



# CALIFORNIA ANNUAL REPORT



2020



**GO SAFELY**  
CALIFORNIA

CALIFORNIA OFFICE OF TRAFFIC SAFETY





## 2020 ANNUAL REPORT

**Gavin Newsom**

Governor  
State of California

**David S. Kim**

Secretary  
California State Transportation Agency

**Barbara L. Rooney**

Director  
Office of Traffic Safety



**Gavin Newsom**  
Governor

**David S. Kim**  
Secretary

915 Capitol Mall, Suite 350B  
Sacramento, CA 95814  
916-323-5400  
[www.calsta.ca.gov](http://www.calsta.ca.gov)

Dear Fellow Californians:

I am pleased to present the 2020 Annual Report, which provides an overview of traffic safety programs, activities and initiatives advanced by the Office of Traffic Safety (OTS) in the 2020 federal fiscal year. The Annual Report presents the accomplishments and challenges experienced in the prior fiscal year with direct reference to the performance measures, targets, strategies and funding identified in the prior year's Highway Safety Plan. The Annual Report completes the Highway Safety Plan cycle by providing the results and outcomes achieved through the plan's implementation.

In a year that brought the unprecedented challenges and change of the COVID-19 pandemic, one thing that remains the same is the need for everyone to be safe on the road. I am proud to say the OTS continues to be adaptable and collaborative in addressing the most critical traffic safety issues facing the state. Working with its federal, state and local partners, OTS continues to focus on eliminating traffic fatalities and serious injuries on our roads.

In the 2020 federal fiscal year, the OTS awarded \$95 million in federal funding to support 303 traffic safety grants. More than 30 of these grants were dedicated to bicycle and pedestrian safety. It is no secret that being a pedestrian in California can be deadly, with the number of people hit and killed by drivers reaching historic levels in the past decade. Ensuring the safety of people walking and biking is a top priority and continues to receive significant attention and focus.

At the onset of COVID-19, many grantees revamped their training and education programs and shifted from in-person activities to virtual sessions and social media education campaigns. The California Traffic Safety Resource Prosecutor Program, which serves as a statewide training ground for law enforcement and prosecutors on handling alcohol and drug-impaired driving cases, developed training webinars that saw the highest number of attendees in its history. San Diego County's Community Action Partnership and Circulate San Diego, focused their safety messages on social distancing practices, and even created a "Downtown Loop" using the city of San Diego's existing and planned bikeways. These were a few of the many examples of the innovative thinking and flexibility that were critical to delivering grant activities.

Traffic safety is about people and improving the environment around them, regardless of where they live. The OTS remains committed to implementing programs that impact people in meaningful ways, creating a more accessible and safer transportation system that protects all road users.

While 2020 brought some unanticipated changes to the delivery of core safety programs, it has put safety in perspective for all of us. It is my hope that Californians will emerge with a renewed sense of care for the health and well-being of our fellow residents, including for improved traffic safety that can save lives.

Be safe and well,

*David S. Kim*

DAVID S. KIM  
Secretary

# ANNUAL REPORT

Federal Year 2020 (FY 2020)

## Prepared By California Office of Traffic Safety

Barbara L. Rooney .....	Director
David Doucette .....	Deputy Director, Program Operations
Jessica Chan .....	Deputy Director, Technology and Administration
Camille Travis .....	Deputy Director, Marketing & Public Affairs
Randy Weissman .....	Traffic Records Program Manager
Nichole Aston .....	Branch Chief, Operations
Mitch Zehnder .....	Program Manager
Carolyn Vu .....	Senior Accounting Officer
Tim Weisberg .....	Public Information Officer
Alexis DeLeon .....	Program Coordinator
Bao Her .....	Program Coordinator
Elsie Machado .....	Program Coordinator
Kristen Mickey .....	Program Coordinator
Nicole Osuna .....	Program Coordinator
Jim Owens .....	Program Coordinator
Stephanie Spaid .....	Program Coordinator
Trysh Strayhand .....	Program Coordinator
Mark Talan .....	Program Coordinator
Tua Vang .....	Program Coordinator
Nancy Wolf .....	Program Coordinator
William Ehart .....	Law Enforcement Liaison
Jeff Rodriguez .....	Law Enforcement Liaison

# TABLE OF CONTENTS

<b>California Office of Traffic Safety</b> .....	1
• Vision/Mission/Values	
• 2020 Highlights	
• Funding	
• 2020 Allocated Grant Funds	
<b>Fatality Report</b> .....	5
<b>Areas of Concentration</b> .....	8
<b>2020 Project Distribution</b> .....	13
<b>Traffic Safety Core Performance Measures</b> .....	19
<b>Core Behavior Measure</b> .....	37
<b>Additional Traffic Safety Performance Measures</b> .....	38
<b>Statewide Traffic Safety Surveys</b> .....	43
<b>Traffic Enforcement Program</b> .....	51
<b>Grant-Funded Program Goals, Results, and Activities</b> .....	53
<b>Program Area Highlights</b> .....	66
<b>Projects Not Implemented</b> .....	82
<b>Appendix A – Expenditure Report</b> .....	83
<b>Appendix B – Performance Measures</b> .....	98





# CALIFORNIA OFFICE OF TRAFFIC SAFETY

## VISION

Everyone traveling  
on California roadways  
will go safely.

## MISSION

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

## VALUES

Service  
Respect  
Innovation  
Passion





## 2020 HIGHLIGHTS

- ▶ The OTS worked with grantees to develop activities that adhered to COVID-19 related public health directives, while also maintaining grant monitoring practices remotely.
- ▶ Annual traffic fatalities dropped for the second straight year in 2019. California is hopeful this downward trend will continue.
- ▶ OTS increased its total grants funded from the previous year. 34 of those grants were dedicated to bicycle/pedestrian safety, with a particular focus on underserved communities and older adults.
- ▶ Grantees overcame the obstacles of COVID-19 that limited in-person activities with new innovative training concepts, virtual trainings, sessions and social media education campaigns.
- ▶ Adapted statewide marketing and outreach efforts following postponement of national traffic safety campaigns by creating combined campaign highlighting four main initiatives: DUI-Drugs, DUI-Alcohol, Distracted Driving, Bicycle and Pedestrian Safety. Education effort provided refreshed look and enhanced previous "Go Safely, California" social norming campaign.
- ▶ Responded to emerging traffic safety issues as a result of the COVID-19 pandemic, specifically speeding, by developing a new anti-speeding education campaign. Reallocated paid media from national campaign that was postponed to launch new "Slow the Fast Down" anti-speeding initiative in Fiscal Year 2021.



# CALIFORNIA OFFICE OF TRAFFIC SAFETY

## HOW CALIFORNIA RECEIVES FUNDING

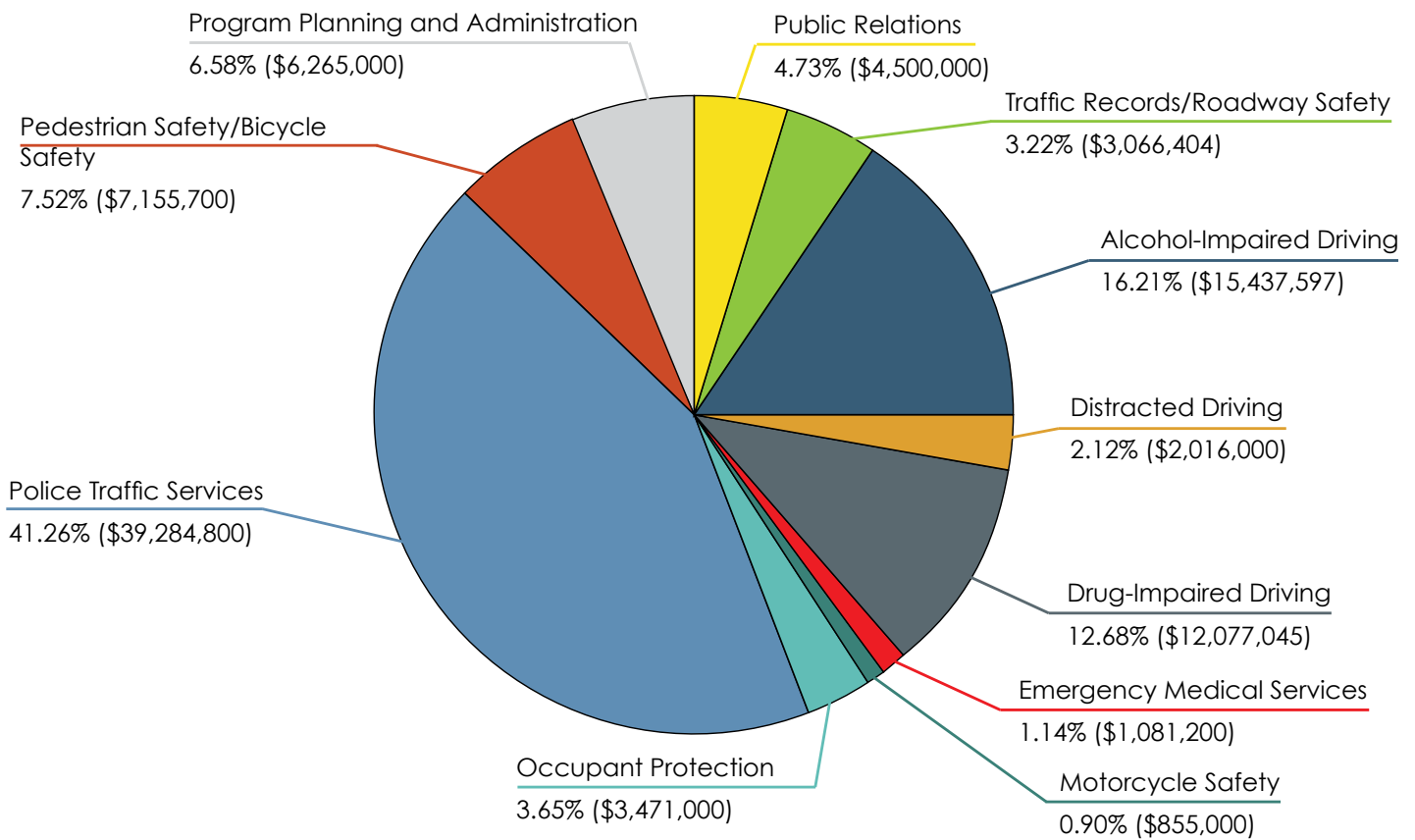
The Highway Safety Program is a partnership effort between the National Highway Traffic Safety Administration (NHTSA) and California. The partnership was created when Congress passed the Highway Safety Act of 1966. The Office of Traffic Safety (OTS) is designated by the Governor to receive federal traffic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

This Annual Report (AR), required by NHTSA (23 CFR Part 1300), California Vehicle Code (Section 2905), and the Fixing America's Surface Transportation (FAST) Act provides an update on traffic safety grants active throughout the State of California as approved in the 2020 California HSP.



# 2020 ALLOCATED GRANT FUNDS

## BY PROGRAM AREA: \$95,209,746



Note: Chart depicts all planned grants for 2020. See expenditure report in appendix section for how funds were expended.

California Annual Report 2020

# FATALITY REPORT

---



# FATALITY REPORT

## NATIONAL

Traffic fatalities are a public health and safety concern. Nationally, traffic fatalities decreased 2.4 percent – from 36,835 fatalities in 2018 to 36,560 fatalities in 2019. For the first half of 2020, traffic fatalities are estimated at 16,650. This represents a decrease of about 2 percent as compared to the 16,988 reported in the first half of 2019.

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

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

## CALIFORNIA

### Total Fatalities

Traffic fatalities decreased 5.1 percent from 3,798 in 2018 to 3,606 in 2019.

The 2019 Mileage Death Rate (MDR) – fatalities per 100 million miles traveled is 1.06.

### Alcohol-Impaired Driving

Alcohol-impaired driving fatalities (fatalities in crashes involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher) decreased 4.5 percent from 1,116 in 2018 to 1,066 in 2019.

The alcohol-impaired driving fatality rate decreased 3 percent from 2018 to 2019, accounting for 26 percent of California's 3,606 fatalities.

### Drug-Impaired Driving

In 2019, the percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/ or illegal drugs increased 8 percent from 2018 to 50 percent in 2019.



# FATALITY REPORT

## **Occupant Protection**

The percent of restrained passenger vehicle occupant fatalities (all seat positions) decreased from 65 percent in 2018 to 64 percent in 2019.

Passenger vehicle occupant fatalities (age 0-4) decreased from 29 in 2018 to 15 in 2019.

## **Motorcycle Safety**

Motorcycle fatalities decreased 9.4 percent from 523 in 2018 to 474 in 2019.

Motorcycle fatalities per 100,000 motorcycle registrations decreased from 68.6 percent in 2017 to 63.56 percent in 2018.\*

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

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

## **Teen Safety**

Teen motor vehicle fatalities (age 16-19) decreased 25.2 percent from 219 in 2018 to 164 in 2019.

Teen driver fatalities (age 16-19) decreased 12.7 percent from 95 in 2018 to 83 in 2019.

## **Pedestrian and Bicycle Safety**

Pedestrian fatalities decreased slightly from 978 in 2018 to 972 in 2019.

Bicycle fatalities decreased 19.4 percent from 165 in 2018 to 133 in 2019.

\*Most recent data available.

California Annual Report 2020

# AREAS OF CONCENTRATION



## AREAS OF CONCENTRATION

States are encouraged to identify needs in each of the nationally designated program priority areas, but the OTS has the flexibility to determine additional program areas, and the amount of funding allocated to each. The areas chosen for funding in FY 2020 were as follows:

### AGING ROAD USERS

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

### ALCOHOL-IMPAIRED DRIVING

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



### DISTRACTED DRIVING

National research identifies three factors for distracted driving: visual (eyes off the road); manual (hands off the wheel); and cognitive (taking your mind off driving). In 2019, 2,576 people were killed nationwide in crashes involving a distracted driver. Drivers ages 20 to 39 have the highest proportion of distraction-related fatal crashes. California laws are among the strongest in the nation and a recent OTS Opinion Survey reports that 28.8 percent of Californians identify that distracted driving- by either texting or talking- is the biggest problem on California roadways. Grant programs include improved distracted driving data quality, increased and



## AREAS OF CONCENTRATION

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

### **DRUG-IMPAIRED DRIVING**

Prescription drugs, over-the-counter medications, and illegal drugs may cause impairment alone or in combination with each other and/or without alcohol. In every State and the District of Columbia, impaired driving is illegal. Whether by drugs — legal or illegal — alcohol, or a combination of both drugs and alcohol, impaired driving puts the driver, their passengers, and other road users at risk. According to NHTSA's 2017 FARS numbers, 42 percent of drivers involved in fatal crashes who were tested, tested positive for potentially impairing drugs. The OTS grants provide increased law enforcement training in the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Evaluator (DRE) programs, which has led to better detection of drug-impaired drivers. The OTS grants have also funded equipment purchases including drug screening devices and vertical prosecution programs in an effort to improve the prosecution of drug-impaired driving cases.

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

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

### **MOTORCYCLE SAFETY**

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



## AREAS OF CONCENTRATION

### OCCUPANT PROTECTION

Despite the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt. The most recent statewide seat belt usage survey, conducted in 2019, reports a 96.02 percent seat belt use rate. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, 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 Pedestrian and Bicycle Safety Program reduces crash-related fatalities and injuries by promoting safe and effective conditions for those who travel by foot or bicycle. The OTS provides funds for programs that increase awareness of traffic rules, safe behaviors, interaction with changing infrastructure, and responsibilities for all age groups. At the elementary school level, parents and teachers are drawn into the programs as active role models and mentors in traffic safety. Activities include traffic safety rodeos and presentations to build students' skills and demonstrate proper practical application of those skills. To decrease injuries, safety helmets are properly fitted and distributed to children in need for use with bicycles, scooters, skateboards, and skates. There is a special emphasis on programs designed exclusively for the hard-to-reach population at the middle and high school levels. Additional outreach endeavors include programs targeting underserved and high-risk populations, along with a multicultural approach to address safer driving, bicycling, and walking behaviors.

### POLICE TRAFFIC SERVICES

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

### TRAFFIC RECORDS/ROADWAY SAFETY

The OTS Traffic Records Program includes efforts to automate traffic crash database systems, provide traffic safety stakeholders the ability to analyze and map high-crash locations, and promote data sharing and integration of traffic records data systems between all traffic records stakeholders in California. Grant-funded items include hardware, software, and expert services necessary to aid

## AREAS OF CONCENTRATION

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.

### PUBLIC RELATIONS, ADVERTISING AND MARKETING

The OTS Marketing and Public Affairs team strives to serve as the state's traffic safety ambassador, developing effective awareness and education campaigns intended to encourage safe road behaviors by all Californians.

Through community outreach, media relations, social media engagement, and partnerships with stakeholders who share the same vision of everyone going safely on California roads, the OTS is focused on positive awareness and changes in traffic safety behavior.



The OTS is a key advocate, resource and voice for the public, media and researchers. The “Go Safely, California” mantra is the driving force in educating the public with life-saving actions that they can incorporate into their travels, whether on foot, biking, riding or driving. The OTS maintains a one-stop shop for all types of traffic information, facts, tips, data, reports, research and attitudinal/opinion surveys. The OTS also stays on top of emerging traffic safety issues, utilizing the ever-expanding digital space to target audiences not only during specific campaign periods, but on a daily basis when travel patterns and engagement behaviors change.

The OTS Marketing and Public Affairs team will continue to leverage resources across partner agencies in law enforcement, public health, transportation planning departments and organizations, non-profits, community organizations and private businesses to expand campaigns and traffic safety messaging.





California Annual Report 2020

# 2020 PROJECT DISTRIBUTION





# 2020 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (269 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
Total 9	Alameda County		
9	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Alameda County
Total 3	Butte County		
1	Alcohol-Impaired Driving (AL)	Probation	Butte County
1	Occupant Protection (OP)	Local Education	Butte County
1	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Butte County
Total 7	Contra Costa County		
1	Alcohol-Impaired Driving (AL)	Probation	Contra Costa County
1	Occupant Protection (OP)	Local Education	Contra Costa County
5	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Contra Costa County
Total 2	El Dorado County		
1	Drug-Impaired Driving (DI)	Vertical Prosecution	El Dorado County
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	El Dorado County
Total 5	Fresno County		
1	Alcohol-Impaired Driving (AL)	Probation	Fresno County
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Fresno County
3	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Fresno County
Total 2	Humboldt County		
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Humboldt County
1	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Humboldt County
Total 1	Imperial County		
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Imperial County
Total 8	Kern County		
1	Alcohol-Impaired Driving (AL)	Probation	Kern County
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Kern County
2	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Kern County
3	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Kern County
1	Emergency Medical Services (EMS)	First Responder Equipment	Kern County
49	Los Angeles County		
1	Alcohol-Impaired Driving (AL)	Probation	Los Angeles County
1	Drug-Impaired Driving (DI)	Education/Public Awareness	Los Angeles County
2	Drug-Impaired Driving (DI)	Vertical Prosecution	Los Angeles County
1	Motorcycle Safety (MC)	Education/Public Awareness, Enforcement	Los Angeles County
3	Occupant Protection (OP)	Local Education	Los Angeles County
4	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Los Angeles County
37	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Los Angeles County
2	Madera County		
1	Emergency Medical Services (EMS)	First Responder Equipment	Madera County
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Madera County



# 2020 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (269 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
6	Marin County		
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Marin County
3	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Marin County
1	Emergency Medical Services (EMS)	First Responder Equipment	Marin County
1	Alcohol-Impaired Driving (AL)	Probation	Marin County
3	Merced County		
1	Emergency Medical Services (EMS)	First Responder Equipment	Merced County
2	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Merced County
4	Monterey County		
2	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Monterey County
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Monterey County
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Monterey County
29	Orange County		
1	Motorcycle Safety (MC)	Education/Public Awareness, Enforcement	Orange County
1	Drug-Impaired Driving (DI)	Evaluation	Orange County
1	Drug-Impaired Driving (DI)	Training	Orange County
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Orange County
1	Occupant Protection (OP)	Local Education	Orange County
4	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Orange County
20	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Orange County
2	Placer County		
1	Alcohol-Impaired Driving (AL)	Probation	Placer County
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Placer County
15	Riverside County		
2	Drug-Impaired Driving (DI)	Education/Public Awareness	Riverside County
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Riverside County
1	Occupant Protection (OP)	Local Education	Riverside County
2	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Riverside County
8	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Riverside County
1	Emergency Medical Services (EMS)	First Responder Equipment	Riverside County
8	Sacramento County		
1	Alcohol-Impaired Driving (AL)	Probation	Sacramento County
1	Occupant Protection (OP)	Local Education	Sacramento County
2	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Sacramento County
4	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Sacramento County
1	San Benito County		
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	San Benito County

# 2020 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (269 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
13	San Bernardino County		
1	Alcohol-Impaired Driving (AL)	Probation	San Bernardino County
1	Drug-Impaired Driving (DI)	Vertical Prosecution	San Bernardino County
1	Emergency Medical Services (EMS)	First Responder Equipment	San Bernardino County
1	Pedestrian and Bicycle Safety (PS)	Education/Public Awareness	San Bernardino County
9	Police Traffic Services (PT)	Local/Allied Agency Enforcement	San Bernardino County
18	San Diego County		
1	Alcohol-Impaired Driving (AL)	Probation	San Diego County
1	Alcohol-Impaired Driving (AL)	Equipment	San Diego County
2	Drug-Impaired Driving (DI)	Vertical Prosecution	San Diego County
1	Occupant Protection (OP)	Local Education	San Diego County
4	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	San Diego County
9	Police Traffic Services (PT)	Local/Allied Agency Enforcement	San Diego County
1	San Francisco County		
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	San Francisco County
7	San Joaquin County		
1	Alcohol-Impaired Driving (DI)	Judicial	San Joaquin County
1	Alcohol-Impaired Driving (AL)	Probation	San Joaquin County
1	Occupant Protection (OP)	Local Education	San Joaquin County
4	Police Traffic Services (PT)	Local/Allied Agency Enforcement	San Joaquin County
5	San Luis Obispo County		
1	Distracted Driving (DD)	Education/Public Awareness	San Luis Obispo County
1	Occupant Protection (OP)	Local Education	San Luis Obispo County
1	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	San Luis Obispo County
2	Police Traffic Services (PT)	Local/Allied Agency Enforcement	San Luis Obispo County
9	San Mateo County		
1	Alcohol-Impaired Driving (AL)	Judicial	San Mateo County
1	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	San Mateo County
7	Police Traffic Services (PT)	Local/Allied Agency Enforcement	San Mateo County
6	Santa Barbara County		
1	Alcohol-Impaired Driving (AL)	Probation	Santa Barbara County
4	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Santa Barbara County
1	Emergency Medical Services (EMS)	First Responder Equipment	Santa Barbara County
8	Santa Clara County		
2	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Santa Clara County
6	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Santa Clara County
6	Santa Cruz County		
1	Alcohol-Impaired Driving (DI)	Education/Public Awareness	Santa Cruz County
1	Occupant Protection (OP)	Local Education	Santa Cruz County
2	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Santa Cruz County
2	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Santa Cruz County

# 2020 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (269 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
2	Shasta County		
1	Drug-Impaired Driving (DI)	Education/Public Awareness	Shasta County
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Shasta County
4	Solano County		
1	Alcohol-Impaired Driving (AL)	Probation	Solano County
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Solano County
2	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Solano County
5	Sonoma County		
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Sonoma County
1	Emergency Medical Services (EMS)	First Responder Equipment	Sonoma County
3	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Sonoma County
5	Stanislaus County		
1	Occupant Protection (OP)	Local Education	Stanislaus County
2	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	Stanislaus County
2	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Stanislaus County
2	Sutter County		
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Sutter County
1	Emergency Medical Services (EMS)	First Responder Equipment	Sutter County
6	Tulare County		
1	Alcohol-Impaired Driving (AL)	Probation	Tulare County
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Tulare County
2	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Tulare County
1	Alcohol-Impaired Driving (AL)	Education/Public Awareness	Tulare County
1	Emergency Medical Services (EMS)	First Responder Equipment	Tulare County
1	Tuolumne County		
1	Emergency Medical Services (EMS)	First Responder Equipment	Tuolumne County
7	Ventura County		
1	Drug-Impaired Driving (DI)	Education/Public Awareness	Ventura County
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Ventura County
1	Occupant Protection (OP)	Local Education	Ventura County
4	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Ventura County
4	Yolo County		
1	Drug-Impaired Driving (DI)	Vertical Prosecution	Yolo County
1	Occupant Protection (OP)	Local Education	Yolo County
2	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Yolo County
2	Yuba County		
1	Police Traffic Services (PT)	Local/Allied Agency Enforcement	Yuba County
1	Occupant Protection (OP)	Local Education	Yuba County

# 2020 PROJECT DISTRIBUTION

## REGIONAL AND STATEWIDE GRANTS (34 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	AGENCY
5	California Department of Alcoholic Beverage Control		
3	Alcohol-Impaired Driving (AL)	Education/Public Awareness	California Department of Alcoholic Beverage Control
1	Distracted Driving (DD)	Education/Public Awareness	California Department of Alcoholic Beverage Control
1	Alcohol-Impaired Driving (AL)	Enforcement	California Department of Alcoholic Beverage Control
2	California Department of Public Health		
1	Occupant Protection (OP)	Statewide Education	California Department of Public Health
1	Traffic Records and Roadway Safety (TR)	Data Improvement	California Department of Public Health
17	California Highway Patrol		
1	Alcohol-Impaired Driving (AL)	Education/Public Awareness	California Highway Patrol
3	Alcohol-Impaired Driving (AL)	Enforcement	California Highway Patrol
2	Distracted Driving (DD)	Education/Public Awareness	California Highway Patrol
1	Distracted Driving (DD)	Enforcement	California Highway Patrol
1	Drug-Impaired Driving (DI)	Training	California Highway Patrol
1	Motorcycle Safety (MC)	Education/Public Awareness, Enforcement	California Highway Patrol
1	Occupant Protection (OP)	Aging Road Users	California Highway Patrol
1	Occupant Protection (OP)	Statewide Education	California Highway Patrol
1	Pedestrian and Bicycle Safety (PS)	Education and Public Awareness	California Highway Patrol
4	Police Traffic Services (PT)	Statewide Enforcement	California Highway Patrol
1	Traffic Records and Roadway Safety (TR)	Data Improvement	California Highway Patrol
1	California State Polytechnic University, Pomona		
1	Traffic Records and Roadway Safety (TR)	Strategic Highway Safety Planning	California State Polytechnic University, Pomona
1	California State University, Fresno		
1	Occupant Protection (OP)	Statewide Usage Surveys	California State University, Fresno
7	University of California, Berkeley		
2	Pedestrian and Bicycle Safety (PS)	Community Support/Technical Assistance	University of California, Berkeley
1	Police Traffic Services (PT)	Education/Public Awareness	University of California, Berkeley
1	Traffic Records and Roadway Safety (TR)	Local Data Records Design/Equipment	University of California, Berkeley
3	Traffic Records and Roadway Safety (TR)	Statewide Data Records Design/Equipment	University of California, Berkeley
1	University of California, San Diego		
1	Distracted Driving (DD)	Education/Public Awareness	University of California, San Diego



California Annual Report 2020

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

---



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## CORE PERFORMANCE MEASURES

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

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

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

## PROCESS FOR DEVELOPING TARGETS

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

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

The performance measures compare the data from 2013-2017 five-year rolling average to the most recent data available. The targets were developed for the 2020 HSP with the target date of December 31, 2020.

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## OVERALL PROGRAM GOAL

The OTS collaborates with transportation partner departments such as the California Highway Patrol (CHP), the California Department of Transportation (Caltrans), and the California Department of Motor Vehicles (DMV), as well as law enforcement, state and federal agencies, community-based organizations, and traffic safety advocates.

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



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

			Calendar Years				
TRAFFIC SAFETY CORE PERFORMANCE MEASURES			2015	2016	2017	2018	2019
C-1	Traffic Fatalities (FARS)	Actual	3,387	3,837	3,884	3,798	3,606
		5-Year Rolling Average	3,076	3,280	3,463	3,602	3,702
C-2	Serious Injuries (SWITRS)***	Actual	11,942	13,171	14,201	16,039	16,406
		5-Year Rolling Average	11,014	11,527	12,191	13,270	14,352
C-3	Fatalities/Vehicle Miles Traveled (VMT)	Actual	1.01	1.13	1.13	1.09	1.06
		5-Year Rolling Average	0.93	0.99	1.03	1.06	1.08
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Actual	568	611	625	635	620
		5-Year Rolling Average	517	534	560	584	612
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Actual	902	1,114	1,147	1,116	949
		5-Year Rolling Average	852	920	983	1,030	1,044
C-6	Speeding-Related Fatalities (FARS)	Actual	1,032	1,151	1,164	1,000	1,066
		5-Year Rolling Average	974	1,025	1,067	1,069	1,083
C-7	Motorcyclist Fatalities (FARS)	Actual	494	576	578	523	474
		5-Year Rolling Average	468	500	527	539	529
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Actual	23	28	45	34	28
		5-Year Rolling Average	28	28	31	31	32
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Actual	404	448	424	395	354
		5-Year Rolling Average	360	385	403	411	405
C-10	Pedestrian Fatalities (FARS)	Actual	819	933	940	978	972
		5-Year Rolling Average	710	770	827	876	928
C-11	Bicyclist Fatalities (FARS)	Actual	136	155	145	165	133
		5-Year Rolling Average	131	139	142	146	147

		Calendar Years					
	CORE BEHAVIOR MEASURE		2015	2016	2017	2018	2019
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles* (CSU Fresno Observational Survey)	Annual	97.30%	96.50%	96.20%	96.00%	96.02%
	ACTIVITY MEASURES	2020					
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities**	1,390					
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	5,938					
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities	16,033					

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

\*\*Due to COVID-19, California's Click It or Ticket Mobilization was postponed from its normal May mobilization period to November 2020.

\*\*\*Beginning in 2016-17 SWITRS totals were tabulated by combining sustained serious injury totals with suspected serious injury total causing an increase in the overall totals for C-2 in 2017-2019.

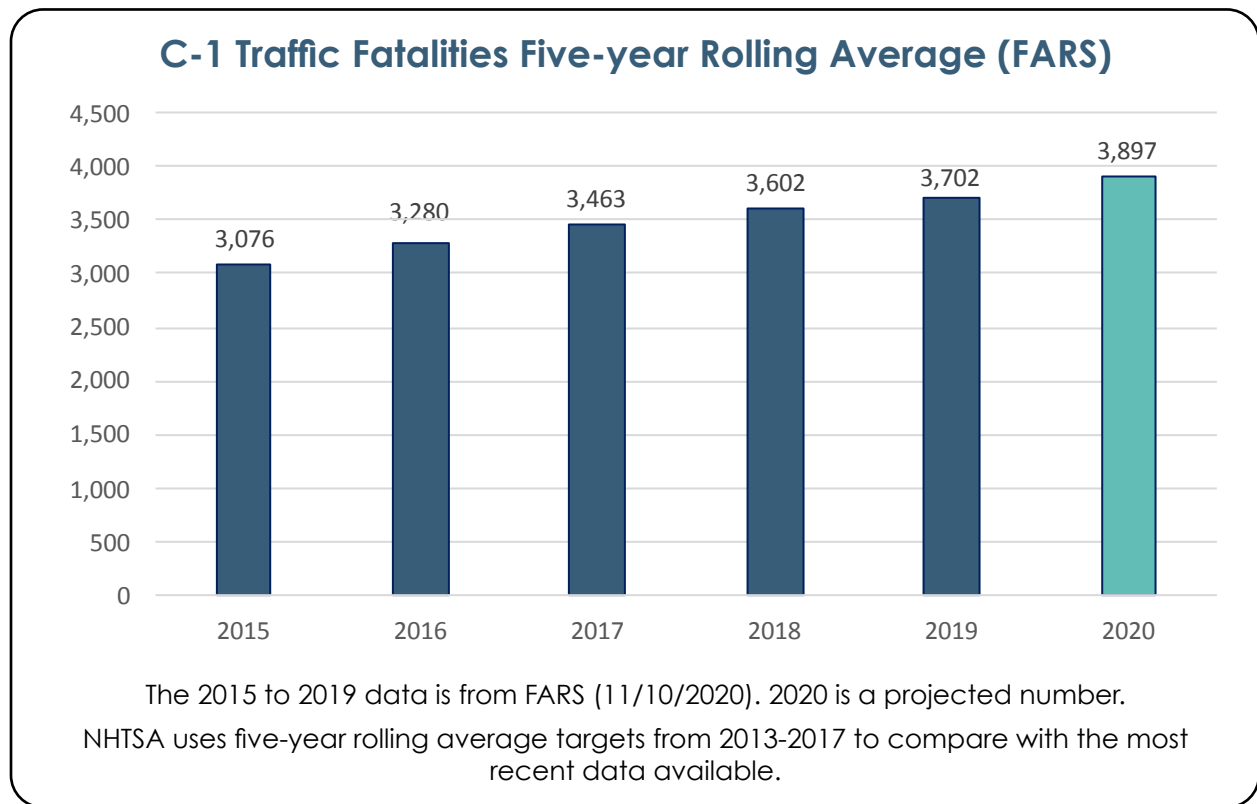


# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2013-2017 five-year rolling average, the five-year average of traffic fatalities will increase 3.02 percent from an average of 3,407 to 3,518 (2016-2020) by December 31, 2020.

**PRELIMINARY RESULT:** Traffic fatalities increased 8.6 percent from the 2013-2017 five-year rolling average base year of 3,407 to the 2015-2019 five-year rolling average of 3,702.



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

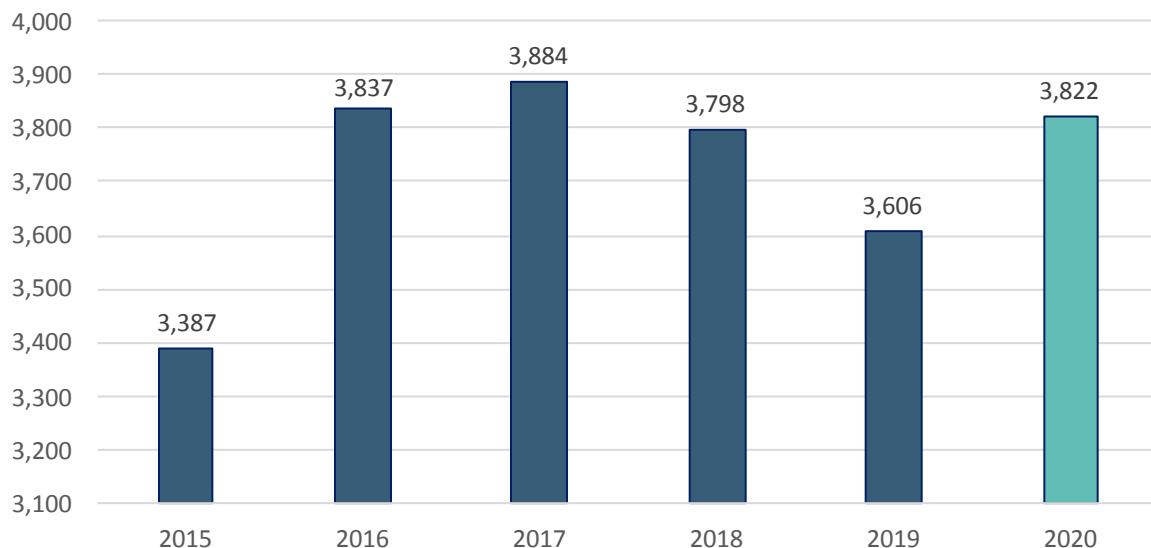
## C-1 TRAFFIC FATALITIES (FARS) ANNUAL DATA

**TARGET:** Based on 2013-2017 actual number of fatalities, the target for traffic fatalities will decrease 9.1 percent from the December 31, 2017 total of 3,602 to 3,275 by December 31, 2020.

**PRELIMINARY RESULT:** Traffic fatalities increased slightly from the 2017 base year of 3,602 to 3,606 in 2019.

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

### C-1 Traffic Fatalities Annual (FARS)



The 2015 to 2019 data is from FARS (11/10/2020). 2020 is a projected number.  
NHTSA uses annual targets based on linear projections to compare with the most recent data available.

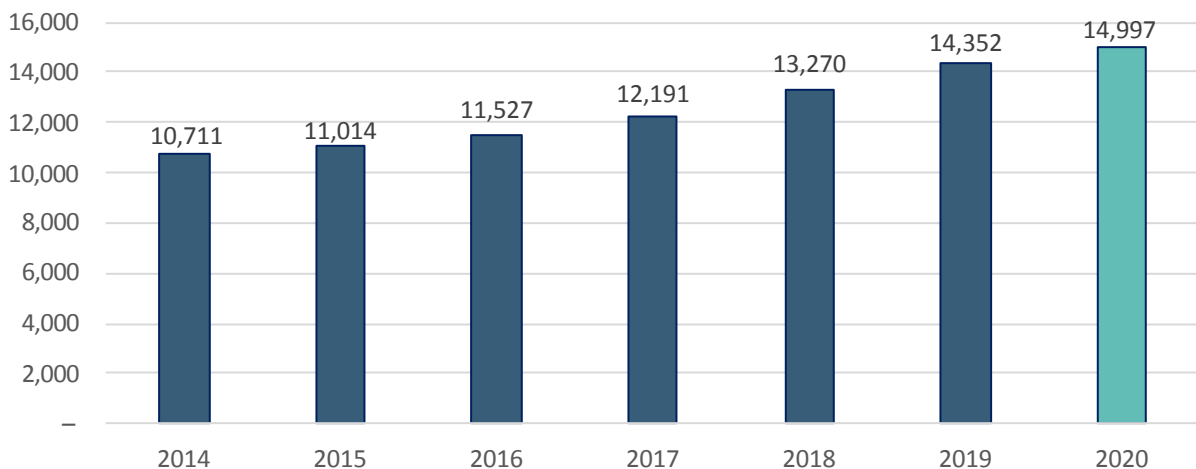
## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2013-2017 five-year rolling average, the five-year average of serious traffic injuries will increase 12.5 percent from an average of 12,208 to 13,740 (2016-2020) by December 31, 2020.

**PRELIMINARY RESULT:** Serious traffic injuries increased 17.56 percent from the 2013-2017 five-year rolling average base year of 12,208 to the 2015-2019 five-year rolling average of 14,352.

#### C-2 Serious Traffic Injuries Five-year Rolling Average (SWITRS)



The 2014 to 2019 data is from SWITRS (11/10/2020). 2020 is a projected number.

NHTSA uses five-year rolling average targets from 2013-2017 to compare with the most recent data available.

Beginning in 2016-17 SWITRS totals were tabulated by combining sustained serious injury totals with suspected serious injury total causing an increase in the overall totals for C-2 in 2017-2019.

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

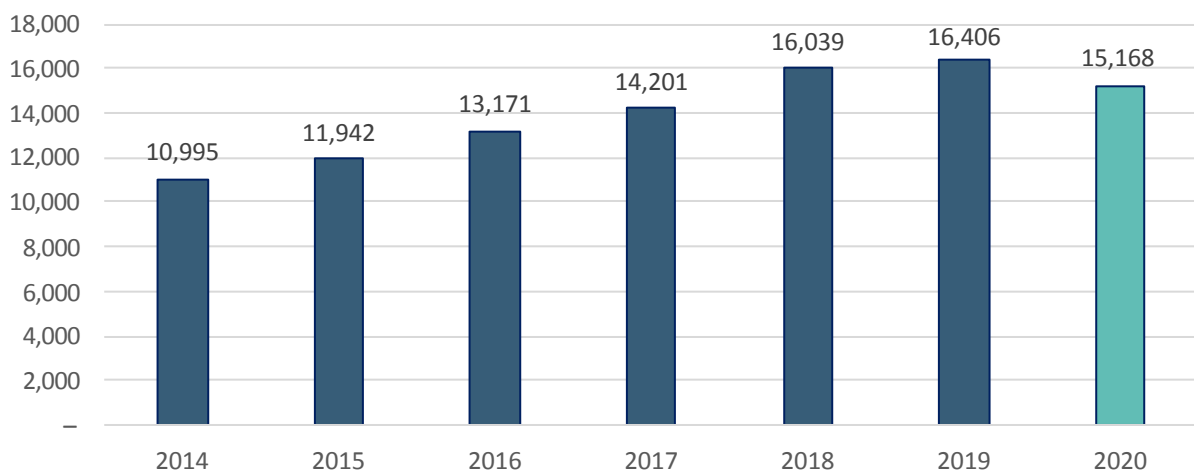
## C-2 SERIOUS TRAFFIC INJURIES (SWITRS) ANNUAL DATA

**TARGET:** Based on 2013-2017 actual number of serious traffic injuries, the target will decrease 4.5 percent from 14,180 in December 2017 to 13,542 by December 31, 2020.

**PRELIMINARY RESULT:** Serious traffic injuries increased 15.07 percent from the 2017 base year of 14,180 to 16,406 in 2019.

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

### C-2 Serious Traffic Injuries Annual (SWITRS)



The 2014 to 2019 data is from SWITRS (11/10/2020). 2020 is a projected number.

NHTSA uses annual targets based on linear projections to compare with the most recent data available.

Beginning in 2016-17 SWITRS totals were tabulated by combining sustained serious injury totals with suspected serious injury total causing an increase in the overall totals for C-2 in 2017-2019.

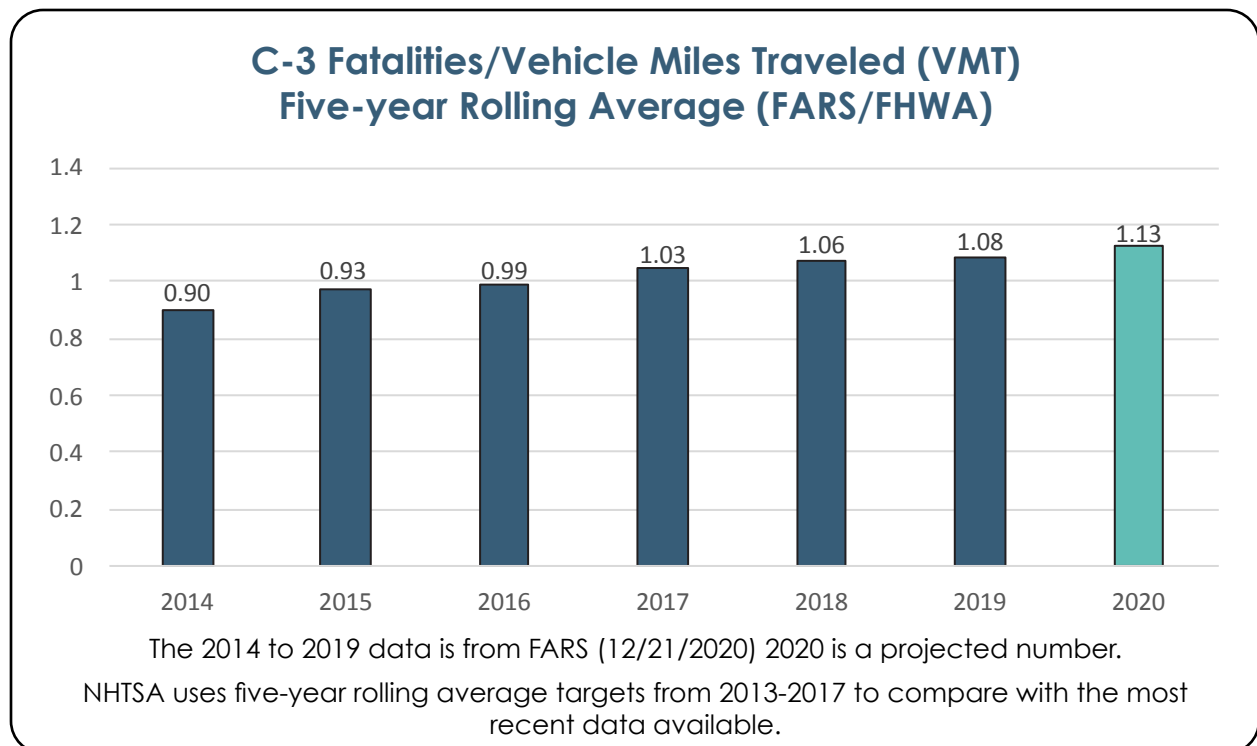


## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2013-2017 five-year rolling average, the five-year average of traffic fatalities/VMT will increase 1 percent from an average of 1.01 to 1.02 (2017-2020) by December 31, 2020.

**PRELIMINARY RESULT:** Fatalities per 100 million VMT increased .07 points from the 2013-2017 five-year rolling average base year of 1.01 points to the 2015-2019 five-year rolling average of 1.08.



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

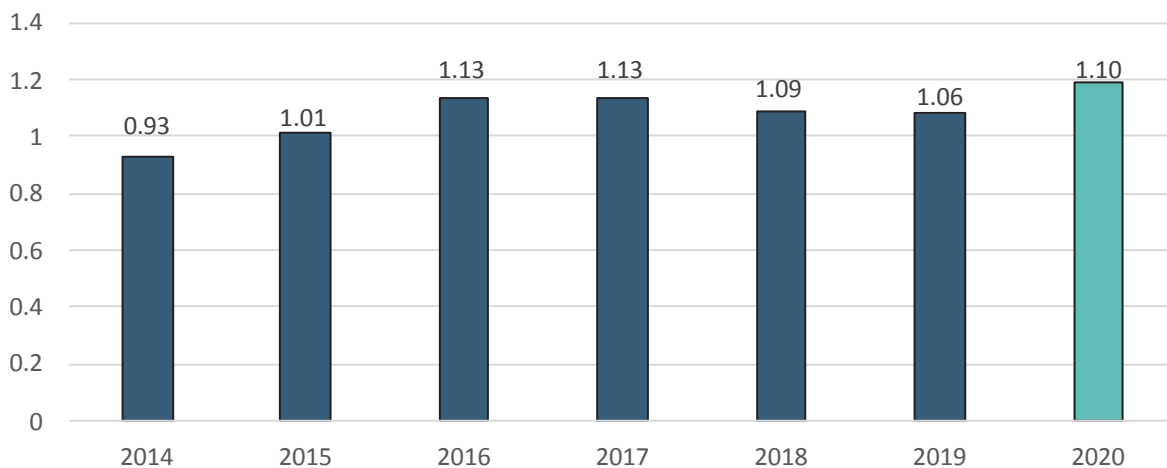
## C-3 FATALITIES/VEHICLE MILES TRAVELED (FARS/FHWA) ANNUALLY

**TARGET:** Based on 2013-2017 actual number of fatalities per 100 million vehicle miles traveled, the target will decrease from 1.05 from December 31, 2017 to 0.95 by December 31, 2020.

**PRELIMINARY RESULT:** Fatalities per 100 million VMT increased .01 points from the 2017 base year of 1.05 to 1.06 in 2019.

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

### C-3 Fatalities/Vehicle Miles Traveled (VMT) Annually (FARS/FHWA)



The 2014 to 2019 data is from FARS (12/21/2020). 2020 is a projected number.

NHTSA uses annual targets based on linear projections to compare with the most recent data available.

## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

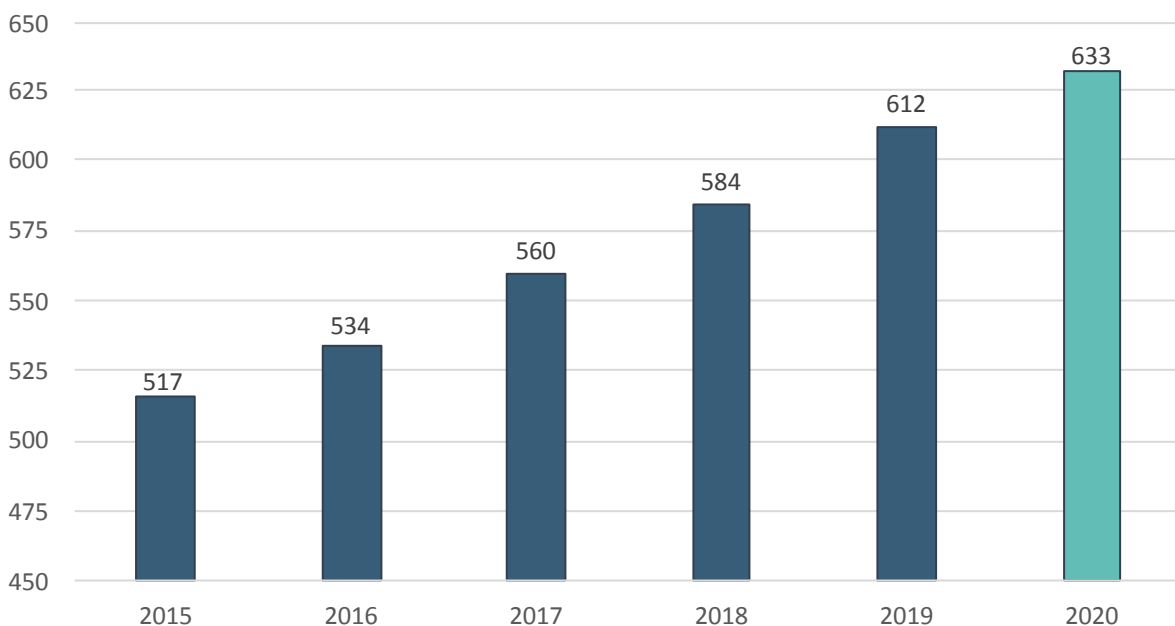
### C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)

**TARGET:** Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, 5 percent from 555 (2013-2017 five-year rolling average) to 527 by December 31, 2020.

**PRELIMINARY RESULT:** Unrestrained passenger vehicle occupant fatalities, all seat positions, increased 10.27 percent from the 2013-2017 five-year rolling average base year of 555 to the 2015-2019 five-year rolling average of 612.

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

#### C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions Five-year Rolling Average (FARS)



The 2015 to 2019 data is from FARS (11/10/2020). 2020 is a projected number.

NHTSA uses five-year rolling average targets from 2013-2017 to compare with the most recent data available.

## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

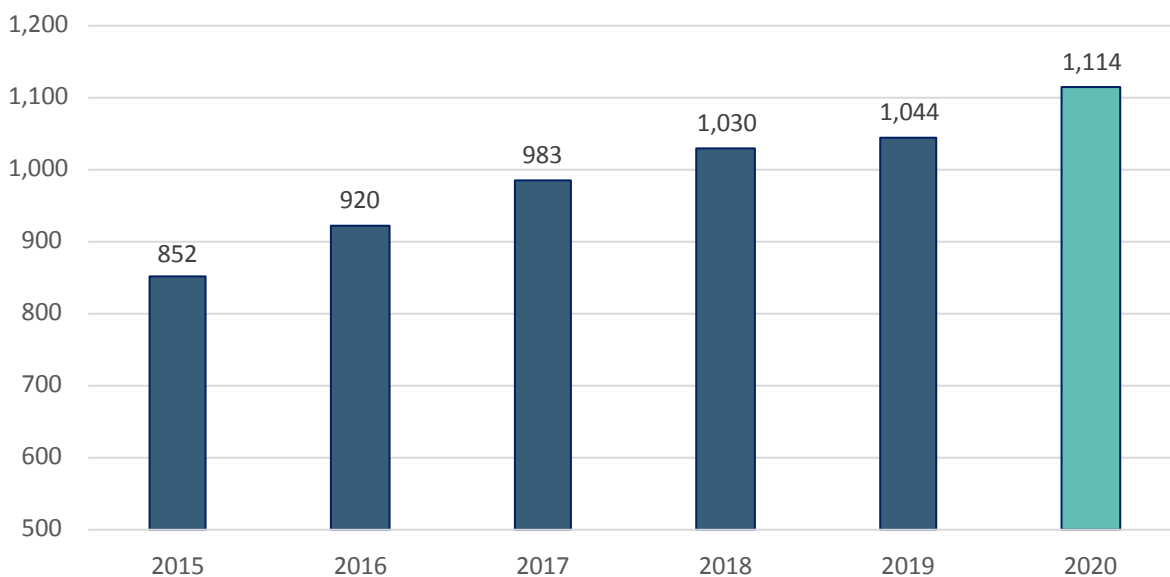
### C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

**TARGET:** Reduce alcohol-impaired driving fatalities 2.6 percent from 980 (2013-2017 five-year rolling average) to 960 by December 31, 2020.

**PRELIMINARY RESULT:** Alcohol-impaired driving fatalities increased 6.01 percent from the 2013-2017 five-year rolling average base year of 980 to the 2015-2019 five-year rolling average of 1,044.

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

#### C-5 Alcohol-Impaired Driving Fatalities Five-year Rolling Average (FARS)



The 2015 to 2019 data is from FARS (11/10/2020). 2020 is a projected number.  
NHTSA uses five-year rolling average targets from 2013-2017 to compare with the most recent data available.



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

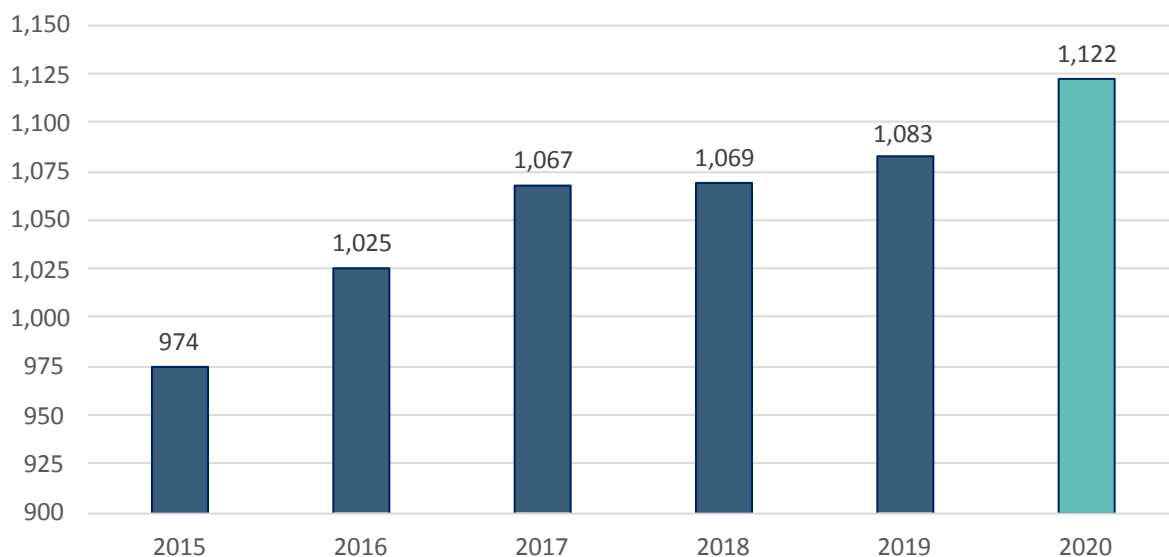
## C-6 SPEEDING-RELATED FATALITIES (FARS)

**TARGET:** Reduce speeding-related fatalities 2 percent from 1,048 (2013-2017 five-year rolling average) to 1,027 by December 31, 2020.

**PRELIMINARY RESULT:** Speeding-related fatalities increased 3.33 percent from the 2013-2017 five-year rolling average base year of 1,048 to the 2015-2019 five-year rolling average of 1,083.

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

### C-6 Speeding-Related Fatalities Five-year Rolling Average (FARS)



The 2015 to 2019 data is from FARS (11/10/2020). 2020 is a projected number.

NHTSA uses five-year rolling average targets from 2013-2017 to compare with the most recent data available.

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

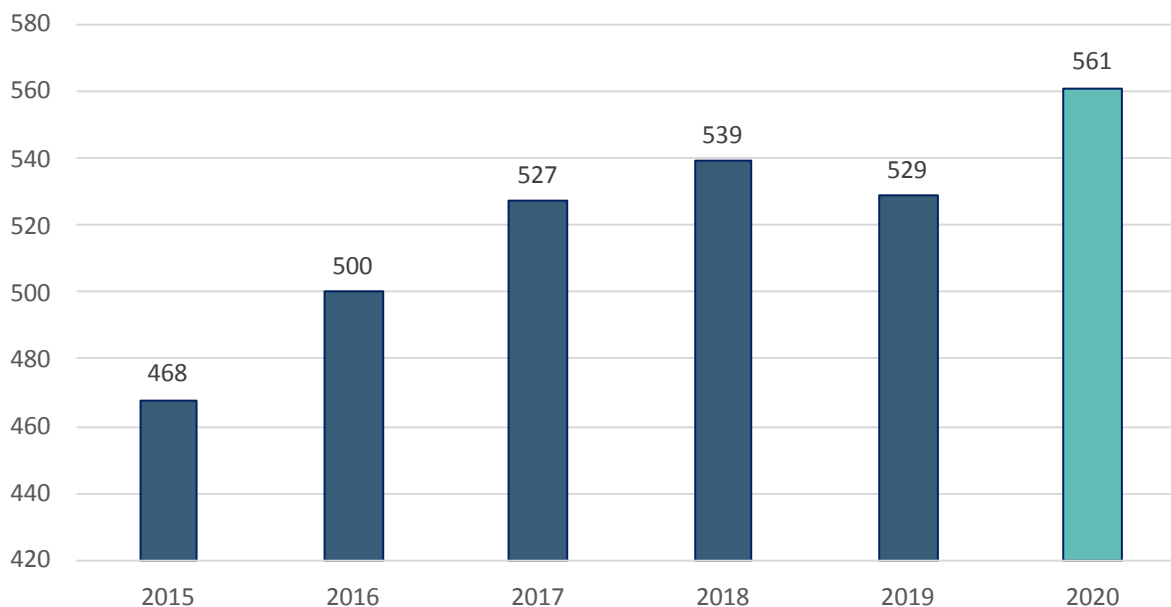
## C-7 MOTORCYCLIST FATALITIES (FARS)

**TARGET:** Reduce motorcyclist fatalities 2 percent from 517 (2013-2017 five-year rolling average) to 507 by December 31, 2020.

**PRELIMINARY RESULT:** Motorcycle fatalities increased 2.32 percent from the 2013-2017 five-year rolling average base year of 517 to the 2015-2019 five-year rolling average of 529.

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

### C-7 Motorcyclist Fatalities Five-year Rolling Average (FARS)



The 2015 to 2019 data is from FARS (11/10/2020). 2020 is a projected number.  
NHTSA uses five-year rolling average targets from 2013-2017 to compare with the most recent data available.

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

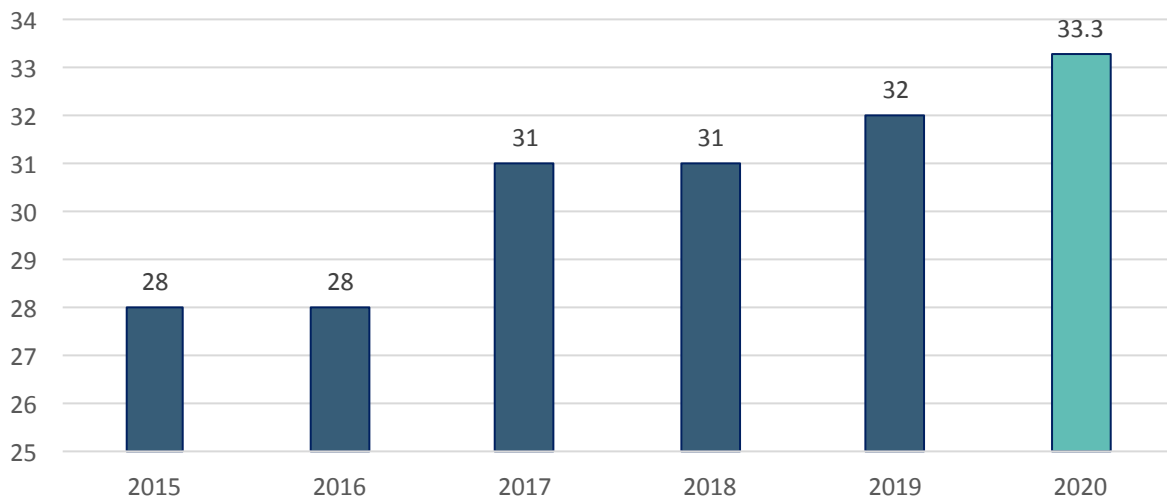
## C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

**TARGET:** Reduce unhelmeted motorcyclist fatalities 10 percent from 30 (2013-2017 five-year rolling average) to 27 by December 31, 2020.

**PRELIMINARY RESULT:** Unhelmeted motorcyclist fatalities increased 6.66 percent from the 2013-2017 five-year rolling average base year of 30 to the 2015-2019 five-year rolling average of 32.

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

### C-8 Unhelmeted Motorcyclist Fatalities Five-year Rolling Average (FARS)



The 2015 to 2019 data is from FARS (11/10/2020). 2020 is a projected number.  
NHTSA uses five-year rolling average targets from 2013-2017 to compare with the most recent data available.

## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

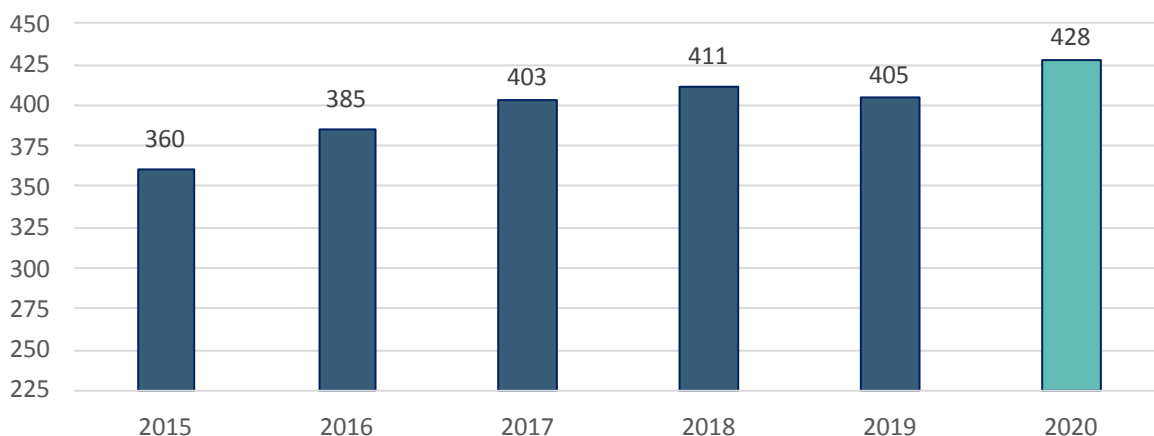
### C-9 DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

**TARGET:** Reduce drivers age 20 or younger involved in fatal crashes 3 percent from 397 (2013-2017 five-year rolling average) to 385 by December 31, 2020.

**PRELIMINARY RESULT:** Drivers age 20 or younger involved in fatal crashes increased 2.01 percent from the 2013-2017 five-year rolling average base year of 397 to the 2015-2019 five-year rolling average of 405.

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

#### C-9 Drivers Age 20 or Younger Involved in Fatal Crashes Five-year Rolling Average (FARS)



The 2015 to 2019 data is from FARS (11/10/2020). 2020 is a projected number.  
NHTSA uses five-year rolling average targets from 2013-2017 to compare with the most recent data available.



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

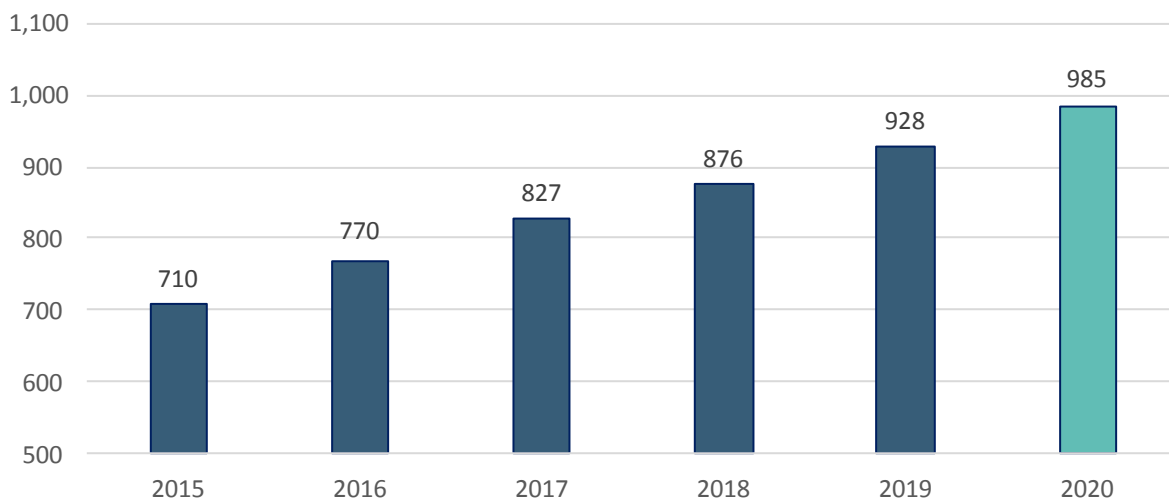
## C-10 PEDESTRIAN FATALITIES (FARS)

**TARGET:** Reduce pedestrian fatalities 4 percent from 811 (2013-2017 five-year rolling average) to 779 by December 31, 2020.

**PRELIMINARY RESULT:** Pedestrian fatalities increased 14.42 percent from the 2013-2017 five-year rolling average base year of 811 to the 2015-2019 five-year rolling average of 928.

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

### C-10 Pedestrian Fatalities Five-year Rolling Average (FARS)



The 2015 to 2019 data is from FARS (11/10/2020). 2020 is a projected number.  
NHTSA uses five-year rolling average targets from 2013-2017 to compare with the most recent data available.

## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

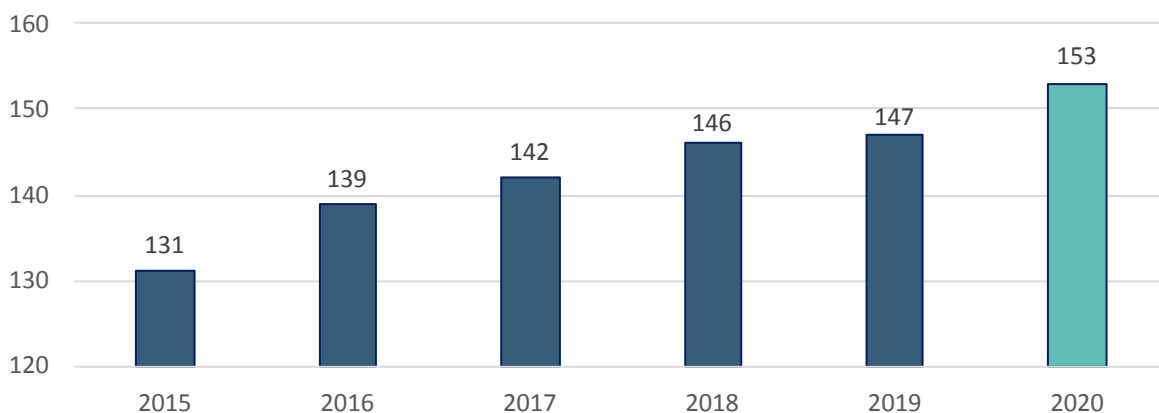
### C-11 BICYCLIST FATALITIES (FARS)

**TARGET:** Reduce bicyclist fatalities 5 percent from 138 (2013-2017 five-year rolling average) to 131 by December 31, 2019.

**PRELIMINARY RESULT:** Bicyclist fatalities increased 6.52 percent from the 2013-2017 five-year rolling average base year of 138 to the 2015-2019 five-year rolling average of 147.

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

#### C-11 Bicyclist Fatalities (FARS)



The 2015 to 2019 data is from FARS (11/10/2020). 2020 is a projected number.  
NHTSA uses five-year rolling average targets from 2013-2017 to compare with the most recent data available.

## CORE BEHAVIOR MEASURE

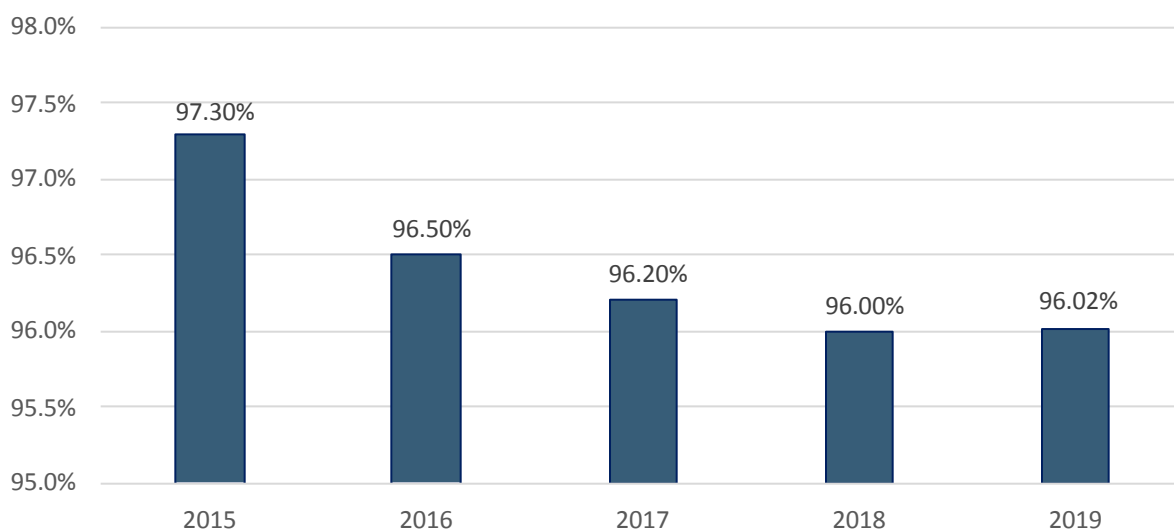
### B-1 STATEWIDE OBSERVED SEAT BELT USE OF FRONT SEAT OUTBOARD OCCUPANTS IN PASSENGER VEHICLES (OBSERVATIONAL SURVEY)

**TARGET:** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from 96 percent (2018 observation) to 97 percent by December 31, 2020.

**RESULT:** Statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased by 0.2 percentage points from the 2017 base year of 96.2 percent to 96.0 percent in 2019. \*\*Due to COVID-19, the OTS did not conduct any observational surveys in 2020. The OTS was granted a waiver to postpone observational seat belt surveys.

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

**B-1 Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (Observational Survey)**

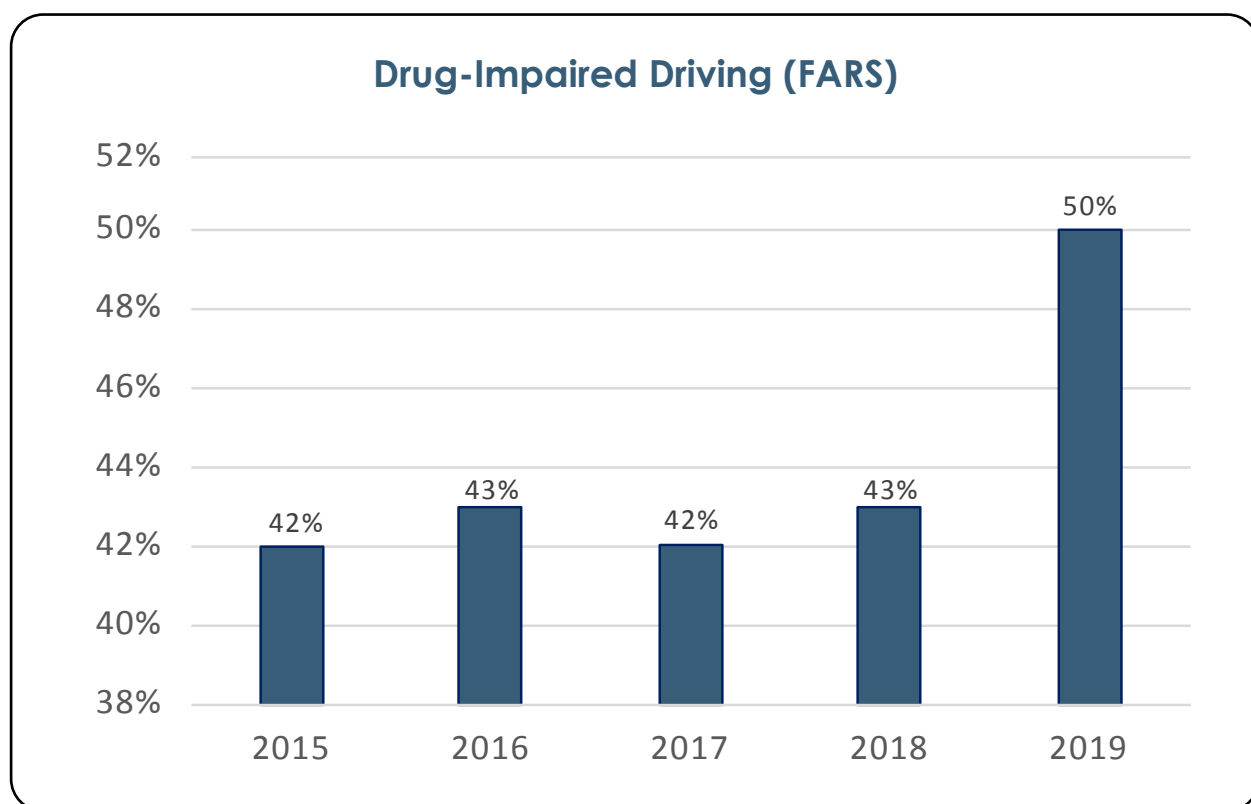


## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

### DRUG IMPAIRED DRIVING (FARS)

**TARGET:** Reduce the number of California drivers killed in crashes that tested positive for drug involvement 2 percent from the 2017 calendar base year of 42.0 percent to 40.0 percent by December 31, 2020.

**PRELIMINARY RESULT:** The number of California drivers killed in crashes that tested positive for drug involvement increased 8 percent from the 2017 calendar base year of 42 percent to 50 percent in 2019. \*The goal target number was revised from 2020 HSP.

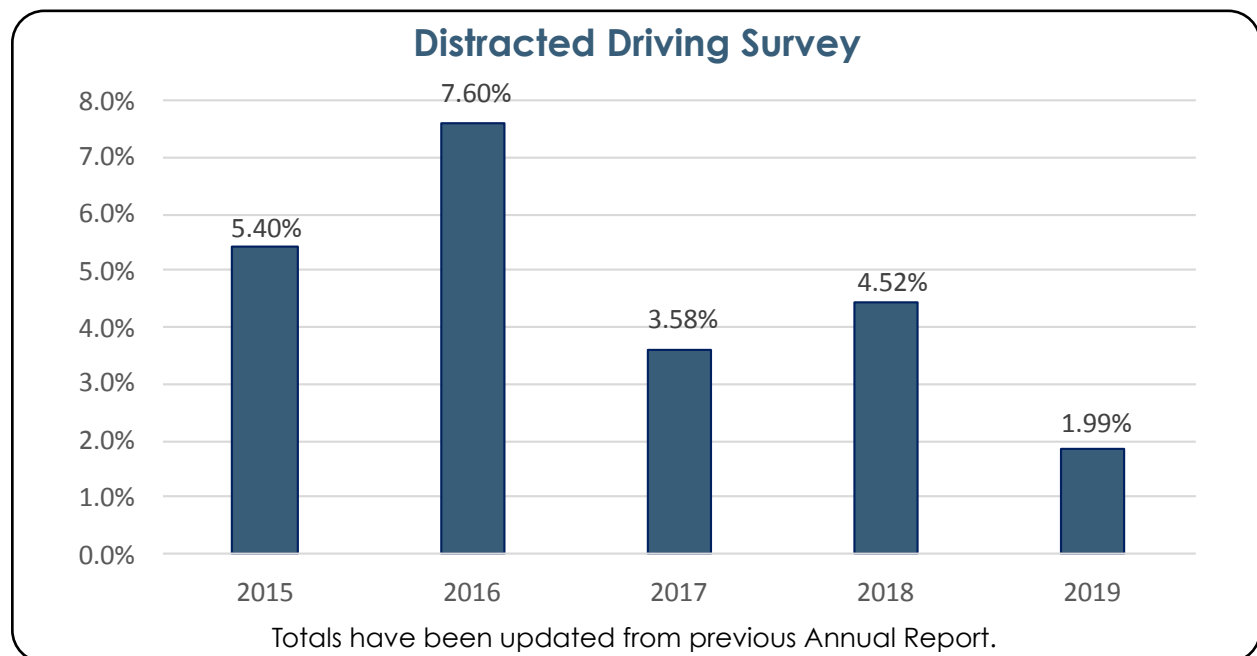


## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

### DISTRACTED DRIVING (SURVEY)

**TARGET:** Reduce the number of California drivers observed using a handheld cell phone or texting .5 percent from the 2018 calendar base year of 4.5 percent to 4 percent by December 31, 2020.

**RESULT:** The number of distracted drivers observed using a handheld cell phone or texting decreased 2.53 percentage points from the 2018 calendar base year of 4.52 percent to 1.99 percent in 2019. Observational surveys were postponed due to the COVID-19 pandemic.



### TRAFFIC RECORDS/ROADWAY SAFETY

**TARGET:** Increase the number of crash reports electronically submitted to the Statewide Integrated Traffic Records System (SWITRS) by allied agencies from the 2018 calendar base year total of 0 reports to 15,000 reports by December 31, 2020.

**PRELIMINARY RESULT:** The number of crash reports electronically submitted increased by 11,514 during 2020. This traffic records performance measure is based upon the number of allied agencies who submitted reports. The performance measure in 2019 related to reports submitted statewide by all agencies including CHP.

### EMERGENCY MEDICAL SERVICES

**TARGET:** Decrease the average extrication time, from the time of arrival at the crash site to transport, by 2 minutes from the 2017 calendar base year average (latest data available) of 20 minutes to 18 minutes by December 31, 2020.

**PRELIMINARY RESULT:** In 2020, the Emergency Medical Services Agency (EMSA) reported the 2018 average response time at 27 minutes.



## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years				
	2015	2016	2017	2018	2019
Statewide DUI Arrests*	141,372	130,054	123,548	Not Yet Available	Not Yet Available
Statewide DUI Conviction Rate*	72.6%	73.6%	Not Yet Available	Not Yet Available	Not Yet Available
Statewide Seat Belt Violation Convictions**	135,364	103,511	89,853	84,068	45,815
Statewide Child Restraint Violation Convictions**	21,781	17,789	15,605	17,634	8,771
Statewide Speeding Convictions**	1,217,790	1,053,925	971,196	986,664	892,998
Hand-held Cell Phone Convictions**	237,642	178,539	161,021	158,484	130,150
Texting Convictions**	31,492	31,109	87,844***	141,298***	168,617***
Hand-held Device by Someone Under Age 18 Convictions**	96	421	532	616	500

ADDITIONAL OUTCOME MEASURES	Calendar Years				
	2015	2016	2017	2018	2019
Rural Fatalities/VMT (FARS/FHWA)	2.62	3.01	2.6	1.86	2.01
Urban Fatalities/VMT (FARS/FHWA)	0.7	0.78	0.85	0.93	0.87
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS/FHWA)	1.01	1.13	1.13	1.09	1.06
Motor Vehicle Fatalities, Age 16-19 (FARS)	211	234	212	219	164
Fatality Rate Per 100,000 Population (FARS)	8.7	9.80	9.87	9.62	9.13
Total Motor Vehicle Injuries (SWITRS)	252,299	277,331	273,069	274,854	268,500
Motor Vehicle Injuries, Age 16-19 (SWITRS)	20,435	22,361	20,496	19,565	18,840
Hit-and-Run Fatal Crashes (FARS)	300	354	362	361	306
Hit-and-Run Injury Crashes (SWITRS)	17,223	20,163	20,612	26,455	25,798
Hit-and-Run Fatalities (FARS)	312	369	374	367	314
Hit-and-Run Injuries (SWITRS)	22,200	26,215	26,649	26,247	Not Yet Available
Fatal Crashes between 2100-0300 (FARS)	856	1,015	1,006	1,013	959
Injury Crashes between 2100-0300 (SWITRS)	22,943	26,094	25,918	37,702	37,282
Motor Vehicle Fatalities between 2100-0300 (FARS)	899	1,123	1,098	1,109	1,061
Motor Vehicle Injuries between 2100-0300 (SWITRS)	35,838	42,008	41,597	48,579	Not Yet Available

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

\*\*Data provided by DMV.

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

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

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
ALCOHOL-IMPAIRED DRIVING	2015	2016	2017	2018	2019
Alcohol-Impaired Driving Fatality Rate – Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – California	0.27	0.33	0.33	0.32	0.28
Alcohol-Impaired Driving Fatality Rate – Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – National	0.33	0.35	0.34	0.33	0.31
Percent of Alcohol-Impaired Driving Fatalities – California	27%	29%	29%	29%	26%
Driver Fatalities Age 16-19 with BAC=.08+ (FARS)	25	23	17	9	16
Male	19	19	13	8	10
Female	6	4	4	1	6
Alcohol-Related Injuries (SWITRS)	24,488	26,535	26,029	27,425	27,236
Alcohol-Related Injuries Age 16 -19 (SWITRS)	1,720	1,872	1,609	1,585	1,659
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	31	33	25	12	19
Male	22	29	20	11	13
Female	10	4	5	1	6
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	142	158	153	154	139
Male	119	128	125	129	109
Female	23	30	28	25	30

	Calendar Years				
BICYCLES	2015	2016	2017	2018	2019
Bicyclist Fatalities (FARS)	136	155	145	165	133
Bicyclist Injuries (SWITRS)	13,006	12,011	11,379	10,900	10,071
Bicyclist Fatalities Under Age 15 (FARS)	7	5	4	6	1
Bicyclist Injuries Under Age 15 (SWITRS)	1,279	1,137	1,107	1,314	1,217
Unhelmeted Bicyclist Fatalities (FARS)	129	98	86	110	78

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

	Calendar Years				
DRUG-IMPAIRED DRIVING	2015	2016	2017	2018	2019
Drivers Killed, Tested Positive for Drugs	42%	43%	42%	43%	50%

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
MOTORCYCLES	2015	2016	2017	2018	2019
Total Motorcycle Registrations (DMV)	884,665	907,037	895,071	857,677	870,669
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	59.6	68.4	68.6	63.56	Not Yet Available
Motorcyclist Injuries (SWITRS)	14,936	15,834	15,328	14,073	12,926
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	95%	95%	92%	93%	94%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	32%	30.6%	32.1%	32.0%	33.3%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	109	140	140	109	123
Motorcycle Rider (Operator) Fatalities (FARS)	494	555	563	503	451
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	24%	25.3%	24.8%	21.6%	27.3%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Crashes (SWITRS)	71%	66%	72%	64%	67%
Percent of Motorcyclists At-Fault in Injury Motorcycle Crashes (SWITRS)	54%	54%	54%	53%	53%
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and Speed was Primary Crash Factor (SWITRS)	30%	28%	28%	23%	Not Yet Available
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and DUI was Primary Crash Factor (SWITRS)	12%	14%	15%	17%	Not Yet Available

	Calendar Years				
OCCUPANT PROTECTION	2015	2016	2017	2018	2019
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	31%	33%	33%	34%	36%
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	95.98%	96.37%	94.19%	97.78%	97.36%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16-19 (FARS)	33%	42%	38%	37%	38%
Child Safety Seat Use Rate (Statewide Observational Survey)	90.70%	94.00%	94.60%	93.60%	94.00%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	23	53	54	42	30
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,999	6,642	6,433	6,556	6,276

	Calendar Years				
PEDESTRIANS	2015	2016	2017	2018	2019
Pedestrian Injuries (SWITRS)	14,121	14,978	15,200	14,354	14,087
Pedestrian Fatalities Under Age 15 (FARS)	33	27	25	25	25
Pedestrian Injuries Under Age 15 (SWITRS)	1,823	1,751	1,737	1,541	1,484
Pedestrian Fatalities Age 65 and Older (FARS)	193	239	211	218	222
Pedestrian Injuries Age 65 and Older (SWITRS)	1,744	1,888	1,892	1,896	Not Yet Available

	Calendar Years				
SPEEDING AND AGGRESSIVE DRIVING	2015	2016	2017	2018	2019
Speeding Related Injuries (SWITRS)	80,742	91,690	89,706	88,973	87,244

California Annual Report 2020

# STATEWIDE TRAFFIC SAFETY SURVEYS

---



# STATEWIDE TRAFFIC SAFETY SURVEYS

## 2020 TRAFFIC SAFETY SURVEY CONDUCTED BY UC BERKELEY SAFETREC

This year marked the eleventh year of the annual Office of Traffic Safety's California Traffic Safety Study, intended to understand trends in traffic safety behaviors, and help fine-tune traffic safety programs, enforcement efforts and public education campaigns to ensure they are effective and targeted to areas with disproportionate traffic safety injuries. The survey is sponsored by the Office of Traffic Safety and administered by Ewald and Wasserman Research Consultants and the UCB Safe Transportation Research and Education Center (SafeTREC).

The 2020 wave of data collection for the statewide traffic safety survey was conducted with an online panel of California drivers instead of an intercept interview, as were previous waves of data collection. This decision was made due to the COVID-19 pandemic occurring in 2020, and the need for an alternative data collection mode avoiding in-person contact between field interviewers and respondents. The survey questions and data analysis of survey items presented in this report are similar to previous waves of the survey, including survey items on traffic safety opinions and knowledge on traffic safety campaigns, distracted driving and perceptions about pedestrian and bicycle traffic interactions.

The participants for the online survey panel were obtained through Qualtrics, a commercial panel vendor utilizing multiple subcontractors, to provide a representative cross-section of pre-screened and qualified respondents. The survey paid attention to matching age and gender distributions with previous years.

Below are the results from the California Traffic Safety Study. Overall, 2,867 eligible panelists completed the online survey in 2020, while 1,298 completed intercept surveys in 2019. The electronic survey allowed for an increased number of surveys administered. Numbers may not add to 100% due to rounding error. The survey instrument appears at the end of this report summary.

In your opinion, what are the biggest safety problems on California roadways?	
Responses	Frequency of answers
Distracted Driving because of TEXTING	19.8%
Speeding/Aggressive Driving	19.1%
Drunk Driving	17.9%
Drugged Driving	10.6%
Bad Road Surfaces	10.5%
Distracted Driving because of TALKING	9.0%
Internal Car Distractions (passengers, eating, grooming, adjusting radio/stereo)	6.3%
Not Wearing Seatbelts	6.2%
Other	0.4%
<b>Total</b>	<b>99.8%</b>

*In 2019, a higher percentage of respondents cited Speeding/Aggressive Driving as the biggest safety problem on California roadways.*



# STATEWIDE TRAFFIC SAFETY SURVEYS

## In your opinion, what is the most serious distraction for drivers?

Reply	2020
Texting While Driving	68.5%
Cell Phone Conversations	17.4%
Car Crashes/Vehicle Issues	6.4%
GPS/Navigation Systems	1.7%
Eating While Driving	1.7%
Roadside Billboards	1.5%
Passengers in Car	1.2%
All other responses combined	1.6%
<b>Total</b>	<b>100.0%</b>

Responses in 2020 were similar to those in previous waves of this survey.

## How often in the past 30 days have you used an electronic wireless device, like a cell phone when driving?\*

Reply	2020
Regularly	15.1%
Sometimes	18.6%
Rarely	30.7%
Never	35.7%
<b>Total</b>	<b>100.10%</b>

\*The answers provided in the online survey in 2020 are opposite trend of the reported frequencies from 2019. This result is statistically significant ( $p<0.01$ ).

## Have you ever made a driving mistake while talking on a cell phone?

Reply	2020
Yes	44.7%
No	55.3%
<b>Total</b>	<b>100.00%</b>

Compared to 2019, there is a 6.6% reported decrease respondents who reported making a driving mistake while talking on a cell phone. This is statistically significant ( $p<0.01$ ).

## Have you ever been hit or nearly hit by a driver who was using a cell phone?

Reply	2020
Yes	51.7%
No	48.3%
<b>Total</b>	<b>100.00%</b>

The 6.2% decrease since 2019 is significant ( $p<0.01$ ).

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

Reply	2020
Very likely	23.9%
Somewhat likely	27.9%
Neither likely or unlikely	13.8%
Somewhat unlikely	15.0%
Very unlikely	19.5%
<b>Total</b>	<b>100.10%</b>

\*Compared to 2019, respondents in 2020 believed it to be more likely to receive a ticket for using a phone while driving ( $p<0.01$ ).

## In the past six months, do you recall hearing or seeing "Go Safely California"

Reply	2020
Yes	30.2%
No	69.8%
<b>Total</b>	<b>100.00%</b>

There was a statistically significant increase of 13.8% in recall, compared to 2019 ( $p<0.01$ ).

## In the past six months, do you recall hearing or seeing Drive Sober or Get Pulled Over?

Reply	2020
Yes	50.3%
No	49.7%
<b>Total</b>	<b>100.00%</b>

Since 2019, the recall has increased by 15.5% ( $p<0.01$ ).

# STATEWIDE TRAFFIC SAFETY SURVEYS

## In the past six months, do you recall hearing or seeing Pedestrians Don't Have Armor?

Reply	2020
Yes	16.7%
No	83.3%
<b>Total</b>	<b>100.00%</b>

This is similar to the 2019 data.

## In the past six months, do you recall hearing or seeing DUI Doesn't Mean Just Booze?

Reply	2020
Yes	41.5%
No	58.5%
<b>Total</b>	<b>100.00%</b>

This is a significant increase in recall of 11.4% since 2019 ( $p < 0.01$ ).

## In the past six months, do you recall hearing or seeing Put Your Phone Down, Just Drive?

Reply	2020
Yes	30.4%
No	69.6%
<b>Total</b>	<b>100.00%</b>

There is a 13.3% increase since the 2019 field data collection ( $p < 0.01$ ).

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

Reply	2020
Yes	7.8%
No	68.2%
I Don't Drink At All	24.0%
<b>Total</b>	<b>100.00%</b>

Comparable with 2019 data, there is a significant 9.5% reduction in those who reported they drove when having too much alcohol to drive safely ( $p < 0.01$ ), but overall comparable with previous years of field intercept data collected.

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

Reply	2020
Always	21.2%
Sometimes	18.1%
Rarely	12.6%
Never	48.1%
<b>Total</b>	<b>100.00%</b>

Overall, fewer respondents used ride services when drinking, compared to 2019. In 2020 almost half of respondents "Never" did ( $p < 0.01$ ), which is may be largely attributable to the stay home order taking place during survey administration.

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

Reply	2020
Regularly	32.8%
Sometimes	18.5%
Rarely	11.1%
Never	37.6%
<b>Total</b>	<b>100.00%</b>

There is a statistically significant increase of 13.6% in drivers who "Never" have a designated driver, compared to 2019 ( $p < 0.01$ ). This may be largely attributable to the stay home order taking place during survey administration.

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

Reply	2020
Yes	55.5%
No	44.5%
<b>Total</b>	<b>100.00%</b>

This is a significant increase compared to 2019 ( $p < 0.01$ ).

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

Reply	2020
Yes	90.3%
No	9.7%
<b>Total</b>	<b>100.00%</b>

There were no significant changes compared to 2019.

# STATEWIDE TRAFFIC SAFETY SURVEYS

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

Reply	2020
Very likely	38.6%
Somewhat likely	41.4%
Somewhat unlikely	14.0%
Very unlikely	6.0%
<b>Total</b>	<b>100.00%</b>

In comparison to 2019, the perception of it being "Very likely" of getting arrested for driving impaired decreased significantly by 6.8% ( $p < 0.00$ ).

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

Reply	2020
Yes	80.1%
No	7.4%
It depends	12.6%
<b>Total</b>	<b>100.10%</b>

There were no significant changes compared to 2019.

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

Reply	2020
Very big problem	52.3%
Somewhat of a problem	35.4%
A small problem	10.1%
Not a problem at all	2.2%
<b>Total</b>	<b>100.00%</b>

There were no significant changes compared to 2019.

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

Reply	2020
Yes	35.9%
No	26.0%
It depends	38.1%
<b>Total</b>	<b>100.00%</b>

Compared to 2019, there is a significant decrease in drivers who believe it is safe to drive 10 miles over the speed limit on freeways, and there is a significant increase (23.8%) of drivers who believe that "It depends" ( $p < 0.01$ ).

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

Reply	2020
Yes	25.6%
No	51.8%
It depends	22.6%
<b>Total</b>	<b>100.00%</b>

Compared to the results of 2019, a significantly fewer percentage of drivers believe it is safe to drive five miles over the residential speed limit and a significant increase in drivers believe that "It depends" ( $p < 0.01$ ).

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

Reply	2020
Very likely	21.6%
Somewhat likely	46.2%
Somewhat unlikely	25.2%
Very unlikely	7.0%
<b>Total</b>	<b>100.00%</b>

In comparison to the 2019 data, there is a 7.2% significant increase in drivers ( $p < 0.00$ ) who think it is "Very likely" or "Somewhat likely" of getting a ticket while driving over the speed limit.

## Do you think driverless vehicles will make our roadways safer?

Reply	2020
Yes	24.0%
No	46.1%
It depends	29.9%
<b>Total</b>	<b>100.00%</b>

Compared to 2019, there was a significant decrease of 11.9% of respondents who believed that driverless cars make roads safer. However, the 2020 results are similar to the 2017/2018 findings ( $p < 0.01$ ).

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

Reply	2020
Yes	63.0%
No	37.0%
<b>Total</b>	<b>100.00%</b>

Compared to 2019, there is a 17.2% significant reduction in respondents who think it is legal for bicyclists to ride on roadways when there is no bike lane ( $p < 0.01$ ).

# STATEWIDE TRAFFIC SAFETY SURVEYS

## How comfortable are you about sharing the road with driverless vehicles?

Reply	2020
Very comfortable	13.4%
Somewhat comfortable	29.2%
Somewhat uncomfortable	31.4%
Very uncomfortable	26.0%
<b>Total</b>	<b>100.00%</b>

There is a significant 11.3% increase in the percent of drivers who say they are "Somewhat uncomfortable" or "Very uncomfortable" in sharing the road with driverless vehicles, compared to 2019 ( $p < 0.01$ ).

## How comfortable are you with sharing the road with bicyclists when there IS a designated bike lane?

Reply	2020
Very comfortable	36.2%
Somewhat comfortable	36.6%
Somewhat uncomfortable	17.7%
Very uncomfortable	9.4%
<b>Total</b>	<b>99.9%</b>

There were no significant changes compared to 2019.

## How comfortable are you with sharing the road with bicyclists when there ISN'T a designated bike lane?

Reply	2020
Very comfortable	13.9%
Somewhat comfortable	24.7%
Somewhat uncomfortable	31.2%
Very uncomfortable	30.1%
<b>Total</b>	<b>99.9%</b>

Compared to 2019, there is a significant 10.1% increase in respondents who were "Somewhat uncomfortable" or "Very uncomfortable" sharing the road with bicyclists without a designated bike lane ( $p < 0.01$ ).

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

Reply	2020
Cars going too fast	56.4%
Cars not stopping	49.5%
Distracted drivers (cell phones)	44.0%
Lack of sidewalks	30.3%
Almost getting hit by car	26.1%
Lots of traffic	27.9%
Bicyclists not stopping	25.3%
NONE	11.3%
Other	1.8%

\*Adds to more than 100%.

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

Reply	2020
Pedestrians not using crosswalks	56.5%
Pedestrians stepping off curb without looking	51.1%
Pedestrians/cyclists not being visible enough	40.2%
Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)	41.2%
Cyclists not stopping at stop signs or traffic lights	48.7%
Cyclists being in the road or blocking traffic	36.8%
Lack of sidewalks or clear cross walks	22.9%
NONE	7.9%
Other	1.3%

\*Adds to more than 100%.

# STATEWIDE TRAFFIC SAFETY SURVEYS

## 2020 SPEEDING SURVEY CONDUCTED BY CALIFORNIA STATE UNIVERSITY, FRESNO

Using Qualtrics panel data, survey responses were collected from 3,150 individuals with a valid California driver's license, providing a broad representation of the state's population. Respondents were e-mailed the survey link, and the survey was completed between July 10th and July 30th, 2020. The detailed survey findings are presented in this general summary. This survey was used to help to assist the OTS in designing their speed enforcement campaigns.

### SPEED LIMITS



**76%**

of respondents strongly or somewhat agree that everyone should obey speed limits because it is the law.

- ▶ **37 percent** of respondents reported driving 15 miles or more over the speed limit often or sometimes on multi-lane, divided highways. **27 percent** do so on two lane, undivided highways, while only **14 percent** report doing so on local streets.
- ▶ **76 percent** of respondents strongly agreed or somewhat agreed that everyone should obey speed limits because it is the law. When the question is posed whether there is no excuse to exceed the speed limit, only **37 percent** of people either strongly or somewhat agreed with that statement.



**78%**

of respondents indicated that exceeding the speed limit by 20 mph or more is unacceptable.

### WHY DRIVERS SPEED

- ▶ **85 percent** of people responded that drivers should keep up with the flow of traffic.
- ▶ **41 percent** of drivers either strongly or somewhat agreed that they liked the feeling they experience while driving fast.
- ▶ **25 percent** of drivers either strongly or somewhat agreed that speeding made them feel more alert.



Survey results indicate that people may sometimes go faster than the speed limit for different reasons: Those included being late **55 percent**, safe road conditions **35 percent**, and impatience **29 percent**.

### PERCEPTION OF SPEEDING RISKS

- ▶ **17 percent** of respondents indicated that driving over the speed limit is not dangerous for skilled drivers.
- ▶ **72 percent** of people either strongly or somewhat agreed that driving at or near the speed limit reduces their risk of a crash.
- ▶ **69 percent** either strongly or somewhat agreed that they would be better able to avoid dangerous situations.



## STATEWIDE TRAFFIC SAFETY SURVEYS

- ▶ **13 percent** of people agreed or strongly agreed with the statement, “If something bad will happen, it will happen no matter what, so it doesn’t matter whether or not you speed.”



**49%** of respondents indicated that it is acceptable to speed as long as it is not more than 10 mph over the speed limit.

- ▶ **47 percent** indicated either strongly or somewhat agreeing that they “worry a lot about having a crash”.
- ▶ **20 percent** of the respondents tend to pass other cars more often than other cars pass them.
- ▶ **69 percent** either strongly or somewhat agreed that they would be better able to avoid dangerous situations

### ENFORCEMENT



**2 percent** felt speeding enforcement was not at all important, while **60 percent** believed that it is extremely or very important.

- ▶ **43 percent** of drivers either strongly or moderately agreed that tickets are more about raising money.
- ▶ **58 percent** of drivers support enforcement occurring equally at all times of day and night.
- ▶ **29 percent** of people never or rarely see a vehicle pulled over by police.
- ▶ **46 percent** of respondents felt that speeding enforcement should be targeted primarily on freeways/ interstates while 46 percent said city streets.
- ▶ **90 percent** of respondents have not been stopped for speeding during the last three years. **69 percent** of them were given a ticket the last time they were stopped. **29 percent** received a warning.

### ADDRESSING SPEEDING

- ▶ Speed deterring measures presented received wide support. These measures included: road design changes **74 percent**, increased use of speed cameras **73 percent**, increasing public awareness of the risks of speeding **67 percent**, and having more visible speed patrols **62 percent**.
- ▶ Respondents support the use of digital signs to change the speed limit on a section of road based on traffic or weather conditions with school zones at **90 percent**, bad weather at **86 percent**, and congested roadways at **77 percent**.



**86%** of drivers reported changing their driving behavior because of receiving the warning or ticket for speeding.

California Annual Report 2020

# TRAFFIC ENFORCEMENT PROGRAM

---



# TRAFFIC ENFORCEMENT PROGRAM

## CALIFORNIA'S TRAFFIC SAFETY ENFORCEMENT PLAN

California's Traffic Safety Enforcement Plan 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.

At the onset, the COVID-19 pandemic limited law enforcement agencies ability to conduct enforcement operations. However, as the pandemic continued, law enforcement agencies recognized the need for enforcement operations and gradually continued to conduct these operations. Enforcement grantees conducted a total of 598 DUI/DL checkpoints, 5,265 DUI saturation patrols, and 204 repeat DUI offender warrant service operations (additional activities and details are listed in the Program Goals Results and Activities Section). Grantees also conducted 4,532 traffic enforcement operations, 719 motorcycle safety enforcement operations, 1,847 distracted driving enforcement operations, 1,305 pedestrian and bicycle enforcement operations, and 193 nighttime seat belt enforcement operations. In addition, the OTS maintained constant communication with its enforcement grantees, having reviewed over 1,000 press releases, conducted 60 grant performance reviews, and evaluated over 160 performance reports on a quarterly basis. The OTS's law enforcement liaisons assessed 61 DUI checkpoint operations, participated in 50 enforcement meetings, and had approximately 750 various law enforcement or traffic safety partner agency contacts related to traffic safety issues on at least one or more occasions.

Beyond enforcement activities, many of the grantees participated in OTS funded training opportunities which included SFST, ARIDE, and DRE training. In FY 2020, 814 law enforcement personnel were trained in SFST, 513 law enforcement personnel were trained in ARIDE, and 301 law enforcement personnel were trained in DRE.





California Annual Report 2020

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES



# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## MEDIA/MARKETING/PUBLIC RELATIONS

The OTS implemented a variety of education campaigns throughout the grant year encouraging Californians to practice safe road behaviors while traveling. These efforts are intended to support the OTS mission of delivering innovative programs that work to eliminate traffic fatalities and injuries on California roads. The OTS also recognized many social justice and racial equity issues historically present in transportation, along with the impacts of the COVID-19 pandemic. Throughout the year, we worked to promote traffic safety public awareness efforts that effectively reach under-served communities, particularly people of color, promoting inclusiveness and diversity, while also addressing shifts in travel patterns and behaviors during the onset of COVID-19.

## RESULTS

The OTS was able to adapt outreach and public engagement during the COVID-19 pandemic in the following ways: identify behavioral trends in traffic safety and raise awareness about emerging traffic safety issues, expand audience reach on digital and social media, and continue to target youth, teens and young adults during stay-at-home orders and public health directives limiting in-person activities. Targeted programs during the 2020 grant year included:

### COMBINED PAID MEDIA CAMPAIGN

- Combined paid media campaign during September 2020 highlighting key traffic safety initiatives: alcohol and drug-impaired driving, distracted driving, bicycle and pedestrian safety. The “Go Safely, California” campaign provided a fresh perspective on how to “go safely” and create social norming of traffic safety as everyone’s top priority. Overall, the campaign garnered nearly 370 million impressions including approximately 64 million impressions across all digital platforms.

### DIGITAL OUTREACH FOR BICYCLE/PEDESTRIAN SAFETY

- Development of digital Pedestrian Safety education toolkit for students, parents, caregivers and other members of the public who may be working remotely or participating in distance learning. The “toolkit” included activity sheets, informational videos, and how to create “go safely” yard signs and chalk art.
- Held a statewide traffic safety poster contest for middle school students encouraging them to create illustrations of safe road behaviors while walking or biking. More than 150 entries were submitted.



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

### SACRAMENTO KINGS PARTNERSHIP

- Maintained the goal of reaching 18 million people through the partnership with the NBA's Sacramento Kings, despite a nearly 5-month suspension of the season due to COVID-19 and no fans attending games when the season resumed in Orlando, Florida.
- Utilized commercial spots and messaging on NBA arena signage visible during broadcasts and expanded messaging through team app push notifications, social media and a "Sacramento proud" photo contest.

### ANTI-DUI CAMPAIGN

- The December 2019 statewide DUID paid media campaign garnered more than 200 million impressions, with 7.8 million on digital and social media platforms alone.
- One-week anti-DUI campaign on social media offered Lyft credits to users to highlight ride-hailing services as an option to get home safely. More than 2,000 credits were redeemed, and the campaign garnered nearly 2.7 million impressions across Instagram, Twitter and Facebook.

### DEVELOPMENT OF NEW ANTI-SPEEDING CAMPAIGN

- Developed a new \$500,000 anti-speeding education campaign that is slated to run in the 2021 federal fiscal year that encourages drivers to ["Slow the Fast Down"](#) and follow the speed limit.
- Campaign features series of safety messages on digital platforms, including social media, streaming and gaming services, and outdoor billboards, as well as video public service announcements (PSAs) and audio PSAs on radio.



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

The data in the Program Goals, Results and Activities section only pertain to the results of grant funded activities. The data does not represent goals, results and activities that were conducted in California in FY 2020 by non-grant funded agencies.

### ALCOHOL-IMPAIRED DRIVING

**GOAL:** Reduce the number of persons killed in alcohol-involved crashes by September 30, 2020

**RESULT:** Persons killed in alcohol-involved crashes increased 5.08 percent from 236 to 248.

**GOAL:** Reduce the number of persons injured in alcohol-involved crashes by September 30, 2020.

**RESULT:** Persons injured in alcohol-involved crashes decreased 14.10 percent from 9,602 to 8,248.

**GOAL:** Reduce hit-and-run fatal crashes by September 30, 2020.

**RESULT:** Hit-and-run fatal crashes increased 18.00 percent from 211 to 249.

**GOAL:** Reduce hit-and-run injury crashes by September 30, 2020.

**RESULT:** Hit-and-run injury crashes decreased 4.70 percent from 14,552 to 13,867.

**GOAL:** Reduce nighttime (2100 - 0259 hours) fatal crashes by September 30, 2020.

**RESULT:** Nighttime fatal crashes increased 9.55 percent from 429 to 470.

**GOAL:** Reduce nighttime (2100 - 0259 hours) injury crashes by September 30, 2020.

**RESULT:** Nighttime injury crashes decreased 13.62 percent from 16,155 to 13,954.

**GOAL:** Reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury crashes by September 30, 2020.

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

**GOAL:** Reduce the number of motorcyclists killed in alcohol-involved crashes by September 30, 2020.

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

**GOAL:** Reduce the number of motorcyclists injured in alcohol-involved crashes by September 30, 2020.

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

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

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## ALCOHOL-IMPAIRED DRIVING (CONTINUED)

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

DUI ENFORCEMENT ACTIVITY	TOTAL
<b>DUI/Driver's License Checkpoints</b>	<b>598</b>
Vehicles Through Checkpoints	626,892
Drivers Contacted at Checkpoints	407,711
Field Sobriety Tests Administered	4,334
DUI Arrests (Alcohol Only)	1,189
DUI Drug Arrests (Drug Only)	485
DUI Arrests (Alcohol/Drug Combination),	100
Drug Arrests (Possession, Transportation, Sales)	61
Criminal Arrests (Felony in Custody)	170
Recovered Stolen Vehicles	152
Suspended/Revoked Driver's Licenses	2,489
<b>DUI Saturation Patrol Operations</b>	<b>5,265</b>
Vehicle Stops or Contacts	70,225
Field Sobriety Tests Administered	16,450
DUI Arrests (Alcohol Only)	4,388
DUI Drug Arrests (Drug Only)	789
DUI Arrests (Alcohol/Drug Combination)	256
Drug Arrests (Possession, Transportation, Sales)	341
Criminal Arrests (Felony in Custody)	880
Recovered Stolen vehicles	143
Suspended/Revoked Driver's Licenses	3,246
<b>Warrant Service Operations</b>	<b>204</b>
Warrant Service Attempts	893
Warrants Served (Citations/Arrests)	264
<b>Court Sting Operations</b>	<b>3</b>
Citations/Arrests from Court Sting Operation(s)	17
<b>Stakeout Operations</b>	<b>3</b>
Arrests/Citations from Stakeout Operation(s)	4
<b>Personnel Trained in SFST</b>	<b>814</b>

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## ALCOHOL-IMPAIRED DRIVING (CONTINUED)

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	10,197
Attempted Field Contacts (all "door knocks" whether successful or not)	8,063
Announced Field Contacts Made	345
Unannounced Field Contacts Made Without Search	1,622
Unannounced Field Contacts Made with Search	4,822
Office Contacts Made with DUI Probationers	13,027
Alcohol/Drug Tests (persons tested)	11,538
Positive Reports From SCRAM	232
Warrant Service Operations	48

*Due to the COVID-19 pandemic, Probation Departments maintained the number of DUI Probationers that were intensively supervised, however, the activities to conduct that supervision were impacted. Some of these impacts resulted in incorporating social distancing guidelines into in-person monitoring, pivot in-person monitoring to virtual monitoring, and reducing probation compliance checks.*

## DISTRACTED DRIVING

**GOAL:** Reduce fatal crashes involving drivers using handheld cell phones by September 30, 2020.

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

**GOAL:** Reduce injury crashes involving drivers using handheld cell phones by September 30, 2020.

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

## DRUG-IMPAIRED DRIVING

**GOAL:** Provide increased training to law enforcement to identify drug-impaired drivers by September 30, 2020.

**RESULT:** A total of 513 law enforcement personnel were trained in ARIDE and 301 law enforcement personnel were trained in DRE.

SUPPORTING ACTIVITY	TOTAL
Personnel trained in ARIDE	513
Personnel trained in DRE	301

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## EMERGENCY MEDICAL SERVICES

**GOAL:** Decrease the average response time for the arrival of appropriate equipment at crash sites in rural areas by September 30, 2020.

**RESULT:** Average response time for the arrival of appropriate equipment at crash sites in rural areas decreased by an average of 4.51 minutes.

## MOTORCYCLE SAFETY

**GOAL:** Reduce motorcyclist fatalities and injuries and motorcyclist-involved crashes through increased enforcement, education, and public awareness campaigns by September 30, 2020.

**RESULT:** Motorcyclists killed and injured decreased 9.71% percent from 4,405 to 3,977.

## OCCUPANT PROTECTION

**GOAL:** Increase seat belt compliance by September 30, 2020.

**RESULT:** California's seatbelt belt survey was 96.02% for 2019. Due to a waiver granted by NHTSA during COVID-19, California did not conduct an observational survey in 2020.

**GOAL:** Increase child safety seat usage by September 30, 2020.

**RESULT:** California's child safety seat survey was 94.00% for 2019. Due to a waiver granted by NHTSA during COVID-19, California did not conduct an observational survey in 2020.

**GOAL:** Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2020.

**RESULT:** Vehicle occupants killed and injured under the age of eight decreased 33.48 percent from 218 to 145.

SUPPORTING ACTIVITY	TOTAL
<b>NHTSA CPS Technician Certification Courses</b>	<b>23</b>
NHTSA Certified Technicians Trained	164
NHTSA Certified Instructors Trained	7
<b>NHTSA CPS Technician Recertification Courses</b>	<b>11</b>
Current CPS Technicians Recertified	124
Expired CPS Technicians Recertified	15
<b>Child Safety Seat Checkups</b>	<b>216</b>
Child Safety Seats Properly Fit	4,040
New Child Safety Seats Distributed and Properly Fit	1,509
Child Passenger Safety Seats Distributed to People in Need	2,945
Child Safety Seats Inspected	1,506



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

### PEDESTRIAN AND BICYCLE SAFETY

**GOAL:** Reduce the number of pedestrians killed by September 30, 2020.

**RESULT:** Pedestrians killed increased 23.40 percent from 94 to 116.

**GOAL:** Reduce the number of pedestrians injured by September 30, 2020.

**RESULT:** Pedestrians injured increased 2.18 percent from 1,513 to 1,546.

**GOAL:** Reduce the number of pedestrians killed under the age of 15 by September 30, 2020.

**RESULT:** Pedestrians killed under the age of 15 increased 100 percent from 2 to 4.

**GOAL:** Reduce the number of pedestrians injured under the age of 15 by September 30, 2020.

**RESULT:** Pedestrians injured under the age of 15 decreased 30.24 percent from 162 to 113.

**GOAL:** Reduce the number of pedestrians killed over the age of 65 by September 30, 2020.

**RESULT:** Pedestrians killed over the age of 65 increased from 13 to 14.

**GOAL:** Reduce the number of pedestrians injured over the age of 65 by September 30, 2020.

**RESULT:** Pedestrians injured over the age of 65 decreased 34.21 percent from 190 to 125.

**GOAL:** Reduce the number of bicyclists killed by September 30, 2020.

**RESULT:** Bicyclists killed decreased from 19 to 18.

**GOAL:** Reduce the number of bicyclists injured by September 30, 2020.

**RESULT:** Bicyclists injured decreased 18.90 percent from 1,391 to 1,128.

**GOAL:** Reduce the number of bicyclists killed under the age of 15 by September 30, 2020.

**RESULT:** Bicyclists killed under the age of 15 decreased from 1 to 0.

**GOAL:** Reduce the number of bicyclists injured under the age of 15 by September 30, 2020.

**RESULT:** Bicyclists injured under the age of 15 decreased 34.40 percent from 279 to 183.

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)

**GOAL:** Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2020.

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

PUBLIC EDUCATION ACTIVITY	TOTAL
<b>Traffic Safety Fairs, Community Events, and/or Presentations</b>	<b>996</b>
People Impacted	407,357
<b>Pedestrian and/or Bicycle Safety Community Event Presentations</b>	<b>121</b>
People Impacted	11,905
<b>Pedestrian and/or Bicycle Safety Classroom Presentations</b>	<b>260</b>
Students Impacted	234,824
<b>Pedestrian and/or Bicycle Safety Courses</b>	<b>124</b>
People Impacted	937
<b>Bicycle Rodeos</b>	<b>114</b>
People Impacted	8,682
Bicycle Helmets Distributed	9,353
Bicycle Helmet Inspections	1,501

## POLICE TRAFFIC SERVICES

**GOAL:** Reduce the number of persons killed in traffic crashes by September 30, 2020.

**RESULT:** Persons killed in traffic crashes increased 13.87 percent from 1,391 to 1,584.

**GOAL:** Reduce the number of persons injured in traffic crashes by September 30, 2020.

**RESULT:** Persons injured in traffic crashes decreased 17.98 percent from 135,689 to 111,292.

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## POLICE TRAFFIC SERVICES (CONTINUED)

LAW ENFORCEMENT ACTIVITY	TOTAL
<b>Traffic Enforcement Operations</b>	<b>4,524</b>
Vehicle Stops or Contacts	217,772
Citations Issued	127,837
<b>Distracted Driving Enforcement Operations</b>	<b>1,510</b>
Vehicle Stops or Contacts	24,381
Hand-Held Cell Phone Citations Issued	5,636
Texting Citations Issued	9,195
Individuals Under the Age of 18 That Received a Citation	621
<b>Motorcycle Safety Enforcement Operations</b>	<b>718</b>
Motorcycle Stops	1,410
Motorcycle Citations	1,062
Vehicle Stops	10,921
Vehicle Citations	9,464
Field Sobriety Tests Administered to Motorcyclists	31
Field Sobriety Tests Administered to Other Drivers	66
DUI Arrests of Motorcyclists (Alcohol Only)	1
DUI Arrests of Other Drivers (Alcohol Only)	11
DUI Drug Arrests of Motorcyclists (Drug Only)	2
DUI Drug Arrests of Other Drivers (Drug Only)	10
DUI Arrests of Motorcyclists (Alcohol/Drug Combination)	2
DUI Arrests of Other Drivers (Alcohol/Drug Combination)	1
Drug Arrests (Possession, Transportation, Sales)	10
Criminal Arrests (Felony in Custody)	46
Suspended/Revoked Driver's Licenses	257
Motorcycle License Endorsement Violations [CVC 12500(b)]	136
Recovered Stolen Motorcycles	4
Recovered Stolen vehicles	4
<b>Nighttime (1800-0259) Click It or Ticket Enforcement Operations</b>	<b>193</b>
Vehicle Stops or Contacts	2,450
Seatbelt Citations Issued	794
Child Safety Seat Citations Issued	29
<b>Pedestrian and/or Bicycle Enforcement Operations</b>	<b>1,305</b>
Bicycle Stops	4,198
Bicycle Citations Issued	2,911
Pedestrian Stops	5,116
Pedestrian Citations Issued	3,798
Vehicle Stops	18,011
Vehicle Citations Issued	15,683
<b>Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed</b>	<b>136</b>
Citations Issued	1,406

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## TRAFFIC RECORDS/ROADWAY SAFETY

**GOAL:** Continue work on incorporating the recommendations from the February 2016 Traffic Records Assessment, FHWA sponsored Peer-to-Peer conference, and Crash Data Improvement Plan evaluation into the SHSP and traffic records programs.

**RESULT:** The OTS funded traffic records grants through various local agencies and crash medical outcomes with Department of Public Health. Additionally, the OTS funded traffic records software and improvements through its STEP grants.

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

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

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

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

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

**RESULT:** Through continued OTS grant funding, CMOD currently conducts a probabilistic linkage of the following two data sources: (1) California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS) and (2) Office of Statewide Health Planning and Development's (OSHPD) Emergency Department (ED) and Patient Discharge Data (PDD). The analyses of the linked data and information developed is shared with the broader traffic safety community (e.g., the Strategic Highway

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## TRAFFIC RECORDS/ROADWAY SAFETY (CONTINUED)

Safety Plan Steering Committee and the Traffic Records Coordinating Committee). By combining these data sources, information from crash reports (e.g., seat belt use and alcohol impairment) can be linked with injury patterns (e.g., traumatic brain injury) and severity. This project also enhances the value of medical data by making it more available to traffic injury data systems and makes data more accessible to all users, including policy-makers and planners, through an online query.

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

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

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

**RESULT:** OTS grant funding to the University of California – Berkeley SafeTrec project has enabled continued development and improvement of web-based tools for analysis of fatal and injury collisions in California. Improvements to the web-based tool include Data updates and improvements of web-based mapping tool. The Data update included (1) data collection and aggregation, and (2) data table preparation, which was conducted primarily to speed up the performance of the mapping tool, and included the following tables: VMT (vehicle miles of travel) table by county, data type and year and Fatal and severe injury table associated with jurisdiction, year, data type, VMT, and traffic criteria as well as improvements to the fatal and severe collision table related to jurisdiction, year, data type, and VMT.



# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## TRAFFIC SAFETY EDUCATION

### Statewide Training

The OTS grant programs conducted traffic safety educational presentations to school youth, college students, and community members on various traffic safety topics. In 2020, more than 2,400 presentations were conducted reaching over 600,000 people in California. In addition, the partnership with the California Traffic Safety Resource Prosecutor Training Network continued, the OTS sponsored two three-day Prosecution and Law Enforcement Traffic Colleges which provided training for over 200 Law Enforcement personnel, toxicologists, and prosecutors.

GENERAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Bicycle Safety	64
People Impacted	11,085
Child Passenger Safety	71
People Impacted	11,369
Distracted Driving	11
People Impacted	1,132
Impaired Driving	51
People Impacted	11,959
Motorcycle Safety	159
People Impacted	1,853
Occupant Protection	4
People Impacted	853
Pedestrian Safety	84
People Impacted	25,368
Senior Driver	7
People Impacted	148
Teen Driver	31
People Impacted	4,041

SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Every 15 Minutes	24
People Impacted	17,782
Sober Graduation	50
People Impacted	6,199
Speeding	31
People Impacted	730
Start Smart	730
People Impacted	120,897

California Annual Report 2020

# PROGRAM AREA HIGHLIGHTS



## PROGRAM AREA HIGHLIGHTS

### ALCOHOL-IMPAIRED DRIVING

#### HIGH VISIBILITY ENFORCEMENT

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

#### INTENSIVE SUPERVISION OF DUI PROBATIONERS

California's high-risk DUI probationers continue to be intensively supervised to ensure compliance with court-ordered terms and to be held accountable when falling short of compliance. Throughout FY2020, grants to 14 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Marin, Placer, Sacramento, San Bernardino, San Diego, San Joaquin, Santa Barbara, Solano, and Tulare) facilitated the supervision of these high-risk DUI probationers. Probationers were required to complete alcohol education programs, keep regularly scheduled office appointments, and were subjected to random after-hours home searches that included alcohol testing. Intensive supervision compels the vast majority to adhere to their terms of probation; however, when probationers failed to comply, they were held accountable. Due to the COVID-19 pandemic, Probation Departments maintained the number of DUI Probationers that were intensively supervised, however, the activities to conduct that supervision were impacted. Some of these impacts resulted in incorporating social distancing guidelines into in-person monitoring, pivot in-person monitoring to virtual monitoring, and reducing probation compliance checks.

#### EDUCATION AND TEEN ALCOHOL ENFORCEMENT PROGRAM

##### California Department of Alcoholic Beverage Control

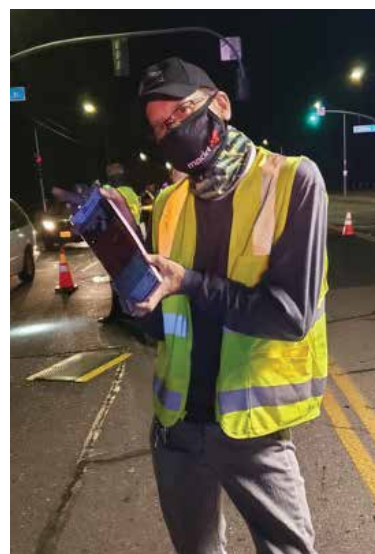
While navigating into uncharted waters due to the COVID-19 pandemic, the California Department of Alcoholic Beverage Control (ABC) was able to exceed the number of IMPACT inspections conducted with a total of 901 premises and provided public safety by continuing holiday enforcement operations on Halloween, New Year's Eve, St. Patrick's Day, Cinco de Mayo and Memorial Day weekend.



## PROGRAM AREA HIGHLIGHTS

Once COVID-19 restrictions were imposed, ABC was prevented from working Minor Decoy and Shoulder Tap operations. By that time, ABC had already visited 1,163 premises during the Minor Decoy operations and had to determine a new strategy to deter minors from obtaining access to alcoholic beverages through 3rd party delivery companies. As a result, ABC developed a 3rd party Delivery Decoy Operation based on emergency legislation. This led to significant decreases in youth access to alcohol from an initial violation rate of approximately 75% to a significantly lower current violation rate of approximately 30%.

The COVID-19 restrictions prevented ABC LEAD trainers from providing in-person training classes, but the on-line LEAD course exceeded the amount with a total of 15,682 people who took the on-line course and became LEAD certified. In addition, ABC TRACE Agents exceeded the number of TRACE trainings with a total of 212 trainings to various law enforcement agencies throughout the entire State. ABC Agents also opened and investigated over 55 potential TRACE Cases, many of which resulted in successful administrative and criminal filings against licensees as well as suspects. A majority of these investigations stemmed from contacts at these law enforcement agencies that TRACE Agents had recently trained. The TRACE program continues to hold businesses as well as employees and/or persons who choose to furnish or cause to be furnished alcoholic beverages to minors accountable.



## PROGRAM AREA HIGHLIGHTS

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

#### California Department of Alcoholic Beverage Control

MADD California collaborated with educators, parents, law enforcement, and youth-serving organizations throughout the state to inform communities about the consequences of underage drinking and impaired driving. Despite complications due to the COVID-19 pandemic, MADD staff, victim volunteers, and teen influencers reached almost 34,000 youth and over 1.9 million adults with the use of virtual meeting platforms plus traditional and social media. Special successes included two regional Teen Influencer Summits in the fall and Saturation Saturday during the NHTSA National Mobilization before Labor Day. These particular events demonstrated the importance of strong community partnerships, especially with law enforcement, and the advantage of having a large social media presence in order to share MADD's traffic safety efforts.

### DISTRACTED DRIVING

### STUDENTS AGAINST DESTRUCTIVE DECISIONS (SADD) TEEN TRAFFIC SAFETY PROGRAM

#### California Department of Alcoholic Beverage Control

One of the strategies for the year was to develop partnerships with other organizations that work with its target audience, teens. This method proved to be very worthwhile as most of the events scheduled were with partner organizations.

Early in the third quarter, the COVID-19 pandemic began. As soon as the first school district closed, the California team met to pivot programs and activities to reach students virtually. The SADD team helped develop the SADD Super Safe Summer campaign to address the 100 deadliest days for teen drivers - from Memorial Day to Labor Day. During this time, the program's social media engagement increased by over 80%.



As the new school year approached, the team helped develop the Back to SADD Guide, a virtual "how-to" guide for teen chapter members and advisors because of continued distance learning. The guide includes an "Advisor Academy" which is a brief training on the use of the SADD portal, SADD resources, and guidance on how to keep students engaged in highway safety messaging during distance



## PROGRAM AREA HIGHLIGHTS

learning. The guide also provides ideas for students to host highway safety events while virtual and exciting and informative graphics for social media.

New partnerships, outreach to students/schools previously interested in highway safety messaging, and the pivot to provide virtual programming and activities allowed SADD California to complete its grant goals even in this unprecedented time.

### DRUG IMPAIRED-DRIVING

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

The OTS funded 17 grants that focused on the prosecution of DUI offenders where each case was handled by a specially trained, dedicated prosecutor from start to finish. Judges and the defense bar recognized the expertise of these dedicated attorneys, resulting in sentences better suited to DUI offenses, thus reducing repeat offenders. Grant-funded prosecutors shared their knowledge and experience with law enforcement personnel and toxicologists, improving the results across all alcohol and drug-impaired driving cases. Grantees commonly reported they benefited from streamlined communication between arresting officers and the attorneys handling the cases. Officers learned they have a single point-person for alcohol and drug-impaired driving cases in the event of unique circumstances. Attorneys identified deficiencies in investigations or reports and communicated their needs to law enforcement. The communication and relationships were bolstered by the attorneys' participation in DUI saturation patrol ride-a-longs and attendance at DUI checkpoints. These specialized prosecutors experienced an improved prosecution rate, aided in part by better communication with law enforcement. Due to the COVID-19 pandemic, the Vertical Prosecution Units continued to prosecute cases, either in-person or remotely, depending on the County Court. The quarterly roundtable meetings that are hosted by the Vertical Prosecutors pivoted and were completed virtually or in some cases, not held at all.

#### CALIFORNIA TRAFFIC SAFETY RESOURCE PROSECUTOR TRAINING NETWORK

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

The Orange County District Attorney's Office (OCDA) continued its partnership with the OTS to develop multiple subject matter experts in the management of impaired-driving cases. The California Traffic Safety Resource Prosecutor Training Network (CA TSRP) continued to expand, through which training materials were shared to provide thorough and timely responses to inquiries related to all aspects of impaired-driving investigations from prosecutors, law enforcement, and other traffic safety professionals. The CA TSRP hosted two multi-day traffic college

## PROGRAM AREA HIGHLIGHTS

courses for prosecutors, law enforcement and toxicologists, which focused on various aspects of traffic safety investigations and prosecutions including report-writing, courtroom testimony, a full day mock trial component and a live alcohol workshop. Due to the COVID-19 pandemic, the second the multi-day traffic college was held on a virtual platform which allowed the greatest attendance yet at 220 attendees, more than double any in-person traffic college. In addition, the CA TSRP conducted regional roundtable meetings, live and virtual training sessions, and disseminated training videos to personnel throughout the state. The TSRP trainers quickly pivoted the approach and saw an opportunity to reach a wider audience through on-line focused training events. After multiple collaborative discussions with various representatives from law enforcement, toxicology and prosecution, the TSRP trainers identified training topics and presenters suitable for a virtual environment.

### DRUG RECOGNITION EVALUATOR (DRE) PROGRAM

#### California Highway Patrol

The California Highway Patrol (CHP), Impaired Driving Section continued their statewide Drug Recognition Evaluator (DRE) program, training law enforcement officers and other appropriate stakeholders and community members regarding drug recognition and impairment. The training programs included: 7 Drug Impairment Training for Educational Professionals courses, with 137 educational professionals trained; 44 Advanced Roadside Impaired Driving Enforcement classes, with 703 law enforcement personnel trained; 56 Standardized Field Sobriety Testing classes, with 855 law enforcement personnel certified; and 10 Drug Recognition Evaluator classes, with 181 law enforcement personnel certified. Due to the COVID-19 restrictions, the CHP suspended grant activities between March and August 2020 to comply with state and local public health guidance. During this time, a large number of DRE certifications had expired, therefore, once training was permitted with additional safety precautions in place, the focus was to conduct as many DRE Recertification courses as possible. The CHP conducted 70 DRE Recertification courses, training 491 DREs statewide.



## PROGRAM AREA HIGHLIGHTS

### EMERGENCY MEDICAL SERVICES

#### REGIONAL COLLISION RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

##### Susanville Fire Department

The Lassen County Regional Fire Districts partnered with the California Office of Traffic Safety for an EMS extrication grant. The grant provided up to date battery operated extrication tools that took the place of 25 years old extrication tools. This new equipment has decreased extrication set up times and on scene times. The new extrication tools have been very effective on the modern vehicles that are composed of ultra-high strength press boron metal. The Districts have seen an average decrease of 10-15 minutes total time on extrication incidents. These time saving events are critical due to the district's response area ranging approximately 269 miles of highways. Due to the county's remoteness and inclement weather, trauma center travel times are approximately 60 plus minutes. The Districts have responded to 183 vehicle crashes in which 39 have required extrications. Over 40 firefighters including full time paid and volunteers have been trained with the state-of-the-art battery-operated tools.



## PROGRAM AREA HIGHLIGHTS

### MOTORCYCLE SAFETY

#### MOTORCYCLE SAFETY PROGRAM

##### Anaheim Police Department

The Anaheim Police Department developed a motorcycle safety riding instructional course designed to directly impact the number of fatal and serious injury motorcycle related traffic crashes occurring in the city. Educational efforts were comprised of quarterly eight-hour recertifying days. The course covers proper techniques for picking up downed motorcycles, multiple skill building riding patterns, safe riding practices and apparel education and a skills challenge course at the end of the day. The course is open to 25 riders per session and a waiting list is maintained. The courses were promoted heavily on social media and received nothing but positive feedback from riders completing the course. However, due to the COVID-19 pandemic, only two of the four planned courses for the year were able to be conducted. The Anaheim Police Department was able to conduct a POST Certified Motorcycle Training for law enforcement motorcycle personnel during the pandemic, which was highly sought due to the cancellation of several law enforcement motor trainings.

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

##### California Highway Patrol

The CHP continues to proactively promote the safety of motorcyclists on California roadways. With the help of the Office of Traffic Safety, the Get Educated And Ride Safe (GEARS) II grant partnered with 360 Motorcycle Solutions to train CHP officers in an effort to improve their knowledge on motorcycle safety. CHP officers received specialized training on motorcycle laws, motorcycle DUI awareness, motorcycle helmets, and safety tips for motorcyclists and motorists. Through this specialized training, the GEARS II grant was able to provide 125 motorcycle safety presentations and educate over 100,000 people. Despite COVID-19, the CHP used all its resources and provided virtual presentations using social media platforms. In addition to raising motorcycle safety awareness, the CHP participated in the National Highway Traffic Safety Administration Summer Mobilization and "May is Motorcycle Awareness Month." Educational and enforcement operations were held during the campaigns to motorcyclists on California roadways. The CHP strives to continue raising motorcycle safety awareness to keep motorcyclists, motorists, and roadways safe.



# PROGRAM AREA HIGHLIGHTS

## OCCUPANT PROTECTION

### VEHICLE OCCUPANT SAFETY PROGRAM

#### California Department of Public Health

The California Department of Public Health's (CDPH) Vehicle Occupant Safety Program (VOSP) coordinated child passenger safety (CPS) efforts across California through partnerships that linked state and local policy, enforcement, and educational efforts to enhance effectiveness of local program implementation and CPS services. VOSP maintained the statewide CPS Technician Training System that trained and recertified California CPS Technicians and Instructors, including: 7 CPS certification trainings, yielding 75 new technicians; 5 CPS recertification trainings, yielding 50 recertified technicians; 1 Instructor development training, updating Instructors on the revised CPS curriculum; and supporting 16 Instructors of which 8 received teaching hours for their Instructor recertification.

Unfortunately, an additional 10 certification and 5 recertification trainings were canceled because of COVID-19, however VOSP supported the California CPS community as they modified and adapted CPS technician initial, update, renewal and special needs trainings to move toward either virtually or in-person within national, state and local health and safety guidelines.

VOSP kept the CPS community up to date on events and issues related to services in the development and distribution of the VOSP quarterly e-Newsletter, which was sent to the over 300 CPS organizations/advocates in the California CPS network including all 61 health departments and local Safe Kids Coalitions and Chapters. VOSP provided over 190,000 CPS parent brochures "California Laws - How to Keep Your Child Safe in the Car", which provides uniform understanding of the CPS laws and best practices and qualifies for licensed child care facilities requirements to post CPS laws. This brochure continues to be available through VOSP and is available in English as well as Spanish and includes information on Kaitlyn's law.





## PROGRAM AREA HIGHLIGHTS

### CALIFORNIA RESTRAINT SAFETY EDUCATION AND TRAINING (CARSEAT) III

#### California Highway Patrol

In 1999, a partnership was established between the CHP and the OTS, to begin the Child Passenger Safety Program. The program was specifically designed to educate parents/guardians about the importance of using passenger restraints, including child passenger safety seats to reduce injuries and deaths of children 16 and under. Components of the program include training for CHP personnel and allied agency partners to become certified Child Passenger Safety Technicians who provide education to the public, stressing the importance of proper car seat and seat belt use for every trip, and providing replacement car seats and booster seats for people in need. Through the course of the COVID-19 pandemic, which affected in person activities from the spring until the end of the year, 112 check-up events were held, CPS technicians conducted 4,497 inspections, and 65 educational classes were held for preschools and day care centers, affecting over 5,600 people. Additionally, CHP and/or allied agency personnel attended training which resulted in 15 CPS technicians trained, 50 recertified, and 5 renewed certifications.

### CHILD PASSENGER SAFETY PROGRAM

#### Butte County Public Health Department

Butte County Public Health's (BCPH) Child Passenger Safety Program (CPS) continues to utilize Office of Traffic Safety funding to collaborate with neighboring county CPS programs to train, educate, and recertify child passenger safety technicians in Northern California. Butte County, home to four of the twelve CPS instructors in Northern California, utilizes bilateral partnerships with technicians and instructors in neighboring counties. In January 2020, BCPH collaborated with Yolo County Public Health, also an OTS Child Passenger Safety Program grant recipient.

Three Butte County instructors and two technicians traveled to Woodland, CA to hold a 1-day recertification course. Ten expired technicians traveled from all over California to recertify as child passenger safety technicians. Yolo County CPS personnel then traveled to Butte County to assist during the final day of BCPH's 3-day certification course in February 2020, including a community check-up event. February's check-up event produced 15 vehicles in attendance, 24 child restraints inspected, and a 92% child restraint misuse rate. Misuse was addressed and eight properly fitted no-cost car seats were given to families. Butte County's CPS program remained active throughout the COVID-19 pandemic, while also assisting with Public Health COVID-19 response tasks. Program staff shifted their work from reaching parents through classes of 10-20 people, to conducting one-on-one fitting appointments while utilizing PPE. Staff was still able to distribute 51 no cost car seats and inspect 33 pre-owned car seats during the last two quarters of the 2019-2020 grant year.

## PROGRAM AREA HIGHLIGHTS

This year the mutual aid partnership provided recertification to 10 technicians, certification to 9 new technicians, provided extra assistance during a bustling check-up event, and ensured the safety of countless children in Northern California. Additionally, a “saved by the seat belt” family was identified during this grant year. This family was in a crash where the children were saved by their car seats. Butte County Public Health learned of the incident when the mother returned to the program because she was pregnant and needed a seat for the new baby.

### CHILD PASSENGER SAFETY PROGRAM

#### San Luis Obispo Public Health Department

The County of San Luis Obispo Public Health Department (SLOPHD) had great success in advancing injury prevention services despite the challenges the COVID-19 pandemic imposed. Due to the shelter-in-place order, the busy schedule of group education classes planned for new parents at the local hospitals had to be canceled, leaving the program eager to find alternatives for service delivery. To avoid any interruption in service, the seasoned Health Education Specialist and Certified Child Passenger Safety Technician quickly developed and transitioned child safety seat inspections and distribution services to a virtual platform. Because of the continued partnerships with local hospital providers, Dignity Health and Tenet Health, the new format for continued services was quickly communicated which greatly supported the program in reaching clients. In partnership with Parenting and Pregnancy Support of San Luis Obispo (PPSSLO), the program served families in need, including some experiencing new challenges due to the COVID-19 pandemic, and successfully distributed 17 child safety seats and inspected a total of 19 child safety seats in the fourth quarter. The total seat distribution for the year was 88 which exceeded the goal for the fiscal year by 66%. Total inspections for the year were 150 which exceeded the fiscal year goal by 50%. This fiscal year a total of 22 classes were attended by 169 participants, including two child safety seat education classes via Zoom. The Health Education Specialist helped mentor colleagues at Contra Costa County Health Services to brainstorm ideas and feasible approaches for transitioning services from in-person to virtual. Collaborating and supporting other Health Agencies to continue providing services during this challenging time was both rewarding and encouraging.

### AGING ROAD USERS

#### KEEPING EVERYONE SAFE (KEYS) XI

##### California Highway Patrol

California is facing continuing growth in the number of adults aged 65 years and over residing in the state. According to the California Department of Finance, only 9 percent of the total California population was aged 65 years and older in

## PROGRAM AREA HIGHLIGHTS

1970. However, in 2016, the number of adults, ages 65 and over, represented 13.6 percent. It is projected that by the year 2030, California will have 19 percent or over 8.6 million adults, ages 65 and older, living in the state. The need for established safety and mobility programs to prevent injuries and fatalities for older adults and the motoring public is crucial.

During this grant cycle, the CHP experienced the COVID-19 pandemic resulting in a number of traffic safety presentation restrictions. Due to these restrictions, CHP was able to pivot some presentations to a virtual platform. A total of 256 traffic safety presentations were conducted statewide, impacting 18,752 senior drivers. The program was still very well received by senior drivers and provided a basis for continued outreach activities to the senior community. Due to this program's success, the California Highway Patrol receives multiple inquiries from senior drivers statewide and looks forward to continuing its message.

## PEDESTRIAN AND BICYCLE SAFETY

### COMPLETE STREET SAFETY ASSESSMENTS (CSSA)

#### University of California, Berkeley- SafeTREC

UC Berkeley SafeTREC provided Complete Streets Safety Assessments (CSSA) to twelve California local agencies. The objectives of the CSSAs were to improve pedestrian and bicycle safety and to enhance walkability and accessibility for all pedestrians and bicyclists in California. The CSSA included a benchmarking analysis of policies, programs, and practices of the local agency. This is to understand how the local agency's existing conditions compare to current national best practices and to provide ideas for enhancement. The CSSA also included a virtual walking audit of the focus areas that the local agency staff had identified as having specific safety issues, or they were experiencing high numbers of pedestrian and bicycle crashes. Due to restrictions with in-person gatherings because of the COVID-19 pandemic, a virtual site visit was conducted in lieu of an in-person site visit. This was done by various conference calls on Zoom between SafeTREC experts and the local agency's staff, while utilizing Google Maps and Street View to discuss safety issues and possible improvements. Different stakeholders, such as school principals and various departments' staff, were invited to the virtual site visits to discuss their concerns about the pedestrian and bicycle safety in the focus areas. The SafeTREC experts prepared a report for each CSSA providing a benchmarking analysis, summary of their findings from discussions with local agencies' staff and virtual site visits, and engineering and planning suggestions for possible improvements. One of the local agencies already used their CSSA report for grant application. They also utilized some of the maps illustrating proposed improvements for input to their school district's Safe Routes to School plan. With an unprecedented and innovative approach and close cooperation between the SafeTREC safety experts and local agencies' staff, SafeTREC was able to successfully conduct and deliver all 12 CSSAs.

## PROGRAM AREA HIGHLIGHTS

### PEDESTRIAN AND BICYCLE SAFETY PROGRAM

#### Modesto Police Department

The Modesto Police Department (MPD) has made pedestrian and bicycle safety education a priority to help lower the number of pedestrians and bicyclists killed and injured in traffic crashes. Despite restrictions due to the COVID-19 pandemic, MPD used innovative ideas to continue bicycle and pedestrian safety messages. The MPD program impacted 5,004 students as well as teachers and another 4,217 men, women and children in a variety of events including, school presentations, senior center presentations, community outreach events, pop-up booths, and individual family bicycle and pedestrian presentations. MPD was able to accomplish this and stay within state mandated guidelines related to the pandemic. The PD distributed over 745 bicycle helmets, 242 reflective safety vests, 410 reflective arm and leg bands, 648 reflective zipper pulls and several thousand safety brochures. MPD received a "Contributor of the Year" award from Safe Kids Stanislaus for their continuous involvement with the organization and keeping the community safe. Two of the department's community service officers received awards for "Most Spirited" and "Rookie of the Year." The MPD Traffic Unit teamed up with the Crime Reduction Team and Crime Prevention Unit to participate in specialized operations to focus on educating the community on bicycle and pedestrian safety, as well as encouraging allied agencies to become involved.

### PEDESTRIAN AND BICYCLE SAFETY PROGRAM

#### Huntington Beach Police Department

The Huntington Beach Police Department (HBPD) partnered with the Community Services Department to participate in a new event, Bike the Beach, along with multiple other agencies along the SR-39 corridor. This event included a large bicycle safety fair and food trucks for the community. Due to several COVID-19 restrictions, many of the grant goals were modified. The HBPD developed a pedestrian and bicycle safety video, as well as organized a safety equipment drive through event, where hundreds of safety items were distributed to the public. Both the video and the social media campaigns related to the drive through event were viewed by over 5,000 people each. The grant also allowed HBPD to appropriate and distribute multiple safety items and helmets to the public.

## PROGRAM AREA HIGHLIGHTS

### POLICE TRAFFIC SERVICES

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

The OTS awarded 163 STEP grants in FY 2020. Law enforcement agencies throughout the state conducted enforcement activities that coincided with NHTSA mobilizations and campaigns. The STEP activities focused on traffic enforcement, training, and education. Traffic enforcement activities included High Visibility Enforcement (HVE) conducting DUI/Driver's License checkpoints and DUI saturation patrols, along with operations focusing on distracted driving, nighttime Click-It-or-Ticket, motorcycle safety, and pedestrian and bicycle safety. Training activities included training in Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE). Agencies utilized the trainings to conduct DUI/Driver's License checkpoints and DUI saturation patrols. 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. At the onset of the COVID-19 pandemic, law enforcement agencies ability to conduct enforcement operations was limited. However, as the pandemic continued, law enforcement agencies recognized the need for enforcement operations and gradually continued to conduct these operations. Some law enforcement agencies were able to pivot the educational activities to a virtual environment.

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

##### California Highway Patrol

The CHP Street Racing Task Force, through the Communities Against Racing and Sideshows (C.A.R.S.) grant, continued their countywide illegal street racing and sideshow crackdown. Grant activity included specialized training for law enforcement officers and other appropriate stakeholders, including educating community members regarding the dangers of this growing epidemic. Through these efforts, over 200 uniformed officers within CHP Southern Division were trained to identify modified vehicles and enforce their illegal use and unsafe operation. Due to the COVID-19 pandemic, traffic on Los Angeles freeways and roadways was significantly reduced and the occurrences of illegal street racing and sideshows increased in frequency and intensity. To help combat the increased activity, over a dozen enforcement operations were conducted resulting in over 1,000 citations, 200 arrests and close to 400 vehicle impounds. Additionally, multiple traffic and safety presentations were conducted throughout Los Angeles County.



## PROGRAM AREA HIGHLIGHTS

### REGULATE AGGRESSIVE DRIVING AND REDUCE SPEED IV (RADARS IV)

#### California Highway Patrol

The CHP implemented a 12-month statewide traffic safety campaign focused on speed-caused crashes; including primary crash factors (PCF) with elements of "aggressive driving" such as unsafe turns, driving on the wrong side of the road, following too closely, unsafe passing, unsafe lane changing, and illegal street racing activities, such as drag racing, freeway racing, and sideshows. Despite the COVID-19 pandemic, the CHP conducted 100 speed and aggressive driving traffic safety presentations, impacting over 12,000 people; deployed speed radar trailers 584 times; conducted 136 enforcement operations in conjunction with speed radar trailers; conducted 381 traffic operations focused on speed, aggressive driving, and other PCFs; conducted 240 specialized enforcement operations focused on street racing and sideshow activities; and provided 4 training classes focused on speed enforcement, aggressive driving, and PCF violations for 114 CHP and allied agency personnel. The CHP speed and aggressive driving enforcement operations resulted in 7,427 enforcement stops and 6,412 citations issued. The CHP also posted over 200 speed and aggressive driving traffic safety messages and public service announcements on social media (i.e., Twitter, Facebook, Instagram).



### TRAFFIC RECORDS/ROADWAY SAFETY

#### STREET STORY: ENHANCING CROWDSOURCED DATA FOR COMMUNITY EDUCATION

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

UC Berkeley SafeTREC provided the Street Story, a community engagement tool that allows residents and organizations to collect local information about traffic crashes, near-misses, general hazards, and safe locations to travel. Users were able to complete a survey and download data to use as part of community needs assessments, safety planning efforts, or evaluation. Individual communities used Street Story to organize social media campaigns, conduct walk audits, and organize comments for city or county officials. SafeTREC held numerous in-person and virtual trainings to promote the tool. In the 2020 program year, there were 1,510 reports.

## PROGRAM AREA HIGHLIGHTS

### CRASH MEDICAL OUTCOMES DATA (CMOD) PROJECT

#### California Health and Human Services

The CMOD Project provided technical data assistance on fatalities and severe motor vehicle crash injuries involving child passengers due to unsafe speed to one of the injury prevention and surveillance partners, the “Clinic in the Park” project which is housed at the University of California, Irvine’s (UCI) School of Medicine’s Department of Pediatrics. CMOD provided data trends on these fatal and non-fatal motor vehicle crash injuries involving child passenger residents of Orange County, for their local traffic injury surveillance and safety activities.

CMOD also facilitated a workgroup of California traffic fatality data stakeholders to help improve county coroner/medical examiner reporting of motor vehicle crash deaths to CHP for entry into NHTSA’s Fatality Analysis Reporting System (FARS). The workgroup identified nine recommendations intended to make California FARS data more timely and complete.

CMOD partnered with the University of California, Davis Health Systems (UCDHS) on a joint data linkage project and have IRB approval for a study on the linkage of trauma registry data with hospital administrative data for the concordance of injury severity scores and medical outcomes.

CMOD and the DMV continued with their joint data linkage project and have deterministically linked some data on crash circumstances and medical outcomes to be used to determine driver characteristics on injury severity and medical diagnosis.

## PROJECTS NOT IMPLEMENTED

**Los Angeles County Sheriff's Department DI20006** - This grant was withdrawn by applicant due to issues with procuring a vendor.

**City of Lancaster PS20005** - This grant was withdrawn by applicant after it was determined that funds were not needed.

## APPENDIX A – EXPENDITURE REPORT

### PROGRAM COST SUMMARY AND LIST OF PROJECTS

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
AL20001	Butte County Probation Department	164 AL	\$117,000.00	\$110,392.68
AL20002	California Department of Alcoholic Beverage Control	164 AL	\$378,000.00	\$330,166.85
AL20003	California Department of Alcoholic Beverage Control	164 AL	\$463,500.00	\$346,341.37
AL20004	California Department of Alcoholic Beverage Control	164 AL	\$282,000.00	\$242,646.51
AL20005	California Department of Alcoholic Beverage Control	164 AL	\$1,903,000.00	\$1,334,390.89
AL20006	Tulare County Office of Education	164 AL	\$310,000.00	\$284,001.85
AL20007	California Highway Patrol	164 AL	\$2,000,000.00	\$449,402.71
AL20008	California Highway Patrol	164 AL	\$300,000.00	\$284,284.37
AL20009	California Highway Patrol	164 AL	\$5,300,000.00	\$4,715,903.66
AL20010	California Highway Patrol	164 AL	\$250,000.00	\$217,536.53
AL20011	Contra Costa County Probation Department	164 AL	\$348,098.00	\$347,098.00
AL20013	Fresno County Probation Department	164 AL	\$278,400.00	\$238,401.52
AL20015	Kern County Probation Department	164 AL	\$165,900.00	\$148,551.72
AL20016	Los Angeles County Probation Department	164 AL	\$311,978.00	\$250,500.00
AL20017	Marin County Probation Department	164 AL	\$158,061.00	\$100,938.31
AL20018	Placer County Probation Department	164 AL	\$110,450.00	\$54,462.61
AL20019	Solano County Probation Department	164 AL	\$269,190.00	\$258,982.46
AL20021	Tulare County Probation Department	164 AL	\$96,705.00	\$96,704.00
AL20022	Sacramento County Probation Department	164 AL	\$392,209.00	\$392,195.00
AL20023	San Bernardino County Probation Department	164 AL	\$378,500.00	\$372,590.47
AL20024	San Diego County Probation Department	164 AL	\$369,618.00	\$368,176.90
AL20025	San Diego Police Department	164 AL	\$113,000.00	\$18,983.46
AL20026	San Joaquin Collaborative Courts	164 AL	\$427,803.00	\$369,442.94
AL20027	San Joaquin County Probation Department	164 AL	\$146,269.00	\$88,608.47
AL20028	San Mateo County Superior Court	164 AL	\$330,000.00	\$303,558.55
AL20029	Santa Barbara County Probation Department	164 AL	\$154,950.00	\$141,669.00
		<b>Subtotal</b>	<b>\$15,354,631.00</b>	<b>\$11,865,930.83</b>

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DD20001	California Department of Alcoholic Beverage Control	402DD	\$311,000.00	\$209,890.69
DD20002	California Highway Patrol	402DD	\$300,000.00	\$221,772.58
DD20003	California Highway Patrol	402DD	\$550,000.00	\$313,976.31
DD20004	California Highway Patrol	405e DD	\$400,000.00	\$304,658.85
DD20004	California Highway Patrol	402DD	\$400,000.00	\$400,000.00
DD20005	San Luis Obispo County Behavioral Health Department	402DD	\$55,000.00	\$53,202.49
		<b>Subtotal</b>	<b>\$ 2,016,000.00</b>	<b>\$1,503,500.92</b>
GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DI20001	California Highway Patrol	405d AL	\$2,000,000.00	\$856,060.84
DI20001	California Highway Patrol	405c TR	\$1,200,000.00	\$239,434.63
DI20002	El Dorado County District Attorney's Office	405d AL	\$230,154.00	\$226,422.33
DI20003	Long Beach Department of Health and Human Services	405d AL	\$205,300.00	\$135,268.81
DI20004	Los Angeles City Attorney's Office	405d AL	\$724,966.00	\$724,932.43
DI20005	Los Angeles County District Attorney's Office	405d AL	\$1,355,948.00	\$1,143,241.46
DI20007	Marin County District Attorney's Office	405d AL	\$211,025.00	\$189,341.19
DI20008	Monterey County District Attorney's Office	405d AL	\$244,722.00	\$226,697.34
DI20009	Orange County District Attorney's Office	405d AL	\$754,563.00	\$667,982.95
DI20010	Orange County District Attorney's Office	405d AL	\$722,513.00	\$706,505.12
DI20011	Orange County Sheriff's Department	405d AL	\$350,000.00	\$105,400.16
DI20012	Riverside County Public Health Department	405d AL	\$100,000.00	\$70,364.35
DI20013	Riverside County Public Health Department	405d AL	\$170,000.00	\$116,696.39
DI20014	Riverside County District Attorney's Office	405d AL	\$370,162.00	\$301,824.28
DI20015	Shasta County Health and Human Services Agency	405d AL	\$340,000.00	\$185,793.24
DI20016	Solano County District Attorney's Office	405d AL	\$223,978.00	\$216,012.17
DI20017	Sonoma County District Attorney's Office	405d AL	\$234,032.00	\$234,032.00
DI20018	Ventura County Behavioral Health Department	405d AL	\$125,000.00	\$96,800.11
DI20019	Ventura County District Attorney's Office	405d AL	\$356,180.00	\$348,244.84
DI20020	Yolo County District Attorney's Office	405d AL	\$181,197.00	\$169,675.74
DI20021	San Bernardino County District Attorney's Office	405d AL	\$291,747.00	\$289,267.60
DI20022	San Diego City Attorney's Office	405d AL	\$198,302.00	\$147,792.21
DI20023	San Diego County District Attorney's Office	405d AL	\$411,693.00	\$409,005.47
DI20024	Santa Cruz County Health Services Agency	405d AL	\$170,000.00	\$112,178.95
DI20025	Fresno County District Attorney's Office	405d AL	\$253,070.00	\$199,638.24
DI20026	Tulare County District Attorney's Office	405d AL	\$116,668.00	\$115,065.66
DI20027	Kern County District Attorney's Office	405d AL	\$244,028.00	\$242,013.00
		<b>Subtotal</b>	<b>\$11,785,248.00</b>	<b>\$8,475,691.51</b>



## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
EM20001	Atwater	402EM	\$35,000.00	\$35,000.00
EM20002	Cathedral City Fire Department	402EM	\$35,000.00	\$35,000.00
EM20003	Sonora Fire Department	402EM	\$35,000.00	\$34,722.87
EM20004	Kern County Fire Department	402EM	\$40,200.00	\$40,200.00
EM20005	Madera County Fire Department	402EM	\$105,000.00	\$105,000.00
EM20006	Marin County Fire Department	402EM	\$80,000.00	\$79,717.41
EM20007	Merced County Fire Department	402EM	\$105,000.00	\$105,000.00
EM20008	Morongo Valley Fire Department	402EM	\$85,000.00	\$83,978.09
EM20009	Sonoma Valley Fire and Rescue Authority	402EM	\$94,000.00	\$94,000.00
EM20010	Susanville Fire Department	402EM	\$105,000.00	\$102,638.25
EM20011	Sutter County Fire Department	402EM	\$117,000.00	\$111,011.88
EM20012	Tulare County Fire Department	402EM	\$175,000.00	\$172,232.99
EM20013	Santa Barbara County Fire Department	402EM	\$70,000.00	\$68,214.37
		<b>Subtotal</b>	<b>\$1,081,200.00</b>	<b>\$1,066,715.86</b>
GRANT	AGENCY	FUND	AMOUNT	EXPENDED
MC20001	Anaheim Police Department	405f MC	\$55,000.00	\$24,921.08
MC20002	California Highway Patrol	405f MC	\$400,008.00	\$208,674.92
MC20002	California Highway Patrol	402MC	\$299,992.00	\$290,156.40
MC20003	Hawthorne Police Department	405f MC	\$100,000.00	\$87,282.63
		<b>Subtotal</b>	<b>\$855,000.00</b>	<b>\$611,035.03</b>
GRANT	AGENCY	FUND	AMOUNT	EXPENDED
OP20001	Anaheim Police Department	405b OP	\$70,000.00	\$25,899.45
OP20002	Butte County Public Health Department	405b OP	\$115,000.00	\$68,339.45
OP20003	California Department of Public Health	405b OP	\$440,000.00	\$235,938.53
OP20004	California Highway Patrol	405b OP	\$800,000.00	\$508,290.74
OP20005	California Highway Patrol	405b OP	\$150,000.00	\$74,709.70
OP20006	California State University, Fresno	405b OP	\$203,010.00	\$202,482.92
OP20007	Community Action Partnership	405b OP	\$225,000.00	\$225,000.00
OP20008	Contra Costa County Health Services	405b OP	\$84,000.00	\$60,553.35
OP20010	Los Angeles County Public Health Department	405b OP	\$120,000.00	\$65,407.64
OP20011	Los Angeles Housing and Community Investment Department	405b OP	\$152,000.00	\$104,153.32
OP20012	Pomona Police Department	405b OP	\$154,000.00	\$121,352.28
OP20013	Rancho Cordova Police Department	405b OP	\$100,000.00	\$99,997.49
OP20015	Riverside County Public Health Department	405b OP	\$210,000.00	\$157,973.27
OP20016	Stanislaus County Health Services Agency	405b OP	\$75,000.00	\$41,110.87
OP20017	Ventura County Fire Department	405b OP	\$60,000.00	\$47,844.10
OP20018	Yolo County Health and Human Services Agency	405b OP	\$190,000.00	\$74,387.11
OP20019	Yuba County Health and Human Services Department	405b OP	\$50,000.00	\$33,346.16
OP20020	San Joaquin County Public Health Services	405b OP	\$90,000.00	\$69,171.15

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
OP20021	San Luis Obispo Public Health Department	405b OP	\$58,000.00	\$54,574.93
OP20022	Santa Cruz County Health Services Agency	405b OP	\$58,000.00	\$47,398.49
		<b>Subtotal</b>	<b>\$3,404,010.00</b>	<b>\$2,317,930.95</b>
GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PA20001	Office of Traffic Safety	405b OP	\$242,675.00	\$184,964.63
PA20001	Office of Traffic Safety	405c TR	\$509,501.00	\$147,178.87
PA20001	Office of Traffic Safety	405h PS	\$69,558.00	\$43,033.30
PA20001	Office of Traffic Safety	405e DD	\$22,259.00	\$21,288.31
PA20001	Office of Traffic Safety	405f MC	\$30,884.00	\$14,433.34
PA20001	Office of Traffic Safety	405d AL	\$562,004.00	\$380,506.31
PA20001	Office of Traffic Safety	402PA	\$1,335,385.00	\$1,114,155.98
PA20001	Office of Traffic Safety	402DD	\$89,925.00	\$62,242.36
PA20001	Office of Traffic Safety	402PS	\$303,674.00	\$300,796.48
PA20001	Office of Traffic Safety	402PT	\$860,863.00	\$747,032.06
PA20001	Office of Traffic Safety	402EM	\$60,165.00	\$56,136.26
PA20001	Office of Traffic Safety	402MC	\$16,694.00	\$9,671.71
PA20001	Office of Traffic Safety	164 AL	\$2,121,413.00	\$1,255,341.65
		<b>Subtotal</b>	<b>\$6,225,000.00</b>	<b>\$4,336,781.26</b>
GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PR20001	Office of Traffic Safety	405e DD	\$125,000.00	\$120,430.16
PR20001	Office of Traffic Safety	405b OP	\$100,000.00	\$100,000.00
PR20001	Office of Traffic Safety	405d AL	\$1,010,000.00	\$1,008,007.12
PR20001	Office of Traffic Safety	405h PS	\$1,050,000.00	\$1,044,776.18
PR20001	Office of Traffic Safety	164 AL	\$1,510,000.00	\$1,505,774.64
PR20001	Office of Traffic Safety	405e DD	\$530,000.00	\$527,735.13
PR20001	Office of Traffic Safety	402PM	\$175,000.00	\$174,981.61
		<b>Subtotal</b>	<b>\$4,500,000.00</b>	<b>\$4,481,704.84</b>

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PS20001	Anaheim Police Department	402PS	\$60,000.00	\$18,018.23
PS20002	Bakersfield Police Department	402PS	\$32,000.00	\$10,290.91
PS20003	Butte County Public Health Department	402PS	\$50,000.00	\$37,779.92
PS20004	California Highway Patrol	405h PS	\$1,250,000.00	\$745,234.11
PS20006	Community Action Partnership	402PS	\$75,000.00	\$71,500.00
PS20007	Escondido Police Department	402PS	\$25,000.00	\$10,853.95
PS20008	Humboldt County Public Health Department	402PS	\$125,000.00	\$69,539.82
PS20009	Huntington Beach Police Department	402PS	\$43,000.00	\$25,994.45
PS20010	Kern County Hospital Authority	402PS	\$65,000.00	\$12,569.61
PS20011	La Mesa Police Department	402PS	\$25,000.00	\$10,969.64
PS20012	Los Angeles Housing and Community Investment Department	402PS	\$240,000.00	\$157,155.55
PS20013	Modesto Police Department	402PS	\$60,000.00	\$42,535.09
PS20014	Montclair Human Services	402PS	\$30,000.00	\$13,167.65
PS20015	Monterey County Health Department	402PS	\$150,000.00	\$89,078.21
PS20016	Orange County Transportation Authority	402PS	\$100,000.00	\$99,058.70
PS20017	Rancho Cordova Police Department	402PS	\$41,000.00	\$18,897.49
PS20018	Redondo Beach Police Department	402PS	\$27,400.00	\$12,540.45
PS20019	Southern California Association of Governments	402PS	\$1,000,000.00	\$974,983.00
PS20020	Stanislaus County Health Services Agency	402PS	\$80,000.00	\$23,121.18
PS20021	Sunnyvale Department of Public Safety	402PS	\$45,500.00	\$5,555.66
PS20022	University of California, Berkeley - SafeTREC	402PS	\$450,000.00	\$365,816.76
PS20023	University of California, Berkeley - SafeTREC	402PS	\$1,450,000.00	\$1,239,899.42
PS20024	Watsonville Police Department	402PS	\$42,000.00	\$41,967.32
PS20025	Long Beach Department of Health and Human Services	402PS	\$275,000.00	\$196,121.91
PS20026	Riverside County Public Health Department	402PS	\$190,000.00	\$131,541.77
PS20027	Riverside Public Works Department	402PS	\$117,800.00	\$57,036.77
PS20028	Sacramento County Office of Education	402PS	\$175,000.00	\$137,317.08
PS20029	Salinas Police Department	402PS	\$100,000.00	\$57,060.00
PS20030	San Diego Police Department	402PS	\$175,000.00	\$175,000.00
PS20031	San Jose Department of Transportation	402PS	\$100,000.00	\$60,692.80
PS20032	San Luis Obispo Public Health Department	402PS	\$150,000.00	\$132,338.66
PS20033	San Mateo County Office of Education	402PS	\$125,000.00	\$78,916.67
PS20034	Santa Ana Public Works Agency	402PS	\$100,000.00	\$43,385.85
PS20035	Santa Cruz County Health Services Agency	402PS	\$170,000.00	\$118,247.79
		<b>Subtotal</b>	<b>7,143,700.00</b>	<b>\$5,284,186.42</b>

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT20001	Alameda County Sheriff's Office	164 AL	\$125,000.00	\$124,632.60
PT20001	Alameda County Sheriff's Office	402PT	\$125,000.00	\$91,870.54
PT20002	Alhambra Police Department	164 AL	\$90,000.00	\$50,341.62
PT20002	Alhambra Police Department	402PT	\$35,000.00	\$25,031.05
PT20003	Anaheim Police Department	164 AL	\$225,000.00	\$208,098.29
PT20003	Anaheim Police Department	402PT	\$175,000.00	\$146,782.70
PT20003	Anaheim Police Department	405d AL	\$8,000.00	\$7,811.08
PT20004	Arcadia Police Department	164 AL	\$35,000.00	\$3,074.02
PT20004	Arcadia Police Department	402PT	\$25,000.00	\$4,611.03
PT20005	Azusa Police Department	164 AL	\$40,000.00	\$25,894.69
PT20005	Azusa Police Department	402PT	\$35,000.00	\$29,863.50
PT20006	Bakersfield Police Department	164 AL	\$300,000.00	\$231,057.49
PT20006	Bakersfield Police Department	402PT	\$100,000.00	\$73,616.54
PT20007	Baldwin Park Police Department	402PT	\$40,000.00	\$36,269.77
PT20007	Baldwin Park Police Department	164 AL	\$40,000.00	\$30,583.58
PT20008	Bell Gardens Police Department	164 AL	\$35,000.00	\$32,874.78
PT20008	Bell Gardens Police Department	402PT	\$20,000.00	\$18,314.41
PT20009	Bell Police Department	164 AL	\$55,000.00	\$27,903.51
PT20009	Bell Police Department	402PT	\$35,000.00	\$27,823.95
PT20010	Berkeley Police Department	402PT	\$100,000.00	\$47,030.13
PT20010	Berkeley Police Department	164 AL	\$100,000.00	\$24,234.08
PT20011	Beverly Hills Police Department	164 AL	\$60,000.00	\$26,789.19
PT20011	Beverly Hills Police Department	402PT	\$30,000.00	\$27,372.31
PT20012	Brea Police Department	164 AL	\$40,000.00	\$29,905.73
PT20012	Brea Police Department	402PT	\$36,000.00	\$29,977.92
PT20012	Brea Police Department	405c TR	\$34,000.00	\$30,459.24
PT20013	Brentwood Police Department	164 AL	\$35,000.00	\$33,367.07
PT20013	Brentwood Police Department	402PT	\$30,000.00	\$26,289.26
PT20014	Buena Park Police Department	164 AL	\$100,000.00	\$48,474.71
PT20014	Buena Park Police Department	402PT	\$50,000.00	\$33,424.30
PT20015	Burbank Police Department	405c TR	\$48,000.00	\$47,990.40
PT20015	Burbank Police Department	164 AL	\$42,000.00	\$40,015.90
PT20015	Burbank Police Department	402PT	\$30,000.00	\$26,088.73
PT20016	Burlingame Police Department	164 AL	\$30,000.00	\$27,314.57
PT20016	Burlingame Police Department	402PT	\$10,000.00	\$8,292.70
PT20017	California Highway Patrol	402PT	\$1,500,000.00	\$1,265,931.04
PT20018	California Highway Patrol	402PT	\$400,000.00	\$376,998.70
PT20019	California Highway Patrol	402PT	\$600,000.00	\$504,970.67
PT20020	California Highway Patrol	402PT	\$420,000.00	\$333,128.67
PT20021	Carlsbad Police Department	164 AL	\$55,000.00	\$52,421.26
PT20021	Carlsbad Police Department	402PT	\$35,000.00	\$27,555.96

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT20022	Cathedral City Police Department	405c TR	\$45,000.00	\$42,500.00
PT20022	Cathedral City Police Department	164 AL	\$15,000.00	\$13,587.00
PT20022	Cathedral City Police Department	402PT	\$10,000.00	\$5,712.00
PT20023	Central Marin Police Authority	164 AL	\$25,000.00	\$11,899.53
PT20023	Central Marin Police Authority	402PT	\$20,000.00	\$16,967.58
PT20024	Chino Police Department	164 AL	\$85,000.00	\$52,168.19
PT20024	Chino Police Department	402PT	\$50,000.00	\$42,664.28
PT20025	Chula Vista Police Department	164 AL	\$250,000.00	\$216,742.18
PT20025	Chula Vista Police Department	402PT	\$172,000.00	\$159,554.25
PT20025	Chula Vista Police Department	405c TR	\$3,000.00	\$2,963.44
PT20026	Citrus Heights Police Department	164 AL	\$90,000.00	\$80,515.20
PT20026	Citrus Heights Police Department	402PT	\$35,000.00	\$29,424.98
PT20026	Citrus Heights Police Department	405c TR	\$17,000.00	\$16,789.92
PT20027	Claremont Police Department	164 AL	\$55,000.00	\$44,359.07
PT20027	Claremont Police Department	402PT	\$35,000.00	\$29,188.63
PT20028	Clovis Police Department	164 AL	\$50,000.00	\$36,828.00
PT20028	Clovis Police Department	402PT	\$20,000.00	\$13,677.00
PT20029	Colton Police Department	164 AL	\$115,000.00	\$104,845.28
PT20029	Colton Police Department	402PT	\$60,000.00	\$35,497.89
PT20030	Concord Police Department	164 AL	\$85,000.00	\$63,411.21
PT20030	Concord Police Department	402PT	\$30,000.00	\$23,694.30
PT20031	Corona Police Department	402PT	\$40,000.00	\$31,882.71
PT20031	Corona Police Department	164 AL	\$70,000.00	\$29,447.59
PT20032	Costa Mesa Police Department	164 AL	\$182,000.00	\$147,132.04
PT20032	Costa Mesa Police Department	402PT	\$78,000.00	\$72,218.78
PT20033	Culver City Police Department	164 AL	\$65,000.00	\$45,345.87
PT20033	Culver City Police Department	402PT	\$35,000.00	\$16,559.95
PT20034	Cypress Police Department	164 AL	\$45,000.00	\$43,293.70
PT20034	Cypress Police Department	402PT	\$15,000.00	\$12,543.47
PT20035	Delano Police Department	164 AL	\$25,000.00	\$22,548.62
PT20035	Delano Police Department	402PT	\$15,000.00	\$14,203.97
PT20036	Desert Hot Springs Police Department	164 AL	\$20,000.00	\$13,223.50
PT20036	Desert Hot Springs Police Department	405c TR	\$18,000.00	\$18,000.00
PT20036	Desert Hot Springs Police Department	402PT	\$10,000.00	\$6,690.74
PT20037	Downey Police Department	164 AL	\$170,000.00	\$98,064.89
PT20037	Downey Police Department	402PT	\$130,000.00	\$124,683.58
PT20038	Dublin Police Department	164 AL	\$35,000.00	\$23,876.24
PT20038	Dublin Police Department	402PT	\$15,000.00	\$6,477.05
PT20039	El Cajon Police Department	402PT	\$60,000.00	\$43,254.82
PT20039	El Cajon Police Department	164 AL	\$30,000.00	\$19,225.64
PT20040	El Centro Police Department	164 AL	\$40,000.00	\$5,393.11
PT20040	El Centro Police Department	402PT	\$10,000.00	\$1,842.09



## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT20041	El Monte Police Department	164 AL	\$90,000.00	\$89,998.78
PT20041	El Monte Police Department	402PT	\$40,000.00	\$39,898.54
PT20042	Elk Grove Police Department	164 AL	\$75,000.00	\$61,644.25
PT20042	Elk Grove Police Department	402PT	\$75,000.00	\$56,588.55
PT20043	Emeryville Police Department	402PT	\$25,000.00	\$7,780.18
PT20043	Emeryville Police Department	164 AL	\$20,000.00	\$6,463.86
PT20044	Escondido Police Department	164 AL	\$350,000.00	\$262,711.32
PT20044	Escondido Police Department	402PT	\$99,950.00	\$56,870.67
PT20044	Escondido Police Department	405c TR	\$4,000.00	\$4,000.00
PT20045	Eureka Police Department	164 AL	\$25,000.00	\$11,781.31
PT20045	Eureka Police Department	402PT	\$30,000.00	\$20,899.64
PT20046	Fontana Police Department	164 AL	\$225,000.00	\$129,676.30
PT20046	Fontana Police Department	402PT	\$100,000.00	\$93,212.11
PT20047	Fountain Valley Police Department	402PT	\$35,000.00	\$26,080.16
PT20047	Fountain Valley Police Department	164 AL	\$30,500.00	\$19,007.67
PT20047	Fountain Valley Police Department	405d AL	\$2,500.00	\$0.00
PT20048	Fremont Police Department	164 AL	\$75,000.00	\$31,181.31
PT20048	Fremont Police Department	402PT	\$50,000.00	\$33,174.65
PT20049	Fresno Police Department	164 AL	\$600,000.00	\$583,623.55
PT20049	Fresno Police Department	402PT	\$100,000.00	\$95,198.20
PT20050	Fullerton Police Department	164 AL	\$200,000.00	\$33,431.21
PT20050	Fullerton Police Department	405d AL	\$190,000.00	\$114,143.21
PT20050	Fullerton Police Department	402PT	\$70,000.00	\$29,729.29
PT20051	Garden Grove Police Department	164 AL	\$150,000.00	\$129,802.05
PT20051	Garden Grove Police Department	402PT	\$125,000.00	\$115,043.19
PT20052	Gardena Police Department	164 AL	\$76,000.00	\$58,220.00
PT20052	Gardena Police Department	402PT	\$24,000.00	\$22,356.75
PT20053	Gilroy Police Department	164 AL	\$40,000.00	\$18,740.96
PT20053	Gilroy Police Department	402PT	\$35,000.00	\$19,910.27
PT20053	Gilroy Police Department	405c TR	\$21,000.00	\$21,000.00
PT20054	Glendale Police Department	164 AL	\$200,000.00	\$149,674.43
PT20054	Glendale Police Department	402PT	\$70,000.00	\$64,324.04
PT20054	Glendale Police Department	405d AL	\$10,000.00	\$6,835.24
PT20055	Glendora Police Department	402PT	\$40,000.00	\$35,779.77
PT20055	Glendora Police Department	164 AL	\$40,000.00	\$39,516.29
PT20056	Hanford Police Department	164 AL	\$15,000.00	\$4,695.30
PT20056	Hanford Police Department	402PT	\$10,000.00	\$7,050.16
PT20057	Hawthorne Police Department	164 AL	\$110,000.00	\$73,017.10
PT20057	Hawthorne Police Department	402PT	\$65,000.00	\$60,913.94
PT20058	Hayward Police Department	402PT	\$125,000.00	\$89,375.04
PT20058	Hayward Police Department	164 AL	\$75,000.00	\$16,793.37

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT20059	Hemet Police Department	164 AL	\$60,000.00	\$46,859.97
PT20059	Hemet Police Department	402PT	\$40,000.00	\$17,130.29
PT20060	Hollister Police Department	164 AL	\$35,000.00	\$25,280.68
PT20060	Hollister Police Department	402PT	\$15,000.00	\$9,292.43
PT20061	Huntington Beach Police Department	164 AL	\$600,000.00	\$473,761.86
PT20061	Huntington Beach Police Department	402PT	\$150,000.00	\$108,899.69
PT20061	Huntington Beach Police Department	405c TR	\$35,000.00	\$35,000.00
PT20062	Huntington Park Police Department	405c TR	\$50,000.00	\$34,599.85
PT20062	Huntington Park Police Department	164 AL	\$40,000.00	\$10,780.19
PT20062	Huntington Park Police Department	402PT	\$30,000.00	\$4,631.13
PT20063	Inglewood Police Department	164 AL	\$150,000.00	\$92,376.64
PT20063	Inglewood Police Department	402PT	\$90,000.00	\$83,141.96
PT20063	Inglewood Police Department	405c TR	\$20,000.00	\$18,287.35
PT20064	Irvine Police Department	164 AL	\$250,000.00	\$140,273.91
PT20064	Irvine Police Department	402PT	\$180,000.00	\$131,551.27
PT20064	Irvine Police Department	405d AL	\$10,000.00	\$0.00
PT20065	La Habra Police Department	164 AL	\$55,000.00	\$51,890.94
PT20065	La Habra Police Department	402PT	\$40,000.00	\$34,492.72
PT20066	La Mesa Police Department	164 AL	\$60,000.00	\$20,748.55
PT20066	La Mesa Police Department	402PT	\$35,000.00	\$14,529.04
PT20067	Laguna Beach Police Department	164 AL	\$60,000.00	\$59,984.21
PT20067	Laguna Beach Police Department	402PT	\$40,000.00	\$38,166.90
PT20067	Laguna Beach Police Department	405c TR	\$4,975.00	\$4,975.00
PT20068	Lathrop Police Department	402PT	\$10,000.00	\$9,246.37
PT20068	Lathrop Police Department	164 AL	\$20,000.00	\$14,323.55
PT20069	Livermore Police Department	164 AL	\$40,000.00	\$24,805.96
PT20069	Livermore Police Department	402PT	\$20,000.00	\$18,556.87
PT20070	Lodi Police Department	164 AL	\$75,000.00	\$23,631.35
PT20070	Lodi Police Department	402PT	\$25,000.00	\$16,006.94
PT20071	Lompoc Police Department	164 AL	\$20,000.00	\$1,617.17
PT20071	Lompoc Police Department	402PT	\$10,000.00	\$7,106.21
PT20072	Long Beach Police Department	402PT	\$200,000.00	\$185,684.23
PT20072	Long Beach Police Department	164 AL	\$200,000.00	\$109,170.72
PT20072	Long Beach Police Department	405c TR	\$138,000.00	\$0.00
PT20073	Los Angeles County Sheriff's Department	164 AL	\$896,000.00	\$786,497.04
PT20073	Los Angeles County Sheriff's Department	402PT	\$583,000.00	\$538,326.66
PT20074	Los Angeles Police Department	164 AL	\$3,200,000.00	\$3,187,775.51
PT20074	Los Angeles Police Department	402PT	\$1,500,000.00	\$1,468,365.29
PT20074	Los Angeles Police Department	405d AL	\$300,000.00	\$299,562.45
PT20075	Madera Police Department	164 AL	\$65,000.00	\$47,934.75
PT20075	Madera Police Department	405c TR	\$25,000.00	\$25,000.00
PT20075	Madera Police Department	402PT	\$20,000.00	\$15,388.04

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT20076	Manhattan Beach Police Department	164 AL	\$50,000.00	\$7,605.08
PT20076	Manhattan Beach Police Department	402PT	\$15,000.00	\$2,597.23
PT20077	Manteca Police Department	164 AL	\$40,000.00	\$31,481.75
PT20077	Manteca Police Department	402PT	\$25,000.00	\$23,085.99
PT20077	Manteca Police Department	405c TR	\$14,000.00	\$13,919.58
PT20078	Marysville Police Department	164 AL	\$25,000.00	\$23,986.49
PT20078	Marysville Police Department	402PT	\$10,000.00	\$8,572.25
PT20079	Mendota Police Department	164 AL	\$20,000.00	\$19,588.96
PT20079	Mendota Police Department	402PT	\$10,000.00	\$8,469.75
PT20080	Menlo Park Police Department	164 AL	\$40,300.00	\$11,255.81
PT20080	Menlo Park Police Department	402PT	\$30,000.00	\$17,798.24
PT20080	Menlo Park Police Department	405c TR	\$10,700.00	\$10,651.88
PT20081	Merced Police Department	164 AL	\$50,000.00	\$17,024.87
PT20081	Merced Police Department	402PT	\$30,000.00	\$20,885.81
PT20082	Milpitas Police Department	164 AL	\$45,000.00	\$5,229.41
PT20082	Milpitas Police Department	402PT	\$38,000.00	\$8,998.59
PT20083	Modesto Police Department	164 AL	\$220,000.00	\$215,840.48
PT20083	Modesto Police Department	405c TR	\$200,000.00	\$157,976.80
PT20083	Modesto Police Department	402PT	\$180,000.00	\$177,649.36
PT20084	Monrovia Police Department	164 AL	\$30,000.00	\$29,326.08
PT20084	Monrovia Police Department	402PT	\$25,000.00	\$24,879.31
PT20085	Montebello Police Department	164 AL	\$55,000.00	\$51,329.04
PT20085	Montebello Police Department	402PT	\$35,000.00	\$25,036.58
PT20086	Monterey Park Police Department	164 AL	\$60,000.00	\$56,606.89
PT20086	Monterey Park Police Department	402PT	\$35,000.00	\$34,321.10
PT20087	Mountain View Police Department	402PT	\$40,000.00	\$35,590.99
PT20087	Mountain View Police Department	164 AL	\$25,000.00	\$19,239.29
PT20088	Murrieta Police Department	164 AL	\$65,000.00	\$39,563.61
PT20088	Murrieta Police Department	402PT	\$25,000.00	\$7,002.79
PT20089	National City Police Department	164 AL	\$70,000.00	\$69,986.30
PT20089	National City Police Department	402PT	\$30,000.00	\$26,258.13
PT20090	Newark Police Department	164 AL	\$45,400.00	\$11,211.15
PT20090	Newark Police Department	402PT	\$15,000.00	\$12,604.00
PT20090	Newark Police Department	405c TR	\$6,600.00	\$3,998.08
PT20091	Newport Beach Police Department	164 AL	\$175,000.00	\$155,180.05
PT20091	Newport Beach Police Department	402PT	\$55,000.00	\$50,468.05
PT20091	Newport Beach Police Department	405d AL	\$20,000.00	\$10,832.45
PT20092	Novato Police Department	164 AL	\$55,000.00	\$46,201.10
PT20092	Novato Police Department	402PT	\$25,000.00	\$24,240.58
PT20093	Oakland Police Department	402PT	\$275,500.00	\$259,334.04
PT20093	Oakland Police Department	164 AL	\$221,000.00	\$208,035.95
PT20093	Oakland Police Department	405c TR	\$3,500.00	\$3,445.93

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT20094	Oceanside Police Department	164 AL	\$200,000.00	\$76,457.47
PT20094	Oceanside Police Department	402PT	\$137,000.00	\$85,613.44
PT20094	Oceanside Police Department	405d AL	\$3,000.00	\$0.00
PT20095	Ontario Police Department	164 AL	\$400,000.00	\$300,506.06
PT20095	Ontario Police Department	402PT	\$150,000.00	\$144,353.64
PT20096	Orange County Sheriff's Department	164 AL	\$250,000.00	\$209,980.08
PT20096	Orange County Sheriff's Department	402PT	\$144,000.00	\$125,650.61
PT20097	Orange Police Department	164 AL	\$195,000.00	\$136,268.67
PT20097	Orange Police Department	402PT	\$70,000.00	\$64,542.73
PT20097	Orange Police Department	405d AL	\$5,000.00	\$4,956.94
PT20098	Oxnard Police Department	164 AL	\$270,000.00	\$251,163.38
PT20098	Oxnard Police Department	402PT	\$130,000.00	\$103,090.06
PT20099	Pacifica Police Department	164 AL	\$40,000.00	\$18,866.03
PT20099	Pacifica Police Department	402PT	\$20,000.00	\$316.25
PT20100	Palm Springs Police Department	164 AL	\$65,000.00	\$50,758.50
PT20100	Palm Springs Police Department	402PT	\$25,000.00	\$24,069.03
PT20100	Palm Springs Police Department	405c TR	\$15,000.00	\$13,287.95
PT20101	Pasadena Police Department	164 AL	\$150,000.00	\$69,680.79
PT20101	Pasadena Police Department	402PT	\$125,000.00	\$123,612.38
PT20101	Pasadena Police Department	405c TR	\$55,000.00	\$0.00
PT20102	Paso Robles Police Department	164 AL	\$20,000.00	\$19,621.08
PT20102	Paso Robles Police Department	402PT	\$10,000.00	\$4,597.01
PT20103	Petaluma Police Department	164 AL	\$34,000.00	\$1,742.34
PT20103	Petaluma Police Department	402PT	\$30,000.00	\$7,500.82
PT20104	Pittsburg Police Department	164 AL	\$45,000.00	\$39,350.30
PT20104	Pittsburg Police Department	402PT	\$35,000.00	\$26,065.84
PT20105	Placentia Police Department	164 AL	\$32,000.00	\$6,472.02
PT20105	Placentia Police Department	402PT	\$23,000.00	\$4,172.79
PT20106	Placerville Police Department	164 AL	\$35,000.00	\$21,438.07
PT20106	Placerville Police Department	402PT	\$15,000.00	\$10,798.80
PT20107	Pomona Police Department	164 AL	\$325,000.00	\$234,190.04
PT20107	Pomona Police Department	402PT	\$125,000.00	\$108,645.22
PT20108	Porterville Police Department	164 AL	\$55,000.00	\$28,411.45
PT20108	Porterville Police Department	402PT	\$35,000.00	\$12,029.65
PT20109	Rancho Cordova Police Department	164 AL	\$30,000.00	\$26,104.76
PT20109	Rancho Cordova Police Department	402PT	\$25,000.00	\$12,791.56
PT20110	Redding Police Department	164 AL	\$250,000.00	\$132,888.03
PT20110	Redding Police Department	402PT	\$35,000.00	\$25,034.65
PT20111	Redlands Police Department	402PT	\$35,000.00	\$12,601.69
PT20111	Redlands Police Department	164 AL	\$35,000.00	\$16,162.35
PT20112	Redondo Beach Police Department	164 AL	\$70,000.00	\$31,127.21
PT20112	Redondo Beach Police Department	402PT	\$30,000.00	\$8,769.93

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT20113	Redwood City Police Department	164 AL	\$70,000.00	\$21,087.16
PT20113	Redwood City Police Department	402PT	\$40,000.00	\$16,096.88
PT20114	Rialto Police Department	164 AL	\$150,000.00	\$136,725.60
PT20114	Rialto Police Department	402PT	\$80,840.00	\$67,533.62
PT20115	Richmond Police Department	164 AL	\$200,000.00	\$171,415.90
PT20115	Richmond Police Department	402PT	\$35,000.00	\$32,681.24
PT20116	Ridgecrest Police Department	164 AL	\$50,000.00	\$41,588.54
PT20116	Ridgecrest Police Department	402PT	\$30,000.00	\$22,877.61
PT20117	Riverside County Sheriff's Department	164 AL	\$686,000.00	\$484,889.60
PT20117	Riverside County Sheriff's Department	402PT	\$394,000.00	\$306,815.30
PT20117	Riverside County Sheriff's Department	405c TR	\$4,100.00	\$3,798.19
PT20118	Santa Monica Police Department	402PT	\$150,000.00	\$146,832.87
PT20118	Santa Monica Police Department	164 AL	\$100,000.00	\$95,074.23
PT20119	Santa Rosa Police Department	164 AL	\$200,000.00	\$47,961.68
PT20119	Santa Rosa Police Department	402PT	\$150,000.00	\$83,313.78
PT20120	Seal Beach Police Department	164 AL	\$40,000.00	\$18,498.13
PT20120	Seal Beach Police Department	402PT	\$30,000.00	\$12,237.35
PT20121	Signal Hill Police Department	164 AL	\$45,000.00	\$42,305.86
PT20121	Signal Hill Police Department	402PT	\$15,000.00	\$12,893.81
PT20122	Simi Valley Police Department	164 AL	\$70,000.00	\$57,859.89
PT20122	Simi Valley Police Department	402PT	\$30,700.00	\$22,283.41
PT20122	Simi Valley Police Department	405d AL	\$1,300.00	\$0.00
PT20123	South Gate Police Department	164 AL	\$35,000.00	\$30,117.35
PT20123	South Gate Police Department	402PT	\$30,000.00	\$22,212.08
PT20123	South Gate Police Department	405c TR	\$24,000.00	\$21,400.00
PT20124	South San Francisco Police Department	164 AL	\$50,000.00	\$49,726.56
PT20124	South San Francisco Police Department	402PT	\$40,000.00	\$39,861.44
PT20125	Stockton Police Department	402PT	\$200,000.00	\$183,516.90
PT20125	Stockton Police Department	164 AL	\$250,000.00	\$192,498.30
PT20126	Sunnyvale Department of Public Safety	164 AL	\$45,000.00	\$1,439.91
PT20126	Sunnyvale Department of Public Safety	402PT	\$31,000.00	\$14,592.69
PT20127	Torrance Police Department	164 AL	\$100,000.00	\$39,083.81
PT20127	Torrance Police Department	402PT	\$75,000.00	\$43,593.50
PT20128	Turlock Police Department	402PT	\$20,000.00	\$16,639.32
PT20128	Turlock Police Department	164 AL	\$20,000.00	\$7,830.73
PT20129	Tustin Police Department	164 AL	\$70,000.00	\$15,695.66
PT20129	Tustin Police Department	402PT	\$45,000.00	\$33,904.50
PT20130	University of California, San Diego	402PT	\$300,000.00	\$233,688.75
PT20131	Upland Police Department	164 AL	\$86,200.00	\$69,611.39
PT20131	Upland Police Department	402PT	\$80,000.00	\$39,555.75
PT20132	Vacaville Police Department	164 AL	\$63,000.00	\$40,880.90
PT20132	Vacaville Police Department	402PT	\$30,000.00	\$17,265.45



## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT20133	Vallejo Police Department	402PT	\$40,000.00	\$23,040.69
PT20133	Vallejo Police Department	164 AL	\$40,000.00	\$37,951.27
PT20134	Ventura County Sheriff's Department	164 AL	\$154,500.00	\$99,513.37
PT20134	Ventura County Sheriff's Department	402PT	\$145,000.00	\$124,542.38
PT20134	Ventura County Sheriff's Department	405d AL	\$50,000.00	\$11,775.71
PT20135	Ventura Police Department	402PT	\$100,000.00	\$51,516.78
PT20135	Ventura Police Department	164 AL	\$80,000.00	\$29,292.93
PT20136	Vernon Police Department	164 AL	\$30,000.00	\$13,674.50
PT20136	Vernon Police Department	402PT	\$15,000.00	\$5,150.93
PT20137	Visalia Police Department	164 AL	\$176,000.00	\$112,377.79
PT20137	Visalia Police Department	402PT	\$50,000.00	\$40,701.63
PT20137	Visalia Police Department	405c TR	\$4,000.00	\$4,000.00
PT20138	Watsonville Police Department	164 AL	\$40,000.00	\$38,005.60
PT20138	Watsonville Police Department	402PT	\$30,000.00	\$27,252.12
PT20139	West Covina Police Department	164 AL	\$27,000.00	\$21,534.61
PT20139	West Covina Police Department	402PT	\$19,000.00	\$17,680.91
PT20140	West Sacramento Police Department	164 AL	\$45,000.00	\$29,146.84
PT20140	West Sacramento Police Department	402PT	\$30,000.00	\$17,540.88
PT20140	West Sacramento Police Department	405c TR	\$20,000.00	\$19,777.28
PT20141	Westminster Police Department	405c TR	\$25,000.00	\$24,800.00
PT20141	Westminster Police Department	164 AL	\$47,000.00	\$45,794.32
PT20141	Westminster Police Department	402PT	\$41,000.00	\$37,208.86
PT20142	Whittier Police Department	164 AL	\$115,000.00	\$82,340.61
PT20142	Whittier Police Department	402PT	\$80,000.00	\$67,385.97
PT20143	Woodland Police Department	405c TR	\$26,000.00	\$26,000.00
PT20143	Woodland Police Department	164 AL	\$20,000.00	\$19,132.00
PT20143	Woodland Police Department	402PT	\$10,000.00	\$9,485.00
PT20144	Yuba City Police Department	164 AL	\$43,000.00	\$37,183.45
PT20144	Yuba City Police Department	402PT	\$40,000.00	\$36,293.75
PT20145	Riverside Police Department	164 AL	\$235,000.00	\$145,052.61
PT20145	Riverside Police Department	402PT	\$200,000.00	\$189,441.39
PT20145	Riverside Police Department	405d AL	\$100,000.00	\$66,430.15
PT20146	Rocklin Police Department	164 AL	\$40,000.00	\$30,823.46
PT20146	Rocklin Police Department	402PT	\$25,000.00	\$23,064.06
PT20147	Rohnert Park Department of Public Safety	164 AL	\$25,000.00	\$22,846.36
PT20147	Rohnert Park Department of Public Safety	402PT	\$15,000.00	\$12,891.58
PT20148	Sacramento Police Department	164 AL	\$275,000.00	\$105,543.87
PT20148	Sacramento Police Department	402PT	\$100,000.00	\$79,777.84
PT20149	Salinas Police Department	402PT	\$70,000.00	\$34,232.15
PT20149	Salinas Police Department	164 AL	\$50,000.00	\$34,520.03
PT20150	San Bernardino County Sheriff's Department	164 AL	\$277,500.00	\$256,182.87
PT20151	San Bernardino Police Department	164 AL	\$300,000.00	\$282,190.21

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT20151	San Bernardino Police Department	402PT	\$175,000.00	\$159,182.89
PT20151	San Bernardino Police Department	405c TR	\$10,000.00	\$6,707.71
PT20152	San Bruno Police Department	164 AL	\$50,000.00	\$33,806.11
PT20152	San Bruno Police Department	402PT	\$25,000.00	\$18,591.57
PT20152	San Bruno Police Department	405c TR	\$6,000.00	\$0.00
PT20153	San Diego County Sheriff's Department	164 AL	\$380,000.00	\$193,484.47
PT20153	San Diego County Sheriff's Department	402PT	\$114,000.00	\$56,775.29
PT20153	San Diego County Sheriff's Department	405d AL	\$56,000.00	\$56,000.00
PT20154	San Diego Police Department	164 AL	\$1,200,000.00	\$803,608.37
PT20154	San Diego Police Department	402PT	\$500,000.00	\$326,837.53
PT20155	San Fernando Police Department	164 AL	\$30,000.00	\$30,000.00
PT20155	San Fernando Police Department	402PT	\$10,000.00	\$8,470.80
PT20156	San Francisco Police Department	164 AL	\$120,000.00	\$48,178.59
PT20156	San Francisco Police Department	402PT	\$80,000.00	\$68,764.85
PT20157	Santa Maria Police Department	164 AL	\$200,000.00	\$127,547.79
PT20157	Santa Maria Police Department	402PT	\$60,000.00	\$39,356.00
PT20158	San Gabriel Police Department	164 AL	\$30,000.00	\$17,061.50
PT20158	San Gabriel Police Department	402PT	\$20,000.00	\$17,467.15
PT20159	San Jose Police Department	164 AL	\$150,000.00	\$28,503.27
PT20159	San Jose Police Department	402PT	\$100,000.00	\$56,328.93
PT20160	San Luis Obispo Police Department	164 AL	\$60,000.00	\$41,692.18
PT20160	San Luis Obispo Police Department	402PT	\$40,000.00	\$33,753.09
PT20161	San Mateo Police Department	164 AL	\$50,000.00	\$14,325.06
PT20161	San Mateo Police Department	402PT	\$15,000.00	\$8,778.65
PT20162	San Rafael Police Department	164 AL	\$60,000.00	\$21,543.49
PT20162	San Rafael Police Department	402PT	\$40,000.00	\$18,343.57
PT20163	San Ramon Police Department	164 AL	\$20,000.00	\$4,558.34
PT20163	San Ramon Police Department	402PT	\$10,000.00	\$1,376.00
PT20164	Santa Ana Police Department	164 AL	\$300,000.00	\$283,891.74
PT20164	Santa Ana Police Department	402PT	\$150,000.00	\$136,482.66
PT20164	Santa Ana Police Department	405c TR	\$130,000.00	\$123,502.93
PT20164	Santa Ana Police Department	405d AL	\$5,500.00	\$597.61
PT20165	Santa Barbara County Sheriff's Department	164 AL	\$45,000.00	\$28,357.97
PT20165	Santa Barbara County Sheriff's Department	402PT	\$25,000.00	\$360.00
PT20166	Santa Barbara Police Department	164 AL	\$135,000.00	\$49,038.25
PT20166	Santa Barbara Police Department	402PT	\$75,000.00	\$40,881.33
PT20167	Santa Clara Police Department	164 AL	\$50,000.00	\$17,359.57
PT20167	Santa Clara Police Department	402PT	\$20,000.00	\$8,566.88
PT20168	Santa Cruz Police Department	402PT	\$40,000.00	\$27,044.56
PT20168	Santa Cruz Police Department	164 AL	\$35,000.00	\$20,881.13
		<b>Subtotal</b>	<b>\$39,296,565.00</b>	<b>\$30,152,929.28</b>

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
TR20001	California Department of Public Health	405c TR	\$698,660.00	\$622,019.05
TR20002	California Highway Patrol	405c TR	\$56,194.00	\$53,785.81
TR20003	California State Polytechnic University, Pomona	405c TR	\$271,000.00	\$257,418.96
TR20004	University of California, Berkeley - SafeTREC	405c TR	\$250,000.00	\$217,981.50
TR20005	University of California, Berkeley - SafeTREC	405c TR	\$240,000.00	\$138,037.82
TR20006	University of California, Berkeley - SafeTREC	405c TR	\$110,550.00	\$84,108.63
TR20007	University of California, Berkeley - SafeTREC	405c TR	\$723,798.00	\$631,531.37
TR20007	University of California, Berkeley - SafeTREC	402PT	\$476,202.00	\$404,710.42
TR20008	University of California, Berkeley - SafeTREC	405c TR	\$240,000.00	\$189,303.42
		<b>Subtotal</b>	<b>\$3,066,404.00</b>	<b>\$2,598,896.80</b>

## APPENDIX B – PERFORMANCE MEASURES

### GHSA/NHTSA CORE PERFORMANCE MEASURE TARGET CHART – FY 2020 ANNUAL REPORT

#### Assessment of Results in Achieving Performance Targets for FY 2020 and FY 2019

#### FY 2020

#### FY 2019

Performance Measure	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/ FY 20 Progress Results	Met FY20 Target Y/N ** (in-progress)	Target Value FY19 HSP	Target Year(s)	Data Source/ FY19 Final Result	Met FY19 Target Y/N
C-1) Total Traffic Fatalities	5 year	2016-2020	3,518	2015-2019 FARS/3,702	In Progress	3,445	2015-2019	2015-2019 FARS/3,702	No
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	13,740	2015-2019 SWITRS/14,352	In Progress	12,688	2015-2019	2015-2019 SWITRS/14,352	No
C-3) Fatalities/VMT	5 year	2016-2020	1.02	2015-2019 FARS/1.08	In Progress	.995	2015-2019	2015-2019 FARS/1.08	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2016-2020	527	2015-2019 FARS/612	In Progress	503	2015-2019	2015-2019 FARS/612	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2016-2020	960	2015-2019 FARS/1,044	In Progress	865	2015-2019	2015-2019 FARS/1,044	No
C-6) Speeding-Related Fatalities	5 year	2016-2020	1,027	2015-2019 FARS/1,083	In Progress	986	2015-2019	2015-2019 FARS/1,083	No
C-7) Motorcyclist Fatalities (FARS)	5 year	2016-2020	507	2015-2019 FARS/529	In Progress	485	2015-2019	2015-2019 FARS/529	No
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2016-2020	27	2015-2019 FARS/32	In Progress	25	2015-2019	2015-2019 FARS/32	No
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2016-2020	385	2015-2019 FARS/405	In Progress	363	2015-2019	2015-2019 FARS/405	No
C-10) Pedestrian Fatalities	5 year	2016-2020	779	2015-2019 FARS/928	In Progress	726	2015-2019	2015-2019 FARS/928	No
C-11) Bicyclist Fatalities	5 year	2016-2020	131	2015-2019 FARS/147	In Progress	131	2015-2019	2015-2019 FARS/147	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2020	97%	2019 State Survey/96.02%	*Due to Covid, 2019 results used again	97.5%	2019	State Survey/96.02%	No
Drug-Impaired Driving	Annual	2018	40%	2019 FARS/50.0%	No	40.7%	2017	FARS/42.0%	No
Distracted Driving (Survey)	Annual	2020	4%	2019 State Survey/1.99%	*Due to Covid, 2019 results used again	6.6%	2019	State Survey/1.99%	Yes
Traffic Records	Annual	2020	15,000	CHP/11,514	Yes	251,223	2019	CHP/246,296	No
Emergency Medical Services	Annual	2019	18 minutes	Data not yet available	In Progress	20 Minutes	2018	EMSA/27 Minutes	No

\*States have the option of reporting the most recent State or FARS data, not both.

\*\*For FY20, if any are No, the SHSO is required to separately provide within the Annual Report for each of those performance measures, a description of how the State will adjust its upcoming HSP to better meet the performance target(s).

\*\*\*For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY20 HSP.

## APPENDIX B – PERFORMANCE MEASURES

### Adjustments to Achieve Performance Targets Not Met in FY 2019

Performance Measure	Adjustment for FY 2022 HSP
<b>C-1) Total Traffic Fatalities</b>	The OTS will work with the Strategic Highway Safety Plan, Highway Safety Improvement Plan, Active Transportation Plan and Local Roadway Safety Plans to align efforts and work collaboratively to put a focus on reducing traffic crashes throughout the state. The OTS will reach out to additional traffic safety partners to provide new and innovative projects to assist California in continuing the downward trend in traffic fatalities.
<b>C-2) Serious Injuries in Traffic Crashes</b>	The OTS will work with the Strategic Highway Safety Plan, Highway Safety Improvement Plan, Active Transportation Plan and Local Roadway Safety Plans to align efforts and work collaboratively to put a focus on reducing serious injury traffic crashes throughout the state.
<b>C-3) Fatalities/VMT</b>	The OTS will work with the Strategic Highway Safety Plan, Highway Safety Improvement Plan, Active Transportation Plan and Local Roadway Safety Plans to align efforts and work collaboratively to put a focus on reducing traffic crashes throughout the state. The OTS will reach out to additional traffic safety partners to provide new and innovative projects to assist California in continuing the downward trend in traffic fatalities.
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	The OTS will work with its partners to conduct occupant protection educational and media outreach, develop occupant protection educational programs, support NHTSA standardized Child Passenger Safety (CPS) Training Programs, provide CPS educational resources to law enforcement and other agencies, provide and distribute child safety seats to low-income families, and conduct high visibility enforcement during "Click It or Ticket" and "CPS Awareness Week" campaigns.
<b>C-5) Alcohol-Impaired Driving Fatalities</b>	The OTS will work with its partners to provide alcohol awareness and education programs, provide DUI/DUID training for law enforcement, promote and support NHTSA's alcohol awareness and DUI prevention campaigns, and conduct high visibility enforcement during NHTSA mobilizations and campaigns.
<b>C-6) Speeding-Related Fatalities</b>	The OTS will work with its partners to create a new media campaign focused on speeding, conduct traffic safety presentations, deploy changeable message signs, conduct traffic enforcement training and illegal-street racing enforcement training for law enforcement officers, and conduct special enforcement operations targeting unsafe speed or aggressive driving. OTS anticipates further speed related fatality reductions with implementation of recommendations made in CalSTA's Zero Traffic Fatalities Task Force Report of Findings.
<b>C-7) Motorcyclist Fatalities (FARS)</b>	The OTS will work with its partners to conduct motorcycle safety public awareness events, conduct highly publicized motorcycle safety enforcement operations, and provide no-cost hands-on motorcycle training courses to the public.
<b>C-8) Unhelmeted Motorcyclist Fatalities</b>	The OTS will work with its partners to conduct motorcycle safety public awareness events that encourage compliance with mandatory helmet use and provide no-cost hands-on motorcycle training courses to the public which will also include education on safe motorcycle riding practices.
<b>C-9) Drivers Age 20 or Younger Involved in Fatal Crashes</b>	The OTS will work with its partners to provide proven teen education programs and conduct Shoulder Tap and Minor Decoy operations.
<b>C-10) Pedestrian Fatalities</b>	The OTS will work with its partners to implement driver and pedestrian safety education and awareness campaigns with an emphasis during both the National and California Pedestrian Safety Months, provide training, pedestrian safety enforcement, and conduct extensive engineering analysis for improved pedestrian safety at locations where there are high crash incidences.
<b>C-11) Bicyclist Fatalities</b>	The OTS will work with its partners to implement driver and bicyclist safety education and awareness campaigns with an emphasis during Bicycle Safety Month in May, provide training on bicycle safety enforcement, and provide bicycle safety programs to educate and promote safer bicycling behaviors and distributing and properly fitting bicycle helmets.
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	The OTS will work with its partners to conduct occupant protection educational and media outreach, develop occupant protection educational programs, support NHTSA standardized Child Passenger Safety (CPS) Training Programs, provide CPS educational resources to law enforcement and other agencies, provide and distribute child safety seats to low-income families, and conduct high visibility enforcement during "Click It or Ticket" and "CPS Awareness Week" campaigns.
<b>Drug-Impaired Driving</b>	The OTS has developed an Impaired Driving Strategic Plan and will convene meetings with expert stakeholders to ensure impaired driving remains a focus in state and local agencies. The OTS will work with its partners to provide alcohol awareness and education programs, provide DUI/DUID training for law enforcement, provide training for toxicologists, promote and support NHTSA's DUI prevention campaigns, and conduct high visibility enforcement during NHTSA mobilizations and campaigns.
<b>Traffic Records</b>	The target number in FY2019 was not met, however, the target value was adjusted in FY2020 to include only allied agency crash report submissions to the Statewide Integrated Traffic Records System (SWITRS).
<b>Emergency Medical Services</b>	The OTS will work with its partners to replace antiquated extrication equipment and provide new extrication equipment capable of cutting through vehicles made from Boron Steel.



