



FISCAL YEAR 2025

OCTOBER 1, 2024 TO SEPTEMBER 30, 2025

CALIFORNIA ANNUAL REPORT

PREPARED FOR:

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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2025 ANNUAL REPORT

Gavin Newsom

Governor
State of California

Toks Omishakin

Secretary
California State Transportation Agency

Stephanie Dougherty

Director
Office of Traffic Safety

Gavin Newsom
Governor

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Toks Omishakin
Secretary

Dear California Residents:

The 2025 California Office of Traffic Safety (OTS) Annual Report highlights traffic safety program activities funded in the 2025 Federal Fiscal Year. In collaboration with state, local, and community partners, the OTS supports programs and strategies to address the state's most pressing traffic safety challenges, enhance safety for all road users, and reduce the number of people killed and seriously injured on California roads.

In 2025, the OTS awarded a record \$149 million in federal funding to support 497 traffic safety grants dedicated to key education, enforcement, and other behavioral safety programs. This marked the third consecutive year of historic funding, exceeding last year's award by \$21 million.

The results of OTS-funded activities in Federal Fiscal Year 2025 include:

- 4,575 child safety seats checked and properly fitted
- 7,384 child passenger safety seats distributed to people in need
- 288 National Highway Traffic Safety Administration (NHTSA) child passenger safety technicians trained
- 23,184 bicycle helmets provided to people in need
- 387 bicycle training courses for youth
- 6,617 DUI arrests
- 15,018 hands-free cell phone law citations
- 16,896 excessive speeding citations
- 2,955 officers completed Advanced Roadside Impaired Driving Enforcement and Drug Recognition Expert training

The OTS programs complement Governor Newsom's priorities to deliver new, faster transportation safety measures that continue to support the safe movement of people throughout the state. California's historic investments and commitment to putting traffic safety first are starting to move the needle. Since 2021, roadway fatalities have begun to level off and trend downward. According to early estimates from the National Highway Traffic Safety Administration (NHTSA), California saw an estimated [6.3% decline](#) in traffic fatalities in California in 2024 compared to 2023. In the first half of 2025, NHTSA estimates a [2.4% decline](#) in traffic deaths in California compared to the same period in 2024. While these preliminary numbers are encouraging, there is more work to be done.

In October 2025, the California State Transportation Agency (CalSTA) and California Health and Human Services Agency announced the first-ever Joint [Secretary's Policy on Road Safety](#). The policy affirms the Safe System Approach as the guiding framework for the state's safety programs and sets an interim goal of reducing fatalities and serious injuries on California roads by 30% by 2035.

The OTS continues to take a leadership role in supporting innovative, proactive and proven safety measures that lead to safer outcomes on our roads. As an example, the OTS funded a pilot speed limit setting and technical assistance program through the University of California, Berkeley Safe Transportation Research and Education Center (SafeTREC). The program allowed residents to develop action plans and assess speed management policies and practices that make roads more bicycle and pedestrian friendly. Another SafeTREC program provided communities with bicycle and pedestrian safety trainings that addressed walking and biking safety concerns and proposed solutions to improve active transportation.

Another initiative, the Safe Streets Youth Ambassador Program, empowered 16 Long Beach teens to lead peer-to-peer projects focused on traffic safety education and health risks associated with drug-impaired and distracted driving. The San Mateo County Office of Education created e-bike education materials for schools that provided students and parents guidance on laws, safety tips and responsible riding. The city of Imperial Beach developed directional signage to help guide people biking and walking to key locations in the city. Additionally, they installed bicycle and pedestrian safety tips on decals along the city's multi-purpose paths.

The Annual Report also reflects the ongoing work of the OTS to establish a strong road safety culture through the "Go Safely Movement." Since 2023, more than 500 people have signed up to become safety champions and drive proactive involvement in traffic safety efforts at the neighborhood and community levels.

By working together, we can continue to advance immediate and meaningful progress towards our end goal: safety for all on California roadways. Every person deserves to get to and from places safely, regardless of how they get there. Be a champion for safety and make safe travel your top priority.

Go safely California,

A handwritten signature in black ink, appearing to read 'T. Omishakin', with a stylized flourish at the end.

TOKS OMISHAKIN
Secretary

ANNUAL REPORT

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CALIFORNIA OFFICE OF TRAFFIC SAFETY



VISION

All people will be safe on California roads.

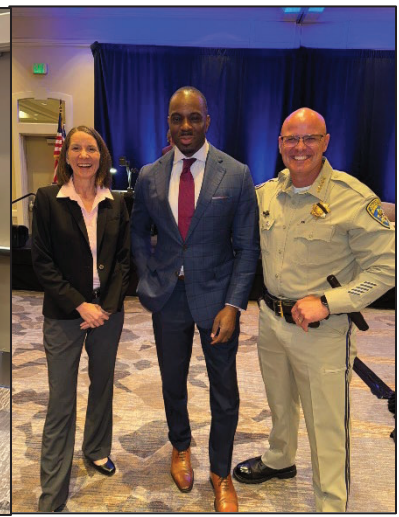
MISSION

Deliver traffic safety programs to prevent people from being killed and seriously injured in California.

VALUES

Passion
Collaboration
Inclusion
Innovation
Integrity

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2025 HIGHLIGHTS

- ▶ The OTS awarded a record \$149 million in highway safety funds, the largest in the OTS history and third consecutive year of historic funding, exceeding the previous federal fiscal year 2024 amount by \$21 million.
- ▶ New OTS Director Stephanie Dougherty was sworn into office in January 2025. As the new Governor's Representative for Highway Safety, Director Dougherty has brought a renewed focus on innovative traffic safety solutions, community engagement and education efforts.
- ▶ The OTS released its 2025-2027 Strategic Plan in January 2025, which lays out priorities and everyday actions the department will take over the next three years to make California roads safe for everyone.
- ▶ The OTS continued to promote collaboration between partners by hosting the annual Traffic Safety Law Enforcement Forum in San Diego which brought together more than 300 law enforcement personnel, prosecutors, and toxicologists to discuss the most pressing traffic safety challenges and share evidence-based strategies to address them. The OTS was also the host state for the national Lifesavers Conference on Roadway Safety that brought together traffic safety professionals from across the country.
- ▶ As part of the OTS public awareness campaigns to encourage a strong road safety culture, the California and Nevada Offices of Traffic Safety joined forces to launch the first state-to-state anti-DUI education campaign that targeted people visiting Las Vegas, Tahoe, and Reno over the end of year and fourth of July holidays. The collaborative effort urged drivers to be safe and sober and coincided with state patrol Maximum Enforcement Periods (MEPs). During the fourth of July holiday MEP alone, CHP officers made 1,311 DUI arrests.

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 initially created when Congress passed the National Highway Safety Act of 1966 to address an alarming rise in traffic fatalities and serious injuries throughout the country. In 1967, the California Traffic Safety Program was enacted by the Legislature to provide authority for the State to implement the requirements of the national legislation.

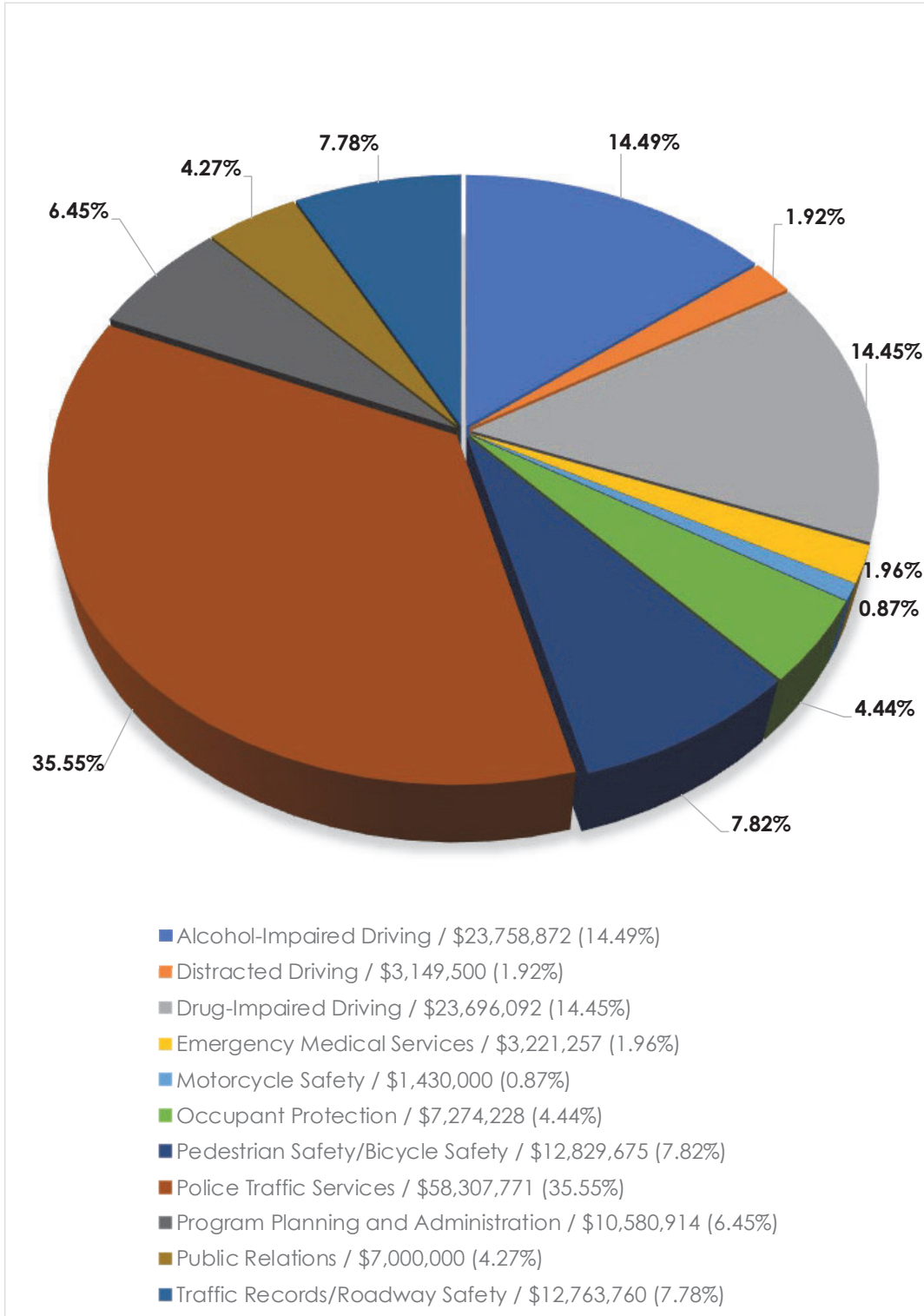
As California's designated state highway safety office, the OTS is designated by the Governor to receive federal traffic safety funds for coordinating California's highway safety programs. The OTS develops a Triennial Highway Safety Plan (3HSP) and an Annual Grant Application (AGA) identifying the key highway safety problems in the state and the most effective countermeasures to address these traffic safety challenges. On an annual basis, the OTS solicits proposals from public agencies throughout the state for evidence-based programs to address the identified problems and improve the safety of everyone on California roads. Available funds are awarded to state and local governmental agencies to implement data-driven traffic safety programs through grant funding. The grants support planning to identify and understand highway safety problems, provide funding for new programs, and give new direction to existing safety programs. The funds are intended to create and help sustain results-driven, 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 Infrastructure Investment and Jobs Act (IIJA) provides an update on traffic safety grants active throughout the State of California as approved in the 2025 California AGA.



2025 ALLOCATED GRANT FUNDS

BY PROGRAM AREA: \$164,012,069



Note: Chart depicts all planned grants for FY 2025. See expenditure report in Appendix A for how funds were expended.

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FATALITY REPORT



FATALITY REPORT

NATIONAL

Traffic fatalities are a public health and safety concern. Nationally, traffic fatalities decreased 4.26 percent – from 42,721 fatalities in 2022 to 40,901 fatalities in 2023. A projection of traffic fatalities for 2024 shows that an estimated 39,345 people died in motor vehicle traffic crashes nationwide. This represents a decrease of about 3.8 percent as compared to 40,901 fatalities reported in 2023. For the first half of 2025, traffic fatalities are estimated at 17,140. This represents a decrease of about 8.2 percent as compared to the 18,680 reported in the first half of 2024.

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

CALIFORNIA

Total Fatalities

Traffic fatalities decreased 10.53 percent from 4,539 in 2022 to 4,061 in 2023.

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 4.51 percent from 1,419 in 2022 to 1,355 in 2023.

The alcohol-impaired driving fatality rate increased from 33 percent in 2022 to 39 percent of California's 4,061 fatalities for 2023.

Drug-Impaired Driving

In 2023, the percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/ or illegal drugs increased 1 percent from 51 percent in 2022 to 52 percent in 2023.

Occupant Protection

The percent of unrestrained passenger vehicle occupant fatalities decreased 7.4 percent from 842 in 2022 to 780 in 2023.

FATALITY REPORT

Motorcycle Safety

Motorcyclist fatalities decreased 8 percent from 634 in 2022 to 583 in 2023.

Unhelmeted Motorcyclist fatalities decreased 19.51 percent from 41 in 2022 to 33 in 2023.

Teen Safety

Teen motor vehicle fatalities (age 16-19) increased 10.41 percent from 192 in 2022 to 212 in 2023.

Teen driver fatalities (age 16-19) increased 7.14 percent from 112 in 2022 to 120 in 2023.

Pedestrian and Bicyclist Safety

Pedestrian fatalities decreased 4.49 percent from 1,158 in 2022 to 1,106 in 2023.

Bicyclist fatalities decreased 18.1 percent from 177 in 2022 to 145 in 2023.

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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 2025 were as follows:

ALCOHOL-IMPAIRED DRIVING

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

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



AREAS OF CONCENTRATION

DISTRACTED DRIVING

National research identifies three factors for distracted driving: visual (eyes off the road); manual (hands off the wheel); and cognitive (taking your mind off driving). In California, drivers ages 15 to 20 have the highest proportion of distraction-related fatal crashes. California laws are among the strongest in the nation and a recent OTS survey reports that 25.9 percent of Californians identify that distracted driving, by either texting or talking, is the biggest problem on California roadways. Grant programs include: increased and focused enforcement of California's hands-free cell phone law, observational surveys, and public awareness and education programs that inform the public of the dangers of distracted driving and encourage drivers to travel free of distractions.

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 2023 Fatality Analysis Reporting System (FARS) data, in California, 52 percent of drivers killed in motor vehicle crashes who were tested, tested positive for drug involvement. 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. Education campaigns inform the public about the dangers of driving under the influence of substances other than alcohol, helping shift social norms around drug-impaired driving. The OTS grants have also funded equipment purchases including alcohol or 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 reducing fatalities and life-altering injuries resulting from motor vehicle crashes. When a person is injured in a crash, they rely on first responders to quickly locate them, stabilize their injury, and transport them for care. The OTS provides grants for cost-effective programs to improve California's EMS system's ability to meet the needs of motor vehicle crash victims. The OTS grants provide funding to purchase life-saving equipment, receive training, and provide traffic safety information and education to the public.

AREAS OF CONCENTRATION

MOTORCYCLE SAFETY

Efforts to reduce motorcycle crashes, injuries, and fatalities include programs that provide education and/or hands-on motorcycle training to riders throughout the year and especially during "May is Motorcycle Safety Awareness Month." Other activities include: educating the public about the dangers of speed, distracted driving and riding during the California Motorcyclist Safety Program (CMSP)



rider training courses, and evaluating the effectiveness of California's motorcycle rider training program. These and other efforts by California's motorcycle safety stakeholders will continue to work toward improved safety for motorcyclists and other road users.

OCCUPANT PROTECTION

Child passenger safety remains a critical program to ensure children are properly restrained in child safety seats. Despite the great strides made, people under 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. Additionally, the most recent statewide seat belt usage survey, conducted in 2025, reports a 93.25 percent seat belt use rate. Seat belt and child safety seat grant program activities include Child Passenger Safety Technician trainings and certification courses and programs to educate parents and caregivers on child safety seat laws, including child safety seat check-ups, and providing child safety seats to families in need. Increased enforcement of seat belt laws and educating teens about buckling up are additional countermeasures to encourage vehicle occupants to use seat belts.

California has the greatest number of licensed aging road users of any state; with 5,465,095 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 can directly and indirectly result in age-related driving impairments. Grant program activities for aging drivers include providing public awareness and educational presentations that explain how the aging process may affect safe driving and conducting law enforcement training on how to recognize aging drivers whose driving abilities have declined.

AREAS OF CONCENTRATION

PEDESTRIAN AND BICYCLE SAFETY

Unlike those traveling in vehicles with seat belts, air bags, and other safety features, bicyclists and pedestrians do not have the same level of protection and are more vulnerable every time they are on the road. 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 at-risk populations, along with a multicultural approach to address safer driving, bicycling, and walking behaviors. Activities also include projects that engage communities through walk audits that identify infrastructure changes and develop resident-led action plans to provide safer biking and walking options.



AREAS OF CONCENTRATION

POLICE TRAFFIC SERVICES

The Police Traffic Services Program focuses on a combination of law enforcement training, enforcement operations, and educational activities to detect unsafe roadway behaviors and promote safe roadway habits. This program 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

High quality traffic records data is essential for identifying traffic safety problems and developing strategies and programs to prevent fatalities and injuries on California roadways. The Traffic Records Program includes efforts to automate traffic crash database systems, provide traffic safety stakeholders with the ability to analyze and map high-crash locations, and promote data sharing and integration of traffic records data systems. Grant-funded items include hardware, software, and expert services necessary to automate and improve traffic records data reporting, collection and management. In addition, the grants are used to advance the capability to analyze trends in crash occurrences, circumstances, and outcomes.

AREAS OF CONCENTRATION

PUBLIC RELATIONS

The Communications and Public Affairs team develops comprehensive education campaigns that promote traffic safety awareness with the goal of encouraging safe road behaviors. Through detailed media plans, social media strategy, media relations and collaboration among government agencies and non-profits who share the same vision that all people will be safe on California roads, the Communications and Public Affairs team is the state's advocate and voice for traffic safety.



The OTS places heavy emphasis on emerging traffic safety issues such as speeding, impaired driving, distracted driving, and bicycle and pedestrian safety. The OTS Communications and Public Affairs team continues to create awareness in a variety of media spaces that reach the most at-risk populations. All program efforts are evidence-based, data driven, and support the identification of locations with the most significant traffic safety issues that need public education and awareness campaigns not only during specific campaign periods, but also throughout the year to extend the reach and frequency of messages.

The OTS maintains an external “Go Safely, California” digital information shop with the latest data, research, facts, tips, and other informational materials for the public, schools, community-based organizations, and businesses to promote ways to be safe on the go. The Communications and Public Affairs team will



continue to leverage public and private partnerships to increase agency awareness and conduct outreach efforts to support communities throughout the state, with the goal of keeping road safety top-of-mind for everyone – whether they are biking, walking, riding motorcycles, or driving.

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2025 PROJECT DISTRIBUTION



2025 PROJECT DISTRIBUTION

GRANTS BY COUNTY (439 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 16	ALAMEDA COUNTY		
1	Alcohol-Impaired Driving	(AL) Equipment	Alameda County
1	Emergency Medical Services	(EMS) First Responder Equipment	Alameda County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Alameda County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Alameda County
11	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Alameda County
1	Traffic Records/Roadway	(TR) Data Improvement	Alameda County
TOTAL 4	BUTTE COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Butte County
1	Occupant Protection	(OP) Local Education	Butte County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Butte County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Butte County
TOTAL 2	CALAVERAS COUNTY		
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	Calaveras County
1	Emergency Medical Services	(EMS) First Responder Equipment	Calaveras County
TOTAL 1	COLUSA COUNTY		
1	Emergency Medical Services	(EMS) First Responder Equipment	Colusa County
TOTAL 12	CONTRA COSTA COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Contra Costa County
1	Drug-Impaired Driving	(DI) Equipment	Contra Costa County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Contra Costa County
9	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Contra Costa County
TOTAL 3	EL DORADO COUNTY		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	El Dorado County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	El Dorado County
TOTAL 14	FRESNO COUNTY		
1	Alcohol-Impaired Driving	(AL) Judicial	Fresno County
1	Alcohol-Impaired Driving	(AL) Probation	Fresno County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Fresno County
3	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Fresno County
7	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Fresno County
1	Traffic Records/Roadway	(TR) Data Improvement	Fresno County
TOTAL 1	GLENN COUNTY		
1	Occupant Protection	(OP) Local Education	Glenn County
TOTAL 1	HUMBOLDT COUNTY		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Humboldt County

2025 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 5	IMPERIAL COUNTY		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Imperial County
1	Occupant Protection	(OP) Local Education	Imperial County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Imperial County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Imperial County
TOTAL 9	KERN COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Kern County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Kern County
1	Occupant Protection	(OP) Local Education	Kern County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Kern County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Kern County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Kern County
TOTAL 1	LASSEN COUNTY		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Lassen County
TOTAL 78	LOS ANGELES COUNTY		
2	Alcohol-Impaired Driving	(AL) Equipment	Los Angeles County
1	Alcohol-Impaired Driving	(AL) Probation	Los Angeles County
3	Distracted Driving	(DD) Education/Public Awareness	Los Angeles County
2	Drug-Impaired Driving	(DI) Vertical Prosecution	Los Angeles County
2	Emergency Medical Services	(EMS) First Responder Equipment	Los Angeles County
4	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Los Angeles County
3	Occupant Protection	(OP) Local Education	Los Angeles County
9	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Los Angeles County
43	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Los Angeles County
8	Traffic Records/Roadway Safety	(TR) Data Improvement	Los Angeles County
1	Traffic Records/Roadway Safety	(TR) Local Data Records Design/Equipment	Los Angeles County
TOTAL 2	MADERA COUNTY		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Madera County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Madera County
TOTAL 8	MARIN COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Marin County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Marin County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Marin County
2	Traffic Records/Roadway Safety	(TR) Data Improvement	Marin County
TOTAL 1	MARIPOSA COUNTY		
1	Emergency Medical Services	(EMS) First Responder Equipment	Mariposa County
TOTAL 1	MENDOCINO COUNTY		
1	Emergency Medical Services	(EMS) First Responder Equipment	Mendocino County
TOTAL 2	MERCED COUNTY		
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Merced County

2025 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 11	MONTEREY COUNTY		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Monterey County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Monterey County
1	Emergency Medical Services	(EMS) First Responder Equipment	Monterey County
1	Occupant Protection	(OP) Local Education	Monterey County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Monterey County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Monterey County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Monterey County
TOTAL 8	NAPA COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Napa County
2	Emergency Medical Services	(EMS) First Responder Equipment	Napa County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Napa County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Napa County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Napa County
1	Traffic Records/Roadway Safety	(TR) Local Data Records Design/Equipment	Napa County
TOTAL 1	NEVADA COUNTY		
1	Emergency Medical Services	(EMS) First Responder Equipment	Nevada County
TOTAL 30	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
2	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Orange County
3	Occupant Protection	(OP) Local Education	Orange County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Orange County
21	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Orange County
TOTAL 6	PLACER COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Placer County
1	Emergency Medical Services	(EMS) First Responder Equipment	Placer County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Placer County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Placer County
TOTAL 22	RIVERSIDE COUNTY		
1	Distracted Driving	(DD) Education/Public Awareness	Riverside County
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Riverside County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Riverside County
1	Emergency Medical Services	(EMS) First Responder Equipment	Riverside County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Riverside County
3	Occupant Protection	(OP) Local Education	Riverside County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Riverside County
12	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Riverside County
1	Traffic Records/Roadway	(TR) Data Improvement	Riverside County

2025 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 11	SACRAMENTO COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Sacramento County
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Sacramento County
1	Emergency Medical Services	(EMS) First Responder Equipment	Sacramento County
1	Occupant Protection	(OP) Local Education	Sacramento County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Sacramento County
6	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Sacramento County
TOTAL 1	SAN BENITO COUNTY		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Benito County
TOTAL 18	SAN BERNARDINO COUNTY		
1	Alcohol-Impaired Driving	(AL) Equipment	San Bernardino County
1	Alcohol-Impaired Driving	(AL) Probation	San Bernardino County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	San Bernardino County
3	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	San Bernardino County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Bernardino County
10	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Bernardino County
TOTAL 23	SAN DIEGO COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	San Diego County
2	Drug-Impaired Driving	(DI) Evaluation	San Diego County
2	Drug-Impaired Driving	(DI) Vertical Prosecution	San Diego County
2	Emergency Medical Services	(EMS) First Responder Equipment	San Diego County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	San Diego County
1	Occupant Protection	(OP) Local Education	San Diego County
5	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Diego County
9	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Diego County
TOTAL 3	SAN FRANCISCO COUNTY		
1	Drug-Impaired Driving	(DI) Evaluation	San Francisco County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	San Francisco County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Francisco County
TOTAL 8	SAN JOAQUIN COUNTY		
1	Alcohol-Impaired Driving	(AL) Judicial	San Joaquin County
1	Emergency Medical Services	(EMS) First Responder Equipment	San Joaquin County
1	Occupant Protection	(OP) Local Education	San Joaquin County
5	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Joaquin County
TOTAL 12	SAN LUIS OBISPO COUNTY		
1	Distracted Driving	(DD) Education/Public Awareness	San Luis Obispo County
4	Emergency Medical Services	(EMS) First Responder Equipment	San Luis Obispo County
1	Occupant Protection	(OP) Local Education	San Luis Obispo County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Luis Obispo County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Luis Obispo County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	San Luis Obispo County

2025 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 12	SAN MATEO COUNTY		
1	Alcohol-Impaired Driving	(AL) Judicial	San Mateo County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Mateo County
9	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Mateo County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	San Mateo County
TOTAL 10	SANTA BARBARA COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Santa Barbara County
1	Emergency Medical Services	(EMS) First Responder Equipment	Santa Barbara County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Santa Barbara County
5	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Barbara County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Santa Barbara County
TOTAL 17	SANTA CLARA COUNTY		
1	Drug-Impaired Driving	(DI) Equipment	Santa Clara County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Santa Clara County
1	Occupant Protection	(OP) Local Education	Santa Clara County
4	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Santa Clara County
8	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Clara County
2	Traffic Records/Roadway Safety	(TR) Data Improvement	Santa Clara County
TOTAL 9	SANTA CRUZ COUNTY		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Santa Cruz County
1	Occupant Protection	(OP) Local Education	Santa Cruz County
3	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Santa Cruz County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Cruz County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Santa Cruz County
TOTAL 4	SHASTA COUNTY		
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	Shasta County
1	Occupant Protection	(OP) Local Education	Shasta County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Shasta County
TOTAL 1	SISKIYOU COUNTY		
1	Emergency Medical Services	(EMS) First Responder Equipment	Siskiyou County
TOTAL 9	SOLANO COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Solano County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Solano County
2	Emergency Medical Services	(EMS) First Responder Equipment	Solano County
1	Occupant Protection	(OP) Local Education	Solano County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Solano County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Solano County
TOTAL 10	SONOMA COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Sonoma County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Sonoma County
2	Emergency Medical Services	(EMS) First Responder Equipment	Sonoma County
1	Occupant Protection	(OP) Local Education	Sonoma County
5	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Sonoma County

2025 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 12	STANISLAUS COUNTY		
3	Emergency Medical Services	(EMS) First Responder Equipment	Stanislaus County
1	Occupant Protection	(OP) Local Education	Stanislaus County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Stanislaus County
6	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Stanislaus County
TOTAL 6	SUTTER COUNTY		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Sutter County
1	Emergency Medical Services	(EMS) First Responder Equipment	Sutter County
1	Occupant Protection	(OP) Local Education	Sutter County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Sutter County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Sutter County
TOTAL 2	TEHAMA COUNTY		
1	Emergency Medical Services	(EMS) First Responder Equipment	Tehama County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Tehama County
TOTAL 1	TRINITY COUNTY		
1	Occupant Protection	(OP) Local Education	Trinity County
TOTAL 5	TULARE COUNTY		
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	Tulare County
1	Alcohol-Impaired Driving	(AL) Probation	Tulare County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Tulare County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Tulare County
TOTAL 3	TUOLUMNE COUNTY		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Tuolumne County
2	Emergency Medical Services	(EMS) First Responder Equipment	Tuolumne County
TOTAL 9	VENTURA COUNTY		
1	Drug-Impaired Driving	(DI) Equipment	Ventura County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Ventura County
1	Occupant Protection	(OP) Local Education	Ventura County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Ventura County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Ventura County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Ventura County
TOTAL 9	YOLO COUNTY		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Yolo County
2	Emergency Medical Services	(EMS) First Responder Equipment	Yolo County
1	Occupant Protection	(OP) Local Education	Yolo County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Yolo County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Yolo County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Yolo County
TOTAL 5	YUBA COUNTY		
1	Occupant Protection	(OP) Local Education	Yuba County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Yuba County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Yuba County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Yuba County

2025 PROJECT DISTRIBUTION

REGIONAL AND STATEWIDE GRANTS (54 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	AGENCY
TOTAL 2	CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL		
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	California Department of Alcoholic Beverage Control
1	Alcohol-Impaired Driving	(AL) Enforcement	California Department of Alcoholic Beverage Control
TOTAL 1	CALIFORNIA DEPARTMENT OF JUSTICE		
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California Department of Justice
TOTAL 2	CALIFORNIA DEPARTMENT OF MOTOR VEHICLES		
2	Traffic Records/Roadway Safety	(TR) Data Improvement	California Department of Motor Vehicles
TOTAL 2	CALIFORNIA DEPARTMENT OF PUBLIC HEALTH		
1	Occupant Protection	(OP) Statewide Education	California Department of Public Health
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California Department of Public Health
TOTAL 1	CALIFORNIA DEPARTMENT OF TRANSPORTATION		
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California Department of Transportation
TOTAL 1	CALIFORNIA EMERGENCY MEDICAL SERVICES AUTHORITY		
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California Emergency Medical Services Authority
TOTAL 25	CALIFORNIA HIGHWAY PATROL		
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	California Highway Patrol
3	Alcohol-Impaired Driving	(AL) Enforcement	California Highway Patrol
1	Distracted Driving	(DD) Education/Public Awareness	California Highway Patrol
1	Distracted Driving	(DD) Enforcement	California Highway Patrol
1	Drug-Impaired Driving	(DI) Training	California Highway Patrol
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	California Highway Patrol
1	Occupant Protection	(OP) Aging Road Users	California Highway Patrol
1	Occupant Protection	(OP) Statewide Education	California Highway Patrol
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	California Highway Patrol
3	Police Traffic Services	(PT) Education/Public Awareness	California Highway Patrol
9	Police Traffic Services	(PT) Statewide Enforcement	California Highway Patrol
2	Traffic Records/Roadway Safety	(TR) Data Improvement	California Highway Patrol
TOTAL 1	CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA		
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California State Polytechnic University, Pomona
TOTAL 1	CALIFORNIA STATE UNIVERSITY, FRESNO		
1	Occupant Protection	(OP) Statewide Usage Surveys	California State University, Fresno
TOTAL 1	CALIFORNIA STATE UNIVERSITY, SAN DIEGO		
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	California State University, San Diego
TOTAL 7	UNIVERSITY OF CALIFORNIA, BERKELEY - SAFETREC		
2	Pedestrian Safety/Bicycle Safety	(PS) Community Support/Technical Assistance	University of California, Berkeley - SafeTREC
4	Traffic Records/Roadway Safety	(TR) Data Improvement	University of California, Berkeley - SafeTREC
1	Traffic Records/Roadway Safety	(TR) Statewide Data Records Design/Equipment	University of California, Berkeley - SafeTREC

2025 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	AGENCY
TOTAL 2	UNIVERSITY OF CALIFORNIA, DAVIS		
1	Drug-Impaired Driving	(DI) Evaluation	University of California, Davis
1	Occupant Protection	(OP) Local Education	University of California, Davis
TOTAL 4	UNIVERSITY OF CALIFORNIA, IRVINE		
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	University of California, Irvine
1	Distracted Driving	(DD) Education/Public Awareness	University of California, Irvine
1	Drug-Impaired Driving	(DI) Education/Public Awareness	University of California, Irvine
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	University of California, Irvine
TOTAL 2	UNIVERSITY OF CALIFORNIA, LOS ANGELES		
1	Emergency Medical Services	(EMS) First Responder Equipment	University of California, Los Angeles
1	Traffic Records/Roadway Safety	(TR) Local Data Records Design/Equipment	University of California, Los Angeles
TOTAL 2	UNIVERSITY OF CALIFORNIA, SAN DIEGO		
2	Alcohol-Impaired Driving	(AL) Education/Public Awareness	University of California, San Diego

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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 OTS Annual Report also reports on 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" document, the OTS uses the templates, tools, and standardized language developed by NHTSA and the GHSA for all core performance measures.

The OTS partners with the California Department of Transportation (Caltrans) to align the focus areas of the 3HSP with the Highway Safety Improvement Program (HSIP). While developing the 2024-2026 3HSP, the OTS had several meetings with Caltrans staff to select the targets for the three common core performance measures. Regulations require the state to use the five-year rolling average as the basis for setting targets.

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

OVERALL PROGRAM GOAL

The OTS has adopted the Safe System Approach and recognizes the importance of working with our partners across the transportation system. The OTS collaborates with transportation partner departments such as the California Highway Patrol (CHP), Caltrans, and the DMV, as well as law enforcement, state, local and federal agencies, community-based organizations, and traffic safety stakeholders to implement data-driven and innovative highway safety programs. By taking a proactive approach to addressing crash risk through five layers of protection – safer people, safer speeds, safer vehicles, safer roads and post-crash care – and promoting shared responsibility for road safety, we continue to advance meaningful progress towards our goal of eliminating traffic fatalities and serious injuries on California roads.



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

			Calendar Years				
TRAFFIC SAFETY CORE PERFORMANCE MEASURES			2019	2020	2021	2022	2023
C-1	Traffic Fatalities (FARS)	Actual	3,719	3,980	4,513	4,539	4,061
		5-Year Rolling Average	3,725	3,844	3,979	4,110	4,162
C-2	Serious Injuries (SWITRS)*	Actual	16,443	15,392	18,084	17,916	16,760
		5-Year Rolling Average	14,402.0	15,090.4	16,055.6	16,798.6	16,919.0
C-3	Fatalities/Vehicle Miles Traveled (VMT)	Actual	1.09	1.33	1.45	1.44	1.28
		5-Year Rolling Average	1.09	1.15	1.21	1.27	1.31
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Actual	634	782	919	853	780
		5-Year Rolling Average	615	657	719	765	794
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Actual	966	1,183	1,435	1,419	1,355
		5-Year Rolling Average	1,048	1,104	1,168	1,224	1,272
C-6	Speeding-Related Fatalities (FARS)	Actual	1,108	1,295	1,590	1,443	1,303
		5-Year Rolling Average	1,091	1,144	1,231	1,287	1,348
C-7	Motorcyclist Fatalities (FARS)	Actual	491	559	611	649	583
		5-Year Rolling Average	532	545	552	567	579
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Actual	28	36	46	43	33
		5-Year Rolling Average	32	34	38	37	37
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Actual	363	419	518	482	437
		5-Year Rolling Average	407	410	424	435	444
C-10	Pedestrian Fatalities (FARS)	Actual	1,011	1,013	1,179	1,213	1,106
		5-Year Rolling Average	936	975	1,024	1,079	1,104
C-11	Bicyclist Fatalities (FARS)	Actual	143	136	134	183	145
		5-Year Rolling Average	149	149	145	152	148
			Calendar Years				
CORE BEHAVIOR MEASURE			2021	2022	2023	2024	2025
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles (CSU Fresno Observational Survey)	State Annual	97.15%	93.30%	96.21%	97.54%	93.25%

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

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

			Calendar Years				
ADDITIONAL MEASURE		2019	2020	2021	2022	2023	
Drug-Impaired Driving (drivers killed in crashes that tested positive for drug involvement)	FARS Annual	51%	55%	51%	51%	52%	

			Calendar Years				
ADDITIONAL MEASURE		2021	2022	2023	2024	2025	
Distracted Driving (using a handheld cell phone or texting, CSU Fresno Observational Survey)	State Annual	1.64%	3.15%	3.64%	2.92%	4.46%	

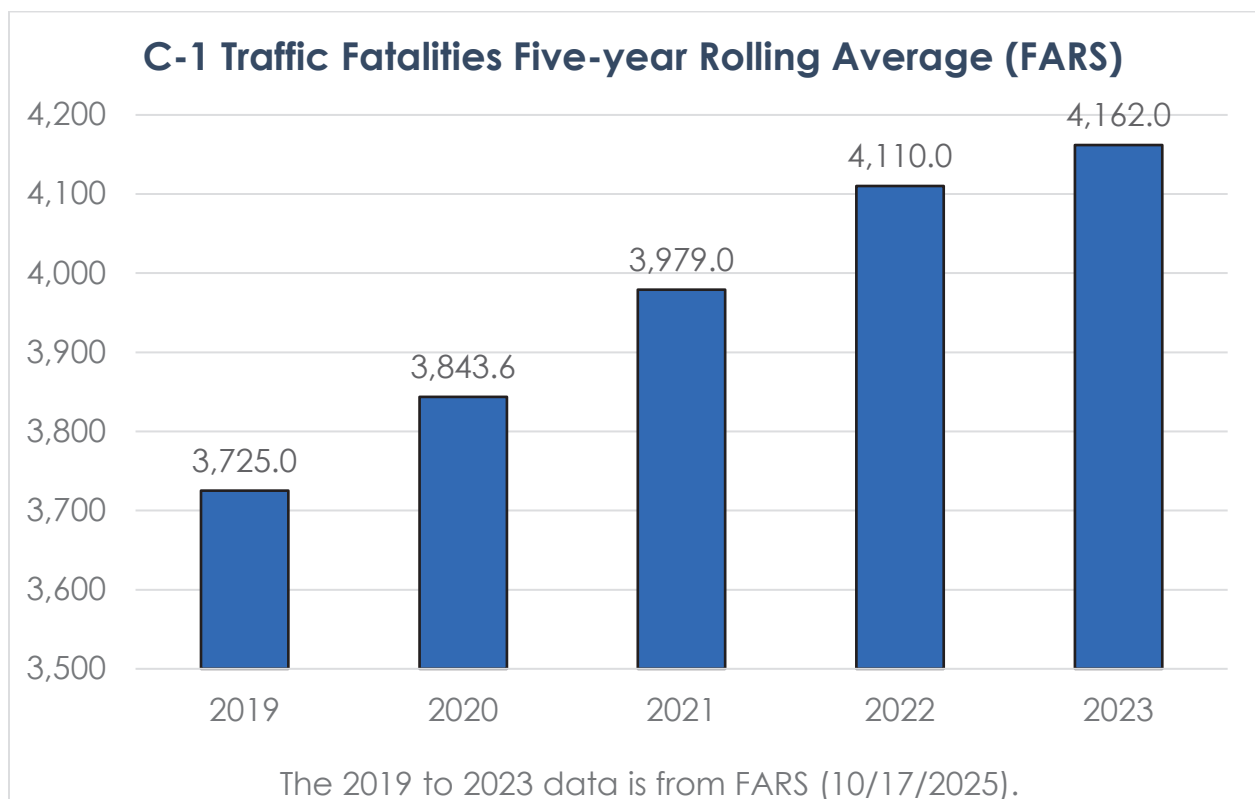
ACTIVITY MEASURES		2025
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities	4,048
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	7,850
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities	67,024

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

TARGET: Based on the 2017-2021 five-year rolling average, traffic fatalities will maintain at the average of 3,933.2 by December 31, 2026. Due to the upward trend in traffic fatalities in 2020 and 2021, the five-year rolling average will increase for 2024 and 2025 before the rolling average can level out. The annual traffic fatality targets have an annual reduction of 2.83 percent (see the graph on the next page).

PRELIMINARY RESULT: Traffic fatalities increased 5.82 percent from the 2017-2021 five-year rolling average base year of 3,933.2 to the 2019-2023 five-year rolling average of 4,162.0.



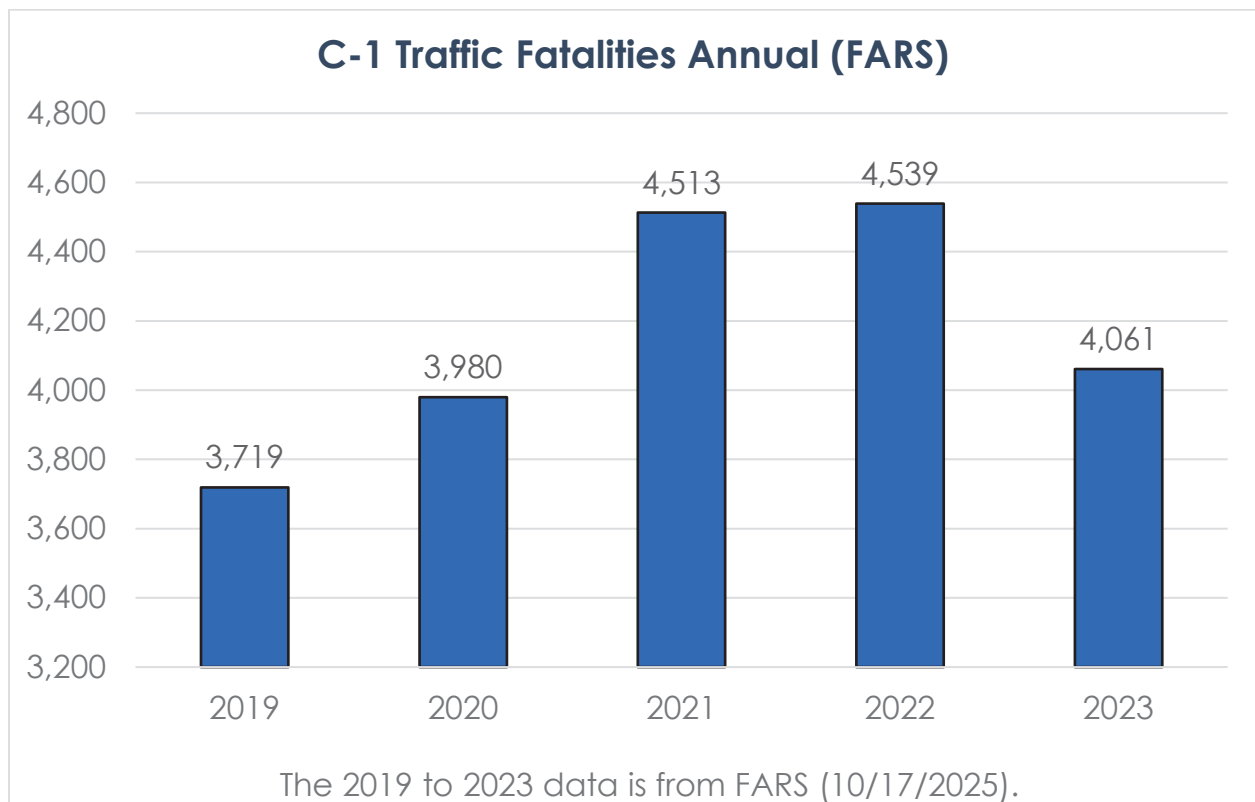
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-1 TRAFFIC FATALITIES (FARS) ANNUAL DATA

TARGET: Based on 2017-2021 actual number, traffic fatalities will decrease 13.42 percent from 4,285 to 3,710 by December 31, 2026.

PRELIMINARY RESULT: Traffic fatalities decreased by 5.23 percent from the 2021 base year of 4,285 to 4,061 in 2023.

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

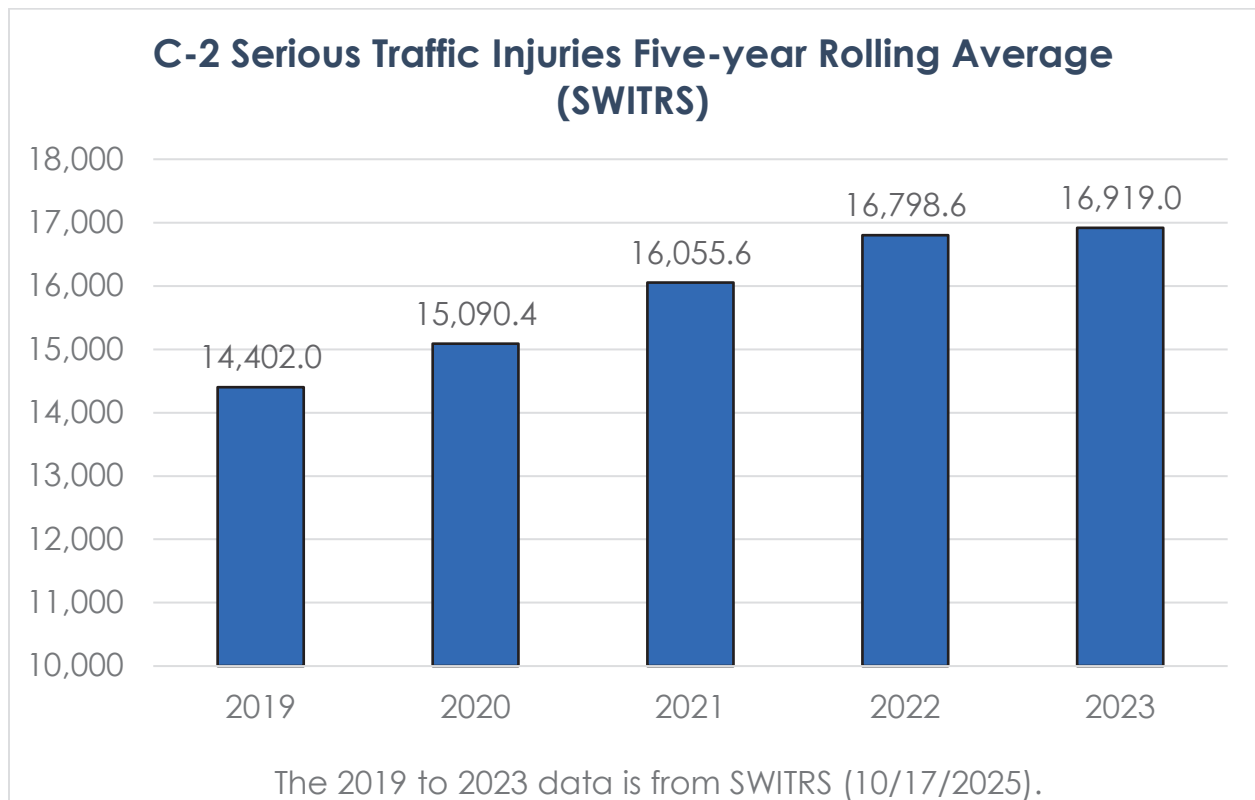


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

TARGET: Based on the 2017-2021 five-year rolling average, serious injuries will decrease 0.02 percent from an average of 16,019.6 to 16,016.9 (2022-2026) by December 31, 2026. Due to the upward trend in serious traffic injuries in 2020 and 2021, the five-year rolling average will increase for 2024 and 2025 before the rolling average can level out. The annual serious traffic injury targets have an annual reduction of 3.7 percent (see the graph on the next page).

PRELIMINARY RESULT: Serious traffic injuries increased 5.61 percent from the 2017-2021 five-year rolling average base year of 16,019.6 to the 2019-2023 five-year rolling average of 16,919.0.



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

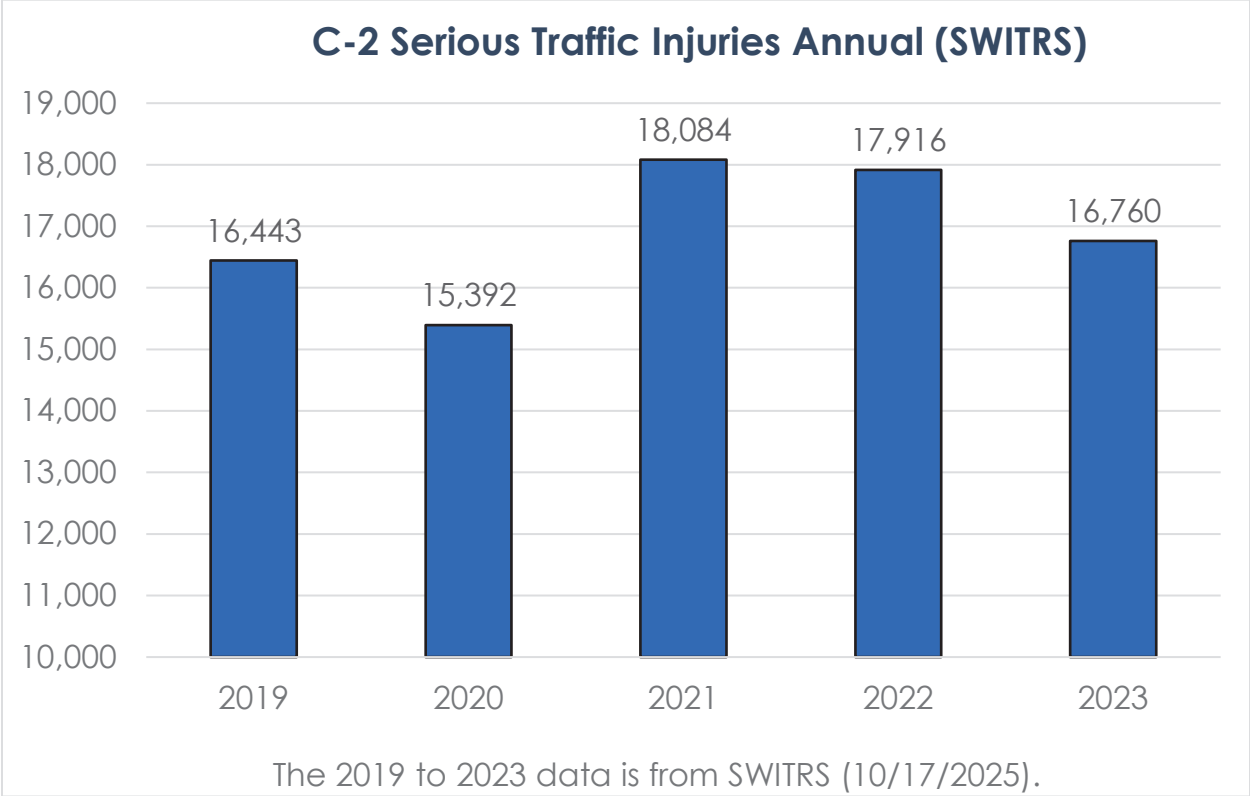
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-2 SERIOUS TRAFFIC INJURIES (SWITRS) ANNUAL DATA

TARGET: Based on 2017-2021 actual number, serious traffic injuries will decrease by 17.1 percent from 17,904 to 14,836 by December 31, 2026.

PRELIMINARY RESULT: Serious traffic injuries decreased 6.39 percent from the 2021 base year of 17,904 to 16,760 in 2023.

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

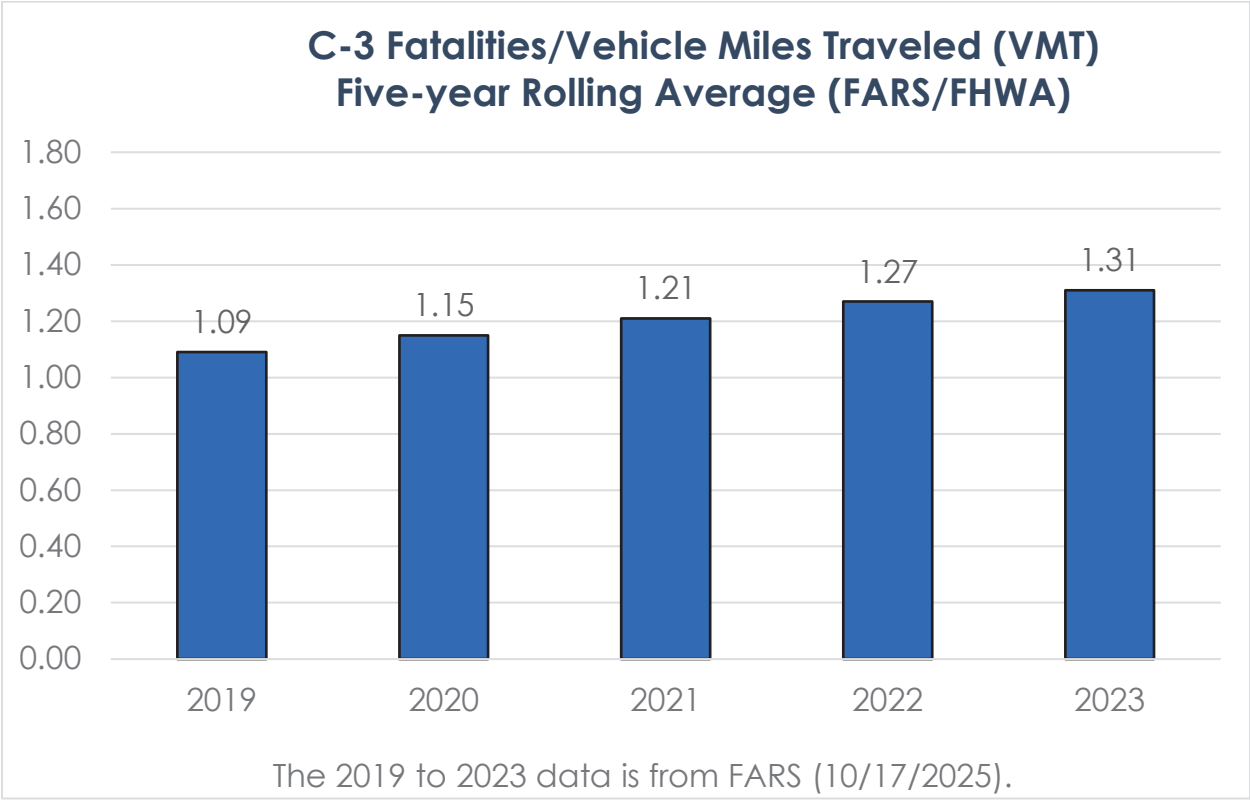


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

TARGET: Based on the 2017-2021 five-year rolling average, fatalities/VMT will maintain at the average of 1.20 by December 31, 2026. Due to the upward trend in fatalities/VMT in 2020 and 2021, the five-year rolling average will increase for 2024 and 2025 before the rolling average can level out. The annual fatalities/VMT targets have an annual reduction of 0.05 percentage points.

PRELIMINARY RESULT: Traffic fatalities/VMT increased 9.17 percentage points from the 2017-2021 five-year rolling average base year of 1.20 to the 2019-2023 five-year rolling average of 1.31.



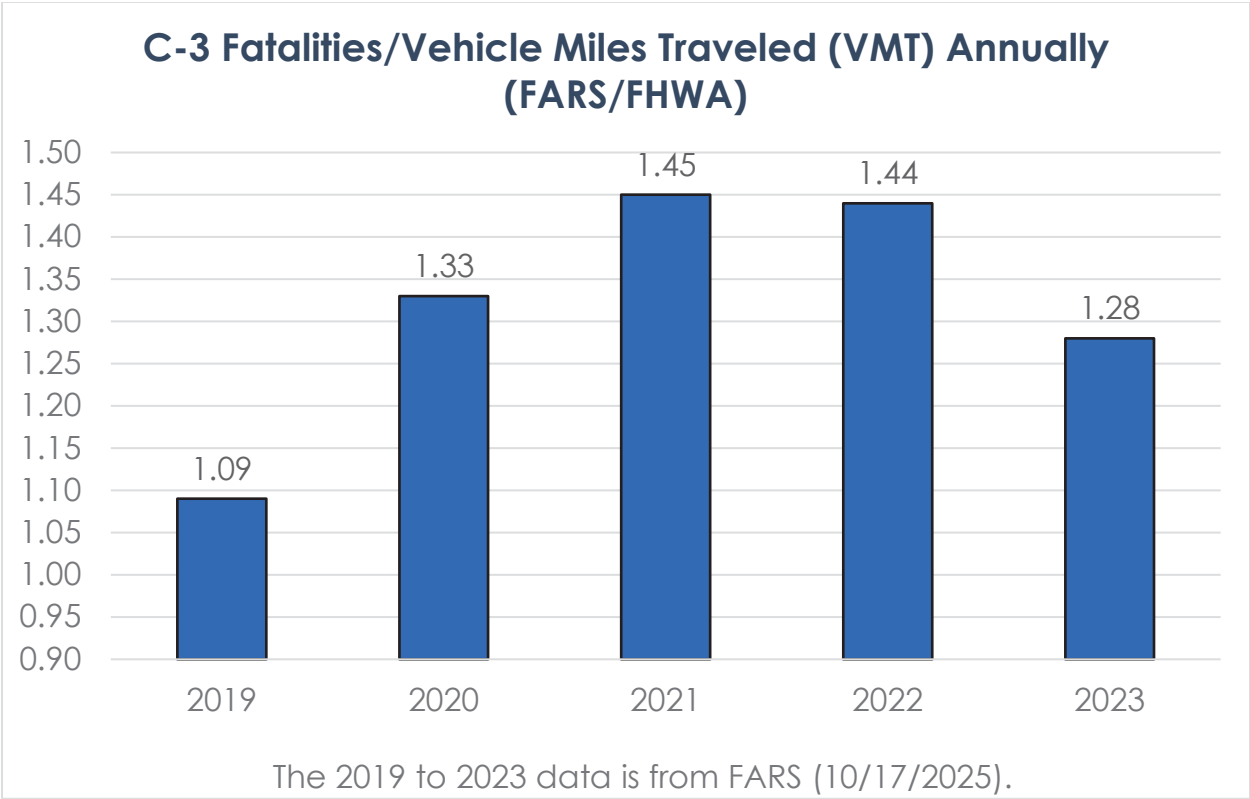
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

TARGET: Based on 2017-2021 actual number, fatalities per 100 million vehicle miles traveled will decrease 0.29 percentage points from 1.38 to 1.09 by December 31, 2026.

PRELIMINARY RESULT: Traffic fatalities/VMT decreased 7.25 percentage points from the 2021 base year of 1.38 to 1.28 in 2023.

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



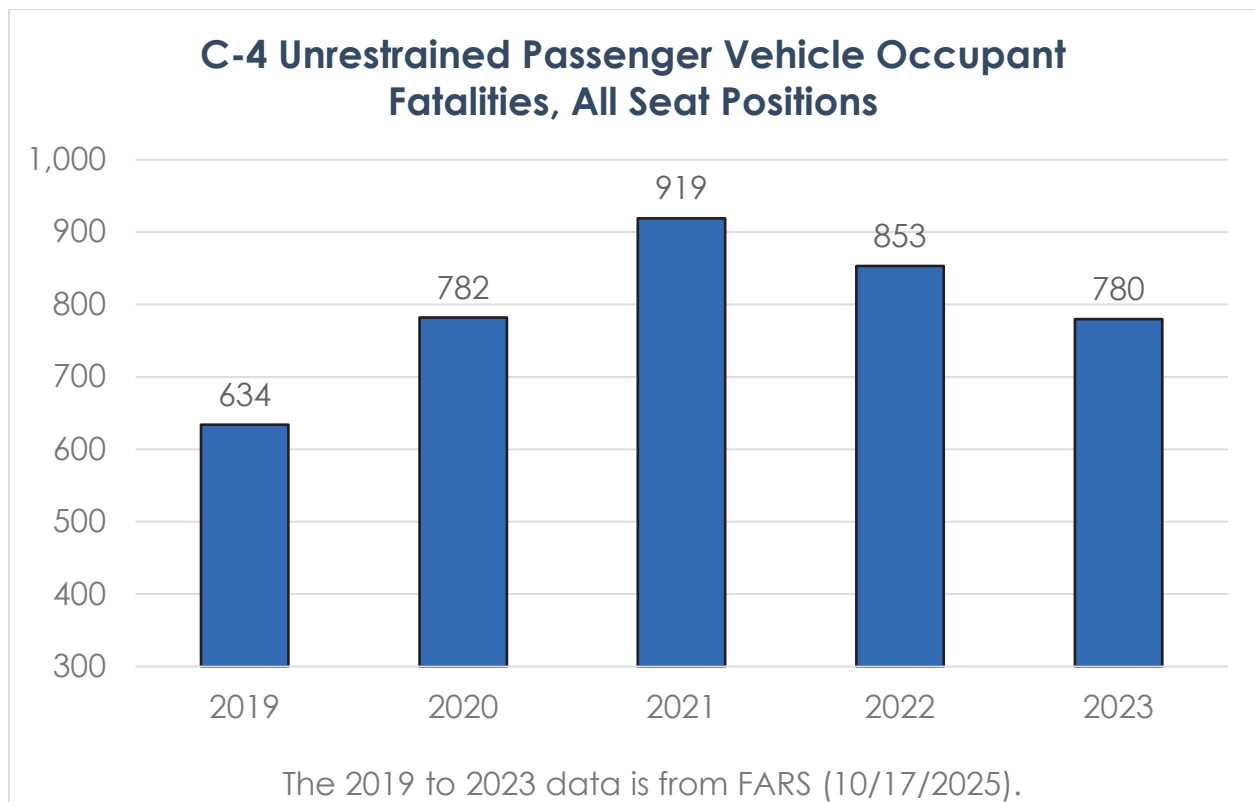
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

TARGET: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 0.80 percent from the 2021 preliminary final FARS number of 878 to 871 by December 31, 2026.

PRELIMINARY RESULT: Unrestrained passenger vehicle occupant fatalities, all seat positions, decreased 11.16 percent from the 2021 base year of 878 to 780 in 2023.

COUNTERMEASURES: Funded countermeasures to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and at-risk populations, supporting NHTSA standardized Child Passenger Safety (CPS) Technician and Instructor Training Programs, providing CPS educational resources to law enforcement and other agencies as well as funding and distributing child safety seats to at-risk communities.



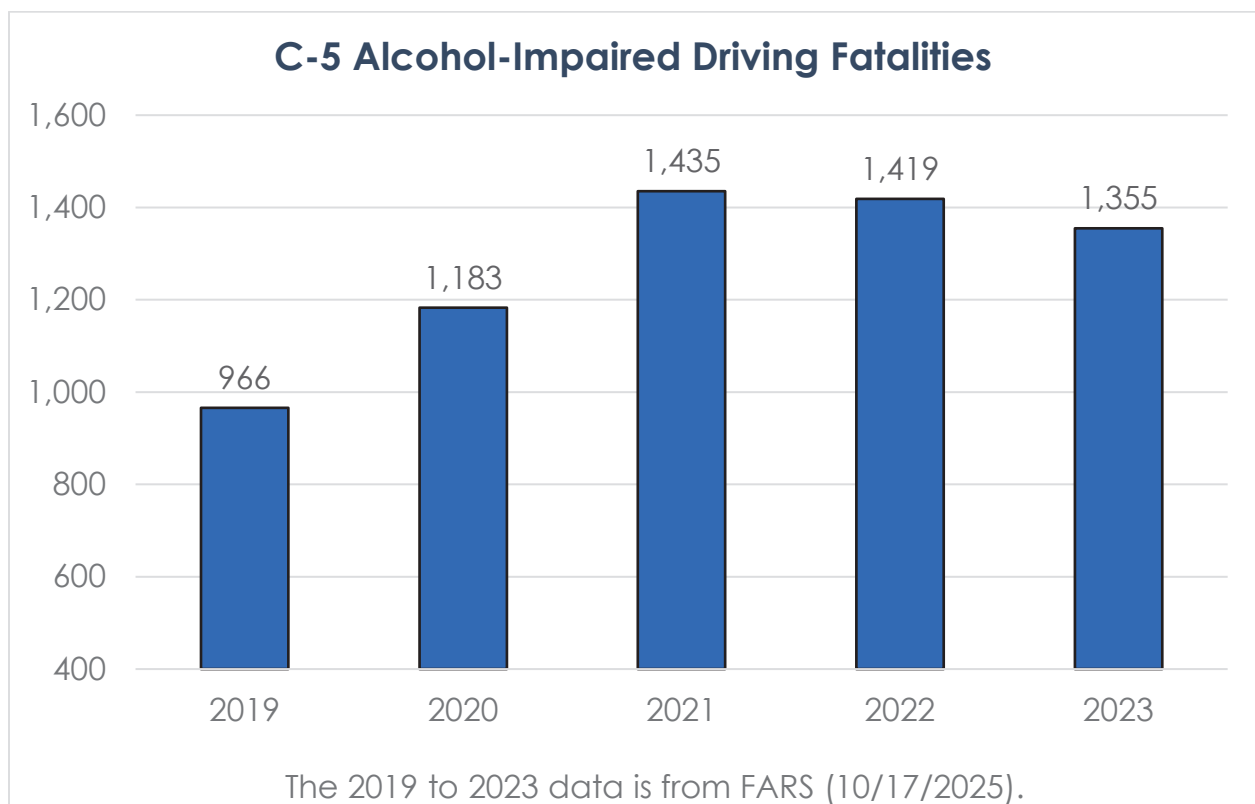
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

TARGET: Reduce alcohol-impaired driving fatalities 33.43 percent from the 2021 preliminary final FARS number of 1,370 to 912 by December 31, 2026.

PRELIMINARY RESULT: Alcohol-impaired driving fatalities decreased by 1.09 percent from the 2021 base year of 1,370 to 1,355 in 2023.

COUNTERMEASURES: Funded countermeasures to reduce alcohol-impaired fatalities include collaborative enforcement funding in grants that will result in additional DUI enforcement for areas of the state that did not have resources within their own agency to conduct high visibility operations. Additional countermeasures include interactive education programs for youth and college students on the dangers and consequences of impaired driving; public information campaigns such as the Know Your Limit campaign; equipment purchases including preliminary alcohol screening devices and DUI checkpoint trailers; and intensive supervision of DUI probationers.



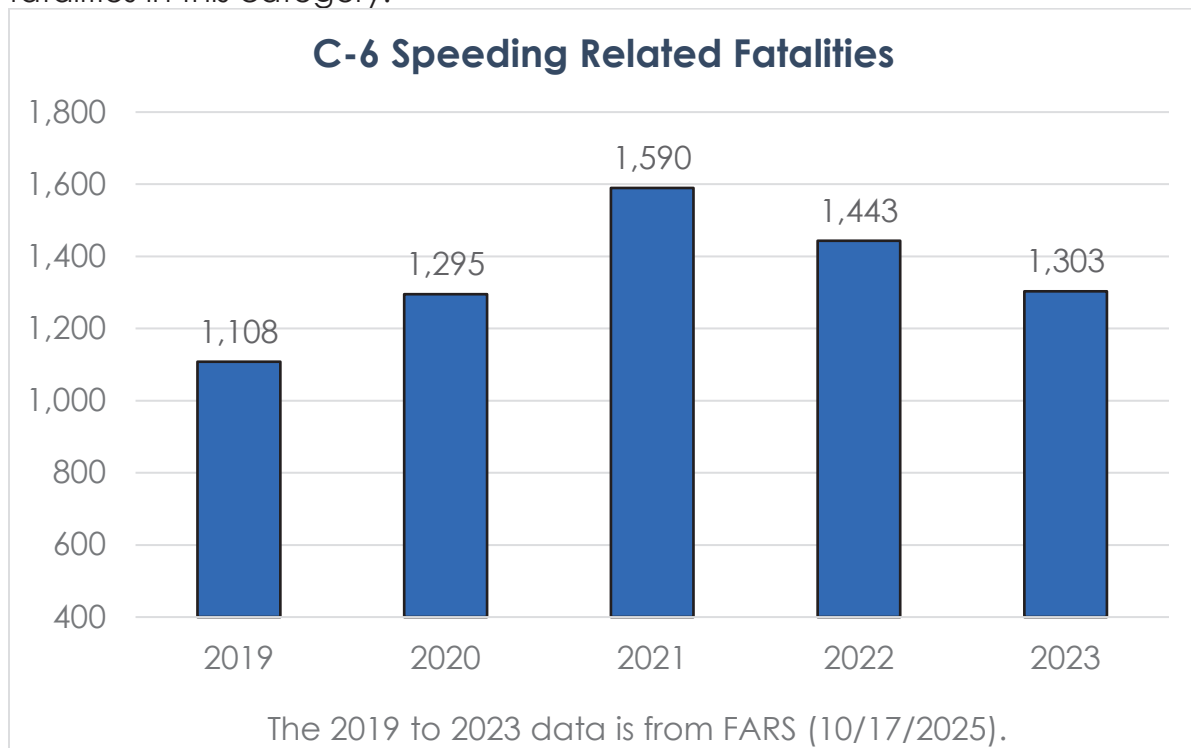
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-6 SPEEDING-RELATED FATALITIES (FARS)

TARGET: Reduce speeding-related fatalities 7.95 percent from the 2021 preliminary final FARS number of 1,509 to 1,389 by December 31, 2026.

PRELIMINARY RESULT: Speeding-related fatalities decreased 13.65 percent from the 2021 base year of 1,509 to 1,303 in 2023.

COUNTERMEASURES: California is implementing recommendations from the AB 2363 Zero Traffic Fatalities Taskforce CalSTA Report of Findings. This includes the convening of an annual Traffic Safety Law Enforcement Forum, which brings together more than 300 law enforcement personnel, prosecutors, toxicologists, and researchers to discuss the biggest traffic safety challenges and the best ways to address them. The OTS funds high-visibility enforcement targeted on speeding and aggressive driving. The OTS expanded the Law Enforcement Liaison (LEL) Program that conducts regional collaborative traffic safety meetings to discuss enforcement efforts. The OTS runs a statewide anti-speeding public awareness campaign and continues to collaborate with regional partners on education campaigns. There are also more cities that are developing Local Roadway Safety Plans and Vision Zero efforts that focus on reducing speeding related fatalities that will contribute to a decrease in fatalities in this category.



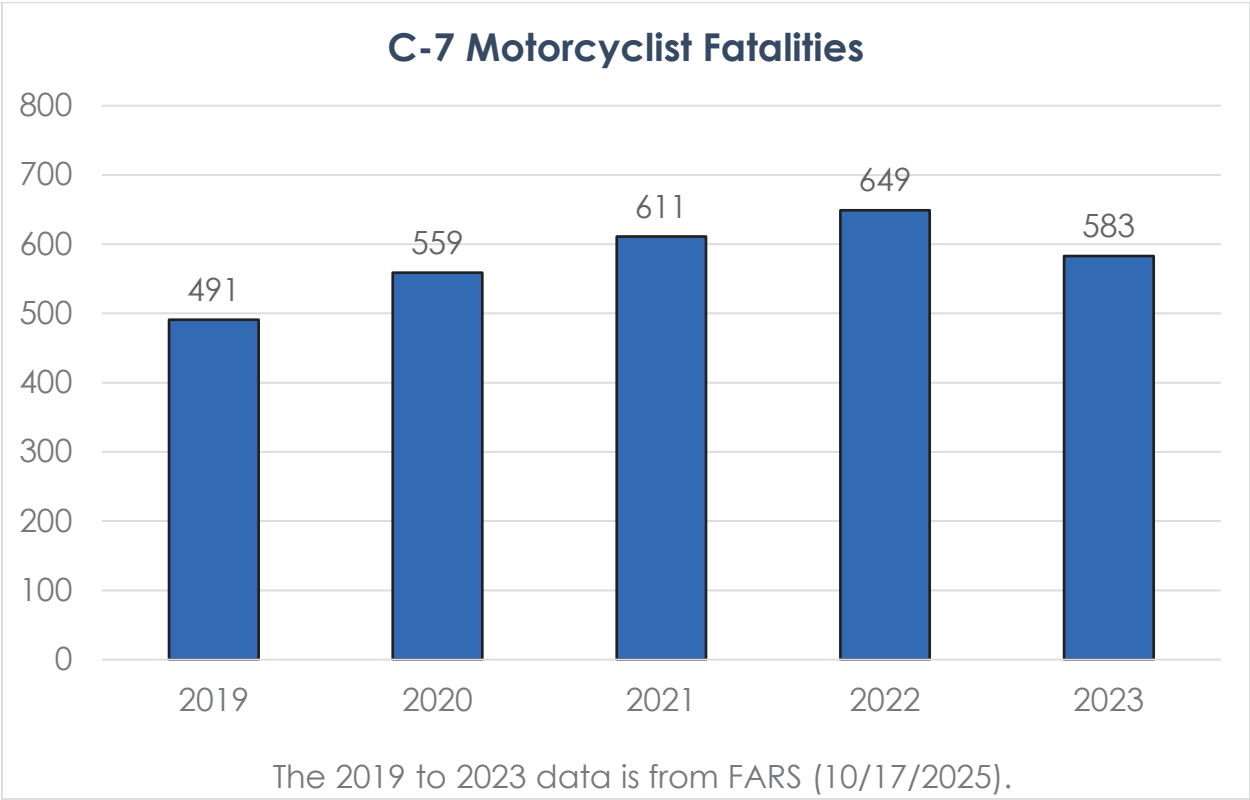
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-7 MOTORCYCLIST FATALITIES (FARS)

TARGET: Reduce motorcyclist fatalities 1.06 percent from the 2021 preliminary final FARS number of 565 to 559 by December 31, 2026.

PRELIMINARY RESULT: Motorcyclist fatalities increased by 3.19 percent from the 2021 base year of 565 to 583 in 2023.

COUNTERMEASURES: Funded countermeasures to reduce motorcyclist fatalities will include motorcycle safety public awareness events, education and hands-on rider trainings. Law enforcement agencies will conduct highly publicized motorcycle safety enforcement operations.



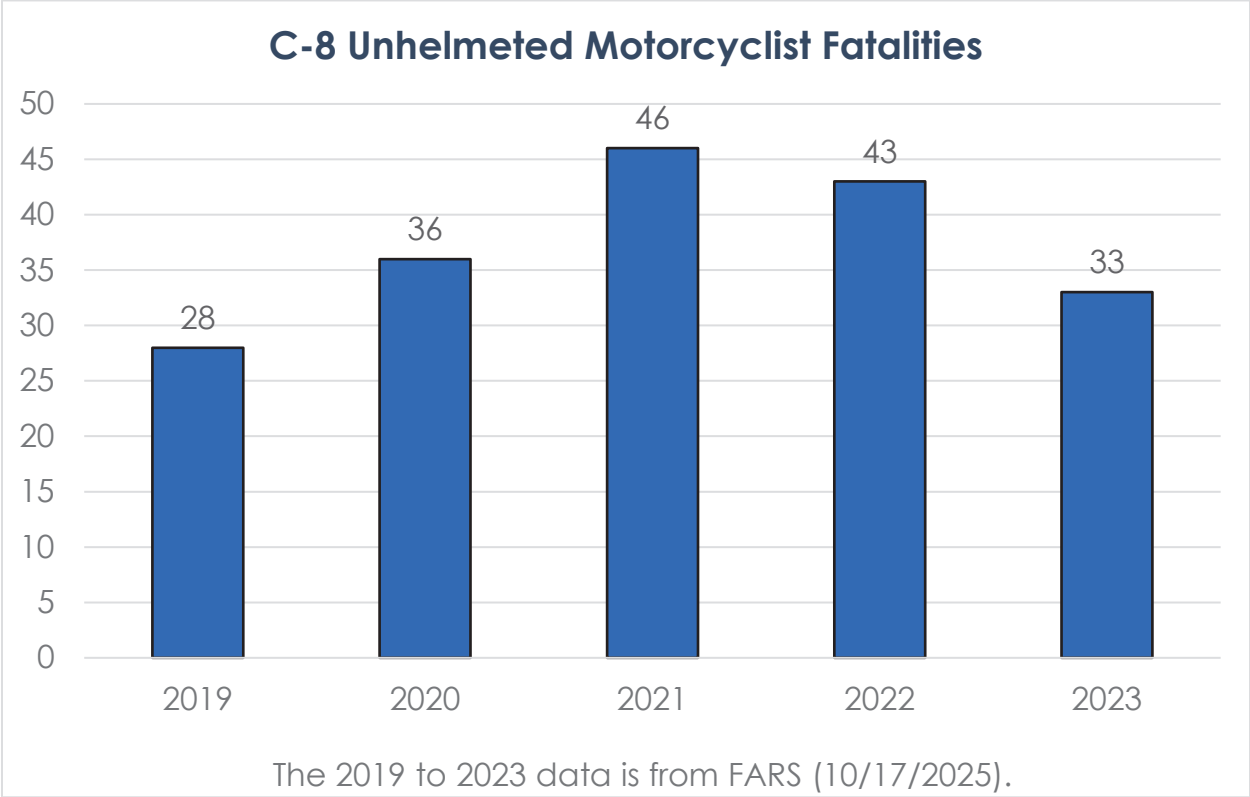
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

TARGET: Reduce unhelmeted motorcyclist fatalities 13.51 percent from the 2021 preliminary final FARS number of 37 to 32 by December 31, 2026.

PRELIMINARY RESULT: Unhelmeted motorcyclist fatalities decreased 10.81 percent from the 2021 base year of 37 to 33 in 2023.

COUNTERMEASURES: Funded countermeasures to reduce unhelmeted motorcyclist fatalities will include motorcycle safety public awareness events that encourage compliance with mandatory helmet use.



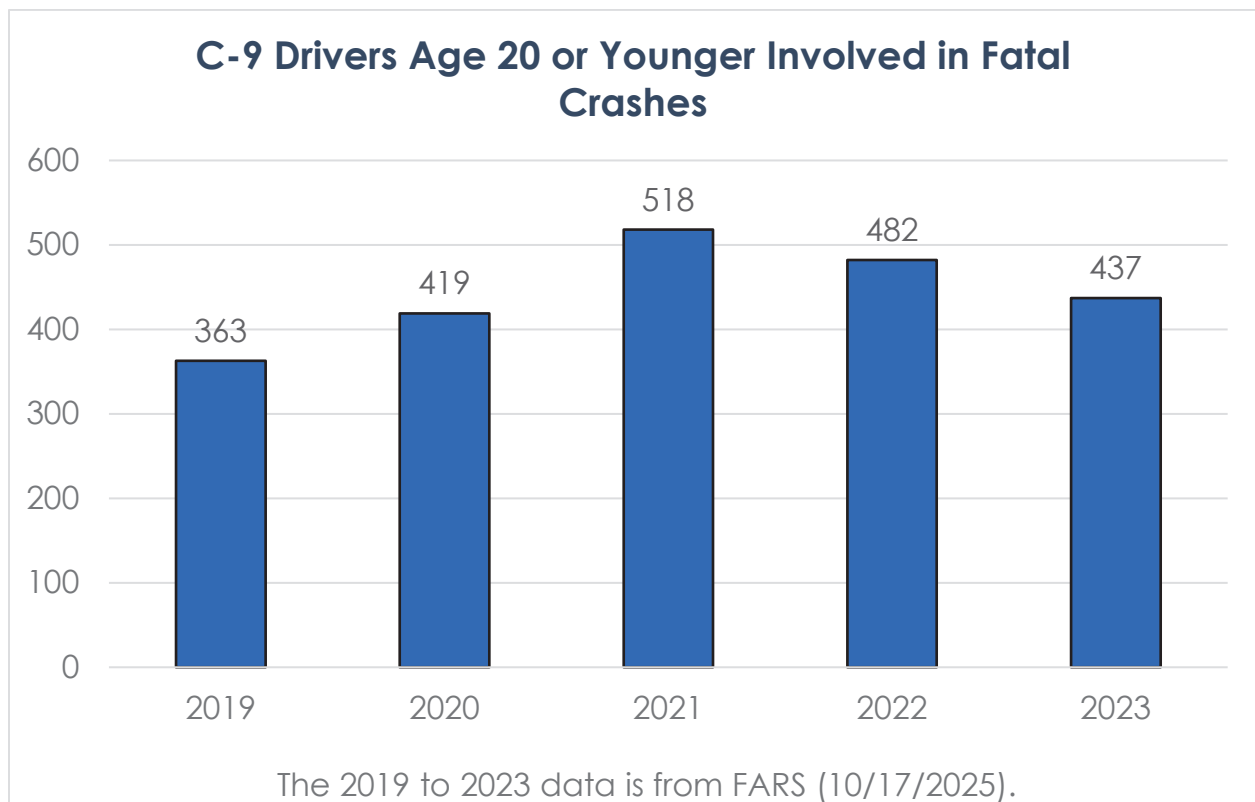
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

TARGET: Reduce drivers age 20 or younger involved in fatal crashes 32.23 percent from the 2021 preliminary final FARS number of 481 to 326 by December 31, 2026.

PRELIMINARY RESULT: Drivers age 20 or younger involved in fatal crashes decreased 9.15 percent from 2021 base year of 481 to 437 in 2023.

COUNTERMEASURES: Funded countermeasures to reduce the number of drivers age 20 or younger involved in fatal crashes will include educational activities to ensure all programs are results oriented. The OTS continues to fund teen education programs such as Smart Start, Every 15 Minutes, Impact Teen Drivers, Friday Night Live, Mothers Against Drunk Driving, and the ABC enforcement for Shoulder Tap and Minor Decoy operations that will contribute to the efforts to reach drivers age 20 or younger.



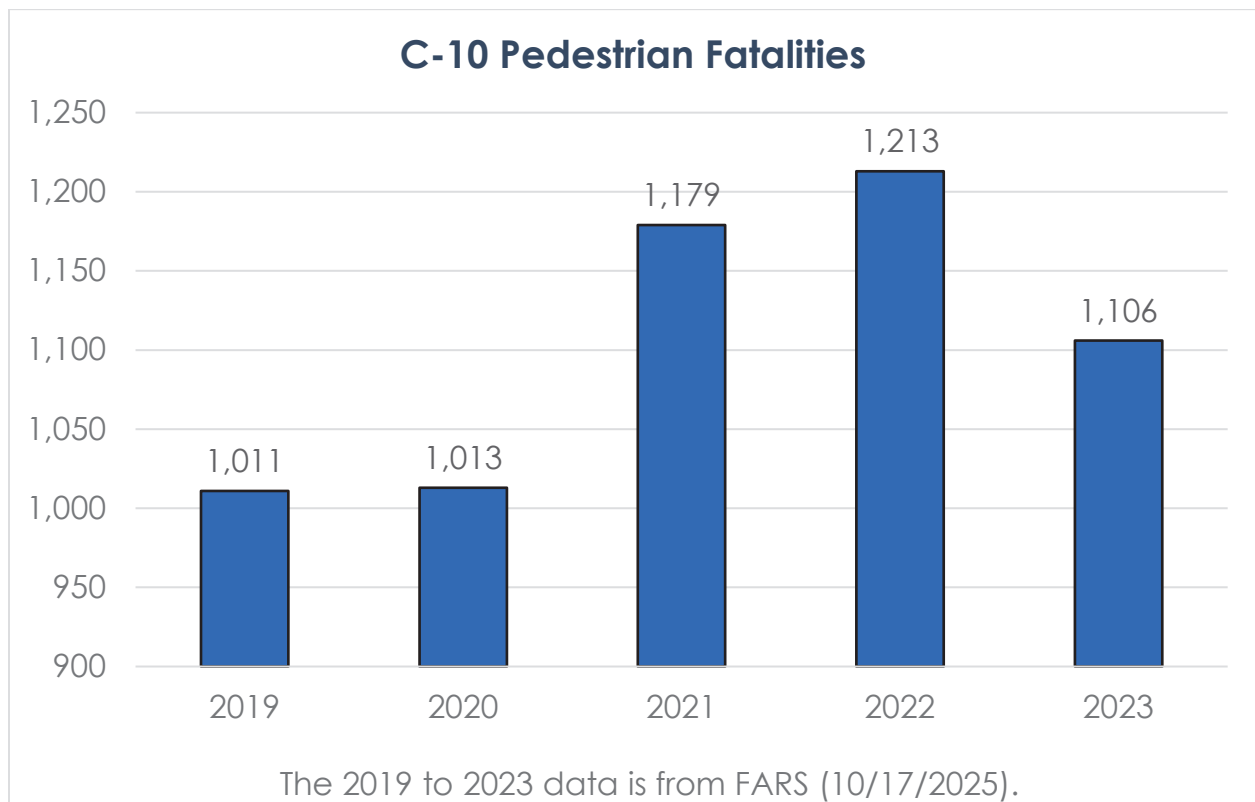
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-10 PEDESTRIAN FATALITIES (FARS)

TARGET: Maintain pedestrian fatalities at the 2021 preliminary final FARS number of 1,108 by December 31, 2026.

PRELIMINARY RESULT: Pedestrian fatalities decreased by 0.18 percent from the 2021 base year of 1,108 to 1,106 in 2023.

COUNTERMEASURES: Funded countermeasures to reduce pedestrian fatalities will include programs that increase awareness of traffic rules, safe behaviors, interaction with changing infrastructure, and responsibilities for all age groups. Some of the activities include traffic safety rodeos, educational presentations, and walk audits. In addition, Caltrans is providing grant funding to communities through the Active Transportation Program for bicycle and pedestrian safety issues. The state has also developed a Vulnerable Road User (VRU) Assessment, a data-driven process to compile locations and strategies to improve safety for pedestrians and bicyclists, also referenced as VRUs, on state and local roads.



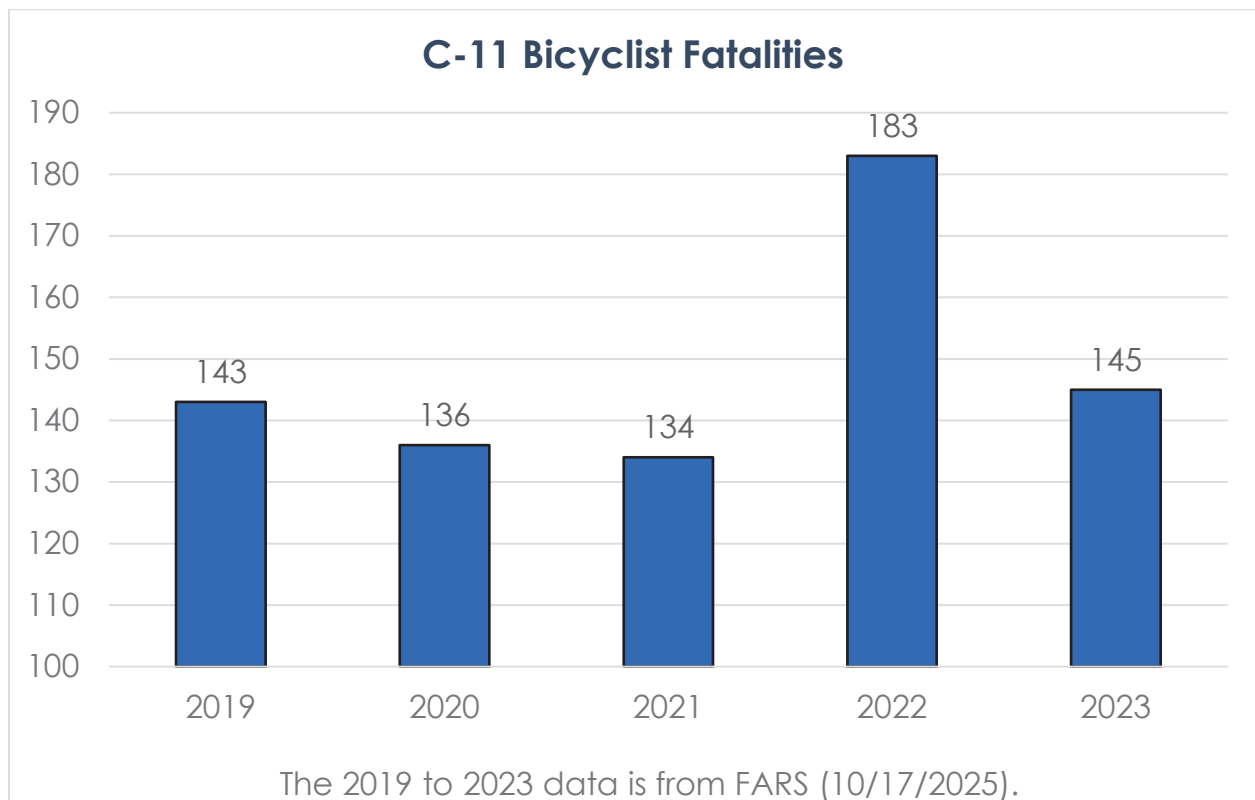
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-11 BICYCLIST FATALITIES (FARS)

TARGET: Reduce bicyclist fatalities 28.80 percent from the 2021 preliminary final FARS number of 125 to 89 by December 31, 2026.

PRELIMINARY RESULT: Bicyclist fatalities increased 16.00 percent from the 2021 base year of 125 to 145 in 2023.

COUNTERMEASURES: Funded countermeasures to reduce bicyclist fatalities will include programs that increase awareness of traffic rules, safe behaviors, interaction with changing infrastructure, and responsibilities for all age groups. Some of the activities include traffic safety rodeos and educational presentations. In addition, Caltrans is providing grant funding to communities through the Active Transportation Program for bicycle and pedestrian safety issues. The state has also developed a Vulnerable Road User (VRU) Assessment, a data-driven process to compile locations and strategies to improve safety for pedestrians and bicyclists, also referenced as VRUs, on state and local roads.



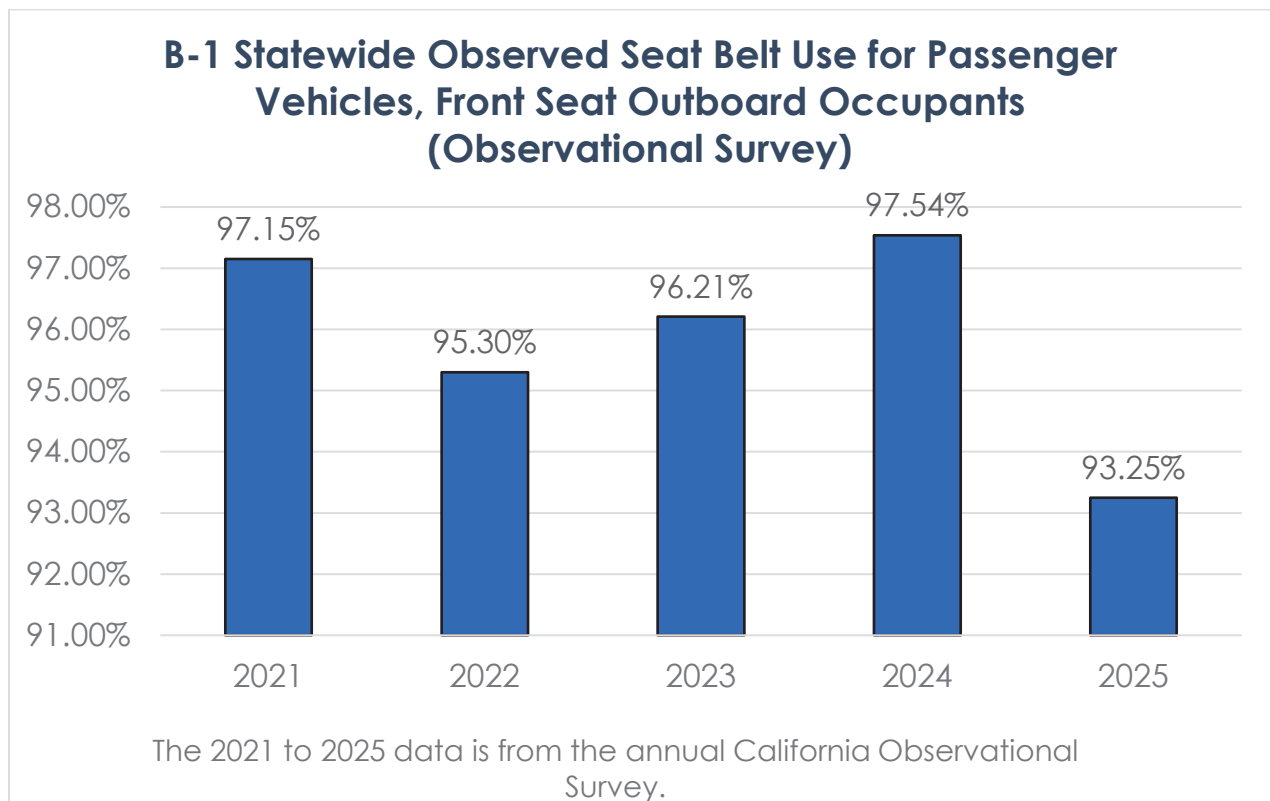
CORE BEHAVIOR MEASURES

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

TARGET: Increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.5 percentage points from 97.15 percent (2021 observation) to 97.7 percent by December 31, 2026.

RESULT: Statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased by 3.90 percentage points from the 2021 base year of 97.15 percent to 93.25 percent in 2025.

COUNTERMEASURES: Funded countermeasures to increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and at-risk populations, illuminating the “Click It or Ticket” message during NHTSA mobilizations on fixed freeway changeable message signs, and high visibility enforcement during “Click It or Ticket” and “Child Passenger Safety Awareness Week” campaigns.



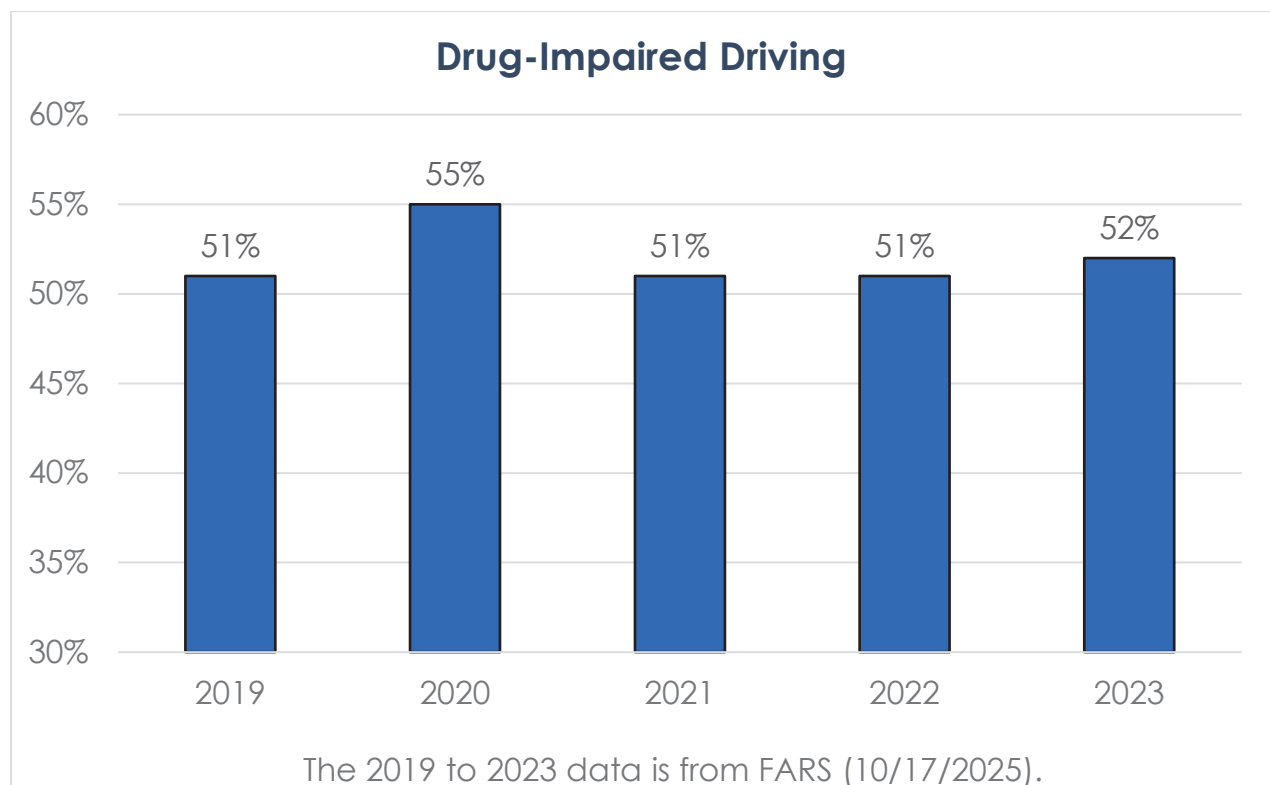
ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

DRUG-IMPAIRED DRIVING (FARS)

TARGET: Reduce the number of California drivers killed in crashes that tested positive for drug involvement by 9.4 percentage points from the 2021 calendar base year of 52.9 percent to 43.5 percent by December 31, 2026.

PRELIMINARY RESULT: California drivers killed in crashes that tested positive for drug involvement decreased 0.9 percentage points from 2021 base year of 52.9 percent to 52.0 percent in 2023.

COUNTERMEASURES: Funded countermeasures to reduce DUID will include meetings with expert stakeholders, funding educational programming and training for health care and educational professionals, funding Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Evaluator (DRE) training for law enforcement, funding Vertical Prosecution programs, funding the Traffic Safety Resource Prosecutor program, and training for large county laboratories.



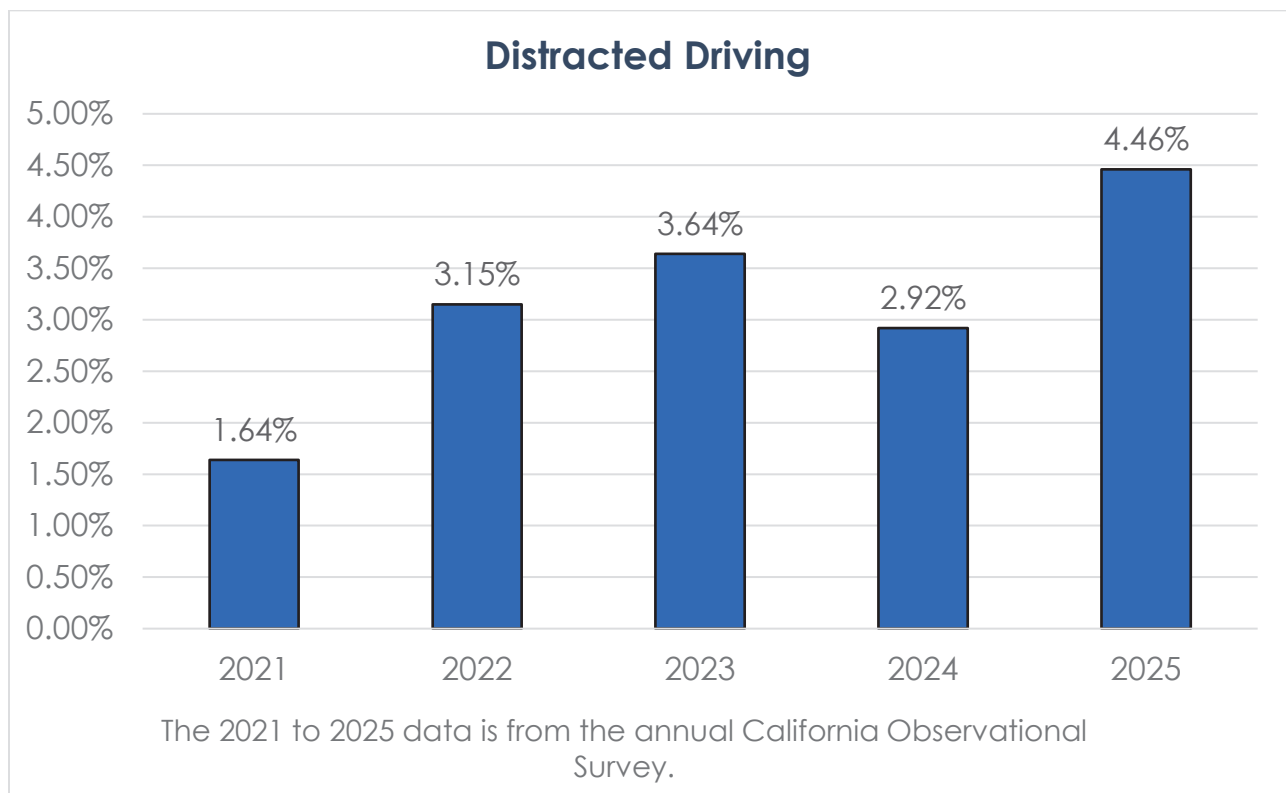
ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

DISTRACTED DRIVING (SURVEY)

TARGET: Maintain the number of California drivers observed using a handheld cell phone or texting at the 2022 calendar base year rate of 3.15 percent by December 31, 2026.

RESULT: The number of distracted drivers observed using a handheld cell phone or texting increased 1.31 percentage points from the 2022 calendar base year of 3.15 percent to 4.46 percent in 2025.

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



ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

EMERGENCY MEDICAL SERVICES

TARGET: Decrease the average extrication time from the time of arrival at the crash site to transport by December 31, 2026.

PRELIMINARY RESULT: Average extrication time from the time of arrival at the crash site to transport decreased by an average of 6 minutes, 22 seconds from 21 minutes, 58 seconds in 2024 to 15 minutes, 36 seconds in 2025.

TRAFFIC RECORDS/ROADWAY SAFETY

TARGET: Increase the percentage of crash reports electronically submitted by local law enforcement agencies to SWITRS by 150 percent from 31.4 percent in 2022 to 78.5 percent by December 31, 2026.

PRELIMINARY RESULT: The percentage of crash reports electronically submitted by local law enforcement agencies to SWITRS increased 16.29 percentage points from the 2022 calendar base year total of 31.4 percent to 47.69 percent in 2025.

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years				
	2020	2021	2022	2023	2024
Statewide DUI Arrests*	96,839	110,183	104,959	104,207	105,057
Statewide DUI Conviction Rate**	Not Yet Available	Not Yet Available	Not Yet Available	Not Yet Available	Not Yet Available
Statewide DUI Administrative Per Se (APS) Actions**	101,575	112,429	112,636	117,095	119,190

ADDITIONAL OUTCOME MEASURES	Calendar Years				
	2020	2021	2022	2023	2024
Rural Fatalities/VMT (FARS/FHWA)	2.15	2.17	1.94	1.75	Not Yet Available
Urban Fatalities/VMT (FARS/FHWA)	1.14	1.28	1.32	1.17	Not Yet Available
Fatality Rate Per 100,000 Population (FARS)	10.08	11.53	11.63	10.42	Not Yet Available

MOTORCYCLES	Calendar Years				
	2020	2021	2022	2023	2024
Total Motorcycle Registrations (DMV)	785,424	812,924	802,500	809,235	787,973
Motorcyclist Injuries (SWITRS)	10,553	11,465	12,080	11,414	11,784
Motorcyclist Serious Injuries (SWITRS)	2,955	3,358	3,545	3,089	3,116
Percent of Improperly Licensed Motorcycle Operators Fatalities (FARS)	48%	40%	38%	29%	Not Yet Available
Percent of Motorcyclists At-Fault in Fatal Motorcycle Crashes (SWITRS)	65%	69%	69%	67%	Not Yet Available
Percent of Motorcyclists At-Fault in Injury Motorcycle Crashes (SWITRS)	58%	57%	55%	54%	Not Yet Available
Percent of Motorcyclists At-Fault in Serious Injury Motorcycle Crashes (SWITRS)	66%	64%	61%	59%	Not Yet Available
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and Speed was Primary Crash Factor (SWITRS)	24%	25%	25%	24%	Not Yet Available
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and DUI was Primary Crash Factor (SWITRS)	16%	17%	19%	16%	Not Yet Available

OCCUPANT PROTECTION	Calendar Years				
	2020	2021	2022	2023	2024
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	N/A***	95.34%	96.23%	93.48%	98.17%
Child Safety Seat Use Rate (Statewide Observational Survey)	N/A***	93.90%	92.60%	95.20%	95.70%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	37	42	31	36	Not Yet Available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	4,375	4,759	4,804	5,055	Not Yet Available
Statewide Seat Belt Violation Convictions**	26,201	27,383	24,773	25,901	34,197
Statewide Child Restraint Violation Convictions**	5,348	4,861	4,709	5,109	5,196

*Data from DOJ Crime in the California Report.

**Data provided by DMV.

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

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

PEDESTRIANS	Calendar Years				
	2020	2021	2022	2023	2024
Pedestrian Injuries (SWITRS)	10,111	10,276	10,922	11,194	Not Yet Available
Pedestrian Fatalities Age 65 and Older (FARS)	194	221	236	201	Not Yet Available
Pedestrian Injuries Age 65 and Older (SWITRS)	1,489	1,459	1,607	1,600	Not Yet Available

SPEEDING AND AGGRESSIVE DRIVING	Calendar Years				
	2020	2021	2022	2023	2024
Speeding Related Injuries (SWITRS)	57,562	68,445	66,986	68,733	Not Yet Available
Speeding Related Serious Injuries (SWITRS)	5,456	6,374	6,145	5,778	Not Yet Available
Statewide Speeding Convictions**	707,083	837,851	737,230	729,038	Not Yet Available

ALCOHOL IMPAIRED DRIVING	Calendar Years				
	2020	2021	2022	2023	2024
Alcohol-Impaired Driving Fatality Rate – Fatalities per 100 Million Vehicles Miles Traveled (FARS) - California	0.39	0.46	0.45	0.43	Not Yet Available
Percent of Alcohol-Impaired Driving Fatalities - California	30%	32%	33%	33%	Not Yet Available
Alcohol-Related Injuries (SWITRS)	23,333	28,582	27,835	27,346	Not Yet Available
Alcohol-Related Serious Injuries (SWITRS)	3,679	4,372	4,098	3,824	Not Yet Available

BICYCLES	Calendar Years				
	2020	2021	2022	2023	2024
Bicyclist Fatalities (FARS)	7,941	7,625	8,735	8,811	Not Yet Available
Bicyclist Injuries (SWITRS)	942	1,036	1,257	1,185	Not Yet Available
Unhelmeted Bicyclist Fatalities (FARS)	67	73	85	62	Not Yet Available

DISTRACTED DRIVING	Calendar Years				
	2020	2021	2022	2023	2024
Hand-held Cell Phone Convictions**	66,132	66,561	54,098	58,995	56,273
Texting Convictions**	98,335	106,291	108,990	123,212	125,486
Hand-held Device by Someone Under Age 18 Convictions**	279	228	279	249	211

*Data from DOJ Crime in the California Report.

**Data provided by DMV.

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

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California Annual Report 2025

STATEWIDE TRAFFIC SAFETY SURVEY



2025 STATEWIDE TRAFFIC SAFETY SURVEY

2025 TRAFFIC SAFETY SURVEY CONDUCTED BY UC BERKELEY SAFETREC

The 2025 California Traffic Safety Survey was led by Ewald & Wasserman Research Consultants (E&W) on behalf of the California Office of Traffic Safety (OTS) and the Safe Transportation Research and Education Center of UC Berkeley (SafeTREC). This year's survey was a self-administered online survey conducted in all California counties for a total of 2,319 respondents. The survey has been conducted annually since 2010. Prior to 2020, survey data was collected in intercept surveys with data collectors throughout the state of California.

More than 25 questions asked respondents about a variety of road safety topics, including distracted driving, driving under the influence of alcohol and drugs, bicycle and pedestrian safety, and behavioral safety trends perceived by drivers and other road users. The annual survey is intended to help inform OTS programs, including enforcement efforts and public education campaigns to measure their effectiveness.

To ensure a sample composition comparable to previous years, six quota groups were set for age and gender groups based on the California census, as well as based on the age groupings of previous waves of the Traffic Safety Survey. To be eligible to participate in the survey, participants were required to have a valid California driver's license, live in California, and be 18 years or older.

Survey responses were collected in April and May 2025, resulting in an overall confidence interval of +/- 2.03, at a confidence level of 95%.

2025 STATEWIDE TRAFFIC SAFETY SURVEY

In your opinion, what are the biggest traffic safety problems on California roadways?	
Responses	% of answers
Speeding/Aggressive Driving	18.8%
Drunk Driving	17.8%
Distracted driving because of Texting	17.3%
Drugged Driving	11.6%
Bad Road Surfaces	11.1%
Distracted driving because of Talking	8.6%
Internal Car Distractions (passengers, eating, grooming, adjusting radio/stereo)	7.1%
Not Wearing Seatbelts	7.0%
All Other Responses Combined	0.8%
Total	100%

Rate the importance of the following factors to increase safety for all road users*					
Statements	1-Not Important	2	3	4	5-Very Important
Promote safe speeds and reduce driver speeds to reduce injury severity for all road users.	1.8 %	4.9%	13.7%	25.2%	54.5%
Improve safe streets design to design roads that support all road users, including drivers, pedestrians, bicyclists and transit.	1.1%	4.0%	12.6%	24.6%	57.6%
Expand awareness of safe walking, biking, and rolling.	1.7%	4.9%	14.0%	25.6%	53.8%
Provide physical and emotional care to crash survivors and their families.	2.6%	5.7%	17.2%	25.7%	48.8%
Support communities to plan for safe streets and public areas.	1.8%	4.1%	15.2%	27.6%	51.3%

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

2025 STATEWIDE TRAFFIC SAFETY SURVEY

In your opinion, what is the most serious distraction for drivers?	
Reply	2025
Texting or Checking Phone While Driving	68.8%
Talking on Phone While Driving	16.2%
Car Crashes Causing Rubbernecking	4.8%
Dashboard/Navigation Systems	2.7%
Passengers in Car	2.5%
Eating While Driving	3.1%
Roadside Billboards	0.5%
All other responses combined	1.5%
Total	100.00%

Compared to 2024, there was a significant 3.9% decrease in "Texting or Checking Phone While Driving" being selected, while there was a 3.2% significant increase of "Talking on Phone While Driving" being selected as the most serious distraction.

How often in the past 30 days have you used a cell phone in a non-hands-free manner when driving?	
Reply	2025
Regularly	15.1%
Sometimes	18.4%
Rarely	25.3%
Never	41.2%
Total	100.00%

The non-hands-free cell phone use while driving was comparable to 2024 data, with about one-third of respondents saying they "Regularly" or "Sometimes" use a hand-held device while driving.

Have you ever made a driving mistake while talking OR texting on a cell phone?	
Reply	2025
Yes	43.8%
No	56.2%
Total	100.00%

Self-reported driving mistakes made while talking or texting on a cell phone remained comparable to 2024 data, with 43.8% of respondents saying "Yes."

Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?	
Reply	2025
Yes	52.0%
No	48.0%
Total	100.00%

Similar to 2024, over half of all drivers reported to have been hit or nearly hit by a driver who was talking or texting on a cell phone.

What do you think is the likelihood of being ticketed for hand-held cell phone use or texting while driving?	
Reply	2025
Very likely	29.0%
Somewhat likely	26.8%
Neither likely or unlikely	13.6%
Somewhat unlikely	14.6%
Very unlikely	16.0%
Total	100.00%

Survey respondents' perception of the likelihood of being ticketed for using a hand-held cell phone or texting increased by 4.2%, a significant increase from 2024, with 29.0% of respondents indicating they believe it is "Very Likely."

Rate of recall of safety campaigns. In the past six months, do you recall hearing or seeing the following campaign messages?*	
Reply	2025
Go Safely California	35.2%
Slow the Fast Down	28.2%
Don't Be the 'I' in DUI	34.7%
Distracted Driving Kills	53.1%

Similarly to 2024, the campaign with the highest rate of recall remained "Distracted Driving Kills" with over half of respondents indicating they had seen or heard of the campaign. *Survey respondents were asked four separate questions about whether they saw a particular campaign message.

2025 STATEWIDE TRAFFIC SAFETY SURVEY

"Where did you See or Hear...?" respective campaign source				
Reply	Go Safely, California	Slow the Fast Down	Don't Be the 'I' in DUI	Distracted Driving Kills
Roadside billboard	19.5%	24.2%	25.3%	29.5%
Facebook	18.2%	17.6%	15.6%	12.2%
TV	16.8%	11.5%	15.6%	19.0%
Instagram	16.5%	15.5%	14.6%	12.3%
X (Formerly Twitter)	12.5%	12.6%	10.6%	8.4%
Radio	8.4%	8.8%	8.7%	9.0%
Web	7.6%	9.5%	8.9%	8.4%
Other	0.4%	0.3%	0.6%	1.1%
Total	100.00%			

"Roadside billboard" remained the most frequently selected source for all four campaigns.

In the past six months, did you drive when you thought you had too much alcohol to drive safely?	
Reply	2025
Yes	10.6%
No	65.8%
Do not drink	23.5%
Total	100.00%

Comparable to 2024, 10.6% of respondents say they drove after having had too much alcohol to drive safely in the past six months.

In the past six months, how often have you used alternate transportation when drinking with others or alone?	
Reply	2025
Always	27.7%
Sometimes	25.1%
Rarely	13.2%
Never	25.7%
Total	100.00%

Over half of all respondents (52.8%) "Always" or "Sometimes" use alternative transportation when drinking, comparable to 2024.

In the past six months, have you seen or heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?	
Reply	2025
Yes	61.1%
No	38.9%
Total	100.00%

Similar to 2024, 61.1% of California drivers in this year's survey recalled that they have seen or heard about police setting up sobriety/DUI checkpoints in the past six months.

Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs?	
Reply	2025
Yes	88.4%
No	11.6%
Total	100.00%

Most respondents (88.4%) are aware that they can get a DUI for driving under the influence of legal or illegal drugs, similar to previous years.

2025 STATEWIDE TRAFFIC SAFETY SURVEY

In your opinion, what is the most important factor resulting in traffic injuries/fatalities?	
Reply	2025
Driver Behavior	48.4%
Speeding Vehicles	27.8%
Lack of Enforcement	9.6%
Roadway Conditions	5.8%
Lack of speed limit/road signages	3.8%
Lack of sidewalks/bike lanes/crossing opportunities	3.6%
Other	1.0%
Total	100.00%

The response "Driver behavior" saw a 3.9% significant decrease since 2024, but was still the most frequently selected answer.

In your opinion, how likely is it for someone to get arrested if they drive impaired?	
Reply	2025
Very likely	44.3%
Somewhat likely	38.0%
Somewhat unlikely	14.0%
Very unlikely	3.7%
Total	100.00%

The perceived likelihood of getting arrested for driving impaired was rated by 82.3% of drivers as "Very Likely" or "Somewhat Likely".

Do you think marijuana can impair driving related functions, such as reaction time, distance perception, lane tracking, coordination and balance?	
Reply	2025
Yes	77.3%
No	9.4%
It Depends	13.3%
Total	100.00%

Similar to 2024, over three-quarters of all survey respondents indicate that they believe marijuana use can impair driving.

How serious of a problem is driving under the influence of drugs, including marijuana, prescription and illegal?	
Reply	2025
A Very Big problem	54.5%
Somewhat of a problem	33.6%
A small problem	10.3%
Not a problem at all	2.1%
Total	100.00%

A combined 88.1% of respondents believe that driving under the influence of any drug poses "A Very Big Problem," or "Somewhat of a Problem," similar to previous years.

Do you think it's safe to drive 10 miles over the speed limit on freeways?	
Reply	2025
Yes	31.5%
No	33.1%
It Depends	35.4%
Total	100.00%

In 2025, over one-third of all survey respondents do not believe it is safe to drive 10 miles over the speed limit on freeways, a significant 3.4% decrease from 2024, when nearly 35% of respondents thought it was safe.

Do you think it's safe to drive over the speed limit on residential streets?*	
Reply	2025
Yes	10.4%
No	77.7%
It Depends	11.9%
Total	100.00%

Like the 2024 survey, the majority of respondents (77.7%), do not believe it is safe to drive above the speed limit on residential streets.

What do you think the chances are of getting a ticket if you drive over the speed limit on residential streets?	
Reply	2025
Very likely	33.5%
Somewhat likely	39.3%
Somewhat unlikely	18.6%
Very unlikely	8.6%

Overall, 72.8% of respondents think it is "Very Likely" or "Somewhat Likely" to get a ticket for driving over the speed limit on residential streets, similar to previous years.

2025 STATEWIDE TRAFFIC SAFETY SURVEY

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

Reply	2025
Very Comfortable	28.6%
Somewhat Comfortable	35.8%
Somewhat Uncomfortable	23.7%
Very Uncomfortable	11.9%
Total	100.00%

Respondents' level of comfort sharing the road with bicyclists when there is a bike lane is comparable to 2024 results, with 64.4% of drivers saying they are either "Very Comfortable" or "Somewhat Comfortable."

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

Reply	2025
Yes	57.1%
No	42.9%

The number of respondents who believe that it is legal for bicyclists to ride on roadways when there is no bike lane decreased significantly by 4.2% since last year's data collection.

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	2025
Cars going too fast	22.2%
Cars not stopping	19.2%
Distracted drivers using cell phones	15.6%
Lots of traffic	10.5%
Lack of sidewalks or bike lanes	10.9%
Almost getting hit by a car or bike	10.0%
Bicyclists not stopping	7.8%
None of the Above	2.1%
Have not been a pedestrian/bicyclist in the last 6 months	1.5%
All Other Responses Combined	0.3%

2025 survey results are comparable to previous years of data collection, with the most frequently reported responses being "Cars going too fast," "Cars not stopping," and "Distracted drivers using cell phones." *Adds to more than 100%.

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

Reply	2025
When there is a protected bike lane divider	55.3%
Where there is a bike lane with painted dividers	31.4%
Where there is no bike lane at all	7.4%
Other	1.0%
I don't feel comfortable sharing the road with bicyclists under any circumstance	4.9%
Total	100.00%

Over half of surveyed drivers indicate they are most comfortable sharing the road with bicyclists "When there is a protected bike line divider." The most common response combined with the second most common response, "Having a bike lane with painted dividers," accounts for 86.7% of all answers.

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	2025
Pedestrians not using crosswalks	17.2%
Pedestrians stepping off curb without looking	16.2%
Bicyclists not stopping at stop signs or traffic lights	13.6%
Pedestrians/bicyclists distracted behavior (phones, ear pods, headsets)	13.7%
Bicyclists being in the road or blocking traffic	12.2%
Pedestrians/bicyclists not being visible enough	12.1%
Lack of sidewalks or bike lanes	12.0%
None of the Above	2.7%
All Other Responses Combined	0.3%

Also comparable to last year's survey are the safety problems respondents experienced as a vehicle driver around pedestrians and bicyclists, with the most frequently reported responses being "Pedestrians not using crosswalks" and "Pedestrians stepping off curb without looking."

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California Annual Report 2025

TRAFFIC ENFORCEMENT PROGRAM



**DUI
CHECKPOINT**



TRAFFIC ENFORCEMENT PROGRAM

CALIFORNIA'S TRAFFIC SAFETY ENFORCEMENT PLAN

Data-driven traffic enforcement remains an important tool for improving roadway safety. The OTS and California law enforcement agencies support evidence-based traffic safety enforcement that emphasizes the value of data-driven enforcement targeted at risky and dangerous behaviors to prevent crashes and save lives. During the FY 2025, California's Traffic Safety Enforcement Plan included many enforcement objectives conducted by the CHP and local agencies through statewide, regional, and local grants. Grant-funded enforcement activities targeted alcohol-impaired driving, drug-impaired driving, motorcycle safety, distracted driving, pedestrian and bicycle safety, occupant protection, and integrated traffic safety enforcement focusing on top primary crash factors (PCF). In addition, the OTS supported collaborative efforts among law enforcement agencies by funding collaborative high visibility enforcement operations, local collaborative meetings to promote information sharing, and hosted a statewide law enforcement forum.

As risky driving behavior continues to increase, law enforcement agencies are conducting high visibility enforcement operations and collaborating with neighboring agencies to conduct these operations through regional efforts. Through grant funding, the law enforcement grantees conducted a total of 1,063 DUI/DL checkpoints, 4,639 DUI saturation patrols, and 251 repeat DUI offender warrant service operations (additional activities and details are listed in the Program Goals, Results, and Activities Section). Grantees also conducted 5,142 traffic enforcement operations, 562 motorcycle safety enforcement operations, 1,561 distracted driving enforcement operations, 1,149 pedestrian and bicycle enforcement operations, and 10 nighttime seat belt enforcement operations.

In addition, the OTS maintained constant communication with its law enforcement grantees, having reviewed over 800 press releases, conducted 40 grant performance reviews, and evaluated over 215 performance reports on a quarterly basis.

Beyond enforcement activities, many of the grantees participated in the OTS-funded training opportunities which included SFST, ARIDE, and DRE training. In FY 2025, 3,214 law enforcement personnel were trained in SFST, 2,434 law enforcement personnel were trained in ARIDE, and 521 law enforcement personnel were trained in DRE. These trainings equip law enforcement personnel with the skills to detect impaired drivers and remove them from the roadways.

TRAFFIC ENFORCEMENT PROGRAM

The OTS's Law Enforcement Liaison (LEL) program includes six LELs. The team conducted approximately 38 regional collaborative traffic safety meetings to discuss risky driving traffic safety behaviors in some of the larger counties. The meetings are for traffic safety partners which may include state partners, local law enforcement, crime labs, probation departments, district attorney's offices, MADD, etc. These meetings are organized and facilitated by the OTS LELs to discuss a variety of topics such as data analysis and the tools available, enforcement efforts, community collaboration and engagement, along with regional enforcement efforts to combat some of the riskiest driving behaviors. In addition, the LELs participated in various enforcement meetings, conducted outreach to various traffic safety partners, and utilized the law enforcement agency review tools to assist with the evaluation of data to inform efforts for enforcement and outreach.

To continue to build on collaboration with law enforcement agencies, the OTS held a Traffic Safety Law Enforcement Forum in San Diego, in July 2025. This Forum brought together more than 320 law enforcement personnel and prosecutors from throughout California to discuss evidence-based traffic enforcement, tools to assist with enforcement efforts, risky driving behaviors, and collaboration between law enforcement and prosecutors. The presentations demonstrated the importance of collaborative policing to bring together community members through community engagement, problem-solving processes to address risks and concerns through the implementation of proactive evidence-based strategies.

The law enforcement agencies in California support a data-based safety enforcement program that fosters effective community collaboration to increase public safety, inform law enforcement agency policies, procedures, and activities, ensure transparency, and identify disparities in traffic enforcement. In FY 2025, the OTS continued conversations with law enforcement grantees to ensure their data-driven enforcement programs foster meaningful community collaboration. The OTS requires all law enforcement grantees to report on their department's community collaboration and engagement efforts on a quarterly basis. The community engagement activities reported ranged from coffee with a traffic cop, traffic safety discussions with citizen's academies, staffing tables at safety fairs, high school leadership programs, and community meetings.

TRAFFIC ENFORCEMENT PROGRAM

The California State Legislature passed the Racial and Identity Profiling Act (RIPA) of 2015 (AB 953, Chapter 466, Statutes of 2015) which requires each state and local agency in California that employs peace officers to annually report to the Attorney General data on all stops conducted by the agency's peace officers. This includes the California Highway Patrol, a city or county law enforcement agency, and California state or university educational institutions, but does not include probation officers and officers in a custodial setting. The RIPA is designed to prohibit racial and identity profiling by law enforcement and requires law enforcement agencies to collect and report data on all vehicle and pedestrian stops, along with citizen complaints alleging racial and identity profiling. Pursuant to this law, California implemented the required data collection in a phased-in approach. All law enforcement agencies in California were required to report data by April 1, 2023. An annual report is issued that details the data findings, identifies disparities in traffic enforcement, and informs traffic enforcement policies, procedures, and activities.

AB 953 also established the Racial and Identity Profiling Advisory Board (Board). The 15-member Board is made up of community advocates, spiritual leaders, academics, attorneys, and law enforcement. The Board's mission is to eliminate racial and identity profiling and to improve diversity and racial and identity sensitivity in law enforcement. The Board is responsible for analyzing the stop data and the civilian complaints data on an annual basis. The Board also works with law enforcement to review racial and identity profiling policies and practices as well as review law enforcement training.

The Board issues an annual report that details the data findings and provides policy recommendations and best practices to law enforcement for eliminating profiling in California. The data collected under RIPA allows for analysis on various aspects of law enforcement stops, from the reason for stop to actions taken during stop and results of stop. The 2025 RIPA Board Report contains an analysis of more than 4.7 million stops by 539 California law enforcement agencies conducted in 2023 (<https://oag.ca.gov/ab953/board/reports>).

California Annual Report 2025

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

MEDIA/PUBLIC RELATIONS

The OTS Communications and Public Affairs Division produced multiple statewide public awareness and education campaigns and participated in dozens of education and outreach events.

The OTS executed a joint public relations, advertising, and outreach contract with the California Department of Transportation (Caltrans) in June 2025. Since October 2021, the OTS and Caltrans have partnered with a public relations contractor and subcontractors to develop statewide media campaigns, execute paid partnerships, and provide a robust media relations and community outreach and engagement program.

Based on crash data analysis that indicates the need to reach at-risk communities in ways that will resonate and make an impact on traffic deaths and serious injuries, the OTS will continue to prioritize efforts to work with community-based organizations and other traffic safety stakeholders to support traffic safety activities and events.

All media campaigns and content align with principles and elements of the Safe System Approach, the guiding paradigm for traffic safety that takes a holistic approach to traffic safety, where safer street design, safer vehicles, safer speeds, safer people, and post-crash care all work in concert as multiple layers of protection so that when crashes do happen, the results are less severe.

Behavioral safety messages address our statewide traffic safety goals and priority program areas, such as speeding, impaired driving, distracted driving, bicycle and pedestrian safety, teen driver safety, and work zone safety. All Communications and Public Affairs efforts encourage everyone to Go Safely so that everyone on the road – drivers, passengers, bicyclists and pedestrians – reaches their destination safely.

RESULTS

The OTS and Caltrans implemented a variety of new education campaigns, such as “However you Go, Go Safely” for Highway Safety Month, “Welcome to SLOWCAL,” “Pedestrians/Bicyclists Are People. Watch for People.”, and for the first time, a “Celebrate Responsibly/The Party Can Wait” anti-DUI campaign with the Nevada Highway Safety Office focused on travelers during the New Year and Fourth of July holidays.

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES



The OTS Communications and Public Affairs team makes sure safety messages are audience-relevant and address the state's biggest traffic safety needs. The OTS Communications and Public Affairs team prioritizes outreach and engagement efforts with community-based organizations serving at-risk populations to encourage safe road behaviors. Specific tactics include targeted mass media campaigns with appropriate messages tailored to the target audience, education events, and meaningful public input that helps inform and shape education programs and traffic safety messages that benefit communities.

TRAFFIC SAFETY CHAMPION PROGRAM

- The Traffic Safety Champion Program provides Californians with the resources and tools to have a positive impact in their communities by getting involved with organizations and advocacy groups, educating others, and promoting a culture of safety and responsibility on our roads.
- Hundreds of individuals have responded to the call by signing up as traffic safety champions, driving proactive involvement and community-led change.
- The OTS hosted two informational webinars focused on community advocacy and inspirational champions who are driving local efforts to improve road safety.



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

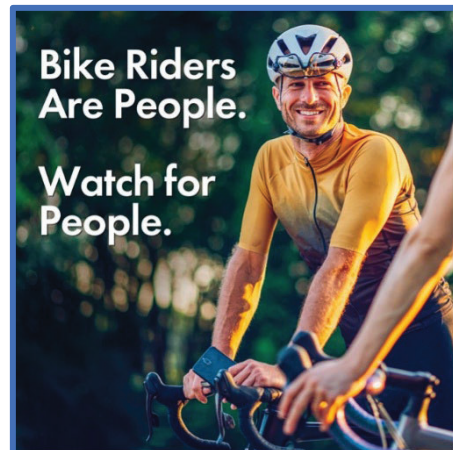
“BETTER SLOW THAN SORRY” MEDIA CAMPAIGN LAUNCH EVENT

- The OTS joined Caltrans, CHP, Sacramento Police Department, the City of Sacramento, and nonprofit Slow Down Sacramento at Phoebe A. Hearst Elementary School to officially launch the [“Slow the Fast Down”](#) education campaign, aimed at reducing speeding-related crashes.
- The campaign coincided with August’s Back-to-School Safety Month and the return of Sacramento-area students to school.
- The event highlighted actions the City of Sacramento is taking to implement infrastructure changes to better protect those walking, biking, riding, and driving in the community.
- Social media posts emphasized the dangers of speeding for people walking and biking, and how just small changes in vehicle speed can significantly increase the risk of injury or death when struck by a vehicle. Additionally, messages highlighted how road improvements help slow down vehicles and how people can cross busy roads safely.
- The campaign had nearly 75 million impressions, more than 17 million of which were free at a value of \$233,105. The campaign had 35,018 social media engagements (clicks, likes, comments or shares on paid social media posts) and nearly 200,000 video views on Twitch.



PEDESTRIANS/BICYCLISTS ARE PEOPLE

- The statewide campaign coincided with California's Pedestrian Safety Month in September, humanizing bicyclists and pedestrians as “people”.



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

- Social media messages encouraged drivers to think of people outside the car as more than just how they get places; they are people, too. Additionally, messages focused on the safety of children biking or walking to school, as well as educated people on pedestrian hybrid beacons, which help people cross busy roads.
- The campaign had nearly 36 million impressions, more than six million of which were free, at a value of \$275,051. The campaign had 197,101 social media engagements (clicks, likes, comments or shares on paid social media posts) and nearly 2,000 website visits.

NEW STATE-TO-STATE ANTI-DUI PUBLIC EDUCATION CAMPAIGNS



- The California and Nevada Offices of Traffic Safety joined forces on an education campaign targeting visitors traveling to and from Las Vegas, Tahoe, and Reno over the New Year and Fourth of July holidays.
- The collaborative effort coincided with Maximum Enforcement Periods, where state highway patrols deployed all available officers to take suspected impaired drivers off California and Nevada roads.
- During the Fourth of July weekend, CHP officers made 1,311 DUI arrests over 78 hours, or one arrest nearly every 17 minutes. During the year-end 30-hour enforcement period, CHP officers made 481 DUI arrests, or one arrest every four minutes.
- The New Year campaign was paid for entirely by Nevada, resulting in nearly two million impressions and more than 2,000 website visits from people who clicked the social media link to the Go Safely website.
- The Fourth of July campaign had more than two million impressions and more than 400 social media engagements (clicks, likes, comments or shares on paid social media posts). The campaign received more than 600,000 impressions for free, valued at \$9,577, out of the \$30,000 campaign budget.

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

VEHICULAR HEATSTROKE MEDIA CAMPAIGN

- The OTS partnered with the Governor's Office of Community Partnerships and Strategic Communications on a social media campaign in September 2025.
- Social media messages in English and Spanish stressed the importance of taking proactive measures to prevent child vehicular heatstroke. The messages drove people to California's Heat Ready CA initiative focused on how to safeguard young children against heatstroke (<https://heatready.ca.gov/tips-to-stay-cool/parents-and-caretakers/>).
- The campaign resulted in more than one million impressions, 19,059 social media engagements (clicks, likes, comments or shares on paid social media posts) and \$8,214 in added media value.



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

“GO SAFELY GAME PLAN” PARTNERSHIPS

The OTS partnered with the California Interscholastic Federation (CIF), college sports athletic programs such as Pepperdine University, San Diego State University, San Jose State University, University of Southern California, Cal Expo, regional sports networks NBC Bay Area, ESPN LA, Bally Sports, as well as Oakland Arena, Sacramento Republic FC, and sprint car driver Sean Whitney. Messages at concerts and sports events encouraged fans to have a “game plan” for getting to and from event venues and watch parties safely. Messages also focused on slowing down and moving over for highway workers, anti-speeding, and distracted driving.



#ACTIONAGAINSTDISTRACTION PLEDGE CAMPAIGN

- The OTS partnered with the Automobile Club of Southern California (AAA) to hold media events in San Diego and Bakersfield that marked the start of April's Distracted Driving Awareness Month.
- The OTS and AAA urged the public to recognize the deadly consequences of inattention behind the wheel and commit to driving distraction-free by taking the #ActionAgainstDistraction pledge.



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

COMMUNITY OUTREACH AND ENGAGEMENT EVENTS

The OTS participated in dozens of community outreach and engagement events to connect with residents, local partners, and stakeholders to share information, gather feedback, and encourage Californians to Go Safely. These events provide valuable opportunities to build relationships, support local initiatives, and ensure our traffic safety efforts are informed by the voices and needs of the communities we serve.

Some of the OTS outreach and engagement activities included:

- **Child Passenger Safety Week** – In September 2025, the OTS joined Safe Kids Greater Sacramento for a car seat checkup event at the South Sacramento Family Resource Center. Certified child passenger safety technicians worked one-on-one with parents and caregivers to make sure car seats were properly installed and used. Event partners included UC Davis Health, South Sacramento Family Resource Center, the office of California State Senator Angelique Ashby, Dignity Health Mercy San Juan Medical Center, and the California Highway Patrol (CHP).



- **Safe Kids Day** – In July 2025, the OTS joined Safe Kids Alameda County for the 11th Annual Safe Kids Day at the Oakland Arena. More than 1,400 people attended – adults, teens and children. The OTS talked with families about bicycle and pedestrian safety and provided traffic safety resources. The OTS was just one of 74 vendors who provided families in attendance with resources, health education, and safety equipment. During the event, 326 booster seats were distributed and 500 bike helmets were provided to kids in need.
- **Regional Safety Day** – In June 2025, the OTS joined thousands of families, first responders, and safety advocates at the Regional Safety Day hosted by the Cosumnes Fire Department and Elk Grove Police Department in Elk Grove. The OTS booth welcomed community members of all ages to learn

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

more about key traffic safety topics, including distracted driving, the Move Over and Be Work Zone Alert law, and bicycle and pedestrian safety.



- **Juneteenth Celebration** – In June 2025, the OTS joined the city of Antioch to provide community members with informational materials and raise awareness of safe driving behaviors like distracted driving, speeding, driving under the influence, bicycle and pedestrian safety, and work zone awareness.
- **Breathe Bike Festival** – In May 2025, the OTS partnered with the Sacramento Area Bicycle Advocates (SABA) to meet with hundreds of bicycle enthusiasts and families from the Sacramento Region to discuss bicycle safety.
- **Teen Safe Driving Day** – In May 2025, the OTS joined Impact Teen Drivers (ITD) and the CHP for their annual Teen Safe Driving Event at the CHP Academy in West Sacramento. ITD hosts this annual event to provide education and resources for Sacramento-area foster teens and their resource families. The day was packed with engaging presentations and activities designed to help teens steer clear of distractions and dangers.
- **24th Annual EYE Light Film Festival** – In May 2025, the OTS attended the 24th Annual EYE Light Film Festival in Fairfield hosted by the nonprofit organization Streets Are for Everyone (SAFE) and presented the award for Best PSA. The [Streets, Art, SAFE](#) competition gives California students the opportunity to share traffic safety messages through the arts – film, posters, and visual storytelling. The OTS worked with the Department of Motor Vehicles to feature two of the winning videos on the Motor Vehicle Network screens at every DMV field office in the state.
- **AVID Career and Safety Day** – In May 2025, the OTS hosted an interactive traffic safety learning station at Jean Callison Elementary School in Vacaville to educate students about bicycle and pedestrian safety.

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

- **Hispanic and Farmworker Outreach**

- In September 2025, the OTS partnered with the La Familia Counseling Center to provide traffic safety resources at their annual health and safety fair. More than 500 people attended the event, and OTS interacted with about 100 participants through public engagement and hands-on safety education. The OTS team engaged with attendees to raise awareness about safe driving behaviors, proper helmet use, the importance of seat belts, and the dangers of impaired and distracted driving, among other subjects.
- In September 2025, the OTS began working with La Familia Counseling Center to provide education at their parent classes. In these classes, the OTS provides safety information and discusses traffic safety concerns with parents.
- The OTS has partnered with the EDD and their Farmworker Outreach Program to provide informational materials at their Salinas, Capitola, Merced, Modesto, and Hollister offices.
- The OTS has established a relationship with the Mixteco Indígena Community Organizing Project (MICOP) to conduct live interviews that are translated in real time into two Mixteco dialects predominant in the Southern California region. This partnership aims to reach wider Hispanic communities and explore future collaborations, such as distributing information through MICOP's newsletter.
- The OTS currently has bilingual staff members who are conducting meaningful and consistent outreach and building media relationships with Spanish-speaking audiences, including interviews about our current campaigns on Spanish-language radio stations.



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 2025 by non-grant funded agencies. All data is self-reported by sub-recipients, based on the agencies that had data available at the time of reporting, and not verified by the OTS.

ALCOHOL-IMPAIRED DRIVING

GOAL: Reduce the number of persons killed in alcohol-involved crashes by September 30, 2025.

RESULT: Persons killed in alcohol-involved crashes decreased 18.30 percent from 317 to 259.

GOAL: Reduce the number of persons injured in alcohol-involved crashes by September 30, 2025.

RESULT: Persons injured in alcohol-involved crashes increased by 0.27 percent from 9,889 to 9,916.

GOAL: Reduce hit-and-run fatal crashes by September 30, 2025.

RESULT: Hit-and-run fatal crashes decreased 13.88 percent from 317 to 273.

GOAL: Reduce hit-and-run injury crashes by September 30, 2025.

RESULT: Hit-and-run injury crashes increased 3.27 percent from 13,978 to 14,435.

GOAL: Reduce nighttime (2100 - 0259 hours) fatal crashes by September 30, 2025.

RESULT: Nighttime fatal crashes decreased 15.48 percent from 588 to 497.

GOAL: Reduce nighttime (2100 - 0259 hours) injury crashes by September 30, 2025.

RESULT: Nighttime injury crashes decreased 10.21 percent from 15,158 to 13,611.

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
DUI/Driver's License Checkpoints	1,063
Vehicles Through Checkpoints	983,458
Drivers Contacted at Checkpoints	601,717
Field Sobriety Tests Administered	7,156
DUI Arrests (Alcohol Only)	1,453
DUI Drug Arrests (Drug Only)	390
DUI Arrests (Alcohol/Drug Combination)	79
Drug Arrests (Possession, Transportation, Sales)	79
Criminal Arrests (Felony in Custody)	215
Suspended/Revoked Driver's Licenses	2,726
DUI Saturation Patrol Operations	4,639
Vehicle Stops or Contacts	75,329
Field Sobriety Tests Administered	17,311
DUI Arrests (Alcohol Only)	3,965
DUI Drug Arrests (Drug Only)	466
DUI Arrests (Alcohol/Drug Combination)	228
Drug Arrests (Possession, Transportation, Sales)	368
Criminal Arrests (Felony in Custody)	931
Recovered Stolen vehicles	101
Suspended/Revoked Driver's Licenses	2,202
Warrant Service Operations	251
Warrant Service Attempts	3,192
Warrants Served (Citations/Arrests)	624
Court Sting Operations	4
Citations/Arrests from Court Sting Operation(s)	7
Personnel Trained in SFST	3,214

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	8,301
Announced Field Contacts Made	404
Unannounced Field Contacts Made Without Search	839
Unannounced Field Contacts Made with Search	5,669
Office Contacts Made with DUI Probationers	17,116
Alcohol Tests (persons tested)	25,834
Positive Reports From Alcohol Monitoring Devices	52
Warrant Service Operations	49
Probation Compliance Checks	3,345

DISTRACTED DRIVING

GOAL: Reduce fatal crashes involving drivers using handheld cell phones by September 30, 2025.

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

GOAL: Reduce injury crashes involving drivers using handheld cell phones by September 30, 2025.

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

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

DRUG-IMPAIRED DRIVING

GOAL: Reduce the number of persons killed in drug-involved crashes by September 30, 2025.

RESULT: Persons killed in drug-involved crashes decreased 12.50 percent from 88 to 77.

GOAL: Reduce the number of persons injured in drug-involved crashes by September 30, 2025.

RESULT: Persons killed in drug-involved crashes decreased 5.81 percent from 774 to 729.

GOAL: Provide increased training to law enforcement to identify drug-impaired drivers by September 30, 2025.

RESULT: A total of 2,434 law enforcement personnel were trained in ARIDE and 521 law enforcement personnel were trained in DRE.

SUPPORTING ACTIVITY	TOTAL
Personnel trained in ARIDE	2,434
Personnel trained in DRE	521



EMERGENCY MEDICAL SERVICES

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

RESULT: Average extrication time from the time of arrival at the crash site to transport decreased by an average of 6 minutes, 22 seconds from 21 minutes, 58 seconds in 2024 to 15 minutes, 36 seconds in 2025.

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

MOTORCYCLE SAFETY

GOAL: Reduce the number of motorcyclists killed in traffic crashes by September 30, 2025.

RESULT: Motorcyclists killed in traffic crashes decreased 9.47 percent from 243 to 220.

GOAL: Reduce the number of motorcyclists injured in traffic crashes by September 30, 2025.

RESULT: Motorcyclists injured in traffic crashes increased 0.52 percent from 4,812 to 4,837.

OCCUPANT PROTECTION

GOAL: Increase seat belt compliance by September 30, 2025.

RESULT: Seat belt compliance decreased 4.29 percentage points from 97.54 percent in 2024 to 93.25 percent in 2025.

GOAL: Increase child safety seat usage by September 30, 2025.

RESULT: Child safety seat usage decreased 0.30 percentage points from 95.70 percent in 2024 to 95.40 percent in 2025.

GOAL: Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2025.

RESULT: Vehicle occupants killed and injured under the age of eight decreased 0.50 percent from 201 to 200.

SUPPORTING ACTIVITY	TOTAL
NHTSA CPS Technician Certification Courses	27
NHTSA Certified Technicians Trained	288
NHTSA Certified Instructors Trained	6
NHTSA CPS Technician Renewal Courses	2
Expired CPS Technicians Renewed	4
NHTSA CPS Technician CEU Courses	9
CPS Technicians Trained	335
Child Safety Seat Checkups	4,661
Pre-Owned Child Safety Seats Properly Fit	4,575
New Child Passenger Safety Seats Distributed to People in Need	7,384

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

PEDESTRIAN AND BICYCLE SAFETY

GOAL: Reduce the number of pedestrians killed by September 30, 2025.

RESULT: Pedestrians killed decreased 10.73 percent from 913 to 815.

GOAL: Reduce the number of pedestrians injured by September 30, 2025.

RESULT: Pedestrians injured increased 2.72 percent from 14,440 to 14,833.

GOAL: Reduce the number of pedestrians killed under the age of 15 by September 30, 2025.

RESULT: Pedestrians killed under the age of 15 decreased 83.33 percent from 6 to 1.

GOAL: Reduce the number of pedestrians injured under the age of 15 by September 30, 2025.

RESULT: Pedestrians injured under the age of 15 increased 2.55 percent from 274 to 281.

GOAL: Reduce the number of pedestrians killed over the age of 65 by September 30, 2025.

RESULT: Pedestrians killed over the age of 65 remained the same at 40.

GOAL: Reduce the number of pedestrians injured over the age of 65 by September 30, 2025.

RESULT: Pedestrians injured over the age of 65 increased 1.00 percent from 501 to 506.

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)

GOAL: Reduce the number of bicyclists killed by September 30, 2025.

RESULT: Bicyclists killed decreased 16.57 percent from 175 to 146.

GOAL: Reduce the number of bicyclists injured by September 30, 2025.

RESULT: Bicyclists injured increased 9.01 percent from 10,086 to 11,104.

GOAL: Reduce the number of bicyclists killed under the age of 15 by September 30, 2025.

RESULT: Bicyclists killed under the age of 15 remained the same at 0.

GOAL: Reduce the number of bicyclists injured under the age of 15 by September 30, 2025.

RESULT: Bicyclists injured under the age of 15 increased 15.67 percent from 300 to 347.

GOAL: Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2025.

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

PUBLIC EDUCATION ACTIVITY	TOTAL
Pedestrian and/or Bicyclist Safety Activities and/or Presentations	2,868
People Impacted	454,596
Bicycle Rodeos	387
People Impacted	30,280
Bicycle Helmets Distributed	23,184
Bicycle Helmet Inspections	192

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

POLICE TRAFFIC SERVICES

GOAL: Reduce the number of persons killed in traffic crashes by September 30, 2025.

RESULT: Persons killed in traffic crashes decreased 8.70 percent from 1,736 to 1,585.

GOAL: Reduce the number of persons injured in traffic crashes by September 30, 2025.

RESULT: Persons injured in traffic crashes decreased 1.25 percent from 116,630 to 115,167.

LAW ENFORCEMENT ACTIVITY	TOTAL
Traffic Enforcement Operations	5,142
Vehicle Stops or Contacts	108,514
Citations Issued	95,793
Distracted Driving Enforcement Operations	1,561
Vehicle Stops or Contacts	27,257
Hand-Held Cell Phone Citations Issued	5,715
Texting Citations Issued	9,221
Individuals Under the Age of 18 That Received a Citation	82
Motorcycle Safety Enforcement Operations	562
Motorcycle Stops	1,109
Motorcycle Citations	971
Vehicle Stops	10,983
Vehicle Citations	9,906
Field Sobriety Tests Administered to Motorcyclists	29
Field Sobriety Tests Administered to Other Drivers	186
DUI Arrests of Motorcyclists (Alcohol Only)	4
DUI Arrests of Other Drivers (Alcohol Only)	20
DUI Drug Arrests of Motorcyclists (Drug Only)	1
DUI Drug Arrests of Other Drivers (Drug Only)	5
DUI Arrests of Motorcyclists (Alcohol/Drug Combination)	0
DUI Arrests of Other Drivers (Alcohol/Drug Combination)	2
Drug Arrests (Possession, Transportation, Sales)	13
Criminal Arrests (Felony in Custody)	49
Suspended/Revoked Driver's Licenses	190
Motorcycle License Endorsement Violations [CVC 12500(b)]	149
Recovered Stolen Motorcycles	2
Recovered Stolen vehicles	9

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

POLICE TRAFFIC SERVICES (CONTINUED)

Nighttime (1800-0259) Click It or Ticket Enforcement Operations	10
Vehicle Stops or Contacts	120
Seatbelt Citations Issued	61
Child Safety Seat Citations Issued	0
Pedestrian and/or Bicycle Enforcement Operations	1,149
Bicycle Stops	3,097
Bicycle Citations Issued	1,661
Pedestrian Stops	1,485
Pedestrian Citations Issued	855
Vehicle Stops	24,118
Vehicle Citations Issued	21,174
Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed	905
Vehicle Stops	20,451
Citations Issued	16,896

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

TRAFFIC RECORDS/ROADWAY SAFETY

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

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

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

RESULT: Funding automated crash and citation programs with analytical capabilities as well as electronic reporting to the state records database remains a priority with the OTS. In 2025, OTS awarded over \$3.1 million to fund agencies at the city and county level to purchase traffic records systems.

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

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

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

RESULT: Crash Medical Outcomes Data (CMOD) continued to make progress on linking the SWITRS and hospital/emergency department data, producing a draft methodology document and exchanging datasets with staff at the DMV to examine the quality of data linkage. A draft report and tables were prepared reflecting e-scooter injuries that are under review.

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

TRAFFIC RECORDS/ROADWAY SAFETY (CONTINUED)

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

RESULT: Efforts by the OTS to encourage agencies to embrace electronic reporting and electronic submission of data to the state report repository continue. As of September 30, 2025, a total of 71,993 reports have been submitted to SWITRS electronically, accounting for 56.63% of all reports filed so far in calendar year 2025.

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

RESULT: The OTS has expanded support for web-based tools which assist stakeholders with the analysis of data related to fatal and injury traffic crashes by using the results to assist with the programming and planning of enforcement operations, educational presentations, public awareness campaigns, and research. Some of these web-based tools include dashboards, predictive crash data analytics, and GIS mapping.

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

TRAFFIC SAFETY EDUCATION

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

TRAFFIC SAFETY PRESENTATIONS	TOTAL
Bicycle Safety	241
People Impacted	25,701
Child Passenger Safety	57
People Impacted	1,571
Distracted Driving	46
People Impacted	3,449
Impaired Driving	82
People Impacted	5,515
Motorcycle Safety	10
People Impacted	278
Occupant Protection	4
People Impacted	320
Pedestrian Safety	212
People Impacted	10,424
Senior Driver	17
People Impacted	631
Teen Driver	58
People Impacted	8,768

SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Every 15 Minutes	80
People Impacted	57,147
Sober Graduation	213
People Impacted	67,143
Speeding	282
People Impacted	16,906
Start Smart	802
People Impacted	22,143

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. Throughout the grant year, high visibility enforcement was impacted by the Los Angeles wildfires, road closures, rainfall, flooding, and snowpack in which law enforcement agencies were unable to conduct as many enforcement operations as were planned. Many law enforcement agencies in the Los Angeles area were redirected to assist with wildfire evacuations, patrolling property, and other department needs. Law enforcement agencies also conducted DUI 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 by focusing on 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.



PROGRAM AREA HIGHLIGHTS

INTENSIVE SUPERVISION OF DUI PROBATIONERS

California's high-risk DUI probationers continue to be intensively supervised to ensure compliance with court-ordered terms and to be held accountable when falling short of compliance. Throughout FY 2025, grants to 15 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Marin, Napa, Placer, Sacramento, San Bernardino, San Diego, Santa Barbara, Solano, Sonoma, 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 unannounced home searches that included alcohol and drug testing. Intensive supervision programs have shown to improve compliance with court-ordered conditions due to the increased probationer contact and monitoring of abstinence and treatment.

Marin County Probation Department

The Marin County Probation Department's Intensive Probation Supervision for High-Risk Felony and Repeat DUI Offenders program experienced significant success during this grant year. The program has been instrumental in enhancing the capacity to effectively rehabilitate individuals who are supervised and promote safer communities. This partnership has strengthened the department's efforts to reduce recidivism and improve public safety, reaffirming the commitment to supporting both the individuals served and the broader Marin County community.

These successes include increased supervision capacity through increased staffing from two to four Deputy Probation Officers allowing intensive supervision for 110 high-risk DUI offenders and implementation of innovative supervision strategies, such as the development and implementation of a drive-through check-in site at the Marin County Civic Center to reduce barriers to making field contacts in certain residential areas, and enhancing service integration at check-in events to integrate support services directly into the check-in model and provide access to an on-site DMV liaison to assist with license or compliance related issues, community service resources to help meet court-ordered obligations, and recovery support services that promote long-term behavior change and stability. The drive-through model proved to be a highly effective solution that improved compliance monitoring, enhanced accessibility of services, and strengthened community trust and engagement. This model also demonstrated the adaptive and dynamic nature of modern probation work.

PROGRAM AREA HIGHLIGHTS

ALCOHOL ENFORCEMENT AND EDUCATION PROGRAM

California Department of Alcoholic Beverage Control (ABC)

The ABC had a successful year utilizing their grant to support the department's mission of providing education and enforcement to deter youth access to alcohol while also improving traffic safety. The ABC Agents, with the assistance of allied law enforcement agencies, conducted 3,028 Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT) inspections (educational compliance visits), 196 Minor Decoy operations (underage decoys that test retailer alcohol sales compliance), 134 Shoulder Tap operations (underage decoys ask adults to illegally buy alcohol for them), 56 Fake ID operations (detect and prevent use of fraudulent identification), 61 underage retail theft operations, 39 Special Events, and also worked enforcement for all major holidays and holiday weekends throughout the year to reduce underage drinking.

The Target Responsibility for Alcohol Connected Emergencies (TRACE) Unit attended 13 conferences and successfully completed over 300 trainings to state and local law enforcement agencies on the TRACE protocol, wherein first responders to alcohol-related emergencies immediately notify the ABC when an incident involves a person under 21 and an alcoholic beverage that results in great bodily injury or death or anyone charged with vehicular manslaughter that was under the influence of alcohol regardless of their age. This resulted in 144 TRACE investigations and numerous criminal and administrative filings.

FNL YOUTH BUILDING INCLUSIVE PARTNERSHIPS TO TACKLE UNDERAGE DRINKING PERCEPTION

Tulare County Office of Education

California Friday Night Live Partnership (CFNLP) engaged youth across the statewide Friday Night Live (FNL) network to reduce injury and fatal crashes involving underage drivers. During the project period, 45 FNL school and community-based chapters in 26 counties implemented youth-led and youth-designed positive social norms and merchant education campaigns to prevent underage drinking and create safer environments for all. The CFNLP provided technical assistance to support young people and their adult allies with campaign-specific tools, resources, educational materials, and training.

Through the OTS-funded underage drinking prevention project, 1,000 FNL youth leaders participated in positive social norms research which found that most California teens are choosing not to use alcohol. By shifting social norms and raising awareness of healthy alternatives to alcohol consumption, FNL youth leaders made a lasting impact amongst their peers and communities.

PROGRAM AREA HIGHLIGHTS

Over 100 digital public service announcements (PSA) were created with locally and culturally relevant positive social norms messages. Campaign messages were shared in classrooms, on social media posts and websites, and through news articles, town hall meetings, community events, and school board presentations. Social media campaigns and PSA publications resulted in more than 7.3 million impressions statewide, illustrating the range of multi-media prevention efforts.

Another component of the project included intentional engagement with local merchants to reduce the exposure and availability of alcohol to minors. Through the campaign, FNL chapters developed partnerships with 12 local merchants to educate them on the dangers of underage drinking and the vital role that they play in preventing underage drinking in their community. In addition to educating merchants, chapters conducted store assessments and made recommendations that could limit youth exposure to alcohol advertising and products, increase store safety, and reduce the opportunity for alcohol theft.

SAFE DRIVING FOR NATIVE AMERICAN YOUTH

University of California, San Diego

The University of California San Diego's Transportation Research and Education for Driving Safety (TREDS) developed an engaging and culturally guided Train the Trainer program specifically to address traffic safety concerns for youth aged 16-24 in the San Diego County Native American community. The program aimed to reduce deaths and injuries caused by impaired driving.

In Fall 2024, the project began by convening a wide ranging consortium of tribal representatives from more than a dozen tribes across the region. The TREDS team and newly formed consortium were mindful that national data estimated that American Indians and Alaska Natives (AIAN) have the highest traffic fatality rate among other racial and ethnic groups in the United States. Specifically, motor vehicle death rates among children and youth aged 0-19 years are up to eight times higher than those of other groups with a similar pattern for traffic-related injuries and 50 percent higher than what is seen in the general population.

The group partnered with a talented Native graphic artist who created a distinctive logo and gave the initiative its memorable name: "Honoring Our Ancestors, Protecting Our Future: Traffic Safety for Native American Youth." With the brand in place, the team turned its attention to understanding the lived experiences of the youth it hoped to serve. A culturally sensitive survey instrument was designed and electronically distributed to dozens of Native

PROGRAM AREA HIGHLIGHTS

adolescents throughout the county. When the responses were tallied, the data painted a clear picture: speeding, impaired driving, and distracted driving were the three issues most frequently reported as endangering reservation roadways. To deepen that insight, twenty youths were selected for one on one interviews, allowing them to voice personal stories and experiences about the specific traffic hazards they encountered daily on tribal land.

Recognizing the power of intergenerational wisdom, the project also reached out to Native Elders and community leaders from all San Diego tribes. Their perspectives were captured on video, resulting in ten compelling clips that would later be woven throughout the training curriculum. In those recordings, elders spoke not only about the dangers of speeding, impaired and distracted driving, but also about pedestrian safety, the unique risks associated with dirt bike use, and heartfelt testimonies of loved ones lost in crashes. The training opened with recollection from each Elder about the history of the trail systems in San Diego County, which eventually became the roads currently traversed, and closed with their advice—grounded in tradition and lived experience—offering youth a roadmap for safer journeys.

All of this content—survey findings, youth interviews, elder videos, regional traffic data, and legal information—was integrated into a multimedia training package. The curriculum was enriched with elements created by local Native artists, musicians, and videographers. The result was a culturally resonant learning experience that felt both modern and rooted in tribal heritage.



Before the training was finalized, it was presented to three youth focus groups. Their feedback guided subtle refinements, ensuring that the language, pacing, and visual design spoke directly to the intended audience. Highlights from the Post Focus Group Survey Results were as follows:

- 93 percent were either extremely satisfied or satisfied with the overall presentation.
- 93 percent also stated they learned more about the risks and how to be safe as a pedestrian.
- 100 percent stated they would not drive impaired, nor would they ride as a passenger with someone who was impaired.
- 100 percent also said they planned to reduce their distracted driving.

PROGRAM AREA HIGHLIGHTS

With the curriculum polished, the project moved into its dissemination phase. A cadre of four peer trainers, high school and college-aged Native youth from the community who had completed the training, were selected to carry the program to other Native youths aged 16 to 24 across the county which will be completed in the year two dissemination phase of the project.

At the close of the first year, a pilot session was conducted, led by one of the newly appointed peer trainers. Community leaders and project contributors gathered for the event, and the response was overwhelmingly positive. Many expressed deep gratitude to TREDIS for delivering a resource that had long been needed, noting that the blend of data, elder wisdom, and artistic expression was both informative and inspiring.

DISTRACTED DRIVING **TEEN DISTRACTED DRIVING (TDD) IV** ***California Highway Patrol (CHP)***

The CHP implemented the 12-month statewide Teen Distracted Driving IV (TDD) grant focused on teen distracted driving. The CHP successfully achieved its goal of contracting with a teen driver safety education group, Impact Teen Drivers (ITD), which aimed to temper the habits and behaviors of our most vulnerable drivers, through education and enforcement. Training regarding the grant was conducted statewide, in all Field Division and Area Offices reaching the Public Information Officers.



A total of 406 teen distracted driving safety presentations were conducted and 235 community outreach events were held by CHP personnel. A total of 137 distracted driving enforcement operations were conducted.

The CHP partnered with Sacramento Republic Football Club, Ventura County Fair, and the Amador County Fair to host information booths to promote teen distracted driver safety.

The CHP participated in the California Friday Night Live Partnership's Youth Traffic Safety Summit, a statewide leadership event. The Youth Traffic Safety Summit promoted teen driving safety education, focused on underage drinking prevention, distracted driving, seat belt safety, and overall traffic safety.

PROGRAM AREA HIGHLIGHTS

BE WISER TEEN IMPAIRED/DISTRACTED DRIVING & SPEEDING/OCCUPANT SAFETY PROGRAM

Riverside County Public Health Department

During the FY 2025 grant year, the Riverside County Public Health Department (RUHS- PH) implemented the Be Wisser Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program, a targeted initiative aimed at reducing fatalities and injuries resulting from teen impaired and distracted driving, as well as speeding and reckless driving. This evidence-based program prioritized comprehensive education for both youth and adult drivers and passengers, focusing particularly on middle and high school students, parents, educators, community members, and local law enforcement explorers. To maximize its impact, Be Wisser established over 20 strategic partnerships with school districts and programs across Riverside County, ensuring that teens and families most in need received vital education, resources, and support. The program delivered bilingual traffic safety education, increasing accessibility for at-risk populations.

The Be Wisser Program strengthened its curriculum by integrating short story videos from Impact Teen Drivers, utilizing evidence-based data and research from NHTSA, adopting campaigns from the OTS, and incorporating hands-on activities provided by Drunk Busters of America. Key components included DUI prevention initiatives, occupant safety awareness, the development of targeted social media content, and interactive impaired-goggle simulations. By modeling the Train-the-Trainer approach, Be Wisser empowered youth leaders to deliver peer-to-peer messaging within their schools and communities. Sixteen middle and high school campuses across Riverside County conducted 46 peer-led campaigns, reaching 26,405 individuals. Forty-eight presentations were



conducted at schools and education centers, directly engaging 1,018 students, parents, community members, and local law enforcement explorers. Thirteen local organizations collaborated with RUHS PH to launch social media campaigns, reaching 106,556 people. Twelve newsletter segments were distributed monthly, reaching 526 readers.

The program's first year of coordinating the 2025 Riverside County Youth Traffic Safety Summit

PROGRAM AREA HIGHLIGHTS

brought together 63 local youth, teens, and youth-serving community members to address the most pressing challenges in teen traffic safety. The goal of the summit was to equip attendees with the knowledge and tools needed to drive meaningful changes within their schools and neighborhoods. Attendees participated in sessions covering the consequences of a DUI, an in-depth examination of distracted driving crashes from a nurse's perspective, and discussions emphasizing how individual choices could profoundly impact both personal lives and the broader community. The summit was made possible through strong collaboration with key partners, including the RUHS Medical Center, RUHS Behavioral Health, the CHP, Impact Teen Drivers, and Rissa's Wings of Love Foundation.

YOUTH THRIVING IN LIFE TRANSITIONS WITH TRANSPORTATION

University of California, Irvine

The Youth Thriving in Life Transitions with Transportation program was comprised of two primary components: (1) a structured educational curriculum and (2) the Ford Driving Skills for Life event. The program was developed through a collaborative partnership among the UC Irvine School of Medicine's Brain, Body, and Behavior Driving Simulation Lab (B³ DrivSim Lab), the UCI Institute of Transportation Studies (ITS-Irvine), and GREEN-MPNA (Getting Residents Engaged in Empowering Neighborhoods – Madison Park Neighborhood Association), a community-based organization in Santa Ana. This program aimed to provide focused exposure and education of high school teens from Santa Ana on traffic safety, the scope of transportation and transportation science.

(1) Educational Curriculum

A novel curriculum was designed and implemented comprising of interactive in-person educational modules. These modules explored the intersections of transportation, health, education, and employment, emphasizing how safe mobility supports independence, personal growth, and opportunities for individual advancement in early adulthood. Educational sessions included interactive group discussions, and scenario-based learning activities designed to promote engagement, reflection, and informed safety decision-making.

Program outcomes were evaluated through pre- and post-program knowledge assessments. Post-program assessments demonstrated significant improvements across multiple domains:

- Enhanced understanding of transportation's role in supporting health, education, and employment.
- Increased knowledge of teen brain development, consequences of risky driving behaviors, and Graduated Driver Licensing (GDL).

PROGRAM AREA HIGHLIGHTS

- Greater confidence in making safe transportation choices and addressing risky or impaired driving scenarios.
- Heightened interest in transportation-related academic and career pathways.

The Youth Thriving in Life Transitions with Transportation program was well received by participants and demonstrated clear relevance and impact. Evaluation results indicated measurable improvements in traffic safety knowledge, prevention awareness, and interest in transportation-related careers. By integrating teen driver safety education with personal development and workforce readiness, the program offered a promising model for empowering youth to make informed transportation choices that advance both traffic safety, individual growth, and community well-being.



(2) Ford Driving Skills for Life

In partnership with Ford Philanthropy, the Governors Highway Safety Association (GHSA), the OTS, and the UC Irvine B³ DrivSim Lab, hosted a two-day event which featured six 2.5-hour driving skills sessions with 297 registered participants, 189 teen drivers, and 108 parents. Professional instructors provided behind-the-wheel training in Ford SUVs and Mustangs, focusing on vehicle control, hazard recognition, and distracted driving prevention.

The educational modules extended beyond driving instruction, engaging both teens and parents. Local event partners, including the Automobile Club of Southern California and GREEN-MPNA, participated in the event. The

PROGRAM AREA HIGHLIGHTS

Santa Ana Police Department led hands-on sessions on safe interactions with law enforcement and provided teens the opportunity to experience simulated effects of impairment using fatal vision goggles. Participants also engaged in a virtual reality simulation from a cyclist's perspective, fostering empathy and awareness of shared-road challenges. This immersive experience helped teens understand cyclist vulnerabilities and reinforced safer driving behaviors.

Overall, the Youth Thriving in Life Transitions with Transportation program effectively enhanced teen drivers' knowledge, skills, and confidence. Participants demonstrated increased understanding of traffic safety, risk prevention, and the relationship between transportation, health, education, and career opportunities. By integrating structured educational sessions with hands-on training, the program empowered youth to make informed safety and transportation decisions that support personal growth and long-term success.

SAN LUIS OBISPO COUNTY YOUTH TRAFFIC SAFETY INITIATIVE

San Luis Obispo County Behavioral Health Department

The San Luis Obispo County Youth Traffic Safety Initiative provided education and public awareness to make the communities of the California Central Coast safer. The County of San Luis Obispo's Behavioral Health Department (SLOBHD) utilized grant funding to reach youth and community members through strategies focused on bringing attention to the issue of impaired, distracted, and unsafe driving. SLOBHD utilized education, awareness, prevention, and media campaigns to target unsafe driving particularly through an integrated approach in local high schools, Cuesta College, and Cal Poly San Luis Obispo campuses.

In the FY 2025 grant, the San Luis Obispo Youth Traffic Safety Initiative hosted 52 presentations on school campuses reaching over 5,000 students, many of these presentations included student involvement in planning and participation in activities which promoted safe, distraction-free, sober driving. In addition to campus focused programs, the Initiative held four community campaigns reaching over 31,000 people in a county of just over 200,000 in population. These campaigns included: a series of multilingual radio interviews to reach youth and parents, a television interview with local news, library awareness galleries, and a targeted education in conjunction with the CHP to discourage drinking and driving surrounding the county's Mid-State Fair. The Youth Traffic Safety Initiative was tremendously successful in its goals of bringing awareness in the broader community with a particularly targeted and strong impact on youth who were successfully engaged through preventative and education activities on the dangers of unsafe, distracted, and impaired driving.

PROGRAM AREA HIGHLIGHTS

DRUG IMPAIRED-DRIVING

ALCOHOL AND DRUG-IMPAIRED DRIVER VERTICAL PROSECUTION PROGRAM

The OTS funded 21 grants throughout the state (El Dorado, Fresno, Imperial, Kern, Los Angeles City, Los Angeles, Madera, Marin, Monterey, Orange, Riverside, San Bernardino, San Diego City, San Diego County, Solano, Sonoma, Sutter, Tulare, Tuolumne, Ventura, and Yolo) that focused on the prosecution of DUI offenders with each case handled by a specially trained, dedicated prosecutor from start to finish. Judges and the defense bar recognized the expertise of these dedicated prosecutors, 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 prosecutors handling the cases. Officers learned they have a single point-person for alcohol and drug-impaired driving cases in the event of unique circumstances. Prosecutors 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. Quarterly roundtable meetings are hosted by the Vertical Prosecutors to provide information on the Vertical Prosecution Program, interact with law enforcement and other stakeholders to identify means to improve DUI investigation and prosecution, and assess technical assistance needs for training on DUI investigation and court testimony.

DUI AND VEHICULAR HOMICIDE TRAINING, EDUCATION, AND PROSECUTION PROGRAM ***Los Angeles County District Attorney's Office***

The attorneys in the DUI Training and Prosecution Section (DTAPS), within the Los Angeles County District Attorney's Office, specialize in training prosecutors and law enforcement officers throughout Los Angeles County and the State of California on the unique challenges in investigating and prosecuting DUI and vehicular homicide cases. The prosecutors in DTAPS are also responsible for prosecuting the most high-profile, legally and factually complex, vehicular homicides in Los Angeles County.

DTAPS continues to be the preeminent resource in Los Angeles County for those seeking assistance and counsel, prosecutors and law enforcement alike, on all matters involving DUI and traffic fatality cases, which directly affect millions of residents and thousands of officers. During the grant year, DTAPS conducted

PROGRAM AREA HIGHLIGHTS

nearly 70 trainings for attorneys and officers and consulted on nearly 500 cases, assisting prosecutors and officers in all phases of their cases – from investigations and filings to trials and case presentations.

In an effort to better equip prosecutors and law enforcement officers with the tools needed to tackle the challenges of all DUI and vehicular homicide cases, DTAPS published its own manual on the investigation and prosecution of these cases. The publication, entitled "The Investigation and Prosecution of DUIs and Vehicular-Related Crimes," compiles DUI-related statutes, case law, and published studies into one manual as a resource for prosecutors and law enforcement statewide. The publication also contains scripts to better prepare both prosecutors and officers in effective, direct, and cross-examination techniques in court for a more polished presentation to juries. Since its first publication in 2021, the DTAPS Manual has been widely distributed and is utilized by thousands of prosecutors and law enforcement throughout California. It is revised every two years with updates on recent case law and new studies.

During the grant year, DTAPS formally presented a one-day Vehicular Homicide College in a large auditorium at the Los Angeles Police Department. They welcomed nearly 50 prosecutors and over 200 law enforcement officers and investigators from all over California. More than 50 percent of the attendees came from outside of Los Angeles County. The intensive training covered all aspects of the investigation and prosecution of vehicular homicide cases (DUI and non-DUI related).

DRUG AND ALCOHOL USE IN MOTOR VEHICLE CRASH VICTIMS - YEAR 2

University of California, Davis Health

The University of California, Davis - Department of Emergency Medicine and the Lundquist Institute/Harbor-UCLA Medical Center collaborated on a multi-year study examining how often injured roadway users had potentially impairing substances in their system. The project, completed in 2025, was conducted at two major trauma centers in California. In total, 3,301 people injured on public roadways were tested for drugs and alcohol. This group included drivers (1,805), passengers (482), pedestrians (455), bicyclists (379), and users of mini mobility devices such as electric scooters or motorized skateboards (152).

The results showed that many injured roadway users had alcohol, recreational drugs, or potentially impairing prescription medications in their system. These substances were found in 44 percent of drivers, 67 percent of bicyclists,

PROGRAM AREA HIGHLIGHTS

63 percent of pedestrians, and 59 percent of scooter or mini-mobility users. Positive tests were most common on weekends, especially Friday (54 percent), Saturday (52 percent), and Sunday (54 percent), and during the overnight hours between midnight and 6 a.m. (69 percent). These findings can help guide public safety campaigns and law enforcement efforts to reduce impaired driving and cycling, especially during high-risk times.

DRUG RECOGNITION EVALUATOR (DRE) PROGRAM

California Highway Patrol

The CHP implemented a 12-month grant focused on statewide training aimed at keeping California highways free of drug-impaired drivers. The CHP Impaired Driving Section serves as the statewide coordinators for the Drug Recognition Evaluator (DRE) statewide training. The CHP received funding to train law enforcement personnel, education professionals, and prosecutors in DRE, Advanced Roadside Impaired Driving Enforcement (ARIDE), Standardized Field Sobriety Testing (SFST), and Drug Impairment Training for Educational Professionals (DITEP). These trainings equip law enforcement personnel with the skills to detect impaired drivers and remove them from the roadways.

During the grant year, CHP conducted 16 DRE Schools, training 380 new DREs from CHP and allied agencies statewide. In addition, 1,583 law enforcement personnel were trained in ARIDE, 1,967 law enforcement personnel were trained in SFST, and 234 educational professionals were trained in DITEP.

EMERGENCY MEDICAL SERVICES

REGIONAL CRASH RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

Gonzales Fire Department

The City of Gonzales, located in Monterey County amid the rich agricultural lands of the Salinas Valley, is home to approximately 8,400 residents. Through their OTS grant, the Gonzales Fire Department purchased a fully equipped E-draulic extrication tool set, replacing the gasoline-powered hydraulic tools that had been in service for decades. In its first year of use, the new tools were successfully deployed in four vehicle extrications. The primary advantage of the upgraded equipment is the elimination of setup time at the scene—saving critical minutes during a patient's "golden hour." Firefighters report that the tools are more reliable, require less maintenance, and cut daily readiness checks by more than half, allowing additional time for training and prevention efforts. When used on crashed vehicles during both training and incident responses, the new tools delivered greater power to move metal and create space compared

PROGRAM AREA HIGHLIGHTS

to traditional hydraulic systems resulting in a decrease in extrication time by eight minutes. This upgrade has strengthened the department's ability to respond swiftly and effectively in emergencies, directly enhancing community safety and illustrating the lasting impact of grant-funded investments.

REGIONAL CRASH RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

Morro Bay Fire Department

The City of Morro Bay Fire Department (MBFD) is located in San Luis Obispo County on the Central Coast of California. The city has a population of approximately 10,000 citizens and approximately 800,000 visitors annually. The city is intersected by California Highway 41 and Highway 1. The department provides advanced life support emergency medical services, fire suppression and technical rescue services. Through the OTS grant for a fully equipped extrication system, the department has been able to achieve the goal of decreasing the time it takes to perform extrication rescues. Depending on the emergency situation, the extrication times have decreased from over 28 minutes in 2022 down to less than five minutes with the most recent extrication taking 3 minutes. The department now has two first out engines with specially designed housing for the grant-funded extrication equipment. The new equipment housing has allowed for easier access and quicker response times. The crew has added an extrication section to their training rotation, which has each member participating in extrication tool training at least four times per year. During the grant fulfillment period, MBFD participated in community events highlighting the extrication equipment grant from the OTS. One event included an extrication demonstration for over 250 community members, the other community events highlighted the grant-funded equipment along with its purpose, and a traffic safety presentation on E-Bike Safety for 50 community members.

MOTORCYCLE SAFETY

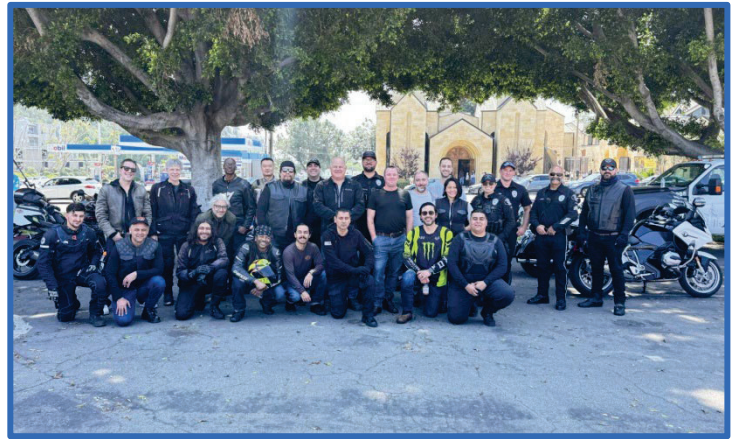
MOTORCYCLIST SAFETY EDUCATION AND TRAINING PROGRAM

Glendale Police Department

In 2025, the Glendale Police Department kicked off its Ride to Live program, which was aimed at improving rider safety while giving officers an opportunity to interact with motorcyclists in an educational environment. Glendale Police Department's Traffic Bureau hosted a series of five training classes, each lasting eight hours, that addressed topics such as braking, clutch and throttle control, hazard recognition, obstacle avoidance, and the importance of riding defensively. Classes were designed for small group instruction and personalized attention, ensuring each student left the class a stronger, more confident rider.

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Overall, 99 students attended the Ride to Live training, 10 officers were sent to Motor Officer Advanced Training, and feedback from participants was outstanding with remarks regarding improved rider skills and safety. Through education and engagement, the partnership between the Glendale Police Department and the OTS helped make motorcyclists safer in 2025.



MOTORCYCLIST SAFETY EDUCATION AND TRAINING PROGRAM

Hayward Police Department

The City of Hayward saw a concerning rise in motorcycle crashes where the motorcyclist was found to be at fault. The Hayward Police Department decided to move away from traditional enforcement and implement an educational solution to reduce these incidents. To address this, the Hayward Police Department developed a "Ride to Live" program. This specialized, hands-on motorcycle training course is designed to equip riders with the advanced skills necessary to avoid crashes and ride with greater confidence. The "Ride to Live" program is part of a broader, state-funded safety effort. It demonstrates the Hayward Police Department's commitment to community safety by utilizing its most skilled assets, the department's certified motor instructor officers.

Recognizing feedback from female riders at previous courses who felt intimidated in a predominantly male environment, the Hayward Traffic Bureau hosted a successful women's-only class, which was widely appreciated. They took feedback from previous courses and helped foster an environment that ensured female riders felt encouraged and supported. One student, riding an "Adventure" style motorcycle asked what to do if she ever dropped her motorcycle. Officers took the time to lay a police BMW on its side and showed the class how to properly lift a motorcycle. They then took her and her motorcycle onto the lawn area and laid her motorcycle down and worked with her on her motorcycle. She found this experience very helpful. At the end of each class, participants are asked to provide feedback to improve future courses. The department plans to continue offering a dedicated women's-only class annually, typically around Mother's Day.

Ultimately, "Ride to Live" serves as a crucial proactive measure to save lives and reduce the terrible cost of motorcycle-related crashes for riders, their families,

PROGRAM AREA HIGHLIGHTS

and the community. By forging a positive relationship between local law enforcement and the riding community, the Hayward Police Department promotes a culture of safety that benefits everyone on the road.

GET EDUCATED AND RIDE SAFE (GEARS) VII

California Highway Patrol

The CHP implemented a 12-month traffic safety project focused on reducing the number of motorcycle-involved fatalities and crashes through enforcement activities, along with public awareness and education.

During the grant year, CHP personnel participated in the NHTSA Summer Mobilization Campaign and National Motorcycle Safety Month. Through these efforts, the CHP hosted 148 motorcycle safety and road sharing presentations, impacting 21,966 people. Additionally, three Motorcycle Enforcement and Safety Training classes were conducted for CHP personnel, covering motorcycle orientation regarding types and characteristics of motorcycles, safety laws related to equipment and operation, motorcycle safety, and national statistics.

OCCUPANT PROTECTION

CALIFORNIA RESTRAINT SAFETY EDUCATION AND TRAINING (CARSEAT) VIII

California Highway Patrol

The CHP implemented a 12-month statewide traffic safety project focused on child passenger safety (CPS) through the California Restraint Safety Education and Training (CARSEAT) VIII program.

To further promote the proper use of occupant restraints and child safety seats, the CHP actively participated in the National Child Passenger Safety Week and the National Click It or Ticket Campaign. Throughout the grant period, the CHP Division and Area offices operated weekly fitting stations where Officers distributed car seats purchased with grant funds.



PROGRAM AREA HIGHLIGHTS

The CHP personnel performed 6,862 car seat installation inspections and organized 189 check-up events. Moreover, 121 new CPS technicians earned certification, while 90 technicians successfully renewed or recertified their credentials. The CHP personnel provided instructional sessions at day care centers, preschools, and elementary schools, directly reaching 2,458 individuals. In addition, the CHP's educational booths and presentations reached another 7,467 individuals, further spreading awareness about the critical importance of correct child passenger restraint use.

CHILD PASSENGER SAFETY PROGRAM

Riverside County Department of Public Health

The Riverside County Department of Public Health strengthened education, outreach, and hospital partnerships across the county to keep children and older drivers safe in and around vehicles. Riverside County implemented evidence-based strategies that improved knowledge and behaviors among families, professionals, and community partners.



Key accomplishments include:

- Conducted over 75 educational workshops for over 500 participants
- Distributed over 250 no-cost child safety seats to families in need
- Conducted 12 checkup events and participated in nine regional partner-led checkup events
- Highlighted and conducted the 5-Step Test for proper belt fit in over 10 elementary schools for over 600 children
- Supported new and current CPS Technicians/Instructors by conducting three Certification Courses, three Update Courses, one Renewal Testing Course and the 2-day Safe Travel for All Children Course
- Supported law enforcement by conducting 10 Roll Call trainings and providing resources to police departments throughout the County
- Conducted a Hospital Policy Workshop to strengthen inpatient and discharge CPS practices
- Promoted senior driver safety by conducting two CarFit Technician trainings and hosted CarFit events and individual assessments
- Conducted quarterly meetings with other OTS grantees to share best practices and maintain alignment with statewide CPS goals

PROGRAM AREA HIGHLIGHTS

As a result, caregivers demonstrated improved confidence and competence in correct car seat use, and local agencies strengthened their coordination around child passenger safety. The program continues to build sustainable partnerships that advance child injury prevention and promote safer travel for all children in our community.

CHILD PASSENGER SAFETY PROGRAM

Butte County Public Health Department



During the FY 2025 grant period, the Butte County Public Health Department CPS program conducted extensive community outreach in Butte and surrounding counties. Through a variety of programs, the Butte County Public Health team provided 213 car seats, attended 13 community outreach events reaching over 1,050 families, conducted 30 classes reaching 257 caregivers, four trainings for organizations transporting children, and 10 community check-up events. Additionally, the program facilitated a total of 101 one-on-one appointments.

The Butte County Public Health CPS program continued to act as a regional resource for neighboring, rural counties by supporting 10 out-of-county car seat checkups; conducting four NHTSA certification courses in Butte, Amador, Trinity, and Yuba County where a total of 47 new technicians were certified as Child Passenger Safety Technicians (CPST) and two were certified as Instructors. Butte County Public Health also advanced the professional development of 10 regional CPSTs by offering a Continuing Education Unit course and conducting one CPST renewal course. Furthermore, Butte County Public Health continued its collaboration supporting and attending the Northern California CPS coalition meetings to stay connected and share information with rural partners.

The Butte County Public Health worked hard to reach underserved communities by conducting checkups in rural areas of the county for residents facing travel or scheduling barriers. They actively engaged at-risk communities by translating informational materials and offering checkups and appointments in languages other than English. Moreover, Butte County Public Health enhanced its support for families of children with disabilities by partnering with the Safe Kids Greater

PROGRAM AREA HIGHLIGHTS

Sacramento Chapter to host a training where nine local CPSTs were educated on car seat options for children with different healthcare needs. In addition, two department team members completed the NHTSA Child Passenger Safety on School Bus National Training. With this expanded expertise, the Butte County Public Health CPS team is even more prepared to strengthen community partnerships and reduce and prevent injuries and fatalities among child passengers.

CHILD PASSENGER SAFETY PROGRAM

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

During FY 2025, the Keep 'Em Safe (KES) program – funded by the OTS, through the Child Passenger Safety (CPS) grant awarded to San Diego County Health and Human Services Agency – marked its 16th year of lifesaving impact across San Diego County and beyond. Through education and training, KES continued to advance CPS by helping families and professionals ensure every ride is safe.

KES program, overseen by the Department of Strategy and Community Engagement (DSCE), operates under the Community Action Partnership (CAP) San Diego, an initiative led by the department and supported through Community Services Block Grant (CSBG) funding. CAP San Diego promotes socioeconomic mobility by empowering individuals and households and expanding access to resources through strategic, community-driven partnerships. CAP services are informed by comprehensive community needs assessments that gather input from San Diego Residents. The findings from these assessments, along with CAP's responsive programs and services, are outlined in the Community Action Plan. The KES program is a key strategy that directly addresses community needs identified through the assessment process. KES is supported by the OTS and the San Diego County funding (CSBG), the Pacific Safety Center (PSC) served as the region's primary hub for CPS education and technical expertise. KES has partnered with more than 450 agencies to advocate for CPS.

The program delivered checkup events, community presentations, lifesaving equipment/car seat distributions, and safety fairs, often offering flexible schedules to meet caregivers' needs. This year, PSC made history by hosting California's first Pilot Spanish CPST Training Curriculum, a milestone that advanced language accessibility within the CPS community. KES also mentored Child Passenger Safety Technicians (CPSTs) to become Instructors (CPST-Is), expanding the statewide network of certified educators.

PROGRAM AREA HIGHLIGHTS

In FY 2025, PSC/KES distributed 639 (KES/CSBG) and 249(donations) car seats (888 total car seats), hosted 60 safety checkup events, and educated more than 2,000 families on Child Passenger Safety and proper child restraint use. Over 80 technicians received continuing education, and 10 CPSTs advanced to CPST-Instructor status.

Through strong OTS support, PSC/KES remained recognized as a leader in child passenger safety education at the local, regional, state, and national levels. By uniting professionals, caregivers, and policymakers, KES transformed awareness into action, saving lives and shaping a safer future for children and families across California and the border region.



PROGRAM AREA HIGHLIGHTS

CHILD PASSENGER SAFETY PROGRAM

The Regents of the University of California on Behalf of its Davis campus

Through the UC Davis Health Car Seat Program, UC Davis Health sought to include children with special transportation needs in child passenger safety training for professionals and community programs for families. Certified Child Passenger Safety Technicians attended a two-day enrichment training on transporting children with special health care needs. The course discussed children with acute needs, such as hospital discharge following a fracture or surgery, and children with ongoing needs such as neurodevelopmental issues. UC Davis Health is currently the only provider of these classes in Northern California.



UC Davis Health led three "Safe Travel for All Children: Transporting Children with Special Health Care Needs" courses during this grant period. Courses were held in Chico, Stockton, and Fairfield, California. Each of the Safe Travel for All Children (STAC) classes had a waiting list and additional requests from host sites were received. UC Davis Health encouraged other agencies that serve children with special transportation needs to consider having staff certified as special needs instructors.

The community car seat program also sought to support children with special transportation needs during this grant period. UC Davis Health provided 14 adaptive car seat check appointments and distributed four locking chest clips and one adaptive transportation vest. Most of the children UC Davis Health saw with special transportation needs had neurodevelopmental issues and were exhibiting escaping behaviors such as unbuckling the chest clip or buckle on their car seat.

UC Davis Health provided 190 car seat checkup appointments at which 194 OTS-funded car seats and booster seats were distributed during the grant year. Grant funding was also used to engage the UC Davis Health Medical Interpretation Department to update car seat program fliers in 10 languages. Utilizing a dedicated interpreter phone line through the Medical Interpretation Department allowed UC Davis Health to reach families and provide services in languages other than English.

PROGRAM AREA HIGHLIGHTS

AGING ROAD USERS

KEEPING EVERYONE SAFE (KEYS) XVI

California Highway Patrol

The CHP implemented a twelve-month campaign focused on education and raising awareness for challenges drivers aged 65 and older may experience. The CHP personnel conducted 274 classroom presentations, and 165 community outreach events held at CHP Area offices, local coffee shops for Coffee with a Cop, county fairs, courthouses, farmers markets, senior centers, and health fairs. These events helped build stronger community connections and opened doors to additional outreach opportunities.

Collaborations with the Sacramento River Cats baseball organization and the University of California, San Diego's Transportation Research and Education for Driving Safety Center further enhanced the program's outreach. Through these efforts, the CHP public information officers successfully shared vital traffic safety information with more than 65,000 community members statewide.

PEDESTRIAN AND BICYCLE SAFETY

COMPLETE STREETS SAFETY ASSESSMENTS: PRIORITIZING SAFER SPEED IN THE SAFE SYSTEM

University of California, Berkeley- SafeTREC

UC Berkeley SafeTREC conducted Complete Streets Safety Assessment (CSSA) for 12 California agencies, including one federally recognized tribe. The CSSA is a comprehensive transportation safety assessment focused on pedestrian and bicyclist safety. These assessments help communities identify and implement traffic safety solutions, ultimately leading to improved safety for all roadway users.

This past year, SafeTREC piloted Safe Speed Limits Assessment (SSLA) in four California cities. This program was designed to enhance vulnerable road user safety by providing technical assistance for context-sensitive speed limit settings in accordance with new California state laws (Assembly Bill 43, Assembly Bill 1938, and Assembly Bill 321). These assessments were guided by the Safe System Approach and SafeTREC's California Safe Speeds Toolkit. For each city, a safety expert reviewed crash data and the city's current and previous Engineering and Traffic surveys (E&TS) to identify corridors eligible for speed limit reduction. The safety expert then conducted an in-person site visit to observe speeds, roadway design and infrastructure, and user behavior for potential safety improvements and summarized findings and suggestions for revised speed limits in a final report to help the city plan and design for safer streets.

PROGRAM AREA HIGHLIGHTS

Additionally, SafeTREC hosted two online peer exchange sessions to support agencies and communities working to advance safer walking and biking throughout California. During the first peer exchange webinar, former CSSA participants were encouraged to share their insights on successes and challenges in using the assessment findings to secure funding opportunities. The second webinar explored best practices, challenges, and lessons learned when conducting the CSSA outside the city context, focusing on how communities can leverage this program to meet local safety goals.

PEDESTRIAN AND BICYCLIST SAFETY PROGRAM

City of Imperial Beach

In response to the new California Daylighting Law (Assembly Bill 413), the City of Imperial Beach collaborated with local non-profit Circulate San Diego to develop a temporary daylighting demonstration that was deployed at four events in 2025. The demonstration was inspired by the City of Encinitas who utilizes the daylighted space by installing bicycle parking. At the events where the daylighting demo was installed, Circulate San Diego gathered feedback regarding where residents would like a permanent installment in the City of Imperial Beach. Through this effort, 225 people were directly engaged through the quick builds. Informational boards were created to explain the reason for the daylighting laws and an area map that the public could place stickers on to suggest preferred corners for bicycle parking installations were utilized to gather feedback.



PROGRAM AREA HIGHLIGHTS

To promote safe biking throughout the City of Imperial Beach, city staff and Circulate developed a short video highlighting the best routes to bike on while in the city. The video specifically highlights the Bayshore Bikeway which is a 24-mile loop that links Imperial Beach with the cities of Coronado, Chula Vista, National City, and San Diego. The video also highlights future bicycle infrastructure that is currently under construction such as the "Border to the Bayshore Bikeway" project which is set to link the Bayshore Bikeway to the San Ysidro Port of Entry. A screening for this video was done on August 26, 2025. 1,180 people were engaged via social media, YouTube, and the August 26th video screening.

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

San Mateo County Office of Education

The San Mateo County Office of Education Safe Routes to School team, with support from the OTS, expanded efforts to promote safe and responsible e-bike use among students and school communities. This work included hosting an E-bike Safety Webinar for Parents and Educators to increase understanding of e-bike classifications, traffic laws, and safe riding practices. In support of schools and families, the team developed a digital E-bike Handbook that provided clear guidance on safety gear, rules of the road, and best practices for student riders. An accompanying E-bike Toolkit for Schools was also created, featuring a customizable slide deck for school administrators, the digital handbook, and one-page resources for parents to help schools share consistent and accurate information about e-bike safety.

In addition to developing educational resources, the San Mateo County Office of Education Safe Routes to School team provided technical assistance to schools seeking support with e-bike safety education and policy development.

FRESNO COUNTY SAFE ROUTES TO SCHOOL ACTION PLAN

County of Fresno Public Works and Planning

In 2025, the County of Fresno (County) Department of Public Works and Planning (Department) launched a transformative initiative funded by the OTS to evaluate and improve traffic safety conditions around 15 schools in rural, unincorporated areas of Fresno County. The result was the creation of a comprehensive Safe Routes to School (SRTS) Plan to make walking and biking to school safer, more enjoyable, and more accessible for students and their families. The project included on-site assessments and walk audits at 15 schools, in-person and virtual community engagement, and evaluation of existing infrastructure and site conditions, traffic patterns and student travel routes.

PROGRAM AREA HIGHLIGHTS

The walk audits consisted of Fresno County Board Supervisors and staff, the consultant team, school leaders and district officials, and occurred in March and April 2025 at the following schools:

- Cantua Creek Elementary School
- Fipps Primary School
- Riverdale Elementary School
- Riverdale High School
- Washington Colony Elementary School
- Washington Union High School
- Del Rey Elementary School
- West Park Elementary School
- Caruthers High School
- Caruthers Elementary School
- Tranquillity Elementary School
- Tranquillity High School
- Calwa Elementary School
- Adams Elementary School
- Powers-Ginsberg Elementary School

Additionally, the team conducted events at five of the participating schools, spoke with the public on community walks at three of the schools, and collected feedback through online surveys and an interactive mapping tool. The most common concerns were speeding cars and unsafe pedestrian crossings. The project initiative was featured on multiple news channels such as: ABC 30 Action News, Your Central Valley, and Telemundo. The amount of news coverage the project received highlights the public interest and importance of making walking to and from school safer for students. With these schools being in rural areas, parents state they have often felt ignored. The hope is that the SRTS Plan and any resulting projects help demonstrate the county's commitment to making transportation safer for everyone.

Based on the recommendations and concept designs in the report, the county is submitting four of the recommended projects for the Measure C Safe Routes to School competitive grant program, and the county has been awarded a second OTS grant focused on installing short-term demonstration traffic calming projects near several of the schools during the current school year. The county will conduct additional walk audits and engagement during the 2025-2026 school year, as additional funding has been obtained through the Caltrans Sustainable Transportation Planning Grant program.

PROGRAM AREA HIGHLIGHTS

This project was the first time the Fresno County Public Works and Planning engaged in walk audits as a proactive evaluative planning tool. The community-focused project allowed feedback from students, parents, school officials and administrators, and other members of the community. The walk audits were innovative because they were led by community input and feedback. Instead of relying solely on traffic data, these walk audits involved solicited feedback and concern points from community members. The project facilitated community engagement with students, parents and school staff sharing their concerns.

By conducting the study and advancing recommended projects towards fruition, the county will take a proactive approach to addressing safety concerns before they lead to serious or fatal injuries. Based on the analysis and suggested projects, the county will complete temporary demonstration traffic calming projects. Temporary demonstration projects are traffic safety improvements that can be installed quickly using temporary materials and are designed to improve conditions and test traffic safety improvements that are new to the community before installing them permanently.

The SRTS Plan developed through this project outlines key transportation issues that need to be addressed in the unincorporated areas of Fresno County. It includes a crash analysis, a toolbox for proven safety countermeasures, pathways to implementation, and a robust transportation safety education program. Through this process, the department has also improved communication channels with the schools, and department staff are now in active communication with school leaders for input on potential future projects.

POLICE TRAFFIC SERVICES

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANTS

The OTS awarded 218 STEP grants in FY 2025. 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,



PROGRAM AREA HIGHLIGHTS

nighttime Click-It-or-Ticket, motorcycle safety, and pedestrian and bicycle safety. In addition, some law enforcement agencies worked collaboratively to conduct enforcement activities in their region that addressed some of the riskiest driving behaviors. Training activities included training in SFST, ARIDE, and DRE. Agencies utilized the trainings to conduct DUI/Driver's License checkpoints and DUI saturation patrols. Media efforts focusing on the awareness of the STEP activities were coordinated both regionally and locally. Education activities included presentations to communities, organizations, and schools. Community collaboration and engagement activities generated two-way conversations with law enforcement agencies and the communities that they serve, which furthered the traffic safety messaging and, in some cases, informed enforcement efforts.

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP)

Los Alamitos Police Department

The Los Alamitos Police Department achieved a major milestone by successfully conducting its first DUI/Driver's License checkpoint in over a decade. This event marked the department's achievement in organizing such an operation. Despite being a small city with limited resources, the department overcame significant challenges to make the checkpoint a reality.

Due to a lack of necessary equipment, Los Alamitos Police Department received critical support from neighboring agencies. Seal Beach Police Department loaned their DUI trailer, while officers from Cypress Police Department, Westminster Police Department, and Seal Beach Police Department provided on-site assistance. These departments utilized OTS Collaborative DUI Enforcement funding to organize this team effort, which played a vital role in the checkpoint's success. The collaboration highlights the power of regional partnerships and shared resources in enhancing community safety.

The checkpoint resulted in a total of 829 vehicles screened, leading to 45 citations. Among these were 10 for unlicensed drivers, two arrests for suspended or revoked licenses, one misdemeanor warrant, one felony warrant, and four DUI arrests. Additionally, nine field sobriety tests were conducted, and six vehicles were towed. These outcomes reflect the department's effective enforcement and the seriousness with which they approach impaired driving.

This accomplishment is especially noteworthy given the department's initial struggles. From staffing shortages and leadership transitions to unfamiliarity with program logistics, Los Alamitos Police Department faced considerable hurdles. Yet, through persistence, collaboration, and a growing understanding of the

PROGRAM AREA HIGHLIGHTS

program, they were able to execute a successful checkpoint.

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) ***Laguna Beach Police Department***

The Laguna Beach Police Department held a successful E-Bike Safety Training class at Thurston Middle School, where 38 youth and their parents participated in hands-on instruction designed to improve safety and riding skills.

Participants learned critical information about the rules of the road and safe riding practices that could save lives. Key topics included:

- Riding on the right side of the road
- Stopping at stop signs and red lights
- Wearing a properly fastened bicycle helmet and better protective gear
- Following posted speed limits, as well as speed restrictions based on e-bike class (Class 1 & 2 e-bikes have a maximum 20 mph speed limit and Class 3 e-bikes have a maximum 28 mph speed limit, as well as riders must be at least 16 years old, and all riders, regardless of age, must wear a helmet).

The E-Bike Safety Training course is hosted quarterly by the Laguna Beach Police Department to give more families the opportunity to learn and practice safe riding habits.



EL PROTECTOR - SPANISH TRAFFIC EDUCATION PROGRAM IV ***California Highway Patrol***

The CHP implemented the 12-month statewide El Protector IV (STEP) grant focused on education to the Spanish speaking community. The CHP personnel conducted a total of 258 traffic safety presentations at appropriate venues, directly impacting 9,952 individuals. In addition, 859 community outreach events were held statewide, reaching an estimated audience of 40,549,831. An educational material pamphlet was developed and distributed statewide to the Public Information Officers (PIO). The PIO also engaged in extensive media outreach, conducted interviews with numerous radio stations.



PROGRAM AREA HIGHLIGHTS

The Community Outreach and Marketing Section (COMS) collaborated with several community partners, including the Sacramento Republic Football Club (FC), Frontwave Arena, Latino Business Expo, Lifesavers, Monterey Bay Football Club, Sacramento Salsa Festival, and the Yolo County Fair to host informational booths and share vital traffic safety education. The CHP joined the first youth clinic with Sacramento Republic FC in July 2025. Branded traffic safety materials, including reflectors, red and white bicycle lights, and reflective spoke tubes were distributed statewide at outreach events.

NATIVE-TRIBAL TRAFFIC EDUCATION PROGRAM (TTEP)

California Highway Patrol

The CHP implemented a twelve-month campaign focusing on providing traffic safety information to the Native American/ Alaska Native community. The program was conducted in Northern, Valley, and Golden Gate Divisions. During the grant cycle, CHP personnel conducted 145 outreach activities reaching 34,791 individuals and 27 educational presentations reaching 1,194 participants. The CHP personnel conducted the first tribal education outreach event in Oakland, which strengthened community connections. As this was only the third year of the TTEP grant outreach, awareness and receptiveness among tribal communities steadily increased.

Community outreach exceeded expectations, with CHP personnel participating in major events such as the Washoe Powwow, the 30th Annual Sacramento Contest Powwow, the California Conference on American Indian Education, and the 61st Annual Klamath Salmon Festival. A partnership with Wilton Rancheria co-owned Sacramento Republic Football Club (FC) allowed CHP personnel to host informational booths at Sacramento Republic FC home games.

Through these efforts the CHP increased public awareness, continued to foster trust, and strengthened long-term partnerships, ensuring continued progress in promoting traffic safety within tribal communities.



PROGRAM AREA HIGHLIGHTS

SPEED PREVENTION EDUCATION AND ENFORCEMENT DETERRENCE (SPEED)

California Highway Patrol

Speeding and aggressive driving continue to be significant challenges on California roadways. The CHP implemented a 12-month statewide traffic safety grant project focused on speed-caused crashes and those primary crash factors that have elements of “aggressive driving” such as unsafe turns, driving on the wrong side of the road, following too closely, unsafe passing, and unsafe lane changing. The CHP increased speed enforcement operations with the assistance of radar and lidar devices made possible through the SPEED grant. During this 12-month grant cycle, the CHP issued more than 19,713 citations to motorists traveling over 100 miles per hour, leading to 146 arrests. Additionally, radar trailers were deployed 1,371 times, proving to be a valuable resource. The CHP conducted 100 enforcement operations in conjunction with speed radar trailers and conducted an additional 335 enforcement operations, without radar trailers, focusing on speeding, aggressive driving, unsafe turns, driving on the wrong side of the road, following too closely, and other primary crash factors.

These efforts resulted in 9,970 enforcement stops and 9,157 citations. To enhance awareness of aggressive driving behaviors, brochures were funded by the grant and distributed to CHP offices statewide. The CHP conducted 60 speed traffic safety presentations, reaching over 2,751 people, and held 159 traffic safety outreach events/activities, impacting more than 17,908 people.

SIDESHOW, TAKEOVER, RACING, EDUCATION AND ENFORCEMENT TASKFORCE (STREET)

California Highway Patrol

The CHP implemented a 12-month statewide traffic safety campaign focused on illegal street racing and sideshow activities. The CHP provided training for law enforcement officers and allied agencies, including educating community members regarding the dangers of this growing epidemic. Through these efforts, 883 CHP and allied agency personnel were trained to identify modified vehicles and enforce against their illegal use and unsafe operation. Additionally, to help combat the increased activity, the CHP conducted 187 traffic safety presentations and community outreach events, impacting over 22,929 people; and conducted 62 specialized enforcement operations focused on street racing and sideshow activities and other PCF violations.

The specialized enforcement operations resulted in 2,164 enforcement stops, 1,237 citations issued, and 278 arrests. The CHP posted a public service announcement video to social media sites focused on street racing and sideshows reaching over 178,455 people.

PROGRAM AREA HIGHLIGHTS

TRAFFIC RECORDS/ROADWAY SAFETY

TRAFFIC RECORDS IMPROVEMENT PROJECTS

The OTS awarded 26 Traffic Records improvement Project (TRIP) grants to local law enforcement agencies in FY 2025. These grants provide funding to upgrade their current electronic records management system (RMS) to allow for the electronic transmission of crash records to the CHP's SWITRS database. They also provided funds to allow agencies to upgrade their systems to an electronic citation database system which would enable them to transmit other electronic data to their local court systems. In addition, it allows agencies to have the most current data available for problem identification to make evidence-based decisions for traffic safety enforcement efforts.

TRAFFIC RECORDS IMPROVEMENT PROJECTS

Los Angeles County Sheriff's Department

In 2025, the Los Angeles County Sheriff's Department (LASD) successfully implemented an electronic crash reporting system and established a live data connection with the CHP's SWITRS production environment. The Memorandum of Understanding (MOU) between LASD and the CHP was executed on September 5, 2025. After completing test uploads on September 18, 2025, production uploads began on September 19, 2025. As of September 23, 2025, LASD had electronically submitted 445 complete crash reports to SWITRS.

All 24 LASD stations became fully operational with the upgraded system. To support field crash reporting, deputies were equipped with 50 new desktop computers (with dual monitors), 400 tablets, and mobile printers. These enhancements significantly improved the efficiency and accuracy of crash data collection and submission, reducing manual entry errors and turnaround time.

The electronic crash reporting system notably reduced the time it took deputies to complete crash reports, allowing them to remain in the field longer and respond more effectively to calls for service. Additionally, the system significantly decreased the amount of clerical time required to process reports and greatly reduced the use of paper resources that had previously been consumed in the manual reporting process.

LASD conducted department-wide online training on June 26, 2025, as stations transitioned to the new system. Weekly check-in meetings were held with the vendor to address reported issues, provide technical support, and ensure a smooth rollout. LASD also implemented a dedicated training environment and

PROGRAM AREA HIGHLIGHTS

comprehensive instructional materials to support long-term program sustainability and the onboarding of new personnel.

Looking ahead, LASD plans to continue refining the system based on user feedback and to explore integration with additional traffic safety databases. The department remains committed to enhancing traffic records accuracy and accessibility, contributing to statewide efforts to improve roadway safety.

NAPA VALLEY TRAFFIC SAFETY DATA PROJECT

Napa Valley Transportation Authority

Napa Valley Transportation Authority (NVTA) wanted to get a clearer sense of what high-volume areas for pedestrians and cyclists were a higher traffic safety risk, especially with growing community concerns. NVTA partnered with a vendor to conduct a comprehensive road safety study aimed at meeting NVTA's primary objective: identifying safety risks for all road users across Napa County's road network in support of advancing their Vision Zero Plan.

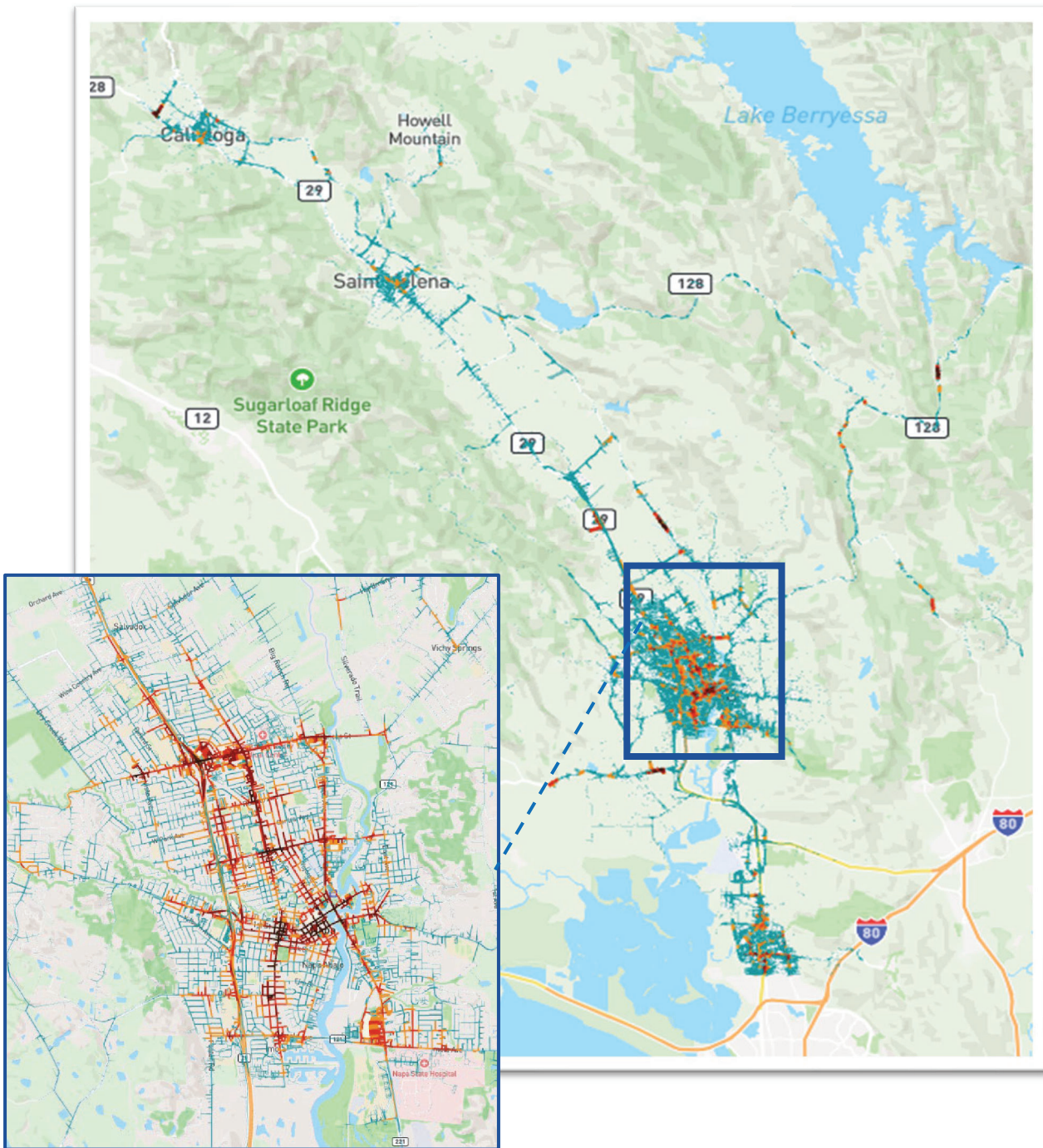
Leveraging insights, the study pinpointed high-risk areas and associated risks based on unsafe driving behaviors that were not evident through traditional crash data analysis. While this behavior was not typical of the general driving population, a small percentage of drivers engaged in extreme speeding, creating significant risks for all road users countywide. The study revealed that extreme speeding was a primary risk factor consistently observed, with some drivers exceeding 100 MPH at all hours. Additionally, insights on Vulnerable Road Users (VRU) risk, combined with historical crash data, indicated persistent risks for pedestrians and cyclists throughout the county due to harsh braking and acceleration by drivers (see Figure 1, on the next page).

All school zones within Napa County were analyzed and ranked by road safety risk using driving-behavior insights and crash risk indicators, and seven schools were found to be at higher risk. These findings can help the region prioritize limited resources to improve safety around school zones. The study also examined three additional focus areas for potential future intervention identified through the safety insights and community feedback. Driving behaviors and multiple risk elements were analyzed to determine the primary risk factors in these areas. Insights from this study highlighted key road safety risks and their specific locations, offering a data-driven foundation for proactive interventions to protect all road users—including vulnerable road users—and reduce crashes. With these new data insights, NVTA does not have to wait years for crash history trends and has valuable safety insights within months. In addition, a ready-to-use, browser-based mapping tool is provided to support deeper data

PROGRAM AREA HIGHLIGHTS

exploration and facilitate ongoing monitoring and evaluation of programs and projects to support their data-driven decision making.

Figure 1:



PROGRAM AREA HIGHLIGHTS

SCAG TRANSPORTATION SAFETY PREDICTIVE MODELING & ANALYSIS PLATFORM *Southern California Association of Governments (SCAG)*

The OTS grant-funded Transportation Safety Predictive Modeling and Analysis Platform (TSP-MAP) has provided SCAG and its constituent local jurisdictions a powerful tool to support the regional objective of promoting a performance-based approach toward traffic safety planning and investment decision-making. Among the notable achievements this past year has been the publication of an informational factsheet providing a high-level overview of the purpose and functionality of the TSP-MAP application for use by local jurisdictions and other regional safety planning partners. The project technical consultant team provided a two-day in-person training session at SCAG headquarters to provide users an overview of the platform and conducted a live demonstration of the tool to offer instruction on its effective use.

Another significant outreach highlight over this past year were two 'Toolbox Tuesday' educational events at SCAG to further promote the availability and utility of the platform to interested stakeholders and the public. SCAG typically hosts its 'Toolbox Tuesday' events monthly to share technical resources and information with regional partners and to provide instruction on the use of various technical planning tools available through SCAG. The expansion of outreach to introduce the tool to potential users was a high priority for the project over the past fiscal year and these two SCAG-hosted Toolbox Tuesday events helped achieve that objective.

The work program for the TSP-MAP project over the past fiscal year included the conduct of three local safety performance case studies to assess the utility of the SCAG Transportation Safety Predictive Modeling Platform, in the evaluation of community safety performance before and after the implementation of targeted safety improvement interventions. The cities of Pasadena, Ontario, and San Bernardino were selected by SCAG in the case studies program.

The City of San Bernardino project included the systemic application of dilemma zone treatments at signalized intersections. This type of widespread application may help prevent crashes at locations where risk factors are present, even if no history of crashes is evident yet. Showcasing this type of analysis in a case study offers a valuable template for other agencies employing systemic, lower-cost safety treatments as part of the Safe System Approach.

The City of Ontario project included the implementation of bicycle and pedestrian improvements along Mission Boulevard, which is a high-traffic truck

PROGRAM AREA HIGHLIGHTS

route with high speeds (exceeding 50 mph). Prior to the improvement project, the study area did not have continuous sidewalks, curbs, gutters, or streetlights.

Finally, the City of Pasadena's Union Street Protected Bike Lane project featured the construction of active transportation safety improvements along an east/west corridor parallel to Colorado Boulevard. The results of the analysis showed that the project was associated with reductions in crash frequency, especially for motorists.

AUTONOMOUS VEHICLE SAFETY PERCEPTIONS AND CRASH DATA ACCESSIBILITY

University of California, Berkeley - SafeTREC

UC Berkeley SafeTREC pursued two primary objectives regarding autonomous vehicle (AV) safety in California. The first objective was to gain a deeper understanding of public perceptions of AV safety. The second was to develop a dashboard to improve the accessibility and transparency of AV testing data. SafeTREC utilized the unique environment of San Francisco, which features daily AV operations, to study real-world safety perceptions. A survey was administered to 811 Bay Area residents—including passengers, pedestrians, cyclists, and drivers—all of whom had prior exposure to an AV.

The survey findings indicate that direct exposure and experience significantly influence safety perceptions regarding AVs. Overall, 61.5 percent of all respondents reported trust in AVs, with this trust showing a strong correlation with the frequency of interaction. However, perceptions diverged among groups. As shown in Figure 1, passengers reported high satisfaction (72.5 percent trust AVs to be safe; 91.5 percent reported their most recent ride felt safe or very safe), while drivers, pedestrians, and cyclists expressed greater concern.

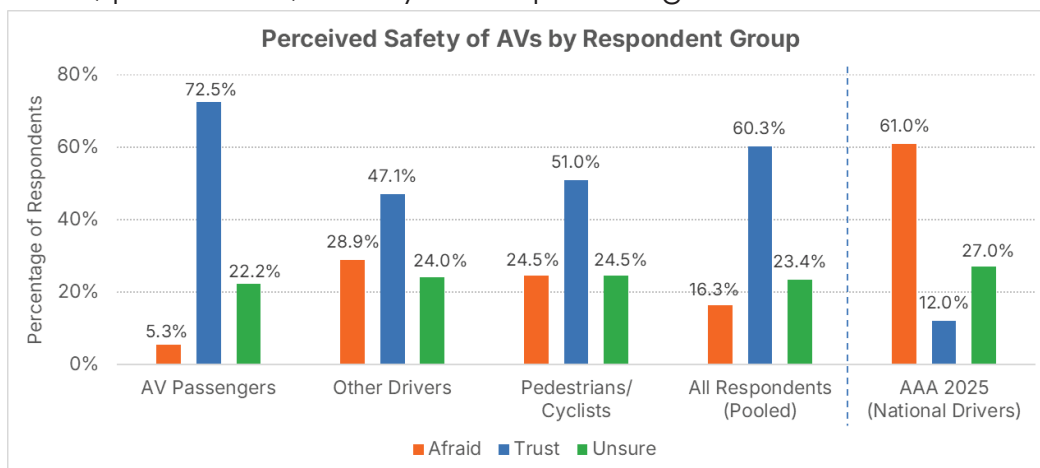


Figure 1 Trust in AVs, by interaction type and all respondents, compared to 2025 AAA Foundation survey titled 'AAA: Fear in Self-Driving Vehicles Persists.'

PROGRAM AREA HIGHLIGHTS

Notably, the top safety concern cited was unpredictable human behavior (55.4 percent) rather than the AV technology itself, suggesting that public acceptance may depend more on managing human-AV interactions than on perfecting the autonomous systems.

SafeTREC developed and launched the Autonomous Vehicle (AV) Safety Dashboard, a resource designed to enhance the accessibility and transparency of AV testing data in California. The AV Safety Dashboard comprises two interactive components that allow users to explore and analyze data reported by AV manufacturers to the California Department of Motor Vehicles (DMV), including crashes and vehicle miles traveled during testing:

- The AV Crash dashboard includes geocoded crash maps and summary charts, visualizing the location and frequency of AV crashes over time.
- The AV Mileage dashboard details the monthly and annual mileage traveled by AVs, categorized by manufacturer.

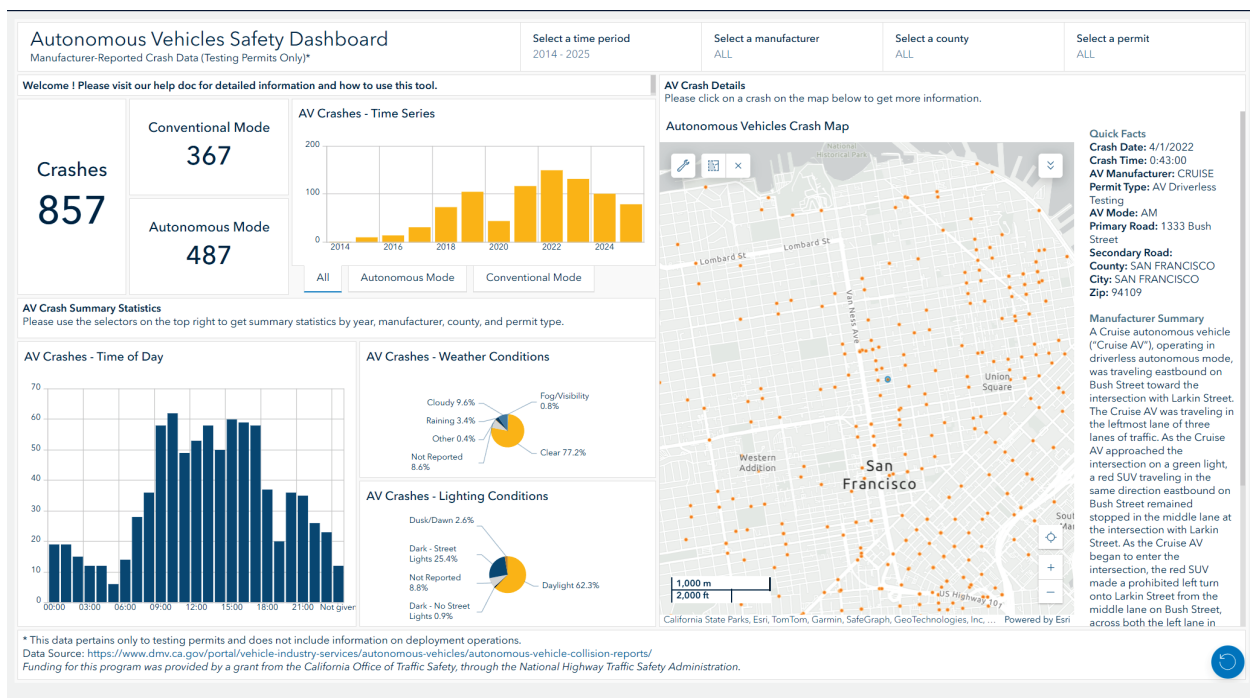


Figure 2 Autonomous Vehicle (AV) Safety Dashboard screenshot

These dashboards aim to increase transparency and public access to AV testing data, providing an intuitive, point-and-click interface that enables users of all technical skill levels to access and understand AV testing activity.

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APPENDICES

**SAFE DRIVES.
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MOVEMENT

APPENDIX A – EXPENDITURE REPORT

PROGRAM COST SUMMARY AND LIST OF PROJECTS

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
AL25001	Butte County Probation Department	164AL	\$174,400.00	\$170,061.63
AL25002	Calaveras County Public Health	402AL	\$89,208.00	\$60,749.32
AL25002	Calaveras County Public Health	402PS	\$15,980.00	\$12,360.87
AL25002	Calaveras County Public Health	402OP	\$37,890.00	\$33,900.83
AL25003	California Department of Alcoholic Beverage Control	164AL	\$3,730,000.00	\$2,984,533.88
AL25004	California Department of Alcoholic Beverage Control	164AL	\$750,000.00	\$539,356.28
AL25005	California Highway Patrol	405d AL	\$450,000.00	\$443,322.78
AL25006	California Highway Patrol	405d AL	\$2,500,000.00	\$1,502,027.94
AL25007	California Highway Patrol	164AL	\$6,100,000.00	\$5,368,680.25
AL25008	California Highway Patrol	405d AL	\$400,000.00	\$381,644.05
AL25009	Kern County Probation Department	164AL	\$240,000.00	\$235,280.64
AL25010	Los Angeles County Probation Department	164AL	\$422,000.00	\$72,141.46
AL25011	Los Angeles County Sheriff's Department	164AL	\$38,250.00	\$31,251.80
AL25012	Marin County Probation Department	164AL	\$190,000.00	\$168,392.65
AL25013	San Joaquin Collaborative Courts	164AL	\$214,020.00	\$142,645.86
AL25014	San Mateo County Superior Court	164AL	\$500,000.00	\$407,186.31
AL25015	Santa Barbara County Probation Department	164AL	\$200,612.00	\$153,772.50
AL25016	Shasta County Health and Human Services Agency	402AL	\$255,000.00	\$248,000.25
AL25017	Tulare County Office of Education	164AL	\$260,000.00	\$235,808.40
AL25018	Tulare County Probation Department	164AL	\$147,217.00	\$114,750.97
AL25019	University of California, San Diego	402AL	\$387,000.00	\$373,106.04
AL25020	University of California, San Diego	402AL	\$320,000.00	\$296,746.84
AL25021	Contra Costa County Probation Department	164AL	\$464,900.00	\$455,331.23
AL25022	Fresno County Probation Department	164AL	\$343,000.00	\$331,385.97
AL25023	Napa County Probation	164AL	\$200,000.00	\$181,238.66
AL25024	Placer County Probation Department	164AL	\$101,774.00	\$81,523.27
AL25025	Sacramento County Probation Department	164AL	\$632,330.00	\$595,694.16
AL25026	San Bernardino County Probation Department	164AL	\$700,000.00	\$631,622.84
AL25027	San Bernardino County Sheriff's Department	164AL	\$386,322.00	\$274,400.00
AL25028	San Diego County Probation Department	164AL	\$642,601.00	\$641,117.93
AL25029	Solano County Probation Department	164AL	\$337,273.00	\$318,069.26
AL25030	Sonoma County Probation	164AL	\$240,000.00	\$231,194.49
AL25031	Superior Court of California, County of Fresno	164AL	\$537,000.00	\$521,611.32
AL25032	University of California, Irvine	405d AL	\$1,200,000.00	\$954,208.73
AL25033	Alameda County Sheriff's Office Crime Laboratory	164AL	\$552,095.00	\$523,541.40
		Subtotal	\$23,758,872.00	\$19,716,660.81

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DD25001	California Highway Patrol	402DD	\$950,000.00	\$912,712.35
DD25002	California Highway Patrol	402DD	\$350,000.00	\$329,245.47
DD25003	Long Beach Department of Health and Human Services	402DD	\$275,000.00	\$199,984.98
DD25004	Los Angeles County Public Health Department	402DD	\$170,000.00	\$105,575.07
DD25005	Maywood City Manager's Office	402DD	\$56,000.00	\$55,998.99
DD25006	San Luis Obispo County Behavioral Health Department	402DD	\$141,500.00	\$139,091.05
DD25007	Riverside County Public Health Department	402DD	\$207,000.00	\$133,611.25
DD25008	University of California, Irvine	402DD	\$1,000,000.00	\$718,425.71
		Subtotal	\$3,149,500.00	\$2,594,644.87

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DI25001	California Highway Patrol	405d AL	\$2,500,000.00	\$1,707,576.92
DI25002	El Dorado County District Attorney's Office	405d AL	\$388,354.00	\$375,889.21
DI25003	Kern County District Attorney's Office	405d AL	\$863,400.00	\$814,399.17
DI25004	Long Beach Department of Health and Human Services	405d AL	\$310,000.00	\$215,567.21
DI25005	Office of the Los Angeles City Attorney	405d AL	\$1,263,546.00	\$1,002,608.22
DI25006	Los Angeles County District Attorney's Office	405d AL	\$1,784,727.00	\$1,646,432.18
DI25007	Madera County District Attorney's Office	405d AL	\$315,505.00	\$278,641.00
DI25008	Marin County District Attorney's Office	405d AL	\$467,185.00	\$361,904.07
DI25009	Santa Clara County District Attorney's Crime Laboratory	405d AL	\$410,000.00	\$189,203.05
DI25010	Santa Cruz County Health Services Agency	405d AL	\$269,000.00	\$212,870.70
DI25011	Sutter County District Attorney's Office	405d AL	\$223,075.00	\$115,426.98
DI25012	Tulare County District Attorney's Office	405d AL	\$243,213.00	\$110,860.60
DI25013	Tuolumne County District Attorney	405d AL	\$208,238.00	\$204,407.86
DI25014	UC Davis Health	405d AL	\$1,778,185.00	\$1,593,264.78
DI25015	Yolo County District Attorney's Office	405d AL	\$231,330.00	\$182,566.93
DI25016	Imperial County District Attorney's Office	405d AL	\$206,236.00	\$186,124.00
DI25017	Riverside County District Attorney's Office	405d AL	\$942,459.00	\$663,269.24
DI25018	Riverside County Public Health Department	402AL	\$140,000.00	\$62,345.35
DI25019	Sacramento County District Attorney's Office	405d AL	\$299,000.00	\$282,468.45
DI25020	University of California, Irvine	405d AL	\$127,000.00	\$70,899.77
DI25021	Ventura County District Attorney's Office	405d AL	\$539,631.00	\$501,756.28
DI25022	Ventura County Forensic Services Bureau	405d AL	\$552,500.00	\$410,672.88
DI25023	Contra Costa County Sheriff's Department	405d AL	\$158,000.00	\$142,953.00
DI25024	Fresno County District Attorney's Office	405d AL	\$665,900.00	\$594,981.06
DI25025	Monterey County District Attorney's Office	405d AL	\$747,048.00	\$592,298.99
DI25026	County of Monterey Health Department	405d AL	\$206,065.00	\$183,251.33
DI25027	Office of the Chief Medical Examiner	405d AL	\$92,000.00	\$75,754.23
DI25028	Orange County District Attorney's Office	405d AL	\$1,524,803.00	\$1,209,580.76

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DI25029	Orange County District Attorney's Office	405d AL	\$1,757,683.00	\$1,608,743.40
DI25030	Orange County Sheriff's Department	405d AL	\$154,743.00	\$96,779.74
DI25031	San Bernardino County District Attorney's Office	405d AL	\$931,858.00	\$849,040.12
DI25032	San Diego City Attorney's Office	405d AL	\$433,347.00	\$432,455.36
DI25033	San Diego County District Attorney's Office	405d AL	\$899,425.00	\$887,349.83
DI25034	San Diego County Sheriff's Crime Lab	405d AL	\$542,981.00	\$387,713.71
DI25035	San Diego Medical Examiner	405d AL	\$600,000.00	\$102,752.65
DI25036	Solano County District Attorney's Office	405d AL	\$382,534.00	\$382,534.00
DI25037	Sonoma County District Attorney's Office	405d AL	\$537,121.00	\$534,620.00
		Subtotal	\$23,696,092.00	\$19,269,963.03

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
EM25001	Burbank-Paradise Fire District	402EM	\$51,193.00	\$51,132.75
EM25002	Calaveras Consolidated Fire Protection District	402EM	\$93,871.00	\$93,871.00
EM25003	Calistoga Fire Department	402EM	\$55,000.00	\$55,000.00
EM25004	Downey Fire Department	402EM	\$55,000.00	\$55,000.00
EM25005	Lake Shastina Fire Department	402EM	\$5,300.00	\$5,300.00
EM25006	Laytonville Fire	402EM	\$83,704.00	\$83,703.16
EM25007	Live Oak Fire Department	402EM	\$62,855.00	\$62,678.12
EM25008	Mariposa County Fire Department	402EM	\$80,000.00	\$68,428.60
EM25009	San Luis Obispo Fire Department	402EM	\$136,000.00	\$136,000.00
EM25010	San Miguel Fire Department	402EM	\$48,905.00	\$48,057.54
EM25011	Santa Barbara City Fire Department	402EM	\$100,000.00	\$100,000.00
EM25012	Tuolumne County Fire Department	402EM	\$17,826.00	\$17,401.99
EM25013	West Plainfield Fire Department	402EM	\$76,121.00	\$76,121.00
EM25014	Westport Fire Protection District	402EM	\$55,000.00	\$51,993.84
EM25015	Winters Fire Department	402EM	\$81,138.00	\$81,138.00
EM25016	Hughson Fire Protection District	402EM	\$7,769.00	\$7,097.04
EM25017	Vacaville Fire Protection District	402EM	\$67,363.00	\$67,242.57
EM25018	West Covina Fire Department	402EM	\$82,780.00	\$79,789.08
EM25019	American Canyon Fire Protection District	402EM	\$73,569.00	\$73,569.00
EM25020	Canyon Lake Fire Department	402EM	\$33,285.00	\$32,915.46
EM25021	French Camp McKinley Fire District	402EM	\$165,000.00	\$125,459.51
EM25022	Gonzales Fire Department	402EM	\$42,933.00	\$42,933.00
EM25023	Morro Bay Fire Department	402EM	\$45,145.00	\$45,145.00
EM25024	Nevada County Fire Protection District	402EM	\$62,615.00	\$62,615.00
EM25025	North County Fire Protection District	402EM	\$165,000.00	\$162,712.03
EM25026	Northern Sonoma County Fire	402EM	\$91,002.00	\$89,275.81
EM25027	Oakland Fire Department	402EM	\$165,000.00	\$165,000.00
EM25028	Oceanside Fire Department	402EM	\$70,000.00	\$69,982.05

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
EM25029	Paso Robles Department of Emergency Services	402EM	\$50,000.00	\$47,415.00
EM25030	Placer Hills Fire Protection District	402EM	\$58,842.00	\$57,759.73
EM25031	Red Bluff Fire Department	402EM	\$39,548.00	\$38,254.95
EM25032	Sacramento Fire Department	402EM	\$165,000.00	\$164,998.90
EM25033	Sacramento River Fire Protection District	402EM	\$93,300.00	\$93,298.41
EM25034	Sonora Fire Department	402EM	\$75,000.00	\$74,321.86
EM25035	South Coast Fire Protection District	402EM	\$20,000.00	\$20,000.00
EM25036	Suisun Fire Protection District	402EM	\$165,000.00	\$164,610.93
EM25038	UCLA Department of Emergency Medicine	402EM	\$481,193.00	\$422,762.29
		Subtotal	\$3,221,257.00	\$3,092,938.62

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
MC25001	California Highway Patrol	402MC	\$400,000.00	\$343,931.70
MC25001	California Highway Patrol	405f MC	\$300,000.00	\$236,945.12
MC25002	Los Angeles County Public Health Department	402MC	\$275,000.00	\$188,663.33
MC25003	Hawthorne Police Department	405f MC	\$100,000.00	\$97,244.89
MC25004	Hayward Police Department	405f MC	\$20,000.00	\$20,000.00
MC25005	Irvine Police Department	405f MC	\$20,000.00	\$18,989.07
MC25006	Rialto Police Department	405f MC	\$20,000.00	\$11,735.87
MC25007	Riverside Police Department	405f MC	\$20,000.00	\$19,555.30
MC25008	Upland Police Department	405f MC	\$20,000.00	\$4,874.45
MC25009	Anaheim Police Department	405f MC	\$45,000.00	\$42,595.52
MC25010	Chino Police Department	405f MC	\$20,000.00	\$18,800.00
MC25011	Coronado Police Department	405f MC	\$45,000.00	\$25,113.67
MC25012	Gilroy Police Department	405f MC	\$15,000.00	\$14,995.38
MC25013	Glendale Police Department	405f MC	\$40,000.00	\$30,973.96
MC25014	Napa Police Department	405f MC	\$30,000.00	\$25,103.00
MC25015	Pomona Police Department	405f MC	\$20,000.00	\$18,000.00
MC25016	San Francisco Police Department	405f MC	\$40,000.00	\$25,676.17
		Subtotal	\$1,430,000.00	\$1,143,197.43

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
OP25001	Butte County Public Health Department	405b OP	\$274,000.00	\$246,268.92
OP25002	California Department of Public Health	405b OP	\$1,080,000.00	\$753,542.03
OP25003	California Highway Patrol	405b OP	\$850,000.00	\$772,134.37
OP25004	California State University, Fresno	405b OP	\$298,641.00	\$259,881.07
OP25005	Kern County Public Health Services	405b OP	\$255,000.00	\$250,426.64
OP25006	Los Angeles Community Investment for Families	405b OP	\$168,000.00	\$157,613.43
OP25007	Los Angeles County Public Health Department	405b OP	\$520,000.00	\$339,620.50
OP25008	San Joaquin County Public Health Services	405b OP	\$172,300.00	\$141,157.52
OP25009	San Luis Obispo Public Health Department	405b OP	\$176,200.00	\$159,548.74
OP25010	Santa Cruz County Health Services Agency	405b OP	\$108,000.00	\$103,945.49
OP25011	Shasta County Health and Human Services Agency	405b OP	\$103,500.00	\$59,899.39
OP25012	Trinity County Public Health Branch	405b OP	\$62,500.00	\$35,371.68
OP25013	Yolo County Health and Human Services Agency	405b OP	\$315,000.00	\$217,374.23
OP25014	Yuba County Health and Human Services Department	405b OP	\$114,300.00	\$100,863.11
OP25015	Huntington Beach Police Department	405b OP	\$35,100.00	\$32,735.65
OP25016	Imperial County Sheriff's Office	405b OP	\$38,500.00	\$23,232.38
OP25017	Irvine Police Department	405b OP	\$27,410.00	\$19,882.06
OP25018	Riverside County Public Health Department	405b OP	\$340,000.00	\$259,694.37
OP25019	Riverside Police Department	405b OP	\$25,000.00	\$11,775.16
OP25020	Sacramento County Department of Health Services	405b OP	\$123,919.00	\$109,823.71
OP25021	University of California, Davis Police Department	405b OP	\$82,935.00	\$75,578.70
OP25022	Ventura County Fire Department	405b OP	\$92,113.00	\$89,900.84
OP25023	Anaheim Police Department	405b OP	\$74,250.00	\$60,891.32
OP25024	Cathedral City Fire Department	405b OP	\$45,650.00	\$42,505.41
OP25025	Community Action Partnership	405b OP	\$250,000.00	\$249,872.00
OP25026	Glenn County Health and Human Services Agency - Public Health	405b OP	\$165,000.00	\$157,269.64
OP25027	County of Monterey Health Department	405b OP	\$276,000.00	\$184,856.91
OP25028	Pomona Police Department	405b OP	\$87,000.00	\$1,139.00
OP25029	Solano County Health and Social Services	405b OP	\$145,310.00	\$115,394.62
OP25030	Sonoma County Department of Health Services	405b OP	\$128,000.00	\$83,511.92
OP25031	Stanislaus County Health Services Agency	405b OP	\$216,600.00	\$185,641.28
OP25032	Sutter County Children & Families Commission	405b OP	\$194,000.00	\$163,225.21
OP25033	California Highway Patrol	402OP	\$225,000.00	\$197,423.94
OP25034	Santa Clara County Public Health Department	405b OP	\$205,000.00	\$131,955.36
		Subtotal	\$7,274,228.00	\$5,793,956.60

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PA25001	Office of Traffic Safety	164AL	\$2,669,545.00	\$1,881,271.40
PA25001	Office of Traffic Safety	1906	\$23,796.00	\$21,389.73
PA25001	Office of Traffic Safety	402AL	\$1,098,797.00	\$1,108,539.03
PA25001	Office of Traffic Safety	402DD	\$195,542.00	\$96,993.07
PA25001	Office of Traffic Safety	402DE	\$6,519.00	\$0.00
PA25001	Office of Traffic Safety	402EM	\$162,724.00	\$130,919.25
PA25001	Office of Traffic Safety	402MC	\$71,708.00	\$48,115.94
PA25001	Office of Traffic Safety	402OP	\$364,772.00	\$252,277.64
PA25001	Office of Traffic Safety	402PA	\$2,811,194.00	\$1,370,535.81
PA25001	Office of Traffic Safety	402PS	\$654,787.00	\$486,816.71
PA25001	Office of Traffic Safety	402PT	\$1,534,791.00	\$1,202,062.62
PA25001	Office of Traffic Safety	402TR	\$470,859.00	\$292,475.04
PA25001	Office of Traffic Safety	405c TR	\$233,833.00	\$160,606.88
		Subtotal	\$10,298,867.00	\$7,052,003.15

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PR25001	Office of Traffic Safety	402PT	\$2,250,000.00	\$1,334,033.33
PR25001	Office of Traffic Safety	164AL	\$4,000,000.00	\$596,734.97
PR25001	Office of Traffic Safety	405e DDA	\$750,000.00	\$24,903.63
		Subtotal	\$7,000,000.00	\$1,955,641.93

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PS25002	Buellton Public Works	402PS	\$66,661.00	\$63,676.44
PS25003	Butte County Public Health Department	402PS	\$201,590.00	\$173,352.88
PS25004	California Highway Patrol	402PS	\$700,844.00	\$584,806.55
PS25004	California Highway Patrol	405h PS	\$849,156.00	\$768,135.72
PS25005	California State University, San Diego - School of Public Affairs	402PS	\$269,503.00	\$255,172.62
PS25006	Cupertino Public Works	402PS	\$160,000.00	\$112,491.75
PS25007	Davis Police Department	402PS	\$28,500.00	\$15,196.43
PS25008	El Monte Police Department	402PS	\$45,000.00	\$19,782.70
PS25009	Escondido Police Department	402PS	\$25,000.00	\$11,359.97
PS25010	Lompoc Police Department	402PS	\$30,200.00	\$23,486.00
PS25011	Long Beach Department of Health and Human Services	402PS	\$139,312.00	\$137,094.43
PS25011	Long Beach Department of Health and Human Services	405h PS	\$207,188.00	\$153,368.35
PS25012	Los Angeles Community Investment for Families	402PS	\$226,500.00	\$206,732.87
PS25013	Los Angeles County Public Health Department	402PS	\$440,000.00	\$385,612.10
PS25015	San Jose Department of Transportation	402PS	\$140,000.00	\$134,578.90
PS25016	San Leandro Engineering & Transportation Department	405g PS	\$83,000.00	\$69,968.01
PS25017	San Luis Obispo Council of Governments	405g PS	\$137,500.00	\$125,130.80
PS25018	San Luis Obispo Public Health Department	402PS	\$197,507.00	\$179,186.41
PS25019	San Mateo County Office of Education	402PS	\$330,000.00	\$313,276.22
PS25020	Santa Clara Public Works Department	405g PS	\$77,800.00	\$60,515.79
PS25021	Santa Clara Public Works Department	402PS	\$69,050.00	\$68,974.94
PS25022	Santa Cruz County Health Services Agency	402PS	\$172,369.00	\$166,229.61
PS25022	Santa Cruz County Health Services Agency	405h PS	\$121,294.00	\$121,294.00
PS25023	Santa Cruz Police Department	402PS	\$72,714.00	\$72,385.80
PS25024	Sutter County Children & Families Commission	402PS	\$170,489.00	\$55,094.50
PS25025	Yolo County Health and Human Services Agency	402PS	\$290,630.00	\$179,387.73
PS25026	Yuba County Health and Human Services Department	402PS	\$62,153.00	\$50,552.10
PS25027	Huntington Beach Police Department	402PS	\$37,685.00	\$35,909.17
PS25028	Imperial Beach Community Development Department	405g PS	\$61,100.00	\$61,100.00
PS25028	Imperial Beach Community Development Department	402PS	\$12,000.00	\$12,000.00
PS25029	Redondo Beach Police Department	402PS	\$50,000.00	\$43,519.95
PS25030	Riverside County Public Health Department	402PS	\$269,229.00	\$219,796.30
PS25031	Sacramento County Office of Education	402PS	\$188,000.00	\$144,678.90
PS25032	University of California, Berkeley - SafeTREC	405g PS	\$1,650,000.00	\$1,449,768.03
PS25033	University of California, Berkeley - SafeTREC	405g PS	\$650,000.00	\$577,085.78
PS25034	University of California, Irvine	405g PS	\$248,600.00	\$246,339.33
PS25035	Wasco Police Department	402PS	\$25,000.00	\$14,273.17
PS25036	Watsonville Police Department	402PS	\$121,972.00	\$121,788.00
PS25037	Alhambra Police Department	402PS	\$35,000.00	\$28,270.35
PS25038	Bakersfield Police Department	402PS	\$35,000.00	\$18,571.61
PS25039	Chula Vista Police Department	402PS	\$174,500.00	\$173,898.21

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PS25040	Community Action Partnership	402PS	\$125,000.00	\$125,000.00
PS25041	Contra Costa County Public Health	405g PS	\$208,475.00	\$125,818.60
PS25042	County of Fresno Public Works and Planning	405g PS	\$223,082.00	\$208,978.65
PS25043	Fontana Unified School District Police Department	402PS	\$34,000.00	\$8,947.85
PS25044	Fresno (PARCS)	402PS	\$296,000.00	\$145,326.06
PS25045	Fresno Unified School District	402PS	\$200,000.00	\$193,959.65
PS25046	Modesto Police Department	402PS	\$44,800.00	\$12,746.24
PS25047	County of Monterey Health Department	402PS	\$168,000.00	\$131,101.78
PS25048	Monterey Park Police Department	402PS	\$25,555.00	\$18,803.92
PS25049	Napa Police Department	402PS	\$93,837.00	\$93,837.00
PS25050	Pomona Police Department	402PS	\$39,024.00	\$23,659.07
PS25051	Rancho Cucamonga Engineering Services Department	402PS	\$200,000.00	\$187,562.25
PS25052	Salinas Police Department	402PS	\$170,831.00	\$170,312.15
PS25053	San Buenaventura Public Works Department	402PS	\$105,498.00	\$92,997.11
PS25054	San Diego Police Department	402PS	\$279,000.00	\$252,465.71
PS25055	Solano Transportation Authority	402PS	\$208,000.00	\$190,009.80
PS25056	Southern California Association of Governments	402PS	\$1,357,337.00	\$1,153,764.39
PS25057	Stanislaus County Health Services Agency	402PS	\$179,190.00	\$152,734.31
		Subtotal	\$12,829,675.00	\$10,475,069.57

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25001	Brea Police Department	164AL	\$37,000.00	\$25,287.36
PT25001	Brea Police Department	402PT	\$36,000.00	\$18,684.66
PT25002	Brentwood Police Department	164AL	\$66,000.00	\$60,723.92
PT25002	Brentwood Police Department	402PT	\$59,000.00	\$46,046.84
PT25003	Buena Park Police Department	164AL	\$110,000.00	\$65,470.59
PT25003	Buena Park Police Department	402PT	\$70,000.00	\$17,114.78
PT25004	Burbank Police Department	402PT	\$118,000.00	\$113,695.28
PT25004	Burbank Police Department	164AL	\$90,000.00	\$86,692.42
PT25005	Burlingame Police Department	164AL	\$52,000.00	\$36,550.69
PT25005	Burlingame Police Department	402PT	\$43,000.00	\$35,649.45
PT25006	California Highway Patrol	402PT	\$130,000.00	\$104,368.82
PT25007	California Highway Patrol	402PT	\$450,000.00	\$419,350.40
PT25008	California Highway Patrol	402PT	\$2,600,000.00	\$2,289,805.11
PT25009	California Highway Patrol	402PT	\$130,000.00	\$127,259.37
PT25010	California Highway Patrol	402PT	\$130,000.00	\$124,157.41
PT25012	California Highway Patrol	402PT	\$490,182.00	\$303,845.26
PT25013	California Highway Patrol	402PT	\$575,000.00	\$554,316.53
PT25014	California Highway Patrol	402PT	\$350,000.00	\$328,817.75
PT25015	California Highway Patrol	402PT	\$300,000.00	\$284,414.51
PT25016	California Highway Patrol	402PT	\$130,000.00	\$126,628.00
PT25017	California Highway Patrol	402PT	\$2,000,000.00	\$1,668,796.29

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25018	California Highway Patrol	402PT	\$425,000.00	\$316,272.19
PT25019	Calistoga Police Department	164AL	\$30,000.00	\$10,868.35
PT25019	Calistoga Police Department	402PT	\$23,000.00	\$6,545.48
PT25019	Calistoga Police Department	1906	\$2,000.00	\$0.00
PT25020	Covina Police Department	402PT	\$20,000.00	\$13,553.65
PT25020	Covina Police Department	164AL	\$10,000.00	\$5,258.91
PT25021	Culver City Police Department	164AL	\$67,000.00	\$35,581.12
PT25021	Culver City Police Department	402PT	\$33,000.00	\$26,360.74
PT25022	Cypress Police Department	164AL	\$62,000.00	\$51,242.01
PT25022	Cypress Police Department	402PT	\$43,000.00	\$34,779.46
PT25023	Davis Police Department	402PT	\$100,000.00	\$82,363.21
PT25023	Davis Police Department	164AL	\$70,000.00	\$68,692.57
PT25024	Delano Police Department	164AL	\$42,000.00	\$23,033.81
PT25024	Delano Police Department	402PT	\$33,000.00	\$14,176.68
PT25025	Desert Hot Springs Police Department	164AL	\$65,000.00	\$53,444.94
PT25025	Desert Hot Springs Police Department	402PT	\$52,000.00	\$33,635.16
PT25026	Downey Police Department	164AL	\$195,000.00	\$184,601.52
PT25026	Downey Police Department	402PT	\$135,000.00	\$120,309.25
PT25027	Dublin Police Department	164AL	\$65,000.00	\$36,112.74
PT25027	Dublin Police Department	402PT	\$31,000.00	\$24,340.60
PT25027	Dublin Police Department	1906	\$4,000.00	\$0.00
PT25028	El Cajon Police Department	402PT	\$60,000.00	\$46,471.27
PT25028	El Cajon Police Department	164AL	\$40,000.00	\$36,444.61
PT25029	El Centro Police Department	164AL	\$40,000.00	\$40,000.00
PT25029	El Centro Police Department	402PT	\$25,000.00	\$21,451.29
PT25030	El Monte Police Department	164AL	\$139,000.00	\$138,169.31
PT25030	El Monte Police Department	402PT	\$83,000.00	\$66,907.64
PT25031	Elk Grove Police Department	164AL	\$280,000.00	\$267,248.95
PT25031	Elk Grove Police Department	402PT	\$158,921.00	\$147,440.36
PT25031	Elk Grove Police Department	1906	\$20,000.00	\$0.00
PT25031	Elk Grove Police Department	402PS	\$70,079.00	\$37,066.65
PT25032	Emeryville Police Department	402PT	\$31,200.00	\$20,910.26
PT25032	Emeryville Police Department	164AL	\$13,800.00	\$12,968.82
PT25032	Emeryville Police Department	1906	\$5,500.00	\$5,500.00
PT25033	Escondido Police Department	164AL	\$355,000.00	\$297,857.58
PT25033	Escondido Police Department	402PT	\$115,000.00	\$102,396.02
PT25034	Eureka Police Department	164AL	\$25,000.00	\$23,249.20
PT25034	Eureka Police Department	402PT	\$25,000.00	\$24,293.23
PT25035	Irwindale Police Department	164AL	\$55,000.00	\$36,512.21
PT25035	Irwindale Police Department	402PT	\$41,700.00	\$24,713.37
PT25035	Irwindale Police Department	1906	\$3,300.00	\$751.61

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25036	Kerman Police Department	164AL	\$36,000.00	\$34,348.94
PT25036	Kerman Police Department	402PT	\$34,000.00	\$28,774.01
PT25037	King City Police Department	164AL	\$35,000.00	\$15,547.04
PT25037	King City Police Department	402PT	\$30,000.00	\$10,343.62
PT25038	La Habra Police Department	164AL	\$107,000.00	\$86,802.45
PT25038	La Habra Police Department	402PT	\$73,000.00	\$64,069.82
PT25039	La Mesa Police Department	164AL	\$65,000.00	\$48,306.23
PT25039	La Mesa Police Department	402PT	\$50,000.00	\$43,737.92
PT25040	Laguna Beach Police Department	164AL	\$74,500.00	\$74,473.44
PT25040	Laguna Beach Police Department	402PT	\$90,000.00	\$88,678.62
PT25040	Laguna Beach Police Department	1906	\$3,500.00	\$3,482.06
PT25041	Lathrop Police Department	402PT	\$50,000.00	\$33,593.49
PT25041	Lathrop Police Department	164AL	\$30,000.00	\$18,602.95
PT25041	Lathrop Police Department	1906	\$1,500.00	\$1,247.10
PT25042	Lincoln Police Department	164AL	\$30,000.00	\$12,238.02
PT25042	Lincoln Police Department	402PT	\$25,000.00	\$8,525.91
PT25043	Livermore Police Department	164AL	\$86,000.00	\$28,633.63
PT25043	Livermore Police Department	402PT	\$40,000.00	\$10,454.07
PT25044	Lodi Police Department	164AL	\$70,000.00	\$55,385.95
PT25044	Lodi Police Department	402PT	\$50,000.00	\$46,131.46
PT25045	Lompoc Police Department	402PT	\$25,000.00	\$5,734.12
PT25045	Lompoc Police Department	164AL	\$25,000.00	\$16,949.42
PT25046	Long Beach Police Department	164AL	\$242,000.00	\$221,807.92
PT25046	Long Beach Police Department	402PT	\$198,000.00	\$188,718.14
PT25047	Los Alamitos Police Department	164AL	\$23,000.00	\$11,174.00
PT25047	Los Alamitos Police Department	402PT	\$12,000.00	\$10,498.02
PT25048	Los Angeles County Sheriff's Department	164AL	\$1,357,000.00	\$901,857.13
PT25048	Los Angeles County Sheriff's Department	402PT	\$699,314.00	\$400,777.64
PT25048	Los Angeles County Sheriff's Department	405h PS	\$225,686.00	\$57,287.06
PT25049	Los Angeles Police Department	164AL	\$3,970,000.00	\$3,818,510.23
PT25049	Los Angeles Police Department	402PT	\$2,239,374.00	\$2,231,441.16
PT25049	Los Angeles Police Department	405i DO	\$130,000.00	\$41,065.64
PT25049	Los Angeles Police Department	1906	\$50,000.00	\$37,450.36
PT25049	Los Angeles Police Department	405h PS	\$260,626.00	\$260,626.00
PT25050	Los Banos Police Department	164AL	\$30,000.00	\$9,119.99
PT25050	Los Banos Police Department	402PT	\$20,000.00	\$14,864.83
PT25051	Madera Police Department	164AL	\$100,000.00	\$79,398.35
PT25051	Madera Police Department	402PT	\$40,000.00	\$29,093.18
PT25052	Malibu City Manager's Office	164AL	\$53,063.00	\$12,322.11
PT25052	Malibu City Manager's Office	402PT	\$34,026.00	\$17,791.95

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25053	Manhattan Beach Police Department	164AL	\$40,000.00	\$28,709.21
PT25053	Manhattan Beach Police Department	402PT	\$35,000.00	\$11,609.04
PT25054	Manteca Police Department	164AL	\$83,000.00	\$79,783.09
PT25054	Manteca Police Department	402PT	\$42,000.00	\$37,060.73
PT25055	Marysville Police Department	164AL	\$50,000.00	\$45,982.32
PT25055	Marysville Police Department	402PT	\$40,000.00	\$34,180.78
PT25056	San Gabriel Police Department	402PT	\$105,000.00	\$93,223.09
PT25056	San Gabriel Police Department	164AL	\$70,000.00	\$34,192.54
PT25057	San Jose Police Department	164AL	\$156,000.00	\$104,168.28
PT25057	San Jose Police Department	402PT	\$129,000.00	\$84,197.72
PT25059	San Luis Obispo Police Department	164AL	\$86,000.00	\$78,179.96
PT25059	San Luis Obispo Police Department	402PT	\$79,000.00	\$64,099.02
PT25060	San Mateo County Sheriff's Office	164AL	\$200,000.00	\$190,090.38
PT25060	San Mateo County Sheriff's Office	402PT	\$85,000.00	\$58,826.04
PT25061	San Mateo Police Department	164AL	\$114,000.00	\$108,217.85
PT25061	San Mateo Police Department	402PT	\$86,000.00	\$46,137.64
PT25062	San Pablo Police Department	402PT	\$30,000.00	\$18,700.94
PT25062	San Pablo Police Department	164AL	\$30,000.00	\$26,689.88
PT25063	San Rafael Police Department	164AL	\$55,000.00	\$45,472.63
PT25063	San Rafael Police Department	402PT	\$35,000.00	\$23,337.66
PT25063	San Rafael Police Department	1906	\$2,000.00	\$0.00
PT25064	San Ramon Police Department	402PT	\$25,000.00	\$23,559.72
PT25064	San Ramon Police Department	164AL	\$15,000.00	\$13,414.48
PT25065	Sanger Police Department	164AL	\$27,000.00	\$24,150.88
PT25065	Sanger Police Department	402PT	\$18,000.00	\$12,566.03
PT25066	Santa Ana Police Department	164AL	\$530,000.00	\$517,982.87
PT25066	Santa Ana Police Department	402PT	\$225,000.00	\$213,683.70
PT25067	Santa Barbara County Sheriff's Department	164AL	\$70,000.00	\$53,561.75
PT25067	Santa Barbara County Sheriff's Department	402PT	\$55,000.00	\$49,336.20
PT25068	Santa Barbara Police Department	164AL	\$70,000.00	\$33,811.21
PT25068	Santa Barbara Police Department	402PT	\$60,000.00	\$50,780.34
PT25069	Santa Clara Police Department	164AL	\$40,000.00	\$11,949.43
PT25069	Santa Clara Police Department	402PT	\$30,000.00	\$17,072.74
PT25070	Santa Cruz Police Department	164AL	\$40,000.00	\$6,344.11
PT25070	Santa Cruz Police Department	402PT	\$33,000.00	\$24,934.46
PT25071	Santa Maria Police Department	164AL	\$233,000.00	\$229,549.56
PT25071	Santa Maria Police Department	402PT	\$107,000.00	\$96,610.94
PT25072	Santa Monica Police Department	402PT	\$170,000.00	\$165,706.93
PT25072	Santa Monica Police Department	164AL	\$130,000.00	\$124,975.87
PT25073	Santa Rosa Police Department	164AL	\$220,000.00	\$216,478.14
PT25073	Santa Rosa Police Department	402PT	\$135,000.00	\$129,849.01

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25074	Scotts Valley Police Department	164AL	\$30,000.00	\$29,062.28
PT25074	Scotts Valley Police Department	402PT	\$20,000.00	\$18,810.94
PT25075	Seal Beach Police Department	402PT	\$75,000.00	\$47,016.30
PT25075	Seal Beach Police Department	164AL	\$60,000.00	\$32,934.60
PT25076	Sebastopol Police Department	402PT	\$35,000.00	\$20,892.20
PT25076	Sebastopol Police Department	164AL	\$25,000.00	\$11,892.28
PT25077	Sierra Madre Police Department	164AL	\$20,000.00	\$0.00
PT25077	Sierra Madre Police Department	402PT	\$20,000.00	\$2,192.12
PT25078	Signal Hill Police Department	164AL	\$65,000.00	\$49,871.04
PT25078	Signal Hill Police Department	402PT	\$35,000.00	\$18,394.77
PT25079	Sutter County Sheriff's Office	164AL	\$72,000.00	\$50,629.94
PT25079	Sutter County Sheriff's Office	402PT	\$25,000.00	\$14,885.09
PT25080	Tiburon Police Department	164AL	\$38,000.00	\$31,908.90
PT25080	Tiburon Police Department	402PT	\$22,000.00	\$11,570.85
PT25081	Torrance Police Department	164AL	\$90,000.00	\$66,287.23
PT25081	Torrance Police Department	402PT	\$40,000.00	\$33,094.69
PT25082	Tracy Police Department	164AL	\$25,000.00	\$19,471.51
PT25082	Tracy Police Department	402PT	\$25,000.00	\$21,217.92
PT25083	Turlock Police Department	164AL	\$50,000.00	\$24,725.22
PT25083	Turlock Police Department	402PT	\$30,000.00	\$17,405.75
PT25084	Tustin Police Department	164AL	\$75,000.00	\$72,659.70
PT25084	Tustin Police Department	402PT	\$50,000.00	\$48,831.38
PT25085	Union City Police Department	164AL	\$64,000.00	\$61,113.08
PT25085	Union City Police Department	402PT	\$28,000.00	\$25,183.40
PT25086	West Covina Police Department	164AL	\$40,000.00	\$39,273.72
PT25086	West Covina Police Department	402PT	\$35,000.00	\$32,747.86
PT25087	West Sacramento Police Department	164AL	\$42,000.00	\$28,953.32
PT25087	West Sacramento Police Department	402PT	\$38,000.00	\$27,470.13
PT25088	Westminster Police Department	164AL	\$55,000.00	\$51,800.30
PT25088	Westminster Police Department	402PT	\$50,000.00	\$38,806.22
PT25089	Wheatland Police Department	402PT	\$35,000.00	\$23,666.68
PT25089	Wheatland Police Department	164AL	\$15,000.00	\$7,719.47
PT25090	Whittier Police Department	164AL	\$175,000.00	\$169,461.80
PT25090	Whittier Police Department	402PT	\$100,000.00	\$81,246.93
PT25091	Windsor Police Department	402PT	\$70,000.00	\$64,344.80
PT25091	Windsor Police Department	164AL	\$48,500.00	\$37,525.24
PT25091	Windsor Police Department	1906	\$1,500.00	\$0.00
PT25092	Yuba City Police Department	164AL	\$61,000.00	\$54,399.89
PT25092	Yuba City Police Department	402PT	\$54,000.00	\$11,907.74
PT25093	Guadalupe Police Department	164AL	\$32,000.00	\$14,885.63
PT25093	Guadalupe Police Department	402PT	\$25,000.00	\$19,374.32

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GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25094	Hawthorne Police Department	164AL	\$120,000.00	\$99,572.08
PT25094	Hawthorne Police Department	402PT	\$70,000.00	\$58,008.61
PT25094	Hawthorne Police Department	1906	\$3,000.00	\$411.33
PT25095	Hayward Police Department	402PT	\$160,000.00	\$139,929.99
PT25095	Hayward Police Department	164AL	\$105,000.00	\$49,460.65
PT25096	Hemet Police Department	164AL	\$80,000.00	\$55,136.62
PT25096	Hemet Police Department	402PT	\$65,000.00	\$44,775.11
PT25097	Hercules Police Department	402PT	\$50,000.00	\$29,744.54
PT25097	Hercules Police Department	164AL	\$30,000.00	\$21,781.33
PT25098	Hermosa Beach Police Department	164AL	\$40,000.00	\$36,865.30
PT25098	Hermosa Beach Police Department	402PT	\$40,000.00	\$16,669.61
PT25099	Hollister Police Department	164AL	\$37,000.00	\$24,519.48
PT25099	Hollister Police Department	402PT	\$33,000.00	\$21,543.75
PT25100	Huntington Beach Police Department	164AL	\$655,000.00	\$532,712.97
PT25100	Huntington Beach Police Department	402PT	\$165,000.00	\$159,983.93
PT25101	Huntington Park Police Department	402PT	\$50,000.00	\$45,652.80
PT25101	Huntington Park Police Department	164AL	\$50,000.00	\$44,321.91
PT25102	Huron Police Department	164AL	\$32,000.00	\$0.00
PT25102	Huron Police Department	402PT	\$18,000.00	\$13,951.31
PT25103	Indio Police Department	164AL	\$45,000.00	\$40,722.84
PT25103	Indio Police Department	402PT	\$35,000.00	\$19,665.07
PT25104	Inglewood Police Department	164AL	\$170,000.00	\$94,217.71
PT25104	Inglewood Police Department	402PT	\$100,000.00	\$84,038.15
PT25105	Irvine Police Department	164AL	\$295,000.00	\$294,220.40
PT25105	Irvine Police Department	402PT	\$155,000.00	\$152,951.34
PT25106	Redlands Police Department	164AL	\$70,000.00	\$43,233.37
PT25106	Redlands Police Department	402PT	\$50,000.00	\$27,434.08
PT25107	Redondo Beach Police Department	164AL	\$115,000.00	\$112,851.20
PT25107	Redondo Beach Police Department	402PT	\$44,000.00	\$43,575.46
PT25107	Redondo Beach Police Department	1906	\$1,000.00	\$707.99
PT25108	Redwood City Police Department	164AL	\$55,000.00	\$54,763.84
PT25108	Redwood City Police Department	402PT	\$30,000.00	\$23,717.75
PT25109	Rialto Police Department	164AL	\$260,000.00	\$255,737.96
PT25109	Rialto Police Department	402PT	\$160,500.00	\$143,150.58
PT25109	Rialto Police Department	1906	\$4,500.00	\$0.00
PT25110	Ridgecrest Police Department	164AL	\$82,000.00	\$76,302.79
PT25110	Ridgecrest Police Department	402PT	\$33,000.00	\$25,265.25
PT25111	Rio Vista Police Department	164AL	\$30,000.00	\$17,945.62
PT25111	Rio Vista Police Department	402PT	\$25,000.00	\$21,025.75

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25112	Riverside County Sheriff's Office	164AL	\$1,200,000.00	\$1,111,700.70
PT25112	Riverside County Sheriff's Office	402PT	\$700,000.00	\$651,611.33
PT25113	Riverside Police Department	164AL	\$252,000.00	\$244,239.30
PT25113	Riverside Police Department	402PT	\$213,000.00	\$210,116.66
PT25113	Riverside Police Department	1906	\$25,000.00	\$2,451.17
PT25114	Rocklin Police Department	164AL	\$42,000.00	\$26,427.32
PT25114	Rocklin Police Department	402PT	\$33,000.00	\$25,244.81
PT25115	Rohnert Park Department of Public Safety	164AL	\$40,000.00	\$25,805.22
PT25115	Rohnert Park Department of Public Safety	402PT	\$35,000.00	\$22,437.94
PT25116	Roseville Police Department	164AL	\$89,000.00	\$78,605.10
PT25116	Roseville Police Department	402PT	\$61,000.00	\$52,386.99
PT25117	Upland Police Department	164AL	\$106,000.00	\$85,255.34
PT25117	Upland Police Department	402PT	\$64,000.00	\$53,498.94
PT25118	Vacaville Police Department	164AL	\$78,000.00	\$66,961.97
PT25118	Vacaville Police Department	402PT	\$58,000.00	\$51,430.00
PT25119	Ventura County Sheriff's Department	164AL	\$305,000.00	\$234,108.93
PT25119	Ventura County Sheriff's Department	402PT	\$225,000.00	\$159,682.52
PT25120	Ventura Police Department	164AL	\$126,000.00	\$77,016.86
PT25120	Ventura Police Department	402PT	\$109,000.00	\$64,222.46
PT25121	Vernon Police Department	164AL	\$75,000.00	\$74,991.28
PT25121	Vernon Police Department	402PT	\$40,000.00	\$40,000.00
PT25122	Visalia Police Department	164AL	\$120,000.00	\$118,523.95
PT25122	Visalia Police Department	402PT	\$80,000.00	\$76,795.67
PT25123	Walnut Creek Police Department	402PT	\$25,000.00	\$5,522.94
PT25123	Walnut Creek Police Department	164AL	\$25,000.00	\$12,514.06
PT25124	Waterford Police Services	402PT	\$40,000.00	\$39,622.93
PT25124	Waterford Police Services	164AL	\$30,000.00	\$29,818.73
PT25125	Watsonville Police Department	402PT	\$41,000.00	\$36,055.78
PT25125	Watsonville Police Department	164AL	\$36,000.00	\$32,099.69
PT25126	Alameda County Sheriff's Office	164AL	\$190,000.00	\$150,932.66
PT25126	Alameda County Sheriff's Office	402PT	\$185,000.00	\$167,859.67
PT25127	Alhambra Police Department	164AL	\$98,000.00	\$92,895.82
PT25127	Alhambra Police Department	402PT	\$50,000.00	\$37,670.24
PT25128	Anaheim Police Department	164AL	\$297,000.00	\$279,831.21
PT25128	Anaheim Police Department	402PT	\$181,000.00	\$179,193.07
PT25128	Anaheim Police Department	1906	\$5,000.00	\$2,492.87
PT25129	Anderson Police Department	164AL	\$46,000.00	\$35,515.84
PT25129	Anderson Police Department	402PT	\$41,000.00	\$34,428.37
PT25129	Anderson Police Department	1906	\$1,500.00	\$1,368.56

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25131	Antioch Police Department	164AL	\$55,000.00	\$55,000.00
PT25131	Antioch Police Department	402PT	\$45,000.00	\$40,179.06
PT25132	Arcadia Police Department	164AL	\$35,000.00	\$25,913.90
PT25132	Arcadia Police Department	402PT	\$25,000.00	\$7,847.57
PT25133	Arroyo Grande Police Department	164AL	\$45,000.00	\$35,219.39
PT25133	Arroyo Grande Police Department	402PT	\$30,000.00	\$20,067.40
PT25134	Azusa Police Department	164AL	\$60,000.00	\$36,099.00
PT25134	Azusa Police Department	402PT	\$40,000.00	\$30,601.25
PT25135	Bakersfield Police Department	164AL	\$379,000.00	\$271,157.21
PT25135	Bakersfield Police Department	402PT	\$111,000.00	\$66,211.28
PT25136	Baldwin Park Police Department	164AL	\$100,000.00	\$92,278.85
PT25136	Baldwin Park Police Department	402PT	\$70,000.00	\$63,887.04
PT25136	Baldwin Park Police Department	1906	\$10,000.00	\$5,774.74
PT25137	Banning Police Department	164AL	\$65,000.00	\$35,707.57
PT25137	Banning Police Department	402PT	\$30,000.00	\$14,136.14
PT25138	Beaumont Police Department	402PT	\$113,000.00	\$104,195.78
PT25138	Beaumont Police Department	164AL	\$52,000.00	\$38,371.86
PT25138	Beaumont Police Department	1906	\$2,000.00	\$0.00
PT25139	Bell Gardens Police Department	164AL	\$133,000.00	\$132,760.16
PT25139	Bell Gardens Police Department	402PT	\$45,000.00	\$24,043.47
PT25140	Bell Police Department	164AL	\$50,000.00	\$46,204.53
PT25140	Bell Police Department	402PT	\$50,000.00	\$43,957.28
PT25141	Belmont Police Department	164AL	\$30,000.00	\$1,088.66
PT25141	Belmont Police Department	402PT	\$20,000.00	\$7,394.38
PT25142	Berkeley Police Department	164AL	\$130,000.00	\$73,089.12
PT25142	Berkeley Police Department	402PT	\$122,900.00	\$56,601.60
PT25142	Berkeley Police Department	1906	\$2,100.00	\$247.88
PT25143	Beverly Hills Police Department	164AL	\$60,000.00	\$40,150.14
PT25143	Beverly Hills Police Department	402PT	\$40,000.00	\$36,875.34
PT25144	Brawley Police Department	164AL	\$45,000.00	\$44,418.79
PT25144	Brawley Police Department	402PT	\$25,000.00	\$21,630.31
PT25145	Campbell Police Department	164AL	\$45,000.00	\$20,147.40
PT25145	Campbell Police Department	402PT	\$30,000.00	\$5,767.50
PT25146	Carlsbad Police Department	164AL	\$130,000.00	\$85,209.03
PT25146	Carlsbad Police Department	402PT	\$70,000.00	\$43,558.55
PT25146	Carlsbad Police Department	1906	\$1,500.00	\$238.92
PT25147	Cathedral City Police Department	164AL	\$30,000.00	\$23,120.91
PT25147	Cathedral City Police Department	402PT	\$25,000.00	\$22,216.47
PT25148	Central Marin Police Authority	402PT	\$40,500.00	\$26,132.07
PT25148	Central Marin Police Authority	164AL	\$28,000.00	\$17,537.77

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25149	Ceres Police Department	164AL	\$35,000.00	\$20,906.23
PT25149	Ceres Police Department	402PT	\$25,000.00	\$19,603.93
PT25150	Chino Police Department	164AL	\$140,000.00	\$128,179.35
PT25150	Chino Police Department	402PT	\$80,000.00	\$61,119.79
PT25151	Chula Vista Police Department	164AL	\$480,000.00	\$476,703.74
PT25151	Chula Vista Police Department	402PT	\$160,000.00	\$158,607.14
PT25151	Chula Vista Police Department	1906	\$5,000.00	\$4,946.85
PT25152	Citrus Heights Police Department	164AL	\$75,000.00	\$46,544.79
PT25152	Citrus Heights Police Department	402PT	\$40,000.00	\$29,499.15
PT25153	Claremont Police Department	402PT	\$75,000.00	\$1,845.40
PT25153	Claremont Police Department	164AL	\$70,000.00	\$6,116.67
PT25153	Claremont Police Department	1906	\$2,000.00	\$0.00
PT25154	Clovis Police Department	164AL	\$92,000.00	\$86,516.58
PT25154	Clovis Police Department	402PT	\$50,000.00	\$45,897.05
PT25155	Colton Police Department	164AL	\$125,000.00	\$106,204.72
PT25155	Colton Police Department	402PT	\$65,000.00	\$57,502.49
PT25156	Concord Police Department	164AL	\$175,000.00	\$167,716.13
PT25156	Concord Police Department	402PT	\$100,000.00	\$85,074.77
PT25157	Corona Police Department	164AL	\$92,000.00	\$79,290.66
PT25157	Corona Police Department	402PT	\$64,000.00	\$56,091.77
PT25157	Corona Police Department	1906	\$10,000.00	\$748.34
PT25158	Costa Mesa Police Department	164AL	\$205,000.00	\$199,513.16
PT25158	Costa Mesa Police Department	402PT	\$100,000.00	\$92,069.15
PT25159	Fairfield Police Department	164AL	\$150,000.00	\$146,154.07
PT25159	Fairfield Police Department	402PT	\$100,000.00	\$98,836.01
PT25160	Firebaugh Police Department	402PT	\$64,700.00	\$58,153.32
PT25160	Firebaugh Police Department	164AL	\$26,000.00	\$16,976.94
PT25160	Firebaugh Police Department	1906	\$2,300.00	\$0.00
PT25161	Folsom Police Department	164AL	\$75,000.00	\$46,709.66
PT25161	Folsom Police Department	402PT	\$50,000.00	\$39,428.76
PT25162	Fontana Police Department	164AL	\$232,000.00	\$225,880.61
PT25162	Fontana Police Department	402PT	\$133,000.00	\$124,356.04
PT25163	Fountain Valley Police Department	164AL	\$55,000.00	\$38,040.32
PT25163	Fountain Valley Police Department	402PT	\$25,000.00	\$16,568.37
PT25164	Fremont Police Department	164AL	\$33,000.00	\$16,252.32
PT25164	Fremont Police Department	402PT	\$41,400.00	\$25,093.81
PT25164	Fremont Police Department	1906	\$600.00	\$0.00
PT25165	Fresno Police Department	164AL	\$447,000.00	\$429,156.51
PT25165	Fresno Police Department	402PT	\$211,000.00	\$207,931.58
PT25165	Fresno Police Department	1906	\$15,000.00	\$13,966.03

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25166	Fullerton Police Department	164AL	\$205,000.00	\$197,612.79
PT25166	Fullerton Police Department	402PT	\$80,000.00	\$76,703.25
PT25167	Galt Police Department	164AL	\$39,000.00	\$34,214.13
PT25167	Galt Police Department	402PT	\$26,000.00	\$20,557.84
PT25168	Garden Grove Police Department	164AL	\$305,000.00	\$283,769.25
PT25168	Garden Grove Police Department	402PT	\$170,000.00	\$111,007.06
PT25169	Gardena Police Department	164AL	\$95,000.00	\$83,134.90
PT25169	Gardena Police Department	402PT	\$55,000.00	\$42,714.33
PT25170	Gilroy Police Department	402PT	\$72,000.00	\$60,583.17
PT25170	Gilroy Police Department	164AL	\$53,000.00	\$44,425.02
PT25171	Glendale Police Department	164AL	\$245,000.00	\$225,326.23
PT25171	Glendale Police Department	402PT	\$108,000.00	\$102,093.73
PT25171	Glendale Police Department	1906	\$11,000.00	\$10,264.63
PT25172	Glendora Police Department	164AL	\$75,000.00	\$66,626.87
PT25172	Glendora Police Department	402PT	\$50,000.00	\$35,909.10
PT25173	Greenfield Police Department	164AL	\$40,000.00	\$35,161.37
PT25173	Greenfield Police Department	402PT	\$20,000.00	\$19,263.85
PT25174	Mendota Police Department	164AL	\$20,000.00	\$16,278.26
PT25174	Mendota Police Department	402PT	\$16,000.00	\$12,389.78
PT25175	Menifee Police Department	402PT	\$120,000.00	\$106,889.78
PT25175	Menifee Police Department	164AL	\$96,000.00	\$81,915.17
PT25176	Menlo Park Police Department	164AL	\$42,000.00	\$30,952.79
PT25176	Menlo Park Police Department	402PT	\$33,000.00	\$16,387.76
PT25177	Merced Police Department	164AL	\$65,000.00	\$59,269.21
PT25177	Merced Police Department	402PT	\$65,000.00	\$51,604.53
PT25178	Milpitas Police Department	164AL	\$68,000.00	\$61,669.61
PT25178	Milpitas Police Department	402PT	\$28,000.00	\$20,949.86
PT25179	Modesto Police Department	164AL	\$345,000.00	\$329,562.27
PT25179	Modesto Police Department	402PT	\$215,000.00	\$197,754.80
PT25180	Monrovia Police Department	164AL	\$50,000.00	\$43,346.52
PT25180	Monrovia Police Department	402PT	\$41,000.00	\$38,515.14
PT25181	Montclair Police Department	164AL	\$30,000.00	\$24,969.38
PT25181	Montclair Police Department	402PT	\$29,500.00	\$26,468.11
PT25181	Montclair Police Department	1906	\$1,500.00	\$1,240.24
PT25182	Montebello Police Department	164AL	\$85,000.00	\$59,470.15
PT25182	Montebello Police Department	402PT	\$65,000.00	\$43,444.96
PT25183	Monterey Park Police Department	164AL	\$100,000.00	\$95,933.59
PT25183	Monterey Park Police Department	402PT	\$80,000.00	\$77,087.10
PT25183	Monterey Park Police Department	1906	\$10,000.00	\$6,495.33

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25184	Morgan Hill Police Department	164AL	\$59,000.00	\$53,860.48
PT25184	Morgan Hill Police Department	402PT	\$28,000.00	\$25,608.26
PT25185	Mountain View Police Department	402PT	\$62,000.00	\$61,539.45
PT25185	Mountain View Police Department	164AL	\$35,000.00	\$34,344.09
PT25186	Murrieta Police Department	164AL	\$100,000.00	\$90,228.06
PT25186	Murrieta Police Department	402PT	\$70,000.00	\$64,694.23
PT25187	Napa Police Department	164AL	\$96,800.00	\$74,433.51
PT25187	Napa Police Department	402PT	\$40,000.00	\$28,697.75
PT25187	Napa Police Department	1906	\$8,200.00	\$8,200.00
PT25188	National City Police Department	164AL	\$142,000.00	\$137,801.41
PT25188	National City Police Department	402PT	\$53,000.00	\$40,817.36
PT25189	Newark Police Department	164AL	\$42,000.00	\$38,022.39
PT25189	Newark Police Department	402PT	\$28,000.00	\$22,919.10
PT25189	Newark Police Department	405c TR	\$5,000.00	\$0.00
PT25190	Newman Police Department	402PT	\$30,000.00	\$24,356.59
PT25190	Newman Police Department	164AL	\$25,000.00	\$10,859.92
PT25191	Newport Beach Police Department	164AL	\$260,000.00	\$188,636.84
PT25191	Newport Beach Police Department	402PT	\$100,000.00	\$75,547.61
PT25192	Novato Police Department	164AL	\$69,000.00	\$69,000.00
PT25192	Novato Police Department	402PT	\$50,000.00	\$43,986.17
PT25193	Oakdale Police Department	164AL	\$40,000.00	\$15,657.84
PT25193	Oakdale Police Department	402PT	\$20,000.00	\$6,102.67
PT25194	Oakland Police Department	164AL	\$275,000.00	\$274,648.17
PT25194	Oakland Police Department	402PT	\$225,000.00	\$213,068.16
PT25195	Oakley Police Department	164AL	\$30,000.00	\$29,551.28
PT25195	Oakley Police Department	402PT	\$20,000.00	\$18,766.40
PT25196	Oceanside Police Department	164AL	\$170,000.00	\$114,816.71
PT25196	Oceanside Police Department	402PT	\$155,000.00	\$145,753.33
PT25196	Oceanside Police Department	1906	\$3,000.00	\$0.00
PT25197	Ontario Police Department	164AL	\$420,000.00	\$393,628.40
PT25197	Ontario Police Department	402PT	\$255,000.00	\$219,772.52
PT25197	Ontario Police Department	1906	\$30,000.00	\$17,033.33
PT25198	Orange County Sheriff's Department	164AL	\$405,000.00	\$374,896.76
PT25198	Orange County Sheriff's Department	402PT	\$205,000.00	\$183,320.84
PT25199	Orange Police Department	164AL	\$255,000.00	\$245,676.90
PT25199	Orange Police Department	402PT	\$120,000.00	\$106,664.96
PT25200	Oxnard Police Department	164AL	\$320,000.00	\$287,308.03
PT25200	Oxnard Police Department	402PT	\$175,000.00	\$128,310.88
PT25201	Pacifica Police Department	164AL	\$50,000.00	\$27,993.33
PT25201	Pacifica Police Department	402PT	\$35,000.00	\$9,603.33

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25202	Palm Springs Police Department	164AL	\$70,000.00	\$58,912.22
PT25202	Palm Springs Police Department	402PT	\$50,000.00	\$42,746.59
PT25203	Paradise Police Department	164AL	\$20,000.00	\$3,900.59
PT25203	Paradise Police Department	402PT	\$20,000.00	\$11,811.41
PT25204	Pasadena Police Department	164AL	\$395,000.00	\$383,049.52
PT25204	Pasadena Police Department	402PT	\$195,000.00	\$193,036.95
PT25205	Paso Robles Police Department	164AL	\$50,000.00	\$40,271.57
PT25205	Paso Robles Police Department	402PT	\$35,000.00	\$22,985.80
PT25206	Petaluma Police Department	164AL	\$120,000.00	\$95,275.03
PT25206	Petaluma Police Department	402PT	\$80,000.00	\$58,331.92
PT25207	Pittsburg Police Department	164AL	\$83,000.00	\$78,483.03
PT25207	Pittsburg Police Department	402PT	\$67,000.00	\$60,796.42
PT25208	Placentia Police Department	164AL	\$30,000.00	\$24,608.23
PT25208	Placentia Police Department	402PT	\$20,000.00	\$14,820.20
PT25209	Placerville Police Department	164AL	\$45,000.00	\$19,008.44
PT25209	Placerville Police Department	402PT	\$25,000.00	\$9,155.12
PT25210	Pleasanton Police Department	402PT	\$45,000.00	\$25,355.02
PT25210	Pleasanton Police Department	164AL	\$25,000.00	\$9,023.52
PT25211	Pomona Police Department	164AL	\$315,000.00	\$158,004.82
PT25211	Pomona Police Department	402PT	\$160,000.00	\$152,941.36
PT25212	Porterville Police Department	164AL	\$60,000.00	\$48,673.72
PT25212	Porterville Police Department	402PT	\$40,000.00	\$29,247.95
PT25213	Rancho Cordova Police Department	164AL	\$90,000.00	\$67,940.37
PT25213	Rancho Cordova Police Department	402PT	\$60,000.00	\$33,371.41
PT25214	Red Bluff Police Department	164AL	\$25,000.00	\$21,299.76
PT25214	Red Bluff Police Department	402PT	\$19,400.00	\$15,575.41
PT25214	Red Bluff Police Department	1906	\$600.00	\$546.34
PT25215	Redding Police Department	164AL	\$303,000.00	\$221,243.94
PT25215	Redding Police Department	402PT	\$33,500.00	\$28,734.78
PT25215	Redding Police Department	1906	\$3,500.00	\$0.00
PT25216	Sacramento Police Department	164AL	\$285,000.00	\$267,988.96
PT25216	Sacramento Police Department	402PT	\$115,000.00	\$77,864.38
PT25217	Salinas Police Department	164AL	\$50,000.00	\$32,931.46
PT25217	Salinas Police Department	402PT	\$48,000.00	\$39,527.82
PT25218	San Bernardino County Sheriff's Department	164AL	\$880,000.00	\$771,067.63
PT25218	San Bernardino County Sheriff's Department	402PT	\$250,000.00	\$205,676.39
PT25219	San Bernardino Police Department	164AL	\$390,000.00	\$337,902.60
PT25219	San Bernardino Police Department	402PT	\$200,000.00	\$181,945.05
PT25220	San Bruno Police Department	164AL	\$51,000.00	\$29,687.49
PT25220	San Bruno Police Department	402PT	\$31,000.00	\$23,394.21

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT25221	San Diego County Sheriff's Office	164AL	\$275,000.00	\$207,816.87
PT25221	San Diego County Sheriff's Office	402PT	\$115,000.00	\$106,652.55
PT25221	San Diego County Sheriff's Office	1906	\$32,000.00	\$0.00
PT25222	San Diego Police Department	164AL	\$696,000.00	\$497,666.25
PT25222	San Diego Police Department	402PT	\$424,000.00	\$366,908.86
PT25223	San Fernando Police Department	402PT	\$37,000.00	\$2,426.25
PT25223	San Fernando Police Department	164AL	\$37,000.00	\$31,252.64
PT25224	San Francisco Police Department	164AL	\$92,000.00	\$63,570.36
PT25224	San Francisco Police Department	402PT	\$87,000.00	\$49,231.16
PT25225	Simi Valley Police Department	164AL	\$60,000.00	\$52,794.29
PT25225	Simi Valley Police Department	402PT	\$50,000.00	\$31,670.41
PT25225	Simi Valley Police Department	1906	\$15,000.00	\$5,716.19
PT25226	Soledad Police Department	164AL	\$25,000.00	\$7,777.17
PT25226	Soledad Police Department	402PT	\$15,000.00	\$5,383.40
PT25227	South Gate Police Department	402PT	\$90,000.00	\$81,434.89
PT25227	South Gate Police Department	164AL	\$80,000.00	\$72,027.97
PT25228	South Lake Tahoe Police Department	164AL	\$23,000.00	\$10,297.28
PT25228	South Lake Tahoe Police Department	402PT	\$22,000.00	\$10,634.99
PT25229	South Pasadena Police Department	164AL	\$30,000.00	\$24,245.75
PT25229	South Pasadena Police Department	402PT	\$25,000.00	\$24,307.43
PT25230	South San Francisco Police Department	164AL	\$63,000.00	\$52,681.23
PT25230	South San Francisco Police Department	402PT	\$55,000.00	\$24,462.62
PT25231	Stockton Police Department	164AL	\$318,000.00	\$296,267.15
PT25231	Stockton Police Department	402PT	\$200,000.00	\$192,229.03
PT25232	Sunnyvale Department of Public Safety	164AL	\$65,000.00	\$55,985.00
PT25232	Sunnyvale Department of Public Safety	402PT	\$45,000.00	\$30,493.00
PT25233	Susanville Police Department	164AL	\$25,000.00	\$15,067.65
PT25233	Susanville Police Department	402PT	\$25,000.00	\$17,376.17
		Subtotal	\$58,307,771.00	\$48,830,625.41

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
TR25001	California Department of Motor Vehicles - Research & Development	405c TR	\$143,000.00	\$130,091.92
TR25002	California Department of Public Health	405c TR	\$1,047,845.00	\$761,272.47
TR25003	California Department of Transportation - DRISI	405c TR	\$1,119,572.00	\$1,109,807.00
TR25004	California Emergency Medical Services Authority	405c TR	\$282,107.00	\$18,770.60
TR25005	California Highway Patrol	405c TR	\$100,060.00	\$99,966.17
TR25006	California Highway Patrol	1906	\$60,000.00	\$7,031.61
TR25007	California State Polytechnic University, Pomona	405c TR	\$294,933.00	\$190,352.64
TR25008	Daly City Police Department	405c TR	\$25,000.00	\$14,100.00

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
TR25009	Dublin Police Department	405c TR	\$24,800.00	\$24,800.00
TR25010	El Centro Police Department	405c TR	\$110,000.00	\$108,544.88
TR25011	Fairfax Police Department	405c TR	\$5,700.00	\$5,700.00
TR25012	Irwindale Police Department	405c TR	\$135,000.00	\$0.00
TR25013	Lincoln Police Department	405c TR	\$88,500.00	\$87,673.03
TR25014	Los Angeles County Sheriff's Department	405c TR	\$1,500,000.00	\$1,264,515.98
TR25015	San Gabriel Police Department	405c TR	\$24,800.00	\$24,800.00
TR25016	Santa Barbara County Sheriff's Department	405c TR	\$20,000.00	\$20,000.00
TR25017	Scotts Valley Police Department	405c TR	\$71,400.00	\$67,428.41
TR25018	Sierra Madre Police Department	405c TR	\$105,000.00	\$44,400.00
TR25019	Torrance Police Department	405c TR	\$80,000.00	\$80,000.00
TR25020	UCLA Department of Emergency Medicine	405c TR	\$824,787.00	\$670,482.12
TR25023	University of California, Berkeley - SafeTREC	405c TR	\$150,000.00	\$135,157.23
TR25024	University of California, Berkeley - SafeTREC	405c TR	\$850,000.00	\$770,057.61
TR25025	University of California, Berkeley - SafeTREC	402PT	\$1,194,435.00	\$1,099,740.92
TR25025	University of California, Berkeley - SafeTREC	405c TR	\$770,565.00	\$706,785.70
TR25026	University of California, Berkeley - SafeTREC	405c TR	\$650,000.00	\$528,495.29
TR25027	University of California, Berkeley - SafeTREC	405c TR	\$350,000.00	\$327,735.07
TR25028	Wheatland Police Department	405c TR	\$62,000.00	\$0.00
TR25029	Winters Police Department	405c TR	\$19,800.00	\$19,800.00
TR25030	Grover Beach Police Department	405c TR	\$100,000.00	\$99,973.78
TR25031	Indio Police Department	405c TR	\$32,000.00	\$30,938.18
TR25032	Redondo Beach Police Department	405c TR	\$24,800.00	\$24,800.00
TR25033	Reedley Police Department	405c TR	\$58,900.00	\$0.00
TR25034	Wasco Police Department	405c TR	\$157,000.00	\$140,097.82
TR25035	Azusa Police Department	405c TR	\$71,000.00	\$66,258.50
TR25036	Mill Valley Police Department	405c TR	\$36,500.00	\$36,463.12
TR25037	Monterey County Transportation Agency	405c TR	\$250,000.00	\$250,000.00
TR25038	Morgan Hill Police Department	405c TR	\$28,700.00	\$28,700.00
TR25039	Mountain View Police Department	405c TR	\$81,300.00	\$75,797.00
TR25040	Napa Valley Transportation Authority	402TR	\$139,900.00	\$139,240.41
TR25041	Oxnard Police Department	405c TR	\$104,500.00	\$93,403.59
TR25042	San Fernando Police Department	405c TR	\$44,400.00	\$0.00
TR25043	Southern California Association of Governments	405c TR	\$922,456.00	\$479,784.11
TR25044	California Department of Motor Vehicles - Research & Development	405c TR	\$148,000.00	\$121,885.67
TR25045	California Department of Justice - Civil Rights Enforcement Section	1906	\$455,000.00	\$108,476.98
		Subtotal	\$12,763,760.00	\$10,013,402.31

APPENDIX B – PROJECTS NOT IMPLEMENTED

PROJECTS NOT IMPLEMENTED

GRANT	AGENCY	REASON
PS25001	Brea Community Services Department	Due to the lack of availability of contractors, the grant was withdrawn by the applicant.
PS25014	Los Angeles County Public Works Department	Due to the lack of equipment, the grant was withdrawn by the applicant.
PT25058	San Leandro Police Department	Due to staffing shortages, the grant was withdrawn by the applicant.
PT25130	Angels Camp Police Department	Due to staffing shortages, the grant was withdrawn by the applicant.
EM25037	University of California, Los Angeles	This grant was not approved by NHTSA.

APPENDIX C – PERFORMANCE TARGETS

ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FY 2025

Performance Measure	Target Period	Target Year(s)	Benchmark Value FY24 26 3HSP	Data Source/ FY25 Progress Results	On Track to Meet FY25 Benchmark: Y/N/in progress
C-1) Total Traffic Fatalities	5 year	2022-2026	3,933.2	2019-2023 FARS/4,162	In Progress
C-2) Serious Injuries in Traffic Crashes	5 year	2022-2026	16,016.9	2019-2023 SWITRS/16,919.0	In Progress
C-3) Fatalities/VMT	5 year	2022-2026	1.20	2019-2023 FARS/1.31	In Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2026	871	2023 FARS/780	In Progress
C-5) Alcohol-Impaired Driving Fatalities	Annual	2026	912	2023 FARS/1,355	In Progress
C-6) Speeding-Related Fatalities	Annual	2026	1,389	2023 FARS/1,303	In Progress
C-7) Motorcyclist Fatalities	Annual	2026	559	2023 FARS/583	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2026	32	2023 FARS/33	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2026	326	2023 FARS/437	In Progress
C-10) Pedestrian Fatalities	Annual	2026	1,108	2023 FARS/1,106	In Progress
C-11) Bicyclist Fatalities	Annual	2026	89	2023 FARS/145	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2026	State survey/ 97.7%	2025 State survey/93.25%	In Progress
Drug-Impaired Driving*	Annual	2026	FARS/43.5%	2023 FARS/52%	In Progress
Distracted Driving Survey**	Annual	2026	State survey/ 3.15%	2025 State survey/4.46%	In Progress

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

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

APPENDIX C – PERFORMANCE TARGETS

ADJUSTMENTS TO ACHIEVE PERFORMANCE TARGETS

Performance Measure	Adjustments
C-1) Total Traffic Fatalities	The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of traffic fatalities on California roadways.
C-2) Serious Injuries in Traffic Crashes	The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of serious injuries on California roadways.
C-3) Fatalities/VMT	The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of traffic fatalities/VMT on California roadways.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	The OTS will work with traffic safety stakeholders to conduct occupant protection 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 at-risk communities, and conduct high visibility enforcement during "Click It or Ticket" and "CPS Awareness Week" campaigns.
C-5) Alcohol-Impaired Driving Fatalities	The OTS will work with traffic safety stakeholders to include collaborative enforcement funding in STEP grants that will result in additional DUI enforcement for areas of the state that did not have resources within their own agency to conduct high visibility operations. Additional countermeasures include interactive education programs for youth and college students on the dangers and consequences of impaired driving; public information campaigns such as the Know Your Limit campaign; equipment purchases including preliminary alcohol screening devices and DUI checkpoint trailers; and intensive supervision of DUI probationers.
C-6) Speeding-Related Fatalities	California is implementing recommendations from the AB 2363 Zero Traffic Fatalities Taskforce CalSTA Report of Findings. This includes the convening of an annual Traffic Safety Law Enforcement Forum, which brings together more than 300 law enforcement personnel, prosecutors, toxicologists and researchers to discuss the biggest traffic safety challenges and the best ways to address them. The OTS runs a statewide anti-speeding public awareness campaign, and continues to collaborate with regional partners on education campaigns. The OTS will look to collaborate with cities that are developing Local Roadway Safety Plans and Vision Zero efforts that focus on reducing speeding related fatalities that will contribute to a decrease in fatalities in this category.
C-7) Motorcyclist Fatalities	The OTS will work with traffic safety stakeholders to conduct motorcycle safety public awareness events, education programs, hands-on rider trainings, and motorcycle safety enforcement operations.
C-8) Unhelmeted Motorcyclist Fatalities	The OTS will work with traffic safety stakeholders to conduct motorcycle safety public awareness events that encourage compliance with mandatory helmet use.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	The OTS will work with traffic safety stakeholders to conduct proven teen education programs such as Smart Start, Every 15 Minutes, Impact Teen Drivers, Friday Night Live, Mothers Against Drunk Driving, and the ABC enforcement for Shoulder Tap and Minor Decoy operations that will contribute to the efforts to reach drivers age 20 or younger.
C-10) Pedestrian Fatalities	The OTS will work with traffic safety stakeholders to increase the safety of pedestrians by conducting education and awareness to all road users including programs that increase awareness of traffic rules, safe behaviors, interaction with changing infrastructure, and responsibilities for all age groups. Some of the activities include traffic safety rodeos, educational presentations, and walk audits. In addition, Caltrans provides grant funding to their Active Transportation Program for bicycle and pedestrian safety issues and the state is developing an action plan for bicycle and pedestrian safety.
C-11) Bicyclist Fatalities	The OTS will work with traffic safety stakeholders to increase the safety of bicyclists by conducting education and awareness to all road users including programs that increase awareness of traffic rules, safe behaviors, interaction with changing infrastructure, and responsibilities for all age groups. Some of the activities include traffic safety rodeos and educational presentations. In addition, Caltrans provides grant funding to their Active Transportation Program for bicycle and pedestrian safety issues and the state is developing an action plan for bicycle and pedestrian safety.
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	The OTS will work with traffic safety stakeholders to include improve occupant protection educational and media outreach, develop occupant protection educational programs among multicultural and at-risk 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.
Drug-Impaired Driving*	The OTS will work with traffic safety stakeholders in the California Impaired Driving Task Force as well as hold meetings with expert stakeholders, provide educational programming and training for health care and educational professionals, provide ARIDE and DRE training for law enforcement, support Vertical Prosecution and Traffic Safety Resource Prosecutor programs, support county laboratories, and conduct impaired enforcement operations.
Distracted Driving Survey**	The OTS will work with traffic safety stakeholders to conduct distracted driving awareness programs in middle schools, high schools, and colleges, educate businesses and organizations about the dangers of distracted driving, support distracted driving awareness campaigns, and conduct high visibility enforcement during NHTSA mobilizations.

APPENDIX D – PUBLIC PARTICIPATION AND ENGAGEMENT

INTRODUCTION

As part of the 2024-2026 3HSP, the OTS released a [Public Participation and Engagement \(PP&E\) Plan](#). PP&E provides communities with the opportunity to express safety concerns, provide feedback and help shape implementation of traffic safety efforts. The PP&E Plan outlines how the OTS will deliver engagement activities in communities most impacted by traffic safety. The plan identifies affected communities and why engagement will focus on these specific populations, as well as establishes a set of strategies to maximize feedback and allow for ongoing engagement with communities.

IDENTIFIED AFFECTED COMMUNITIES AND TRAFFIC SAFETY CHALLENGE AREAS

- Pedestrians (speeding, distracted driving, other driver behaviors that impact traffic safety)
- Hispanic male drivers (impaired driving)
- Teens (bicycle and pedestrian safety, speeding, distracted driving)

ENGAGEMENT GOALS

- Conduct meaningful engagement at community events.
- Raise awareness about the OTS resources to address traffic safety concerns.

ENGAGEMENT OBJECTIVES

- Learn about the public's traffic safety concerns.
- Receive feedback on best ways to address traffic safety in their community through OTS-funded programs.

ENGAGEMENT TACTICS

- **Listening Q & A Sessions** – Ask a series of questions about traffic safety, such as: experience walking, biking or driving; does it change based on the mode of travel; what are the most common dangerous road behavior observed; what do they perceive as the best ways to address traffic safety (enforcement, youth education, teen education, driver's training, etc.).
- **Teen Traffic Safety Climate Survey** – Ask about their age, grade, main mode of travel to and from school, type of road they travel on (residential, main street, arterial with multiple lanes), level of comfort based on mode of travel, and their perceived traffic safety concerns.
- **Improving Traffic Safety in Your Community Stamp Activity** – Provide a menu of countermeasure strategies and ask to place a stamp on what strategies they would like to see more of in their community (enforcement, alternative transportation options, public education, school crossing guards, etc.).

- **Interactive Questionnaire** – Use a digital survey program to gather feedback from a large audience and show instant, real-time results and insights from multiple-choice questions asking participants their thoughts on traffic safety.

FEDERAL FISCAL YEAR 2025 ENGAGEMENT OUTCOMES

The OTS held five engagement activities, which focused on pedestrians, Hispanic male drivers and teens, with additional emphasis on low-income and rural communities. The OTS engaged with youth at a parent-student teacher night, resource center for Hispanic families, and other events in the community serving residents most at-risk on roads.

The main data sources used for analysis, problem identification and selection of engagement activity locations were the [2023 Caltrans Vulnerable Road Users Safety Assessment](#), [Annual Report of the California DUI Management Information System](#), detailed geospatial data analysis of FARS data for the overall California problem identification in the 2024-2026 3HSP, city, county, state and federal data analysis tools, and various regional transportation plans (RTPs) and local Vision Zero Plans that captured input on traffic safety issues and identified traffic safety needs.

Youth Rise Summit Career Fair	
Date: Saturday, March 1, 2025	
Location: Cordova High School 2239 Chase Drive, Rancho Cordova, CA 95670 (Sacramento County)	
Partners Involved: Folsom Cordova Community Partnership (FCCP) & Cordova High School	
Identified Affected Community: Pedestrians, teens and low-income communities.	
Data Sources Used to Identify	<p>The OTS used data from the Sacramento County Coroner Motor Vehicle Accident Deaths from 2020-2025 dashboard, which showed the City of Rancho Cordova had a higher rate of traffic related fatalities compared to other cities.</p> <p>The OTS also looked at the City of Rancho Cordova Pedestrian Master Plan (2011), the City of Rancho Cordova Bicycle Master Plan (2016), the Rancho Cordova Safe Routes to School Master Plan (2020), and the City of Rancho Cordova Local Road Safety Plan (LRSP) (2022) to see what traffic safety issues were identified.</p>

	<p>The City of Rancho Cordova also developed city sponsored plans, such as intersection access improvements, adding midblock crosswalks, upgrading walkways, sidewalk repairs, and improved lighting.</p>
<p>Description of Engagement Opportunity</p>	<p>The OTS participated in a prior event at the Sacramento City Unified School District (SCUSD) College & Career Fair in Sacramento. It was at this event that the OTS met the FCCP team, who invited the OTS to participate in their event. Since the data showed a higher crash rate among pedestrians under 15 years old, the OTS planned to use the event to find out what teens thought about pedestrian safety in Rancho Cordova.</p> <p>The OTS used this event to conduct surveys with teens. Called “Walking in Your Shoes: Traffic Safety Survey,” this survey asked teens ten questions about their travel patterns and the built environment around them at home compared to where they travel to school. For example, if they must travel far; do they have sidewalks where they live; do they cross a major street to get to school; why or why not they are comfortable biking or walking in their neighborhood.</p> <p>Seventy-five teens stopped by the OTS booth. Some students spoke English as a second language and were more comfortable with an informal discussion, rather than filling out a formal survey.</p> <p>Of the six teenagers that agreed to answer the ten-question survey, three teens identified as “Black or African American”; one teen identified as “Hispanic or Latino”; one teen identified as “Asian”; one teen identified as “White.” While only six surveys were completed, many teens offered verbal feedback on traffic safety concerns, including issues with speeding drivers, walking on streets with busy vehicular traffic and lack of access to other alternative modes of transportation.</p>
<p>Summary of Issues Covered</p>	<p>The OTS discussed speeding, distracted driving, driving under the influence, and bicycle and pedestrian safety. Some teens were surprised to learn that driving under the influence also applied to prescription drugs and cannabis.</p>

<p>Comments and feedback received</p>	<p>When discussing pedestrian safety, speeding was a top concern. Several teens mentioned despite there being speed bumps on the streets in front of their respective high schools, some cars do not slow down.</p> <p>Speeding was a reoccurring topic that was brought up, and a lot of the teens were interested in how to get their license or how to prepare for their driver's license test.</p> <p>Most teens that completed the survey lived more than five miles from their respective schools and mentioned that if they cannot get a ride from their parent, they will usually ask a friend or take the bus. There were two teens that lived a mile from their respective high schools that walked to school and said they felt comfortable walking to school. The most common response to the level of comfort biking or walking was "Traffic". When traffic is light, the teens felt more comfortable walking or riding their bike but when traffic is heavy, the teens felt less comfortable. One male teen stated, "It is not worth it, if someone isn't driving me, I won't go (walk) during heavy traffic."</p>
<p>Why was strategy chosen and how was it designed to reach community?</p>	<p>FCCP is a non-profit that provides resources and programming to parents in need. FCCP's work focuses on developing positive peer and adult relationships, as well as support job readiness and work skills to help students achieve their career goals. FCCP worked with other programs, schools, and organizations to invite teens that were low-income and/or experiencing a hardship.</p> <p>The OTS chose a simple engagement activity that allowed teens to easily provide feedback on traffic safety issues in their community. The OTS also adapted to a more qualitative approach through conversations about traffic safety concerns.</p>
<p>Description of attendees: Were attendees from affected communities identified?</p>	<p>Attendees were from the identified affected communities identified in the 2024-2026 3HSP and PP&E Plan. While all the attendees were from Sacramento County, most of the teens that attended the event lived in the City of Rancho Cordova or just outside the city limits.</p>

<p>Accessibility measures taken (time, location, language access, ADA, etc.)</p>	<p>Most materials were available in English and Spanish, and the OTS table was stationed on the Cordova High School quad — a location that is ADA compliant. The event took place on a Saturday afternoon, allowing people to attend outside of normal work hours. The outreach flyer advertising the event was available in multiple languages and was posted on social media platforms, as well as on light poles and classroom windows at Cordova High School. The location of the fair was convenient for attendees because most of the teens that attended the event were students at Cordova High School.</p>
<p>How did these efforts inform projects implemented under countermeasure strategies during the grant year?</p>	<p>Countermeasure Strategies: Education/Public Awareness, Safe Routes to School.</p> <p>The OTS will use the feedback received to explore education and outreach opportunities focused on teens in Rancho Cordova. The OTS will also share input on speeding and bicycle/pedestrian safety concerns with the Sacramento County Sheriff's Office, which contracts with the City of Rancho Cordova for police services and is an OTS grant subrecipient. The OTS plans to work with FCCP on additional engagement opportunities with teens and additional strategies that will allow us to receive input on teens' perceived traffic safety concerns.</p>

<p>Impact Teen Driver/ CHP Teen Safe Driving Day</p>	
<p>Date: Saturday, May 17, 2025</p>	
<p>Location: CHP Academy (3500 Reed Ave, West Sacramento, CA) (Yolo County)</p>	
<p>Partners Involved: Impact Teen Drivers (ITD) & California Highway Patrol (CHP)</p>	
<p>Affected Community: Teens, pedestrians and rural communities.</p>	
<p>Data Sources Used to Identify</p>	<p>Caltrans VRU Data Explorer App; SB 535 Disadvantaged Communities Map (2018); SB 535 List of Disadvantaged Communities 2024 Spreadsheet and Data Directory; the California Climate Investments Priority Populations Mapping Tool 4.0; Caltrans Transportation Equity Index (EQI); Statewide Integrated Traffic Records System (SWITRS); the 2022 California OTS Crash Ranking Results.</p>

<p>Description of Engagement Opportunity</p>	<p>Organized by the CHP and ITD, the event brought together more than 130 attendees (90 teens and 40 adults), which included foster youth and their resources families.</p> <p>The event featured a "What Do You Consider Lethal?" safety presentation, which challenged teens to think critically about the real dangers associated with reckless and distracted driving. Additionally, attendees engaged in a hands-on driving and passenger safety course.</p> <p>Other event stations included "Stop the Bleed," which taught life-saving techniques for responding to emergencies, a car safety clinic on proper vehicle maintenance, and a Positive Community Norming poster activity that encouraged teens to promote healthy, safety-focused messages among their peers.</p> <p>The OTS was one of ten agencies that hosted a "resource station" with information and services. The OTS had teens take the "Walking in Your Shoes: Traffic Safety Survey". Fifty-eight teens filled out the survey. While the teens were taking the survey, the OTS also asked teens questions about their familiarity with the OTS, traffic safety concerns in their community, and shared educational materials and resources.</p>
<p>Summary of Issues Covered</p>	<p>The OTS talked to teens about the dangers of driving under the influence. The OTS staff also discussed the dangers of distracted driving and provided tip cards to the teens related to speeding, the Move Over and Be Work Zone Alert education campaigns, the Go Safely Movement, and the Traffic Safety Champion program.</p>
<p>Comments and feedback received</p>	<p>More than half of the teens surveyed said they either drove to school or had someone drive them to school. 21 students said they either take the bus or walk or bike to school. One key takeaway was the number of teens who said they walk to school or had to travel more than five miles to get to school. More than half of teens surveyed said they crossed a major street to get to school, with almost all who said they walk to school also cross a major street to get to school. This information underscores the importance of pedestrian safety and driver/passenger safety education.</p>

	<p>When asked about their main form of transportation, most teens indicated they ride as a passenger. The top five answers that influenced their level of comfort walking or biking places were: traffic (9); drivers (8); the area/neighborhood (7); people in the area (6); and sidewalks (5).</p> <p>The results of the survey highlighted a sense of community travel patterns, perceptions about pedestrian safety, and suggestions for needed traffic safety improvements, such as safe places to bike and walk on busier streets with vehicle traffic.</p>
<p>Why was strategy chosen and how was it designed to reach community?</p>	<p>This event specifically targeted families in communities most impacted by traffic safety, foster youth and their resources families.</p> <p>The OTS chose a simple engagement activity that was quick and provided feedback on specific traffic safety issues.</p>
<p>Description of attendees: Were attendees from affected communities identified?</p>	<p>Most teens surveyed (41) were from identified affected communities – Hispanic or Latino or Black/African American. Most teens were from the Sacramento County area, with more than half the teens also from rural communities. There was a broad range of teens from different areas as far south as the City of Galt to far north in the City of Citrus Heights and the rural community of Rio Linda.</p>
<p>Accessibility measures taken (time, location, language access, ADA, etc.)</p>	<p>The facilities on the CHP Academy campus are compliant with the Americans with Disabilities Act (ADA). Attendees were provided a free lunch paid for by the event organizers. Informational materials were in English and Spanish and the OTS had bilingual services available.</p>

<p>How did these efforts inform projects implemented under countermeasure strategies during the grant year?</p>	<p>Countermeasure Strategies: Education/Public Awareness, Safe Routes to School.</p> <p>The OTS worked with Impact Teen Drivers to refine an online survey first developed in 2024. The updated survey was provided to students in the Be the Change Fellowship program, who helped recruit nearly 200 teens to fill out the survey.</p> <p>Additionally, the OTS supported the CHP's Start Smart program, which provides soon-to-be or newly licensed teen drivers and their parents with free, two-hour long driver education classes. Other teen education grants included the city of Long Beach Safe Streets Youth Ambassador Program where teens lead projects focused on distracted driving and San Mateo County Office of Education, which developed e-bike education materials for schools, students and parents.</p> <p>The OTS can use the feedback received at the event to factor in programs for rural and urban areas across the greater Sacramento metro region.</p> <p>This may include more peer-to-peer led traffic safety projects, biking and walking assessments to evaluate infrastructure solutions, Safe Routes to Schools activities, or temporary road demonstrations focused on overall biking and walking safety.</p>
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<p>El Camino Fundamental High School Back to School Night & Senior Parent Information Night</p>	
<p>Date: Wednesday, August 27, 2025</p>	
<p>Location: El Camino Fundamental High School [4300 El Camino Avenue, Sacramento, CA 95821 (in the Arden Arcade area) in Sacramento County]</p>	
<p>Partners Involved: El Camino Fundamental High School Administration, Staff & the Parent Teacher Student Association (PTSA)</p>	
<p>Affected Community: Teens, pedestrians and low-income communities.</p>	
<p>Data Sources Used to Identify</p>	<p>California Department of Housing and Community Development 2025 State Income List; The City of Sacramento 2040 General Plan and Climate Action & Adaption Plan Adopted; Vision Zero Sacramento; 2022 California Office of Traffic Safety Crash Rankings; El Camino Fundamental High School's 2025-2026 School</p>

Plan for Student Achievement; El Camino Fundamental High School's 2024 School Accountability Report Card; Sacramento County's 2022 Local Road Safety Plan; Caltrans VRU Data Explorer App; SB 535 List of Disadvantaged Communities 2024 Spreadsheet and Data Directory; State of California Office of Environmental Health Hazard Assessment (OEHHA) SB 535 Disadvantaged Communities Heat Map; The Caltrans Transportation Equity Index (EQI) Version 1.0 Web Map.

In the city of Sacramento's 2020 General Plan, the area around El Camino Fundamental High School (ECHS) was designated as a "Special Study Area."

The two main streets in front of the school — El Camino Avenue and Eastern Avenue — are two-way streets with heavy traffic and congestion. In Sacramento County's 2022 Local Road Safety Plan, El Camino Avenue, which is one of two main streets in front of the school, was identified as needing "pedestrian treatments."

According to the Sacramento County Local Road Safety Plan (2022), "pedestrian-involved crashes make up less than 3% of total crashes in Sacramento County but 25% of fatal or severe injury crashes," with crashes midblock outside of a crosswalk being twice as likely to result in fatal or severe injury as those that occurred in a crosswalk. Risky behaviors were also identified in the plan as the root cause of fatalities and serious injuries in Sacramento County.

The City of Sacramento's 2040 General Plan and Arden Arcade Community Plan also noted problems with speeding and a high number of pedestrians struck and killed by vehicles. Additionally, the OTS looked at the Caltrans VRU data heat map that showed most of the Arden Arcade of Sacramento County in the red zone (highest number of pedestrian fatal and serious injury crashes), which included where ECHS was located.

<p>Description of Engagement Opportunity</p>	<p>Given that data showed the area around ECHS had a higher rate of fatal and serious injury crashes, the OTS contacted ECHS' administration about an engagement opportunity at their Back to School and Senior Parent Information Night. The school indicated that school's intersection at El Camino and Eastern Avenues was a top traffic safety concern during drop-off and pick-up.</p> <p>ECHS suggested the OTS create a flyer for the school that encourages drivers to not block intersections, park illegally or speed. With both students and parents attending the event, the OTS thought it would be a good opportunity to also engage with students.</p> <p>The OTS set up an information table and encouraged parents and students to participate in the "Improving Traffic Safety in Your Community" Stamp Activity. Each participant received their own paper with the countermeasures/activities displayed in its own square with a picture and title of the countermeasure/activity. The options ranged from youth education programs, enforcement programs, to community workshops and infrastructure improvements.</p> <p>Students were also encouraged to fill out a 10-question survey that asks teens about their travel patterns and the built environment around them at home compared to where they travel to school.</p>
<p>Summary of Issues Covered</p>	<p>The OTS talked to parents and teens about the dangers of distracted driving and driving under the influence, and how drivers could also be cited for being under the influence of cannabis and other drugs. The OTS also explained the department's mission, vision, goals and role supporting local traffic safety programs.</p>
<p>Comments and feedback received</p>	<p>Sixty-one parents and students participated in the stamp activity. Sixteen teens completed the "Teen Traffic Safety Climate Survey."</p> <p>Seventy-five percent of teens said they either drive or have a parent or friends drive them to school. Twenty-five percent of teens said they walk, bike, or skateboard to school. Nearly all students said they travel more than five miles to school. All teens said they have sidewalks</p>

	<p>where they live, need to cross a major street to get to school and are comfortable walking or biking in their neighborhood. The top three most common answers for what made biking and walking “comfortable” was “Time of day”, “Familiarity with the area”, and “Knowing the people I live by”. Nearly all the teens surveyed said they ride as a passenger and get a ride from their parent or friend as a main way to get around. The OTS staff asked about walking to school and many cited traffic congestion, speeding, people always in a rush, and distracted driving as concerns, with one teen stating he saw two cars racing on El Camino Avenue.</p> <p>Overall, the most selected strategies were driver education courses, driver (behind the wheel) training courses and bicycle training courses. For enforcement strategies, speeding was the top concern expressed, with 80% selecting “speed checks” as a countermeasure they would like to see in their community. One parent suggested placing an empty police vehicle near the intersection to deter people from speeding.</p> <p>Nearly all respondents wanted to see a change in morning drop-off and afternoon pick-up procedures. When planning the PP&E event, the ECHS Administration expressed frustration with drivers not being courteous to each other or pedestrians and bicyclists. Some parents/guardians expressed a need for more signs directing traffic and mentioned that any existing signs were not clear or visible enough.</p>
<p>Why was strategy chosen and how was it designed to reach community?</p>	<p>The OTS used various strategies to capture information from its target audience and reach the community. The first strategy was meeting people where they are at - a location that is safe and familiar. ECHS is a trusted party and the OTS worked with the Administration to create a space where attendees felt comfortable expressing their traffic safety concerns. The OTS wanted to attend an event that would capture diverse opinions and people from different backgrounds.</p> <p>The stamp activity was a great conversation starter because as participants were stamping the squares with the activities they would like to see implemented in their</p>

	<p>community, they would talk to others around them for validation or to see what others thought.</p> <p>The teen-specific survey is an effective way to highlight community travel patterns, perceptions about traffic safety, and suggestions for needed traffic safety improvements.</p> <p>Both the survey and stamp activity were not time consuming but also allowed for valuable input to be provided. The OTS has found that the easier the activity, the more likely people will participate.</p>
<p>Description of attendees: Were attendees from affected communities identified?</p>	<p>Attendees were from affected communities identified in the PP&E Plan. Half the teens surveyed identified as “Hispanic or Latino,” with the other half identifying as “White” or “Black or African American.”</p> <p>11 of the 16 teens surveyed listed a zip code in an area identified as a disadvantaged community.</p>
<p>Accessibility measures taken (time, location, language access, ADA, etc.)</p>	<p>The ECHS campus and facilities are compliant with the Americans with Disabilities Act (ADA). The location was accessible and held in the evening to accommodate parents/guardians who work during the day. Materials were available in both English and Spanish. Bilingual speakers were also available.</p>
<p>How did these efforts inform projects implemented under countermeasure strategies during the grant year?</p>	<p>Countermeasure Strategies: Safe Routes to Schools, Education/Public Awareness</p> <p>The OTS created a flyer for the school to distribute to parents/guardians. The flyer encourages parents to not block intersections, park illegally, speed, and be patient during pick-up and drop-off.</p> <p>Based on the feedback received, the OTS will evaluate options for programs that support pedestrian safety in the area. This may include biking and walking assessments to evaluate infrastructure solutions or other Safe Routes to Schools activities.</p> <p>The OTS plans develop an electronic survey that all students could take during their English class. Following the completion of the surveys, the OTS will schedule a focus group with teens to discuss results and have a</p>

	peer-to-peer exchange about how to address traffic safety issues in the Arden Arcade area. Additionally, the City of Sacramento is creating a new Transportation Safety Team. The OTS will work with the city to conduct engagement activities at events focused on gathering the public's input on traffic safety solutions.
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La Familia Health and Safety Fair	
Date: September 19, 2025	
Location: La Familia's Maple neighborhood (Sacramento County)	
Partners Involved: La Familia Counseling Center, First 5 Sacramento, Birth and Beyond, United Way, and Sacramento County.	
Affected Community: Hispanic male drivers and low-income communities.	
Data Sources Used to Identify	<p>2022 DMV Annual Report of the California DUI Management Information System, Statewide Integrated Traffic Records System (SWITRS) and U.S. Census, 2020.</p> <p>Hispanic drivers accounted for the largest share of DUI arrests in 2020 (53.6%) and fatal or injury crashes involving alcohol or drugs (46.3%), despite representing only 37.3% of California's adult population.</p> <p>According to the Sacramento County Coroner's Office, there were 189 motor vehicle crash-related deaths in 2024. In late 2024, the Sacramento City Council began considering declaring a state of emergency in response to the rising number of traffic fatalities, particularly those involving pedestrians and cyclists.</p>
Description of Engagement Opportunity	<p>During the outreach event, the OTS engaged with the community by administering an interactive survey focused on gathering feedback about impaired driving and facilitating a stamp activity. This is where participants placed stamps on the countermeasure strategies they would like to see implemented in their communities. These countermeasures included youth education programs such as driver education courses, school assemblies, and activities that raise awareness about the dangers of impaired driving, as well as speed checks.</p> <p>Additional countermeasures included enforcement programs, community workshops, and infrastructure improvements, all intended to enhance road safety.</p>

Summary of Issues Covered	Pedestrian safety, and impaired driving.
Comments and feedback received	<p>Most respondents believe that males under the age of 21 are the demographic at highest risk for fatal DUI-related crashes, despite data showing that males aged 21–30 are the most at risk.</p> <p>Additionally, 53% of respondents identified drinking or drug use at social events as the main cause of DUIs, while 30% cited underestimating the effects of alcohol or drugs. Other responses included irresponsible driving, a lack of stricter laws, and the absence of designated drivers.</p> <p>The top two topics mentioned for traffic safety programs that the community wants implemented were increased DUI awareness and better speeding control. The results of the stamp activity showed that 63% of participants would like smoother roads, and 60% would like to see more driver education and behind-the-wheel courses offered.</p>
Why was strategy chosen and how was it designed to reach community?	<p>The event was specifically targeted at underserved, low-income Hispanic communities. The data indicates that impaired driving disproportionately impacts Hispanic males, who are more likely to be involved in fatal or injury crashes involving alcohol or drugs, and who experience higher fatality rates than other demographic groups.</p> <p>The City of Sacramento has a significant Hispanic population, with approximately 151,253 residents, or about 28.8% of the city's population, who identify as Hispanic.</p> <p>The OTS' strategy was to partner with a trusted nonprofit organization that would attract high Hispanic community attendance and foster meaningful interaction through culturally appropriate engagement activities. A simple, interactive format allowed Hispanic families to participate and provide feedback on traffic safety issues affecting their communities. The survey helped gain insight into community perceptions of</p>

	<p>safety, a sense of shared responsibility, and priorities for needed traffic safety improvements.</p> <p>The OTS partnered with La Familia Counseling Center due to their strong reputation for hosting culturally sensitive events and their trusted presence in low-income Hispanic communities, making them an ideal partner for engagement activities.</p>
<p>Description of attendees: Were attendees from affected communities identified?</p>	<p>Most attendees spoke Spanish and were from the identified affected communities within Sacramento County. Nearly 500 people attended the event, and the OTS was able to engage with approximately 100 individuals who completed the interactive survey or participated in the stamp activity.</p>
<p>Accessibility measures taken (time, location, language access, ADA, etc.)</p>	<p>Bilingual staff were available, and materials were provided in both English and Spanish. This included a bilingual (Spanish-English) survey and stamp activity.</p> <p>The event was held on a Friday afternoon to ensure maximum participation. The venue, located in La Familia's Maple neighborhood, was secured, trusted by the community, and ADA accessible.</p>
<p>How did these efforts inform projects implemented under countermeasure strategies during the grant year?</p>	<p>Countermeasure Strategies: Education/Public Awareness, Mass Media Campaigns, Alternative Transportation, Designated Drivers and Youth Programs.</p> <p>The community engagement and feedback helped the OTS focus on impaired driving prevention and education for youth, adult drivers, and the Latinx community.</p> <p>Programmatic efforts aim to strengthen community protective factors through collaboration with key stakeholders. These efforts include developing educational messages in Spanish for populations overrepresented in DUI arrests and crashes.</p> <p>Additionally, the OTS will continue supporting the Designated Driver Program, anti-DUI messaging in Spanish, and the CHP's El Protector Program. The OTS intends to partner with La Familia Counseling Center to facilitate focus groups, conduct outreach, and implement PP&E activities throughout the next fiscal year. The OTS has also partnered with the Employment</p>

	Development Department (EDD) and their Farmworker Outreach Program to distribute OTS tip cards during field presentations across California and to collaborate on PP&E activities.
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San Luis Obispo County Council of Governments (SLOCOG) Safe Streets Forum

Date: Thursday, September 25, 2025

Location: Ludwick Community Center (864 Santa Rosa Street, San Luis Obispo, CA 93401) in San Luis Obispo County

Partners Involved: SLOCOG

Affected Community: pedestrians, bicyclists and low-income communities.

Data Sources Used to Identify	<p>The 2022 California OTS Crash Ranking Results; 2025 SLO Region Walk Audit Report; San Luis Obispo Regional Road Safety Action Plan; the California Climate Investments Priority Populations Mapping Tool 4.0; SB 535 Disadvantaged Communities Map (2018); SB 535 List of Disadvantaged Communities 2024 Spreadsheet and Data Directory; the Caltrans VRU Data Explorer App; Statewide Integrated Traffic Records System (SWITRS).</p> <p>According to SLOCOG data, 30 people are killed and another 160 people are seriously injured on San Luis Obispo area roads. In 2022, 67 pedestrians and 75 bicyclists were killed or injured on San Luis Obispo County roads (SWITRS, 2022).</p>
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Description of Engagement Opportunity	<p>The OTS was invited by SLOCOG to participate as a panelist and exhibitor. Prior to the forum, the OTS participated in SLOCOG's public resource fair with various city, county and state agencies, which included an information table on the San Luis Obispo Road Safety Action Plan's findings and proposed actions to address traffic safety issues.</p> <p>At the OTS information table, people were encouraged to participate in the countermeasure strategy stamp activity and stamp the countermeasure strategies they would like to see implemented in their community.</p> <p>Additionally, the OTS kicked off the forum by asking attendees to participate in an interactive three-question survey about walking and biking safety. The OTS handed out a flyer with the three questions and a QR code. Participants had the option to take the survey on their</p>
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	<p>phone or on paper. The online survey program tracked the responses in real-time so people could see the results as questions were completed.</p> <p>After people completed the survey, the forum had an audience question and answer period, where individuals asked six panelists questions about their traffic safety concerns. The panel included representatives from the City of San Luis Obispo Public Works, the City of Atascadero Police Department, the City of San Luis Obispo Police Department, Caltrans, a Cal Poly SLO Professor, a member of the City Active Transportation Committee (ATC), and the OTS.</p> <p>At the OTS booth, attendees had access to materials in English and Spanish about bicycle and pedestrian safety, distracted driving, driving under the influence, speeding, how to check for vehicle recalls, the Traffic Safety Champion program, and information about the OTS and its grant programs.</p>
<p>Summary of Issues Covered</p>	<p>The forum theme was “The Last Call: Charting a Safer Course for Streets, Roads and Paths in SLO County” with an emphasis on bicycle and pedestrian safety.</p>
<p>Comments and feedback received</p>	<p>More than 20 people stopped by the OTS table, and 14 completed the stamp activity.</p> <p>10 selected “more roundabouts” as a countermeasure they would like to see implemented to improve traffic safety in their community. In addition, eight of the 14 participants believed there should be more bicycle training courses, and 11 indicated a need for pedestrian and bicycle safety assessments. Additionally, seven participants marked “workshop to train residents on safe road use while walking and biking” as a countermeasure needed in their community. Other categories with the most selections included “smoother roads” (8), “more lighting” (7), “more crosswalks” (7), and “pedestrian crossing signals” (7) for infrastructure improvements, while “speed enforcement cameras” (7) was the most selected under the enforcement category.</p> <p>While automated speed enforcement cameras are authorized as a pilot program in seven cities throughout</p>

California, the pilot does not include SLO. The feedback informed the OTS that speeding is a major traffic safety concern for residents.

Another key takeaway was the need for more community workshops focused on pedestrian and bicycle safety assessments. SLOCOG conducted a walk audit the day before the Forum along Atascadero Avenue and Ardilla Avenue near Brookside Christian Academy and Atascadero High School in the City of Atascadero. The walk audit occurred after school in the afternoon so people could observe the traffic impacts on pedestrians and bicyclists.

Forty-three people participated in the three-question interactive survey at the start of the forum. Based on the survey results, SLO County residents do not feel completely safe walking and riding their bike in their community. When asked, "How safe do you feel walking in your community?" no one selected "extremely safe". Out of the 43 participants, only ten selected "safe", 11 selected "somewhat safe" and three chose "not safe". When asked, "How safe do you feel riding your bike in your community?" no one in the audience selected "extremely safe" and only two participants selected "safe", while the majority chose "somewhat safe" (20). Seven participants also selected "not safe." When asked, "Is traffic safety your responsibility?" most of the participants selected "Absolutely, yes — always" (28) and six individuals clicked "Yes" or "sometimes". No one in the audience picked "Sort of — rarely" or "No — never." The results from the third question were positive because people view traffic safety as a shared responsibility that is owned by all.

The question-and-answer period revealed the concerns about E-bikes, bicycle safety at intersections and on rural roads, and the process of reporting road hazards.

Residents asked about designated e-bike paths (similar to bike lanes), more training, and more information on rules and regulations for e-bikes. In addition, attendees

	<p>expressed their concern with sensors not recognizing bicycles at red lights, the spacing of bike lanes on rural roads, and speeding drivers, especially on rural roads.</p> <p>At the OTS table, attendees expressed concern about pedestrian safety at school zones and the need for better traffic control, crossing guards at intersections, and improving the drop-off and pick-up system.</p>
<p>Why was strategy chosen and how was it designed to reach community?</p>	<p>The event was open to the public, and the target audience included SLO County residents, businesses and college students from Cuesta College and the California Polytechnic State University, San Luis Obispo (Cal Poly SLO). Businesses from the wine industry were also invited to the forum. More than 250 wineries are spread across Paso Robles and SLO. Therefore, drinking and driving is a safety concern, and SLOCOG included wineries as part of the discussions on traffic safety solutions.</p> <p>The Forum allowed the OTS to meet people where they are at, in a location that is safe and familiar, and not too far for people to travel to. The OTS has participated in the SLO Safe Streets Forum for the past two years, but this was the first time the OTS had a booth and collected traffic safety concerns and comments from attendees. The OTS worked with SLOCOG on the interactive audience survey to start the forum. Showing results in real-time made it more impactful and informative. The multiple-choice questions were simple and easy to answer.</p> <p>The stamp activity is also simple and easy to fill out, which allowed staff to engage with attendees and ask residents more detailed questions about traffic safety problems and concerns. The OTS has found that the easier the activity is, the more likely people will participate. The activity was easy and quick, provided valuable data, and was also educational because participants learned about some of the countermeasures the OTS helps fund through grant programs.</p>
<p>Description of attendees: Were attendees from</p>	<p>Cal Poly SLO students and residents from low-income communities attended the forum and provided</p>

<p>affected communities identified?</p>	<p>feedback. Teens and low-income populations are identified affected communities in the OTS PP&E Plan.</p> <p>While most of the attendees were from SLO and low-income areas, the event was open to the public and other residents from nearby cities within San Luis Obispo County attended the forum. More than 60 individuals attended the forum.</p>
<p>Accessibility measures taken (time, location, language access, ADA, etc.)</p>	<p>The 2025 SLO Safe Streets Forum & Resource Fair was held inside the Ludwick Community Center, which is close to the Cal Poly SLO campus and accessible to people who use transit. The building was ADA compliant. The event was held on a Thursday evening, after school and when people would start to get off work.</p> <p>To ensure everyone had access to the survey questions, the OTS provided a QR code to the survey and listed the questions on paper for people to fill out who did not want to use or have a cell phone.</p> <p>The OTS displayed outreach items in English and Spanish and had staff fluent in Spanish if an attendee needed translation or bilingual services.</p>
<p>How did these efforts inform projects implemented under countermeasure strategies during the grant year?</p>	<p>Countermeasure Strategies: Education and Public Awareness, Safe Routes to School, University Educational Campaigns</p> <p>The OTS has provided grant funding to SLOCOG to conduct walk audits in Federal Fiscal Years 2025 and 2026, validating efforts informed by feedback received from the public. SLOCOG produced a “2025 SLO Region Walk Audit Report” that summarizes their findings from ten unincorporated locations within SLO County where walk audits were done.</p> <p>The OTS also shared a communications toolkit with SLOCOG to encourage people to promote safety campaigns like rural road safety awareness week and how people may get involved in road safety audits and other traffic safety events.</p>

	The OTS will evaluate options for additional programs that support pedestrian safety in the area, such as Safe Routes to Schools activities.
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FOLLOW-UP TO FEDERAL FISCAL YEAR 2024 ENGAGEMENT OUTCOMES

While the Annual Report highlights traffic safety program activities funded in the 2025 Federal Fiscal Year, the PP&E Plan initiates our engagement efforts and outcomes over the 2024-2026 3HSP period. The input received during 2024 engagement activities resulted in the following outcomes in Federal Fiscal Year 2025:

- **Watsonville Cinco de Mayo Festival** – The feedback gathered at the May 2024 event was shared with the Santa Cruz County Regional Transportation Commission during a Oct. 2024 stakeholder meeting about the county’s Rural Highways Safety Action Plan (RHSP). The public input on traffic safety issues will also be used to help inform their final report, which will propose “safety enhancement concepts” for 10 priority locations identified through public input and crash data analysis.
- **Napa Valley Farmworker Foundation Event** – Working in partnership with Napa County’s Safe Routes to School initiative, the Napa Police Department was awarded a bicycle and pedestrian safety and police traffic services grant for Fiscal Year 2025 and 2026. The grants focus on impaired driving prevention, as well as working with the Napa County Bicycle Coalition on a variety of bicycle safety activities. The OTS also plans to connect with the Napa Employment Development Department (EDD) office to share informational materials during their field presentations.
- **Farmworker Outreach** – Based on farmworker family engagement activities conducted in Fiscal Year 2024 and 2025, the OTS has partnered with the EDD and their Farmworker Outreach Program to provide informational materials at their Salinas, Capitola, Merced, Modesto, and Hollister offices. The OTS is also working to connect with the 10 Mexican Consulates in California to collaborate on PP&E activities within their offices.
- **Be the Change Summit Equity Discussion and Listening Session** – The OTS developed an online survey for teens to provide input on their perceived traffic safety issues and understand their travel habits. The survey was refined in 2025 and Impact Teen Drivers used students from the Be the Change Fellowship program to share the survey with their peers. Nearly 200 surveys have been completed and the results will be used to hold future peer-to-peer engagement activities at schools the fellowship program students attend.

EVALUATION

The OTS is committed to working on a focused set of strategies that will make communities most at-risk safer. Public involvement on perceived safety issues and the best ways to address them is critical to shaping meaningful engagement. There is not a one-size-fits-all approach to achieve meaningful engagement, and the OTS will continue to adapt, develop and evaluate engagement strategies based on community and partner input.

The locations and the type of engagement will be evaluated community by community. The selected locations will continue to be where the traffic safety data indicates the need and targeted to identified affected communities most at-risk of being killed and seriously injured on our roads. From the information gathered, such as surveys completed, people reached, demographics and any patterns/trends in traffic safety challenges noted by residents, the OTS will use the input from PP&E efforts to inform our Highway Safety Program. This input will be used through all aspects of program planning, implementation, and evaluation.



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