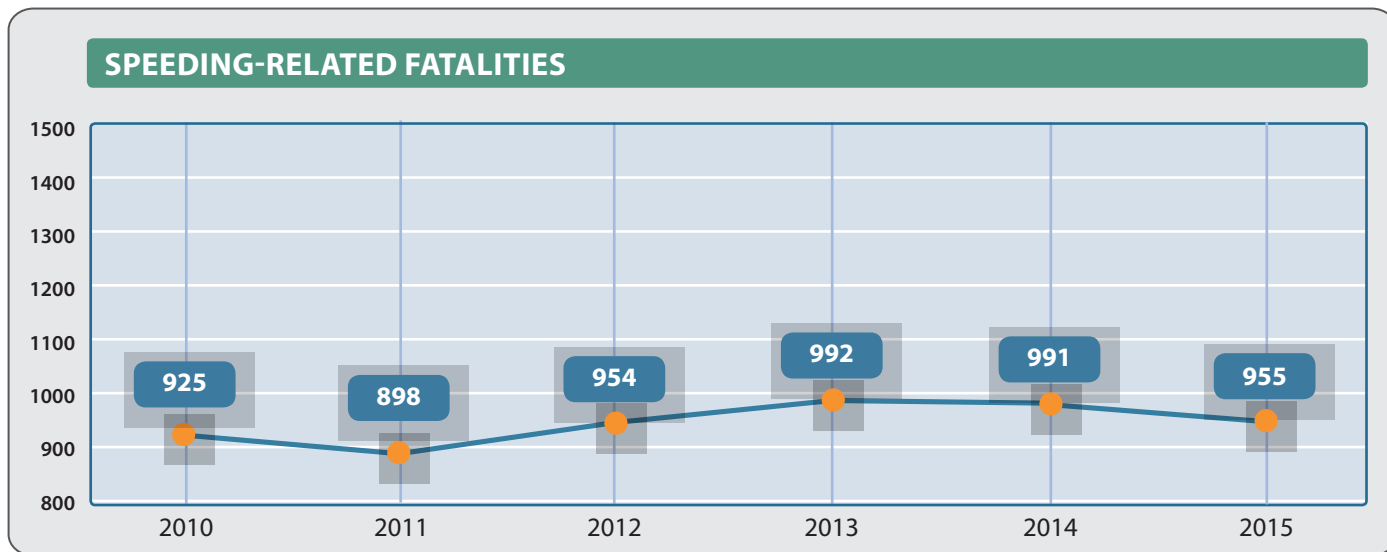


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-6 SPEEDING-RELATED FATALITIES (FARS)

Reduce speeding-related fatalities 10 percent from 965 (2009-2013 average) to 869 by December 31, 2016.

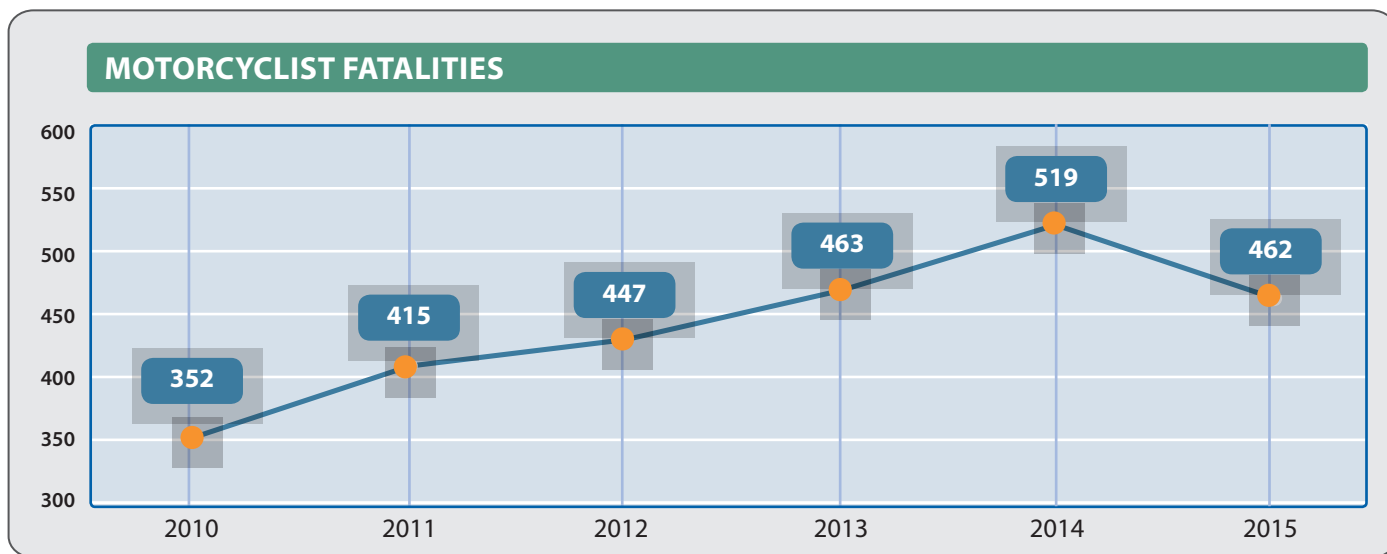
Result: Speeding-related fatalities decreased 1 percent from the 2009-2013 average of 965 to 955.



C-7 MOTORCYCLIST FATALITIES (FARS)

Maintain motorcyclist fatalities at 412 (2009-2013 average) by December 31, 2016.

Result: Motorcyclist fatalities increased 12.1 percent from the 2009-2013 average of 412 to 462.

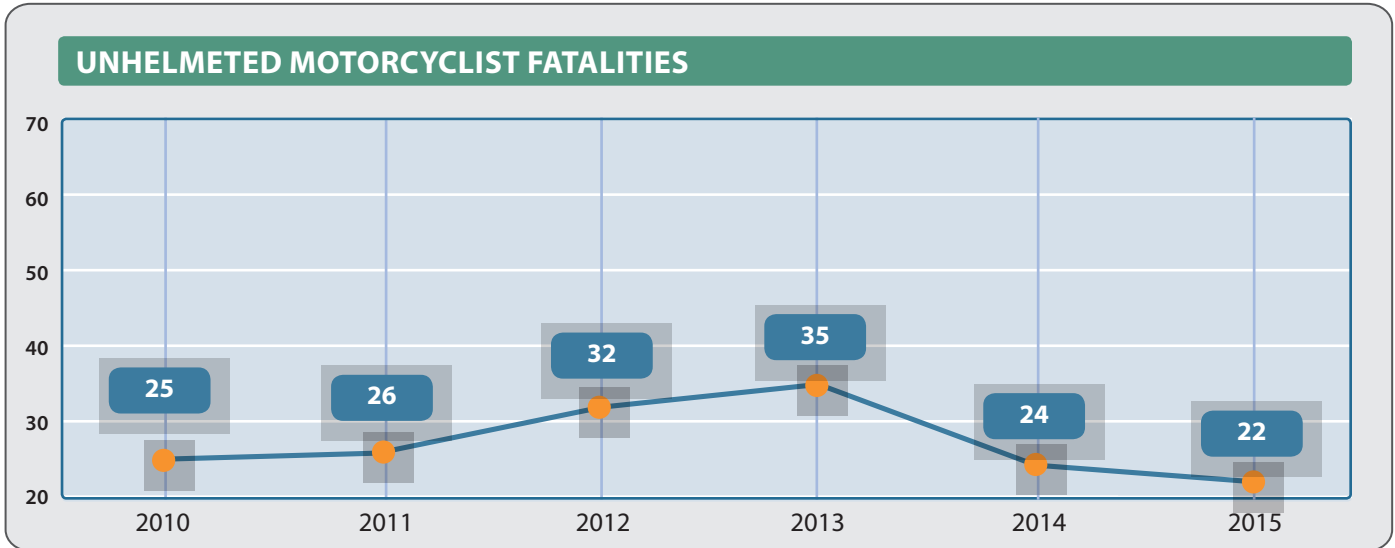


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

Reduce unhelmeted motorcyclist fatalities 3 percent from 33 (2009-2013 average) to 32 by December 31, 2016.

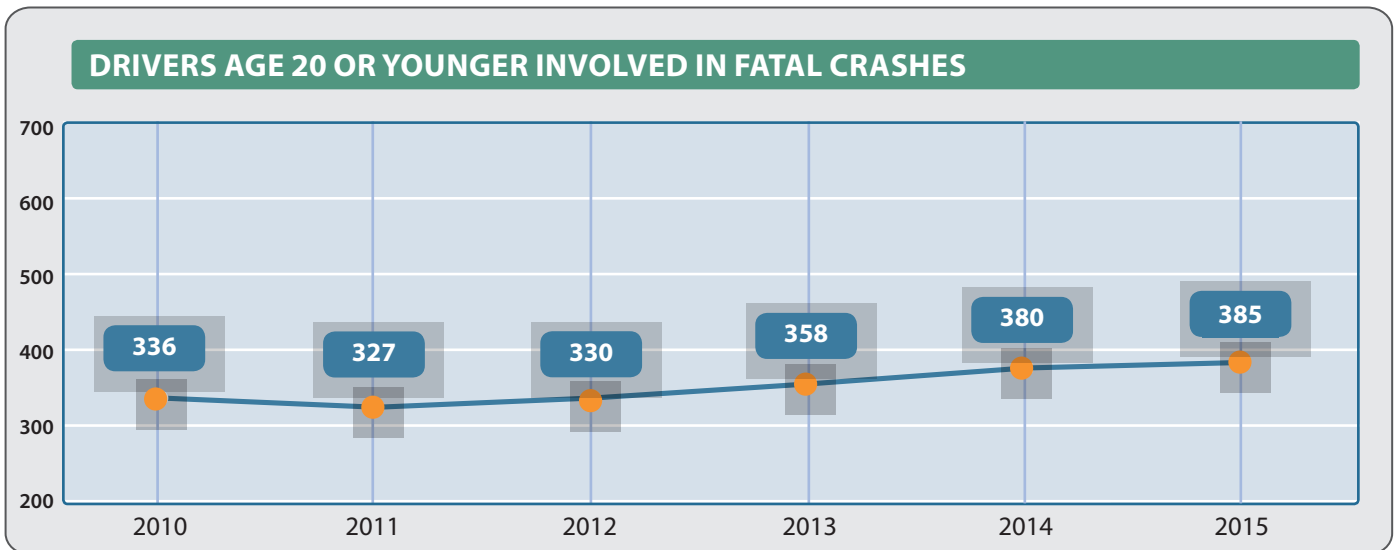
Result: Unhelmeted motorcyclist fatalities decreased 33.3 percent from the 2009-2013 average of 33 to 22.



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

Reduce drivers age 20 or younger involved in fatal crashes by 10 percent from 355 (2009-2013 average) to 320 by December 31, 2016.

Result: Drivers age 20 or younger involved in fatal crashes increased 8.5 percent from the 2009-2013 average of 355 to 385.

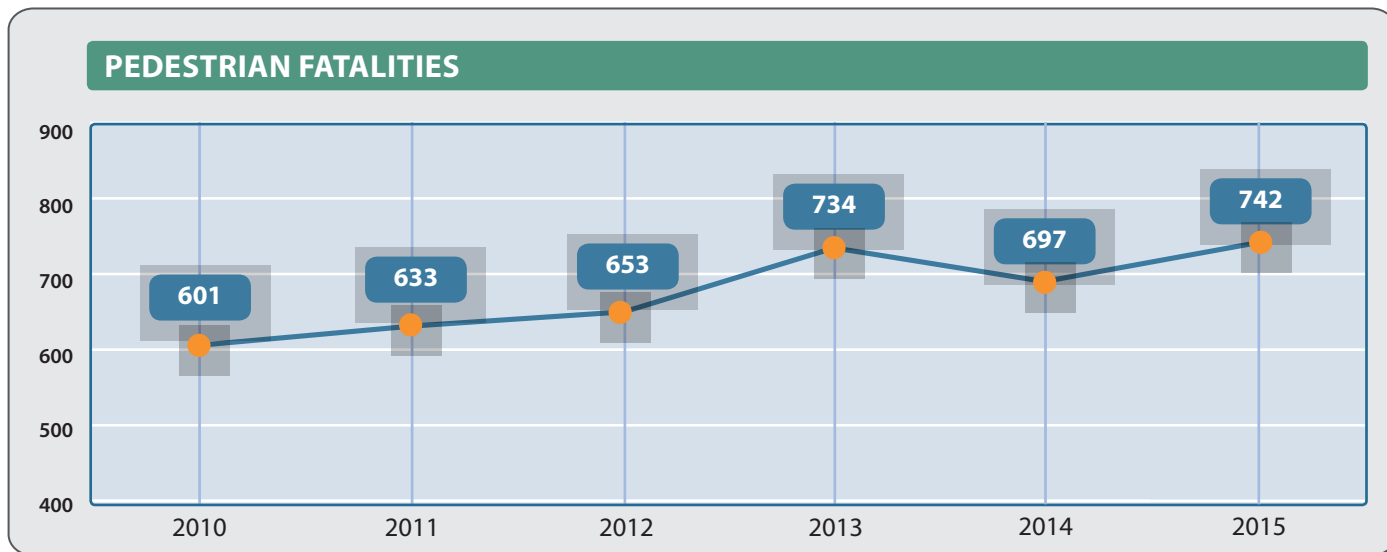


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-10 PEDESTRIAN FATALITIES (FARS)

Maintain pedestrian fatalities at 631 (2009-2013 average) by December 31, 2016.

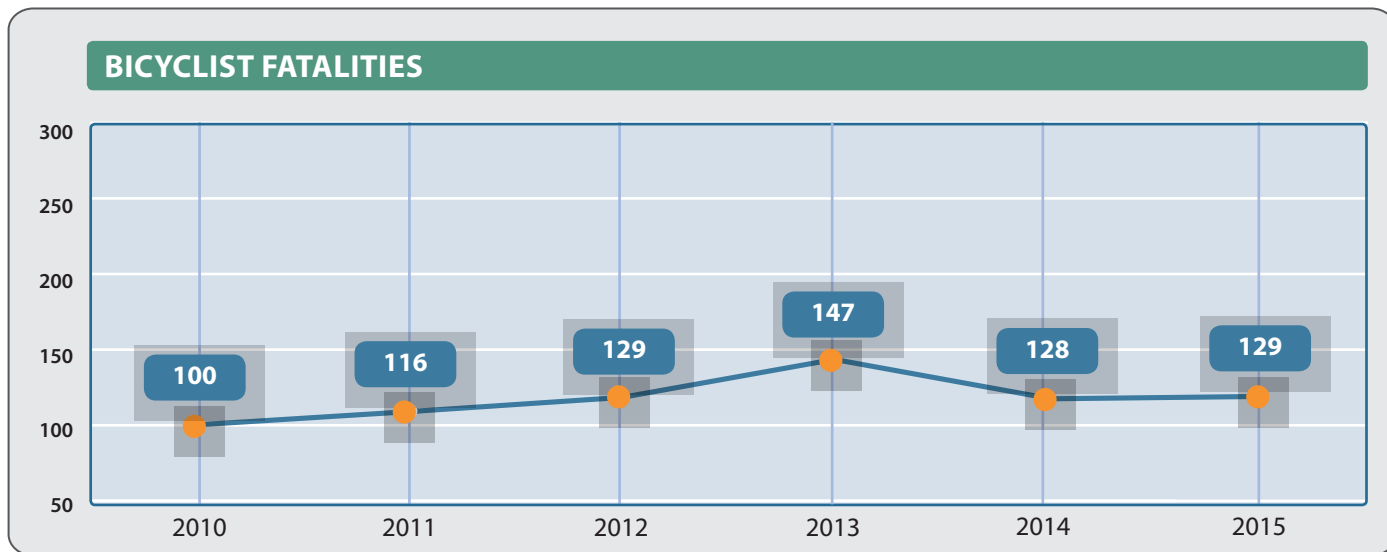
Result: Pedestrian fatalities increased 17.6 percent from the 2009-2013 average of 631 to 742.



C-11 BICYCLIST FATALITIES (FARS)

Maintain bicyclist fatalities at 117 (2009-2013 average) by December 31, 2016.

Result: Bicyclist fatalities increased 10.3 percent from the 2009-2013 average of 117 to 129.

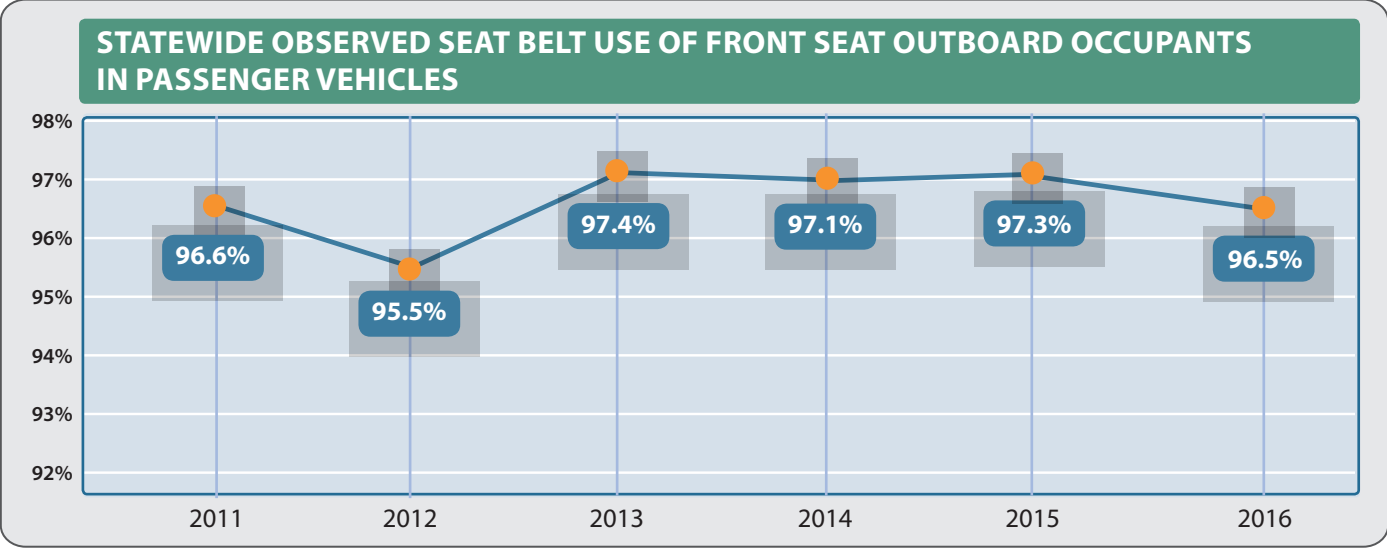


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.4 percentage points from 97.1 percent (2014 calendar year) to 97.5 percent by December 31, 2016.

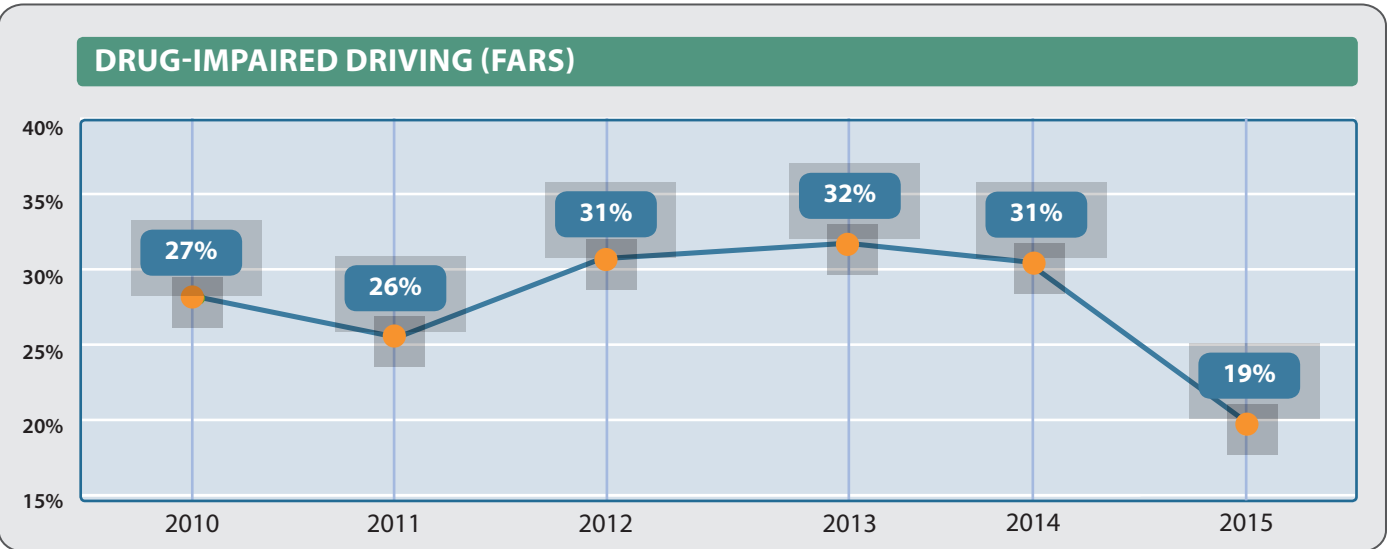
Result: Statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased 0.6 percentage points from the 2014 calendar year of 97.1 percent to 96.5 percent.



DRUG-IMPAIRED DRIVING (FARS)

Maintain the number of California drivers killed in crashes that tested positive for drug involvement at 28 percent (2009-2013 average) by December 31, 2016.

Result: The number of California drivers killed in crashes that tested positive for drug involvement decreased 9 percentage points from the 2009-2013 average of 28 percent to 19 percent.

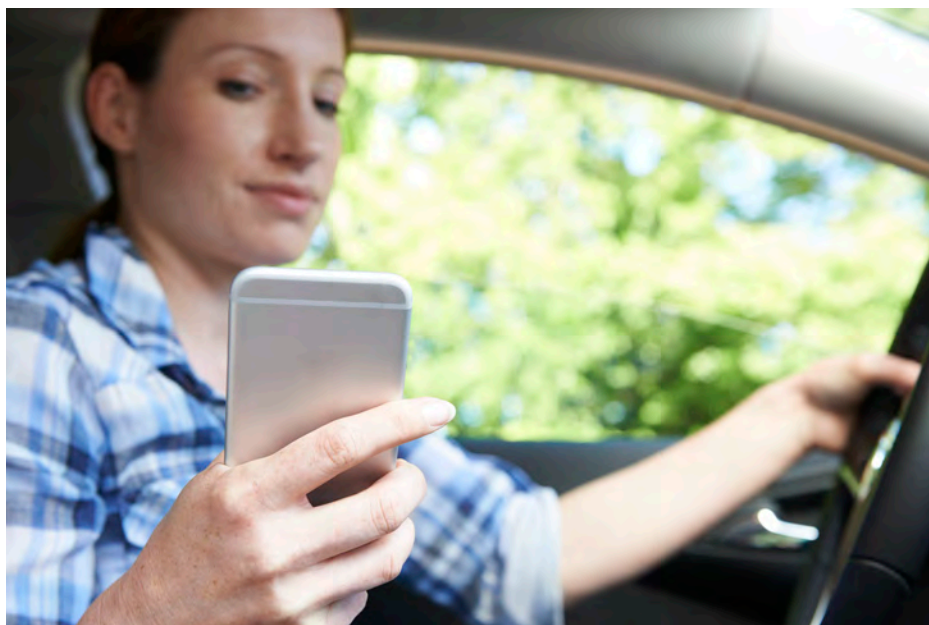
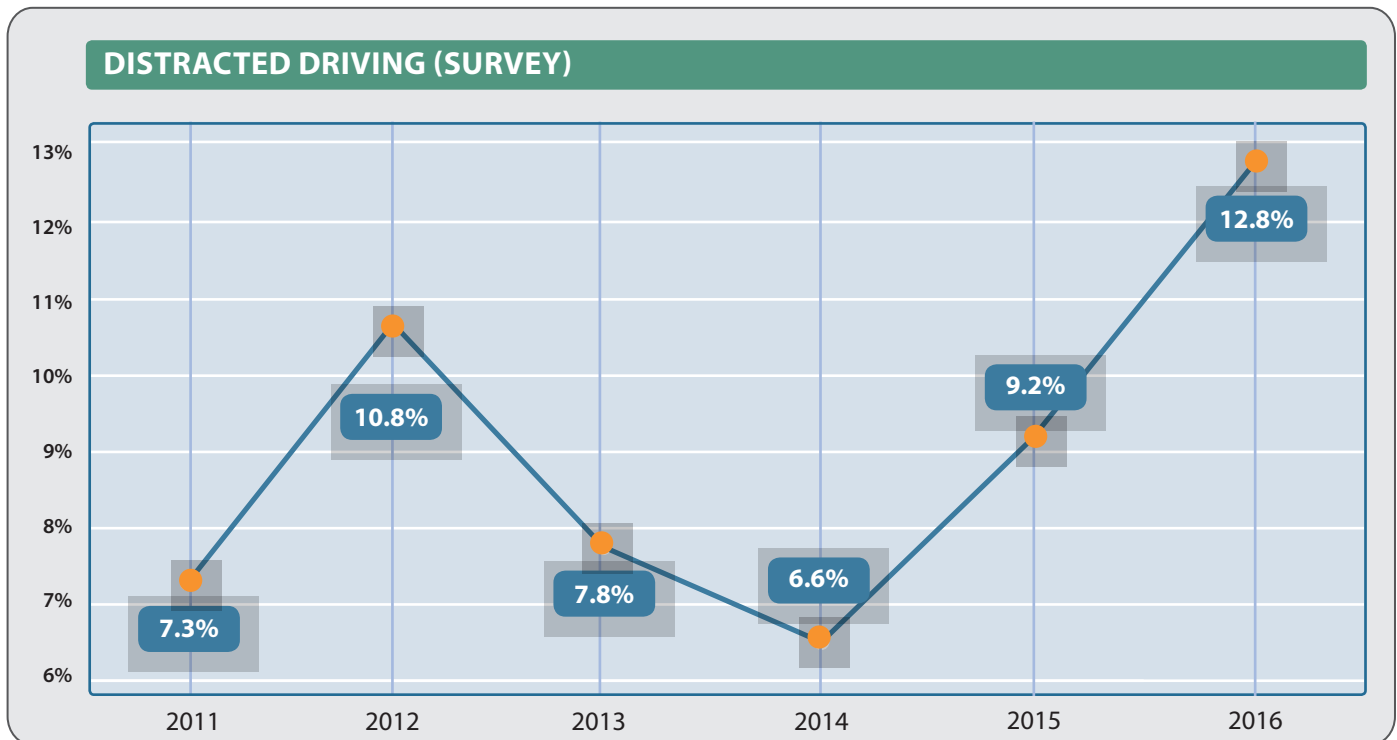


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

DISTRACTED DRIVING (SURVEY)

Reduce the percentage of drivers observed using a hand-held cell phone or texting 2 percentage points from the 2015 calendar year of 9.2 percent to 7.2 percent by December 31, 2016.

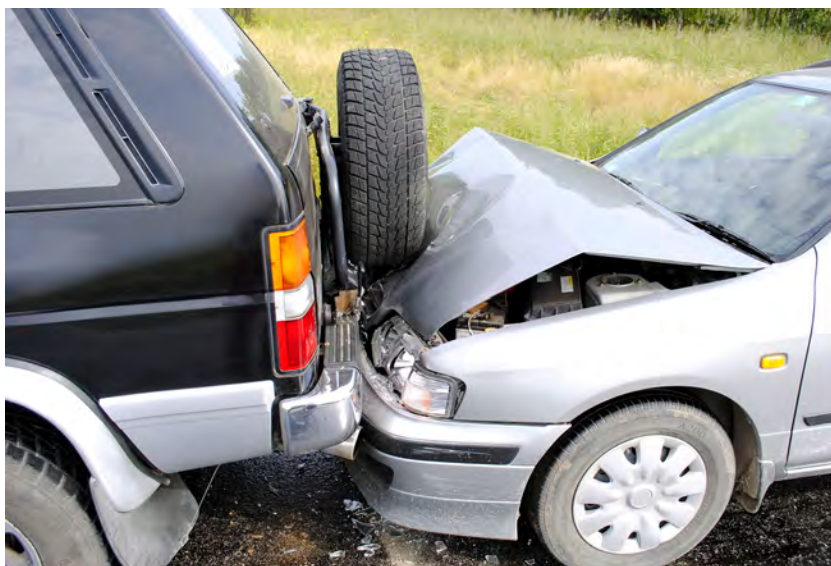
Result: Drivers observed using a hand-held cell phone or texting increased 3.6 percentage points from the 2015 calendar year of 9.2 to 12.8.



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE OUTCOME MEASURES	Calendar Years				
	2011	2012	2013	2014	2015
C-1: Traffic Fatalities (FARS)	2,816	2,966	3,107	3,102	3,176
C-2: Serious Traffic Injuries (SWITRS)	10,607	10,864	10,664	10,995	Not yet available
C-3: Fatalities/VMT (FARS/FHWA)	0.88	0.91	0.94	0.93	Not yet available
C-4: Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)	528	496	516	479	545
C-5: Alcohol-Impaired Driving Fatalities (all fatalities involving a driver or a motorcycle operator with a Blood Alcohol Content (BAC) of .08 or greater) (FARS)	774	829	880	876	914
C-6: Speeding-Related Fatalities (FARS)	898	954	992	995	955
C-7: Motorcyclist Fatalities (FARS)	415	447	463	522	462
C-8: Unhelmeted Motorcyclist Fatalities (FARS)	26	32	35	24	22
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	327	330	358	383	385
C-10: Pedestrian Fatalities (FARS)	633	653	734	709	742
C-11: Bicyclist Fatalities (FARS)	116	129	147	129	129

CORE BEHAVIOR MEASURE	Calendar Years					
	2011	2012	2013	2014	2015	2016
B-1 Statewide Observed Seat Belt Use For Passenger Vehicles, Front Seat Outboard Occupants (CSU Fresno Observational Survey)	96.6%	95.5%	97.4%	97.1%	97.3%	96.5%
ACTIVITY MEASURES	FFY 2016 (October 1, 2015 - September 30, 2016)					
A-1: Seat Belt Citations Issued During Grant-Funded Enforcement Activities	3,880					
A-2: Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	11,831					
A-3: Speeding Citations Issued During Grant-Funded Enforcement Activities	12,330					



ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years				
	2011	2012	2013	2014	2015
Statewide DUI Arrests*	180,212	172,893	160,388	Not yet available	Not yet available
Statewide DUI Conviction Rate*	73%	74%	Available January 2017	Available January 2018	Available January 2019
Statewide Seat Belt Violation Convictions**	260,026	259,888	193,633	164,970	135,364
Statewide Child Restraint Violation Convictions**	11,791	9,555	27,813	24,400	21,781
Statewide Speeding Convictions**	1,613,877	1,477,208	1,365,955	1,282,881	1,217,790
Hand-held Cell Phone Convictions**	460,487	425,041	399,064	329,572	237,642
Texting Convictions**	14,886	21,059	27,207	29,633	31,492
Hand-held Device by Someone Under Age 18**	732	114	89	84	96

ADDITIONAL OUTCOME MEASURES	Calendar Years				
	2011	2012	2013	2014	2015
Rural Fatalities/VMT (FARS/FHWA)	2.11	2.09	2.32	2.23	Not yet available
Urban Fatalities/VMT (FARS/FHWA)	0.61	0.66	0.69	0.69	Not yet available
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled (SWITRS))	0.88	0.92	0.94	0.93	Not yet available
Motor Vehicle Fatalities, Age 16 -19 (FARS)	189	180	216	222	211
Male	125	130	141	160	141
Female	64	50	75	62	70
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	78	79	72	92	94
Male	55	65	57	71	74
Female	23	14	15	21	20
Fatality Rate Per 100,000 Population (FARS)	7.47	7.79	8.09	8	Not yet available
Total Motor Vehicle Injuries (SWITRS)	225,602	226,544	223,128	230,904	Not yet available
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	18,697	19,871	19,146	19,132	Not yet available
Hit-and-Run Fatal Collisions (FARS)	238	226	282	285	273
Hit-and-Run Injury Collisions (SWITRS)	14,564	14,629	14,119	15,422	Not yet available
Hit-and-Run Fatalities (FARS)	246	229	296	298	281
Hit-and-Run Injuries (SWITRS)	18,801	18,824	18,351	20,042	Not yet available
Fatal Collisions between 2100-0300 (FARS)	723	717	750	806	799
Injury Collisions between 2100-0300 (SWITRS)	19,943	20,149	19,615	21,106	Not yet available
Motor Vehicle Fatalities between 2100-0300 (FARS)	801	795	846	871	899
Motor Vehicle Injuries between 2100-0300 (SWITRS)	29,039	29,149	28,316	30,417	Not yet available

* DMV DUI Management Information System Report

** DMV

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
ALCOHOL-IMPAIRED DRIVING	2011	2012	2013	2014	2015
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.24	0.25	0.27	0.26	Not yet available
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.33	0.35	0.34	0.33	Not yet available
Percent of Alcohol-Impaired Driving Fatalities	27%	28%	28%	28%	Not yet available
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	16	19	18	16	25
Male	12	17	14	11	19
Female	4	1	3	5	6
Alcohol-Related Fatalities (at least one driver or nonoccupant had a BAC of .01 or greater) (FARS)	1,121	1,198	1,277	1,268	1,325
Alcohol-Related Injuries (SWITRS)	23,853	23,905	23,178	23,993	Not yet available
Alcohol-Related Injuries Age 16 -19 (SWITRS)	2,232	2,111	1,893	1,688	Not yet available
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	19	21	23	25	31
Male	15	19	19	19	22
Female	4	1	3	6	10
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	143	134	160	150	142
Male	115	115	133	120	119
Female	27	20	27	30	23

	Calendar Years				
BICYCLES	2011	2012	2013	2014	2015
Bicyclist Fatalities (FARS)	116	129	147	129	129
Bicyclist Injuries (SWITRS)	13,605	13,920	13,283	13,042	Not yet available
Bicyclist Fatalities Under Age 15 (FARS)	12	4	4	5	5
Bicyclist Injuries Under Age 15 (SWITRS)	1,868	1,834	1,429	1,348	Not yet available
Unhelmeted Bicyclist Fatalities (FARS)	116	129	147	129	129

	Calendar Years				
DISTRACTED DRIVING	2012	2013	2014	2015	2016
Cell Phone and Texting Survey	10.8%	7.8%	6.6%	9.2%	12.8%

	Calendar Years				
DRUG-IMPAIRED DRIVING	2011	2012	2013	2014	2015
Drivers Killed, Tested Positive for Drugs (FARS)	26%	31%	32%	31%	19%

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

MOTORCYCLES	Calendar Years				
	2011	2012	2013	2014	2015
Total Motorcycle Registrations (DMV)	818,650	832,304	857,624	862,750	Not yet available
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	51	57	58	64	Not yet available
Motorcyclist Injuries (SWITRS)	12,028	12,617	13,143	13,744	Not yet available
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	94%	93%	92%	95%	95%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	36%	29%	33%	32%	32%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	85	98	104	138	109
Motorcycle Rider (Operator) Fatalities (FARS)	387	426	445	504	449
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	22%	23%	23%	27%	24%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	66%	69%	65%	65%	Not yet available
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	57%	56%	55%	55%	Not yet available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	24%	20%	14%	29%	Not yet available
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	17%	25%	27%	15%	Not yet available

OCCUPANT PROTECTION	Calendar Years				
	2012	2013	2014	2015	2016
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	33%	34%	32%	34%	Not yet available
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	Not Conducted	96.9%	95.2%	96%	96.4%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	42%	43%	38%	33%	Not yet available
Child Safety Seat Use Rate (Statewide Observational Survey)	91.6%	88.5%	90.7%	94%	94.6%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	42	31	36	23	Not yet available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,059	5,088	5,104	Not yet available	Not yet available

PEDESTRIANS	Calendar Years				
	2011	2012	2013	2014	2015
Pedestrian Injuries (SWITRS)	13,427	14,117	13,094	13,918	Not yet available
Pedestrian Fatalities Under Age 15 (FARS)	28	22	28	24	24
Pedestrian Injuries Under Age 15 (SWITRS)	2,153	2,075	1,964	1,868	Not yet available
Pedestrian Fatalities Age 65 and Older (FARS)	153	159	179	185	173
Pedestrian Injuries Age 65 and Older (SWITRS)	1,305	1,430	1,376	1,546	Not yet available

SPEEDING AND AGGRESSIVE DRIVING	Calendar Years				
	2011	2012	2013	2014	2015
Speeding Related Injuries (SWITRS)	70,653	70,291	70,447	72,291	Not yet available

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

2016 STATEWIDE TRAFFIC SAFETY SURVEY

2016 marked the seventh year of the annual statewide traffic safety survey, intended to help continuously fine-tune traffic safety programs, enforcement efforts and public education campaigns to ensure they are effective and on target with individual populations.

California's 2016 survey included 1,271 drivers aged 18 and over at gas stations in 15 counties throughout Central, Northern and Southern California. Participants were asked a range of traffic safety questions regarding impaired driving, seat belts, distracted driving and traffic safety laws and campaigns. The figures below are the top line totals for each question.

TRAFFIC SAFETY SURVEY RESULTS DATA:

In your opinion, what are the biggest safety problems on California roadways?	
Reply	2016
Speeding/Aggressive Driving	19.2%
Texting on Cell Phone	18.2%
Talking on Cell Phone	13.8%
Bad Road Surfaces	12.2%
Other Driver Behavior	5.9%
Drunk Driving	5.6%
Congestion on Roadways	5.2%
All Other/Don't Know	19.9%

In your opinion, what is the most serious distraction for drivers?	
Reply	2016
Texting While Driving	44.1%
Cell Phone Talking (hand-held or hands-free)	33.5%
General Mobile Device Use (talk, text, GPS, etc.)	5.5%
Other Drivers' Behavior	2.2%
Car Crashes/Issues w/ Other Vehicles	1.7%
GPS/Navigation Systems	1.7%
Roadside Billboards	1.5%
Construction on Roadways	1.1%
All Others	8.7%

How often in the past 30 days have you texted or emailed while driving?	
Reply	2016
Regularly	11.4%
Sometimes	12.9%
Rarely	20.9%
Never	54.9%

How often in the past 30 days have you talked on a hand-held cell phone while driving?	
Reply	2016
Regularly	35.9%
Sometimes	20.9%
Rarely	15.8%
Never	27.3%

Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?	
Reply	2016
Yes	54.6%
No	45.4%

Have you ever made a driving mistake while talking on a cell phone?	
Reply	2016
Yes	43.9%
No	56.1%

What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?	
Reply	2016
Very Likely	21.5%
Somewhat Likely	21.0%
Neither Likely nor Unlikely	11.9%
Somewhat Unlikely	20.3%
Very Unlikely	25.3%

In the past 6 months, do you recall hearing or seeing: DDVIP Mobile App?	
Reply	2016
Yes	2.5%
No	97.5%

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

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

Reply	Yes	No
Report Drunk Drivers – Call 911	84.0%	16.0%
Drive Sober or Get Pulled Over	40.8%	59.2%
Silence the Distraction	10.4%	89.6%
Click It or Ticket	82.8%	17.2%

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

Reply	2016
Yes	6.6%
No	64.5%
I Don't Drink At All	29.0%

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

Reply	2016
Always	20.8%
Sometimes	18.0%
Rarely	12.3%
Never	48.8%

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

Reply	2016
Always	24.9%
Sometimes	20.6%
Rarely	15.6%
Never	38.9%

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

Reply	2016
Very Likely	41.3%
Somewhat Likely	30.0%
Somewhat Unlikely	21.0%
Very Unlikely	7.7%

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

Reply	2016
Very Big Problem	58.1%
Somewhat Of A Problem	30.9%
A Small Problem	9.1%
Not A Problem At All	1.9%

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

Reply	2016
Yes	57.9%
No	42.1%

Do you support the use of sobriety/DUI checkpoints?

Reply	2016
Yes	89.1%
No	10.9%

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

Reply	2016
Yes	59.5%
No	21.7%
It Depends	18.8%

Do you think it's safe to drive 20 miles over the speed limit on freeways?

Reply	2016
Yes	7.6%
No	74.4%
It Depends	17.9%

Do you think it's safe to drive 5 miles over the speed limit on residential streets?

Reply	2016
Yes	36.6%
No	46.1%
It Depends	17.3%

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

What do you think the chances are of getting a ticket if you drive over the speed limit?

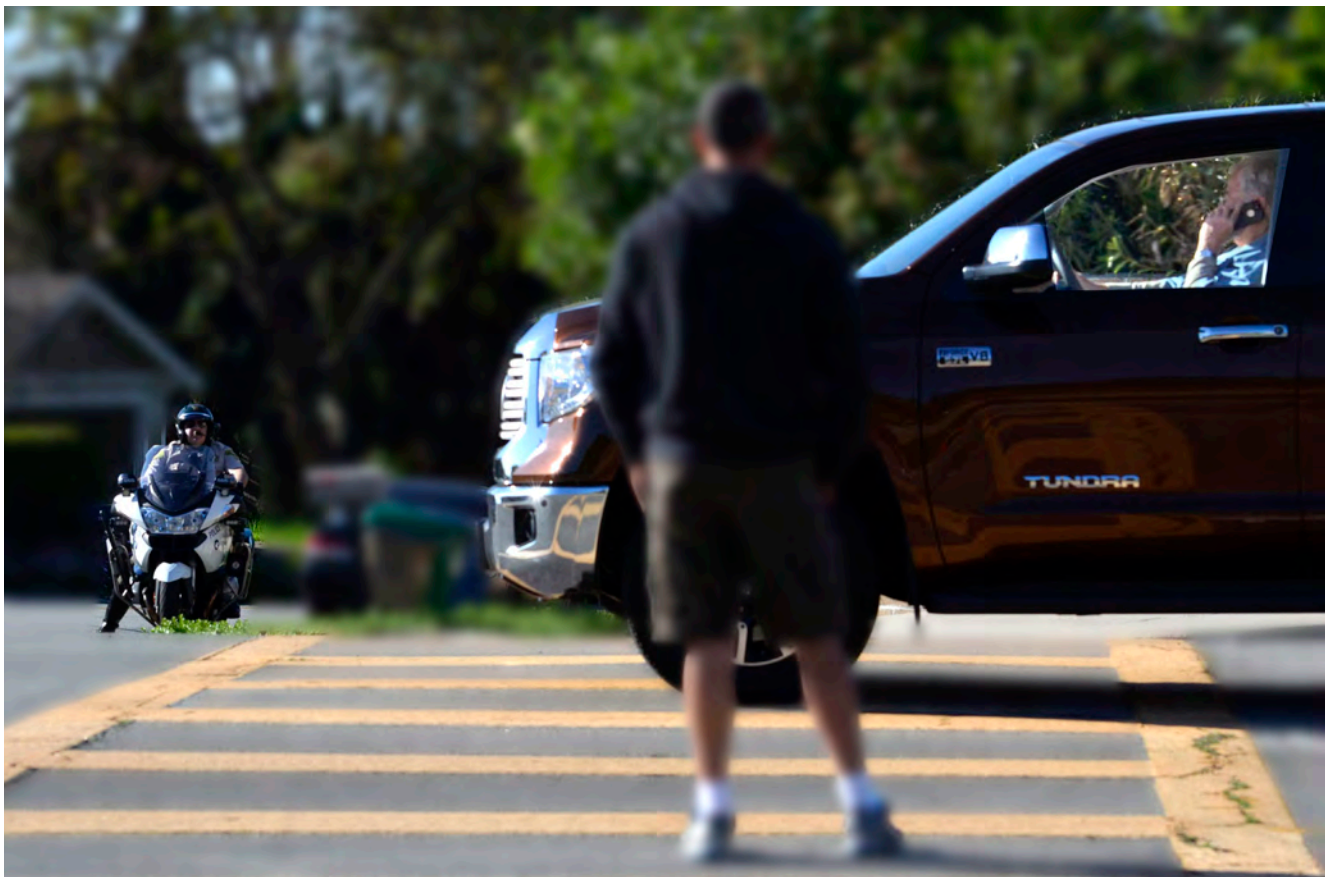
Reply	2016
Very Likely	21.3%
Somewhat Likely	36.7%
Somewhat Unlikely	27.2%
Very Unlikely	14.8%

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

Reply	2016
Yes	68.0%
No	32.0%

Think of the times you have BEEN a pedestrian in the last 6 months. What safety problems did you experience?

Reply	2016
Cars Not Stopping	27.6%
Distracted Drivers (Cell Phones)	20.5%
Cars Going Too Fast	14.5%
None	13.5%
Almost Getting Hit By Car	4.7%
Lack of Sidewalks/Clear Crosswalks	4.0%
Bicyclists Not Stopping	2.5%
Driver's Behavior (general)	1.9%
Drivers Turning Right Without Looking	1.1%



CALIFORNIA'S EVIDENCE-BASED ENFORCEMENT PROGRAM

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

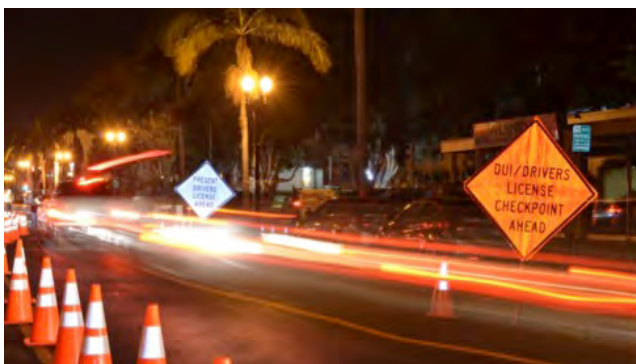
Enforcement grantees conducted a total of 1,369 DUI/Drivers License checkpoints, 6,955 DUI saturation patrols, and 1,241 repeat DUI offender warrant service operations (additional activities and details are listed on page 27). Grantees also conducted 3,998 traffic enforcement operations, 684 motorcycle safety enforcement operations, and 2,225 distracted driving enforcement operations (additional activities and details are listed on page 31). In addition, OTS grantees participated in various NHTSA enforcement campaigns such as "Click It or Ticket," "Winter and Summer Mobilizations," "Distracted Driving Awareness," and "Motorcycle Safety Month."

OTS maintained constant communication with its enforcement grantees, having reviewed over 900 press releases, conducted 32 grant performance reviews, and evaluated over 200 performance reports on a quarterly basis. OTS's law enforcement liaison assessed 55 DUI checkpoint operations and participated in 45 enforcement meetings. Beyond enforcement activities, many of the grantees participated in OTS funded training opportunities which included SFST, ARIDE, DRE, and Illegal Street Racing training. In FFY 2016, 1,252 officers were trained in SFST, 3,405 officers were trained in ARIDE, and 346 officers were trained in DRE.



PROJECTS NOT IMPLEMENTED

The California Highway Patrol (CHP) grant (# TR1612) for the "3-Dimensional Laser Scanning Systems" implementation was initially delayed by funding type and potential Buy America Act issues. The Buy America Act (Title 23, Section 313) prohibits the use of Federal highway safety grant funds to purchase manufactured products unless they are produced in the United States. During this delay, CHP secured funding to procure the desired equipment through other sources. Therefore this project was not implemented.



PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING

Goal: Reduce the number of persons killed in alcohol-involved collisions 5 percent by September 30, 2016.

Result: Persons killed in alcohol-involved collisions decreased 0.4 percent from 261 to 260.

Goal: Reduce the number of persons injured in alcohol-involved collisions 6 percent by September 30, 2016.

Result: Persons injured in alcohol-involved collisions increased 5.8 percent from 8,895 to 9,411.

Goal: Reduce hit-and-run fatal collisions 5 percent by September 30, 2016.

Result: Hit-and-run fatal collisions increased 37.4 percent from 131 to 180.

Goal: Reduce hit-and-run injury collisions 5 percent by September 30, 2016.

Result: Hit-and-run injury collisions decreased 6.1 percent from 14,524 to 13,635.

Goal: Reduce nighttime (2100 - 0259 hours) fatal collisions 5 percent by September 30, 2016.

Result: Nighttime (2100 - 0259 hours) fatal collisions increased 19.7 percent from 351 to 420.

Goal: Reduce nighttime (2100 - 0259 hours) injury collisions 5 percent by September 30, 2016.

Result: Nighttime (2100 - 0259 hours) injury collisions increased 17.3 percent from 12,789 to 15,000.

Goal: Reduce the number of motorcyclists killed in alcohol-involved collisions 5 percent by September 30, 2016.

Result: Motorcyclists killed in alcohol-involved collisions decreased 23.1 percent from 39 to 30.

Goal: Reduce the number of motorcyclists injured in alcohol-involved collisions 5 percent by September 30, 2016.

Result: Motorcyclists injured in alcohol-involved collisions decreased 4.5 percent from 245 to 234.



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

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

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

DUI ENFORCEMENT ACTIVITY	TOTAL
DUI/Drivers License Checkpoints	1,370
Vehicles Through Checkpoints	1,425,735
Drivers Contacted	967,272
Field Sobriety Tests Administered	18,330
DUI Arrests (Alcohol Only)	3,153
DUI Drug Arrests (Drug Only)	508
DUI Arrests (Alcohol/Drug Combination Only)	92
Drug Arrests (Possession, Transportation, Sales)	155
Criminal Arrests (Felony in Custody)	314
Recovered Stolen Vehicles	70
Suspended/Revoked Driver's Licenses	5,952
DUI Saturation Patrols Conducted	6,966
Vehicle Stops	87,437
Field Sobriety Tests Administered	21,326
DUI Arrests (Alcohol Only)	5,948
DUI Drug Arrests (Drug Only)	708
DUI Arrests (Alcohol/Drug Combination Only)	225
Drug Arrests (Possession, Transportation, Sales)	482
Criminal Arrests (Felony in Custody)	797
Recovered Stolen Vehicles	184
Suspended/Revoked Driver's Licenses	3,700
Repeat DUI Offender Warrant Service Operations	1,241
Warrant Service Attempts	9,517
Warrants Served (Arrests/Citations)	1,846
Court Sting Operations	170
Arrests from Court Sting Operations	354
Stakeout Operations Conducted	133
Arrests from Stakeout Operations	200
Minor Decoy Operations Conducted	229
Citations Issued	430
Shoulder Tap Operations Conducted	150
Arrests from Shoulder Tap Operations	43
Citations Issued	351
Officers Trained in Standardized Field Sobriety Testing (SFST)	1,252

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	7,534
Attempted Field Contacts (all 'door knocks" whether successful or not)	12,708
Announced Field Contacts Made	540
Unannounced Field Contacts Made Without Search	1,963
Unannounced Field Contacts Made With Search	8,162
Office Contacts Made	17,554
Alcohol/Drug Tests (Persons Tested)	20,862
Positive Alcohol/Drug Tests	860
DUI Warrant Service Operations Completed	776
Warrant Service Attempts	1,311
Warrants Successfully Served	301



PROGRAM GOALS, RESULTS, AND ACTIVITIES

DISTRACTED DRIVING

Goal: Reduce fatal collisions involving drivers using hand-held cell phones.

Result: Data not yet available.

Goal: Reduce injury collisions involving drivers using hand-held cell phones.

Result: Data not yet available.

DRUG-IMPAIRED DRIVING

Goal: Provide increased training to law enforcement on identifying drug-impaired drivers.

Result: A total of 346 officers were trained in DRE and 3,405 officers were trained in ARIDE.

SUPPORTING ACTIVITY	TOTAL
Officers Trained in ARIDE	3,405
Officers Trained in DRE	346
Persons trained in Drug Impairment Training for Educational Professionals (DITEP)	280

EMERGENCY MEDICAL SERVICES

Goal: Decrease the average response time (time of notification to hospital treatment or transport) in service areas.

Result: Average response time (time of notification to hospital treatment or transport) in service areas decreased 33 percent from 15 minutes to 10 minutes.



OCCUPANT PROTECTION

Goal: Increase seat belt compliance 5 percentage points by September 30, 2016.

Result: Seat belt compliance decreased 1 percentage point from 83 percent to 82 percent.

Goal: Increase child safety seat usage 6 percentage points by September 30, 2016.

Result: Child safety seat usage decreased 1 percentage point from 63 percent to 62 percent.

Goal: Reduce the number of vehicle occupants killed under the age of eight by 10 percent by September 30, 2016.

Result: Vehicle occupants killed under the age of eight decreased 64 percent from 11 to 4.

Goal: Reduce the number of vehicle occupants injured under the age of eight by 10 percent by September 30, 2016.

Result: Vehicle occupants injured under the age of eight decreased 42 percent from 1,526 to 895.

SUPPORTING ACTIVITY	TOTAL
Child Passenger Safety Seat Certification Trainings	38
NHTSA-Certified Technicians Trained	663
NHTSA-Certified Instructors Trained	18
Child Passenger Safety Recertification Classes Completed	24
People Recertified (Current Techs)	345
People Recertified (Expired Techs)	76
Child Passenger Safety Seat Checkup Events	418
Child Safety Seats Properly Fit	10,193
New Child Safety Seats Distributed and Properly Fit	4,727
Special Needs Seats Distributed	7
New Fitting Stations Established	76
Child Safety Seats Distributed to People in Need	9,176
Child Safety Seats Inspected	20,797

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PEDESTRIAN AND BICYCLE SAFETY

Goal: Reduce the total number of pedestrians killed 8 percent by September 30, 2016.

Result: Pedestrians killed increased 23.1 percent from 476 to 586.

Goal: Reduce the total number of pedestrians injured 10 percent by September 30, 2016.

Result: Pedestrians injured increased 10.6 percent from 11,189 to 12,372.

Goal: Reduce the total number of bicyclists killed in traffic related collisions 10 percent by September 30, 2016.

Result: Bicyclists killed in traffic related collisions increased 11.8 percent from 93 to 104.

Goal: Reduce the total number of bicyclists injured in traffic related collisions 10 percent by September 30, 2016.

Result: Bicyclists injured in traffic related collisions decreased 9.8 percent from 9,457 to 8,530.

Goal: Increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2016.

Result: Bicycle helmet compliance for children aged 5 to 18 decreased 7 percentage points from 62 percent to 55 percent.



PUBLIC EDUCATION ACTIVITY	TOTAL
School/Community Traffic Safety/Bicycle Rodeos	375
Students Participating	45,096
Bicycle Helmets Distributed	2,408
Bicycle Helmets Properly Fitted	3,457
Community Traffic Safety/Bicycle Rodeos	315
People Impacted	167,720
Bicycle Helmets Distributed	4,604
Bicycle Helmets Properly Fitted	5,151
Bicycle Helmets Distributed	1,546
Class Room/Parent Educational Workshops/Presentations	437
People Impacted	44,888



PROGRAM GOALS, RESULTS, AND ACTIVITIES

POLICE TRAFFIC SERVICES

Goal: Reduce the total number of persons killed in traffic collisions 2 percent by September 30, 2016.

Result: Persons killed in traffic collisions increased 11.2 percent from 1,274 to 1,417.

Goal: Reduce the total number of persons injured in traffic collisions 2 percent by September 30, 2016.

Result: Persons injured in traffic collisions increased 12.1 percent from 117,749 to 131,958.

LAW ENFORCEMENT ACTIVITY	TOTAL
Traffic Enforcement Operations Conducted	4,022
Vehicle Stops	65,471
Citations Issued	60,099
Distractions Driving Enforcement Operations Conducted	2,230
Vehicle Stops	33,979
Hand-Held Cell Phone Citations Issued	16,846
Texting Citations Issued	4,795
Individuals Under the Age of 18 That Received a Citation	106
Motorcycle Safety Enforcement Operations Conducted	684
Motorcycle Stops	2,591
Motorcycle Citations	1,663
Vehicle Stops	7,455
Vehicle Citations	6,895
Field Sobriety Tests Administered to Motorcyclists	114
Field Sobriety Tests Administered to Other Drivers	288
DUI Arrests of Motorcyclists (Alcohol Only)	22
DUI Arrests of Other Drivers (Alcohol Only)	56
DUI Drug-Impaired Arrests of Motorcyclists [VC-23152(e)]	5
DUI Drug-Impaired Arrests of Other Drivers [VC-23152(e)]	15
DUI Arrests (Alcohol/Drug Combination) of Other Drivers	8
Drug Arrests (Possession, Transportation, Sales)	11
Criminal Arrests (Felony in Custody)	47
Suspended/Revoked Driver's Licenses	275
Motorcycle License Endorsement [VC-12500(b)]	200
Recovered Stolen Vehicles	6
Nighttime (2100 - 0259 hours) "Click It or Ticket" Enforcement Operations Conducted	442
Vehicle Stops	5,260
Seatbelt Citations Issued	2,551
Child Safety Seat Citations Issued	384
Bicycle and Pedestrian Enforcement Operations Conducted	2,126
Bicycle Stops	8,179
Bicycle Citations Issued	6,131
Pedestrian Stops	9,446
Pedestrian Citations Issued	7,382
Vehicle Stops	18,617
Vehicle Citations Issued	16,082
Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed	473
Citations Issued	6,950

PROGRAM GOALS, RESULTS, AND ACTIVITIES

TRAFFIC RECORDS/ROADWAY SAFETY

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

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

TRAFFIC SAFETY EDUCATION

STATEWIDE AND NATIONAL TRAINING

The 2016 Lifesavers Conference was held in Long Beach, California. OTS provided funding for over 450 traffic safety professionals from state and local agencies to attend. Lifesavers is the largest highway safety meeting in the US, and this national forum provided presentations on proven countermeasures and initiatives that addressed the country’s critical highway safety problems. In addition, 34 traffic safety professionals attended the Governors Highway Safety Association’s Annual Meeting, 16 professionals attended a national conference that included up-to-date drug trends, legal issues, and innovative technology related to drug-impaired driving, and 127 law enforcement officers and 91 prosecutors attended a Vehicle Homicide and Drug-Impaired Prosecution Seminar.



GENERAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Bicycle Safety	665
People Impacted	175,856
Child Passenger Safety	668
People Impacted	32,961
Distracted Driving	1,608
People Impacted	246,465
Impaired Driving	657
People Impacted	190,611
Motorcycle Safety	178
People Impacted	168,310
Occupant Protection	114
People Impacted	22,882
Pedestrian Safety	469
People Impacted	142,077
Senior Driver	502
People Impacted	22,710
Teen Driver	229
People Impacted	40,189
Traffic Safety	331
People Impacted	82,606

PROGRAM GOALS, RESULTS, AND ACTIVITIES

SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Every 15 Minutes	170
People Impacted	134,690
Multi-Media Presentations	37
People Impacted	14,657
Real DUI Trials and Sentencing's	24
People Impacted	14,153
Sober Graduation	86
People Impacted	20,185
Speeding	706
People Impacted	156,520
Start Smart	1,081
People Impacted	34,449

PUBLIC RELATIONS, ADVERTISING AND MARKETING

Goals

OTS Marketing and Public Affairs supports the OTS mission of reducing deaths, injuries, and economic losses resulting from traffic crashes by creating and implementing comprehensive public awareness programs designed to improve and encourage safe driving practices statewide. In addition, OTS initiates contact with, responds to, and strives to be the primary source for the press and others, providing information and policy messaging relating to traffic safety issues. These efforts are intended to make safe driving the behavior of choice for all Californians, including at-risk and under-served communities. OTS recognizes the challenge of reaching a diverse and widespread population of over 38 million people, including 25 million licensed drivers, and creates its public awareness efforts to best and most effectively reach them.

Results

In FFY 2016, OTS Marketing and Public Affairs was instrumental in the successful implementation of multiple statewide and regional campaigns and outreach efforts. More Californians and visitors are being reached with traffic safety messaging, in more ways, than ever before. OTS campaigns and campaign materials won 12 Gold or Silver awards from multiple professional organizations.



DECEMBER DUI CRACKDOWN CAMPAIGN

In conjunction with the state's local law enforcement agencies and county DUI Task Forces, OTS partnered with the CHP, Alcoholic Beverage Control (ABC), DMV and Caltrans, among others, to conduct the state's annual December anti-DUI campaign. The campaign was kicked off with a press conference in San Francisco featuring NHTSA Administrator Dr. Mark Rosekind.

The campaign message centered on the OTS mobile app "DDVIP." The message conveyed was that designated sober drivers are the heroes of any night out and encouraged people to download and use the DDVIP app as a way to garner free non-alcoholic drinks and other free considerations for designated drivers from participating bars. The OTS portion of the effort generated more than 70 million audience impressions from earned media placements, paid advertising and public service announcements. Collectively the campaign generated more than \$2 million in added value.

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

The campaign received a great deal of interaction and media coverage which exposed the message of safe and sober driving on a statewide level. The app obtained nearly 10,000 downloads during and immediately following the campaign events in December. The app garnered an additional 5,000 downloads for a total of 33,000 downloads by the end of FFY 2016.

Since the December holiday season is one when colleges and universities are out of session, the OTS DDVIP College Tour took place during mid-March. At six campuses across the state, the tour included concert ticket giveaways, free food trucks, engaging booth activities and messaged materials. Paid and earned media surrounding the tour garnered more than 26 million impressions.

DISTRACTED DRIVING

OTS kept the theme and messaging for its distracted driving campaign effort of “Silence the Distraction,” to get drivers to turn off, put out of reach or at least silence their cell phones while driving. The creative “hook” for the campaign switched to one based on the use of emojis to make the point. The April television, radio and internet paid media campaign generated more than 42 million impressions and nearly \$117,000 in added value.

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



PEDESTRIAN SAFETY

Recognizing the growing problem of pedestrian fatalities and injuries in California, OTS made the decision to mount the first statewide campaign aimed at the issue. Since this was new territory, and anticipating that this would need to be as much basic educational as well as behavior changing, OTS decided to do extensive research and testing in early FFY 2016 for a statewide roll-out later in the year.

In October 2015, the OTS launched a new public education pilot Pedestrian Safety Awareness campaign, “Be Aware. Be Alert. Pedestrians Don’t Have Armor” in the Sacramento region. The campaign aimed to place equal responsibility on both drivers and pedestrians, highlighting the importance of pedestrian safety awareness regardless of whether one is on foot or behind the wheel. The creative direction for the campaign centered on “Pete Walker”, an everyday pedestrian clad in a full suit of car armor to illustrate that in real life, pedestrians don’t have armor. Along with social media promotion and strategic paid advertisement efforts throughout the Sacramento region, the primary elements of the month-long campaign included a 30-second television PSA and the development and distribution of several campaign-themed collateral items.

Overall, the paid campaign garnered more than 30 million impressions across all mediums, with campaign related posts on social media obtaining the highest level of engagements out of all OTS posted content during the month of the campaign. Earned media garnered approximately 3.5 million impressions for an added value of \$71,400.

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

The campaign research survey showed that while just over a quarter of respondents (29 percent) said that they were aware of a pedestrian safety traffic message in advertising and publicity prior to the campaign, this number significantly increased to 46 percent in the post-campaign survey, indicating a successful attempt at reaching audiences throughout the Sacramento area.

The 2015 pilot effort paved the way for the 2016 statewide awareness campaign. Once again, the “Be Aware. Be Alert. Pedestrians Don’t Have Armor” campaign aimed to place equal responsibility on both drivers and pedestrians, highlighting the importance of pedestrian safety awareness regardless of whether one is on foot or behind the wheel. Both paid media and outreach efforts extended throughout the state, with focus in the Bakersfield, Chico, Fresno, Monterey-Salinas, Sacramento, San Diego and Santa Barbara media markets, resulting in 127 million impressions.

OTS executed a statewide tour of seven middle schools in the target media markets, with a goal of increasing awareness about pedestrian and motorist safety, particularly amongst the middle school age demographic – one that often walks to school each and every day. The “Pete Walker” character was on hand to help escort students across busy streets near the schools.



YEAR-ROUND EFFORTS

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

The anti-DUI effort was not confined to the holiday period or even DDVIP alone, but was planned and



executed to have year-round and lasting impact through a continuous and active designated sober driver effort partnering with 500 bars and restaurants, 17 regional winery associations encompassing 850 member wineries, 300 breweries, and 560 commercial transportation companies throughout the state.

OTS partnered with Ovations Food Services to incorporate a DDVIP message on more than 1.75 million cups distributed at fairgrounds and event facilities throughout California. In addition to the cups, posters, bar mats, coasters, and buttons were distributed at each of the 14 facilities. Combined with the cups, the partnership was able to reach more than 16 million people over the course of the year.

OTS continued its multi-year partnership with the Sacramento River Cats and Raley Field to promote anti-DUI and distracted driving messaging via the venue’s radio, website, scoreboard, concourse and bathroom advertising opportunities. This effort earned OTS nearly 1.2 million audience impressions throughout the course of the partnership.

During the year, OTS continued its newsletter story distribution program to support anti-DUI, distracted driving, and other traffic safety issues. The individual stories were offered in both long and short forms, and depending on the topic, distributed to those on a growing list of 750 organizations with institutional newsletters, including traffic schools, chambers of commerce, hospitals, law enforcement agencies, county governments, winery associations, universities, parent teacher associations and more. In addition to distracted driving and anti-DUI awareness, newsletter topics included driving and pedestrian safety tips, bicycle and motorcycle safety awareness, child safety seat and child hyperthermia awareness and prevention tips.

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

While the primary pedestrian safety campaign effort took place throughout September and October of 2016, OTS is ensuring that ongoing community outreach continues to take place. OTS has produced a total of five “Pete Walker” suits, which have been distributed to host agencies in the chosen media markets throughout the state. The suits and accompanying materials are at the disposal of any qualified agency or group, to be utilized at various community events as a way to engage the public with the campaign on an ongoing basis.

SEAT BELT MOBILIZATIONS

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

GRANTEE MEDIA RELATIONS

OTS Public Affairs regularly provides technical assistance to local grantees in their communications and outreach efforts. In FFY 2016, Marketing and Public Affairs supported grantees in the development of press materials and the planning of media events. OTS assisted local grantees by developing press release templates to announce their grants and to publicize their operations year-round. The templates were made available on the OTS website for easy downloading and use. OTS aided grantees by participating in print and broadcast media interviews to underscore the key points regarding impaired driving, occupant protection, distracted driving, and police traffic services, among others. Nearly 250 grant kickoff press releases and over 900 operation/activity press releases from grantees were reviewed and edited as needed.

SOCIAL MEDIA

FFY 2016 saw a continuing expansion of OTS presence on social media. Due to a change in Facebook procedures for businesses last year, the OTS “like” count dropped 10 percent, to nearly 30,000. Over the last 18 months, the OTS Facebook count has rebounded by over 15 percent, now standing at 35,000. OTS Facebook is unique among state highway safety sites in that we stress engagement first and message second. A combination of eye-

catching graphics, photos, videos, and choreographed conversational interaction are all designed to immediately and constantly bring in visitors and keep them returning. As they stay, the traffic safety messaging is subtly, and sometimes directly, insinuated into the conversation. This same tactic is used on the OTS Twitter presence, which currently has 8,300 followers. The OTS YouTube Channel has been effectively used as a landing spot for “viral” videos. The OTS Instagram, although active and engaging, has not yet become a major source of followers.



INSTITUTIONAL PARTNERING

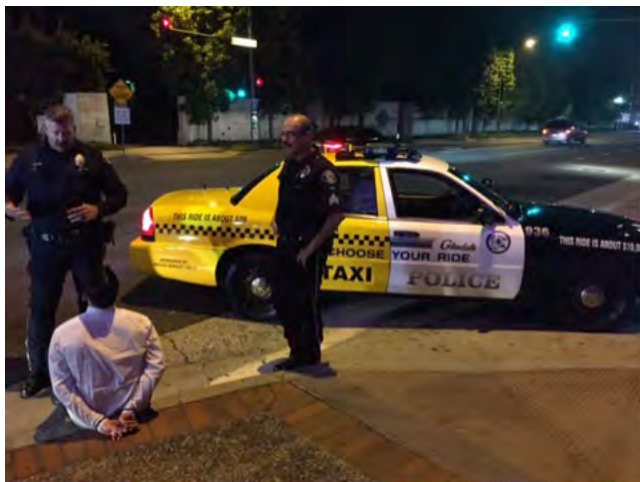
OTS continued to build on highly successful cooperative promotional activities with NHTSA, Mothers Against Drunk Driving (MADD) and other national institutions, and industry groups including iHeart Media, Ovation Food Services, Sacramento River Cats and Raley Field, multiple winery regional associations, trucking associations, and bar and restaurant chains. OTS partnerships with other state agencies have been particularly effective, including the DMV, CHP, ABC, Department of Public Health, and Caltrans. The use of Caltrans changeable message signs for traffic safety during the holiday “DUI Crackdown”, “Click It or Ticket” and distracted driving periods, have reached tens of millions of freeway drivers repeatedly with the traffic safety message.

PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING

HIGH VISIBILITY ENFORCEMENT

Law enforcement agencies conducted high visibility enforcement during the NHTSA Summer and Winter mobilizations. During these campaigns, officers conducted DUI checkpoints, roving DUI patrols, and DUI warrant/probation operations for those who failed to comply with court orders and habitual offenders identified as the worst-of-the-worst. Agencies also conducted 'Buzzed Driving is Drunk Driving' media efforts and DUI enforcement during Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, Halloween, and other local festivals and events with identified DUI problems. Local and regional media efforts were coordinated focusing on the awareness of impaired driving and the affects 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.



ALCOHOL AND DRUG-IMPAIRED DRIVER VERTICAL PROSECUTION PROGRAM

OTS funded 26 grants that specialized in the prosecution of DUI offenders in which each case was handled by a single, specially trained, dedicated prosecutor from start to finish. Prosecution of alcohol and drug-impaired driving cases was improved as a result of the elevated skill and reputation of the dedicated prosecutors, better communication with law enforcement, and enhanced training for both attorneys and officers. The dedicated attorneys developed expertise that was recognized by judges and the defense bar. Recipients reported that sentences have improved as a result of attorneys' ability to educate judges about DUI laws. The increased skills and abilities of the grant-funded

prosecutors trickled down to other deputies through mentoring and shared training, thus improving the results of all alcohol and drug-impaired driving cases. Streamlined communication between arresting officers and the attorneys handling the cases was a commonly mentioned benefit of these grants. Officers learned that they have a single point-person for alcohol and drug-impaired driving cases in the event of unique circumstances. Attorneys were able to identify any deficiencies in investigations or reports and communicate their needs to the officers. The communication and relationships were bolstered by the attorneys' participation in DUI patrol ride-a-longs and attendance at checkpoints.

PROBATION DEPARTMENTS – INTENSIVE SUPERVISION OF DUI PROBATIONERS

California's high-risk DUI probationers continue to be intensively supervised to ensure compliance with court-ordered terms and held accountable when falling short of compliance. Throughout FFY 2016, grants to 13 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Placer, Santa Barbara, Sacramento, San Diego, San Joaquin, San Bernardino, Solano, and Tulare) facilitated the supervision of rotating caseloads numbering more than 1,590 probationers. Probationers were required to complete alcohol education programs, keep regularly scheduled office appointments, and were subjected to random after-hours home searches that included alcohol testing. Many of the probation departments participated in DUI warrant service operations with local enforcement agencies within their counties. Intensive supervision compels the vast majority to adhere to their terms of probation; however, when probationers failed to comply they were held accountable.



PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING (CONTINUED)



KNOW YOUR LIMIT CAMPAIGN

The Huntington Beach Police Department served as California's statewide trainer for the "Know Your Limit" Campaign and trained over a dozen agencies statewide. The campaign, which promoted education and public awareness on blood alcohol concentration (BAC), was a collaboration between police departments and local bars/nightclubs. Uniformed officers visited drinking establishments during peak hours and interacted with patrons in an effort to educate them on the effects of alcohol and impaired driving. Willing patrons were asked if they felt impaired or if they would drive, and, for statistical purposes, what city they lived in (to document if they were locals or tourists), and their age and gender. Patrons were then offered the opportunity to test their perception by voluntarily checking their potential impairment with a Preliminary Alcohol Screening (PAS) device. Participants were normally surprised at their BAC level (that they were near or over the legal limit for operating a vehicle) and were often provided an incentive (gift cards donated from transportation network companies). Officers interacted with participants and surrounding observers to educate on DUI, the importance of being responsible, and informed them they would be conducting DUI enforcement later in the evening. This served as a great deterrent and enforcement strategy.

RADD CALIFORNIA COLLEGE DUI AWARENESS PROJECT

UNIVERSITY OF CALIFORNIA, BERKELEY

UC Berkeley Safe Transportation Research and Education Center (SafeTREC) partnered with RADD®, the entertainment industry's voice for road safety, and

promoted the RADD Designated Driver/AT Rewards program on 41 college campuses. RADD conducted two statewide webinars, one online training, three regional trainings, five campus trainings, and two large community RBS trainings for 225 servers from RADD Retail Rewards partners. Program highlights included expanding partnerships from 35 to 41 college campuses, 151 campus activations, distribution of 23,524 RADD pledge cards and over 5,000 RADD wristbands, with a total on-campus exposure to 113,995 students. Wider engagement opportunities drove social media numbers to new heights, resulting in a 222 percent increase in RADD's Facebook likes, a 308 percent increase in Instagram followers, a 187 percent increase in Twitter followers, plus 30,000 YouTube views, for a combined total of 1.7 million online impressions. An additional 347,110 unique impressions were generated by an earned media marketing campaign. Total FFY 2016 online and electronic media impact was 2,047,110 impressions.



PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

TEEN CHOICES

CALIFORNIA HIGHWAY PATROL

The CHP provided the Every 15 Minutes (E15M) program, Sober Graduation events, and educational presentations to high schools, community based organizations, fire and health departments, and local law enforcement agencies throughout California. Statewide, uniformed CHP staff facilitated 165 E15M programs impacting over 133,000 students, 86 Sober Graduation events impacting over 20,000 students, and conducted 904 educational programs and presentations. In addition, educational materials emphasizing the consequences of drinking and driving were distributed.



MONTEREY COUNTY DUI COURT

MONTEREY COUNTY SUPERIOR COURT

The Monterey County Superior Court, in collaboration with its justice system and community partners, including Behavioral Health Probation and the District Attorney's and Public Defender's Offices, established a DUI Court that incorporated the ten key components of a drug court, as specified by the National Association of Drug Court Professionals Drug Court Standards Committee. Forty-five DUI offenders comprised of 31 males and 14 females, with a median age of 37, participated in the program. Sixty percent of the participants were second-time DUI offenders and 96 percent were gainfully employed. Of the 45 participants, all were completely compliant with program activities, several are headed to one year sobriety, and only two dropped from the program.

SAN JOAQUIN COUNTY DUI COURT PROGRAM

SAN JOAQUIN COUNTY SUPERIOR COURT

The San Joaquin County Superior Court continued an existing DUI Court Program designed to prohibit repeat DUI offenders from re-offending. The goal of the program was to reduce recidivism among impaired drivers thereby reducing alcohol and/or drug-involved collisions, injuries and fatalities. The DUI Court provided an intensive program utilizing judicial supervision, drug/alcohol testing, mandated treatment when needed, incentives and sanctions to make behavior changes, collaboration with local law enforcement, and conducted a multi-cultural awareness program. A total of 523 cases were active in the DUI Court program, and there have been 307 successful completions in 2016. Additionally, the San Joaquin County DUI Court was selected to serve as a model DUI Court for California's Strategic Highway Safety Plan.

PROGRAM AREA HIGHLIGHTS

DISTRACTED DRIVING

ADULT DISTRACTED DRIVERS

CALIFORNIA HIGHWAY PATROL

The CHP conducted a statewide enforcement and education campaign to bring distracted driving behaviors to the attention of the motoring public. This campaign educated the public on different types of distractions including interacting with passengers/pets, using cell phones, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions. A total of 799 traffic safety presentations were conducted, impacting 128,805 people.



INTERVENTIONS TO REDUCE CELL PHONE DISTRACTED DRIVING

UNIVERSITY OF CALIFORNIA, SAN DIEGO

Developed by the Training, Research and Education for Driving Safety (TREDS) program at UC San Diego, the “Interventions to Reduce Cell Phone Distracted Driving - Just Drive” curriculum, which included the production of a new video, was presented to 3,100 adult drivers in the workplace. According to pre- and post- surveys, “Just Drive” participants reported a 92 percent increase in the awareness of the consequences of distracted driving. A train-the-trainer curriculum was also developed and six sessions were conducted, training 114 CHP Public Information Officers. Additionally, an educational training specific to first responders was piloted to 248 CHP Border Division first responders.

DRUG-IMPAIRED DRIVING

VENTURA COUNTY DRUGGED DRIVING CALL TO ACTION CAMPAIGN

VENTURA COUNTY BEHAVIORAL HEALTH DEPARTMENT

Ventura County Behavioral Health’s Alcohol and Drug Program (VCBH) took the lead in California by ramping up the discussion about driving under the influence of drugs. Using television, radio, print, outdoor, and social media, VCBH targeted the “WEEDUI” campaign for teens and young adults to inform and educate these groups about the risks and realities of driving under the influence of marijuana.

VCBH worked with community partners, law enforcement, and policy makers to prevent impaired driving by expanding targeted prevention efforts to change social norms and inform the community about the risks of impaired driving. Over one million young adults have seen the WEEDUI commercial.



DRUG RECOGNITION EVALUATORS

CALIFORNIA HIGHWAY PATROL

The CHP continued their statewide DRE project, training law enforcement officers and other pertinent members of the community on drug recognition and impairment. The training programs conducted included 14 DITEP courses in which 280 educational professionals were trained, 103 ARIDE classes in which 3,405 CHP and allied agency personnel were trained, and 79 SFST classes in which 1,252 officers were certified. Additionally, a total of 401 new DREs were certified. The CHP Drug Evaluation and Classification Program (DECP) assisted DREs from Hong Kong, Guam, American Samoa, South Dakota, and Alaska. The DECP staff trained and certified several officers as DREs and DRE instructors from these states and territories.



PROGRAM AREA HIGHLIGHTS

EMERGENCY MEDICAL SERVICES



REGIONAL COLLISION RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

SHASTA COUNTY FIRE DEPARTMENT

The Shasta County Fire Department provided new extrication equipment for three fire stations in four communities. The department replaced 15 to 30 year-old extrication equipment in the communities of Montgomery Creek, Lakehead, and the unincorporated areas of Redding and Anderson. The outdated equipment was often unreliable or out-of-service due to its age and usage. The new extrication tools are lighter, stronger and faster, offer greater safety to emergency personnel, and are compatible with new vehicle technology. Ninety-six volunteer and paid firefighters were trained in the use of the new equipment and 185 volunteer and paid firefighters were trained in the treatment of trauma victims. Average extrication times decreased by eight minutes, largely due to the lighter weight and efficiency of the new tools. The decrease in extrication times allowed for more rapid treatment of victims, which in turn provided faster transport times to area hospitals.

MOTORCYCLE SAFETY

HAVE A GOOD RIDE

CALIFORNIA HIGHWAY PATROL

The CHP implemented a statewide project to reduce motorcycle-involved collisions and motorcyclist fatalities and injuries. To maximize enforcement efforts, each CHP division identified and concentrated on problematic routes within their respective areas where motorcycle-involved collisions were the highest. Strategies included 132 motorcycle safety presentations which impacted 163,933 people statewide, and during “Motorcycle Safety Awareness Month” field divisions conducted 15 highly publicized motorcycle safety enforcement operations. In addition, a statewide media campaign including radio, television, outdoor, and mall advertising was conducted.



PROGRAM AREA HIGHLIGHTS

OCCUPANT PROTECTION



SafetyBeltSafe U.S.A.



PROTECTING CHILD PASSENGERS IN POMONA AND CALIFORNIA

POMONA POLICE DEPARTMENT

The Pomona Police Department partnered with SafetyBeltSafe U.S.A. to promote child passenger safety throughout Los Angeles County and statewide. Educational efforts included seven 5-Step Test events, one NHTSA-certified Child Passenger Safety Technician training, eight roll-call training sessions, and two educator workshops. The “Boosters Are For Big Kids” presentation was delivered to 283 children in 14 classes, and “Belt Fit Basics” was delivered to 248 children in eight classes. Also conducted were 22 community checkups, 26 CPS presentations, and 44 exhibits. The agency distributed 305 child restraints to low-income families and an additional 85 seats were properly fit. Outreach to pediatric nurses included establishing a new CPS Healthcare Listserv and webinar training courses designed specifically for nurses. The issue of children being injured and killed in DUI-related crashes, especially where the parents or care giver of the child was driving, continued to be highlighted through outreach to the media. Full services of the statewide toll-free Helpline in English and Spanish were available throughout the grant period.



TEEN DEFENSIVE DRIVING AND PROACTIVE DRIVERS TRAINING

GLENDORA POLICE DEPARTMENT

The Glendora Police Department collaborated with BRAKES (Be Responsible and Keep Everyone Safe), Kia Motors, CHP, and local law enforcement to conduct 24 teen proactive driving courses in Orange, Los Angeles, San Bernardino, and San Diego counties to 753 teens and 810 parents. These behind-the-wheel courses conducted by professional driving instructors taught teens and their parents car control and recovery exercises in controlled environments. Doug Herbert, founder of BRAKES and a national drag racer who lost two sons in a tragic speed-involved crash, also made six educational presentations to 6,270 teens on the dangers of distracted driving, speed, and encouraged teens to be more conscientious and confident drivers.



VEHICLE OCCUPANT SAFETY PROGRAM

CALIFORNIA DEPARTMENT OF PUBLIC HEALTH

California Governor Brown signed Assembly Bill 53 (Garcia, Statutes 292, Chaptered 2015) on September 21, 2015, requiring all children under two years old to ride rear facing in an appropriate child safety seat unless they are either 40 pounds or 40 inches tall, effective January 1, 2017. California is now one of four states in the country to address keeping children rear facing until at least two years old as recommended by the American Academy of Pediatrics. To help educate the public about the new rear facing law, the California Department of Public Health's Vehicle Occupant Safety Program (VOSP) collaborated with OTS and other partners to develop, duplicate, and disseminate over 32,000 copies of

PROGRAM AREA HIGHLIGHTS

OCCUPANT PROTECTION (CONTINUED)

a “California Car Seat Law Changes” awareness poster. For CPS Week 2016, VOSP developed and distributed a CPS Parent Brochure which included all the details of the new law, described the optimal child restraint usage for all ages through age 16, and highlighted websites to provide parents and care givers with information on where to go to have child safety seats installed/inspected. In addition to educational materials, VOSP supported local CPS programs with sponsorship of National CPS Technician certification and recertification courses. As a result of VOSP support in FFY 2016, 14 CPS technician trainings were conducted resulting in 211 new certified technicians, and 10 continuing education opportunities were provided assisting 223 CPS technicians to keep or renew their certification. The result of this training is maintaining the pool of over 2,000 CPS technicians throughout the state.



CPS Certification

STATEWIDE OBSERVATIONAL RESTRAINT USAGE SURVEYS

CALIFORNIA STATE UNIVERSITY, FRESNO

Data was collected at 280 sites across the state and served as the official vehicle safety restraint survey for NHTSA and California. The safety restraint usage rate was 96.5 percent, meaning that only about 3.5 percent of drivers and front seat passengers were without safety restraints during the 2016 survey. This rate is slightly lower than the 2015 usage rate of 97.3 percent, but still remains one of the highest usage rates in the country. A Teen Safety Restraint Use Survey was also conducted which indicated a 96.4 percent usage rate, along with an Infant and Child Restraint Use Survey which revealed a 94.6 percent usage rate. The Teen and Infant and Child surveys were both up slightly from 2015 usage rates.

PEDESTRIAN AND BICYCLE SAFETY



SAN FRANCISCO VISION ZERO PEDESTRIAN AND BICYCLE SAFETY PROJECT

SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

The San Francisco Department of Public Health partnered with Vision Zero SF, an initiative to eliminate all traffic fatalities by 2024, and implemented the SF Vision Zero Pedestrian and Bicycle Safety Project. The department developed Vision Zero materials specific for seniors and conducted presentations at 16 senior centers, reaching 465 older adults. As part of the Safe Routes to School program, the department created and distributed back-to-school traffic safety materials to students and their families, reaching 35 schools and 16,700 families. Walk San Francisco and the SF Bicycle Coalition created a Vision Zero enforcement curriculum and trained 65 captains and lieutenants at all 10 SF Police Department stations. SF Municipal Transportation Agency (SFMTA) designed and displayed Vision Zero posters in four parking garages to highlight the issue of speeding in neighborhoods. These posters reminded drivers returning to their cars that as they leave the garage, they are driving through communities in which people live. SFMTA also revised their school traffic safety and traffic calming policies to prioritize capital projects near schools, senior centers, and other areas that serve vulnerable populations.

PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)

BICYCLE SAFETY EDUCATION

LONG BEACH DEPARTMENT OF HEALTH AND HUMAN SERVICES

The Long Beach Department of Health and Human Services provided bicycle safety education to families in high bicycle collision neighborhoods. Thirteen workshops were held throughout city parks, libraries, and schools. A total of 391 people of all ages received up to four hours of bicycle safety education. During the workshops, 380 bicycle safety helmets were distributed and properly fitted and 321 sets of bike lights were distributed. Participant questionnaires demonstrated that 99 percent of respondents felt safer riding their bike as a result of the workshop, and 100 percent of participants learned how to properly fit a helmet.



behaviors of students riding bicycles and increases in helmet usage were observed at several school sites. Substantial reductions in unsafe pedestrian behaviors were noted in the areas of not obeying traffic signs/signs, not walking on sidewalks, and unsafe drop-off practices.



PEDESTRIAN AND BICYCLE SAFETY PROGRAM

SACRAMENTO COUNTY OFFICE OF EDUCATION

The Sacramento County Office of Education, Prevention & Student Services Department, in collaboration with the Safety Center Incorporated, UC Davis Health Programs, and local law enforcement agencies, joined together to implement a countywide project to increase pedestrian and bicyclist safety in selected Sacramento County middle schools. The project focused on safety awareness, school involvement, and parent and student education. Nineteen bicycle and pedestrian school safety events were held impacting 6,726 people; 585 handouts were distributed specifically to parents; 227 parents signed a pledge indicating they would encourage safe practices at home; three community traffic safety/bicycle rodeos were held impacting 7,104 people; and 515 bicycle helmets were distributed and properly fitted to youth in need of a helmet. Post survey results demonstrated changes in the safety



PROGRAM AREA HIGHLIGHTS

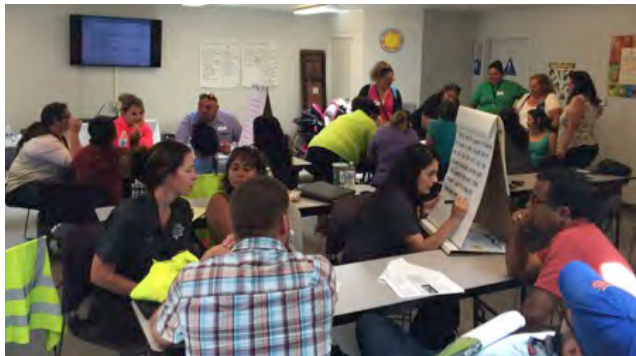
PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)



SAFETY ASSESSMENTS FOR CALIFORNIA COMMUNITIES

UNIVERSITY OF CALIFORNIA, BERKELEY

The Technology Transfer Program (Tech Transfer) of the Institute of Transportation Studies at UC Berkeley merged the Traffic Safety Assessment, Pedestrian Safety Assessment, and Bicycle Safety Assessment into one Complete Streets Safety Assessment (CSSA). Tech Transfer experts focused on pedestrian and bicycle safety by marketing the safety assessment services to more populated and urban communities with high pedestrian and bicycle collision rates and prioritized the incoming requests from communities based on their OTS pedestrian and bicycle collision rankings. Each study was performed by two experts in traffic engineering/planning/enforcement, and included field observations of high collision intersections and corridors and analysis of existing data including SWITRS. Tech Transfer experts conducted 12 CSSA studies (Berkeley, La Habra, La Mesa, Long Beach, Modesto, Sacramento, San Francisco, San Jose, Santa Cruz, South San Francisco, Stanton, and Turlock) and delivered a detailed technical report for each local agency documenting their findings and suggestions for citywide as well as corridor/intersection specific improvements.



COMMUNITY PEDESTRIAN AND BICYCLE SAFETY TRAINING PROJECT

UNIVERSITY OF CALIFORNIA, BERKELEY

The UC Berkeley SafeTREC Program and their traffic safety partners provided four Community Pedestrian Safety Training (CPST) programs (El Monte, Los Angeles [Chinatown], Modesto and Shasta Lake), a four-hour education and community-based workshop on pedestrian safety best practices, walkability, and community engagement. While all trainings broadly focused on communities, one training featured safety on roads near schools and another focused on seniors. Trainings were delivered in English, Spanish and Chinese, and reached 180 people.



PROGRAM AREA HIGHLIGHTS

POLICE TRAFFIC SERVICES

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANTS

OTS awarded 150 STEP grants in FFY 2016. Law enforcement agencies throughout the state conducted enforcement activities that coincided with NHTSA mobilizations and campaigns. STEP activities focused on high visibility enforcement (HVE), increased traffic enforcement, and education. Training included SFST, ARIDE, and DRE. Agencies utilized the trainings to conduct DUI/Drivers License checkpoints and DUI saturation patrols. Increased traffic enforcement activities included operations focusing on distracted driving, nighttime Click-It-or-Ticket, motorcycle safety, and pedestrian and bicycle safety. Education activities included presentations to communities, organizations, and schools. Media efforts focusing on the awareness of the STEP activities were coordinated both regionally and locally.

KEEPING EVERYONE SAFE

CALIFORNIA HIGHWAY PATROL

The CHP implemented a statewide project to address the need for established safety and mobility programs for older drivers to prevent traffic injuries and fatalities. The project promoted the establishment of multidisciplinary community-based collaborative groups who assessed safety and mobility issues and made recommendations to address the needs of the senior driving community. The collaborative groups included members from public and private organizations including law enforcement personnel, health and aging professionals, transportation agency representatives, and other stakeholders. The CHP also partnered with the DMV to educate the motoring public with specific emphasis on older drivers. A total of 473 senior driver traffic safety presentations were conducted, impacting 21,666 people.



REDUCE AGGRESSIVE DRIVING

CALIFORNIA HIGHWAY PATROL

The CHP conducted a statewide traffic safety project focusing on speed-caused collisions and those primary collision factors that have elements of “aggressive driving” such as unsafe turns, following too closely, unsafe passing, driving on the wrong side of the road, and unsafe lane changes. Operations consisted of enhanced enforcement in conjunction with radar trailers, scheduled statewide enforcement operations, and 706 traffic safety presentations which impacted 156,520 people. The CHP also continued to monitor sideshows and street racing locations statewide. CHP officers issued 6,950 citations and 2,335 verbal warnings, provided 1,555 motorist assists, and aided 690 disabled motorists during enforcement operations.



PROGRAM AREA HIGHLIGHTS

TRAFFIC RECORDS/ROADWAY SAFETY

GIS-BASED COUNTYWIDE TRAFFIC COLLISION RECORDS SYSTEM

RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT

The Riverside County Transportation Department developed MOUs with all 28 incorporated cities within the county and outlined a framework of conditions on which agencies collaborated to establish a countywide collision records database. Software, installation, and training were provided for the county Traffic Engineering Division and police and public works departments at each of the participating cities. The completed database now facilitates the sharing of data to direct decision-making and prioritization of resources for safety improvements to reduce fatalities, injuries and property damage. The system also allows the county and cities to compare regional trends to consider solutions that require coordination among agencies.

CRASH MEDICAL OUTCOMES DATA

CALIFORNIA DEPARTMENT OF PUBLIC HEALTH

The CDPH's Crash Medical Outcomes Data (CMOD) Project built data linkage between crash (i.e., SWITRS) and medical (i.e., hospital and emergency department) data. The CMOD project leveraged its existing expertise and resources to improve data quality and access by sharing data and knowledge with partner agencies. Activities included conducting and disseminating an analysis of "serious injuries" using CMOD linked crash and hospital data, coordinating the EMS/Injury Surveillance section of the 2016 Traffic Records Assessment, conducting data linkages with EMS and trauma data and providing epidemiologic support, producing and disseminating a fact sheet on drug presence in fatal motor vehicle collisions, and creating and conducting a survey of local health department data needs for traffic-related crashes/injuries.

TRAFFIC SAFETY CULTURE SURVEY

UNIVERSITY OF CALIFORNIA, BERKELEY

The UC Berkeley SafeTREC assisted OTS in developing a Traffic Safety Culture (TSC) pilot survey to test questions related to TSC that have not been asked in previous surveys, as well as to begin obtaining feedback. Both an intercept and online survey were administered to test a selected list of questions related to driving after consuming marijuana and prescription drugs, pedestrians, bicyclists, and Toward Zero Deaths concepts. The results from both surveys generated important insights that can be used to design broader survey instruments to better understand California's TSC. Given the small sample size used for this pilot, further work is required in order to generalize findings about TSC in California.



APPENDIX - GRANT EXPENDITURES

ALCOHOL-IMPAIRED DRIVING

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

Grant #	Agency	Fund	Awarded	Expended
AL1612	California Highway Patrol	164AL	\$5,675,000	\$5,143,257.61
AL1655	California Highway Patrol	405d AL	\$250,000	\$225,454.68
AL1614	California Department of Alcoholic Beverage Control	164AL	\$2,000,000	\$1,673,089.66
AL1615	California Department of Alcoholic Beverage Control	405d AL	\$577,821	\$494,673.32

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

Grant #	Agency	Fund	Awarded	Expended
AL1603	Shasta County Public Health	405b OP	\$146,043	\$130,723.99
AL1604	Riverside County	405b OP	\$168,768	\$162,579.89
AL1607	The Regents of the University of California, Berkeley Campus	405d AL	\$985,000	\$667,035.36
AL1609	Tulare County	405d AL	\$464,000	\$448,706.80
AL1610	California Highway Patrol	164AL	\$1,500,000	\$1,339,821.27
AL1617	Bakersfield	405d AL	\$24,133	\$9,063.22

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

Grant #	Agency	Fund	Awarded	Expended
AL1602	Monterey County	164AL	\$350,000	\$233,313.95
AL1606	Sacramento County	405d AL	\$950,000	\$807,665.18
AL1618	San Joaquin County	405d AL	\$748,000	\$648,708.08

Evaluation - These grants funded the enhancement of the DMV Hot List program and a process evaluation of the Vertical Prosecution program.

Grant #	Agency	Fund	Awarded	Expended
AL1608	California Department of Motor Vehicles	408TR	\$106,545	\$93,081.23
AL1616	California Department of Motor Vehicles	410	\$174,000	\$137,724.86

Testing Equipment - This grant funded evidential breath alcohol analyzers in Sacramento County.

Grant #	Agency	Fund	Awarded	Expended
AL1605	Sacramento County	164AL	\$118,827	\$118,617.11

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

Grant #	Agency	Fund	Awarded	Expended
AL1613	California Highway Patrol	405d AL	\$350,000	\$312,343.88
AL1640	Fresno County	164AL	\$364,000	\$322,356.16
AL1643	Santa Barbara County	164AL	\$142,000	\$131,970.52
AL1644	Butte County	164AL	\$196,400	\$172,354.00
AL1645	Contra Costa County	164AL	\$327,000	\$310,341.27
AL1646	Placer County	164AL	\$85,500	\$78,685.84
AL1647	San Diego County	405d AL	\$480,498	\$407,310.55

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
AL1648	San Bernardino County	164AL	\$480,000	\$433,115.74
AL1649	Sacramento County	164AL	\$410,000	\$396,632.84
AL1650	Los Angeles County	405d AL	\$315,000	\$313,896.59
AL1651	Tulare County	164AL	\$83,000	\$77,142.53
AL1652	San Joaquin County	164AL	\$155,600	\$149,932.43
AL1653	Kern County	164AL	\$154,000	\$152,988.12
AL1654	Solano County	164AL	\$260,000	\$250,339.14

Multi-Agency "Avoid DUI" Campaigns - These grants funded law enforcement agencies to conduct DUI enforcement activities during the NHTSA Winter and Summer Mobilizations and sustained enforcement during other holiday periods associated with identified DUI problems.

Grant #	Agency	Fund	Awarded	Expended
AL1619	Visalia	164AL	\$180,000	\$90,054.34
AL1620	Hayward	164AL	\$240,000	\$223,577.16
AL1621	Siskiyou County	164AL	\$50,000	\$45,439.80
AL1622	Capitola	164AL	\$60,000	\$18,784.86
AL1623	Paradise	164AL	\$60,000	\$39,169.92
AL1624	West Sacramento	164AL	\$140,000	\$86,219.92
AL1625	Napa	164AL	\$150,000	\$103,846.13
AL1626	Marysville	164AL	\$85,000	\$54,296.77
AL1627	Santa Rosa	164AL	\$165,000	\$138,551.12
AL1628	San Rafael	164AL	\$235,000	\$180,791.05
AL1629	Clovis	164AL	\$270,800	\$228,181.87
AL1630	Santa Clara County	164AL	\$279,070	\$233,134.19
AL1631	Auburn	164AL	\$78,000	\$34,659.81
AL1632	Daly City	164AL	\$177,000	\$150,679.62
AL1633	Vacaville	164AL	\$220,000	\$182,291.99
AL1634	Merced	164AL	\$75,000	\$44,130.88
AL1635	Stanislaus County	164AL	\$198,000	\$29,239.33
AL1636	El Dorado County District Attorney	164AL	\$85,000	\$40,936.17
AL1637	Sacramento	164AL	\$215,000	\$146,003.71
AL1638	Salinas	164AL	\$257,000	\$186,877.08
AL1639	Contra Costa County	164AL	\$150,000	\$109,888.08
AL1642	Stockton	164AL	\$345,000	\$212,782.58
		Total	\$21,756,005	\$18,422,462.20

APPENDIX - GRANT EXPENDITURES

DISTRACTED DRIVING

Enforcement, Public Education, and Public Information - These grants funded statewide public information, education, and a media campaign focusing on the dangers of distracted driving, texting, and using a cell phone while driving, with an emphasis toward teens and adults. Education was also provided to employees in city/county government, private corporations, and educational institutions.

Grant #	Agency	Fund	Awarded	Expended
DD1601	California Highway Patrol	402DD	\$200,000	\$160,921.80
DD1603	California Highway Patrol	402DD	\$750,000	\$693,205.83
DD1604	University of California, San Diego	405bDD	\$200,000	\$109,955.06

Evaluation - This grant funded an evaluation of driving records of drivers convicted of cell phone law violations.

Grant #	Agency	Fund	Awarded	Expended
DD1602	California Department of Motor Vehicles	402DD	\$75,000	\$43,433.33
		Total	\$1,225,000	\$1,007,516.02

DRUG-IMPAIRED DRIVING

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

Grant #	Agency	Fund	Awarded	Expended
DI1628	California Highway Patrol	405d AL	\$1,500,000	\$1,386,529.30
DI1629	Ventura County	405d AL	\$243,965	\$45,904.21

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

Grant #	Agency	Fund	Awarded	Expended
DI1630	Ventura County	405d AL	\$299,677	\$275,244.28

Equipment - This grant funded equipment directly related to drug-impaired training and detection to assist in bolstering the DRE program.

Grant #	Agency	Fund	Awarded	Expended
DI1627	California Department of Justice	405d AL	\$551,790	\$483,080.62

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

Grant #	Agency	Fund	Awarded	Expended
DI1601	El Dorado County	405d AL	\$361,506	\$360,669.26
DI1602	Shasta County	405d AL	\$260,582	\$236,741.54
DI1603	Marin County	405d AL	\$388,726	\$388,710.79
DI1604	Monterey County	405d AL	\$414,312	\$396,962.37
DI1605	Calaveras County	405d AL	\$160,788	\$158,712.92
DI1606	Kern County	405d AL	\$426,404	\$426,404.00
DI1607	Sonoma County	405d AL	\$421,315	\$391,362.58
DI1608	Stanislaus County	405d AL	\$333,069	\$317,515.61
DI1609	Placer County	405d AL	\$332,469	\$325,278.68
DI1610	Fresno County	405d AL	\$717,150	\$705,303.94
DI1611	Yolo County	405d AL	\$186,012	\$186,012.00
DI1612	Sacramento County	164AL	\$250,000	\$249,094.67
		405d AL	\$705,695	\$646,054.81

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
DI1613	Orange County	405d AL	\$818,824	\$625,123.37
DI1614	Glenn County	405d AL	\$116,492	\$109,635.29
DI1615	San Bernardino County	405d AL	\$196,489	\$194,297.23
DI1616	Lake County	405d AL	\$234,038	\$206,294.36
DI1617	San Diego	405d AL	\$238,346	\$225,901.09
DI1618	San Diego County	405d AL	\$578,452	\$566,143.82
DI1619	Los Angeles	405d AL	\$353,464	\$274,382.75
DI1620	Ventura County	405d AL	\$363,997	\$363,373.67
DI1621	Riverside County	405d AL	\$396,723	\$360,028.75
DI1622	Riverside County	405d AL	\$490,280	\$490,280.00
DI1623	Napa County	405d AL	\$233,841	\$216,491.43
DI1624	Solano County	405d AL	\$287,950	\$284,830.35
DI1625	San Francisco	405d AL	\$290,704	\$287,053.66
DI1626	Madera County	405d AL	\$131,585	\$128,665.31
		Total	\$12,284,645	\$11,312,082.66

EMERGENCY MEDICAL SERVICES

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

Grant #	Agency	Fund	Awarded	Expended
EM1601	Shasta County	402EM	\$98,000	\$98,000.00
EM1602	El Centro	402EM	\$32,500	\$32,182.92
EM1603	Chula Vista	402EM	\$210,000	\$207,798.40
		Total	\$340,500	\$337,981.32

MOTORCYCLE SAFETY

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

Grant #	Agency	Fund	Awarded	Expended
MC1601	California Highway Patrol	2010	\$23,343	\$23,343.00
		402MC	\$300,000	\$186,820.02
		405f MC	\$450,000	\$449,999.97
		Total	\$773,343	\$660,162.99

OCCUPANT PROTECTION

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

Grant #	Agency	Fund	Awarded	Expended
OP1602	Pomona Police Department	405b OP	\$147,000	\$147,000.00
OP1603	Tehama County Health Services Agency	405b OP	\$149,352	\$106,283.91

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
OP1604	Yuba City Police Department	405b OP	\$154,775	\$109,683.36
OP1605	Butte County Public Health	405b OP	\$128,881	\$111,231.20
OP1606	San Diego County	402OP	\$250,000	\$249,251.00
OP1608	Los Angeles Housing and Community Investment Department	402OP	\$472,000	\$449,257.87
OP1609	Riverside County Department of Public Health	405b OP	\$250,000	\$232,420.30
OP1611	Stanislaus County Department of Public Health	405b OP	\$84,000	\$7,671.33
OP1613	Lake County Fire Protection District	405b OP	\$70,298	\$49,245.96
OP1615	Oxnard Fire Department	405b OP	\$48,000	\$38,115.08
OP1617	Rancho Cordova, Sacramento County Sheriff's Department	405b OP	\$190,775	\$186,918.56
		405d AL	\$44,225	\$38,076.58

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

Grant #	Agency	Fund	Awarded	Expended
OP1607	California Highway Patrol	405b OP	\$800,000	\$685,886.54
OP1610	California Department of Public Health	405b OP	\$357,954	\$344,906.65

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

Grant #	Agency	Fund	Awarded	Expended
OP1601	California State University, Fresno	405b OP	\$277,000	\$265,013.49

Older Drivers - This grant funded training and public awareness to the community and stakeholders related to older drivers.

Grant #	Agency	Fund	Awarded	Expended
OP1616	University of California, San Diego	405b OP	\$350,000	\$210,902.05

Public Awareness - This grant funded a work zone safety public awareness campaign and its impact.

Grant #	Agency	Fund	Awarded	Expended
OP1612	California Department of Transportation	402PM	\$750,000	\$750,000.00

Teens - This grant funded teen proactive driving workshops for teens and parents in Los Angeles, San Bernardino, and Orange Counties.

Grant #	Agency	Fund	Awarded	Expended
OP1614	Glendora Police Department	405b OP	\$153,000	\$151,958.00
		Total	\$4,677,260	\$4,133,821.88

PROGRAM ADMINISTRATION

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

Grant #	Agency	Fund	Awarded	Expended
PA1601	California Office of Traffic Safety	402	\$2,992,475	\$1,991,874.54
PA1602	California Office of Traffic Safety	164AL	\$3,393,220	\$1,120,161.20
PA1603	California Office of Traffic Safety	2010	\$2,348	\$1,460.09
PA1604	California Office of Traffic Safety	405b	\$565,797	165,749.29

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Grant #	Agency	Fund	Awarded	Expended
PA1605	California Office of Traffic Safety	405c	\$324,764	\$72,523.15
PA1606	California Office of Traffic Safety	405d	\$1,557,311	\$400,228.73
PA1607	California Office of Traffic Safety	405f	\$39,911	\$7,336.30
PA1608	California Office of Traffic Safety	408	\$107,995	\$70,302.19
PA1609	California Office of Traffic Safety	410	\$15,651	\$5,784.35
		Total	\$8,999,472	\$3,835,419.84

PEDESTRIAN AND BICYCLE SAFETY

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

Grant #	Agency	Fund	Awarded	Expended
PS1601	Gilroy Police Department	405b OP	\$30,000	\$18,368.69
PS1603	Santa Cruz County Health Services Agency	405b OP	\$284,344	\$271,980.64
PS1604	City of Santa Maria	402PS	\$50,000	\$36,872.96
PS1605	San Luis Obispo County Public Health Department	402PS	\$120,500	\$113,519.90
		405b OP	\$15,663	\$13,040.22
		405d AL	\$71,572	\$69,652.75
PS1607	San Diego County Health and Human Services Agency	402PS	\$120,000	\$116,181.82
PS1608	Sacramento Police Department	405b OP	\$179,900	\$115,403.26
PS1609	California Highway Patrol	402PS	\$300,000	\$285,649.35
PS1610	Riverside County Department of Public Health	402PS	\$204,498	\$181,427.41
PS1611	Daly City Police Department	405b OP	\$77,600	\$77,600.00
PS1613	Sacramento County Office of Education, Prevention & Student Services Department	405b OP	\$160,000	\$136,813.88
PS1614	City of Monterey	405b OP	\$110,000	\$101,470.17
PS1617	Santa Monica Police Department	402PS	\$57,000	\$36,773.73
PS1618	Palo Alto Police Department	405b OP	\$67,660	\$33,706.69
PS1619	Bakersfield Police Department	402PS	\$62,355	\$50,654.43
PS1620	Standard School District	402PS	\$113,450	\$72,832.89
PS1621	Santa Ana Public Works Agency	402PS	\$100,000	\$99,934.33
PS1622	San Francisco Department of Public Health	405b OP	\$200,000	\$154,148.00
PS1624	Los Angeles County Metropolitan Transportation Authority	402PS	\$550,000	\$296,953.00
PS1625	University of California, San Diego	402PS	\$150,000	\$81,840.92
PS1626	Long Beach Department of Health and Human Services	402PS	\$150,000	\$148,632.71
PS1627	Lathrop Police Department	164AL	\$13,600	\$12,492.30
		402PT	\$13,400	\$12,334.24
		405b OP	\$3,000	\$2,413.94
PS1628	Clovis Police Department	405b OP	\$90,840	\$80,452.31

APPENDIX - GRANT EXPENDITURES

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

Grant #	Agency	Fund	Awarded	Expended
PS1615	The Regents of the University of California, Berkeley Campus	402PS	\$100,000	\$69,406.69
PS1616	The Regents of the University of California, Berkeley Campus	402PS	\$150,000	\$84,236.22
PS1623	The Regents of the University of California, Berkeley Campus	405b OP	\$280,000	\$136,271.81
		Total	\$3,825,382	\$2,911,065.26

POLICE TRAFFIC SERVICES

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

Grant #	Agency	Fund	Awarded	Expended
PT16150	California Highway Patrol	164AL	\$175,003.50	\$158,303.41
		402PT	\$175,003.50	\$169,631.73

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

Grant #	Agency	Fund	Awarded	Expended
PT1600	Alhambra	164AL	\$76,000	\$67,502.02
		402PT	\$66,000	\$55,770.67
PT1601	Irvine	164AL	\$271,592	\$181,788.47
		402PT	\$150,000	\$127,107.31
PT1602	Santa Barbara County	164AL	\$81,500	\$57,471.75
		402PT	\$30,500	\$27,465.31
PT1603	Glendora	164AL	\$185,000	\$162,447.45
		402PT	\$35,000	\$25,772.61
PT1604	San Francisco	164AL	\$120,000	\$108,846.59
		405b OP	\$135,000	\$103,249.41
PT1605	Arroyo Grande	164AL	\$31,000	\$12,916.42
		402PT	\$19,000	\$483.05
PT1606	Ontario	164AL	\$400,000	\$396,547.71
		402PT	\$110,000	\$105,812.40
PT1607	Claremont	164AL	\$48,500	\$43,639.26
		402PT	\$49,700	\$40,139.08
PT1608	Rohnert Park	164AL	\$33,580	\$20,845.04
		402PT	\$91,420	\$68,466.45
PT1609	Petaluma	164AL	\$85,462	\$53,637.21
		402PT	\$104,538	\$76,708.65
PT1610	Hayward	164AL	\$41,000	\$38,315.64
		402PT	\$46,000	\$42,817.24
PT1611	Palm Springs	164AL	\$65,310	\$53,253.30
		402PT	\$86,112	\$49,385.44

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Grant #	Agency	Fund	Awarded	Expended
PT1612	Fairfield	164AL	\$111,082	\$110,372.44
		402PT	\$140,918	\$139,044.34
PT1613	Gilroy	164AL	\$50,880	\$30,053.96
		402PT	\$49,120	\$33,424.85
PT1614	Orange	164AL	\$173,705	\$162,703.50
		402PT	\$51,295	\$36,174.24
PT1615	Anaheim	164AL	\$264,038	\$147,479.75
		402PT	\$121,142	\$50,502.64
PT1616	Redondo Beach	164AL	\$94,000	\$55,753.49
		402PT	\$56,000	\$51,775.24
PT1617	Fortuna	164AL	\$65,000	\$16,371.61
		402PT	\$25,000	\$11,609.83
PT1618	Marina	405b OP	\$60,000	\$56,110.39
PT1619	Marin County	164AL	\$20,083	\$20,081.00
		402PT	\$149,917	\$142,647.55
PT1620	Tustin	164AL	\$49,840	\$42,371.40
		402PT	\$13,560	\$10,041.98
PT1621	Pasadena	164AL	\$190,000	\$152,457.30
		402PT	\$119,000	\$113,541.90
PT1622	Sanger	402PT	\$25,000	\$17,508.23
PT1623	Rialto	164AL	\$115,702	\$112,907.05
		402PT	\$86,368	\$85,406.15
PT1624	El Monte	164AL	\$90,000	\$89,491.87
		402PT	\$81,000	\$81,000.00
PT1625	Hollister	164AL	\$17,740	\$11,577.65
		402PT	\$43,760	\$18,266.24
PT1626	Chula Vista	164AL	\$300,000	\$298,351.56
		402PT	\$150,000	\$145,150.45
		405d AL	\$29,000	\$0.00
PT1627	Turlock	164AL	\$39,500	\$20,287.90
		402PT	\$29,500	\$19,103.24
PT1628	Burbank	164AL	\$30,000	\$14,405.76
		402PT	\$20,000	\$15,867.33
PT1629	Redding	164AL	\$92,418	\$71,521.35
		402PT	\$122,292	\$108,308.04
PT1630	Upland	164AL	\$43,808	\$41,190.23
		402PT	\$75,086	\$42,183.79
PT1631	Newport Beach	164AL	\$295,000	\$265,655.89
		402PT	\$68,740	\$57,283.02

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT1632	South Gate	164AL	\$61,000	\$52,831.30
		402PT	\$66,000	\$42,171.26
PT1633	San Bernardino	164AL	\$162,977	\$141,208.04
		402PT	\$87,023	\$79,893.39
PT1634	La Habra	164AL	\$99,000	\$86,999.98
		402PT	\$55,000	\$50,720.37
PT1635	Manteca	164AL	\$48,408	\$38,113.67
		402PT	\$65,287	\$65,284.84
PT1636	Concord	164AL	\$67,478	\$61,964.81
		402PT	\$108,522	\$85,589.33
PT1637	Marysville	164AL	\$21,450	\$20,085.98
		402PT	\$57,000	\$49,444.92
PT1638	Culver City	164AL	\$60,000	\$48,857.25
		402PT	\$55,000	\$44,048.36
PT1639	Lompoc	164AL	\$70,500	\$47,564.34
		402PT	\$64,500	\$61,318.02
PT1640	Murrieta	164AL	\$70,351	\$57,634.87
		402PT	\$65,482	\$58,214.30
PT1641	South Lake Tahoe	164AL	\$20,228	\$16,788.60
		402PT	\$15,272	\$4,054.49
PT1642	Hemet	164AL	\$44,833	\$29,927.62
		402PT	\$90,000	\$60,143.45
PT1643	Fresno	164AL	\$550,000	\$528,410.69
		402PT	\$150,000	\$148,359.55
PT1644	Lodi	164AL	\$89,000	\$75,253.98
		402PT	\$32,400	\$18,381.75
PT1645	El Cajon	164AL	\$58,582	\$45,519.52
		402PT	\$57,783	\$47,174.62
PT1646	Atwater	164AL	\$48,500	\$26,674.08
		402PT	\$13,000	\$9,368.96
PT1647	Visalia	164AL	\$142,500	\$126,007.03
		402PT	\$66,000	\$63,885.95
PT1648	Orange County	164AL	\$334,141	\$307,333.55
		402PT	\$90,187	\$81,353.49
PT1649	Huntington Beach	164AL	\$380,711	\$330,310.76
		402PT	\$119,289	\$118,391.60
PT1650	Downey	164AL	\$78,000	\$72,052.62
		402PT	\$91,000	\$89,304.00
PT1651	San Jose	164AL	\$176,551	\$87,665.39
		402PT	\$83,449	\$43,034.28

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT1652	San Bruno	164AL	\$31,056	\$26,192.59
		402PT	\$15,944	\$12,137.12
PT1653	Irwindale	164AL	\$40,000	\$7,331.21
PT1654	Albany	164AL	\$28,591	\$11,526.54
		402PT	\$56,409	\$50,226.26
PT1655	Cathedral City	164AL	\$49,312	\$49,273.94
		402PT	\$44,784	\$41,943.38
PT1656	Inglewood	164AL	\$171,000	\$130,259.40
		402PT	\$74,000	\$46,313.90
PT1657	Whittier	164AL	\$141,000	\$123,682.68
		402PT	\$72,000	\$67,037.57
PT1658	Azusa	164AL	\$37,000	\$23,782.72
		402PT	\$58,000	\$37,971.49
PT1659	Mill Valley	402PT	\$55,400	\$40,948.64
PT1660	Fountain Valley	164AL	\$46,370	\$21,032.61
		402PT	\$32,130	\$13,846.97
PT1661	Pinole	164AL	\$79,520	\$53,933.90
		402PT	\$67,480	\$34,696.13
PT1662	Oakland	164AL	\$71,050	\$69,699.59
		402PT	\$218,950	\$214,957.47
PT1663	Long Beach	164AL	\$177,000	\$158,648.97
		402PT	\$163,000	\$137,935.09
PT1664	San Mateo	164AL	\$54,450	\$38,138.78
		402PT	\$60,550	\$33,872.81
PT1665	Elk Grove	164AL	\$84,958	\$79,293.24
		402PT	\$56,152	\$52,784.18
PT1666	Eureka	164AL	\$16,800	\$1,817.42
		402PT	\$101,200	\$57,571.11
PT1667	Ventura County	164AL	\$157,000	\$140,342.26
		402PT	\$218,000	\$162,322.79
PT1668	Yuba City	164AL	\$25,540	\$21,995.47
		402PT	\$35,873	\$25,574.14
PT1669	Stanislaus County	164AL	\$30,000	\$17,708.06
		402PT	\$22,500	\$13,671.95
PT1670	Escondido	164AL	\$217,571	\$213,430.59
		402PT	\$92,155	\$81,968.07
PT1671	Placentia	164AL	\$83,677	\$74,361.86
		402PT	\$7,603	\$1,430.48
PT1672	Los Angeles County	164AL	\$1,000,000	\$847,622.34
		402PT	\$159,000	\$137,798.00

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT1673	San Rafael	164AL	\$97,595	\$82,694.09
		402PT	\$107,405	\$98,825.51
PT1674	Gardena	164AL	\$215,000	\$185,599.52
		402PT	\$58,000	\$39,210.05
PT1675	South San Francisco	164AL	\$72,359	\$68,563.40
		402PT	\$77,641	\$76,648.96
PT1676	Pittsburg	164AL	\$50,850	\$50,760.63
		402PT	\$44,150	\$39,549.14
PT1677	Pacifica	164AL	\$34,299	\$27,433.26
		402PT	\$23,442	\$13,988.80
PT1678	Garden Grove	164AL	\$166,791	\$151,131.14
		402PT	\$92,209	\$77,802.40
PT1679	Sebastopol	164AL	\$14,600	\$5,459.26
		402PT	\$35,400	\$27,797.21
PT1680	Bakersfield	164AL	\$300,000	\$240,702.21
		402PT	\$150,000	\$134,932.89
PT1681	Santa Barbara	164AL	\$192,000	\$187,183.92
		402PT	\$88,000	\$69,632.62
PT1682	Pismo Beach	164AL	\$35,000	\$29,248.31
PT1683	Bell	164AL	\$30,000	\$28,631.12
		402PT	\$45,000	\$43,104.87
PT1684	Sacramento	164AL	\$278,024	\$266,760.48
		402PT	\$216,476	\$182,473.22
PT1685	Modesto	164AL	\$191,500	\$187,772.40
		402PT	\$107,000	\$80,707.41
PT1686	Laguna Beach	164AL	\$59,025	\$57,185.46
		402PT	\$57,295	\$55,524.59
PT1687	Bell Gardens	164AL	\$15,000	\$15,000.00
		402PT	\$38,000	\$33,176.23
PT1688	Kern County	164AL	\$45,280	\$21,115.38
		402PT	\$6,441	\$1,506.74
PT1689	Riverside County	164AL	\$750,000	\$671,714.59
		402PT	\$670,000	\$558,819.40
PT1690	Ventura	164AL	\$69,000	\$63,331.20
		402PT	\$28,000	\$26,528.58
PT1691	Sunnyvale	164AL	\$15,158	\$13,116.79
		402PT	\$65,842	\$61,255.42
PT1692	Colma	405b OP	\$30,700	\$29,537.14
PT1693	Huntington Park	164AL	\$78,000	\$34,700.57
		402PT	\$48,000	\$3,638.64

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT1694	Santa Maria	164AL	\$257,000	\$242,799.26
		402PT	\$100,000	\$72,975.61
PT1695	Vacaville	164AL	\$28,836	\$24,387.92
		402PT	\$26,164	\$20,443.24
PT1696	Salinas	164AL	\$15,700	\$14,121.43
		402PT	\$96,700	\$78,198.19
PT1697	Burlingame	164AL	\$124,416	\$100,915.69
		402PT	\$134,284	\$104,676.85
PT1698	San Bernardino County	164AL	\$325,000	\$300,633.12
		402PT	\$225,000	\$188,086.62
PT1699	San Gabriel	164AL	\$69,000	\$46,246.05
		402PT	\$32,000	\$23,933.17
PT16100	Oxnard	164AL	\$184,000	\$167,685.29
		402PT	\$87,775	\$69,341.91
		405d AL	\$3,225	\$3,225.00
PT16102	Montebello	164AL	\$63,500	\$51,122.42
		402PT	\$20,500	\$16,347.65
PT16103	Berkeley	164AL	\$105,561	\$102,957.81
		402PT	\$74,439	\$71,086.33
PT16104	La Mesa	164AL	\$38,564	\$33,788.92
		402PT	\$53,474	\$50,768.34
PT16105	Vallejo	164AL	\$41,500	\$36,573.80
		402PT	\$62,500	\$55,075.19
PT16106	Seal Beach	164AL	\$86,603	\$52,168.67
		402PT	\$53,397	\$4,927.50
PT16107	Davis	164AL	\$25,646	\$11,834.54
		402PT	\$88,849	\$60,459.79
PT16108	Ridgecrest	164AL	\$52,510	\$51,307.88
		402PT	\$30,463	\$26,794.40
PT16109	San Luis Obispo	164AL	\$171,000	\$139,973.64
		402PT	\$19,000	\$13,787.23
PT16110	Fontana	164AL	\$150,000	\$149,592.64
		402PT	\$65,933	\$65,688.30
PT16111	Monterey Park	164AL	\$40,000	\$39,999.72
		402PT	\$146,000	\$142,599.21
PT16112	Westminster	164AL	\$65,375	\$16,841.97
		402PT	\$34,445	\$7,419.00
PT16113	Palo Alto	164AL	\$50,000	\$19,711.90
		402PT	\$22,000	\$13,080.64

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Grant #	Agency	Fund	Awarded	Expended
PT16114	Selma	164AL	\$3,000	\$2,542.68
		405b OP	\$22,000	\$17,659.65
PT16115	San Ramon	164AL	\$7,880	\$5,087.92
		402PT	\$82,120	\$71,038.47
PT16116	Los Angeles	164AL	\$2,831,680	\$2,824,531.53
		402PT	\$500,000	\$489,479.60
		405d AL	\$44,160	\$43,653.89
PT16117	Hawthorne	164AL	\$158,988	\$80,799.89
		402PT	\$25,012	\$11,030.01
PT16118	Merced	164AL	\$48,000	\$9,461.34
		402PT	\$27,000	\$7,603.09
PT16119	San Pablo	164AL	\$43,888	\$27,572.28
		402PT	\$41,112	\$33,822.11
PT16120	Placerville	164AL	\$18,000	\$13,094.88
		402PT	\$27,000	\$18,424.47
PT16121	Pomona	164AL	\$265,000	\$241,734.15
		402PT	\$87,000	\$73,769.21
PT16122	Fullerton	164AL	\$148,521	\$138,091.47
		402PT	\$32,432	\$32,432.00
		405d AL	\$115,577	\$106,105.59
PT16123	Riverside	164AL	\$272,733	\$241,708.86
		402PT	\$225,130	\$184,138.84
PT16124	Santa Ana	164AL	\$281,650	\$249,633.80
		402PT	\$61,830	\$52,765.95
PT16125	Costa Mesa	164AL	\$123,293	\$90,743.32
		402PT	\$26,707	\$21,137.46
PT16126	West Sacramento	164AL	\$56,500	\$16,943.78
		402PT	\$79,980	\$61,883.10
PT16127	Arcadia	164AL	\$98,000	\$83,722.40
		402PT	\$39,000	\$29,055.86
PT16128	Brea	164AL	\$87,031	\$81,710.11
		402PT	\$40,969	\$37,491.31
PT16129	Simi Valley	164AL	\$68,000	\$65,651.94
		402PT	\$17,000	\$10,536.71
PT16130	San Diego County	164AL	\$400,000	\$339,868.84
		402PT	\$150,000	\$129,084.70
PT16131	Porterville	164AL	\$35,500	\$22,604.73
		402PT	\$33,500	\$20,312.33
PT16132	Chino	164AL	\$121,604	\$113,871.76
		402PT	\$46,268	\$40,626.91

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT16133	Los Gatos	164AL	\$7,034	\$612.68
		402PT	\$18,066	\$0.00
PT16134	San Diego	164AL	\$600,000	\$527,040.51
		402PT	\$400,000	\$364,268.27
PT16135	Santa Monica	164AL	\$125,000	\$111,350.03
		402PT	\$175,000	\$167,656.87
PT16136	Redlands	164AL	\$58,086	\$43,624.28
		402PT	\$95,518	\$71,488.04
PT16137	National City	164AL	\$131,546	\$86,347.25
		402PT	\$60,794	\$45,998.90
PT16138	Torrance	164AL	\$200,000	\$165,094.73
		402PT	\$82,000	\$79,810.14
PT16139	Stockton	164AL	\$203,690	\$176,683.31
		402PT	\$191,730	\$177,370.81
PT16140	Desert Hot Springs	164AL	\$64,200	\$21,840.49
		402PT	\$47,505	\$19,579.80
PT16141	Glendale	164AL	\$250,000	\$245,569.87
		402PT	\$150,000	\$137,722.84
		405d AL	\$40,000	\$35,231.03
PT16142	Santa Rosa	164AL	\$133,795	\$128,984.84
		402PT	\$83,205	\$80,410.29
PT16143	Oceanside	164AL	\$167,256	\$128,152.97
		402PT	\$59,859	\$9,204.39
PT16144	Corona	164AL	\$54,256	\$46,881.91
		402PT	\$21,662	\$21,059.20
PT16145	Buena Park	164AL	\$176,380	\$117,110.71
		402PT	\$82,015	\$40,041.59
PT16149	Napa	164AL	\$290,271	\$272,613.59
		402PT	\$74,519	\$38,687.49
PT16157	El Centro	164AL	\$42,000	\$36,817.17
		402PT	\$72,903	\$70,344.20
PT16158	Citrus Heights	164AL	\$148,190	\$127,243.87
		405b OP	\$88,000	\$80,572.76
PT16160	Folsom	164AL	\$126,490	\$84,340.57
		402PT	\$23,510	\$14,564.92
PT16161	Angels Camp	164AL	\$81,000	\$24,352.96

APPENDIX - GRANT EXPENDITURES

California Highway Patrol - These grants funded speed and seat belt enforcement, corridor projects, Start Smart presentations, and enhanced motorcycle safety enforcement.

Grant #	Agency	Fund	Awarded	Expended
PT16147	California Highway Patrol	402PT	\$555,000	\$471,549.56
PT16151	California Highway Patrol	402PT	\$150,000	\$119,019.21
PT16152	California Highway Patrol	402PT	\$1,800,000	\$1,482,309.62
PT16154	California Highway Patrol	402PT	\$250,000	\$235,111.55

Safe Transportation Research Education Center - This grant funded university staff to work closely with community-based organizations, employers, OTS grantees and stakeholders to conduct public awareness, outreach, education and data analysis.

Grant #	Agency	Fund	Awarded	Expended
PT16155	The Regents of the University of California, Berkeley Campus	402PT	\$720,000	\$517,319.56
		Total	\$37,616,045	\$31,442,479.62

TRAFFIC RECORDS/ROADWAY SAFETY

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

Grant #	Agency	Fund	Awarded	Expended
TR1603	California Department of Transportation	405c TR	\$481,634	\$299,354.99
TR1607	California Emergency Medical Services Authority	405c TR	\$222,800	\$187,283.62
TR1609	California Department of Public Health	408TR	\$580,777	\$477,783.95

Data Improvement - These grants provided funding for updating data and resources in traffic safety websites, applying Empirical Bayes method for comparing collision numbers, and the collection of tribal safety data.

Grant #	Agency	Fund	Awarded	Expended
TR1608	California Department of Transportation	408TR	\$399,469	\$373,023.13
TR1610	California Department of Motor Vehicles	405c TR	\$1,616,921	\$1,090,022.48
TR1611	California State Polytechnic University, Pomona	405c TR	\$145,170	\$129,252.93
TR1601	Emergency Medical Services Authority	405c TR	\$102,706	\$19,486.19
TR1602	Riverside County	405c TR	\$393,120	\$281,142.50
TR1604	The Regents of the University of California, Berkeley Campus	405c TR	\$75,000	\$48,136.52
TR1605	The Regents of the University of California, Berkeley Campus	408TR	\$100,000	\$50,684.14
TR1613	The Regents of the University of California, Berkeley Campus	405c TR	\$123,000	\$74,625.38
TR1614	The Regents of the University of California, Berkeley Campus	405c TR	\$176,000	\$114,402.10

Strategic Highway Safety Planning - This grant funded the support of the California SHSP efforts.

Grant #	Agency	Fund	Awarded	Expended
TR1606	The Regents of the University of California, Berkeley Campus	405c TR	\$190,000	116,405.29
		Total	\$4,606,597	\$3,261,603.22



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