



# California Annual Report 2023

Fiscal Year 2023  
October 1, 2022 to September 30, 2023

**OTS** CALIFORNIA OFFICE OF  
TRAFFIC SAFETY

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







## 2023 ANNUAL REPORT

**Gavin Newsom**

Governor  
State of California

**Toks Omishakin**

Secretary  
California State Transportation Agency

**Barbara L. Rooney**

Director  
Office of Traffic Safety



**Gavin Newsom**  
Governor

**Toks Omishakin**  
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Dear California Residents:

The 2023 California Office of Traffic Safety (OTS) Annual Report highlights traffic safety program activities funded in the 2023 federal fiscal year. The OTS works with state, local and community partners to build programs and fund projects that address the most significant traffic safety challenges. The Annual Report provides results from implementation of the California Highway Safety Plan (HSP), which establishes performance targets and strategies to reduce deaths and serious injuries on California roads.

California continues to experience a road safety crisis. Projections from the National Highway Traffic Safety Administration estimate more than 4,400 people were killed in motor vehicle crashes throughout California in 2022, or about 12 people every day.

California is taking bold and immediate action to save lives, leveraging significant, once-in-a-generation investments being made at both the state and federal levels to expand safe transportation options. It is great to see that the OTS is putting safety and equity front and center in their work, supporting efforts to create more equitable safety outcomes for all. Safety and equity are two of the California State Transportation Agency's (CalSTA) Core Four priorities that are embedded in the programs of each of CalSTA's eight entities.

Transportation is about people, and we all have a shared responsibility to achieve zero deaths on our roads—and stay there for good. It is our hope that adopting the Safe System Approach as a guiding framework sets us on a safety and equity-focused path.

In 2023, the OTS awarded nearly \$110 million in federal funding to support 373 traffic safety grants dedicated to key education and enforcement programs, a nearly 15 percent increase from the previous federal fiscal year. Just a few examples of the many measures to prioritize safety included \$360,000 from the Southern California Association of Governments for 11 local projects that are developed with community input. One of those projects by the People for Justice Mobility engaged thousands of residents during open streets events in locations for three proposed infrastructure projects to improve biking and

walking safety in South Los Angeles. To address a spike in traffic fatalities involving people experiencing homelessness, the San Jose Department of Transportation's Vision Zero Team coordinated pop-up events near priority safety corridors with a local shelter and non-profit that provides social services for the unhoused. Partnering organizations provided reflective backpacks, camping lights and bike lights to unhoused individuals and asked about their traffic safety needs.

To increase public awareness of the road safety crisis and establish a strong road safety culture, the OTS started the "Go Safely Movement," a call to action that demands safer roads, starting at the individual level. The movement encourages residents to take a survey on their perceived traffic safety issues, what they believe is needed to make roads safer and calls upon people to be more engaged in traffic safety issues as Traffic Safety Champions within their communities.

The OTS is committed to prioritizing investments and projects in communities where people are less safe using roads. Through strengthened relationships within those neighborhoods, seeking input at key points in the highway safety planning process has the potential to shape actions that lead to safer streets for all.

The Annual Report reflects the ongoing work of the OTS to reverse the crisis and achieve zero deaths and serious injuries. It will take a comprehensive solution – roads designed for the movement of all modes of travel, enforcement of the most dangerous driving behaviors, education and public outreach, and emergency response – to achieve zero traffic deaths.

Traffic deaths and serious injuries are not inevitable side effects of using our transportation system. We can prevent tragedies by taking a proactive approach that prioritizes getting to and from places safely. Join the movement for safer roads.

Go safely California,  
TOKS OMISHAKIN

*Toka Omishakin*

Secretary

# ANNUAL REPORT

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# CALIFORNIA OFFICE OF TRAFFIC SAFETY



## VISION

Everyone traveling  
on California  
roadways will go  
safely.

## MISSION

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

## VALUES

Service  
Respect  
Innovation  
Passion



# Let's work together to Go Safely.



## CALIFORNIA OFFICE OF TRAFFIC SAFETY

### EQUITY STATEMENT

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

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

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

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



## 2023 HIGHLIGHTS

- ▶ The OTS started the “Go Safely Movement,” a call to action to raise awareness about the road safety crisis and establish a strong road safety culture. More than 2,000 California residents filled out a community survey on their perceived traffic safety concerns and actions needed to make roads safer in their community that will help inform our highway safety planning. The survey also called upon residents to sign up as a “traffic safety champion” and commit to being more engaged in traffic safety for their families and community.
- ▶ The OTS utilized historic levels of highway safety funds to award nearly \$110 million, a nearly 15 percent increase in grant awards from the previous fiscal year.
- ▶ The OTS hosted a Law Enforcement Forum with more than 300 state law enforcement personnel and partners to discuss traffic safety challenges and collaborate on actions to improve road safety.
- ▶ The OTS released the “We Are Human” education campaign emphasizing the outsized role drivers play in keeping others on the road safe. The campaign includes fundamental principles and elements of the Safe System Approach, such as humans make mistakes.



# CALIFORNIA OFFICE OF TRAFFIC SAFETY

## HOW CALIFORNIA RECEIVES FUNDING

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

This Annual Report (AR), required by NHTSA (23 CFR Part 1300), California Vehicle Code (Section 2905), the Fixing America's Surface Transportation (FAST) Act and the Bipartisan Infrastructure Law (BIL) provides an update on traffic safety grants active throughout the State of California as approved in the 2023 California HSP.

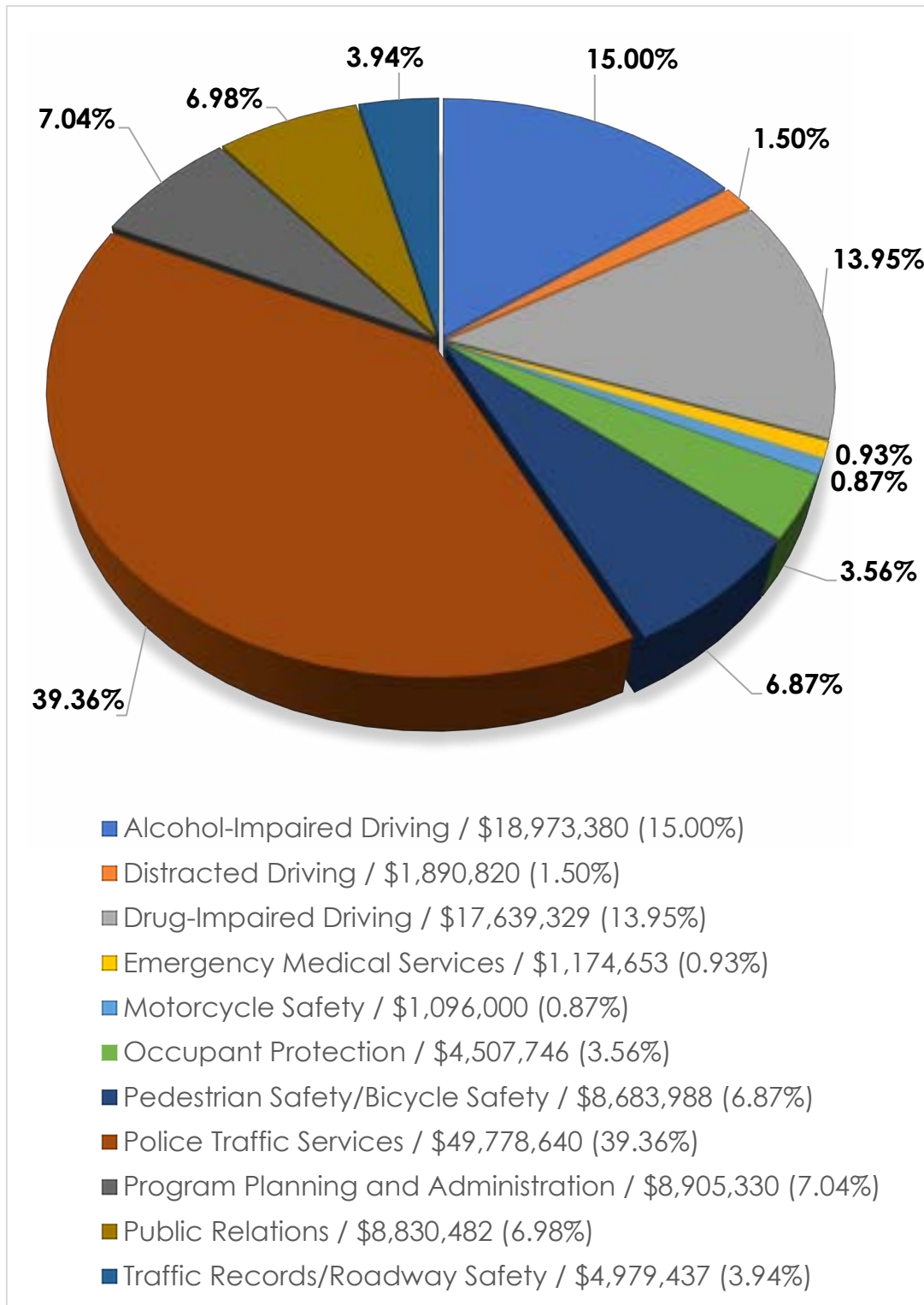


**SAFE DRIVES.  
SAVE LIVES.**

JOIN THE  
**GO SAFELY**  
MOVEMENT

# 2023 ALLOCATED GRANT FUNDS

## BY PROGRAM AREA: \$126,459,805



*Note: Chart depicts all planned grants for FY 2023. See expenditure report in appendix section for how funds were expended.*





California Annual Report 2023

# FATALITY REPORT



# FATALITY REPORT

## NATIONAL

Traffic fatalities are a public health and safety concern. Nationally, traffic fatalities increased 10.0 percent – from 39,007 fatalities in 2020 to 42,939 fatalities in 2021, the largest number since 2007. A projection of traffic fatalities for 2022 shows that an estimated 42,795 people died in motor vehicle traffic crashes nationwide. This represents a slight decrease of about 0.3 percent as compared to 42,939 fatalities reported in 2021. For the first half of 2023, traffic fatalities are estimated at 19,515. This represents a decrease of about 3.3 percent as compared to the 20,190 reported in the first half of 2022.

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

## CALIFORNIA

### Total Fatalities

Traffic fatalities increased 7.6 percent from 3,980 in 2020 to 4,285 in 2021.

### Alcohol-Impaired Driving

Alcohol-impaired driving fatalities (fatalities in crashes involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher) increased 16.1 percent from 1,180 in 2020 to 1,370 in 2021.

The alcohol-impaired driving fatality rate increased 2 percent from 2020 to 2021, accounting for 32 percent of California's 4,285 fatalities.

### Drug-Impaired Driving

In 2021, the percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/ or illegal drugs decreased 2.1 percent from 55 percent in 2020 to 52.9 percent in 2021.

### Occupant Protection

The percent of unrestrained passenger vehicle occupant fatalities increased 12.2 percent from 782 in 2020 to 878 in 2021.

# FATALITY REPORT

## **Motorcycle Safety**

Motorcyclist fatalities increased 2.9 percent from 549 in 2020 to 565 in 2021.

Unhelmeted Motorcyclist fatalities increased 8.8 percent from 34 in 2020 to 37 in 2021.

## **Teen Safety**

Teen motor vehicle fatalities (age 16-19) increased 9.5 percent from 222 in 2020 to 243 in 2021.

Teen driver fatalities (age 16-19) increased 14.0 percent from 114 in 2020 to 130 in 2021.

## **Pedestrian and Bicycle Safety**

Pedestrian fatalities increased 9.3 percent from 1,013 in 2020 to 1,108 in 2021.

Bicyclist fatalities decreased 8.0 percent from 136 in 2020 to 125 in 2021.





# 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 2023 were as follows:

## **ALCOHOL-IMPAIRED DRIVING**

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

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



# AREAS OF CONCENTRATION

## **DISTRACTED DRIVING**

National research identifies three factors for distracted driving: visual (eyes off the road); manual (hands off the wheel); and cognitive (taking your mind off driving). Drivers ages 20 to 39 have the highest proportion of distraction-related fatal crashes. California laws are among the strongest in the nation and a recent OTS Opinion Survey reports that 26.8 percent of Californians identify that distracted driving, by either texting or talking, is the biggest problem on California roadways. Grant programs include improved distracted driving data quality, increased and focused enforcement and adjudication, observational surveys, public awareness and education campaigns, and strengthening laws to include negligent operator points to change behavior. Legislation passed in 2019 (AB 47, Ch. 603, Statutes 2019) requires the Department of Motor Vehicles (DMV) to assess a point on a person's driving record for any conviction of a violation of operating a handheld wireless communications device while driving that occurs within 36 months of a prior conviction of the same offense, if the second violation occurs on or after July 1, 2021.

## **DRUG-IMPAIRED DRIVING**

Prescription drugs, over-the-counter medications, and illegal drugs may cause impairment alone or in combination with each other and/or without alcohol. In every State and the District of Columbia, impaired driving is illegal. Whether by drugs — legal or illegal — alcohol, or a combination of both drugs and alcohol, impaired driving puts the driver, their passengers, and other road users at risk. According to NHTSA's 2021 Fatality Analysis Reporting System (FARS) numbers, 52.9 percent of drivers involved in fatal crashes who were tested, tested positive for potentially impairing drugs. The OTS grants provide increased law enforcement training in the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Evaluator (DRE) programs, which has led to better detection of drug-impaired drivers. The OTS grants have also funded equipment purchases including drug screening devices and vertical prosecution programs in an effort to improve the prosecution of drug-impaired driving cases.

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

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

# AREAS OF CONCENTRATION

## MOTORCYCLE SAFETY

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



## OCCUPANT PROTECTION

Despite the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt. The most recent statewide seat belt usage survey, conducted in 2023, reports a 96.21 percent seat belt use rate. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, community education, outreach, and training. More specifically, the programs provide child safety seats to families in need, conduct child safety seat check-ups, and educate teens about using seat belts.

California has the greatest number of licensed aging road users of any state; with 5,212,638 drivers over age 65. Per population, older adults have lower crash involvement as they age. However, when looking at vehicle miles traveled, fatal crash rates start to increase most dramatically among older adults at ages 70-74 and are highest among drivers ages 85 and older. Physical and mental changes, including reduced visual acuity, decreased strength, and cognitive impairment can directly and indirectly result in age-related driving impairments.

## PEDESTRIAN AND BICYCLE SAFETY

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

# AREAS OF CONCENTRATION



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

endeavors include programs targeting underserved and high-risk populations, along with a multicultural approach to address safer driving, bicycling, and walking behaviors.

## **POLICE TRAFFIC SERVICES**

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



## **TRAFFIC RECORDS/ROADWAY SAFETY**

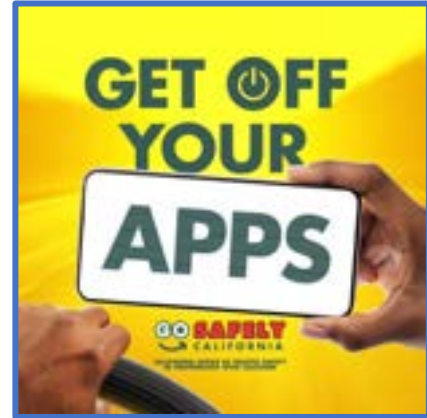
The Traffic Records Program includes efforts to automate traffic crash database systems, provide traffic safety stakeholders the ability to analyze and map high-crash locations, and promote data sharing and integration of traffic records data systems between all traffic records stakeholders in California.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



# AREAS OF CONCENTRATION

## PUBLIC RELATIONS, ADVERTISING AND MARKETING

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



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

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



California Annual Report 2023

# 2023 PROJECT DISTRIBUTION

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# 2023 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (329 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 11</b>	<b>ALAMEDA COUNTY</b>		
11	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Alameda County
<b>TOTAL 1</b>	<b>ALPINE COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Alpine County
<b>TOTAL 3</b>	<b>BUTTE COUNTY</b>		
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
<b>TOTAL 8</b>	<b>CONTRA COSTA COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Contra Costa County
1	Drug-Impaired Driving	(DI) Evaluation	Contra Costa County
6	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Contra Costa County
<b>TOTAL 3</b>	<b>EL DORADO COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	El Dorado County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	El Dorado County
<b>TOTAL 10</b>	<b>FRESNO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Judicial	Fresno County
1	Alcohol-Impaired Driving	(AL) Probation	Fresno County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Fresno County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Fresno County
6	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Fresno County
<b>TOTAL 1</b>	<b>HUMBOLDT COUNTY</b>		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Humboldt County
<b>TOTAL 1</b>	<b>IMPERIAL COUNTY</b>		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Imperial County
<b>TOTAL 6</b>	<b>KERN COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Kern County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Kern County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Kern County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Kern County
<b>TOTAL 1</b>	<b>LASSEN COUNTY</b>		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Lassen County

# 2023 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 64</b>	<b>LOS ANGELES COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Los Angeles County
2	Distracted Driving	(DD) Education/Public Awareness	Los Angeles County
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Los Angeles County
1	Drug-Impaired Driving	(DI) Training	Los Angeles County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Los Angeles County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Los Angeles County
3	Occupant Protection	(OP) Local Education	Los Angeles County
10	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Los Angeles County
39	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Los Angeles County
5	Traffic Records/Roadway Safety	(TR) Data Improvement	Los Angeles County
<b>TOTAL 3</b>	<b>MADERA COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Madera County
1	Emergency Medical Services	(EMS) First Responder Equipment	Madera County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Madera County
<b>TOTAL 7</b>	<b>MARIN COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Marin County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Marin County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Marin County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Marin County
<b>TOTAL 6</b>	<b>MERCED COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Merced County
1	Occupant Protection	(OP) Local Education	Merced County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Merced County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Merced County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Merced County
<b>TOTAL 5</b>	<b>MONTEREY COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Monterey County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Monterey County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Monterey County
<b>TOTAL 1</b>	<b>NAPA COUNTY</b>		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Napa County
<b>TOTAL 1</b>	<b>NEVADA COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Nevada County
<b>TOTAL 30</b>	<b>ORANGE COUNTY</b>		
1	Drug-Impaired Driving	(DI) Evaluation	Orange County
1	Drug-Impaired Driving	(DI) Training	Orange County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Orange County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Orange County
4	Occupant Protection	(OP) Local Education	Orange County
3	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Orange County
19	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Orange County



# 2023 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 5</b>	<b>PLACER COUNTY</b>		
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
<b>TOTAL 15</b>	<b>RIVERSIDE COUNTY</b>		
1	Distracted Driving	{DD} Education/Public Awareness	Riverside County
1	Drug-Impaired Driving	{DI} Education/Public Awareness	Riverside County
1	Drug-Impaired Driving	{DI} Vertical Prosecution	Riverside County
1	Emergency Medical Services	{EMS} First Responder Equipment	Riverside County
1	Occupant Protection	{OP} Local Education	Riverside County
1	Pedestrian Safety/Bicycle Safety	{PS} Education and Public Awareness	Riverside County
9	Police Traffic Services	{PT} Local/Allied Agency Enforcement	Riverside County
<b>TOTAL 12</b>	<b>SACRAMENTO COUNTY</b>		
1	Alcohol-Impaired Driving	{AL} Probation	Sacramento County
1	Drug-Impaired Driving	{DI} Training	Sacramento County
1	Emergency Medical Services	{EMS} First Responder Equipment	Sacramento County
1	Occupant Protection	{OP} Local Education	Sacramento County
3	Pedestrian Safety/Bicycle Safety	{PS} Education and Public Awareness	Sacramento County
5	Police Traffic Services	{PT} Local/Allied Agency Enforcement	Sacramento County
<b>TOTAL 1</b>	<b>SAN BENITO COUNTY</b>		
1	Police Traffic Services	{PT} Local/Allied Agency Enforcement	San Benito County
<b>TOTAL 15</b>	<b>SAN BERNARDINO COUNTY</b>		
1	Alcohol-Impaired Driving	{AL} Probation	San Bernardino County
1	Drug-Impaired Driving	{DI} Vertical Prosecution	San Bernardino County
3	Motorcycle Safety	{MC} Education/Public Awareness, Enforcement	San Bernardino County
9	Police Traffic Services	{PT} Local/Allied Agency Enforcement	San Bernardino County
1	Traffic Records/Roadway Safety	{TR} Data Improvement	San Bernardino County
<b>TOTAL 20</b>	<b>SAN DIEGO COUNTY</b>		
1	Alcohol-Impaired Driving	{AL} Probation	San Diego County
1	Drug-Impaired Driving	{DI} Evaluation	San Diego County
2	Drug-Impaired Driving	{DI} Vertical Prosecution	San Diego County
1	Emergency Medical Services	{EMS} First Responder Equipment	San Diego County
1	Motorcycle Safety	{MC} Education/Public Awareness, Enforcement	San Diego County
1	Occupant Protection	{OP} Local Education	San Diego County
3	Pedestrian Safety/Bicycle Safety	{PS} Education and Public Awareness	San Diego County
9	Police Traffic Services	{PT} Local/Allied Agency Enforcement	San Diego County
1	Traffic Records/Roadway Safety	{TR} Data Improvement	San Diego County
<b>TOTAL 2</b>	<b>SAN FRANCISCO COUNTY</b>		
1	Motorcycle Safety	{MC} Education/Public Awareness, Enforcement	San Francisco County
1	Police Traffic Services	{PT} Local/Allied Agency Enforcement	San Francisco County



# 2023 PROJECT DISTRIBUTION

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

# 2023 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 6</b>	<b>SOLANO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Solano County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Solano County
1	Occupant Protection	(OP) Local Education	Solano County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Solano County
<b>TOTAL 6</b>	<b>SONOMA COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Sonoma County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Sonoma County
1	Emergency Medical Services	(EMS) First Responder Equipment	Sonoma County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Sonoma County
<b>TOTAL 7</b>	<b>STANISLAUS COUNTY</b>		
1	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
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Stanislaus County
<b>TOTAL 2</b>	<b>SUTTER COUNTY</b>		
1	Occupant Protection	(OP) Local Education	Sutter County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Sutter County
<b>TOTAL 1</b>	<b>TEHAMA COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Tehama County
<b>TOTAL 1</b>	<b>TRINITY COUNTY</b>		
1	Occupant Protection	(OP) Local Education	Trinity County
<b>TOTAL 5</b>	<b>TULARE COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	Tulare County
1	Alcohol-Impaired Driving	(AL) Probation	Tulare County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Tulare County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Tulare County
<b>TOTAL 1</b>	<b>TUOLUMNE COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Tuolumne County
<b>TOTAL 9</b>	<b>VENTURA COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Ventura County
1	Occupant Protection	(OP) Local Education	Ventura County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Ventura County
5	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Ventura County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Ventura County
<b>TOTAL 6</b>	<b>YOLO COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Yolo County
1	Occupant Protection	(OP) Local Education	Yolo County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Yolo County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Yolo County

# 2023 PROJECT DISTRIBUTION

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

## REGIONAL AND STATEWIDE GRANTS (44 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	AGENCY
<b>TOTAL 2</b>	<b>CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL</b>		
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
<b>TOTAL 2</b>	<b>CALIFORNIA DEPARTMENT OF MOTOR VEHICLES</b>		
1	Police Traffic Services	(PT) Education/Public Awareness	California Department of Motor Vehicles
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California Department of Motor Vehicles
<b>TOTAL 2</b>	<b>CALIFORNIA DEPARTMENT OF PUBLIC HEALTH</b>		
1	Occupant Protection	(OP) Statewide Education	California Department of Public Health
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California Department of Public Health
<b>TOTAL 24</b>	<b>CALIFORNIA HIGHWAY PATROL</b>		
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	California Highway Patrol
3	Alcohol-Impaired Driving	(AL) Enforcement	California Highway Patrol
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
8	Police Traffic Services	(PT) Statewide Enforcement	California Highway Patrol
2	Traffic Records/Roadway Safety	(TR) Data Improvement	California Highway Patrol
<b>TOTAL 1</b>	<b>CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA</b>		
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California State Polytechnic University, Pomona
<b>TOTAL 1</b>	<b>CALIFORNIA STATE UNIVERSITY, FRESNO</b>		
1	Occupant Protection	(OP) Statewide Usage Surveys	California State University, Fresno

# 2023 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	AGENCY
<b>TOTAL 8</b>	<b>UNIVERSITY OF CALIFORNIA, BERKELEY - SAFETREC</b>		
3	Pedestrian Safety/Bicycle Safety	(PS) Community Support/Technical Assistance	University of California, Berkeley - SafeTREC
1	Traffic Records/Roadway Safety	(TR) Data Improvement	University of California, Berkeley - SafeTREC
1	Traffic Records/Roadway Safety	(TR) Local Data Records Design/Equipment	University of California, Berkeley - SafeTREC
3	Traffic Records/Roadway Safety	(TR) Statewide Data Records Design/Equipment	University of California, Berkeley - SafeTREC
<b>TOTAL 1</b>	<b>UNIVERSITY OF CALIFORNIA, DAVIS</b>		
1	Drug-Impaired Driving	(DI) Evaluation	University of California, Davis
<b>TOTAL 1</b>	<b>UNIVERSITY OF CALIFORNIA, IRVINE</b>		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	University of California, Irvine
<b>TOTAL 1</b>	<b>UNIVERSITY OF CALIFORNIA, SAN DIEGO</b>		
1	Police Traffic Services	(PT) Education/Public Awareness	University of California, San Diego
<b>TOTAL 1</b>	<b>UNIVERSITY OF CALIFORNIA, SANTA BARBARA</b>		
1	Traffic Records/Roadway Safety	(TR) Data Improvement	University of California, Santa Barbara



California Annual Report 2023

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## CORE PERFORMANCE MEASURES

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

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

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

## PROCESS FOR DEVELOPING TARGETS

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

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

The performance measures compare the data from 2016-2020 five-year rolling average to the most recent FARS data available from NHTSA. The targets were developed for the 2023 HSP with the target date of December 31, 2023.



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## OVERALL PROGRAM GOAL

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



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

			Calendar Years				
	TRAFFIC SAFETY CORE PERFORMANCE MEASURES		2017	2018	2019	2020	2021
C-1	Traffic Fatalities (FARS)	Actual	3,884	3,798	3,719	3,980	4,285
		5-Year Rolling Average	3,463.4	3,601.6	3,725.0	3,843.6	3,933.2
C-2	Serious Injuries (SWITRS)*	Actual	14,201	16,158	16,443	15,392	17,904
		5-Year Rolling Average	12,213.6	13,312.4	14,402.0	15,090.4	16,019.6
C-3	Fatalities/Vehicle Miles Traveled (VMT)	Actual	1.13	1.09	1.09	1.33	1.38
		5-Year Rolling Average	1.03	1.06	1.09	1.15	1.20
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Actual	625	635	634	782	878
		5-Year Rolling Average	560	584	615	657	711
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Actual	1,141	1,116	966	1,180	1,370
		5-Year Rolling Average	983	1,030	1,048	1,103	1,155
C-6	Speeding-Related Fatalities (FARS)	Actual	1,164	1,000	1,108	1,295	1,509
		5-Year Rolling Average	1,067	1,068	1,091	1,144	1,215
C-7	Motorcyclist Fatalities (FARS)	Actual	578	523	491	549	565
		5-Year Rolling Average	527	539	532	543	541
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Actual	45	34	28	34	37
		5-Year Rolling Average	31	31	32	34	36
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Actual	424	395	363	419	481
		5-Year Rolling Average	403	411	407	410	416
C-10	Pedestrian Fatalities (FARS)	Actual	940	978	1,011	1,013	1,108
		5-Year Rolling Average	827	876	936	975	1,010
C-11	Bicyclist Fatalities (FARS)	Actual	145	165	143	136	125
		5-Year Rolling Average	142	146	149	149	143
			Calendar Years				
	CORE BEHAVIOR MEASURE		2019	2020	2021	2022	2023
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles** (CSU Fresno Observational Survey)	State Annual	96.02%	96.02%**	97.15%	95.30%	96.21%

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

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



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

			Calendar Years				
	ADDITIONAL MEASURE		2017	2018	2019	2020	2021
	Drug-Impaired Driving (drivers killed in crashes that tested positive for drug involvement)	FARS Annual	42%	43%	51%	55%	52.9%
			Calendar Years				
	ADDITIONAL MEASURE		2019	2020	2021	2022	2023
	Distracted Driving** (using a handheld cell phone or texting, CSU Fresno Observational Survey)	State Annual	1.99%	1.99%**	1.64%	3.15%	3.61%
ACTIVITY MEASURES		2023					
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities	3,402					
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	7,029					
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities	61,598					

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

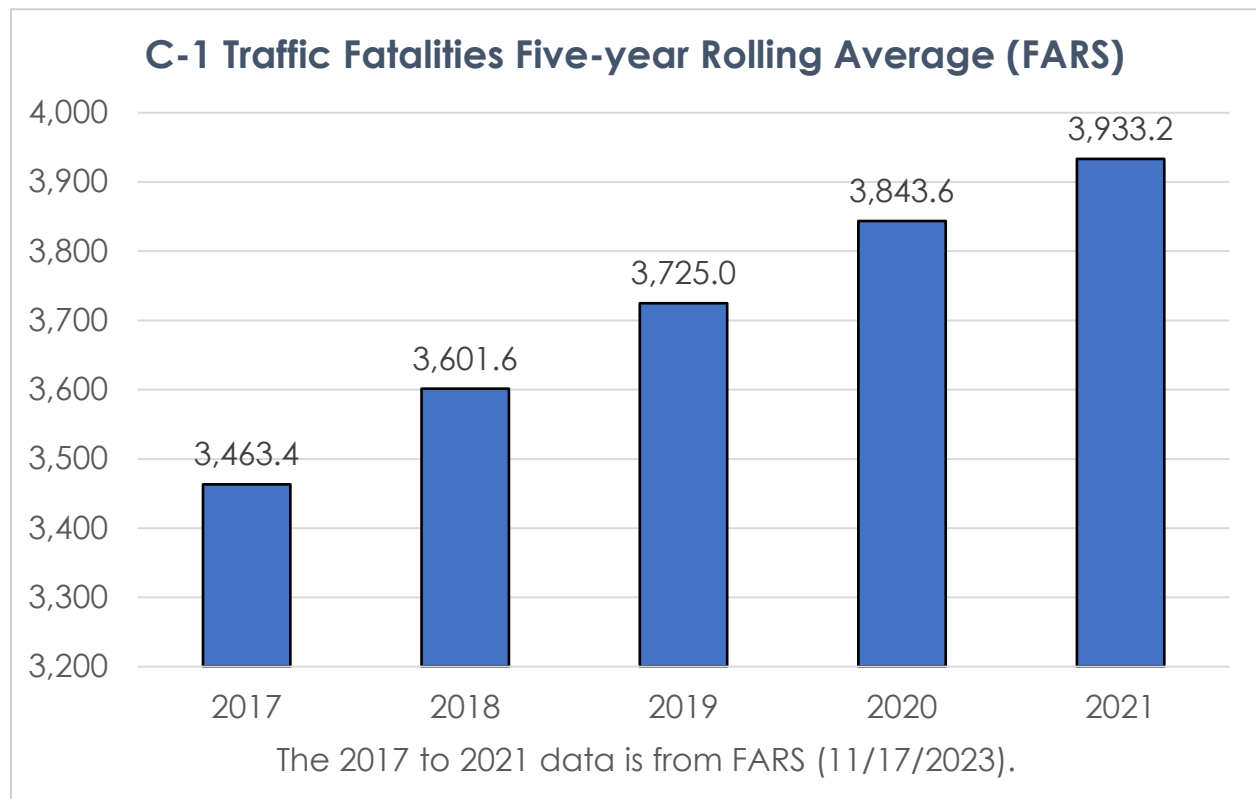
\*\*Due to COVID-19, California did not conduct observational surveys in 2020.

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2016-2020 five-year rolling average, traffic fatalities will decrease 0.2 percent from an average of 3,817.0 to 3,808.2 (2019-2023) by December 31, 2023.

**PRELIMINARY RESULT:** Traffic fatalities increased 3.04 percent from the 2016-2020 five-year rolling average base year of 3,817.0 to the 2017-2021 five-year rolling average of 3,933.2.



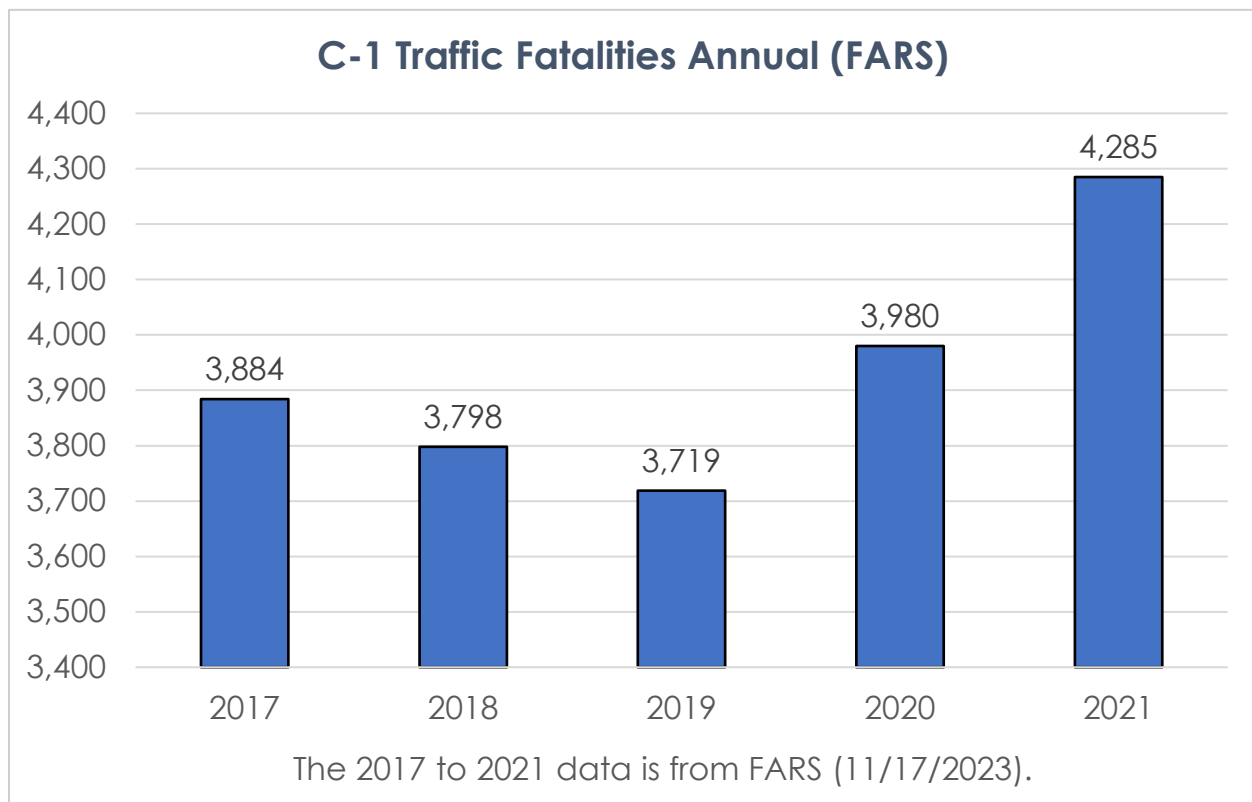
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on 2016-2020 actual number, traffic fatalities will decrease 0.9 percent from 3,847 to 3,814 by December 31, 2023.

**PRELIMINARY RESULT:** Traffic fatalities increased by 11.38 percent from the 2020 base year of 3,847 to 4,285 in 2021.

**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 (SHSP), 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.

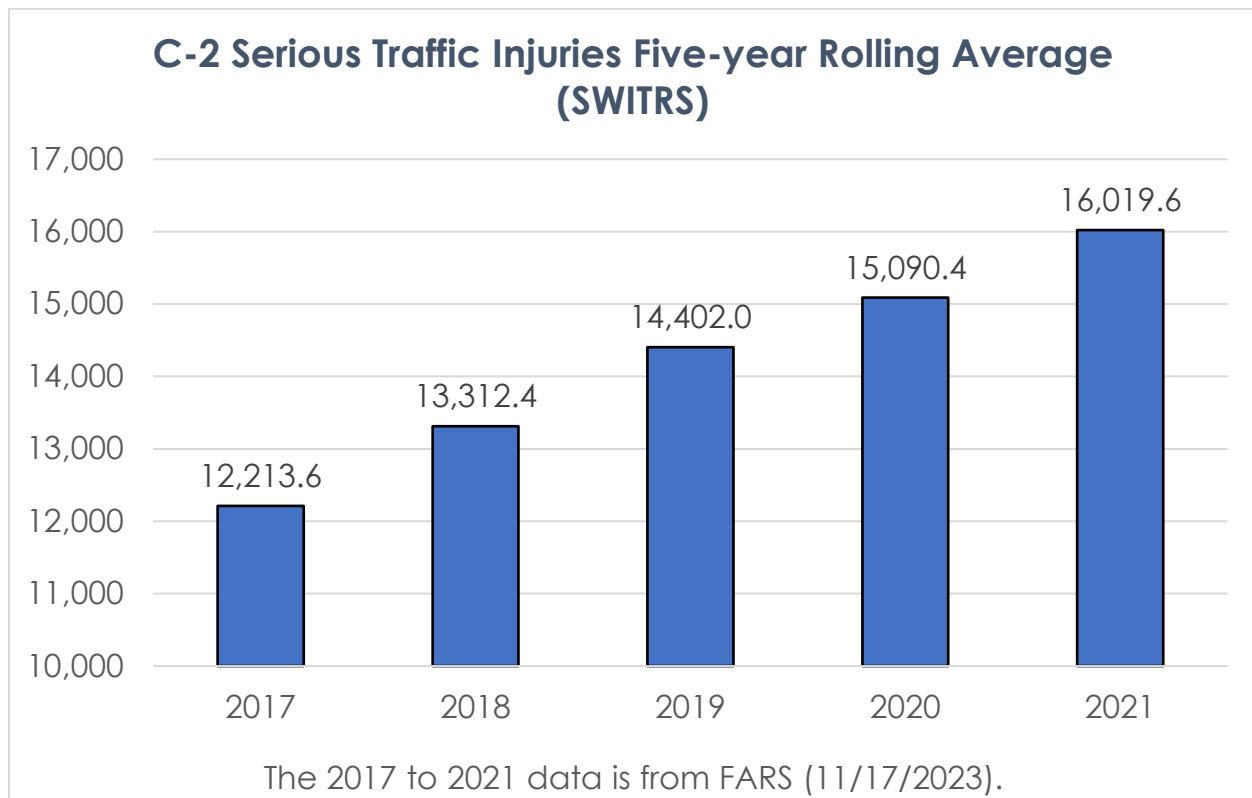


# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2016-2020 five-year rolling average, serious injuries will increase 0.6 percent from an average of 15,069.2 to 15,156.2 (2019-2023) by December 31, 2023. This increase is below the linear trend line of 16,122.8. The predicted actual number of serious traffic injuries will decrease from 15,373 in 2020 to 14,305 in 2023.

**PRELIMINARY RESULT:** Serious traffic injuries increased 6.30 percent from the 2016-2020 five-year rolling average base year of 15,069.2 to the 2017-2021 five-year rolling average of 16,019.6.





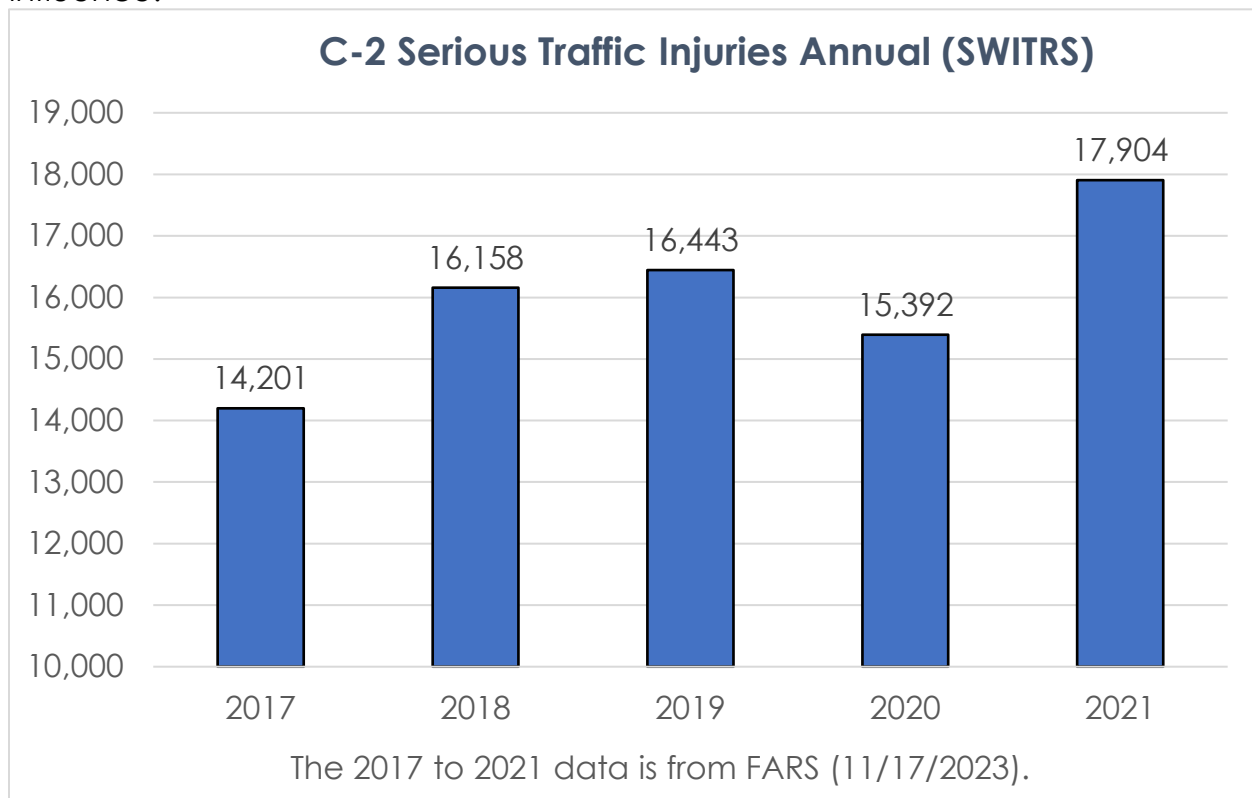
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on 2016-2020 actual number, serious traffic injuries will decrease by 7.0 percent from 15,373 to 14,305 by December 31, 2023.

**PRELIMINARY RESULT:** Serious traffic injuries increased 16.46 percent from the 2020 base year of 15,373 to 17,904 in 2021.

**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 SHSP, 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.

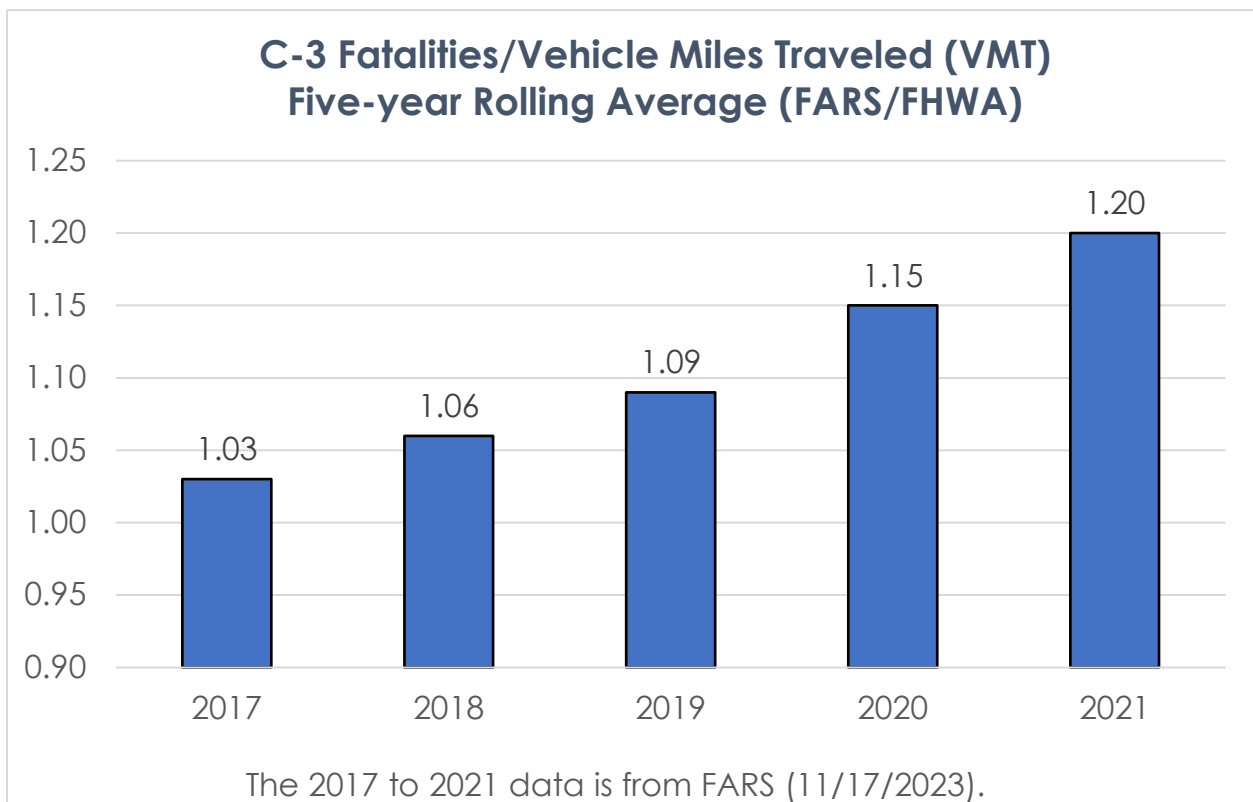


# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2016-2020 five-year rolling average, fatalities/VMT will increase 0.072 percentage points from an average of 1.144 to 1.216 (2019-2023) by December 31, 2023. The predicted actual number of fatalities/VMT will decrease from 1.28 in 2020 to 1.21 in 2023.

**PRELIMINARY RESULT:** Traffic fatalities/VMT increased 0.05 percentage points from the 2016- 2020 five-year rolling average base year of 1.144 to the 2017-2021 five-year rolling average of 1.200.



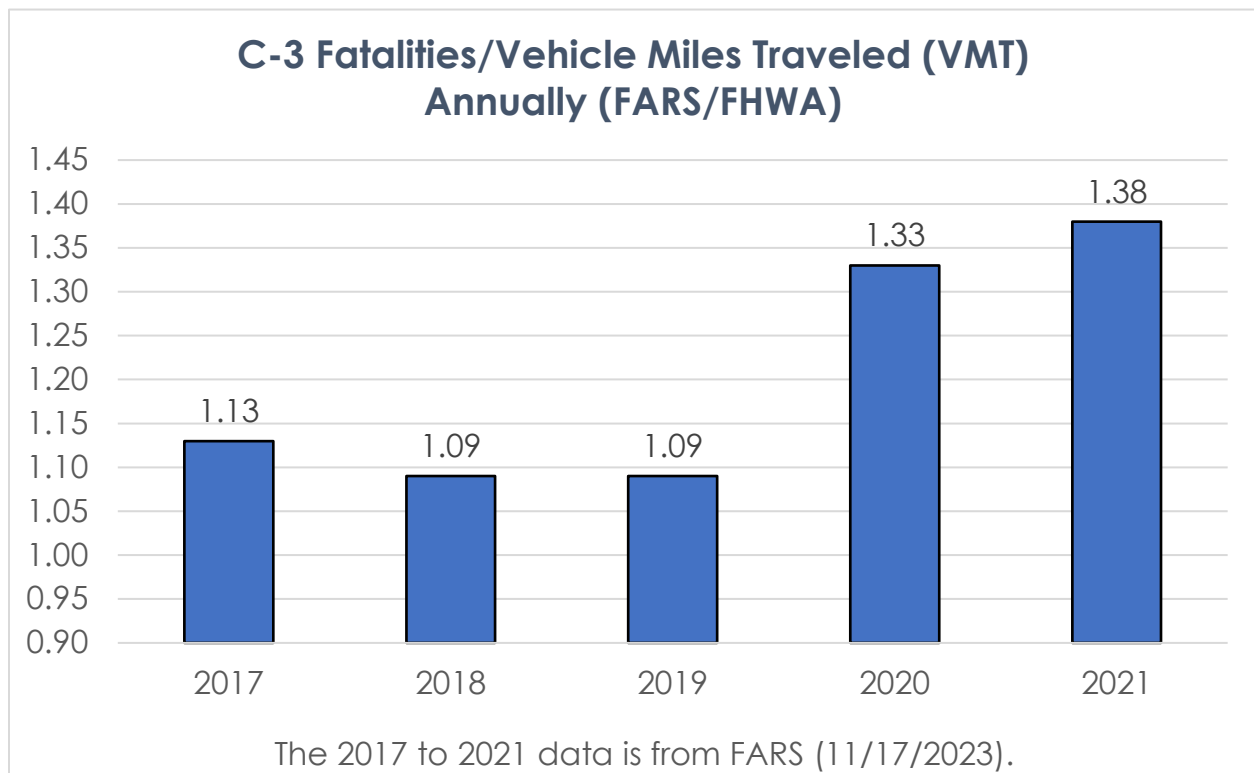
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on 2016-2020 actual number, fatalities per 100 million vehicle miles traveled will decrease 0.07 percentage points from 1.28 to 1.21 by December 31, 2023.

**PRELIMINARY RESULT:** Traffic fatalities/VMT increased 0.10 percentage points from the 2020 base year of 1.28 to 1.38 in 2021.

**COUNTERMEASURES:** Data to measure this performance measure is in progress. Countermeasures: To reduce fatalities, the OTS has reached out to additional traffic safety partners to provide new and innovative projects that promote and nurture a safety culture, as well as educate the public about their shared responsibilities in ensuring that crashes do not lead to fatal injuries. The OTS is actively working with the SHSP, 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.



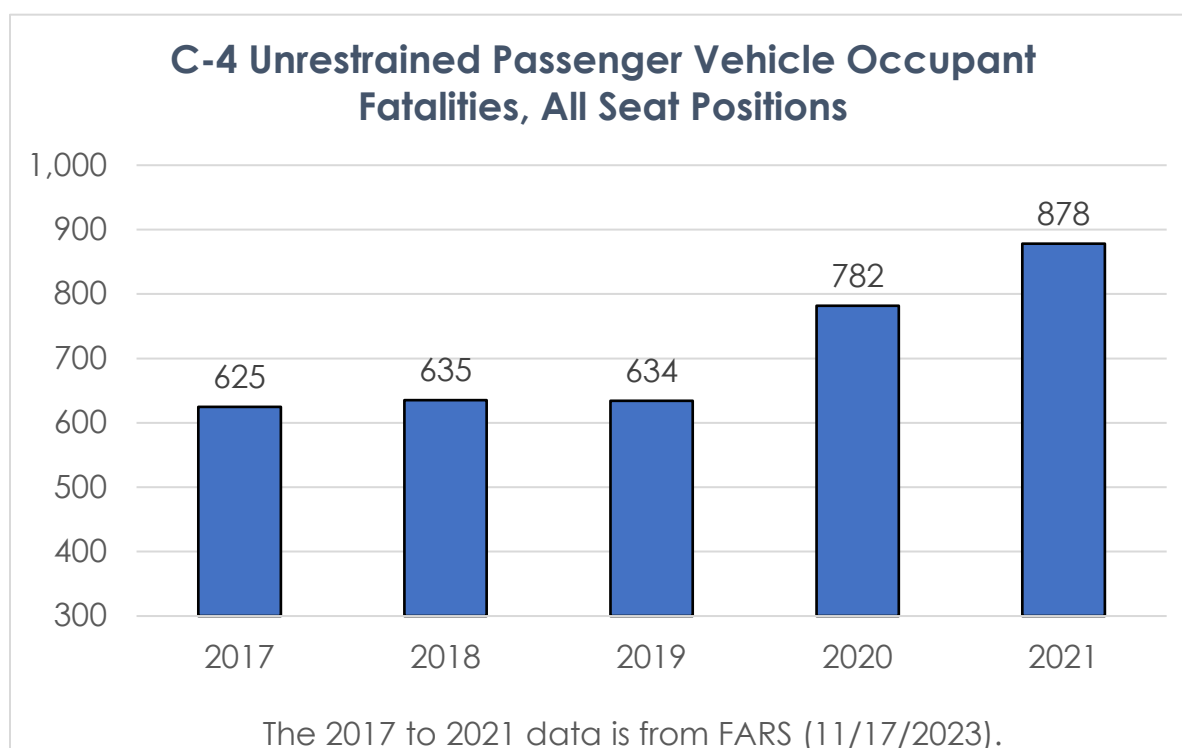
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Slow the trending increase of unrestrained passenger vehicle occupant fatalities, all seat positions. Data shows there will be an increase of 6.09 percent from the 2020 preliminary final FARS number of 756 to 802 by December 31, 2023.

**PRELIMINARY RESULT:** Unrestrained passenger vehicle occupant fatalities, all seat positions, increased 16.13 percent from the 2020 base year of 756 to 878 in 2021.

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





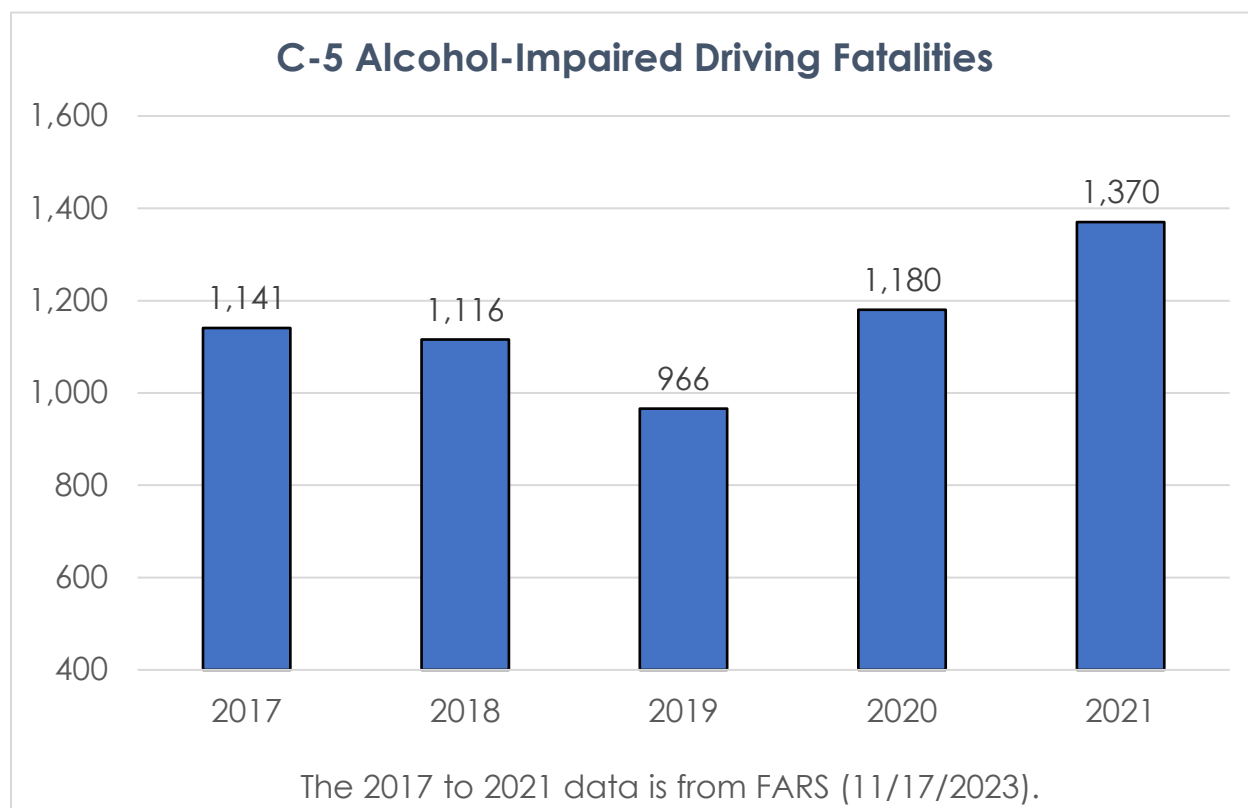
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Reduce alcohol-impaired driving fatalities 8.80 percent from the 2020 preliminary final FARS number of 1,159 to 1,057 by December 31, 2023.

**PRELIMINARY RESULT:** Alcohol-impaired driving fatalities increased by 18.2 percent from the 2020 base year of 1,159 to 1,370 in 2021.

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



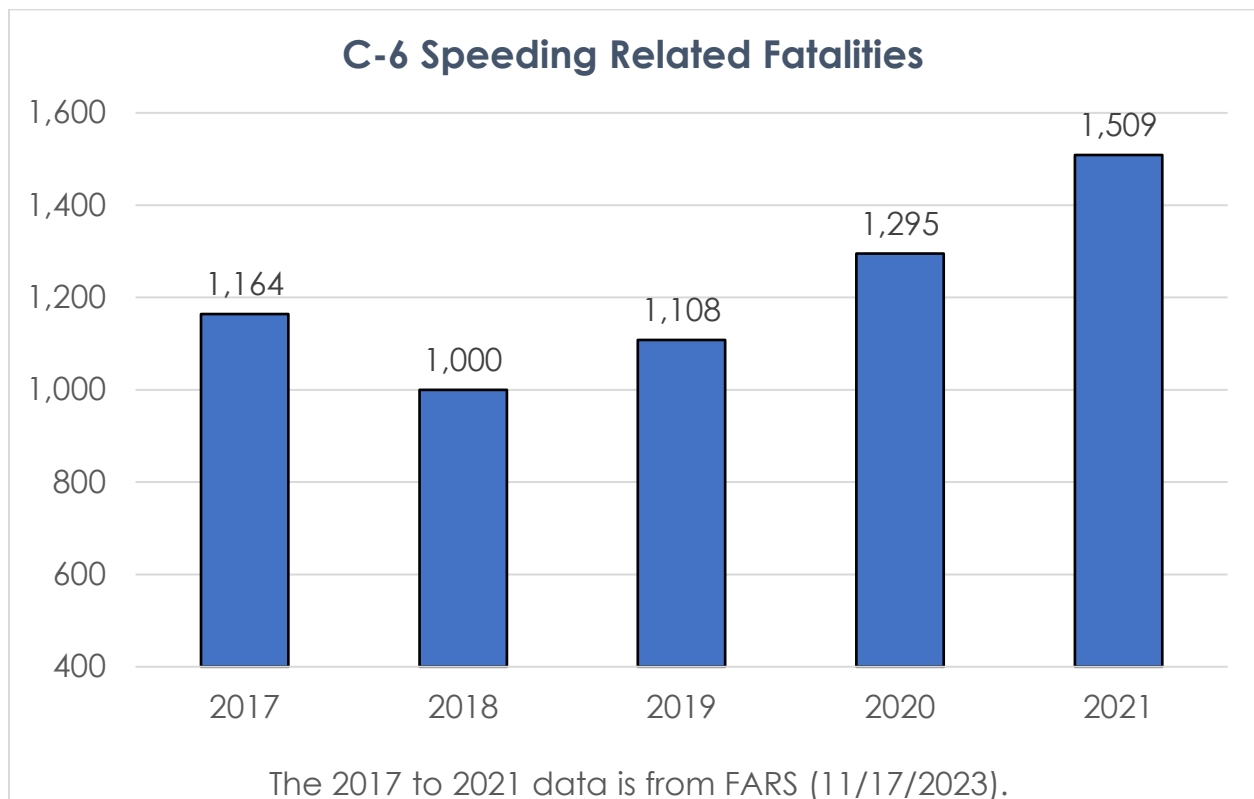
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Reduce speeding-related fatalities 3.99 percent from the 2020 preliminary final FARS number of 1,228 to 1,179 by December 31, 2023.

**PRELIMINARY RESULT:** Speeding-related fatalities increased 22.88 percent from the 2020 base year of 1,228 to 1,509 in 2021.

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



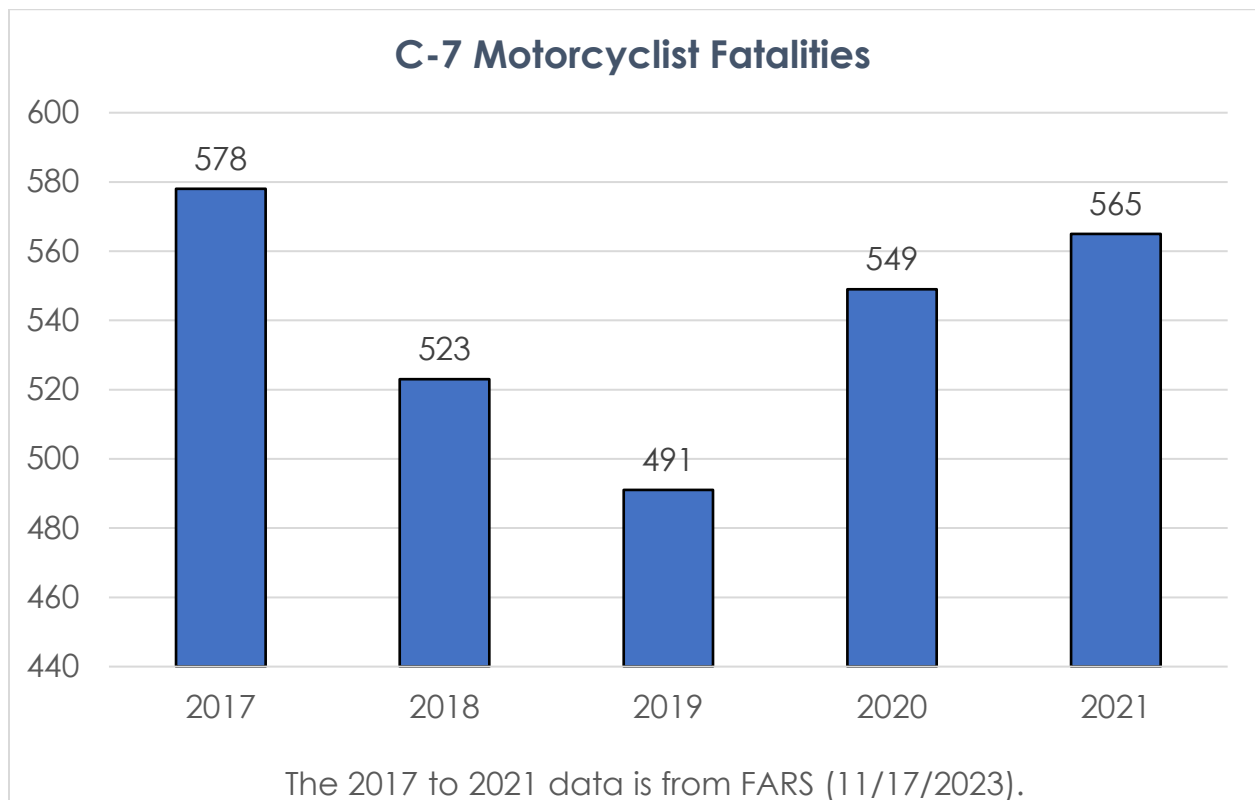
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-7 MOTORCYCLIST FATALITIES (FARS)

**TARGET:** Reduce motorcyclist fatalities 5.75 percent from the 2020 preliminary final FARS number of 539 to 508 by December 31, 2023

**PRELIMINARY RESULT:** Motorcycle fatalities increased by 4.82 percent from the 2020 base year of 539 to 565 in 2021.

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



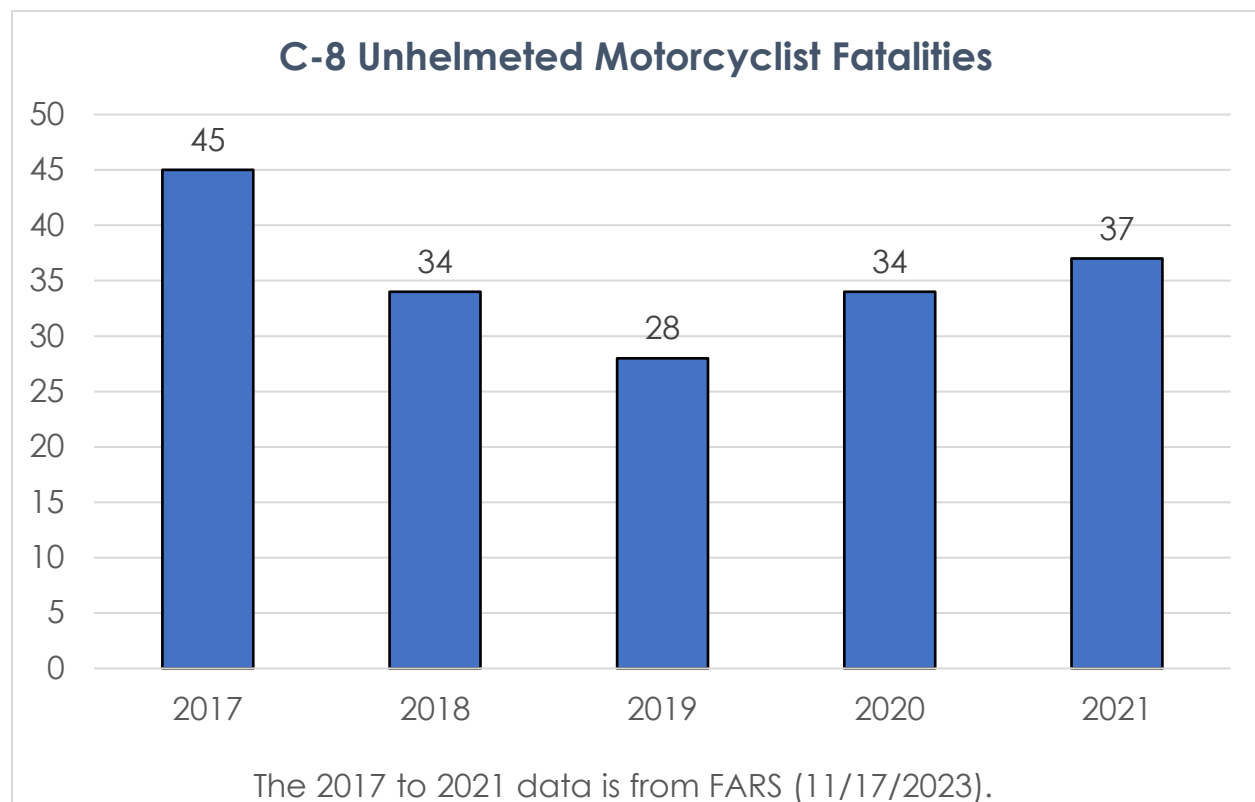
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

**TARGET:** Reduce unhelmeted motorcyclist fatalities 17.14 percent from the 2020 preliminary final FARS number of 35 to 29 by December 31, 2023.

**PRELIMINARY RESULT:** Unhelmeted motorcyclist fatalities increased 5.71 percent from the 2020 base year of 35 to 37 in 2021.

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





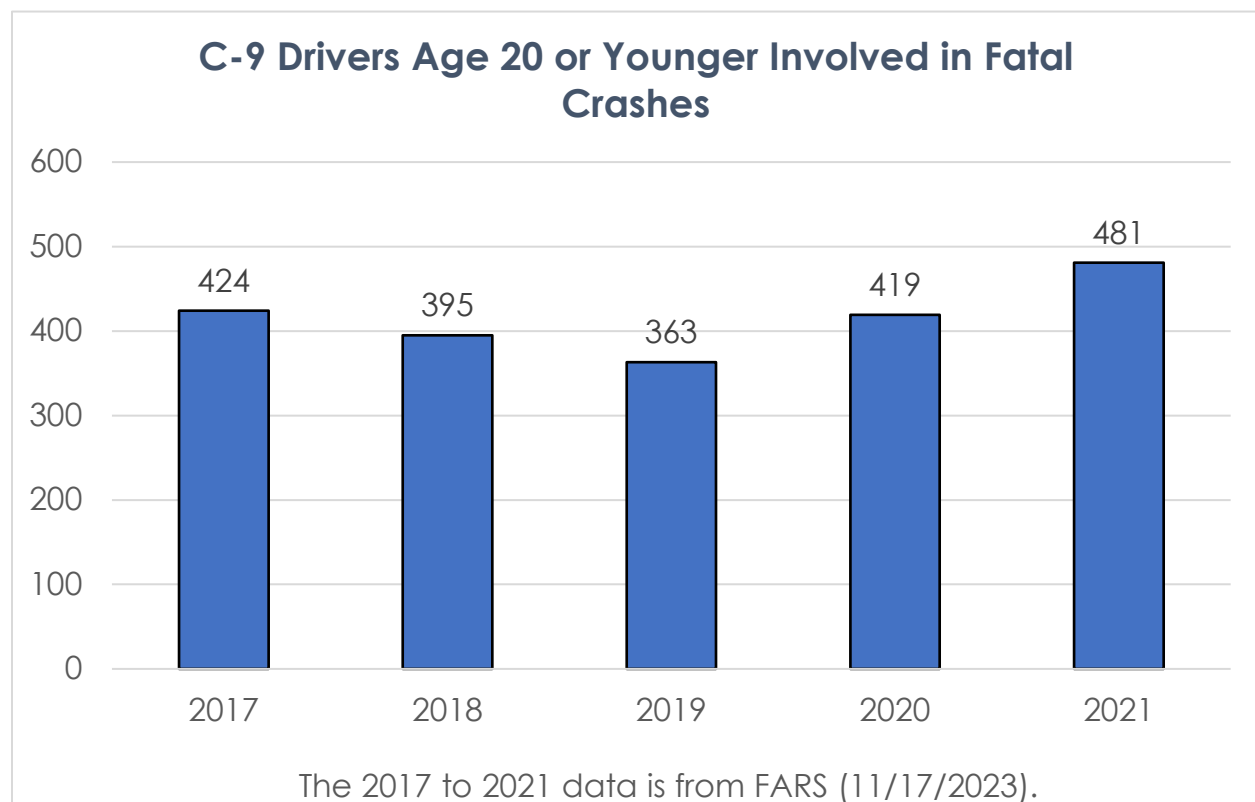
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Reduce drivers age 20 or younger involved in fatal crashes 3.21 percent from the 2020 preliminary final FARS number of 405 to 392 by December 31, 2023.

**PRELIMINARY RESULT:** Drivers age 20 or younger involved in fatal crashes increased 18.76 percent from 2020 base year of 405 to 481 in 2021.

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



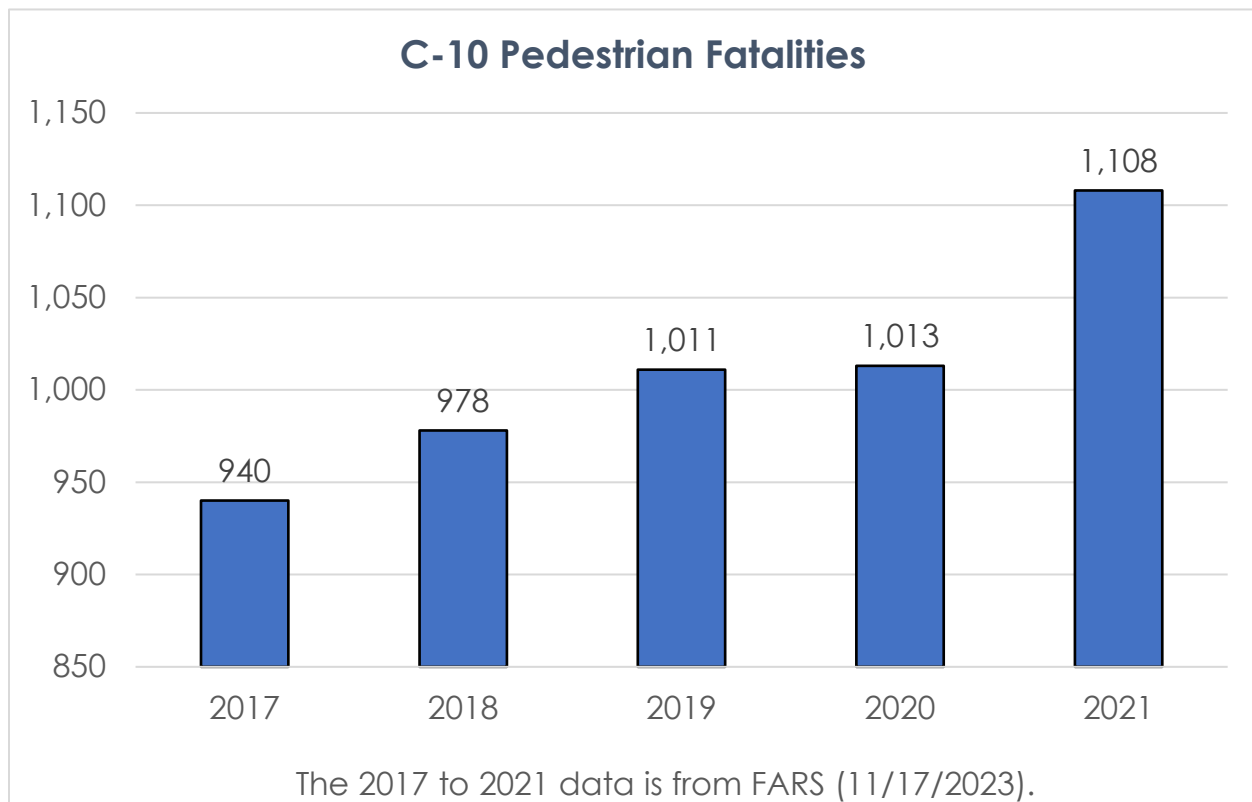
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-10 PEDESTRIAN FATALITIES (FARS)

**TARGET:** Reduce pedestrian fatalities 7.20 percent from the 2020 preliminary final FARS number of 986 to 915 by December 31, 2023.

**PRELIMINARY RESULT:** Pedestrian fatalities increased by 12.37 percent from the 2020 base year of 986 to 1,108 in 2021.

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



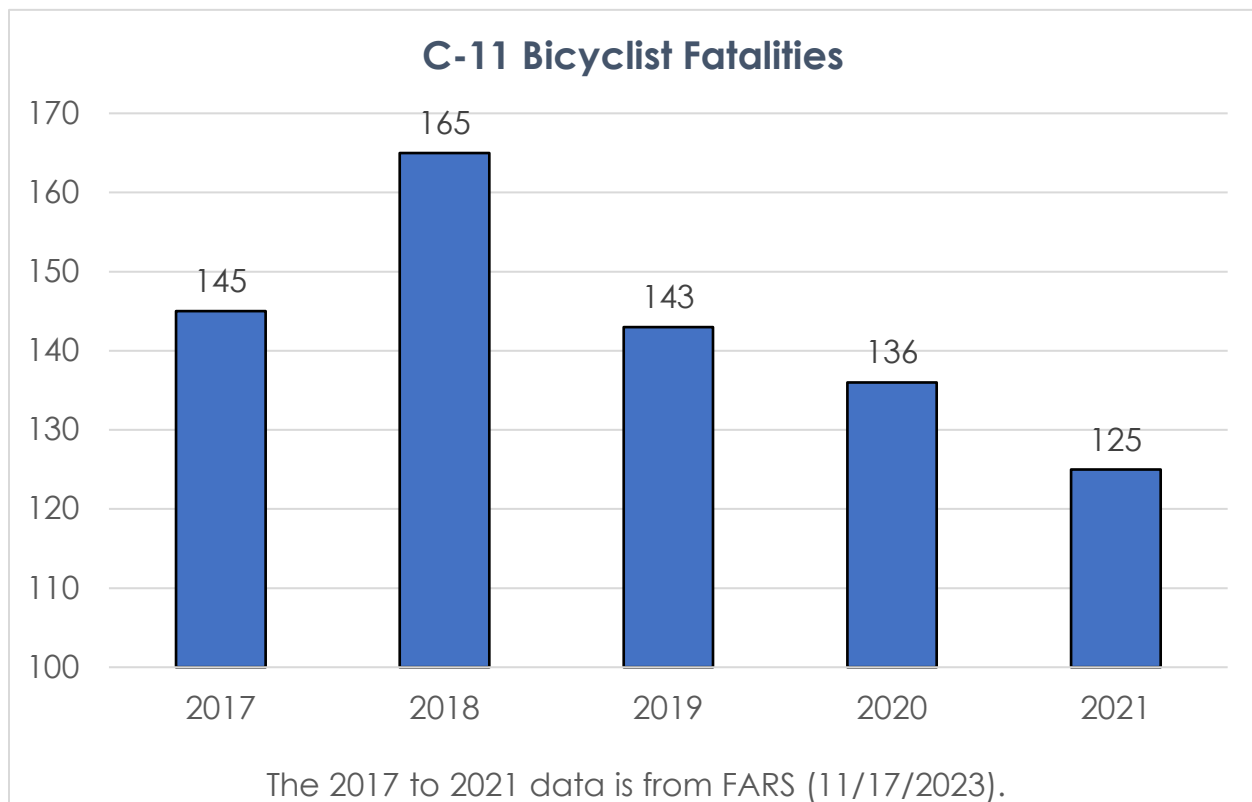
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## C-11 BICYCLIST FATALITIES (FARS)

**TARGET:** Reduce bicyclist fatalities 9.30 percent from the 2020 preliminary final FARS number of 129 to 117 by December 31, 2023.

**PRELIMINARY RESULT:** Bicyclist fatalities decreased 3.1 percent from the 2020 base year of 129 to 125 in 2021.

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



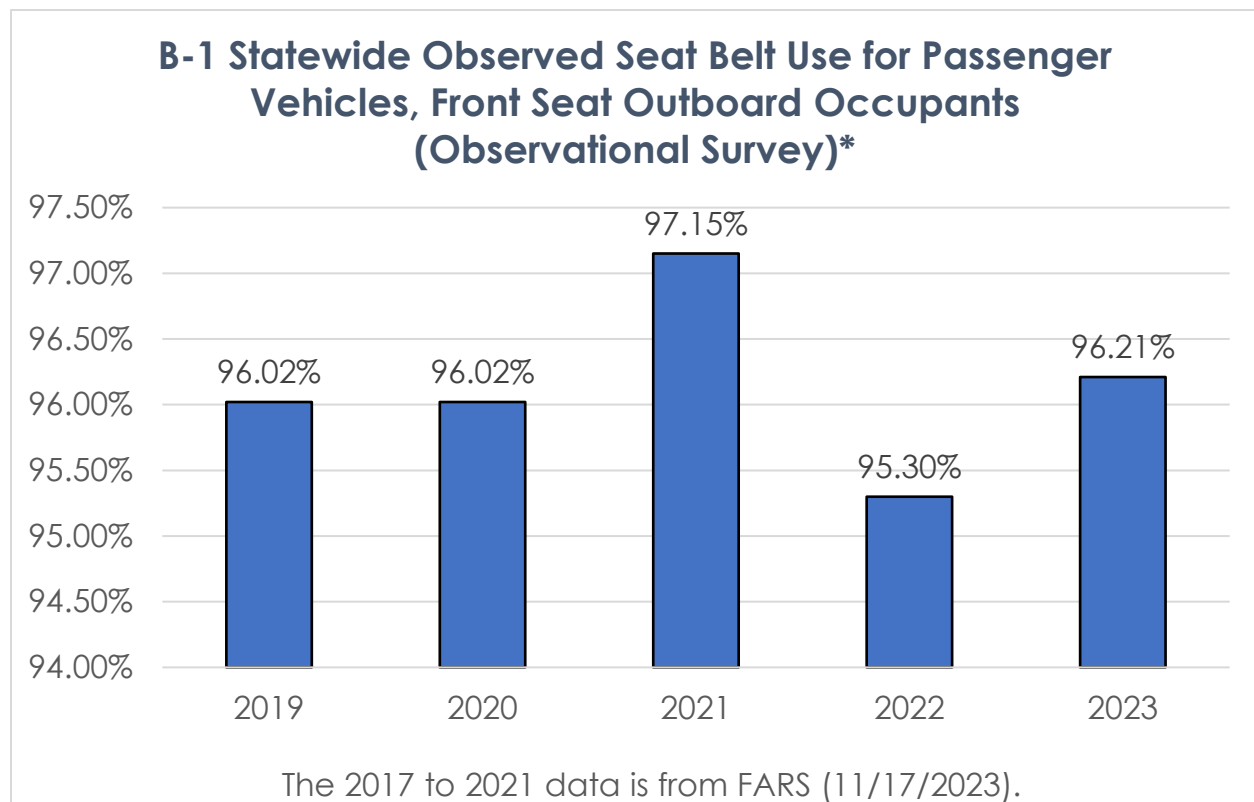
# CORE BEHAVIOR MEASURES

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

**TARGET:** Increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.9 percentage points from 96.0 percent (2020 observation) to 96.9 percent by December 31, 2023.

**RESULT:** Statewide observed seat belt use of front seat outboard occupants in passenger vehicles increased by 0.21 percentage points from the 2020 base year of 96.0 percent to 96.21 percent in 2023.

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



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

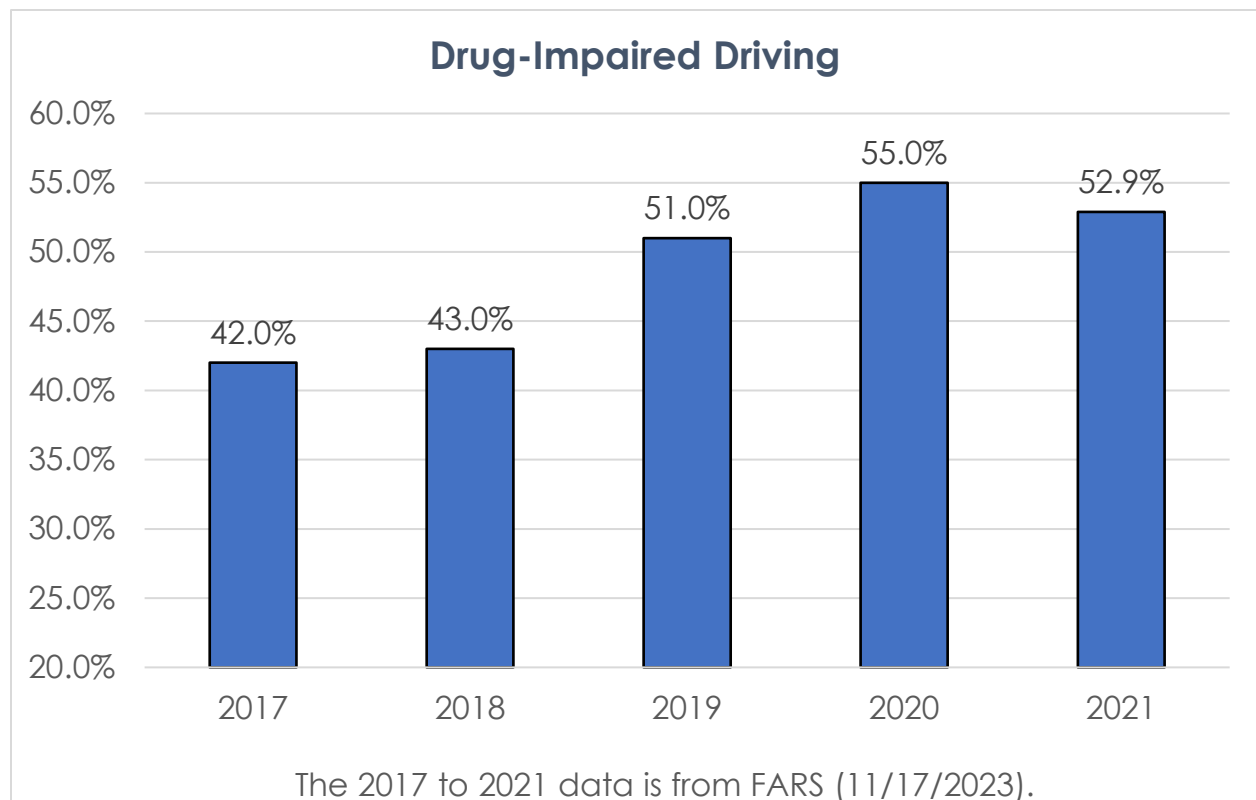
## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

### DRUG-IMPAIRED DRIVING (FARS)

**TARGET:** To slow the anticipated increase of California drivers killed in crashes that tested positive for drug involvement and maintain the 2019 calendar base year of 50 percent by December 31, 2023.

**PRELIMINARY RESULT:** California drivers killed in crashes that tested positive for drug involvement increased 2.9 percentage points from 2020 base year of 50 percent to 52.9 percent in 2021.

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





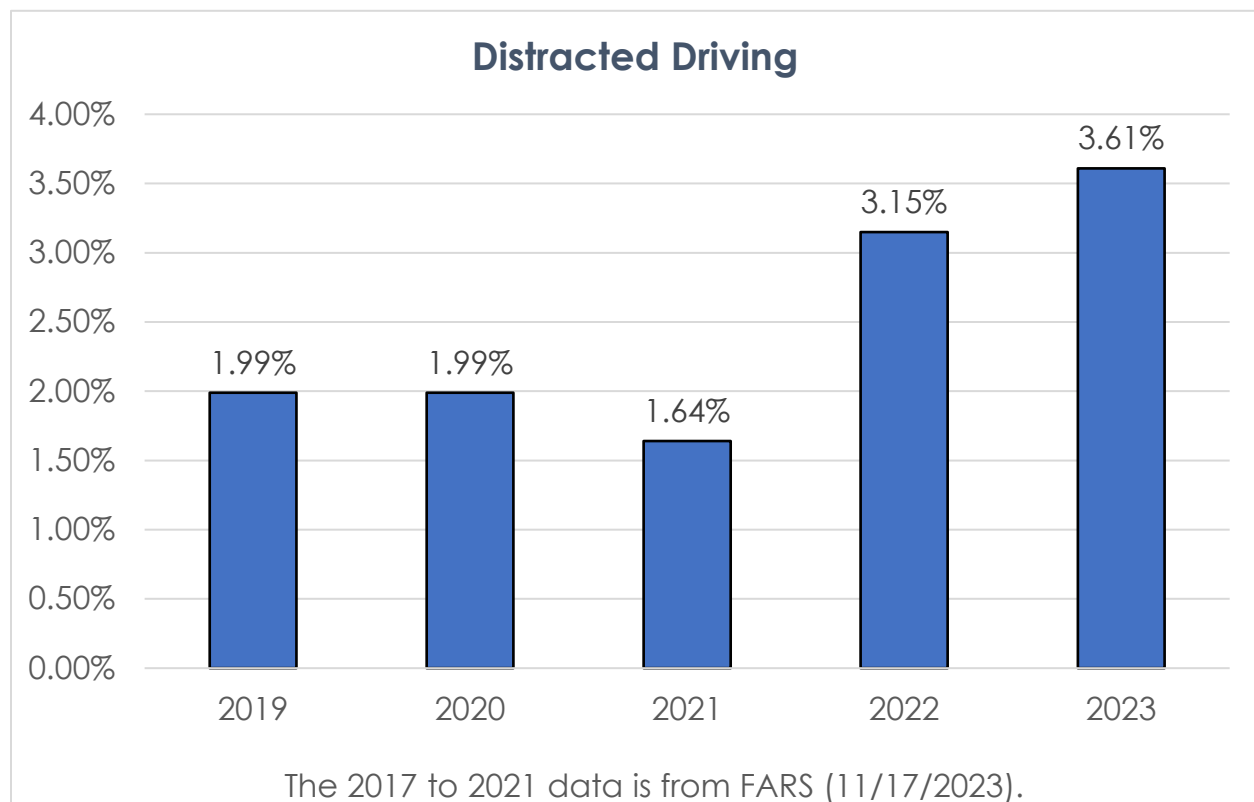
## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

### DISTRACTED DRIVING (SURVEY)

**TARGET:** Reduce the number of California drivers observed using a handheld cell phone or texting by 0.6 percentage points from the 2020 calendar base year of 1.6 percent to 1.0 percent by December 31, 2023.

**RESULT:** The number of distracted drivers observed using a handheld cell phone or texting increased 2.01 percentage points from the 2020 calendar base year of 1.6 percent to 3.61 percent in 2023.

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



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

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

### EMERGENCY MEDICAL SERVICES

**TARGET:** Decrease the average extrication time from the time of arrival at the crash site to transport by December 31, 2023.

**PRELIMINARY RESULT:** Average extrication time from the time of arrival at the crash site to transport decreased by an average of 13 minutes, 16 seconds from 29 minutes, 22 seconds to 16 minutes, 5 seconds in 2023.

### TRAFFIC RECORDS/ROADWAY SAFETY

**TARGET:** Increase the number of law enforcement agencies that submit crash reports electronically to SWITRS by 21.4 percent from the 2021 calendar base year total of 70 reporting agencies to 85 reporting agencies by December 31, 2023.

**PRELIMINARY RESULT:** The number of law enforcement agencies that submit crash report electronically to SWITRS increased by 100 percent from the 2021 calendar base year total of 70 agencies to 140 agencies in 2023.

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years				
	2018	2019	2020	2021	2022
Statewide DUI Arrests*	127,437	124,141	95,957	Not Yet Available	Not Yet Available
Statewide DUI Conviction Rate*	71.1%	68.9%	Not Yet Available	Not Yet Available	Not Yet Available
Statewide Seat Belt Violation Convictions**	84,068	45,815	26,201	27,383	24,773
Statewide Child Restraint Violation Convictions**	17,634	8,771	5,348	4,861	4,709
Statewide Speeding Convictions**	986,664	892,998	707,083	837,851	737,230
Hand-held Cell Phone Convictions**	158,484	130,150	66,132	66,561	54,098
Texting Convictions**	141,298	168,617	98,335	106,291	108,990
Hand-held Device by Someone Under Age 18 Convictions**	616	500	279	228	279

ADDITIONAL OUTCOME MEASURES	Calendar Years				
	2018	2019	2020	2021	2022
Rural Fatalities/VMT (FARS/FHWA)	1.86	2.02	2.15	2.21	Not Yet Available
Urban Fatalities/VMT (FARS/FHWA)	0.93	0.90	1.14	1.19	Not Yet Available
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS/FHWA)	1.09	1.09	1.33	1.38	Not Yet Available
Motor Vehicle Fatalities, Age 16-19 (FARS)	219	168	222	243	Not Yet Available
Fatality Rate Per 100,000 Population (FARS)	9.63	9.43	10.08	10.92	Not Yet Available
Total Motor Vehicle Injuries (SWITRS)	274,854	269,031	203,888	225,109	222,781
Motor Vehicle Injuries, Age 16-19 (SWITRS)	19,565	18,902	15,212	16,657	15,974
Hit-and-Run Fatal Crashes (FARS)	361	327	404	447	Not Yet Available
Hit-and-Run Injury Crashes (SWITRS)	20,491	20,122	18,075	20,548	20,605
Hit-and-Run Fatalities (FARS)	367	335	413	458	Not Yet Available
Hit-and-Run Injuries (SWITRS)	26,455	25,842	23,260	26,681	26,576
Fatal Crashes between 2100-0300 (FARS)	1,104	1,093	1,206	1,401	Not Yet Available
Injury Crashes between 2100-0300 (SWITRS)	26,286	26,073	21,318	26,262	25,092
Motor Vehicle Fatalities between 2100-0300 (FARS)	1,209	1,209	1,341	1,511	Not Yet Available
Motor Vehicle Injuries between 2100-0300 (SWITRS)	37,952	37,605	30,365	37,379	35,868

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

\*\*Data provided by DMV.

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

MOTORCYCLES	Calendar Years				
	2018	2019	2020	2021	2022
Total Motorcycle Registrations (DMV)	857,677	870,669	864,494	866,591	848,332
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	63.56	60.74	69.90	69.50	Not Yet Available
Motorcyclist Injuries (SWITRS)	14,073	12,935	10,553	11,465	12,053
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	93%	94%	94%	93%	Not Yet Available
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	32.0%	33.1%	49.7%	Not Yet Available	Not Yet Available
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	109	130	122	160	Not Yet Available
Motorcycle Rider (Operator) Fatalities (FARS)	503	468	535	552	Not Yet Available
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	22%	28%	23%	29%	Not Yet Available
Percent of Motorcyclists At-Fault in Fatal Motorcycle Crashes (SWITRS)	64%	67%	65%	69%	70%
Percent of Motorcyclists At-Fault in Injury Motorcycle Crashes (SWITRS)	53%	53%	58%	57%	55%
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and Speed was Primary Crash Factor (SWITRS)	23%	27%	24%	25%	25%
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and DUI was Primary Crash Factor (SWITRS)	15%	19%	16%	17%	19%

OCCUPANT PROTECTION	Calendar Years				
	2018	2019	2020	2021	2022
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	34%	36%	41%	41%	Not Yet Available
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	97.78%	97.36%	95.34% (2021)*	96.23% (2022)	93.48% (2023)
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16-19 (FARS)	32%	34%	29%	35%	Not Yet Available
Child Safety Seat Use Rate (Statewide Observational Survey)	93.60%	94.00%	93.90% (2021)*	92.60% (2022)	95.20% (2023)
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	42	32	35	36	Not Yet Available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	6,554	6,277	4,375	4,759	4,781

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

PEDESTRIANS	Calendar Years				
	2018	2019	2020	2021	2022
Pedestrian Injuries (SWITRS)	14,354	14,126	10,111	10,276	10,849
Pedestrian Fatalities Under Age 15 (FARS)	24	19	19	20	Not Yet Available
Pedestrian Injuries Under Age 15 (SWITRS)	1,541	1,488	755	902	1,064
Pedestrian Fatalities Age 65 and Older (FARS)	218	232	188	188	Not Yet Available
Pedestrian Injuries Age 65 and Older (SWITRS)	1,915	2,021	1,489	1,459	1,596

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
<b>SPEEDING AND AGGRESSIVE DRIVING</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Speeding Related Injuries (SWITRS)</b>	88,973	87,364	57,562	68,445	66,832

	Calendar Years				
<b>ALCOHOL-IMPAIRED DRIVING</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Alcohol-Impaired Driving Fatality Rate – Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – California</b>	0.32	0.28	0.39	0.44	Not Yet Available
<b>Alcohol-Impaired Driving Fatality Rate – Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – National</b>	0.33	0.31	0.40	0.43	Not Yet Available
<b>Percent of Alcohol-Impaired Driving Fatalities – California</b>	29%	26%	30%	32%	Not Yet Available
<b>Driver Fatalities Age 16-19 with BAC=.08+ (FARS)</b>	9	12	27	32	Not Yet Available
<b>Male</b>	8	8	20	27	Not Yet Available
<b>Female</b>	1	5	7	5	Not Yet Available
<b>Alcohol-Related Injuries (SWITRS)</b>	27,425	27,333	23,333	28,582	27,706
<b>Alcohol-Related Injuries Age 16 -19 (SWITRS)</b>	1,585	1,666	1,514	1,719	1,653
<b>Driver Fatalities Age 16-19 with BAC=.01+ (FARS)</b>	12	19	35	37	Not Yet Available
<b>Male</b>	11	12	28	31	Not Yet Available
<b>Female</b>	1	7	7	6	Not Yet Available
<b>Driver Fatalities Age 20-25 with BAC=.01+ (FARS)</b>	154	143	158	162	Not Yet Available
<b>Male</b>	129	112	123	127	Not Yet Available
<b>Female</b>	25	31	36	35	Not Yet Available

	Calendar Years				
<b>BICYCLES</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Bicyclist Fatalities (FARS)</b>	165	143	136	125	Not Yet Available
<b>Bicyclist Injuries (SWITRS)</b>	10,900	10,103	7,941	7,625	8,674
<b>Bicyclist Fatalities Under Age 15 (FARS)</b>	3	1	9	5	Not Yet Available
<b>Bicyclist Injuries Under Age 15 (SWITRS)</b>	1,043	949	645	814	1,102
<b>Unhelmeted Bicyclist Fatalities (FARS)</b>	110	82	67	67	Not Yet Available



## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
DISTRACTED DRIVING	2019	2020	2021	2022	2023
Cell Phone and Texting Survey	1.99%	1.99%*	1.64%	3.15%	3.61%

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

	Calendar Years				
DRUG-IMPAIRED DRIVING	2018	2019	2020	2021	2022
Drivers Killed, Tested Positive for Drugs	43%	51%	55%	52.9%	Not Yet Available



California Annual Report 2023

# STATEWIDE TRAFFIC SAFETY SURVEY

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# 2023 STATEWIDE TRAFFIC SAFETY SURVEY

## 2023 TRAFFIC SAFETY SURVEY CONDUCTED BY UC BERKELEY SAFETREC

The 2023 OTS Traffic Safety Survey is intended to understand trends in traffic safety behaviors, and help focus traffic safety programs, enforcement efforts and public education campaigns to measure their effectiveness. Like the survey waves since 2020, the 2023 survey was conducted by Ewald & Wasserman Research (E&W) on behalf of the OTS and the Safe Transportation Research and Education Center of UC Berkeley (SafeTREC), with an online self-administered survey. Survey panelists were provided through Marketing Services Group, a commercial sample and panel vendor.

Since 2020, the data for the survey were collected using online panels, as compared to the previous waves from 2010 through 2019, which were intercepts with survey respondents. The intercept surveys, as administered by trained field staff, recorded responses where the response options were not read to the respondents. In the online survey format, the response options were all presented to the respondents. This resulted in a greater number of responses particularly for the multiple response questions, and very few open-ended responses. While this facilitated a more direct comparison of results between the waves since 2020, comparison of the current survey data with the waves before 2020 should take the difference in modality as well as the impact of COVID-19 on perception and driving behavior of California drivers into account.

Participation in the survey was anonymous, and a total of 2,815 responses were collected in April of 2023. The survey items [based on the Safe System approach introduced by the U.S. Department of Transportation](#) that were first introduced in 2022, continued to be a part of the survey in 2023 as well. In 2023, questions about a new safety campaign were also introduced.

Data collection was conducted through an online panel with survey panelists provided by Marketing Services Group, a commercial sample and panel vendor. Panelists consisted of California drivers who were forwarded to an online survey portal programmed and managed by E&W. To manage the sample composition and to ensure a similar distribution of age and gender compared to the California census and previous waves of the Traffic Safety Study quotas by gender and six age group ranges were implemented. Every effort has been made to match the 2023 sample with previous waves by age, gender, and geographic region, to minimize the effects of sample differences between data collection years.

Below are the results from the 2023 Traffic Safety Survey. 2,815 drivers participated in the survey, resulting in an overall confidence interval of +/- 1.85, at a confidence level of 95%.

# 2023 STATEWIDE TRAFFIC SAFETY SURVEY

## In your opinion, what are the biggest traffic safety problems on California roadways?

Responses	% of answers
Speeding/Aggressive Driving	19.7%
Distracted driving because of TEXTING	19.0%
Drunk Driving	17.6%
Bad Road Surfaces	12.6%
Drugged Driving	10.8%
Distracted driving because of TALKING	7.8%
Internal Car Distractions (passengers, eating, grooming, adjusting radio/stereo)	5.9%
Not Wearing Seatbelts	5.7%
All Other Responses Combined	0.8%
<b>Total</b>	<b>100%</b>

## 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.	3.2%	5.8%	20.2%	28.5%	42.3%
Improve safe streets design to design roads that support all road users, including drivers, pedestrians, bicyclists and transit.	2.8%	5.1%	16.7%	26.7%	48.7%
Expand awareness of safe walking, biking, and rolling.	3.0%	6.1%	10.8%	29.0%	42.1%
Provide physical and emotional care to crash survivors and their families.	4.9%	7.1%	24.4%	25.9%	37.7%
Support communities to plan for safe streets and public areas.	2.8%	5.9%	19.4%	32.6%	39.3%

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



# 2023 STATEWIDE TRAFFIC SAFETY SURVEY

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

Reply	2023
Texting or Checking Phone While Driving*	72.4%
Talking on Phone While Driving	15.0%
Car Crashes Causing Rubbernecking***	4.3%
Eating While Driving	2.5%
Dashboard/Navigation Systems**	2.1%
Passengers in Car	2.1%
Roadside Billboards	0.8%
All other responses combined	0.9%
<b>Total</b>	<b>100.0%</b>

Responses in 2023 were similar to those in previous waves of this survey. "texting or checking phone while driving" has remained the most frequently given answer as the most serious distraction for drivers. \*\*"Texting while Driving" in 2020 and earlier surveys \*\*\*"GPS/Navigation System" in 2020 and earlier surveys \*\*\*\*"Car Crashes/Vehicle Issues" in 2020 and earlier surveys.

## How often in the past 30 days have you used a cell phone in a non-hands-free manner when driving?

Reply	2023
Regularly	13.2%
Sometimes	17.5%
Rarely	27.3%
Never	42.0%
<b>Total</b>	<b>100.00%</b>

Similar to previous years, 30.7% of respondents in 2023 stated to have used a cell phone in a non-hands-free manner when driving in the last 30 days.

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

Reply	2023
Yes	42.7%
No	57.3%
<b>Total</b>	<b>100.00%</b>

Self-reported driving mistakes made while talking or texting on a cell phone saw a 2.1% increase between 2022 and 2023. However, this difference is not statistically significant.

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

Reply	2023
Yes	54.0%
No	46.0%
<b>Total</b>	<b>100.00%</b>

More than half (54.0%) of respondents in 2023 indicate that they have been hit or nearly hit by a driver who was talking or texting on a cell phone, a 3.8% increase from 2022, which is statistically significant.

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

Reply	2023
Very likely	20.7%
Somewhat likely	29.2%
Neither likely or unlikely	16.0%
Somewhat unlikely	9.4%
Very unlikely	24.8%

A combined 49.9% of respondents stated it to be "Very Likely" or "Somewhat Likely" to get a ticket, similar to previous waves.

\*Adds to more than 100%.

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

Reply	2023
Yes	31.1%
No	68.9%
<b>Total</b>	<b>100.00%</b>

About a third of respondents (31.1%) could recall hearing or seeing the safety campaign "Go Safely, California," a 2.6% increase compared to 2022.

# 2023 STATEWIDE TRAFFIC SAFETY SURVEY

In the past six months, do you recall hearing or seeing Don't Let Drunk, or 'High' Drive?	
Reply	2023
Yes	49.4%
No	50.6%
<b>Total</b>	<b>100.00%</b>

The safety campaign "Don't Let Drunk, or 'High' Drive," introduced as a survey item in 2022, was recalled by 49.4% of respondents, with a comparable distribution among the California regions and a significant increase of 4.9% since 2022.

In the past six months, do you recall hearing or seeing Slow the Fast Down?	
Reply	2023
Yes	21.5%
No	78.5%
<b>Total</b>	<b>100.00%</b>

The "Slow the Fast Down" campaign was recalled by 21.5% of respondents, with a comparable distribution across regions. There is a significant increase of 4.0% in the recall rate of the safety campaign since 2022.

In the past six months, did you drive when you thought you had too much alcohol to drive safely?	
Reply	2023
Yes	8.3%
No	64.6%
I Don't Drink At All	27.1%
<b>Total</b>	<b>100.00%</b>

All respondents were asked whether they had driven when they thought they had too much alcohol to drive safely in the past six months. Almost two-thirds (64.6%) did not, a significant 4.4% decrease from 2022.

In the past 6 months, how often have you used alternate transportation when drinking with others or alone?	
Reply	2023
Always	25.4%
Sometimes	21.8%
Rarely	14.6%
Never	38.2%
<b>Total</b>	<b>100.00%</b>

47.2% of survey respondents reported they "Always" or "Sometimes" use alternate transportation when drinking with others or alone, while 52.8% of survey respondents reported to rarely or never use alternative transportation when drinking with others or alone. This increase of 3.9% in alternate transportation use since 2022 is significant.

"Where did you See or Hear..." respective campaign source				
Reply	Go Safely California	Slow the Fast Down	Don't Let Drunk or 'High' Drive	Get Off Your Apps
Roadside billboard	26.9%	28.2%	39.6%	19.9%
TV	17.5%	13.2%	17.0%	14.4%
Facebook	14.6%	16.5%	10.6%	18.5%
Instagram	11.9%	13.9%	8.7%	15.6%
Radio	10.4%	7.9%	8.9%	7.9%
Twitter	9.8%	10.9%	6.9%	13.0%
Web	8.1%	9.0%	7.3%	10.0%
Other	0.7%	0.3%	1.5%	0.9%
<b>Total</b>	<b>100.00%</b>			

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

# 2023 STATEWIDE TRAFFIC SAFETY SURVEY

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

Reply	2023
Yes	56.4%
No	43.6%
<b>Total</b>	<b>100.00%</b>

When asked whether they had seen or heard about police setting up sobriety/DUI checkpoints in the past six months, more than half of drivers surveyed (56.4%) stated that they had seen or heard about police setting up sobriety/DUI checkpoints in the past six months, a significant 4.2% increase from 2022

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

Reply	2023
Yes	91.2%
No	8.8%
<b>Total</b>	<b>100.00%</b>

The majority of California drivers (91.2%) across all regions reported to be aware of getting a DUI for driving under the influence of legal or illegal drugs. This finding is consistent with previous years' data.

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

Reply	2023
Driver Behavior	54.1%
Speeding Vehicles	25.4%
Lack of Enforcement	7.6%
Roadway Conditions	5.1%
Lack of sidewalks/bike lanes/crossing opportunities	3.4%
Lack of speed limit/road signages	3.2%
Other	1.1%
<b>Total</b>	<b>100.00%</b>

Another Safe System Approach based question, introduced in 2022, asked the respondents' opinion about the most important factor resulting in traffic injuries/fatalities. There is no significant difference between California regions, as well as compared to the 2022 responses. "Driver behavior" was reported to be the most important factor by more than half of California drivers (54.1%), following by "Speeding vehicles" which was mentioned by about a quarter of respondents (25.4%).

**In your opinion, how likely is it for someone to get arrested if they drive impaired?\***

Reply	2023
Very likely	37.7%
Somewhat likely	41.6%
Somewhat unlikely	16.4%
Very unlikely	4.8%

Overall, 79.3% of California drivers believed it to be "Very Likely" or "Somewhat Likely" to be arrested for driving impaired, similar to 2022 results.

\*Adds to more than 100%

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

Reply	2023
Yes	77.8%
No	8.1%
It Depends	14.1%
<b>Total</b>	<b>100.00%</b>

Results in 2023 are similar to previous waves of data collection.

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

Reply	2023
Very big problem	50.6%
Somewhat of a problem	37.4%
A small problem	10.2%
Not a problem at all	1.7%

Consistent with the trend from previous waves, more than Half of all respondents (50.6%) believe that driving under the influence of drugs, including marijuana, prescription, and illegal, is "A Very Big Problem,"

\*Adds to less than 100%.

# 2023 STATEWIDE TRAFFIC SAFETY SURVEY

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

Reply	2023
Yes	32.7%
No	26.8%
It Depends	40.5%
<b>Total</b>	<b>100.00%</b>

There are no significant differences between the California regions on the perception of whether it is safe to drive 10 miles over the speed limit on freeways. The overall distribution of responses between the waves shows no significant differences either.

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

Reply	2023
Yes	9.0%
No	76.7%
It Depends	14.3%
<b>Total</b>	<b>100.00%</b>

Asked whether it is safe to drive above the speed limit on residential streets, 76.7% of respondents disagreed. The distribution among California regions shows no significant differences and no change in perception to previous years.

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

Reply	2023
Very likely	25.7%
Somewhat likely	38.0%
Somewhat unlikely	26.8%
Very unlikely	10.6%

A total of 63.7% California drivers believe it to be "Very Likely" or "Somewhat Likely" to get a ticket for driving over the speed limit on residential streets. A significantly higher percentage of drivers in Central California (30.9%) believe it to be "Very Likely" to get a ticket for driving over speed limit on residential streets while a significantly higher number of Northern California drivers believe it to be "Somewhat Unlikely."

\*Adds to more than 100%.

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

Reply	2023
Very Comfortable	28.6%
Somewhat Comfortable	35.6%
Somewhat Uncomfortable	23.1%
Very Uncomfortable	12.8%

Overall, a total of 64.2% of California drivers stated they are "Very Comfortable" or "Somewhat Comfortable" sharing the road with bicyclists, with a similar distribution among regions, as well as compared to previous waves.

\*Adds to more than 100%.

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

Reply	2023
Yes	68.0%
No	32.0%
<b>Total</b>	<b>100.00%</b>

When asked whether they believe it to be legal for bicyclists to ride on roadways when there is no bike lane, more than two thirds of the respondents (68.0%) confirmed this, similar to the 2022 findings

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

Reply	2023
When there is a protected bike lane divider	54.5%
Where there is a bike lane with painted dividers	32.6%
Where there is no bike lane at all	5.8%
Other	0.6%
I don't feel comfortable sharing the road with bicyclists under any circumstance	6.5%
<b>Total</b>	<b>100.00%</b>

Added in 2022, and continued in 2023, asked about specific situations when the respondent would feel most comfortable sharing the road with bicyclists when driving, could only choose one answer. More than half of the respondents (54.5%) reported with a similar distribution between California regions. The response pattern is also very similar to 2022, with no significant differences between the years.

# 2023 STATEWIDE TRAFFIC SAFETY SURVEY

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	2023
Cars going too fast	21.5%
Cars not stopping	20.0%
Distracted drivers using cell phones	15.4%
Lots of traffic	10.4%
Lack of sidewalks or bike lanes*	9.8%
Almost getting hit by a car or bike**	9.8%
Bicyclists not stopping	8.5%
NONE OF THE ABOVE	2.2%
Have not been a pedestrian/bicyclist in the last 6 months	1.9%
All Other Responses Combined	0.4%

\*\*\*Lack of sidewalks" in 2020 and earlier surveys, \*\*\*Almost getting hit by a car" in 2020 and earlier surveys

\*Adds to more than 100%.

Think of the times you have been a driver around pedestrian and bicyclists in the last six months. What safety problems did you experience, if any?*	
Reply	2023
Pedestrians not using crosswalks	18.0%
Pedestrians stepping off curb without looking	16.1%
Bicyclists not stopping at stop signs or traffic lights	14.8%
Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)	13.7%
Bicyclists being in the road or blocking traffic	11.1%
Pedestrians/bicyclists not being visible enough	12.6%
Lack of sidewalks or clear cross walks*	10.6%
NONE OF THE ABOVE	2.7%
All Other Responses Combined	0.3%

\*Lack of sidewalks or clear crosswalks in 2020 survey. The distribution of responses between regions, as well as between the years, show no significant differences.

\*Adds to more than 100%.



California Annual Report 2023

# TRAFFIC ENFORCEMENT PROGRAM

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# TRAFFIC ENFORCEMENT PROGRAM

## CALIFORNIA'S TRAFFIC SAFETY ENFORCEMENT PLAN

The OTS invests in data-driven traffic enforcement to prevent crashes and save lives. Equitable traffic enforcement remains an important tool for improving road safety. The OTS encourages its law enforcement grantees to focus enforcement on targeted safety violations and risky driving behaviors in order to reduce crashes and improve road safety. In FY23, the OTS continued conversations with law enforcement grantees to ensure their data-driven enforcement programs foster effective community collaboration to increase public safety, use data to identify disparities in their traffic enforcement and to inform their agency policies, procedures, and activities.

During the FY 2023, California's Traffic Safety Enforcement Plan included many enforcement objectives conducted by the CHP and local agencies through statewide, regional, and local grants. Grant-funded enforcement activities targeted alcohol-impaired driving, drug-impaired driving, motorcycle safety, distracted driving, pedestrian and bicycle safety, occupant protection, and integrated traffic safety enforcement focusing on top primary crash factors (PCF).

As risky driving behavior increased, law enforcement agencies recognized the need for enforcement operations and continued to conduct these operations. Enforcement grantees conducted a total of 1,002 DUI/DL checkpoints, 4,508 DUI saturation patrols, and 180 repeat DUI offender warrant service operations (additional activities and details are listed in the Program Goals Results and Activities Section). Grantees also conducted 5,054 traffic enforcement operations, 623 motorcycle safety enforcement operations, 1,310 distracted driving enforcement operations, 1,090 pedestrian and bicycle enforcement operations, and 42 nighttime seat belt enforcement operations. In addition, the OTS maintained constant communication with its enforcement grantees, having reviewed over 1,200 press releases, conducted 50 grant performance reviews, and evaluated over 200 performance reports on a quarterly basis. The OTS's Law Enforcement Liaison (LEL) program includes five LEL's. The team conducted regional collaborative traffic safety meetings on a quarterly basis, participated in enforcement meetings, conducted outreach to various traffic safety partners, and utilized the law enforcement agency review tool.

Beyond enforcement activities, many of the grantees participated in the OTS funded training opportunities which included SFST, ARIDE, and DRE training. In FY23, 3,345 law enforcement personnel were trained in SFST, 2,593 law enforcement personnel were trained in ARIDE, and 424 law enforcement personnel were trained in DRE.



# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES



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

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

The OTS Marketing and Public Affairs Unit produced multiple awareness and education campaigns throughout the grant year to educate California residents about safe travel behaviors with the goal of driving behavior change.

Through outreach, earned and paid media, strategic partnerships, consistent engagement with identified underserved communities and collaborative efforts with grassroots organizations, the OTS was able to support traffic safety activities and events statewide.

All campaigns instill 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 and safer people all work in concert as multiple layers of protection so that when crashes do happen, they are less severe.

Behavioral safety messages were in alignment with SHSP high-priority areas, including speed management, impaired driving, distracted driving, active transportation, young drivers, adult drivers, and work zones. All community engagement and paid media programs encouraged everyone on the road – drivers, bicyclists, and pedestrians – to make reaching their destination safely a top priority.

### **RESULTS**

Since FY 2022, the OTS has worked collaboratively with the Caltrans on a robust public relations and community outreach program highlighting how to stay safe on the go. The OTS and Caltrans implemented a variety of new education campaigns, expanded paid media efforts into other parts of the state, placing special emphasis in the Central Valley and far Northern California. The OTS also worked with Caltrans on new campaigns, such as a refresh of “Go Safely, California”, “Kids of Caltrans” highway work zone safety, “Better Slow Than Sorry” anti-speeding, “Safety is Sharing. Safety is Caring” bicycle/pedestrian safety, and the “Go Safely Movement” call-to-action initiative.

The OTS Marketing and Public Affairs unit takes a diverse and equitable approach to our paid and earned media efforts that improves community awareness of OTS activities, initiatives, and programs. All paid media contains an ethnic media plan to make sure we reach the state’s diverse population with messages and voices that are representative of the target audience.



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

Programs during the FY 2023 grant year included:

### THE GO SAFELY MOVEMENT

- A call-to-action that raised awareness about the road safety crisis and serves as a rallying cry for the public to demand and expect safer roads at the individual level.
- Campaign provided context to the traffic safety issues we are seeing on our roads daily, particularly the dangers for pedestrians, the rise in impaired driving-related traffic deaths, and the toll of excessive speeding, including the disproportionate impact on Black and Brown communities.
- More than 2,300 people filled out a community call-to-action survey on their perceived traffic safety issues and what actions they believed would improve safety in their community that will help inform our highway safety planning, outreach and engagement efforts.
- More than 300 people signed up and committed to be “traffic safety champions” and more engaged in traffic safety for their families and community.





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

### NEW “SAFETY IS SHARING. SAFETY IS CARING.” CAMPAIGN

- Statewide campaign coincided with California’s Pedestrian Safety Month and was announced at a news conference in Long Beach emphasizing the responsibility every person using our road shares making sure themselves and others are safe.
- The OTS also collaborated with the city’s Walk and Roll Long Beach program, California Highway Patrol and Long Beach Police Department to host a Bike and Walk to School Day at Long Beach’s Abraham Lincoln Elementary School.



### NEW ANTI-SPEEDING “BETTER SLOW THAN SORRY” CAMPAIGN

- Anti-speeding campaign public service announcement emphasized that drivers are going too fast if they do not allow enough time to stop or react to road conditions.
- Social media messages highlighted the benefits of slowing down, where just a marginal decrease in average speeds, and speeds where a pedestrian is struck by a vehicle, significantly lowers the chances of serious injury or death.
- The July 2023 campaign garnered more than 125 million impressions and another 25 million impressions in added value worth \$201,250 across video, digital and outdoor advertising channels.



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

### “GO SAFELY GAME PLAN” PARTNERSHIPS EXPANSION

Expanded partnerships with Oakland Arena, Sacramento Republic FC, Bally Sports, Fresno Grizzlies, Modesto Bees, Clear Channel Airports, the Sacramento Kings and NASCAR Cup Series Driver Ross Chastain with messages focused on reaching fans and concertgoers that encourage them to have a “game plan” for getting to and from event venues and watch parties safely.



### “WE ARE HUMAN” CAMPAIGN

- Focused on “mistakes” that we all make driving but that they don’t need to be severe or deadly.
- Emphasizes outsized role drivers play in keeping themselves and others on the road safe.
- For the first time, the OTS ran public service announcements (PSA) in Mandarin and Chinese on Chinese television stations in Los Angeles, the Bay Area, and Central Valley, resulting in nearly 15 million impressions.
- As of September 30, 2023, the PSAs were viewed more than 3,000 times on YouTube, Facebook, and Instagram. The October 2022 English and Spanish campaign achieved nearly 240 million impressions with an additional 85 million impressions valued at nearly \$400,000 in earned media.



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

### MULTICULTURAL OUTREACH AND COMMUNITY ENGAGEMENT PLAN

The OTS prioritized its outreach and engagement efforts in historically disadvantaged communities that are more at risk of death or serious injury on our roads compared to other communities.

In June 2023, the OTS released an Equity Action Plan, outlining our office's shared goal to achieve equitable outcomes in California's Highway Safety Program. Key objectives for the Marketing and Public Affairs Unit were to engage with underserved communities and populations overrepresented in the crash data and expand partnerships to include non-traditional partners that support communities with underserved populations.

Among the activities to put our Equity Action Plan in motion:

#### **Bicycle Safety Training for Youth in Los Angeles County**

- The OTS partnered with Pedal Movement, a non-profit that provides bicycle safety education in underserved areas of Long Beach and the San Pedro neighborhood of Los Angeles, to hold bicycle safety trainings for youth at the Gardena-Carson Family YMCA and Crenshaw Family YMCA. Fifty-one children were properly fitted for helmets and provided pads, bike lights and reflective clothing. After the two-hour trainings, two girls learned how to ride a bike with and without training wheels.
- The OTS partnered with East Side Bike Riders, a community-based organization in the Watts neighborhood of Los Angeles, to participate in CicLAvia in Watts, where a one-mile stretch of the community is closed to encourage active transportation. East Side Bike Riders also held bicycle trainings at the Children's Institute in Los Angeles, Arthur Lee Johnson Memorial Park in Gardena, 109<sup>th</sup> Street Recreation Center in Los Angeles and Darby Park in Inglewood.





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

### Hispanic and Farmworker Outreach

- Co-sponsored with many organizations including ALAS (Ayudando Latinos A Soñar), the OTS participated in a farmworker outreach event in Half Moon Bay, which offered children of farmworkers free bike repair, a bike safety training, helmet fitting, bicycles for kids in need and other prizes provided by supporting organizations.
- The OTS supported the Consulado General de México en San Jose Cero Alcohol Al Volante (Zero Alcohol Driving) initiative event. Held annually, the event provides



the community with resources and an opportunity to meet with law enforcement, legal, and health and wellness partners. The OTS shared traffic safety education materials with the individuals and families in attendance. Members of the Consulate said this initiative is important because it aims to prevent fatal crashes and strengthen the safety of the community by raising awareness of the dangers of driving under the influence.

### Radio Indigena Partnership

- The OTS ran an anti-DUI campaign on Radio Indigena (94.1 FM, Oxnard), one of the first indigenous Mexican radio stations in the U.S. They produced audio messages and social media posts during Hispanic Latino Heritage Month about the dangers of impaired driving in five different Indigenous languages, including Mixteco.
- The region is home to 20,000 farmworkers who speak Mixteco or other indigenous Central American language, allowing the OTS to specifically target this underserved population in their own language from people who speak and look like the audience they are reaching.



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

The OTS Marketing and Public Affairs Unit will continue to prioritize outreach and engagement in communities where people are less safe using roads, and where the data indicates there are unequal safety outcomes compared to other communities. Reaching people where they are at is an effective engagement tactic, such as YMCAs, parks, community centers and other locations where the community holds a level of comfort and trust. Strengthening relationships in identified affected communities starts at the grassroots level and the OTS will support activities and programs where they are needed the most.





## 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 2023 by non-grant funded agencies. All data is self-reported by sub-recipients and not verified by the OTS.

### ALCOHOL-IMPAIRED DRIVING

**GOAL:** Reduce the number of persons killed in alcohol-involved crashes by September 30, 2023.

**RESULT:** Persons killed in alcohol-involved crashes decreased 11.92 percent from 306 to 266.

**GOAL:** Reduce the number of persons injured in alcohol-involved crashes by September 30, 2023.

**RESULT:** Persons injured in alcohol-involved crashes decreased 2.63 percent from 10,019 to 9,756.

**GOAL:** Reduce hit-and-run fatal crashes by September 30, 2023.

**RESULT:** Hit-and-run fatal crashes decreased 12.35 percent from 332 to 291.

**GOAL:** Reduce hit-and-run injury crashes by September 30, 2023.

**RESULT:** Hit-and-run injury crashes decreased 1.93 percent from 14,629 to 14,347.

**GOAL:** Reduce nighttime (2100 - 0259 hours) fatal crashes by September 30, 2023.

**RESULT:** Nighttime fatal crashes decreased 11.66 percent from 609 to 538.

**GOAL:** Reduce nighttime (2100 - 0259 hours) injury crashes by September 30, 2023.

**RESULT:** Nighttime injury crashes decreased 2.62 percent from 15,360 to 14,958.

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

### ALCOHOL-IMPAIRED DRIVING (CONTINUED)

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

DUI ENFORCEMENT ACTIVITY	TOTAL
<b>DUI/Driver's License Checkpoints</b>	<b>1,002</b>
Vehicles Through Checkpoints	987,936
Drivers Contacted at Checkpoints	582,661
Field Sobriety Tests Administered	6,968
DUI Arrests (Alcohol Only)	1,437
DUI Drug Arrests (Drug Only)	340
DUI Arrests (Alcohol/Drug Combination)	76
Drug Arrests (Possession, Transportation, Sales)	80
Criminal Arrests (Felony in Custody)	179
Recovered Stolen vehicles	18
Suspended/Revoked Driver's Licenses	3,188
<b>DUI Saturation Patrol Operations</b>	<b>4,508</b>
Vehicle Stops or Contacts	66,539
Field Sobriety Tests Administered	16,794
DUI Arrests (Alcohol Only)	3,916
DUI Drug Arrests (Drug Only)	390
DUI Arrests (Alcohol/Drug Combination)	175
Drug Arrests (Possession, Transportation, Sales)	310
Criminal Arrests (Felony in Custody)	793
Recovered Stolen vehicles	134
Suspended/Revoked Driver's Licenses	2,214
<b>Warrant Service Operations</b>	<b>180</b>
Warrant Service Attempts	1,458
Warrants Served (Citations/Arrests)	271
<b>Court Sting Operations</b>	<b>11</b>
Citations/Arrests from Court Sting Operation(s)	33
<b>Personnel Trained in SFST</b>	<b>3,345</b>

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

### ALCOHOL-IMPAIRED DRIVING (CONTINUED)

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	8,630
Announced Field Contacts Made	290
Unannounced Field Contacts Made Without Search	1,087
Unannounced Field Contacts Made with Search	8,569
Office Contacts Made with DUI Probationers	17,464
Alcohol Tests (persons tested)	21,588
Positive Reports From Alcohol Monitoring Devices	227
Warrant Service Operations	56
Probation Compliance Checks	4,040

### DISTRACTED DRIVING

**GOAL:** Reduce fatal crashes involving drivers using handheld cell phones by September 30, 2023.

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

**GOAL:** Reduce injury crashes involving drivers using handheld cell phones by September 30, 2023.

**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, 2023.

**RESULT:** Persons killed in drug-involved crashes decreased 20.37 percent from 108 to 86.

**GOAL:** Reduce the number of persons injured in drug-involved crashes by September 30, 2023.

**RESULT:** Persons injured in drug-involved crashes decreased 13.19 percent from 887 to 770.

**GOAL:** Provide increased training to law enforcement to identify drug-impaired drivers by September 30, 2023.

**RESULT:** A total of 2,593 law enforcement personnel were trained in ARIDE and 424 law enforcement personnel were trained in DRE.

SUPPORTING ACTIVITY	TOTAL
Personnel trained in ARIDE	2,593
Personnel trained in DRE	424



### 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 13 minutes, 16 seconds from 29 minutes, 22 seconds in 2022 to 16 minutes, 5 seconds in 2023.

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

### MOTORCYCLE SAFETY

**GOAL:** Reduce the number of motorcyclists killed in traffic crashes by September 30, 2023.

**RESULT:** Motorcyclists killed in traffic crashes decreased 3.04 percent from 263 to 255.

**GOAL:** Reduce the number of motorcyclists injured in traffic crashes by September 30, 2023.

**RESULT:** Motorcyclists injured in traffic crashes decreased 2.09 percent from 4,597 to 4,501.

### OCCUPANT PROTECTION

**GOAL:** Increase seat belt compliance by September 30, 2023.

**RESULT:** Seat belt compliance increased 0.91 percentage points from 95.30 percent in 2022 to 96.21 percent in 2023.

**GOAL:** Increase child safety seat usage by September 30, 2023.

**RESULT:** Child safety seat usage increased 2.60 percentage points from 92.60 percent in 2022 to 95.20 percent in 2023.

**GOAL:** Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2023.

**RESULT:** Vehicle occupants killed and injured under the age of eight increased 82.35 percent from 85 to 155.

SUPPORTING ACTIVITY	TOTAL
NHTSA CPS Technician Certification Courses	23
NHTSA Certified Technicians Trained	253
NHTSA Certified Instructors Trained	4
NHTSA CPS Technician Renewal Courses	3
CPS Technicians Renewed	38
NHTSA CPS Technician CEU Courses	10
CPS Technicians Trained	629
Child Safety Seat Checkups	2,911
Pre-Owned Child Safety Seats Properly Fit	5,771
New Child Passenger Safety Seats Distributed to People in Need	5,361

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

### PEDESTRIAN AND BICYCLE SAFETY

**GOAL:** Reduce the number of pedestrians killed by September 30, 2023.

**RESULT:** Pedestrians killed decreased 15.38 percent from 1,027 to 869.

**GOAL:** Reduce the number of pedestrians injured by September 30, 2023.

**RESULT:** Pedestrians injured decreased 1.96 percent from 13,502 to 13,237.

**GOAL:** Reduce the number of pedestrians killed under the age of 15 by September 30, 2023.

**RESULT:** Pedestrians killed under the age of 15 decreased 75.00 percent from 8 to 2.

**GOAL:** Reduce the number of pedestrians injured under the age of 15 by September 30, 2023.

**RESULT:** Pedestrians injured under the age of 15 decreased 19.47 percent from 303 to 244.

**GOAL:** Reduce the number of pedestrians killed over the age of 65 by September 30, 2023.

**RESULT:** Pedestrians killed over the age of 65 decreased 25.00 percent from 44 to 33.

**GOAL:** Reduce the number of pedestrians injured over the age of 65 by September 30, 2023.

**RESULT:** Pedestrians injured over the age of 65 decreased 29.96 percent from 464 to 325.



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

### PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)

**GOAL:** Reduce the number of bicyclists killed by September 30, 2023.

**RESULT:** Bicyclists killed decreased 38.50 percent from 213 to 131.

**GOAL:** Reduce the number of bicyclists injured by September 30, 2023.

**RESULT:** Bicyclists injured decreased 1.68 percent from 8,622 to 8,477.

**GOAL:** Reduce the number of bicyclists killed under the age of 15 by September 30, 2023.

**RESULT:** Bicyclists killed under the age of 15 decreased 100 percent from 1 to 0.

**GOAL:** Reduce the number of bicyclists injured under the age of 15 by September 30, 2023.

**RESULT:** Bicyclists injured under the age of 15 increased 14.12 percent from 170 to 194.

**GOAL:** Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2023.

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

PUBLIC EDUCATION ACTIVITY	TOTAL
<b>Traffic Safety Fairs, Community Events, and/or Presentations</b>	<b>1,537</b>
People Impacted	296,303
<b>Pedestrian and/or Bicycle Safety Classroom Presentations</b>	<b>604</b>
Students Impacted	56,054
<b>Bicycle Rodeos</b>	<b>220</b>
People Impacted	16,273
<b>Bicycle Helmets Distributed</b>	<b>15,595</b>
<b>Bicycle Helmet Inspections</b>	<b>112</b>

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

### POLICE TRAFFIC SERVICES

**GOAL:** Reduce the number of persons killed in traffic crashes by September 30, 2023.

**RESULT:** Persons killed in traffic crashes decreased 14.83 percent from 1,982 to 1,688.

**GOAL:** Reduce the number of persons injured in traffic crashes by September 30, 2023.

**RESULT:** Persons injured in traffic crashes decreased 4.21 percent from 117,207 to 112,277.

LAW ENFORCEMENT ACTIVITY	TOTAL
<b>Traffic Enforcement Operations</b>	<b>5,054</b>
Vehicle Stops or Contacts	89,719
Citations Issued	78,180
<b>Distracted Driving Enforcement Operations</b>	<b>1,310</b>
Vehicle Stops or Contacts	23,127
Hand-Held Cell Phone Citations Issued	5,526
Texting Citations Issued	8,369
Individuals Under the Age of 18 That Received a Citation	74
<b>Motorcycle Safety Enforcement Operations</b>	<b>623</b>
Motorcycle Stops	1,118
Motorcycle Citations	850
Vehicle Stops	8,689
Vehicle Citations	7,628
Field Sobriety Tests Administered to Motorcyclists	6
Field Sobriety Tests Administered to Other Drivers	74
DUI Arrests of Motorcyclists (Alcohol Only)	3
DUI Arrests of Other Drivers (Alcohol Only)	15
DUI Drug Arrests of Motorcyclists (Drug Only)	0
DUI Drug Arrests of Other Drivers (Drug Only)	9
DUI Arrests of Motorcyclists (Alcohol/Drug Combination)	0
DUI Arrests of Other Drivers (Alcohol/Drug Combination)	0
Drug Arrests (Possession, Transportation, Sales)	6
Criminal Arrests (Felony in Custody)	34
Suspended/Revoked Driver's Licenses	167
Motorcycle License Endorsement Violations [CVC 12500(b)]	138
Recovered Stolen Motorcycles	2
Recovered Stolen vehicles	8

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

### POLICE TRAFFIC SERVICES (CONTINUED)

<b>Nighttime (1800-0259) Click It or Ticket Enforcement Operations</b>	<b>42</b>
Vehicle Stops or Contacts	608
Seatbelt Citations Issued	229
Child Safety Seat Citations Issued	6
<b>Pedestrian and/or Bicycle Enforcement Operations</b>	<b>1,090</b>
Bicycle Stops	2,723
Bicycle Citations Issued	1,670
Pedestrian Stops	1,592
Pedestrian Citations Issued	985
Vehicle Stops	18,123
Vehicle Citations Issued	16,277
<b>Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed</b>	<b>304</b>
Vehicle Stops	4,270
Citations Issued	3,717

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

### TRAFFIC RECORDS/ROADWAY SAFETY

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

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

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

**RESULT:** Funding automated crash and citation programs with analytical capabilities as well as electronic reporting to the state records database remains a priority with the OTS. In 2023, OTS awarded over \$600 thousand 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 use the process that was developed previously to deterministically link crash and medical data with data from DMV, however, due to staffing challenges, they were unable to link all the intended years of data. CMOD continued their collaborative work with traffic safety partners.

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

### TRAFFIC RECORDS/ROADWAY SAFETY (CONTINUED)

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

**RESULT:** Efforts by the OTS to encourage agencies to embrace electronic reporting and electronic submission of data to the state report repository continue. As of September 30, 2023, a total of 71,408 reports have been submitted electronically to SWITRS.

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

**RESULT:** SafeTREC expanded the capabilities of their web-based tools to include several key components. The geocoding system was upgraded by implementing the latest available technologies, resulting in enhanced total rate of geocoding and improving its accuracy. Non-final SWITRS data were geocoded quarterly to keep the platform up to date with the most recent crash data. A Spanish version of two main query tools were introduced, making the platform accessible to Spanish-speaking users, thus broadening the reach and usefulness.

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

### TRAFFIC SAFETY EDUCATION

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

TRAFFIC SAFETY PRESENTATIONS	TOTAL
<b>Bicycle Safety</b>	111
<b>People Impacted</b>	13,107
<b>Child Passenger Safety</b>	12
<b>People Impacted</b>	295
<b>Distracted Driving</b>	22
<b>People Impacted</b>	4,083
<b>Impaired Driving</b>	67
<b>People Impacted</b>	7,424
<b>Motorcycle Safety</b>	37
<b>People Impacted</b>	136
<b>Occupant Protection</b>	5
<b>People Impacted</b>	184
<b>Pedestrian Safety</b>	80
<b>People Impacted</b>	12,219
<b>Senior Driver</b>	8
<b>People Impacted</b>	123
<b>Teen Driver</b>	40
<b>People Impacted</b>	2,269

SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
<b>Every 15 Minutes</b>	81
<b>People Impacted</b>	58,949
<b>Sober Graduation</b>	82
<b>People Impacted</b>	27,282
<b>Speeding</b>	124
<b>People Impacted</b>	17,928
<b>Start Smart</b>	713
<b>People Impacted</b>	21,431



# PROGRAM AREA HIGHLIGHTS



# PROGRAM AREA HIGHLIGHTS

## **ALCOHOL-IMPAIRED DRIVING HIGH VISIBILITY ENFORCEMENT**

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





# 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 2023, grants to 14 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Marin, 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 random after-hours home searches that included alcohol testing. Intensive supervision compels the vast majority to adhere to their terms of probation; however, when probationers failed to comply, they were held accountable.

## ALCOHOL ENFORCEMENT AND EDUCATION PROGRAM

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

The ABC was successful in the areas of education and enforcement of underage drinking, as well as education and training for licensed businesses and their employees. ABC Agents visited 3,292 ABC licensed businesses in California for the purpose of conducting Minor Decoy operations, in addition to conducting 100 Shoulder-Tap operations, 88 Fake ID operations, 2,889 IMPACT inspections, 56 underage retail theft operations, and worked overtime during holidays and holiday weekends throughout the year enforcing underage drinking.



The Target Responsibility for Alcohol Connected Emergencies (TRACE) Unit successfully completed over 400 trainings to state and local law enforcement agencies on the TRACE protocol wherein first responders to alcohol-related emergencies immediately notify the ABC when an incident involves a person under 21 and an alcoholic beverage that results in great bodily injury or death or anyone charged with vehicular manslaughter that was under the influence of alcohol regardless of their age.

The ABC provided Licensee Education on Alcohol and Drugs (LEAD) training online and in-person to Off-Sale licensed businesses. 1,250 people took advantage of the free and voluntary prevention education training program.

# PROGRAM AREA HIGHLIGHTS

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

## TEEN IMPAIRED DRIVING EDUCATION (TIDE) IV

### *California Highway Patrol (CHP)*

The CHP facilitated The Every 15 Minutes (E15M) programs, Sober Graduation events, and other CHP impaired driving reduction education programs to distribute educational materials emphasizing the consequences of impaired driving. The E15M program is a two-day program designed to create awareness



among teenagers about the dangers of drinking and drugged driving. The program focuses on high school juniors and seniors, challenging them to experience first-hand what the consequences of impaired driving can be from a different perspective, through the eyes of their family and friends. During the TIDE IV grant, the CHP public information officers conducted 84 E15M programs at high schools statewide, impacting 57,799 people. Additionally, departmental personnel conducted a total of 416 informational presentations to school districts, school boards,

and/or secondary schools in the state, reaching 19,721 people. During this grant year, CHP personnel implemented 50 other CHP alcohol education programs in various venues and events statewide and surpassed the goal of number impacted by reaching 22,027 people. The CHP continues to work with participating high schools, community-based organizations, local law enforcement, fire departments, and health departments to organize the E15M program and other CHP alcohol reduction education programs statewide.



# PROGRAM AREA HIGHLIGHTS

## DISTRACTED DRIVING

### TEEN DISTRACTED DRIVING (TDD) II

#### *California Highway Patrol (CHP)*

In 2010, the CHP developed the Teen Distracted Driving (TDD) Grant whose efforts focuses on teen distracted driving. This program continues to grow and is partnered with Impact Teen Drivers (ITD), which aims to temper the habits and behaviors of the most vulnerable drivers, through education and enforcement. This program provides presentations, conducts social media campaigns, and partners with groups, including teachers, parents, and teen groups, to enhance community involvement.

The number one killer of teens in America is car crashes for teens 15 – 19 years old in the United States, ahead of all other types of injury, disease. Between FY 2018 and 2020, there were 65,747 reportable (fatal and injury) crashes involving teen drivers. About 20 percent of crashes involve a distracted driver, which translates into approximately 13,149 of the 65,747 crashes.

A total of 80 community outreach events, impacting 15,135, and 230 school presentations, impacting 21,642 people, were held by CHP personnel.



The CHP conducted a total of 66 enforcement operations statewide during this grant cycle. Eight train-the-trainer events for CHP and teen driver safety education group personnel were conducted, training 357 people. In addition, four Affected Family Workshops were conducted. Affected families are those who have lost a teen to distracted driving.

Table covers and pop-up tents were purchased and distributed to Area offices throughout the state to benefit CHP personnel at community events. Six paid social media public service announcements were announced with the appropriate safety message, reaching 1,760,848 people and a total of 5,298,129 impressions. The CHP's Office of Community Outreach, Marketing and Recruitment partnered with Sacramento Republic Football Club and Orange County Soccer Club to host an information booth to promote teen distracted driver safety.



# PROGRAM AREA HIGHLIGHTS

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

### ***Riverside County Public Health Department***

During the FY 2023 grant year, Riverside County Public Health Department (RUHS-PH) implemented the Be Wiser Program, which aimed to reduce the number of people killed or injured due to teen impaired and distracted driving, as well as speeding. The program focused on educating youth and adult drivers and passengers, with an emphasis on middle and high school-aged students, parents, educators, community members, and local law enforcement explorers. Be Wiser established partnerships with Family Resource Centers throughout Riverside County to reach families in need of education, resources, and support. The program also provided bilingual impaired driving and traffic safety education.

Be Wiser enhanced its curriculum by integrating impactful short story videos from Impact Teen Drivers, data and research from NHTSA, campaigns from the OTS, and hands-on activities from Drunk Busters of America. The program included DUI prevention campaigns, distracted driving awareness campaigns, development of social media posts, and impaired goggle simulations. Be Wiser modeled the Train-the-Trainer approach, which engages, educates, and empowers youth to take the lead in peer-to-peer messaging to their schools and communities. There were 14 middle and high school campuses throughout Riverside County that conducted peer-led campaigns that reached over 13,800 people. In total, Be Wiser held over 60 school and community presentations that reached more than 1000 students, parents, community members, and local law enforcement explorers. The program created four social media campaigns that educated the community about alcohol-impaired and distracted driving, reaching over 254,000 people. Additionally, Be Wiser hosted nearly 10 outreach tabling events that reached over 4,500 people.



# PROGRAM AREA HIGHLIGHTS

## DRUG IMPAIRED-DRIVING

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

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

### CALIFORNIA TRAFFIC SAFETY RESOURCE PROSECUTOR TRAINING NETWORK

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

Throughout the previous year, the Orange County District Attorney's Office (OCDA) has excelled in its collaboration with the OTS to train numerous traffic safety partners throughout the state on the successful investigation and prosecution of impaired driving cases. The OCDA's California Traffic Safety Resource Prosecutor Training Network (CA TSRP) organized and participated in training events presented to over 1,000 attendees including law enforcement officers, prosecutors, and forensic toxicologists from all over California. Notably,



# PROGRAM AREA HIGHLIGHTS

the CA TSRP team traveled the state conducting six Drug and Alcohol Recognition Training (DART) programs, a four-day Peace Officer Standards Training certified training course specifically focused on elevating officer's ability to recognize and investigate drug impaired drivers with an emphasis on evidence collection and courtroom testimony. The positive feedback from the DART program has led to an increased number of courses for the upcoming year. The CA TSRP hosted regional roundtables each quarter to provide a forum for officers, prosecutors and criminalists to address the shared challenges of DUI/DUID cases and to promote discussion on how to work together to overcome these challenges. Further, the CA TSRP collaborated with CHP and other law enforcement agencies to instruct at several SFST, ARIDE, and DRE courses. Additionally, the CA TSRP created, produced, and distributed training videos on impaired driving prosecution and shared updates on significant legal, news, and scientific developments to the over 1,000 members of the CA TSRP impaired driving network. The hope is to achieve the goal of reducing alcohol and drug-involved traffic injuries and fatalities by ensuring impaired drivers are held responsible for their actions.

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

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

The CHP Impaired Driving Section serves as the statewide coordinators for the Drug Recognition Evaluator (DRE) statewide training grant aimed at keeping California highways free of drug-impaired drivers. The CHP received funding to train law enforcement personnel, education professionals, prosecutors in DRE, ARIDE, SFST, and Drug Impairment Training for Educational Professionals (DITEP).

During the grant year, the CHP conducted 15 DRE Schools, training 298 new DREs from CHP and allied agencies statewide. In addition, 1,673 law enforcement personnel were trained in ARIDE, 2,077 law enforcement personnel were trained in SFST, and 624 educational professionals were trained in DITEP.

# PROGRAM AREA HIGHLIGHTS

## DRUG IMPAIRED DRIVING PREVENTION PROGRAM

### *Long Beach Department of Health and Human Services*

Greenlight's drug-impaired driving prevention program used an equity lens to develop data-driven interventions that prioritized underserved and marginalized communities in Long Beach with in-language education, interactive workshops, and community engagement.

Through successful partnerships with dispensaries, local universities, and youth serving organizations, Greenlight introduced stronger youth-focused strategies to address the trends and incidence of death and injury caused by drug-impaired driving among youth and young adults.

Greenlight hosted a 4-week summer Youth Ambassador Program where 14 students from across 8 Long Beach high schools learned risks of drug-impaired driving, to use refusal skills, and how to use their voice to educate others and spread safety messages. The students developed a 90-second stop-motion PSA that was showcased at a Youth Exhibition and across City and community socials.





# PROGRAM AREA HIGHLIGHTS

The team brought multilingual programming to disadvantaged neighborhoods and hosted 35 drug-impaired driving workshops reaching 845 residents through youth-centered, parent, and older adult-focused programs. Greenlight reached an additional 1,100 people through 16 educational outreach events and point-of-sale distribution on high-risk traffic days at local dispensaries.

Additionally, the team hosted its 4th annual Long Beach Safe Streets Awareness week in collaboration with other OTS funded projects where they mobilized community organizations to activate safe streets pop-ups throughout the city. Educational resource kits consisting of drug-impaired driving, Go Safely, and other traffic safety resources were distributed to 500 community members across the City.

Greenlight also strengthened local data collection with its annual Cannabis & Health assessment. Multilingual surveys collect responses from Long Beach residents to assess the knowledge, opinions, and behaviors surrounding cannabis and impaired driving. Greenlight intervention efforts have proven effective. The annual assessment revealed that 93 percent of those surveyed agreed that driving under the influence of cannabis is unsafe, up from 89 percent in 2020. Greenlight continues to be a reputable and reliable source for drug-impaired driving education in Long Beach.

## EMERGENCY MEDICAL SERVICES

### REGIONAL CRASH RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

#### *Dunsmuir Fire Department*

The Dunsmuir Fire Department along with Castella, Mount Shasta and Weed Fire Departments partnered with the OTS, for an extrication tool grant. The grant enabled the departments to purchase four sets of state-of-the-art extrication equipment that included a dedicated cutter, spreader, and ram to assist area departments with removing entrapped occupants who had suffered traumatic injuries from vehicles, involved in traffic crashes. The tools advanced capabilities allowed the departments to reduce the time of extrication, by an average of 10-12 minutes. The time reduction allowed critically injured patients to be transported to emergency room facilities for treatment of their injuries, which allows for a greater chance of survival and recovery.





# PROGRAM AREA HIGHLIGHTS

The four departments cover a large area of Interstate 5, Hwy 89 & 97, along with rural county roadways in Shasta and Siskiyou County. The local communities of Shasta and Siskiyou County along with the motoring public will greatly benefit from the new extrication tools for many years to come.

## **REGIONAL CRASH RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM**

### ***Paso Robles Department of Emergency Services***

The Paso Robles Fire & Emergency Services (PRFES) was awarded an OTS grant to purchase modern vehicle extrication equipment for two of their fire stations. The primary goals of the OTS grant award were to replace outdated extrication tools and to, ultimately, reduce extrication times for heavily entrapped victims of vehicle crashes. The PRFES has been able to accomplish these important milestones, which has resulted in faster extrication times, better patient outcomes, and fewer fatalities!

Prior to obtaining the new extrication equipment, the PRFES utilized extrication tools that were rarely capable of cutting through the ultra-high-strength materials found in modern vehicles. The previous spreaders and cutters weighed nearly 100 pounds and required two firefighters to safely move them to vehicle crash sites. The hydraulic tools and hoses were heavy and cumbersome and required significant time to properly deploy. The added weight decreased mobility and created delays in extricating victims which negatively impacted victim care.



The PRFES was able to purchase a complement of auto extrication tools for each of the fire stations. The new, fully-electric spreaders, cutters, and rams are lighter and more powerful than the previous tools, which has allowed firefighters to utilize them with greater success (and less fatigue) on modern vehicles. The new extrication equipment has allowed firefighters to reduce average extrication times from 20 minutes to 11 minutes, a 45 percent reduction. The improved extrication times has already saved lives by ensuring rapid transport to the local trauma center!

# PROGRAM AREA HIGHLIGHTS

## MOTORCYCLE SAFETY

### RIDE TO LIVE MOTORCYCLE EDUCATION GRANT

#### *Hawthorne Police Department*

Ride to Live was developed after Hawthorne Motor Officer Andrew Garton and Motor Sergeant Leonard Luna were killed in different line of duty motorcycle crashes. Their losses highlighted the inherent dangers involved with motorcycle riding. Through their tragic losses, Hawthorne Police Department was inspired to pass along riding expertise to the general riding community in an effort to save others from experiencing the loss that the Garton, Luna, and Hawthorne Police Department family had endured. Thus, Ride to Live came to fruition. Ride to Live is a “hands-on” training class for any motorcycle rider seeking to improve his/her riding skills, enhance their safety and control, and learn the techniques taught at law enforcement motor schools.

Riders learn essential motorcycle skills by performing challenging cone pattern exercises in a controlled environment. These exercises push riders to broaden their personal limits and increase their confidence. The course is taught by certified police motorcycle instructors and motor officers from the Hawthorne Police Department. The Hawthorne Police Department has partnered with Torrance Police Department, Redondo Beach Police Department, El Segundo Police Department, and the CHP. Their motor officers bring additional years of experience, and the additional cadre of instructors allows them to teach more riders in a safe, easy-going, and open environment to become better riders.



The first Ride to Live class was held in March of 2015. The OTS supported and encouraged the benefits of this course and has been funding the program since 2017. This partnership between the Hawthorne Police Department and the OTS has benefitted over 2,100 civilian riders by promoting safe riding and skills to reduce motorcycle related crashes and injuries. Ride to Live has positively impacted every rider that has gone through the program however, the overall success of Ride to Live is immeasurable.

# PROGRAM AREA HIGHLIGHTS

The 2023 grant was a success with ten free to the public motorcycle safety and



training courses conducted, training 211 people. In addition, one Hawthorne law enforcement personnel completed the Police Motor Instructor course. Hawthorne PD maintained the [www.ridetolive.com](http://www.ridetolive.com) website throughout the grant year promoting the free to the public motorcycle safety courses and safe motorcycle riding goals.

## **GET EDUCATED AND RIDE SAFE (GEARS) V**

### **California Highway Patrol**

The CHP continues to proactively promote the safety of motorcyclists on California roadways. With the help of the OTS, the Get Educated and Ride Safe (GEARS) V grant partnered with 360 Motorcycle Solutions to train CHP officers in an effort to improve their knowledge of motorcycle safety. CHP officers received specialized training on motorcycle laws, motorcycle DUI awareness, motorcycle helmets, and safety tips for motorcyclists and motorists. Through this specialized training, the GEARS V grant was able to provide 124 motorcycle and road-sharing safety presentations and educate 20,494 people. In addition to raising motorcycle safety awareness, the CHP participated in the National Highway Traffic Safety Administration Summer Mobilization and "May is Motorcycle Awareness Month." Educational and enforcement operations were held during the campaigns for motorcyclists on California roadways. The CHP strives to continue raising motorcycle safety awareness to keep motorcyclists, motorists, and roadways safe.

## **OCCUPANT PROTECTION**

### **VEHICLE OCCUPANT SAFETY PROGRAM**

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

The California Department of Public Health's (CDPH) Vehicle Occupant Safety Program (VOSP) supported CPS and occupant protection for youth, covering ages 0-16 years across California through partnerships that linked state and local policy, enforcement, and educational efforts to enhance effectiveness of local program implementation and services. In an unprecedented year of training success, VOSP supported 55 Instructors to facilitate 36 CPS certification trainings, bringing on 371 new technicians; 11 CPS recertification trainings, recertifying 80 technicians; and this in turn supported instructor recertifications.

# PROGRAM AREA HIGHLIGHTS

California is building back up from the loss of over 1,000 technicians during COVID. Of the 2,065 CPS technicians (1,925) and instructors (140), 96 are Special Needs trained including 6 Instructors (up from 3), 10 are School Bus trained, 28 are also proxies, and 489 are bi-lingual in Spanish.



To support local programs, VOSP updated bi-lingual (English/Spanish) CPS educational materials that bring a consistent message throughout the nearly 40 million people who reside in California. With funding from both CDPH and OTS, VOSP redesigned and distributed 20,000 parent brochures "California Laws- Keep Your Child Safe in the Car" for dissemination to health clinics, hospitals, pediatrician offices, family resource centers and other community-based organizations. And thanks to Sacramento County Public Health Department it was translated into nine additional languages serving California's growing and diverse populations. Included in the parent brochure is California's

"Kaitlyn's law", which designates that it is illegal to leave a child 6 years and under alone in a vehicle while the keys are in the ignition, or the vehicle is running. VOSP also supported the SHSP Occupant Protection Action Item, "Booster Seat Education and Awareness" to increase promotion of the 5-step test that encourage caregivers to have children remain in a booster seat until they fit properly in the vehicle seatbelt system. VOSP coordinated the redesign of the "Stand Up Alejandro/Sofia" scrolls to reflect best practice of the 5-Step Test, and 200 were provided to 61 local public health CPS programs, 20 Safe Kids Coalitions/Chapters, 12 CHP Divisions, and other CPS advocates.



# PROGRAM AREA HIGHLIGHTS

VOSP contracted with Impact Teen Drivers (ITD) to update their Middle School curriculum Who Can Make a Difference including the facilitator guide and educational materials that integrates California State and National standards focused on injury prevention, promoting the use of helmets and seats belts, and how to make positive healthy choices and the influence of peers on individual behaviors. The curriculum uses evidence-based approaches, strategies, and design to empower young individuals to be mindful of transportation related safety including messages on distracted driving, seat belt use, communication of safe behavior for traveling companions, speed awareness, positive community norms on safety, all with an interactive approach.

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

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

In 1999, a partnership was established between the CHP and the OTS to begin the CPS Program. During the FY 2023 grant year, 150 check-up events were held, CPS technicians conducted 5,928 inspections, and 34 educational classes were held for preschools and day care centers, affecting nearly 1,939 people. Additionally, CHP personnel conducted 9 certification, 4 renewal and 2 recertification courses which resulted in 86 CPS technicians trained, 115 recertified, and 31 technicians renewed their certification. The program was specifically designed to educate parents and caregivers about the importance of proper use of passenger restraints, including child passenger safety seats to reduce injuries and deaths of children 16 and under. Components of the program include training for CHP personnel and allied agency partners to become certified CPS Technicians. These technicians use their considerable knowledge and expertise at a variety of community-based activities, such as child safety seat checks, where parents and caregivers receive education and hands-on assistance of the use of child restraint systems and safety belts. The grant also provides replacement car seats and booster seats for people in need.





# PROGRAM AREA HIGHLIGHTS

## CHILD PASSENGER SAFETY PROGRAM

### *Los Angeles Community Investment for Families*

The area of service for Los Angeles Community Investment for Families is preventing vehicle crashes involving children. Their outreach and program activities are available to all families; however, the focus is those families who lack the financial resources or knowledge of applicable laws to prevent harm to their children and/or the financial impact of failure to follow those unknown laws. Due to this focus, they provide services to low income and immigrant families. Their service to these families is vital as most are unaware of the requirements for proper selection or installation of child safety seats, make use of secondhand seats, or cannot afford the second, third or more seats for their families.

This year the Los Angeles Community Investment for Families continued to provide community clinics to educate pregnant moms on child seat safety and provided seats to those in need at no cost by conducting bi-weekly presentations across Los Angeles at such locations as County General Hospital, Saint Johns, San Judas, NECC and Valley Presbyterian. They hosted staff training (El Nido Family Source Center), shared training with LAPD at two of their housing developments (Pueblo del Rio in South LA and Ramona Gardens in East Los Angeles) and provided orientations and child safety seats at events. These events varied in size and included the large (over 500 participants) CicLAvia open streets program and the small Immigrant Day Resource fair in a county park hosted by County

Supervisor Hilda Solis. Unique this year, they hosted a training for parent and parenting teens enrolled in their Teen Prosper Program where the child safety seat education was virtual and the seats were then distributed at their various work locations. In the last months of the grant, the Los Angeles Community Investment for Families was a partner in a coalition of government, community, and religious organizations that was created to welcome asylum seekers to the city.

Over 1,110 immigrants arrived at Union Station, mostly being children. The Los



# PROGRAM AREA HIGHLIGHTS

Angeles Community Investment for Families staff provided training this group and provided as many child safety seats as were needed by each family, which included newborn child safety seats.

All of the workshops that Los Angeles Community Investment for Families conducts are available in English and Spanish; information can also be provided in American Sign Language by a staff member. In addition, through the language access program, they can provide interpretation in additional languages. They were able this program to provide assistance with the asylum seekers who, in addition to Spanish, spoke several other languages including indigenous languages.

## **CHILD PASSENGER SAFETY PROGRAM**

### ***Ventura County Fire Department***

In the past year, the Ventura County Fire Department's CPS Program has made significant strides in bolstering child safety in the community. With a commitment to safeguarding young passengers, the program successfully organized and conducted education, outreach, and trainings on CPS. Throughout the grant year, they executed three child safety seat checkup events, provided weekly car seat education appointments at two locations in the county, held online and in person trainings to caregivers and professionals transporting children. Additionally, the program conducted a NHTSA CPS technician certification course, resulting in the training of eight new CPS Technicians. This enhanced their capacity to educate and assist the community. Noteworthy achievements include the distribution of 119 car seats to qualifying families, coupled with comprehensive child safety seat education. Embracing technological advancement and meeting participants where they were, the program facilitated successful virtual education classes and online training classes, offering accessible resources to those unable to attend in person. The collaboration with Safe Kids Ventura County, led by Ventura County Public Health, has been instrumental in consolidating resources to effectively address the safety needs of the community. This partnership resulted in being one of the few agencies remaining in their county that provides CPS education and distribution of car seats. Ventura County Fire Department's commitment to CPS led them to invest in a dedicated office housed in a Connex box, serving as a permanent and reliable resource for CPS services. This investment ensures continued support for the community's CPS needs.

# PROGRAM AREA HIGHLIGHTS

## AGING ROAD USERS

### KEEPING EVERYONE SAFE (KEYS) XIV

#### *California Highway Patrol*

The U.S. population age 65 and over grew nearly five times faster than the total population between the years 1920 to 2020 according to the 2020 Census. Therefore, there is a need to educate the older driving population about traffic safety as it relates to their health, physical and mental abilities, traffic laws, and self-awareness as they age.

The CHP Office of Community Outreach, Marketing and Recruitment (COMR) successfully conducted a statewide education and awareness campaign that addressed the inherent issues senior drivers age 65 and older face as they age. It aimed to enhance the safety of older individuals on the road by offering educational resources and support specific to their needs. CHP officers played a crucial role in disseminating the KEYS program throughout the state. During the FY 2023 grant year, a total of 306 traffic safety presentations were conducted reaching 8,686 people. During that same fiscal year, 84 traffic safety community awareness presentations were conducted reaching 18,428 people. Officers strategically planned and conducted class presentations, educational booths, radio interviews, and utilized social media platforms to expand and implement the KEYS program. These efforts proved to be successful in expanding the program. The program was very well received by senior drivers and provided a basis for continued outreach activities for the senior community.

The CHP remains steadfast in reaching out to this part of the community in an effort to keep everyone safe.



# PROGRAM AREA HIGHLIGHTS

## **PEDESTRIAN AND BICYCLE SAFETY COMPLETE STREET SAFETY ASSESSMENT**

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

UC Berkeley SafeTREC conducted 16 Complete Streets Safety Assessments (CSSA), comprehensive transportation safety assessments with an emphasis on pedestrian and bicyclist safety. CSSAs were conducted in 11 communities and five regions in 13 counties across the state to prioritize the safe travel of people. Importantly, the CSSA worked with six smaller rural communities with populations below 25,000, communities often overlooked in transportation policy, planning, and allocation of resources. All assessments included an analysis of crash data; a pre-visit conference call; a benchmarking analysis of the local agency's current policies, programs, and practices; a field visit; and a comprehensive report with detailed project recommendations in alignment with the Safe System approach.

SafeTREC also identified the need to provide former CSSA sites with continued support and technical assistance. In response, SafeTREC convened a two-part peer exchange to provide a platform for participating agencies and communities to discuss progress made on implementing the safety improvements suggested in their CSSA reports and to share best practices, real world examples, and lessons learned.



## **PEDESTRIAN AND BICYCLIST SAFETY PROGRAM**

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

The Southern California Association of Governments (SCAG) implemented four community engagement strategies in 2023 to support pedestrian and bicyclist safety in Southern California. Overall, these strategies engaged more than 400,000 people in 75 jurisdictions across the six county-region.

- Through the Go Human Community Hubs Grant Program, SCAG distributed more than \$360,000 to 11 community-based organizations



# PROGRAM AREA HIGHLIGHTS

engagement projects. Hubs grants projects reached over 200,000 people through strategies like bike repair workshops and youth-led walk audits and distributed over 2,400 safety materials, including helmets, bike lights and digital bike bells. Since 2018, the Go Human Community Hubs Grant Program has distributed more than \$1.2 million across five funding rounds to traffic safety projects.



- SCAG implemented a Safety Storytelling Campaign, which provided resources for partners to tell stories about the impacts of traffic violence and their work to make change. Storytelling efforts resulted in six oral histories, captured through video, that spotlight organizations in the region leading traffic safety efforts, eight traffic safety training opportunities crafted by community experts and 11 new jurisdictions committing to traffic safety through SCAG's Traffic Safety Pledge.
- The Go Human Advertisement Campaign put a face on traffic safety, using human-centered imagery to target driver speeds and create safer conditions for people walking and biking. SCAG distributed more than 7,000 safety messaging materials to more than 25 schools, cities, community organizations and regional agencies, including customized messaging to reflect unique community needs.
- Finally, through its Kit of Parts lending library, Go Human loaned materials to local jurisdictions to temporarily demonstrate improved safety and complete street designs, such as parklets, artistic crosswalks and



protected bike lanes. SCAG deployed the Kit of Parts for 17 temporary demonstrations in FY 2023, including three demonstrations supported by a statewide pilot partnership program with Caltrans and five demonstrations supported by robust technical assistance from Go Human. In total, these demonstrations directly engaged over 8,000 people.

In FY 2023, the Go Human program was recognized with seven awards from local sections and the state chapter of the American Planning Association.



# PROGRAM AREA HIGHLIGHTS

## PEDESTRIAN AND BICYCLE SAFETY PROGRAM

### *San Mateo County Office of Education*

During the 2022-2023 school year, the San Mateo County Office of Education Safe Routes to School program's School Travel Fellowship created an opportunity for five cities and their identified schools to develop and implement a plan or project to support safe and active student travel. City/school teams included a city planner or traffic engineer and a representative from the identified school. Some teams also included an elected official, a community-based organization or business near the identified school, and other pertinent stakeholders. Teams received technical assistance from Alta Planning + Design and Safe Routes to School, workshops on various topics as well as non-permanent quick build materials for pop-ups and demonstration projects. The 2022-2023 School Travel Fellowship teams included East Palo Alto, Menlo Park, Millbrae, Redwood City, and South San Francisco. By May 2023, all teams had project plans in place and some teams had already implemented pop-up demonstrations or other project initiatives including: temporary curb extensions at two schools in Millbrae and one school in South San Francisco, school and community engagement in Menlo Park, crosswalk demonstration in Redwood City and a temporary roundabout in East Palo Alto that the city is installing permanently.



The School Travel Fellowship helped cities and schools develop a relationship that will serve both entities well into the future. The projects they worked on gave city staff valuable information on what works, as evidenced by the East Palo Alto project. Improving active travel for students and their families benefited the entire community!



# PROGRAM AREA HIGHLIGHTS

## PEDESTRIAN AND BICYCLE SAFETY PROGRAM

### *Long Beach Department of Health and Human Services*

The Walk and Roll Long Beach (WRLB) program is leading city-wide efforts to reduce bicycle and pedestrian related fatalities and serious injuries – goals outlined in the City of Long Beach's (CLB) Safe Streets Action Plan. Guided by Vision Zero, the CLB's Safe Streets Action Plan was adopted with the understanding that no loss of life due to traffic crashes is acceptable.

The Youth Ambassador Program, a 4-session series of interactive train-the-trainer style lessons, is one example of how WRLB led these efforts in FY 2023. Working in collaboration with the Parks and Recreation Department and Springdale Housing, the program was offered at two sites over the summer months reaching youth in vulnerable neighborhoods. As part of the 4-series training, WRLB Health Educators introduced fun and engaging ways to teach the youth about pedestrian safety, bicycle safety, rules of the road, and steps to properly fit a helmet. A total of 24 youth completed the entire series receiving certificates and recognition for becoming Walk and Roll Long Beach Youth Ambassadors!



Another example, one that also highlights how they've coordinated and collaborated with other OTS funded programs to expand their reach and impact, was the 2023 Safe Streets Awareness Week. This awareness week focused on promoting safe driver, pedestrian, and bicyclist behavior in high-crash communities. WRLB partnered with neighborhood associations and local business owners to increase safe streets awareness at the neighborhood level.

Collectively, the efforts are advancing the CLB's Safe Streets (Vision Zero) objectives to reduce preventable injuries and achieve safe streets for all who live, work, play, and stay in Long Beach!

# PROGRAM AREA HIGHLIGHTS

## PEDESTRIAN AND BICYCLE SAFETY PROGRAM

### *Stanislaus County Health Services Agency*

The Stanislaus County Health Services Agency (HSA) promoted and engaged youth on the importance of bike and pedestrian safety through community partnerships and direct education. To increase access to communities that otherwise may not have access to bike safety education, rodeos and



workshops; the HSA used a cargo trailer to store and then transport a fleet of bikes, helmets and equipment to underserved neighborhoods. This trailer helped deliver the program in a more equitable manner allowing all to participate, including those too far to cycle to the event, and those without a vehicle large enough to transport a bike to the event. Eight workshops and four bike rodeos were conducted, serving a total of 1,603 participants. Both programs gave participants the hands-on experience of bike safety training on a course. Bike workshops were followed by a community ride to practice skills taught in the workshop. These activities were conducted in collaboration with community partners, League Certified Instructor- Susan Dion and the Tuolumne River Trust. Other highlights included helmet use education and fittings, and the overall involvement at community events. HSA distributed 491 helmets to youth at workshops, rodeos, and community events. HSA impacted a total of 4,515 community members on bike and pedestrian safety education in the 22-23 grant year.

# PROGRAM AREA HIGHLIGHTS

## POLICE TRAFFIC SERVICES

### SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANTS

The OTS awarded 188 STEP grants in FY 2023. Law enforcement agencies throughout the state conducted enforcement activities that coincided with NHTSA mobilizations and campaigns. The STEP activities focused on traffic enforcement, training, and education. Traffic enforcement activities included High Visibility Enforcement (HVE) conducting DUI/ Driver's License checkpoints and DUI saturation patrols, along with operations focusing on distracted driving, nighttime Click-It-or-Ticket, motorcycle safety, and pedestrian and bicycle safety. In addition some law enforcement agencies worked collaboratively to conduct 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. Education activities included presentations to communities, organizations, and schools. Media efforts focusing on the awareness of the STEP activities were coordinated both regionally and locally.

### EI PROTECTOR - SPANISH TRAFFIC EDUCATION PROGRAM (STEP) II

#### *California Highway Patrol*



In 1987, the CHP created the El Protector program - Spanish Traffic Education Program. It was developed to bring traffic safety education to the Spanish speaking population. Officers involved in the program are bilingual public information officers and serve as resources for the Hispanic community. The officers disseminated traffic safety information through Spanish media stations, television, radio, and social media platforms, conducted traffic safety presentations and participated in community and Hispanic cultural events.

Despite California being home to the nation's largest Hispanic/Latino population, 39 percent, the CHP steadfastly strives to improve traffic safety education to the Spanish speaking residents of California in order to reduce traffic crashes, specifically impaired driving related crashes and unsafe/distracted driving related crashes, to create safer roadways.



# PROGRAM AREA HIGHLIGHTS

The number of fatal traffic crashes involving Hispanic drivers, within statewide CHP jurisdiction and allied agencies has increased from the FY 2020 baseline total of 947 to 1,245. The number of injury traffic crashes involving Hispanic drivers, within statewide CHP jurisdiction and allied agencies has increased from the FY 2020 baseline total of 30,051 to 38,740. The number of victims killed involving Hispanic drivers, within statewide CHP jurisdiction and allied agencies has increased from the FY 2020 baseline total of 1,053 to 1,400. The number of victims injured involving Hispanic drivers, within statewide CHP jurisdiction and allied agencies has increased from the FY 2020 baseline total of 52,976 to 58,695.



The El Protector program had a successful year providing education to the Spanish speaking residents of California as well as the Hispanic communities. A total of 629 traffic safety presentations at appropriate venues were held by CHP personnel, impacting 14,457,822 people. Interviews were conducted by Public Information Officers with Telemundo, La Kaliente (Redwood City), Telemundo (Sacramento and San Diego), Arriba En La Manana (Southern), Televisa San Angel (Mexico City), Fox 5, multiple radio stations: Unika Mexicana 100.3 FM (Fresno), El Buen Samaritano 102.3 FM (Visalia), Radio Lazer 100.5 FM (Tulare), La Fiera 100.9 FM (Bakersfield), Que Buena 105.7 FM (Bakersfield), La Redencion 103.3 FM (Bakersfield), La Ley 94.5 FM (Porterville), La Bonita 101.3 FM (Porterville), El Gallito 1010 AM (Bakersfield), La Nueva 102.1 FM (Shafter), and Univision, multiple locations, promoting the El Protector program. The CHP also partnered with Sacramento Republic Football Club and San Diego Loyal Soccer Club to host an information booth to promote a wide range of traffic safety topics. Two



paid social media posts were produced reaching a total of 405,087 people and a receiving a total of 686,617 impressions.

Branded Pop-Up tents, banners, reflective slap bands, red and white bike lights, white reflective carabiner lights and tablecloths were purchased and distributed to CHP Divisions throughout the state to benefit CHP personnel at community events.



# PROGRAM AREA HIGHLIGHTS

## **NATIVE-TRIBAL TRAFFIC EDUCATION PROGRAM (TTEP)**

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

The CHP Native-TTEP grant is a proactive program designed to bring traffic safety education to the Native American population with initial efforts focused in CHP Northern, Valley, and Golden Gate Divisions which included 21 of 34 Counties, and 58 of the 109 Federally recognized tribes in California. It also included several other tribal organizations and non-Federally recognized tribes.

The CHP officers and non-uniformed personnel involved in the program served as resources to Native American communities and tribes. They disseminated traffic safety information, conducted traffic safety presentations at appropriate venues, and participated in community outreach and tribal cultural events. A total of 95 traffic safety presentations were conducted during the grant cycle. In addition, several initial meetings were also accomplished with Tribes and other tribal organizations to discuss the CHP Native TTEP grant and the many different traffic safety education programs and outreach opportunities available to them.

Grant curriculum covered a wide range of traffic safety topics that benefited California's motoring public and educated drivers, pedestrians, and bicyclists to reduce the number of injury and fatal crashes involving all users of roads on and



near tribal lands in California. The grant also improved service, public trust, and relationships with Tribes and Native Americans to make tribal communities safer and save lives.

The feedback received from Native Americans and Tribes was overwhelmingly positive throughout the grant cycle. The CHP personnel involved in the program also learned about Native American history and culture and were positively impacted by their tribal outreach efforts. The CHP is excited to continue building on the progress made through this grant, as outreach and traffic safety education



# PROGRAM AREA HIGHLIGHTS

programs for Native Americans in California continues to be a high priority moving forward.

California has the highest population of Native American/Alaska Native population in the country. Throughout the state, tribes hold nearly 100 separate reservations or rancherias in very diverse geographical locations ranging from extremely rural to urban settings.

## **SPEED PREVENTION EDUCATION AND ENFORCEMENT DETERRENCE (SPEED)**

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

The CHP implemented a 12-month statewide traffic safety campaign focused on speed-caused crashes; including PCF with elements of “aggressive driving” such as unsafe turns, driving on the wrong side of the road, following too closely, unsafe passing, unsafe lane changing, and speed.



The CHP conducted 93 speed traffic safety presentations, impacting over 16,973 people; deployed speed radar trailers 229 times; conducted 117 speed enforcement operations in conjunction with speed radar trailers; conducted 187 traffic operations focused on speed, aggressive driving, and other PCFs. The CHP speed and aggressive driving enforcement operations resulted in 4,263 enforcement stops and 3,724 citations issued.

## **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, over 300 CHP and allied agency personnel were trained to identify modified vehicles and enforce their illegal use and unsafe operation. Additionally, to help combat the increased activity, the CHP conducted 134 traffic safety presentations, impacting over 20,298 people; conducted 169 specialized enforcement operations focused on street racing and sideshow activities and other PCF violations. The specialized enforcement operations resulted in 3,070 enforcement stops, 2,081 citations issued, and 67 arrests. The CHP posted a PSA video focused on street racing and sideshows reaching over 135,000 people. The PSA video was posted on most CHP social media platforms (i.e., Facebook, Instagram).

# PROGRAM AREA HIGHLIGHTS

## **TRAFFIC RECORDS/ROADWAY SAFETY**

### **TRAFFIC RECORDS IMPROVEMENT PROJECTS**

The OTS awarded 11 Traffic Records Improvement Project (TRIP) grants to local law enforcement agencies in FY 2023. These grants provide funding to upgrade their current electronic records management system to allow for the electronic transmission of crash records to the CHP's SWITRS database. They also provided funds to allow agencies to upgrade their systems to an electronic crash database and/or electronic citation database which would enable them to transmit other electronic data to their local court systems or their RMS, while allowing transportation agencies to have the most current data available to make evidence-based decisions for traffic safety efforts.

## **STATEWIDE COLLISION DATA ANALYSIS, RESEARCH STUDIES AND RANKING PROGRAM**

### ***California State Polytechnic University, Pomona***

Cal Poly Statewide Collision Data Analysis, Research Studies and Ranking Program, a partnership that was established between the CHP and the OTS in 2011, aimed to enhance the traffic safety ranking performance in CA. In 2023, the program continued its success by performing the OTS rankings based on 13 types of crashes for 58 counties and 540 incorporated cities that are divided into 7 groups per population. To address the shortcomings associated with the typical ranking methods, the program employed the more sophisticated Empirical Bayes (EB) method, which is recommended by the Highway Safety Manual (AASHTO). In addition, in coordination with Caltrans, the program also conducted crash data trend analysis and developed targets for 14 safety measures including C1-C11, B1, DD and DID. All these traffic safety targets were referenced by various MPOs for their pertinent policy development. Moreover, the program also finished several research studies that are related with traffic crashes or their associated factors, which are entitled: 1) Unpacking the Impact of Resampling Strategies on Imbalanced Restraint System Use Data in Crashes. 2) Exploring COVID-19 Policy Impacts on Traffic Flow and Speed: An Intra- and Post-Pandemic Analysis. 3) Enhancing Daily Crash Count Prediction using Deep Learning: Window Size Selection and Seasonality Predictor Integration. Two of the studies have been selected to present at TRB Annual Conference 2024.

Finally, the program aimed to educate students regarding traffic safety by through class-teaching and workshops both inside and outside of classrooms. Such activities significantly raised the awareness of safety among the students and helped develop transportation safety professionals.



# PROGRAM AREA HIGHLIGHTS

## **INJURY MAPPING SYSTEM (TIMS): IMPROVE DATA QUALITY & ACCESSIBILITY**

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

UC Berkeley SafeTREC expanded the capabilities of its Transportation Injury Mapping System (TIMS - <https://tims.berkeley.edu/>), a valuable resource for crash data and mapping tools that supported local and statewide traffic safety efforts and contributed to Traffic Records goals in California.

The enhancements included several key components. The geocoding system was upgraded by implementing the latest available technologies, resulting in enhanced total rate of geocoding and improving its accuracy. Non-final SWITRS data were geocoded quarterly to keep the platform up to date with the most recent crash data.

A Spanish version of two main query tools were introduced, making the platform accessible to Spanish-speaking users, thus broadening the reach and usefulness. Site administration and maintenance efforts continued to enhance data quality and the overall accessibility and user experience of the TIMS website.

## **STREET STORY: COMMUNITY-LEVEL DATA COLLECTION AND ENGAGEMENT**

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

Street Story (<https://streetstory.berkeley.edu/>) is an online crowdsourcing platform that allows agencies and organizations to collect qualitative data about crashes, near-misses, hazardous locations, and safe places to travel within the state of California. Anyone over the age of 13 can submit a report, and the tool is available for use in English and Spanish. The Street Story platform provides valuable insights on road users' perceptions, experiences, and suggestions for safety improvements. This year reporting features were enhanced, new relationships with community agencies and organizations across the state were built, and the availability of the tool to Spanish-speaking communities was increased.

This included introducing Street Story to residents in Exeter where more than 200 reports were collected at Back-to-School night events over a three-week period. This was a collaborative effort between Caltrans District 6, the district Superintendent, and planners from the Tulare Council of Governments to gather data from the community to better understand their safety concerns, and to help inform a safety feasibility study and future funding applications.



# PROGRAM AREA HIGHLIGHTS

The webinar “Using Street Story in Spanish Speaking Communities” was facilitated in Spanish with English translation and participants learned how to enter data on Street Story, the features of the tool, and how Street Story data can be used to support transportation safety advocacy, community engagement, and planning efforts.

## **EXPAND THE DRIVER LICENSE APPLICATION MANAGEMENT INFORMATION SYSTEM**

### ***California Department of Motor Vehicles – Research & Development***

The DMV has developed the first in an anticipated annual series of reports (and associated dashboards) that comprehensively describes, using individual-level data, the process of applying for a driver license. This new report is expected to have substantial value for informing planning and policy decisions, including allowing for evaluation and traffic safety-related studies that wouldn't otherwise be feasible. The range of operational and evaluation studies now made feasible includes (but is not limited to) identifying patterns associated with speedy versus lengthy applications, the implications of individuals' performance on the various screening tests associated with original licensure, patterns associated with age at original licensure, patterns associated with re-licensure subsequent to some type of departmental action, and patterns associated with giving up the driving privilege voluntarily. Importantly, tracking individuals' license applications also facilitates matching to additional information (not part of the driver record) that can be used to inform policy or operational considerations that seek to take account of, for instance, individual or community characteristics associated with measures of diversity, equity, and inclusion.



California Annual Report 2023

# APPENDICES



**THE GO SAFELY**  
**MOVEMENT**

# APPENDIX A – EXPENDITURE REPORT

## PROGRAM COST SUMMARY AND LIST OF PROJECTS

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
AL23001	Butte County Probation Department	164AL	\$155,000.00	\$147,617.02
AL23002	California Department of Alcoholic Beverage Control	164AL	\$723,651.00	\$625,641.24
AL23003	California Department of Alcoholic Beverage Control	164AL	\$3,271,734.00	\$2,839,810.56
AL23004	California Highway Patrol	164AL	\$400,000.00	\$392,262.36
AL23005	California Highway Patrol	164AL	\$5,900,000.00	\$5,655,825.29
AL23006	California Highway Patrol	164AL	\$300,000.00	\$282,717.75
AL23007	California Highway Patrol	164AL	\$2,600,000.00	\$1,309,460.91
AL23008	Fresno County Probation Department	164AL	\$331,889.00	\$304,189.21
AL23009	San Mateo County Superior Court	164AL	\$450,000.00	\$431,022.17
AL23010	Santa Barbara County Probation Department	164AL	\$178,000.00	\$167,122.47
AL23011	Santa Cruz County Health Services Agency	164AL	\$255,000.00	\$184,113.69
AL23012	Contra Costa County Probation Department	164AL	\$398,845.00	\$362,282.53
AL23013	Kern County Probation Department	164AL	\$163,835.00	\$156,406.56
AL23014	Los Angeles County Probation Department	164AL	\$378,462.00	\$349,963.26
AL23015	Marin County Probation Department	164AL	\$175,458.00	\$165,961.52
AL23016	Placer County Probation Department	164AL	\$158,000.00	\$132,286.59
AL23017	Sacramento County Probation Department	164AL	\$560,000.00	\$545,339.82
AL23018	San Bernardino County Probation Department	164AL	\$620,000.00	\$485,770.63
AL23019	San Diego County Probation Department	164AL	\$450,000.00	\$446,841.96
AL23021	Solano County Probation Department	164AL	\$292,506.00	\$285,425.28
AL23022	Sonoma County Probation	164AL	\$220,000.00	\$172,769.78
AL23023	Superior Court of California, County of Fresno	164AL	\$600,000.00	\$461,250.10
AL23024	Tulare County Office of Education	164AL	\$270,000.00	\$206,237.06
AL23025	Tulare County Probation Department	164AL	\$121,000.00	\$102,862.51
		<b>Subtotal</b>	<b>\$18,973,380.00</b>	<b>\$16,213,180.27</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DD23001	California Highway Patrol	402DD	\$325,000.00	\$293,678.60
DD23002	California Highway Patrol	402DD	\$875,000.00	\$848,258.58
DD23003	Long Beach Department of Health and Human Services	402DD	\$190,000.00	\$144,593.32
DD23004	Los Angeles County Public Health Department	402DD	\$170,000.00	\$91,329.57
DD23005	Riverside County Public Health Department	402DD	\$230,000.00	\$86,635.14
DD23006	San Luis Obispo County Behavioral Health Department	402DD	\$100,820.00	\$99,531.22
		<b>Subtotal</b>	<b>\$1,890,820.00</b>	<b>\$1,564,026.43</b>

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DI23001	California Highway Patrol	164AL	\$2,500,000.00	\$1,135,573.41
DI23002	Fresno County District Attorney's Office	405d AL	\$500,000.00	\$454,795.77
DI23003	Monterey County District Attorney's Office	405d AL	\$602,500.00	\$446,573.42
DI23004	Orange County District Attorney's Office	405d AL	\$1,329,655.00	\$961,265.11
DI23005	Orange County District Attorney's Office	164AL	\$1,523,624.00	\$838,217.48
DI23006	Orange County Sheriff's Department	405d AL	\$164,700.00	\$111,744.29
DI23007	Santa Clara County District Attorney's Crime Laboratory	405d AL	\$449,800.00	\$165,993.00
DI23008	Contra Costa County Sheriff's Department	405d AL	\$237,500.00	\$96,507.14
DI23009	El Dorado County District Attorney's Office	405d AL	\$356,112.00	\$353,952.54
DI23010	Kern County District Attorney's Office	405d AL	\$585,000.00	\$577,253.74
DI23011	Long Beach Department of Health and Human Services	405d AL	\$250,000.00	\$179,047.14
DI23012	Los Angeles City Attorney's Office	405d AL	\$969,369.00	\$958,445.21
DI23013	Los Angeles County District Attorney's Office	164AL	\$1,584,520.00	\$1,516,809.29
DI23014	Madera County District Attorney's Office	405d AL	\$205,200.00	\$202,869.00
DI23015	Marin County District Attorney's Office	405d AL	\$465,000.00	\$438,546.28
DI23016	Riverside County District Attorney's Office	405d AL	\$659,000.00	\$631,483.31
DI23017	Riverside County Public Health Department	402PT	\$107,500.00	\$69,849.05
DI23018	Sacramento County District Attorney's Office	164AL	\$268,160.00	\$257,090.62
DI23019	San Bernardino County District Attorney's Office	405d AL	\$891,577.00	\$762,153.45
DI23020	San Diego City Attorney's Office	405d AL	\$270,000.00	\$259,226.66
DI23021	San Diego County District Attorney's Office	405d AL	\$733,650.00	\$718,739.42
DI23022	San Diego County Sheriff's Crime Lab	405d AL	\$991,000.00	\$759,046.76
DI23023	Solano County District Attorney's Office	405d AL	\$363,000.00	\$278,840.13
DI23024	Sonoma County District Attorney's Office	405d AL	\$464,132.00	\$463,585.04
DI23025	Tulare County District Attorney's Office	405d AL	\$179,400.00	\$178,436.53
DI23026	University of California, Irvine	405d AL	\$250,000.00	\$175,661.06
DI23027	Ventura County District Attorney's Office	405d AL	\$427,117.00	\$423,176.35
DI23028	Yolo County District Attorney's Office	405d AL	\$198,121.00	\$188,211.15
DI23029	UC Davis Health	405d AL	\$113,692.00	\$43,828.34
		<b>Subtotal</b>	<b>\$17,639,329.00</b>	<b>\$13,646,920.69</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
EM23001	Calimesa Fire Department	402EM	\$41,703.00	\$41,703.00
EM23002	Foresthill Fire Protection District	402EM	\$50,000.00	\$50,000.00
EM23003	Graton Fire Protection District	402EM	\$100,000.00	\$100,000.00
EM23005	Deer Springs Fire Protection District	402EM	\$99,920.00	\$99,633.96
EM23006	Dunsmuir Fire Department	402EM	\$150,000.00	\$149,997.70
EM23007	Ebbetts Pass Fire District	402EM	\$72,000.00	\$67,779.86
EM23008	Madera County Fire Department	402EM	\$42,510.00	\$42,510.00
EM23009	Merced County Fire Department	402EM	\$91,262.00	\$91,262.00
EM23010	Paso Robles Department of Emergency Services	402EM	\$117,000.00	\$116,800.36
EM23011	Pismo Beach Fire Department	402EM	\$46,000.00	\$46,000.00
EM23012	Tehama County Fire Department	402EM	\$39,419.00	\$37,541.58
EM23013	Templeton Fire and Emergency Services	402EM	\$20,000.00	\$19,987.06
EM23014	Tuolumne County Fire Department	402EM	\$82,949.00	\$81,601.37
EM23015	Turlock Rural Fire Protection District	402EM	\$167,255.00	\$164,492.37
EM23016	Vista City Manager Office	402EM	\$28,850.00	\$23,291.62
EM23017	Wilton Fire Protection District	402EM	\$25,785.00	\$25,730.23
		<b>Subtotal</b>	<b>\$1,174,653.00</b>	<b>\$1,158,331.11</b>

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
MC23001	California Highway Patrol	402 MC	\$400,000.00	\$343,562.38
MC23001	California Highway Patrol	405f MC	\$300,000.00	\$186,152.23
MC23002	Hawthorne Police Department	405f MC	\$120,000.00	\$102,732.24
MC23003	Ontario Police Department	405f MC	\$28,000.00	\$16,650.61
MC23004	Anaheim Police Department	405f MC	\$67,000.00	\$42,761.98
MC23005	Coronado Police Department	405f MC	\$65,000.00	\$34,571.22
MC23006	Rialto Police Department	405f MC	\$31,000.00	\$17,130.85
MC23007	San Francisco Municipal Transportation Agency	405f MC	\$60,000.00	\$49,452.28
MC23008	Upland Police Department	405f MC	\$25,000.00	\$10,594.67
		<b>Subtotal</b>	<b>\$1,096,000.00</b>	<b>\$803,608.46</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
OP23001	Butte County Public Health Department	405b OP	\$192,750.00	\$181,292.32
OP23002	California Department of Public Health	405b OP	\$620,000.00	\$554,561.32
OP23003	California Highway Patrol	405b OP	\$800,000.00	\$656,446.01
OP23004	California Highway Patrol	402OP	\$200,000.00	\$191,105.29
OP23005	California State University, Fresno	405b OP	\$280,631.00	\$239,467.62
OP23006	Community Action Partnership	405b OP	\$250,000.00	\$249,872.00
OP23007	Santa Cruz County Health Services Agency	405b OP	\$68,934.00	\$60,651.13
OP23008	Anaheim Police Department	405b OP	\$91,875.00	\$68,445.72
OP23010	Huntington Beach Police Department	405b OP	\$52,353.00	\$36,902.94
OP23011	Irvine Police Department	405b OP	\$26,625.00	\$18,110.24
OP23012	Los Angeles Community Investment for Families	405b OP	\$155,500.00	\$133,463.13
OP23013	Los Angeles County Public Health Department	405b OP	\$241,500.00	\$150,476.66
OP23014	Merced Police Department	405b OP	\$25,000.00	\$4,151.94
OP23015	Riverside County Public Health Department	405b OP	\$235,000.00	\$198,528.46
OP23016	Sacramento County Department of Health Services	405b OP	\$71,500.00	\$70,090.71
OP23017	San Joaquin County Public Health Services	405b OP	\$94,906.00	\$65,594.25
OP23018	San Luis Obispo Public Health Department	405b OP	\$101,915.00	\$96,955.56
OP23019	Solano County Health and Social Services	405b OP	\$125,000.00	\$111,073.13
OP23020	Stanislaus County Health Services Agency	405b OP	\$119,000.00	\$97,623.35
OP23021	Sutter County Children & Families Commission	405b OP	\$97,750.00	\$95,769.41
OP23022	Torrance Fire Department	405b OP	\$128,703.00	\$74,136.95
OP23023	Trinity County Public Health Branch	405b OP	\$53,094.00	\$32,074.41
OP23024	University of California Irvine Police Department	405b OP	\$90,000.00	\$0.00
OP23025	Ventura County Fire Department	405b OP	\$74,210.00	\$72,716.99
OP23026	Yolo County Health and Human Services Agency	405b OP	\$226,000.00	\$172,567.83
OP23027	Yuba County Health and Human Services Department	405b OP	\$85,500.00	\$57,180.38
		<b>Subtotal</b>	<b>\$4,507,746.00</b>	<b>\$3,689,257.75</b>



# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PA23001	Office of Traffic Safety	402MC	\$68,354.00	\$35,900.55
PA23001	Office of Traffic Safety	402PT	\$1,462,227.00	\$895,316.06
PA23001	Office of Traffic Safety	402TR	\$443,258.00	\$362,389.87
PA23001	Office of Traffic Safety	402OP	\$288,827.00	\$202,441.75
PA23001	Office of Traffic Safety	402PA	\$2,004,941.00	\$978,511.54
PA23001	Office of Traffic Safety	402DD	\$124,644.00	\$52,774.55
PA23001	Office of Traffic Safety	402EM	\$81,086.00	\$41,692.43
PA23001	Office of Traffic Safety	402AL	\$607,810.00	\$203,580.92
PA23001	Office of Traffic Safety	402PS	\$516,001.00	\$336,099.16
PA23001	Office of Traffic Safety	164AL	\$3,295,706.00	\$1,776,290.05
PA23001	Office of Traffic Safety	405c TR	\$11.00	\$10.99
PA23001	Office of Traffic Safety	1906	\$12,465.00	\$8,741.13
		<b>Subtotal</b>	<b>\$8,905,330.00</b>	<b>\$4,893,749.00</b>

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PR23001	Office of Traffic Safety	402PT	\$4,825,919.00	\$3,393,455.66
PR23001	Office of Traffic Safety	164AL	\$4,004,563.00	\$3,744,772.29
		<b>Subtotal</b>	<b>\$8,830,482.00</b>	<b>\$7,138,227.95</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PS23001	Butte County Public Health Department	402PS	\$97,684.00	\$78,530.16
PS23002	California Highway Patrol	405h PS	\$1,250,000.00	\$910,851.06
PS23003	Community Action Partnership	402PS	\$125,000.00	\$125,000.00
PS23004	Fresno (PARCS)	402PS	\$125,000.00	\$100,845.33
PS23005	Modesto Police Department	402PS	\$42,500.00	\$10,600.39
PS23006	Monterey Park Police Department	402PS	\$25,000.00	\$16,997.58
PS23007	Santa Ana Public Works Agency	402PS	\$156,000.00	\$155,993.00
PS23008	Santa Clara Public Works Department	402PS	\$25,000.00	\$24,994.99
PS23009	Santa Cruz County Health Services Agency	402PS	\$220,000.00	\$186,950.10
PS23010	Anaheim Police Department	402PS	\$52,500.00	\$3,672.06
PS23011	Bakersfield Police Department	402PS	\$33,000.00	\$5,532.43
PS23012	Elk Grove Public Works	402PS	\$100,000.00	\$90,777.45
PS23013	Escondido Police Department	402PS	\$25,000.00	\$12,186.91
PS23014	Huntington Beach Police Department	402PS	\$44,035.00	\$33,882.44
PS23015	Long Beach Department of Health and Human Services	402PS	\$308,094.00	\$276,919.26
PS23016	Los Angeles Community Investment for Families	402PS	\$225,437.00	\$172,564.49
PS23017	Los Angeles County Public Health Department	402PS	\$150,000.00	\$148,160.00
PS23018	Merced Police Department	402PS	\$40,000.00	\$12,836.83
PS23019	Pasadena Police Department	402PS	\$36,514.00	\$19,832.65
PS23020	Pasadena Transportation Department	405c TR	\$100,000.00	\$96,733.35
PS23020	Pasadena Transportation Department	402PS	\$87,000.00	\$76,466.76
PS23021	Pomona Police Department	402PS	\$47,304.00	\$28,815.48
PS23022	Rancho Cordova Public Works Department	402PS	\$36,900.00	\$36,713.03
PS23023	Redondo Beach Police Department	402PS	\$40,000.00	\$2,951.00
PS23024	Riverside County Public Health Department	402PS	\$204,000.00	\$176,776.09
PS23025	Sacramento County Office of Education	402PS	\$190,000.00	\$166,869.42
PS23026	Salinas Police Department	402PS	\$110,233.00	\$107,521.43
PS23027	San Buenaventura Public Works Department	402PS	\$52,588.00	\$38,623.51
PS23028	San Diego Police Department	402PS	\$240,000.00	\$216,500.00
PS23029	San Gabriel Police Department	402PS	\$25,000.00	\$8,589.62
PS23030	San Jose Department of Transportation	402PS	\$120,000.00	\$101,477.04
PS23031	San Luis Obispo Public Health Department	402PS	\$190,853.00	\$180,306.93
PS23032	San Mateo County Office of Education	402PS	\$260,576.00	\$219,240.97
PS23033	Southern California Association of Governments	402PS	\$1,188,005.00	\$1,082,288.34
PS23034	Stanislaus County Health Services Agency	402PS	\$126,000.00	\$104,661.50
PS23035	University of California, Berkeley - SafeTREC	402PS	\$555,500.00	\$516,956.34
PS23036	University of California, Berkeley - SafeTREC	402PS	\$1,592,000.00	\$1,341,437.52
PS23037	University of California, Davis Police Department	402PS	\$71,250.00	\$43,959.52
PS23038	Watsonville Police Department	402PS	\$43,895.00	\$41,162.25
PS23039	Yuba County Health and Human Services Department	402PS	\$62,120.00	\$28,729.60
PS23040	University of California, Berkeley - SafeTREC	402PS	\$260,000.00	\$226,323.20
		<b>Subtotal</b>	<b>\$8,683,988.00</b>	<b>\$7,230,230.03</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT23002	California Department of Motor Vehicles - Research & Development	402PT	\$156,000.00	\$74,164.78
PT23003	California Highway Patrol	402PT	\$550,000.00	\$505,532.54
PT23004	California Highway Patrol	405d AL-23 Flex	\$1,500,000.00	\$1,177,867.91
PT23005	California Highway Patrol	402PT	\$425,000.00	\$387,674.50
PT23006	California Highway Patrol	402PT	\$350,000.00	\$333,919.19
PT23007	California Highway Patrol	402PT	\$125,000.00	\$102,870.41
PT23008	California Highway Patrol	402PT	\$462,695.00	\$305,148.39
PT23009	California Highway Patrol	402PT	\$225,000.00	\$187,336.12
PT23010	California Highway Patrol	402PT	\$250,000.00	\$185,631.44
PT23011	California Highway Patrol	402PT	\$125,000.00	\$108,235.48
PT23012	California Highway Patrol	402PT	\$2,000,000.00	\$1,477,204.33
PT23013	California Highway Patrol	402PT	\$100,000.00	\$95,306.72
PT23014	Campbell Police Department	164AL	\$40,000.00	\$19,829.77
PT23014	Campbell Police Department	402PT	\$35,000.00	\$7,491.99
PT23015	Carlsbad Police Department	164AL	\$60,000.00	\$53,723.64
PT23015	Carlsbad Police Department	402PT	\$53,000.00	\$44,763.93
PT23016	Cathedral City Police Department	164AL	\$30,000.00	\$18,928.82
PT23016	Cathedral City Police Department	402PT	\$20,000.00	\$12,302.96
PT23017	Central Marin Police Authority	402PT	\$38,000.00	\$23,368.61
PT23017	Central Marin Police Authority	164AL	\$25,000.00	\$16,031.40
PT23018	Ceres Police Department	164AL	\$35,000.00	\$3,450.39
PT23018	Ceres Police Department	402PT	\$25,000.00	\$6,150.45
PT23019	Chino Police Department	164AL	\$100,000.00	\$96,645.95
PT23019	Chino Police Department	402PT	\$60,000.00	\$55,007.42
PT23020	Chula Vista Police Department	164AL	\$385,000.00	\$380,307.64
PT23020	Chula Vista Police Department	402PT	\$125,000.00	\$122,215.74
PT23021	Citrus Heights Police Department	164AL	\$89,000.00	\$71,456.58
PT23021	Citrus Heights Police Department	402PT	\$63,000.00	\$15,962.86
PT23022	Claremont Police Department	164AL	\$49,000.00	\$46,054.57
PT23022	Claremont Police Department	402PT	\$45,000.00	\$34,469.18
PT23023	Clovis Police Department	164AL	\$50,000.00	\$49,012.50
PT23023	Clovis Police Department	402PT	\$30,000.00	\$26,681.00
PT23024	Colton Police Department	164AL	\$100,000.00	\$83,111.80
PT23024	Colton Police Department	402PT	\$63,000.00	\$46,655.56
PT23025	Eureka Police Department	164AL	\$25,000.00	\$5,228.41
PT23025	Eureka Police Department	402PT	\$25,000.00	\$10,514.05
PT23026	Fairfield Police Department	402PT	\$95,000.00	\$88,045.98
PT23026	Fairfield Police Department	164AL	\$90,000.00	\$84,737.75
PT23027	Firebaugh Police Department	402PT	\$30,000.00	\$17,560.55
PT23027	Firebaugh Police Department	164AL	\$20,000.00	\$12,308.18

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT23028	Folsom Police Department	164AL	\$42,000.00	\$33,800.86
PT23028	Folsom Police Department	402PT	\$21,000.00	\$19,029.50
PT23029	Fontana Police Department	164AL	\$217,000.00	\$209,536.41
PT23029	Fontana Police Department	402PT	\$110,000.00	\$107,508.67
PT23030	Fountain Valley Police Department	164AL	\$50,000.00	\$38,417.16
PT23030	Fountain Valley Police Department	402PT	\$20,000.00	\$14,536.20
PT23031	Fremont Police Department	164AL	\$60,000.00	\$17,236.19
PT23031	Fremont Police Department	402PT	\$37,000.00	\$14,420.31
PT23032	Fresno Police Department	164AL	\$375,000.00	\$336,320.34
PT23032	Fresno Police Department	402PT	\$125,000.00	\$118,784.34
PT23033	Fullerton Police Department	164AL	\$205,000.00	\$131,219.98
PT23033	Fullerton Police Department	402PT	\$80,000.00	\$41,986.50
PT23034	Garden Grove Police Department	164AL	\$185,000.00	\$125,673.37
PT23034	Garden Grove Police Department	402PT	\$140,000.00	\$104,773.80
PT23035	Gardena Police Department	164AL	\$90,000.00	\$77,853.95
PT23035	Gardena Police Department	402PT	\$40,000.00	\$26,785.59
PT23036	Gilroy Police Department	164AL	\$55,000.00	\$41,584.90
PT23036	Gilroy Police Department	402PT	\$40,000.00	\$30,252.87
PT23037	Glendale Police Department	164AL	\$200,000.00	\$178,404.05
PT23037	Glendale Police Department	402PT	\$85,000.00	\$69,037.89
PT23038	Glendora Police Department	164AL	\$57,000.00	\$51,373.77
PT23038	Glendora Police Department	402PT	\$40,000.00	\$38,421.65
PT23039	Hawthorne Police Department	164AL	\$115,000.00	\$107,478.94
PT23039	Hawthorne Police Department	402PT	\$70,000.00	\$59,281.62
PT23040	Hayward Police Department	402PT	\$117,000.00	\$100,307.31
PT23040	Hayward Police Department	164AL	\$93,000.00	\$80,939.25
PT23041	Hemet Police Department	164AL	\$75,000.00	\$59,398.65
PT23041	Hemet Police Department	402PT	\$40,000.00	\$23,321.72
PT23042	Hollister Police Department	164AL	\$40,000.00	\$39,996.04
PT23042	Hollister Police Department	402PT	\$30,000.00	\$14,306.92
PT23043	Mill Valley Police Department	402PT	\$22,000.00	\$12,915.76
PT23043	Mill Valley Police Department	164AL	\$6,000.00	\$1,911.49
PT23044	Milpitas Police Department	402PT	\$20,000.00	\$6,121.19
PT23044	Milpitas Police Department	164AL	\$55,000.00	\$44,161.87
PT23045	Modesto Police Department	164AL	\$300,000.00	\$257,584.35
PT23045	Modesto Police Department	402PT	\$140,000.00	\$120,615.17
PT23046	Monrovia Police Department	164AL	\$50,000.00	\$48,825.81
PT23046	Monrovia Police Department	164AL	\$50,000.00	\$35,446.37
PT23048	Montebello Police Department	164AL	\$75,000.00	\$46,303.71
PT23048	Montebello Police Department	402PT	\$47,000.00	\$31,988.50

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT23049	Monterey Park Police Department	402PT	\$127,000.00	\$124,865.12
PT23049	Monterey Park Police Department	164AL	\$62,000.00	\$57,319.46
PT23050	Mountain View Police Department	164AL	\$50,000.00	\$48,930.63
PT23050	Mountain View Police Department	402PT	\$50,000.00	\$44,828.10
PT23051	Murrieta Police Department	164AL	\$75,000.00	\$59,129.82
PT23051	Murrieta Police Department	402PT	\$40,000.00	\$34,435.89
PT23052	Napa Police Department	164AL	\$85,000.00	\$81,766.24
PT23052	Napa Police Department	402PT	\$35,000.00	\$30,463.64
PT23053	National City Police Department	164AL	\$78,000.00	\$53,491.04
PT23053	National City Police Department	402PT	\$72,000.00	\$58,159.80
PT23054	Newark Police Department	164AL	\$60,000.00	\$30,042.01
PT23054	Newark Police Department	402PT	\$40,000.00	\$19,543.22
PT23055	Newport Beach Police Department	164AL	\$240,000.00	\$192,602.73
PT23055	Newport Beach Police Department	402PT	\$110,000.00	\$100,668.61
PT23056	Novato Police Department	402PT	\$58,000.00	\$52,342.51
PT23056	Novato Police Department	164AL	\$55,000.00	\$54,294.24
PT23057	Oakland Police Department	164AL	\$274,500.00	\$210,429.96
PT23057	Oakland Police Department	402PT	\$225,500.00	\$168,400.73
PT23058	Oceanside Police Department	164AL	\$185,000.00	\$82,735.64
PT23058	Oceanside Police Department	402PT	\$140,000.00	\$74,390.70
PT23059	Ontario Police Department	164AL	\$530,000.00	\$470,983.86
PT23059	Ontario Police Department	402PT	\$170,000.00	\$158,056.48
PT23060	Orange County Sheriff's Department	164AL	\$380,000.00	\$301,545.87
PT23060	Orange County Sheriff's Department	402PT	\$170,000.00	\$145,766.14
PT23061	San Mateo Police Department	164AL	\$100,000.00	\$74,105.58
PT23061	San Mateo Police Department	402PT	\$30,000.00	\$22,473.22
PT23062	San Pablo Police Department	164AL	\$32,000.00	\$12,903.03
PT23062	San Pablo Police Department	402PT	\$21,000.00	\$9,798.71
PT23063	San Rafael Police Department	164AL	\$80,000.00	\$38,146.11
PT23063	San Rafael Police Department	402PT	\$58,000.00	\$33,679.86
PT23064	San Ramon Police Department	402PT	\$20,000.00	\$6,894.77
PT23064	San Ramon Police Department	164AL	\$15,000.00	\$12,619.54
PT23065	Sanger Police Department	164AL	\$25,000.00	\$19,791.80
PT23065	Sanger Police Department	402PT	\$15,000.00	\$10,346.10
PT23066	Santa Ana Police Department	164AL	\$400,000.00	\$387,174.66
PT23066	Santa Ana Police Department	402PT	\$180,000.00	\$172,933.44
PT23067	Santa Barbara County Sheriff's Department	164AL	\$55,000.00	\$43,930.42
PT23067	Santa Barbara County Sheriff's Department	402PT	\$30,000.00	\$25,419.49
PT23068	Santa Barbara Police Department	164AL	\$120,000.00	\$50,347.74
PT23068	Santa Barbara Police Department	402PT	\$80,000.00	\$56,976.33



# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT23069	Santa Cruz Police Department	402PT	\$52,000.00	\$21,849.27
PT23069	Santa Cruz Police Department	164AL	\$45,000.00	\$14,822.37
PT23070	Santa Maria Police Department	164AL	\$250,000.00	\$82,221.05
PT23070	Santa Maria Police Department	402PT	\$90,000.00	\$48,740.13
PT23071	Santa Monica Police Department	402PT	\$180,000.00	\$159,002.05
PT23071	Santa Monica Police Department	164AL	\$110,000.00	\$89,168.43
PT23072	Santa Paula Police Department	402PT	\$42,000.00	\$27,822.49
PT23072	Santa Paula Police Department	164AL	\$35,000.00	\$12,055.88
PT23073	Santa Rosa Police Department	164AL	\$160,000.00	\$157,715.96
PT23073	Santa Rosa Police Department	402PT	\$130,000.00	\$126,826.22
PT23074	Seal Beach Police Department	164AL	\$45,000.00	\$36,326.10
PT23074	Seal Beach Police Department	402PT	\$35,000.00	\$26,343.06
PT23075	Shasta County Health and Human Services Agency	402PT	\$278,445.00	\$187,015.86
PT23076	Sierra Madre Police Department	164AL	\$20,000.00	\$9,581.83
PT23076	Sierra Madre Police Department	402PT	\$10,000.00	\$2,363.58
PT23077	Alameda County Sheriff's Office	164AL	\$165,000.00	\$148,267.02
PT23077	Alameda County Sheriff's Office	402PT	\$135,000.00	\$70,376.29
PT23078	Alhambra Police Department	164AL	\$85,000.00	\$75,659.55
PT23078	Alhambra Police Department	402PT	\$35,000.00	\$29,608.46
PT23079	Anaheim Police Department	164AL	\$230,000.00	\$181,147.91
PT23079	Anaheim Police Department	402PT	\$195,000.00	\$164,339.66
PT23080	Anderson Police Department	164AL	\$32,000.00	\$31,224.64
PT23080	Anderson Police Department	402PT	\$25,000.00	\$22,443.30
PT23081	Arcadia Police Department	164AL	\$30,000.00	\$12,642.07
PT23081	Arcadia Police Department	402PT	\$20,000.00	\$8,510.85
PT23082	Arroyo Grande Police Department	164AL	\$30,000.00	\$23,242.82
PT23082	Arroyo Grande Police Department	402PT	\$28,000.00	\$25,164.10
PT23083	Azusa Police Department	402PT	\$70,000.00	\$65,129.62
PT23083	Azusa Police Department	164AL	\$50,000.00	\$39,269.97
PT23084	Bakersfield Police Department	164AL	\$350,000.00	\$264,944.26
PT23084	Bakersfield Police Department	402PT	\$180,000.00	\$151,203.77
PT23085	Baldwin Park Police Department	164AL	\$90,000.00	\$85,757.14
PT23085	Baldwin Park Police Department	402PT	\$55,000.00	\$44,962.96
PT23086	Bell Gardens Police Department	164AL	\$50,000.00	\$47,924.86
PT23086	Bell Gardens Police Department	402PT	\$30,000.00	\$20,979.59
PT23087	Bell Police Department	402PT	\$50,000.00	\$44,225.09
PT23087	Bell Police Department	164AL	\$35,000.00	\$31,033.16
PT23088	Berkeley Police Department	402PT	\$100,000.00	\$86,632.25
PT23088	Berkeley Police Department	402PT	\$100,000.00	\$71,510.51
PT23089	Beverly Hills Police Department	164AL	\$45,000.00	\$41,666.16
PT23089	Beverly Hills Police Department	402PT	\$25,000.00	\$21,719.12

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT23090	Brea Police Department	164AL	\$40,000.00	\$24,646.49
PT23090	Brea Police Department	402PT	\$35,000.00	\$16,731.98
PT23091	Brentwood Police Department	402PT	\$51,000.00	\$39,938.59
PT23091	Brentwood Police Department	164AL	\$50,000.00	\$40,875.48
PT23092	Buena Park Police Department	164AL	\$95,000.00	\$82,194.59
PT23092	Buena Park Police Department	402PT	\$55,000.00	\$26,299.87
PT23093	Burbank Police Department	164AL	\$70,000.00	\$61,162.25
PT23093	Burbank Police Department	402PT	\$50,000.00	\$46,984.63
PT23094	Burlingame Police Department	164AL	\$40,000.00	\$35,298.64
PT23094	Burlingame Police Department	402PT	\$40,000.00	\$36,115.99
PT23095	Concord Police Department	164AL	\$100,000.00	\$96,501.29
PT23095	Concord Police Department	402PT	\$75,000.00	\$60,528.91
PT23096	Corona Police Department	164AL	\$123,000.00	\$116,456.44
PT23096	Corona Police Department	402PT	\$47,000.00	\$37,810.09
PT23097	Costa Mesa Police Department	164AL	\$175,000.00	\$128,675.60
PT23097	Costa Mesa Police Department	402PT	\$90,000.00	\$61,877.43
PT23098	Culver City Police Department	164AL	\$67,000.00	\$44,120.14
PT23098	Culver City Police Department	402PT	\$43,000.00	\$9,044.60
PT23099	Cypress Police Department	164AL	\$55,000.00	\$48,922.50
PT23099	Cypress Police Department	402PT	\$26,000.00	\$20,076.09
PT23100	Delano Police Department	402PT	\$47,000.00	\$27,083.70
PT23100	Delano Police Department	164AL	\$33,000.00	\$23,913.57
PT23101	Desert Hot Springs Police Department	164AL	\$75,000.00	\$50,068.25
PT23101	Desert Hot Springs Police Department	402PT	\$30,000.00	\$11,499.75
PT23102	Downey Police Department	164AL	\$170,000.00	\$150,514.17
PT23102	Downey Police Department	402PT	\$130,000.00	\$111,387.26
PT23103	Dublin Police Department	164AL	\$40,000.00	\$31,837.89
PT23103	Dublin Police Department	402PT	\$25,000.00	\$15,399.74
PT23104	El Cajon Police Department	402PT	\$85,000.00	\$56,687.32
PT23104	El Cajon Police Department	164AL	\$45,000.00	\$23,777.70
PT23105	El Centro Police Department	164AL	\$32,000.00	\$19,515.68
PT23105	El Centro Police Department	402PT	\$18,000.00	\$11,792.14
PT23106	El Monte Police Department	164AL	\$115,000.00	\$113,672.52
PT23106	El Monte Police Department	402PT	\$60,000.00	\$57,915.57
PT23107	Elk Grove Police Department	402PT	\$293,500.00	\$278,179.98
PT23107	Elk Grove Police Department	164AL	\$115,000.00	\$108,883.85
PT23108	Emeryville Police Department	402PT	\$25,000.00	\$23,816.51
PT23108	Emeryville Police Department	164AL	\$23,000.00	\$16,396.45
PT23109	Escondido Police Department	164AL	\$380,000.00	\$316,527.71
PT23109	Escondido Police Department	402PT	\$105,000.00	\$90,452.06

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT23110	Huntington Beach Police Department	164AL	\$635,000.00	\$526,820.35
PT23110	Huntington Beach Police Department	402PT	\$155,000.00	\$153,989.30
PT23111	Huntington Park Police Department	164AL	\$30,000.00	\$13,071.93
PT23111	Huntington Park Police Department	402PT	\$20,000.00	\$13,059.85
PT23112	Inglewood Police Department	164AL	\$140,000.00	\$78,856.23
PT23112	Inglewood Police Department	402PT	\$110,000.00	\$91,600.14
PT23113	Irvine Police Department	164AL	\$250,000.00	\$240,566.25
PT23113	Irvine Police Department	402PT	\$120,000.00	\$117,171.17
PT23114	Irwindale Police Department	164AL	\$45,000.00	\$25,519.12
PT23114	Irwindale Police Department	402PT	\$35,000.00	\$25,578.63
PT23115	King City Police Department	164AL	\$30,000.00	\$22,274.15
PT23115	King City Police Department	402PT	\$20,000.00	\$10,889.72
PT23116	La Habra Police Department	164AL	\$70,000.00	\$64,224.63
PT23116	La Habra Police Department	402PT	\$60,000.00	\$40,776.15
PT23117	La Mesa Police Department	164AL	\$55,000.00	\$47,701.51
PT23117	La Mesa Police Department	402PT	\$45,000.00	\$41,738.04
PT23118	Laguna Beach Police Department	164AL	\$70,000.00	\$6,087.78
PT23118	Laguna Beach Police Department	402PT	\$40,000.00	\$17,514.32
PT23119	Lincoln Police Department	164AL	\$25,000.00	\$19,210.36
PT23119	Lincoln Police Department	402PT	\$25,000.00	\$10,574.34
PT23120	Livermore Police Department	164AL	\$67,000.00	\$40,990.96
PT23120	Livermore Police Department	402PT	\$53,000.00	\$44,544.32
PT23121	Lodi Police Department	164AL	\$75,000.00	\$52,165.92
PT23121	Lodi Police Department	402PT	\$75,000.00	\$58,561.17
PT23122	Lompoc Police Department	164AL	\$25,000.00	\$10,695.80
PT23122	Lompoc Police Department	402PT	\$25,000.00	\$4,088.72
PT23123	Long Beach Police Department	164AL	\$255,000.00	\$165,457.01
PT23123	Long Beach Police Department	402PT	\$175,000.00	\$80,560.79
PT23124	Los Angeles County Sheriff's Department	164AL	\$1,371,000.00	\$1,153,239.64
PT23124	Los Angeles County Sheriff's Department	402PT	\$579,000.00	\$490,820.49
PT23125	Los Angeles Police Department	164AL	\$3,615,000.00	\$3,534,939.80
PT23125	Los Angeles Police Department	402PT	\$1,600,000.00	\$1,500,481.60
PT23126	Los Banos Police Department	164AL	\$30,000.00	\$15,667.12
PT23126	Los Banos Police Department	402PT	\$20,000.00	\$6,505.85
PT23127	Madera Police Department	164AL	\$75,000.00	\$51,927.90
PT23127	Madera Police Department	402PT	\$30,000.00	\$17,006.15
PT23128	Manhattan Beach Police Department	164AL	\$40,000.00	\$21,774.60
PT23128	Manhattan Beach Police Department	402PT	\$20,000.00	\$1,981.65
PT23129	Manteca Police Department	402PT	\$57,000.00	\$45,082.11
PT23129	Manteca Police Department	164AL	\$54,000.00	\$49,693.86

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT23130	Marysville Police Department	164AL	\$38,000.00	\$35,303.83
PT23130	Marysville Police Department	402PT	\$27,000.00	\$23,764.59
PT23131	Mendota Police Department	164AL	\$20,000.00	\$12,243.27
PT23131	Mendota Police Department	402PT	\$15,000.00	\$13,407.34
PT23132	Menifee Police Department	164AL	\$63,000.00	\$61,780.56
PT23132	Menifee Police Department	402PT	\$46,000.00	\$40,662.83
PT23133	Menlo Park Police Department	402PT	\$40,000.00	\$29,663.61
PT23133	Menlo Park Police Department	164AL	\$30,000.00	\$22,279.38
PT23134	Merced Police Department	164AL	\$60,000.00	\$30,170.45
PT23134	Merced Police Department	402PT	\$40,000.00	\$10,907.74
PT23135	Orange Police Department	164AL	\$205,000.00	\$200,975.69
PT23135	Orange Police Department	402PT	\$95,000.00	\$90,397.90
PT23136	Oxnard Police Department	164AL	\$325,000.00	\$281,459.81
PT23136	Oxnard Police Department	402PT	\$175,000.00	\$142,173.83
PT23137	Pacifica Police Department	164AL	\$49,000.00	\$34,135.33
PT23137	Pacifica Police Department	402PT	\$26,000.00	\$19,566.99
PT23138	Palm Springs Police Department	164AL	\$105,000.00	\$92,685.24
PT23138	Palm Springs Police Department	402PT	\$41,000.00	\$29,866.27
PT23139	Parlier Police Department	164AL	\$28,000.00	\$4,698.35
PT23139	Parlier Police Department	402PT	\$12,000.00	\$971.43
PT23140	Pasadena Police Department	164AL	\$372,000.00	\$302,511.10
PT23140	Pasadena Police Department	402PT	\$143,000.00	\$138,918.01
PT23141	Paso Robles Police Department	164AL	\$36,000.00	\$29,131.11
PT23141	Paso Robles Police Department	402PT	\$20,000.00	\$12,890.30
PT23142	Petaluma Police Department	164AL	\$150,000.00	\$147,614.06
PT23142	Petaluma Police Department	402PT	\$50,000.00	\$50,000.00
PT23143	Pismo Beach Police Department	164AL	\$45,000.00	\$14,053.16
PT23143	Pismo Beach Police Department	402PT	\$10,000.00	\$4,826.14
PT23144	Pittsburg Police Department	164AL	\$70,000.00	\$69,068.09
PT23144	Pittsburg Police Department	402PT	\$60,000.00	\$57,020.37
PT23145	Placerville Police Department	164AL	\$30,000.00	\$20,981.90
PT23145	Placerville Police Department	402PT	\$20,000.00	\$12,246.67
PT23146	Pleasanton Police Department	164AL	\$30,000.00	\$27,909.40
PT23146	Pleasanton Police Department	402PT	\$20,000.00	\$13,808.96
PT23147	Pomona Police Department	164AL	\$350,000.00	\$317,378.71
PT23147	Pomona Police Department	402PT	\$135,000.00	\$129,766.01
PT23148	Porterville Police Department	164AL	\$60,000.00	\$41,667.91
PT23148	Porterville Police Department	402PT	\$40,000.00	\$21,432.71
PT23149	Rancho Cordova Police Department	164AL	\$75,000.00	\$63,972.89
PT23149	Rancho Cordova Police Department	402PT	\$45,000.00	\$35,363.05

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT23150	Redding Police Department	164AL	\$100,000.00	\$56,347.75
PT23150	Redding Police Department	402PT	\$48,000.00	\$31,105.59
PT23151	Redlands Police Department	164AL	\$80,000.00	\$14,482.13
PT23151	Redlands Police Department	402PT	\$50,000.00	\$19,348.52
PT23152	Redondo Beach Police Department	164AL	\$115,000.00	\$66,132.34
PT23152	Redondo Beach Police Department	402PT	\$35,000.00	\$27,921.62
PT23153	Redwood City Police Department	164AL	\$65,000.00	\$32,360.80
PT23153	Redwood City Police Department	402PT	\$55,000.00	\$12,732.32
PT23154	Rialto Police Department	164AL	\$225,000.00	\$209,749.36
PT23154	Rialto Police Department	402PT	\$150,000.00	\$123,626.37
PT23155	Richmond Police Department	164AL	\$160,000.00	\$27,699.75
PT23155	Richmond Police Department	402PT	\$75,000.00	\$18,653.45
PT23156	Ridgecrest Police Department	164AL	\$50,000.00	\$45,811.65
PT23156	Ridgecrest Police Department	402PT	\$30,000.00	\$21,228.37
PT23157	Riverside County Sheriff's Office	164AL	\$1,270,000.00	\$1,048,737.89
PT23157	Riverside County Sheriff's Office	402PT	\$530,000.00	\$446,878.71
PT23158	Riverside Police Department	164AL	\$230,000.00	\$194,361.65
PT23158	Riverside Police Department	402PT	\$195,000.00	\$166,716.61
PT23159	Rocklin Police Department	164AL	\$40,000.00	\$19,583.07
PT23159	Rocklin Police Department	402PT	\$30,000.00	\$21,790.61
PT23160	Rohnert Park Department of Public Safety	164AL	\$30,000.00	\$18,898.10
PT23160	Rohnert Park Department of Public Safety	402PT	\$26,000.00	\$15,843.05
PT23161	Roseville Police Department	164AL	\$100,000.00	\$69,150.25
PT23161	Roseville Police Department	402PT	\$75,000.00	\$66,961.48
PT23162	Sacramento Police Department	164AL	\$280,000.00	\$120,839.40
PT23162	Sacramento Police Department	402PT	\$110,000.00	\$46,522.98
PT23163	Salinas Police Department	164AL	\$104,000.00	\$31,480.56
PT23163	Salinas Police Department	402PT	\$56,000.00	\$34,912.39
PT23164	San Bernardino County Sheriff's Department	164AL	\$800,000.00	\$632,534.12
PT23164	San Bernardino County Sheriff's Department	402PT	\$250,000.00	\$200,277.94
PT23165	San Bernardino Police Department	164AL	\$330,000.00	\$311,954.07
PT23165	San Bernardino Police Department	402PT	\$200,000.00	\$180,723.01
PT23166	San Bruno Police Department	164AL	\$50,000.00	\$46,622.72
PT23166	San Bruno Police Department	402PT	\$30,000.00	\$17,878.74
PT23167	San Diego County Sheriff's Department	164AL	\$370,000.00	\$122,538.79
PT23167	San Diego County Sheriff's Department	402PT	\$130,000.00	\$123,685.53
PT23168	San Diego Police Department	164AL	\$900,000.00	\$416,340.41
PT23168	San Diego Police Department	402PT	\$400,000.00	\$214,287.19
PT23169	San Francisco Police Department	402PT	\$104,000.00	\$91,948.28
PT23169	San Francisco Police Department	164AL	\$62,000.00	\$55,434.80



# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT23170	San Gabriel Police Department	164AL	\$50,000.00	\$44,972.72
PT23170	San Gabriel Police Department	402PT	\$35,000.00	\$31,599.63
PT23171	San Jose Police Department	164AL	\$175,000.00	\$106,302.21
PT23171	San Jose Police Department	402PT	\$75,000.00	\$52,340.92
PT23172	San Luis Obispo Police Department	164AL	\$75,000.00	\$73,240.12
PT23172	San Luis Obispo Police Department	402PT	\$47,000.00	\$41,416.40
PT23173	San Mateo County Sheriff's Office	164AL	\$200,000.00	\$141,534.90
PT23173	San Mateo County Sheriff's Office	402PT	\$100,000.00	\$40,268.70
PT23174	Signal Hill Police Department	164AL	\$60,000.00	\$45,427.96
PT23174	Signal Hill Police Department	402PT	\$30,000.00	\$18,453.88
PT23175	Simi Valley Police Department	164AL	\$89,000.00	\$78,976.63
PT23175	Simi Valley Police Department	402PT	\$46,000.00	\$31,617.10
PT23176	Soledad Police Department	164AL	\$25,000.00	\$3,775.26
PT23176	Soledad Police Department	402PT	\$25,000.00	\$4,691.15
PT23177	South Gate Police Department	164AL	\$115,000.00	\$102,894.32
PT23177	South Gate Police Department	402PT	\$60,000.00	\$45,179.21
PT23178	South Lake Tahoe Police Department	402PT	\$40,000.00	\$31,239.72
PT23178	South Lake Tahoe Police Department	164AL	\$25,000.00	\$8,954.54
PT23179	South Pasadena Police Department	164AL	\$32,000.00	\$20,378.46
PT23179	South Pasadena Police Department	402PT	\$23,000.00	\$15,235.43
PT23180	South San Francisco Police Department	164AL	\$60,000.00	\$50,914.14
PT23180	South San Francisco Police Department	402PT	\$45,000.00	\$36,199.99
PT23181	Stockton Police Department	164AL	\$300,000.00	\$186,430.78
PT23181	Stockton Police Department	402PT	\$200,000.00	\$189,748.43
PT23182	Sunnyvale Department of Public Safety	164AL	\$60,000.00	\$27,487.66
PT23182	Sunnyvale Department of Public Safety	402PT	\$40,000.00	\$39,206.02
PT23183	Susanville Police Department	164AL	\$30,000.00	\$8,648.73
PT23183	Susanville Police Department	402PT	\$20,000.00	\$10,381.62
PT23184	Torrance Police Department	164AL	\$120,000.00	\$52,944.85
PT23184	Torrance Police Department	402PT	\$50,000.00	\$40,685.97
PT23185	Turlock Police Department	164AL	\$40,000.00	\$20,092.97
PT23185	Turlock Police Department	402PT	\$30,000.00	\$21,157.58
PT23186	Tustin Police Department	164AL	\$70,000.00	\$44,196.27
PT23186	Tustin Police Department	402PT	\$55,000.00	\$38,420.64
PT23187	Union City Police Department	164AL	\$65,000.00	\$50,592.37
PT23187	Union City Police Department	402PT	\$15,000.00	\$13,593.18
PT23188	University of California, San Diego	402PT	\$360,000.00	\$341,821.88
PT23189	Upland Police Department	402PT	\$100,000.00	\$66,927.99
PT23189	Upland Police Department	164AL	\$100,000.00	\$64,712.68

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT23190	Vacaville Police Department	164AL	\$80,000.00	\$65,479.65
PT23190	Vacaville Police Department	402PT	\$40,000.00	\$33,426.36
PT23191	Vallejo Police Department	164AL	\$75,000.00	\$14,746.67
PT23191	Vallejo Police Department	402PT	\$75,000.00	\$32,800.32
PT23192	Ventura County Sheriff's Department	164AL	\$300,000.00	\$188,194.75
PT23192	Ventura County Sheriff's Department	402PT	\$192,000.00	\$102,978.77
PT23193	Ventura Police Department	402PT	\$105,000.00	\$54,250.50
PT23193	Ventura Police Department	164AL	\$105,000.00	\$82,703.93
PT23194	Vernon Police Department	164AL	\$65,000.00	\$64,990.92
PT23194	Vernon Police Department	402PT	\$25,000.00	\$24,999.81
PT23195	Visalia Police Department	164AL	\$120,000.00	\$94,549.09
PT23195	Visalia Police Department	402PT	\$80,000.00	\$63,368.01
PT23196	Watsonville Police Department	164AL	\$40,000.00	\$20,104.38
PT23196	Watsonville Police Department	402PT	\$35,000.00	\$13,527.30
PT23197	West Covina Police Department	164AL	\$48,000.00	\$38,664.00
PT23197	West Covina Police Department	402PT	\$38,000.00	\$24,749.72
PT23198	West Sacramento Police Department	164AL	\$50,000.00	\$26,988.46
PT23198	West Sacramento Police Department	402PT	\$45,000.00	\$38,133.28
PT23199	Westminster Police Department	164AL	\$65,000.00	\$47,386.15
PT23199	Westminster Police Department	402PT	\$55,000.00	\$38,761.96
PT23200	Whittier Police Department	164AL	\$150,000.00	\$129,237.72
PT23200	Whittier Police Department	402PT	\$92,000.00	\$66,832.79
PT23201	Winters Police Department	402PT	\$30,000.00	\$17,627.61
PT23201	Winters Police Department	164AL	\$20,000.00	\$18,798.93
PT23202	Woodland Police Department	164AL	\$63,000.00	\$43,267.88
PT23202	Woodland Police Department	402PT	\$37,000.00	\$20,868.44
PT23203	Yuba City Police Department	164AL	\$125,000.00	\$83,497.57
PT23203	Yuba City Police Department	402PT	\$45,000.00	\$27,171.34
		<b>Subtotal</b>	<b>\$49,778,640.00</b>	<b>\$39,074,484.64</b>

# APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
TR23001	California Department of Motor Vehicles - Research & Development	405c TR	\$121,000.00	\$108,545.31
TR23002	California Department of Public Health	405c TR	\$723,433.00	\$435,972.24
TR23003	California Highway Patrol	1906	\$203,148.00	\$45,034.46
TR23004	California Highway Patrol	405c TR	\$66,009.00	\$66,009.00
TR23005	California State Polytechnic University, Pomona	405c TR	\$276,562.00	\$183,915.94
TR23006	Glendale Police Department	405c TR	\$29,000.00	\$24,800.00
TR23007	Santa Barbara County Sheriff's Department	405c TR	\$86,550.00	\$85,407.21
TR23008	Arroyo Grande Police Department	405c TR	\$109,000.00	\$108,992.50
TR23009	Burbank Police Department	405c TR	\$25,000.00	\$24,800.00
TR23010	Los Banos Police Department	405c TR	\$43,600.00	\$0.00
TR23011	Marin County Public Works Department	405c TR	\$45,000.00	\$45,000.00
TR23012	Signal Hill Police Department	405c TR	\$24,800.00	\$24,800.00
TR23013	Torrance Police Department	405c TR	\$90,500.00	\$85,688.12
TR23015	University of California, Berkeley - SafeTREC	405c TR	\$241,500.00	\$217,665.47
TR23016	University of California, Berkeley - SafeTREC	405c TR	\$101,250.00	\$88,689.66
TR23017	University of California, Berkeley - SafeTREC	402PT	\$1,105,083.00	\$935,284.23
TR23017	University of California, Berkeley - SafeTREC	405c TR	\$714,917.00	\$618,463.29
TR23018	University of California, Berkeley - SafeTREC	405c TR	\$237,800.00	\$185,949.39
TR23019	University of California, Berkeley - SafeTREC	405c TR	\$295,500.00	\$227,863.48
TR23020	University of California, Santa Barbara	405c TR	\$185,635.00	\$151,229.03
TR23021	Upland Police Department	405c TR	\$21,000.00	\$20,520.56
TR23022	Ventura Police Department	405c TR	\$117,850.00	\$116,910.00
TR23023	Vernon Police Department	405c TR	\$66,300.00	\$66,268.28
TR23024	Automated Regional Justice Information System	405c TR	\$49,000.00	\$0.00
		<b>Subtotal</b>	<b>\$4,979,437.00</b>	<b>\$3,867,808.17</b>

## APPENDIX B – PROJECTS NOT IMPLEMENTED

### PROJECTS NOT IMPLEMENTED

GRANT	AGENCY	REASON
AL23020	San Joaquin Collaborative Courts	Due to a change that occurred in the program, both NHTSA and OTS chose to cancel the project.
DD23007	California Department of Alcoholic Beverage Control	Due to an issue with the applicants anticipated subcontractor, the grant was withdrawn by the applicant.
OP23009	Contra Costa County Health Services	Due to the lack of internal support during a transitional period, the grant was withdrawn by the applicant.
PT23047	Montclair Police Department	Due to staffing shortages, the grant was withdrawn by the applicant.

# APPENDIX C – PERFORMANCE TARGETS

## ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FOR FY23 AND FY22

### FY 2023

### FY 2022

Performance Measure	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source*/ FY23 Progress Results	Met FY23 Target Y/N ** (in-progress)	Target Value FY22 HSP	Target Year(s)	Data Source/ FY22 Final Result	Met FY22 Target Y/N
C-1) Total Traffic Fatalities	5 year	2019-2023	3,814	2017-2021 FARS/4,285	In Progress	3,229	2018-2022	2017-2021 FARS/4,285	No
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	14,305	2017-2021 SWITRS/17,904	In Progress	17,259	2018-2022	2017-2021 SWITRS/17,904	No
C-3) Fatalities/VMT	5 year	2019-2023	1.21	2017-2021 FARS/1.38	In Progress	1.00	2018-2022	2017-2021 FARS/1.38	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2019-2023	802	2017-2021 FARS/878	In Progress	613	2018-2022	2017-2021 FARS/878	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	1,057	2017-2021 FARS/1,370	In Progress	816	2018-2022	2017-2021 FARS/1,370	No
C-6) Speeding-Related Fatalities	5 year	2019-2023	1,179	2017-2021 FARS/1,509	In Progress	1,000	2018-2022	2017-2021 FARS/1,509	No
C-7) Motorcyclist Fatalities (FARS)	5 year	2019-2023	508	2017-2021 FARS/565	In Progress	391	2018-2022	2017-2021 FARS/565	No
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2019-2023	29	2017-2021 FARS/37	In Progress	34	2018-2022	2017-2021 FARS/37	No
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	392	2017-2021 FARS/481	In Progress	324	2018-2022	2017-2021 FARS/481	No
C-10) Pedestrian Fatalities	5 year	2019-2023	915	2017-2021 FARS/1,108	In Progress	954	2018-2022	2017-2021 FARS/1,108	No
C-11) Bicyclist Fatalities	5 year	2019-2023	117	2017-2021 FARS/125	In Progress	122	2018-2022	2017-2021 FARS/125	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	2023 State survey/96.9%	2023 State survey/96.21%	No	2022 State survey/96.4%	2022	2022 State survey/95.3%	No
Drug-Impaired Driving***	Annual	2022	2020 FARS/50.0%	2021 FARS/ 52.9%	No	2021 FARS/57.4%	2021	2021 FARS/ 52.9%	No
Distracted Driving Survey****	Annual	2023	2023 State survey/1.0%	2023 State survey/3.61%	No	2022 State survey/1.4%	2022	2022 State survey/3.15%	No

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

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

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

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

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

## ADJUSTMENTS TO ACHIEVE PERFORMANCE TARGETS NOT MET IN FY 2023

Performance Measure	Adjustment for FY 2025 HSP
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	The OTS will work with its partners to conduct occupant protection educational and media outreach, develop occupant protection educational programs, support NHTSA standardized CPS Training Programs, provide CPS educational resources to law enforcement and other agencies, provide and distribute child safety seats to low-income families, and conduct high visibility enforcement during "Click It or Ticket!" and "CPS Awareness Week!" campaigns.
Drug-Impaired Driving	The OTS will work with its partners to hold meetings with expert stakeholders, provide educational programming, provide ARIDE and DRE training for law enforcement, support Vertical Prosecution and Traffic Safety Resource Prosecutor programs, and support county laboratories, and conduct impaired enforcement operations.
Distracted Driving Survey	The OTS will work with its partners to provide educational programs, conduct distracted driving enforcement operations, and implement distracted driving educational and awareness campaigns with an emphasis during Distracted Driving Awareness Month in April.







# California Annual Report 2023



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