



OTS
CALIFORNIA OFFICE OF
TRAFFIC
SAFETY

FISCAL YEAR 2024

OCTOBER 1, 2023 TO SEPTEMBER 30, 2024

CALIFORNIA ANNUAL REPORT

PREPARED FOR:

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



2024 ANNUAL REPORT

Gavin Newsom

Governor
State of California

Toks Omishakin

Secretary
California State Transportation Agency

Barbara L. Rooney

Director
Office of Traffic Safety



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Dear California Residents:

The 2024 California Office of Traffic Safety (OTS) Annual Report highlights traffic safety program activities funded in the 2024 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 Triennial Highway Safety Plan (3HSP), 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 4,000 people were killed in motor vehicle crashes throughout California in 2023, or nearly 11 people every day.

California is taking bold and immediate action to save lives, leveraging significant, historic investments at both the state and federal levels to expand safe transportation options. In line with priorities of Governor Newsom's administration, the OTS is putting safety and equity front and center in its 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 all projects and programs of each of CalSTA's eight departments, boards and commissions.

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

In 2024, the OTS awarded approximately \$127 million in federal funding to support 442 traffic safety grants dedicated to key education and enforcement programs, the largest in OTS history. The OTS continues to take a leadership role in Safe System Approach implementation in California, funding projects that focus on two or more of the Safe System elements. One project worked to educate Contra Costa County elected officials on how to empower Safe System Approach policy adoption and implementation.

Another project focused on enhancing post-crash care, understanding risk factors and improving road safety for vulnerable groups. The Los Angeles Emergency Medical Services Agency received \$1.7 million to launch a trauma training app for immediate on-scene medical guidance and a health data exchange system to track patient

injuries and outcomes, supporting rapid response and data-informed improvements. UC Davis Health studied the role of drug and alcohol impairment in various crash types, addressing the human behavior aspects of safety. Additionally, the San Mateo County Office of Education's \$300,000 grant expanded its School Travel Fellowship Program by implementing infrastructure improvements around schools with high crash rates and emphasizing safe road environments for students, particularly in underserved areas.

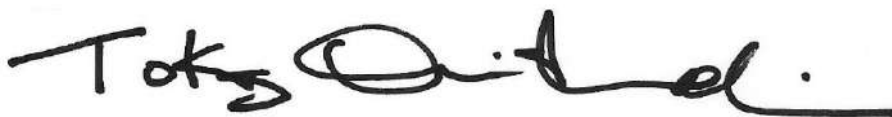
Achieving zero traffic fatalities and serious injuries requires a strong road safety culture prioritizing safety in all communities. This aligns with the Go Safely Movement and our initiatives that build lasting change. By empowering safety ambassadors, we promote safe behaviors and shared responsibility. We drive culture change by modeling responsible road use and advocating for safer practices, building a widespread commitment to reach zero traffic fatalities and serious injuries and make streets safer for all. The Traffic Safety Champion Program, a key initiative within the impactful "Go Safely Movement," continues to galvanize interest in specific actions that contribute to safer roads and communities statewide. These more than 300 champions play a crucial role in driving proactive involvement and fostering community-led change.

The OTS is committed to prioritizing investments and projects, predominantly in communities where people are less safe on the roads. Through meaningful Public Participation and Engagement (PP&E), the OTS is taking actionable steps to gather valuable public input to shape our highway safety programs and projects. By creating opportunities for community members-particularly those from underserved areas-to actively engage in traffic safety efforts, the OTS is fostering a more inclusive and responsive approach to traffic safety.

This Annual Report reflects the ongoing work of the OTS to reverse the crisis at hand 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 the transportation system. We can effectively prevent many of these tragedies by adopting a proactive approach that prioritizes safety. Pledge to be a traffic safety champion. Our roads are safer for it, one individual, family and community at a time.

Go safely California,

A handwritten signature in black ink, reading "Toks Omishakin". The signature is fluid and cursive, with a large "T" and "O".

TOKS OMISHAKIN
Secretary

ANNUAL REPORT

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CALIFORNIA OFFICE OF TRAFFIC SAFETY



VISION

Everyone traveling on California roadways will go safely.

MISSION

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

VALUES

Service
Respect
Innovation
Passion



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.



2024 HIGHLIGHTS

- ▶ The OTS collaborated with state and local partners to launch a new “Go Safely, PCH” education campaign aimed at reducing dangerous and reckless driving of Pacific Coast Highway (PCH). A dedicated website, gosafelypch.org, highlighted actions by local and state departments to improve safety on PCH. From January to June, bolstered traffic enforcement operations resulted in a 74% increase in traffic citations and 36% decline in injury crashes over the same period in 2023.
- ▶ The OTS awarded a record \$127 million in highway safety funds, the largest in the OTS history and a nearly 20% increase in funding from the previous federal fiscal year.
- ▶ The OTS joined forces with state and federal agencies to educate California residents on free tools to check the recall status on their vehicles and them fixed. The media efforts in Northern and Southern California resulted in a more than 4,000% spike in website visits to the CheckToProtect.org website. Nearly 6,000 vehicles were searched for open recalls on the website over a three-day period.
- ▶ The OTS hosted its first California Traffic Safety Summit in Southern California. More than 475 state and national highway safety, public health, law enforcement, and business leaders gathered to discuss and collaborate on strategies to address the ongoing crisis of roadway safety.
- ▶ Since the OTS launched the “Go Safely Movement” in May 2023, hundreds of individuals have signed up as traffic safety champions, driving community-led change through a variety of roles. More than a dozen community-based organizations have committed as “allies in action” to establish a strong traffic safety culture in their communities.

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. The OTS develops a Triennial Highway Safety Plan (3HSP) and an Annual Grant Application (AGA) identifying the key highway safety problems in the state and the most effective countermeasures to address 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 2024 California AGA.



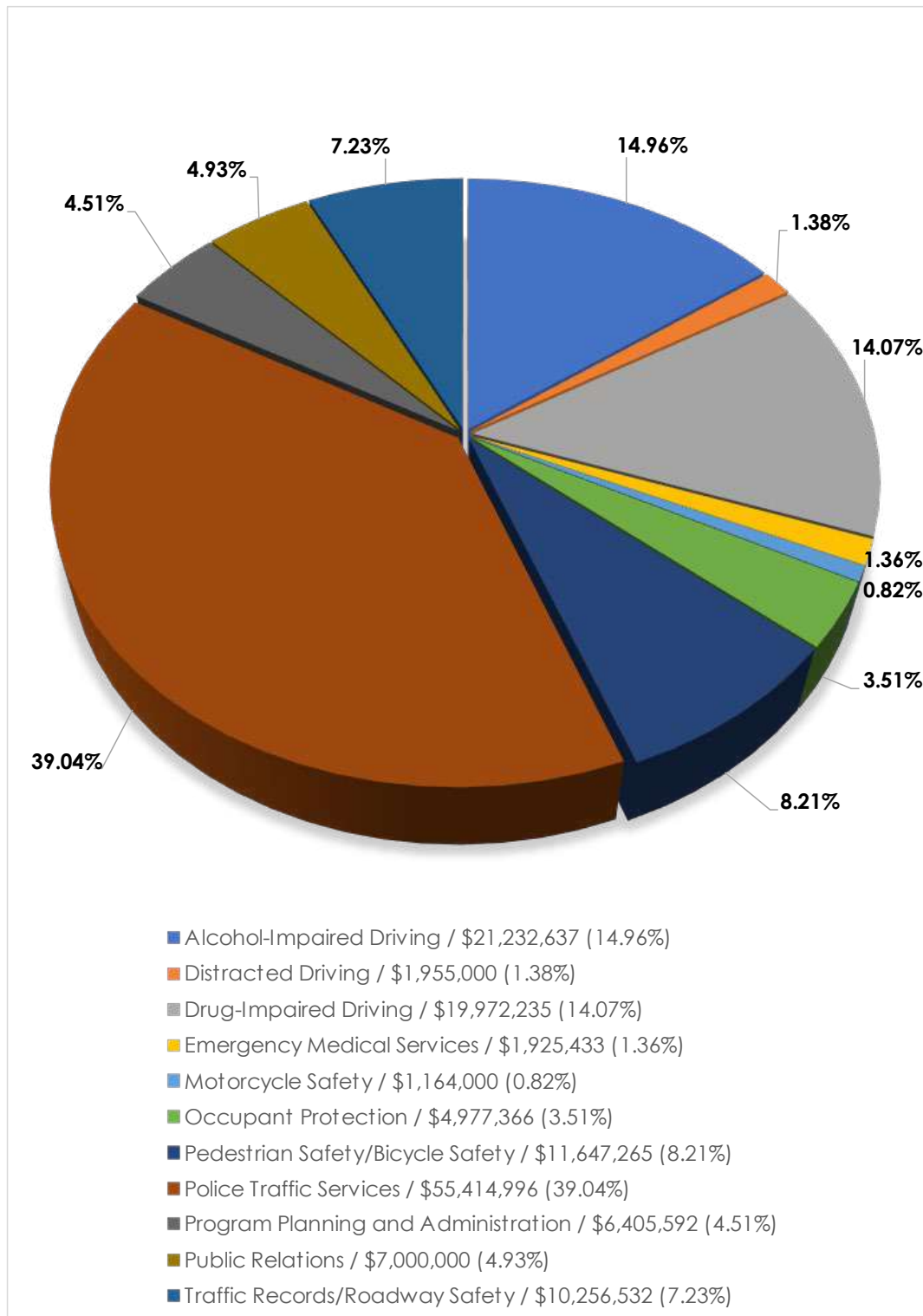
D.U.I LOST EVERYTHING

GO SAFELY
CALIFORNIA

OTS IN PARTNERSHIP WITH CALTRANS

2024 ALLOCATED GRANT FUNDS

BY PROGRAM AREA: \$141,951,056



Note: Chart depicts all planned grants for FY 2024. See expenditure report in appendix section for how funds were expended.

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FATALITY REPORT



FATALITY REPORT

NATIONAL

Traffic fatalities are a public health and safety concern. Nationally, traffic fatalities decreased 1.6 percent – from 43,230 fatalities in 2021 to 42,514 fatalities in 2022. A projection of traffic fatalities for 2023 shows that an estimated 40,990 people died in motor vehicle traffic crashes nationwide. This represents a decrease of about 3.6 percent as compared to 42,514 fatalities reported in 2022. For the first half of 2024, traffic fatalities are estimated at 18,720. This represents a decrease of about 3.2 percent as compared to the 19,330 reported in the first half of 2023.

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 decreased 1.9 percent from 4,513 in 2021 to 4,428 in 2022.

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 1.8 percent from 1,453 in 2021 to 1,479 in 2022.

The alcohol-impaired driving fatality rate remained the same from 2021 to 2022, accounting for 33 percent of California's 4,428 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 decreased 8.4 percent from 919 in 2021 to 842 in 2022.

FATALITY REPORT

Motorcycle Safety

Motorcyclist fatalities increased 3.7 percent from 611 in 2021 to 634 in 2022.

Unhelmeted Motorcyclist fatalities decreased 10.8 percent from 46 in 2021 to 41 in 2022.

Teen Safety

Teen motor vehicle fatalities (age 16-19) decreased 17.2 percent from 232 in 2021 to 192 in 2022.

Teen driver fatalities (age 16-19) decreased 18.8 percent from 138 in 2021 to 112 in 2022.

Pedestrian and Bicycle Safety

Pedestrian fatalities decreased 1.7 percent from 1,179 in 2021 to 1,158 in 2022.

Bicyclist fatalities increased 32.0 percent from 134 in 2021 to 177 in 2022.

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AREAS OF CONCENTRATION



AREAS OF CONCENTRATION

States are encouraged to identify needs in each of the nationally designated program priority areas, but the OTS has the flexibility to determine additional program areas, and the amount of funding allocated to each. The areas chosen for funding in FY 2024 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 26.1 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, Chapter 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 alcohol or drug screening devices and vertical prosecution programs in an effort to improve the prosecution of drug-impaired driving cases.

EMERGENCY MEDICAL SERVICES (EMS)

Timely access to life-saving emergency medical services is critical to 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 2024, reports a 97.54 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 5,274,247 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 garners media coverage to extend the reach and frequency of messages. These campaigns include anti-DUI, anti-speeding, distracted driving and bicycle and pedestrian safety, and are described in more detail on page 69, GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES.

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.



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2024 PROJECT DISTRIBUTION



2024 PROJECT DISTRIBUTION

GRANTS BY COUNTY (398 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 20	ALAMEDA COUNTY		
1	Alcohol-Impaired Driving	(AL) Equipment	Alameda County
2	Emergency Medical Services	(EMS) First Responder Equipment	Alameda County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Alameda County
11	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Alameda County
5	Traffic Records/Roadway Safety	(TR) Data Improvement	Alameda County
TOTAL 1	AMADOR COUNTY		
1	Emergency Medical Services	(EMS) First Responder Equipment	Amador County
TOTAL 4	BUTTE COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Butte County
1	Occupant Protection	(OP) Local Education	Butte County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Butte County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Butte County
TOTAL 12	CONTRA COSTA COUNTY		
1	Alcohol-Impaired Driving	(AL) Equipment	Contra Costa County
1	Alcohol-Impaired Driving	(AL) Probation	Contra Costa County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Contra Costa County
7	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Contra Costa County
2	Traffic Records/Roadway Safety	(TR) Data Improvement	Contra Costa County
TOTAL 3	EL DORADO COUNTY		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	El Dorado County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	El Dorado County
TOTAL 12	FRESNO COUNTY		
1	Alcohol-Impaired Driving	(AL) Judicial	Fresno County
1	Alcohol-Impaired Driving	(AL) Probation	Fresno County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Fresno County
1	Emergency Medical Services	(EMS) First Responder Equipment	Fresno County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Fresno County
7	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Fresno County
TOTAL 1	GLENN COUNTY		
1	Emergency Medical Services	(EMS) First Responder Equipment	Glenn County
TOTAL 1	HUMBOLDT COUNTY		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Humboldt County
TOTAL 1	IMPERIAL COUNTY		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Imperial County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Imperial County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Imperial County

2024 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 8	KERN COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Kern County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Kern County
2	Emergency Medical Services	(EMS) First Responder Equipment	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
TOTAL 2	KINGS COUNTY		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Kings County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Kings County
TOTAL 1	LASSEN COUNTY		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Lassen County
TOTAL 72	LOS ANGELES COUNTY		
1	Alcohol-Impaired Driving	(AL) Equipment	Los Angeles County
1	Alcohol-Impaired Driving	(AL) Probation	Los Angeles County
2	Distracted Driving	(DD) Education/Public Awareness	Los Angeles County
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Los Angeles County
2	Drug-Impaired Driving	(DI) Vertical Prosecution	Los Angeles County
2	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Los Angeles County
2	Occupant Protection	(OP) Local Education	Los Angeles County
12	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Los Angeles County
2	Police Traffic Services	(PT) Education/Public Awareness	Los Angeles County
41	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Los Angeles County
3	Traffic Records/Roadway Safety	(TR) Data Improvement	Los Angeles County
3	Traffic Records/Roadway Safety	(TR) Local Data Records Design/Equipment	Los Angeles County
TOTAL 2	MADERA COUNTY		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Madera County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Madera County
TOTAL 7	MARIN COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Marin County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Marin County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Marin County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Marin County
TOTAL 1	MARIPOSA COUNTY		
1	Emergency Medical Services	(EMS) First Responder Equipment	Mariposa County
TOTAL 2	MENDOCINO COUNTY		
2	Emergency Medical Services	(EMS) First Responder Equipment	Mendocino County
TOTAL 2	MERCED COUNTY		
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Merced County
TOTAL 1	MONO COUNTY		
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Mono County

2024 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 9	MONTEREY COUNTY		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Monterey County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Monterey County
1	Emergency Medical Services	(EMS) First Responder Equipment	Monterey County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Monterey County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Monterey County
TOTAL 6	NAPA COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Napa County
1	Emergency Medical Services	(EMS) First Responder Equipment	Napa County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Napa County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Napa County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Napa County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Napa County
TOTAL 28	ORANGE COUNTY		
1	Drug-Impaired Driving	(DI) Evaluation	Orange County
1	Drug-Impaired Driving	(DI) Training	Orange County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Orange County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Orange County
2	Occupant Protection	(OP) Local Education	Orange County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Orange County
20	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Orange County
TOTAL 2	PLACER COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Placer County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Placer County
TOTAL 1	PLUMAS COUNTY		
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Plumas County
TOTAL 20	RIVERSIDE COUNTY		
1	Distracted Driving	(DD) Education/Public Awareness	Riverside County
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Riverside County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Riverside County
1	Emergency Medical Services	(EMS) First Responder Equipment	Riverside County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Riverside County
2	Occupant Protection	(OP) Local Education	Riverside County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Riverside County
12	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Riverside County

2024 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 15	SACRAMENTO COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Sacramento County
1	Drug-Impaired Driving	(DI) Training	Sacramento County
3	Emergency Medical Services	(EMS) First Responder Equipment	Sacramento County
1	Occupant Protection	(OP) Local Education	Sacramento County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Sacramento County
5	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Sacramento County
2	Traffic Records/Roadway Safety	(TR) Data Improvement	Sacramento County
TOTAL 1	SAN BENITO COUNTY		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Benito County
TOTAL 16	SAN BERNARDINO COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	San Bernardino County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	San Bernardino County
1	Emergency Medical Services	(EMS) First Responder Equipment	San Bernardino County
4	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	San Bernardino County
9	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Bernardino County
TOTAL 23	SAN DIEGO COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	San Diego County
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
6	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) Local Data Records Design/Equipment	San Diego County
TOTAL 2	SAN FRANCISCO COUNTY		
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	San Francisco County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Francisco County
TOTAL 5	SAN JOAQUIN COUNTY		
1	Occupant Protection	(OP) Local Education	San Joaquin County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Joaquin County
TOTAL 9	SAN LUIS OBISPO COUNTY		
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
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Luis Obispo County

2024 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
TOTAL 11	SAN MATEO COUNTY		
1	Alcohol-Impaired Driving	(AL) Judicial	San Mateo County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Mateo County
9	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Mateo County
TOTAL 10	SANTA BARBARA COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Santa Barbara County
1	Emergency Medical Services	(EMS) First Responder Equipment	Santa Barbara County
4	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Santa Barbara County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Barbara County
TOTAL 12	SANTA CLARA COUNTY		
1	Drug-Impaired Driving	(DI) Equipment	Santa Clara County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Santa Clara County
7	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Clara County
2	Traffic Records/Roadway Safety	(TR) Data Improvement	Santa Clara County
TOTAL 6	SANTA CRUZ COUNTY		
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
TOTAL 6	SHASTA COUNTY		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Shasta County
2	Emergency Medical Services	(EMS) First Responder Equipment	Shasta County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Shasta County
TOTAL 7	SOLANO COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Solano County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Solano County
1	Occupant Protection	(OP) Local Education	Solano County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Solano County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Solano County
TOTAL 10	SONOMA COUNTY		
1	Alcohol-Impaired Driving	(AL) Probation	Sonoma County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Sonoma County
3	Emergency Medical Services	(EMS) First Responder Equipment	Sonoma County
1	Occupant Protection	(OP) Local Education	Sonoma County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Sonoma County
TOTAL 8	STANISLAUS COUNTY		
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
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Stanislaus County

2024 PROJECT DISTRIBUTION

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

2024 PROJECT DISTRIBUTION

REGIONAL AND STATEWIDE GRANTS (45 TOTAL GRANTS)

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

2024 PROJECT DISTRIBUTION

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	AGENCY
TOTAL 1	UNIVERSITY OF CALIFORNIA, DAVIS		
1	Drug-Impaired Driving	(DI) Evaluation	University of California, Davis
TOTAL 1	UNIVERSITY OF CALIFORNIA, IRVINE		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	University of California, Irvine
TOTAL 1	UNIVERSITY OF CALIFORNIA, SAN DIEGO		
1	Police Traffic Services	(PT) Education/Public Awareness	University of California, San Diego

California Annual Report 2024

TRAFFIC SAFETY CORE PERFORMANCE MEASURES



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE PERFORMANCE MEASURES

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

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

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

PROCESS FOR DEVELOPING TARGETS

As outlined in NHTSA's "Traffic Safety Performance Measures for States and Federal Agencies", the OTS uses the templates, tools, and standardized language developed by NHTSA and the GHSA for all core performance measures.

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

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

OVERALL PROGRAM GOAL

The OTS 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		2018	2019	2020	2021	2022
C-1	Traffic Fatalities (FARS)	Actual	3,798	3,719	3,980	4,513	4,428
		5-Year Rolling Average	3,602	3,725	3,844	3,979	4,088
C-2	Serious Injuries (SWITRS)*	Actual	16,158	16,443	15,392	18,084	17,916
		5-Year Rolling Average	13,312.4	14,402.0	15,090.4	16,055.6	16,798.6
C-3	Fatalities/Vehicle Miles Traveled (VMT)	Actual	1.09	1.09	1.33	1.45	1.40
		5-Year Rolling Average	1.06	1.09	1.15	1.21	1.27
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Actual	635	634	782	919	842
		5-Year Rolling Average	584	615	657	719	762
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Actual	1,116	966	1,183	1,453	1,479
		5-Year Rolling Average	1,030	1,048	1,104	1,172	1,239
C-6	Speeding-Related Fatalities (FARS)	Actual	1,000	1,108	1,295	1,590	1,403
		5-Year Rolling Average	1,068	1,091	1,144	1,231	1,279
C-7	Motorcyclist Fatalities (FARS)	Actual	523	491	559	611	634
		5-Year Rolling Average	539	532	545	552	564
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Actual	34	28	36	46	41
		5-Year Rolling Average	31	32	34	38	37
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Actual	395	363	419	518	471
		5-Year Rolling Average	411	407	410	424	433
C-10	Pedestrian Fatalities (FARS)	Actual	978	1,011	1,013	1,179	1,158
		5-Year Rolling Average	876	936	975	1,024	1,068
C-11	Bicyclist Fatalities (FARS)	Actual	165	143	136	134	177
		5-Year Rolling Average	146	149	149	145	151
			Calendar Years				
	CORE BEHAVIOR MEASURE		2020	2021	2022	2023	2024
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles** (CSU Fresno Observational Survey)	State Annual	96.02%**	97.15%	95.30%	96.21%	97.54%

*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		2018	2019	2020	2021	2022
	Drug-Impaired Driving (drivers killed in crashes that tested positive for drug involvement)	FARS Annual	43%	51%	55%	52.9%	Not yet available
			Calendar Years				
	ADDITIONAL MEASURE		2020	2021	2022	2023	2024
	Distracted Driving** (using a handheld cell phone or texting, CSU Fresno Observational Survey)	State Annual	1.99%**	1.64%	3.15%	3.64%	2.92%
ACTIVITY MEASURES		2024					
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities	3,301					
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	6,552					
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities	59,960					

*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.

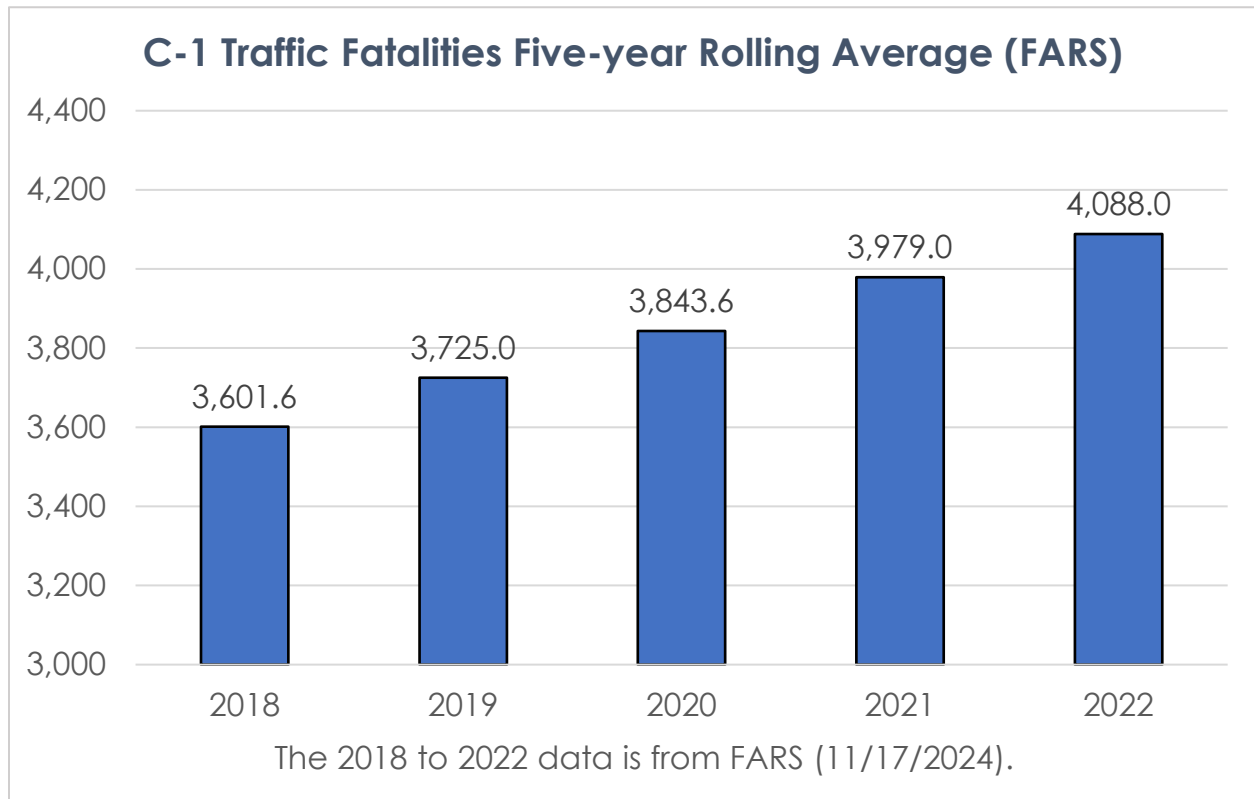
**Due to COVID-19, California did not conduct observational surveys in 2020.

TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

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

PRELIMINARY RESULT: Traffic fatalities increased 3.93 percent from the 2017-2021 five-year rolling average base year of 3,933.2 to the 2018-2022 five-year rolling average of 4,088.0.



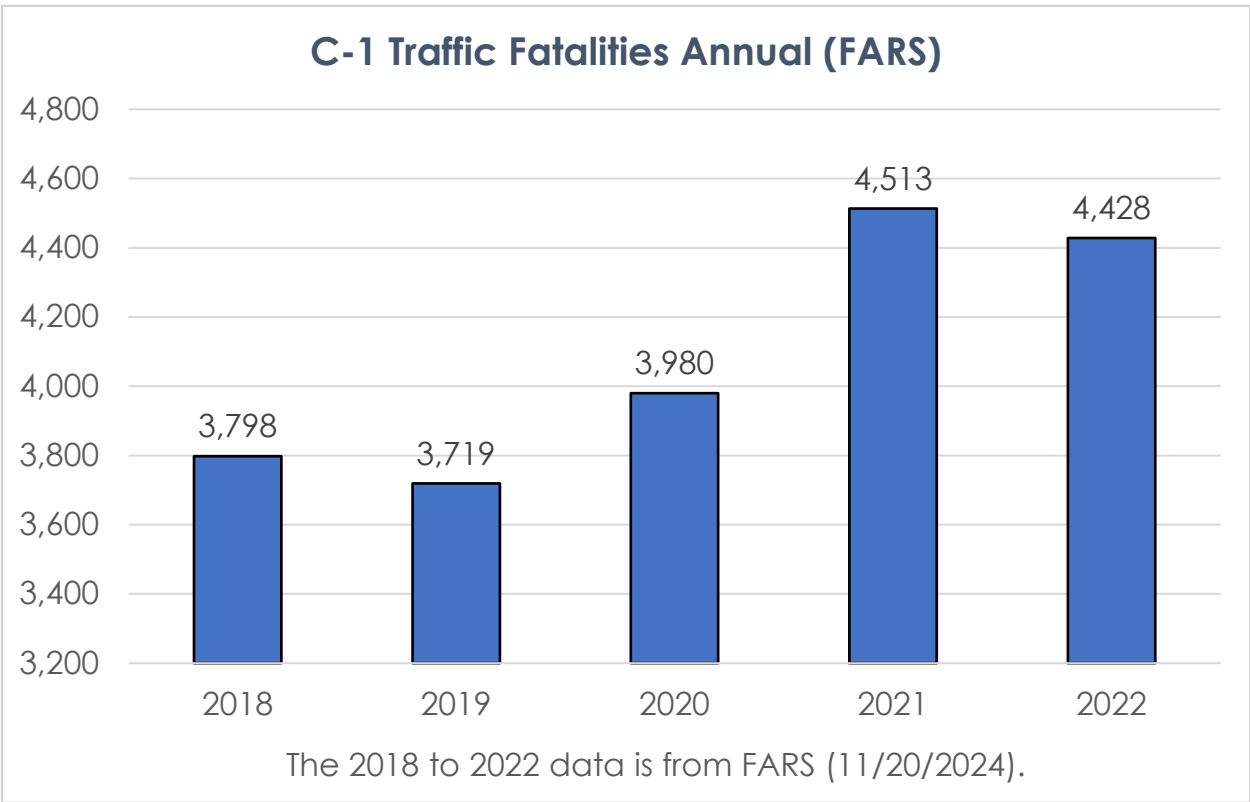
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-1 TRAFFIC FATALITIES (FARS) ANNUAL DATA

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

PRELIMINARY RESULT: Traffic fatalities increased by 3.33 percent from the 2021 base year of 4,285 to 4,428 in 2022.

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

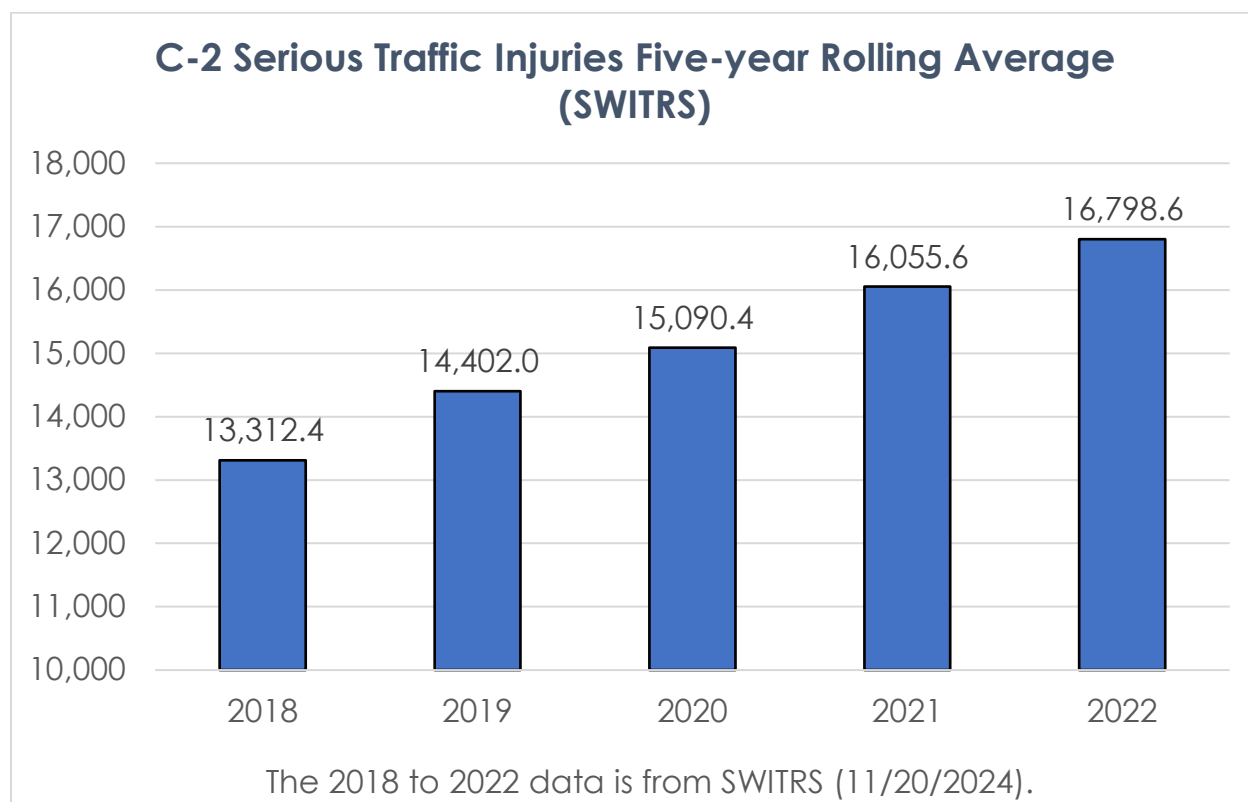


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

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

PRELIMINARY RESULT: Serious traffic injuries increased 4.86 percent from the 2017-2021 five-year rolling average base year of 16,019.6 to the 2018-2022 five-year rolling average of 16,798.6.



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

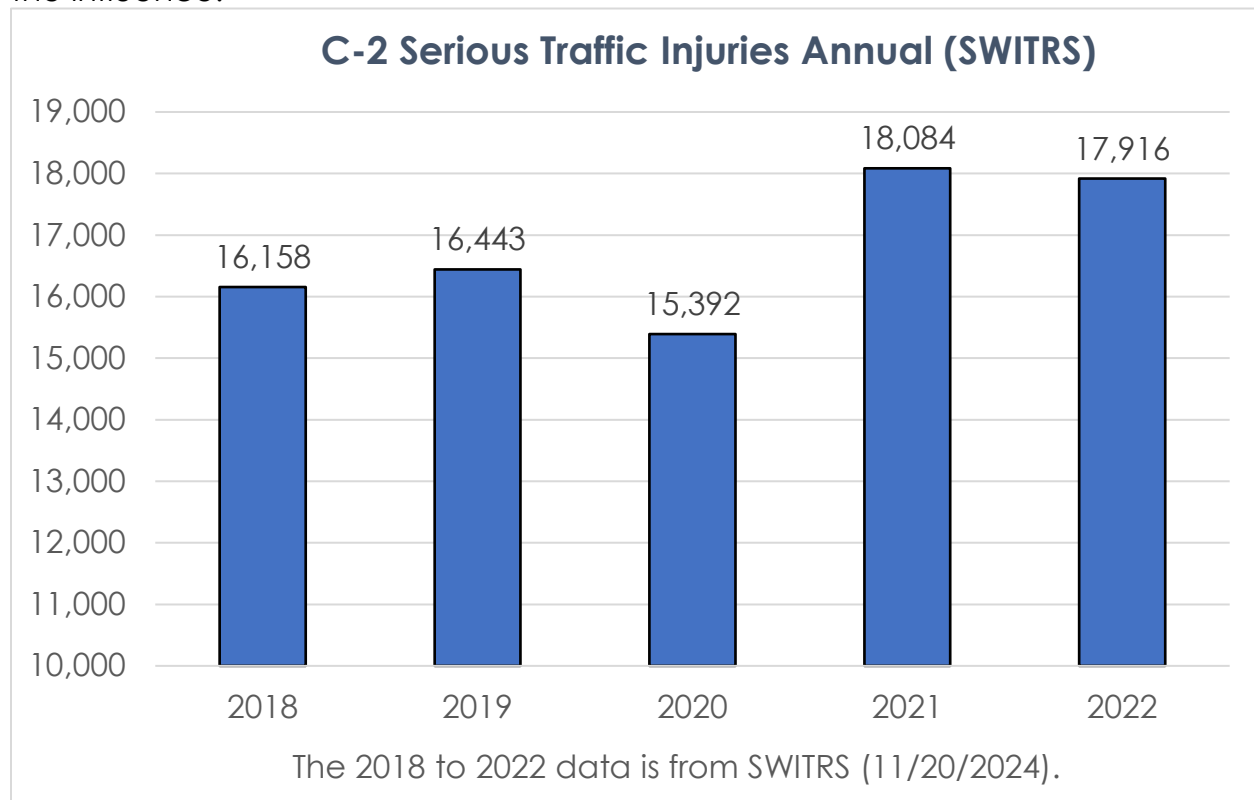
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-2 SERIOUS TRAFFIC INJURIES (SWITRS) ANNUAL DATA

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

PRELIMINARY RESULT: Serious traffic injuries increased 0.06 percent from the 2021 base year of 17,904 to 17,916 in 2022.

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

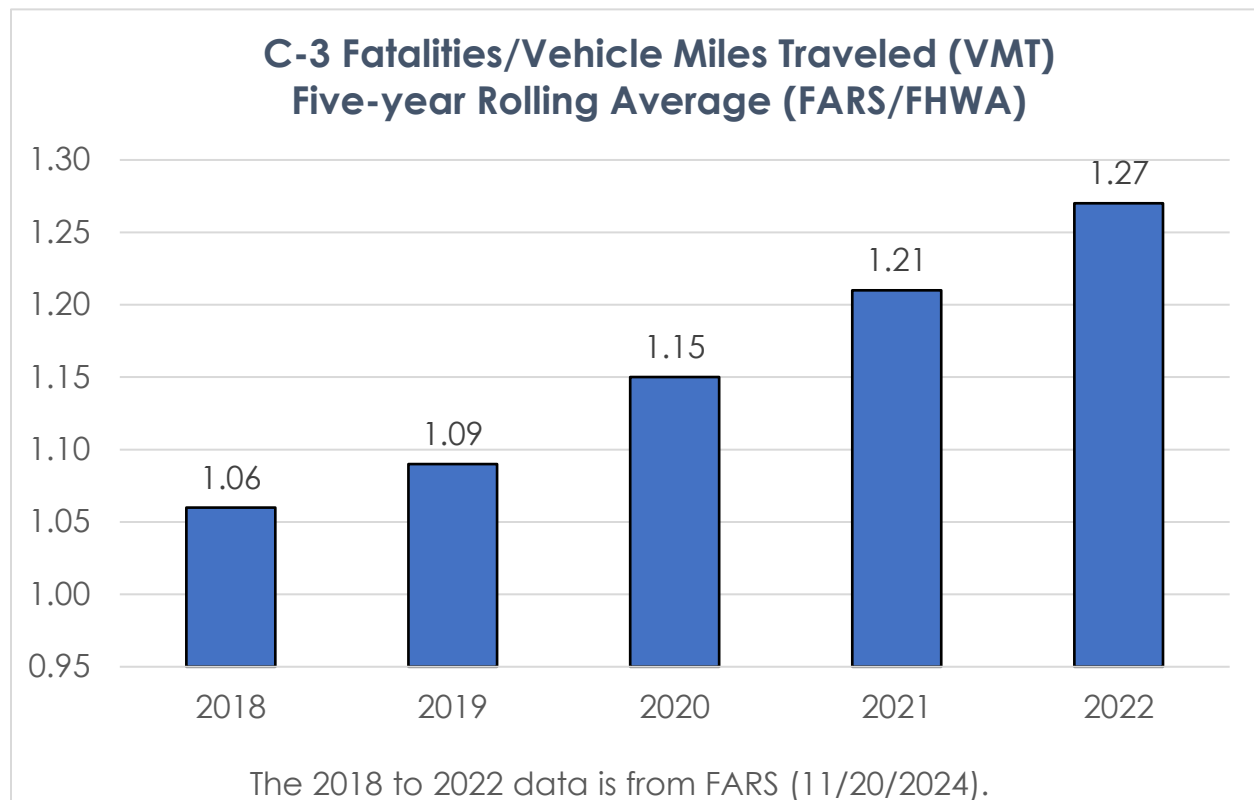


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

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

PRELIMINARY RESULT: Traffic fatalities/VMT increased 5.83 percentage points from the 2017-2021 five-year rolling average base year of 1.20 to the 2018-2022 five-year rolling average of 1.27.



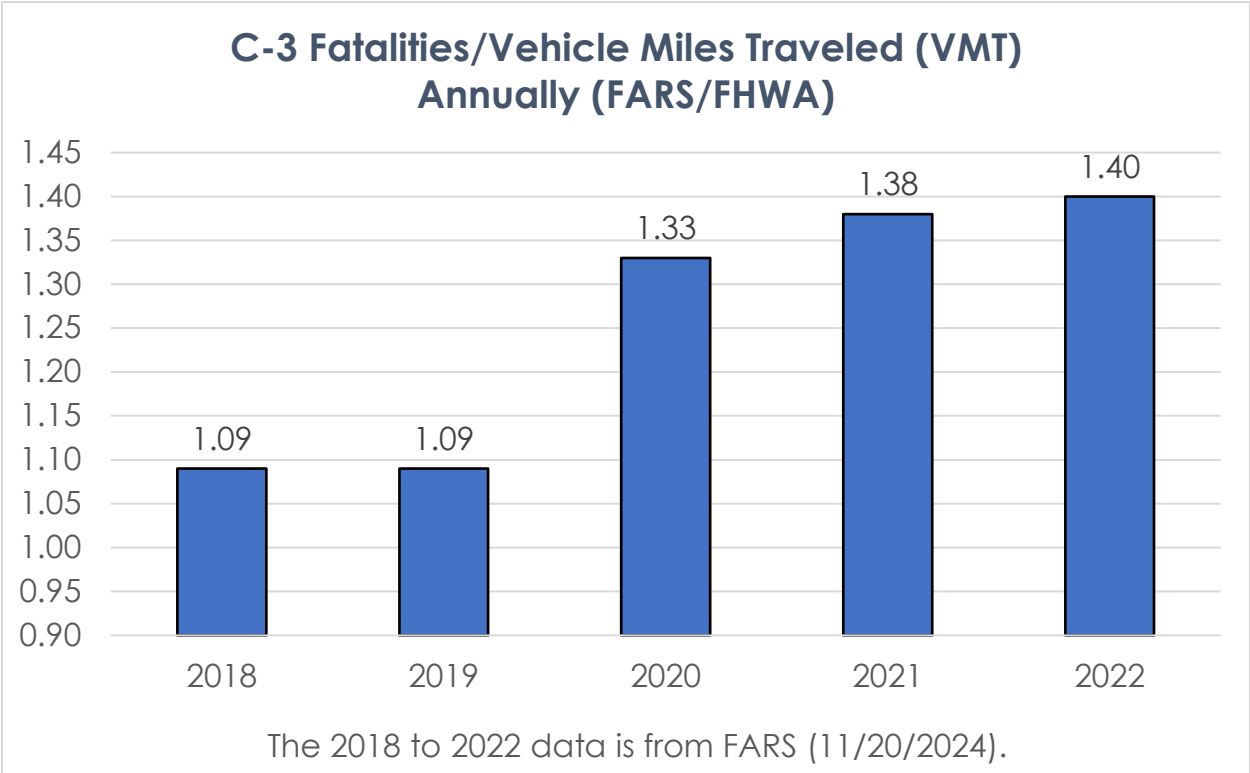
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

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

PRELIMINARY RESULT: Traffic fatalities/VMT increased 1.44 percentage points from the 2021 base year of 1.38 to 1.40 in 2022.

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



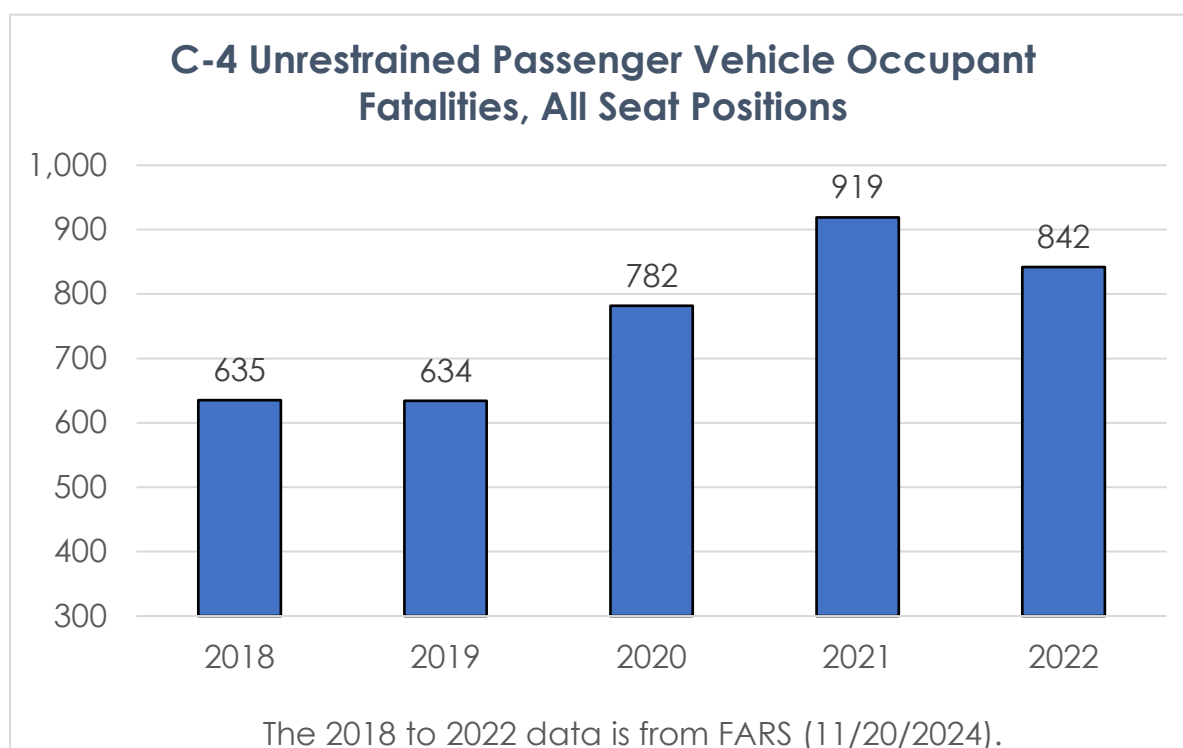
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

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

PRELIMINARY RESULT: Unrestrained passenger vehicle occupant fatalities, all seat positions, decreased 4.10 percent from the 2021 base year of 878 to 842 in 2022.

COUNTERMEASURES: Funded countermeasures to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, will include improving occupant protection educational and media outreach, developing occupant protection educational programs among multicultural and diverse ethnic populations, supporting NHTSA standardized Child Passenger Safety (CPS) Technician and Instructor Training Programs, providing CPS educational resources to law enforcement and other agencies, funding and distributing child safety seats to communities that are underserved and overrepresented, and providing a toll-free CPS Helpline in English and Spanish.



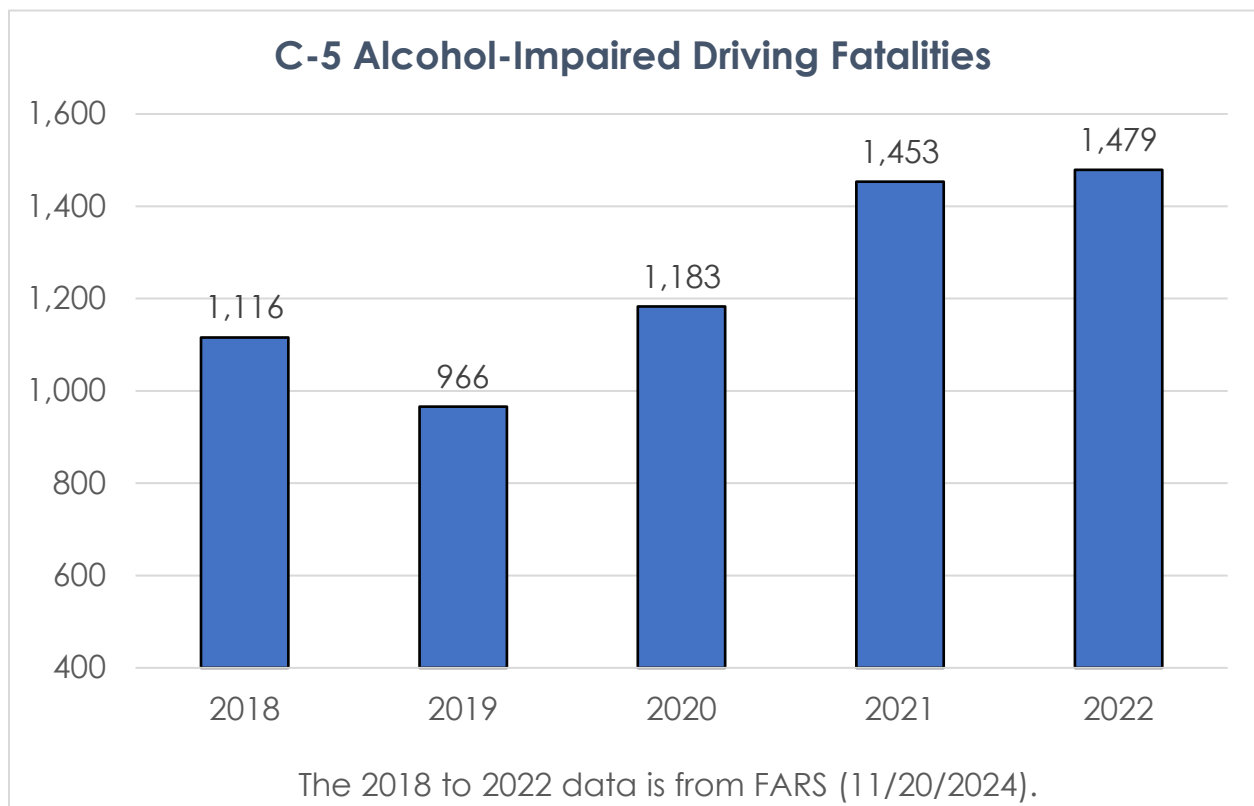
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

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

PRELIMINARY RESULT: Alcohol-impaired driving fatalities increased by 7.95 percent from the 2021 base year of 1,370 to 1,479 in 2022.

COUNTERMEASURES: Funded countermeasures to reduce alcohol-impaired fatalities include collaborative enforcement funding in STEP grants that will result in additional DUI enforcement for areas of the state that did not have resources within their own agency to conduct high visibility operations. Additionally, the OTS has also developed an Impaired Driving Strategic Plan that provides additional countermeasures for local authorities to evaluate within their jurisdictions.



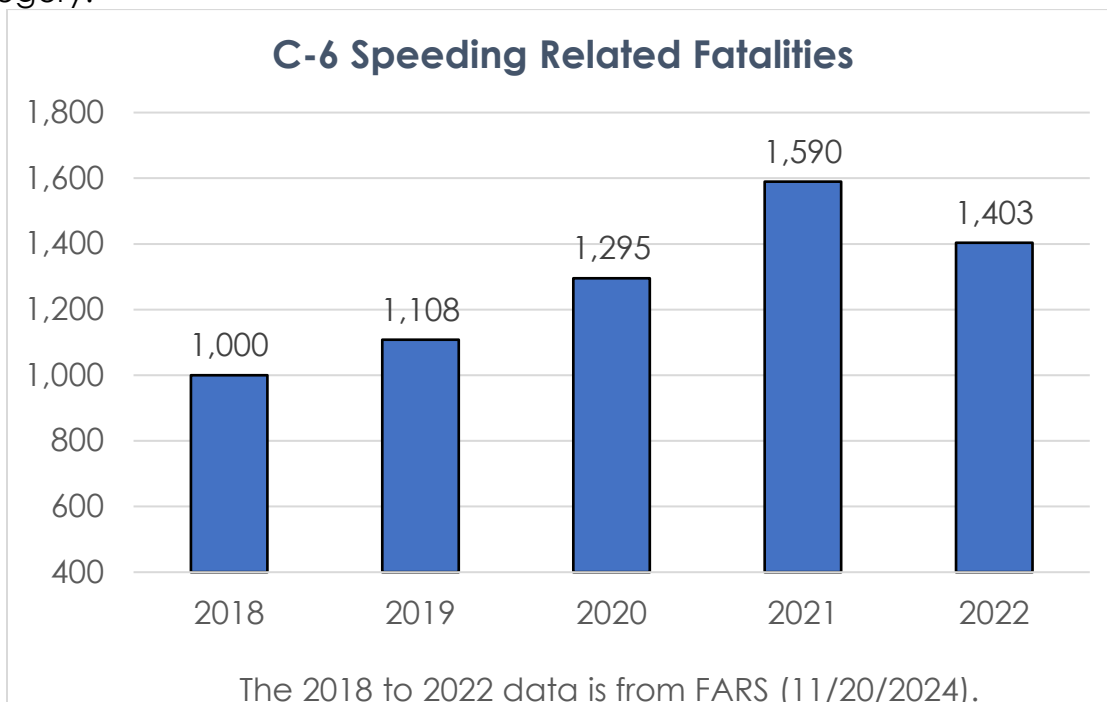
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-6 SPEEDING-RELATED FATALITIES (FARS)

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

PRELIMINARY RESULT: Speeding-related fatalities decreased 7.02 percent from the 2021 base year of 1,509 to 1,403 in 2022.

COUNTERMEASURES: California is implementing recommendations from the AB 2363 Zero Traffic Fatalities Taskforce CalSTA Report of Findings. This includes the convening of an annual Traffic Safety Law Enforcement Forum, which brings together more than 260 law enforcement personnel, prosecutors, toxicologists and researchers to discuss the biggest traffic safety challenges and the best ways to address them. The OTS also expanded the Law Enforcement Liaison (LEL) Program that now includes six LELs that conduct regional collaborative traffic safety meetings to discuss enforcement efforts. The OTS runs a statewide anti-speeding public awareness campaign in the Summer, and continues to collaborate with regional partners on education campaigns. For example, the OTS collaborated with more than a dozen local and regional partners to launch the "Go Safely, PCH" campaign aimed at reducing dangerous and reckless driving on Pacific Coast Highway. There are also more cities that are developing Local Roadway Safety Plans and Vision Zero efforts that focus on reducing speeding related fatalities that will contribute to a decrease in fatalities in this category.



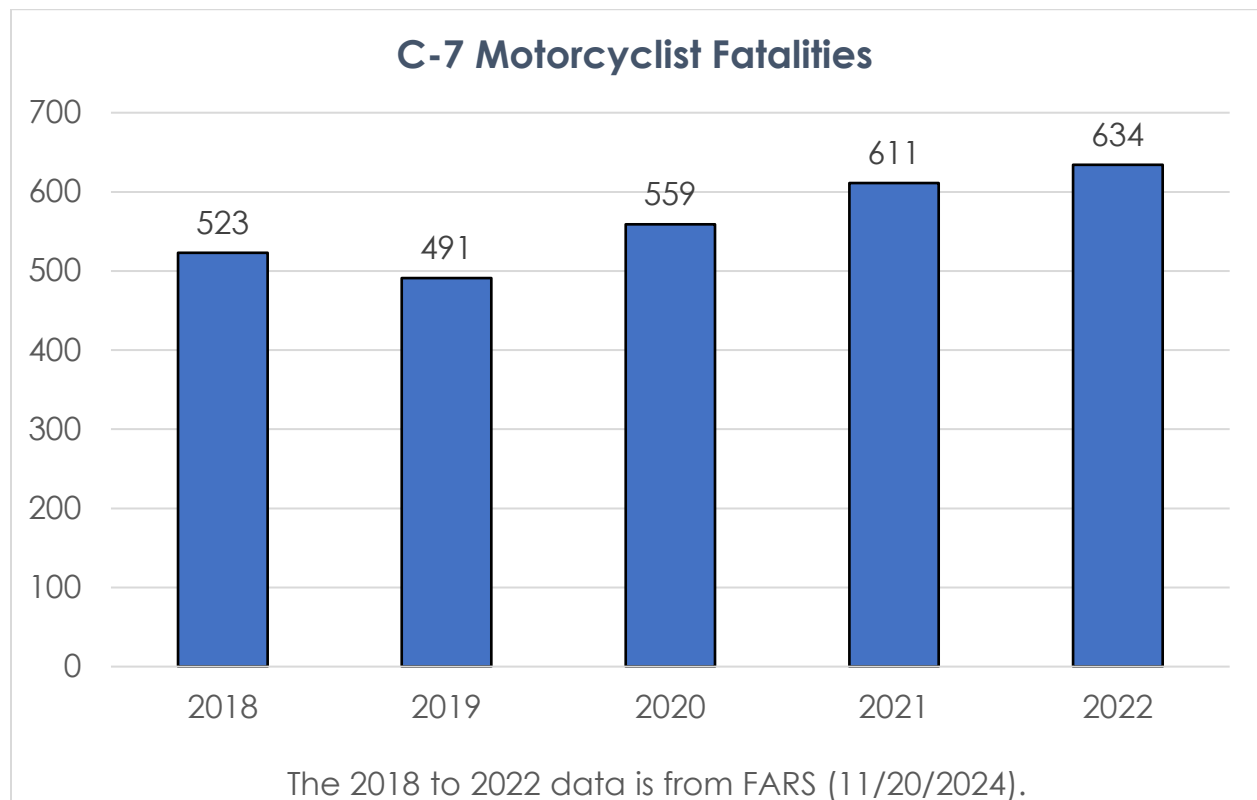
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-7 MOTORCYCLIST FATALITIES (FARS)

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

PRELIMINARY RESULT: Motorcycle fatalities increased by 12.21 percent from the 2021 base year of 565 to 634 in 2022.

COUNTERMEASURES: Funded countermeasures to reduce motorcyclist fatalities will include motorcycle safety public awareness events and community trainings. Law enforcement agencies will conduct highly publicized motorcycle safety enforcement operations.



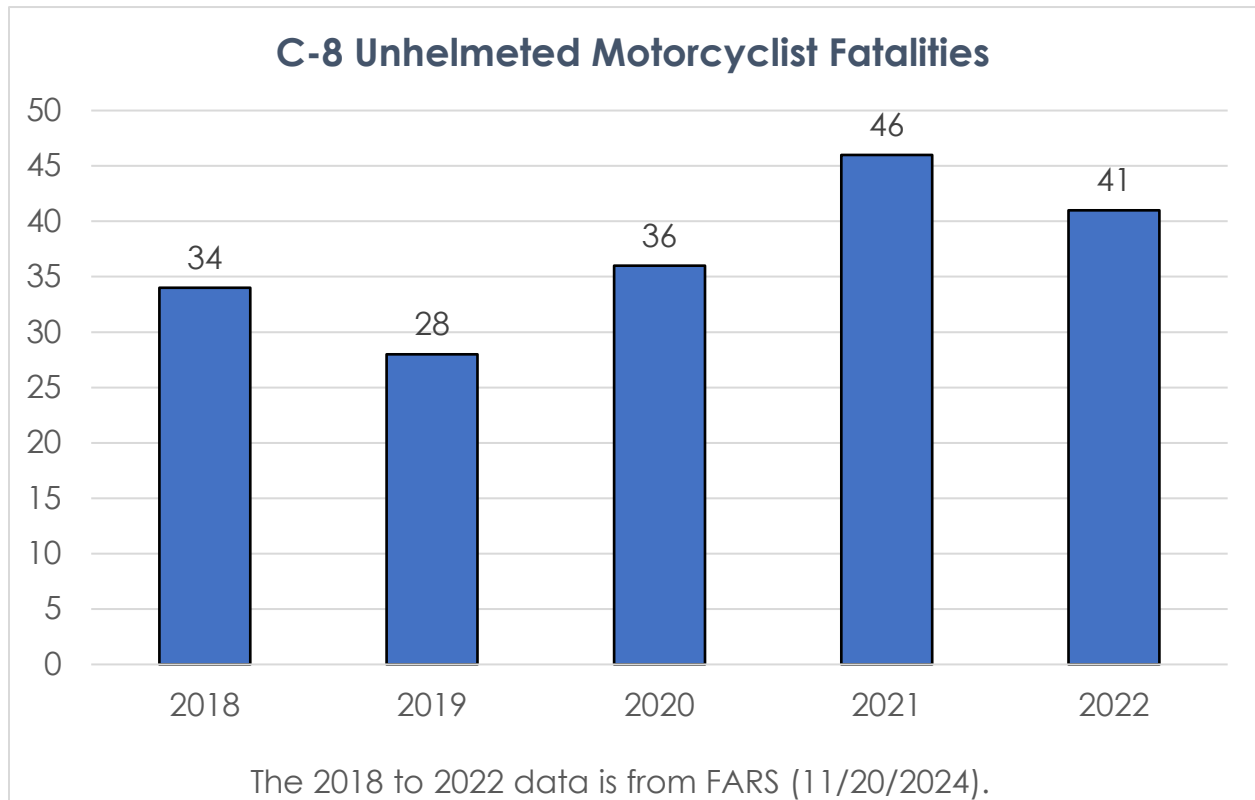
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

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

PRELIMINARY RESULT: Unhelmeted motorcyclist fatalities increased 10.81 percent from the 2021 base year of 37 to 41 in 2022.

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



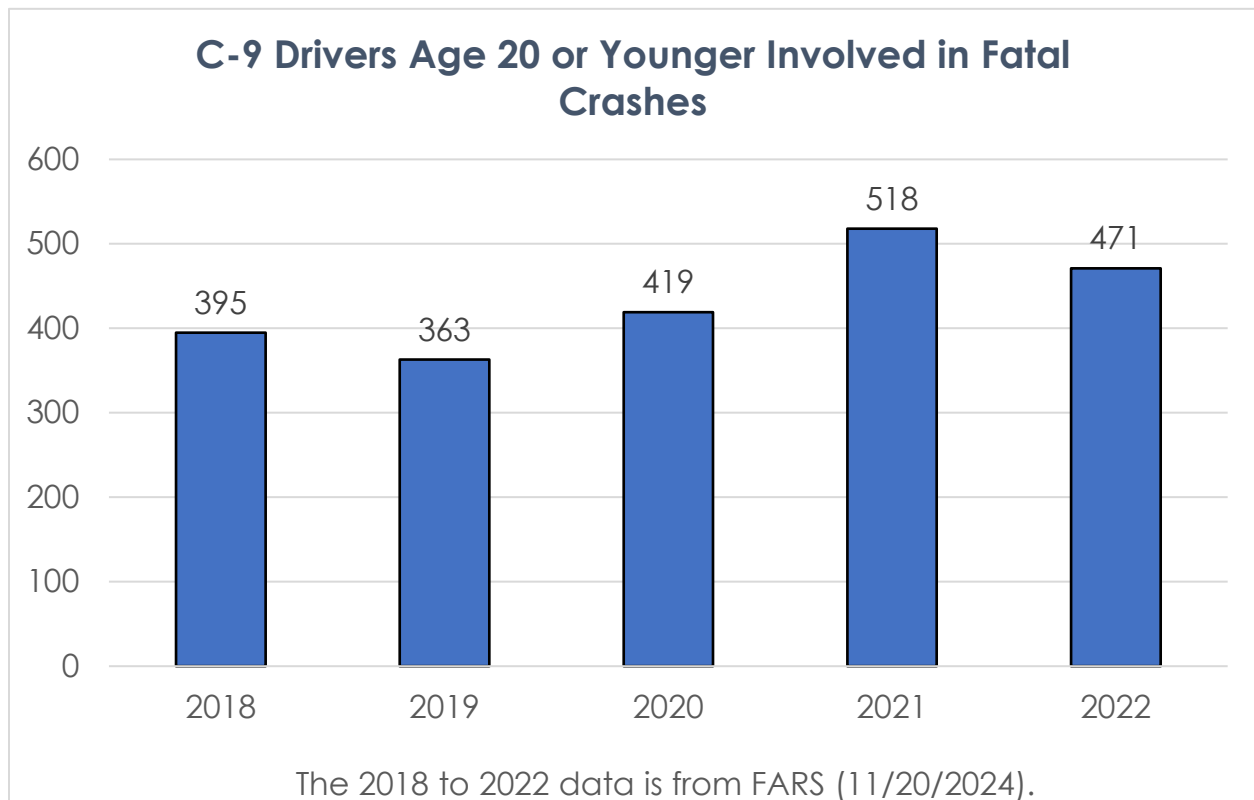
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

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

PRELIMINARY RESULT: Drivers age 20 or younger involved in fatal crashes decreased 2.07 percent from 2021 base year of 481 to 471 in 2022.

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



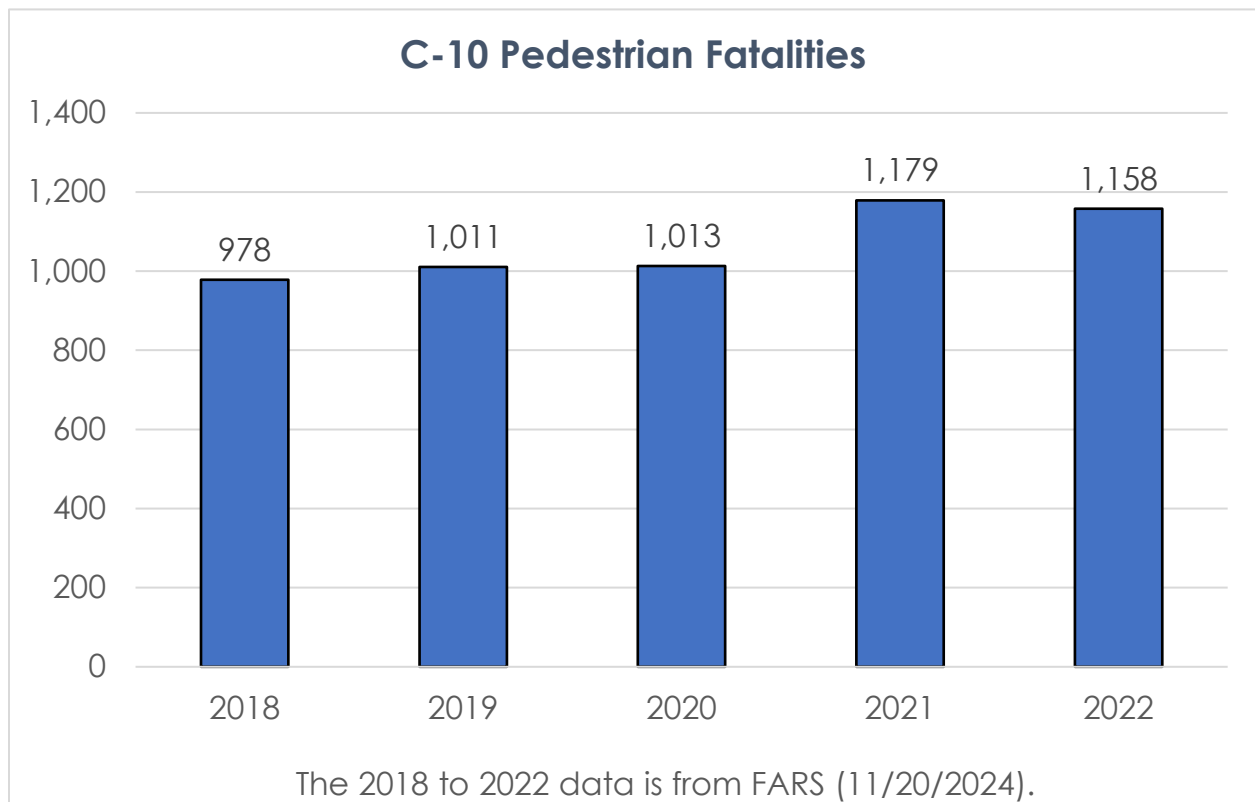
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-10 PEDESTRIAN FATALITIES (FARS)

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

PRELIMINARY RESULT: Pedestrian fatalities increased by 4.51 percent from the 2021 base year of 1,108 to 1,158 in 2022.

COUNTERMEASURES: Caltrans is providing grant funding to their Active Transportation Program for bicycle and pedestrian safety issues. The state has also developed a Vulnerable Road User (VRU) Assessment which the purpose is to use a data-driven process to compile locations and strategies to improve safety for pedestrians and bicyclists, or also referenced as VRUs, on state and local roads. Additionally, the SHSP developed action items specifically for pedestrian safety.



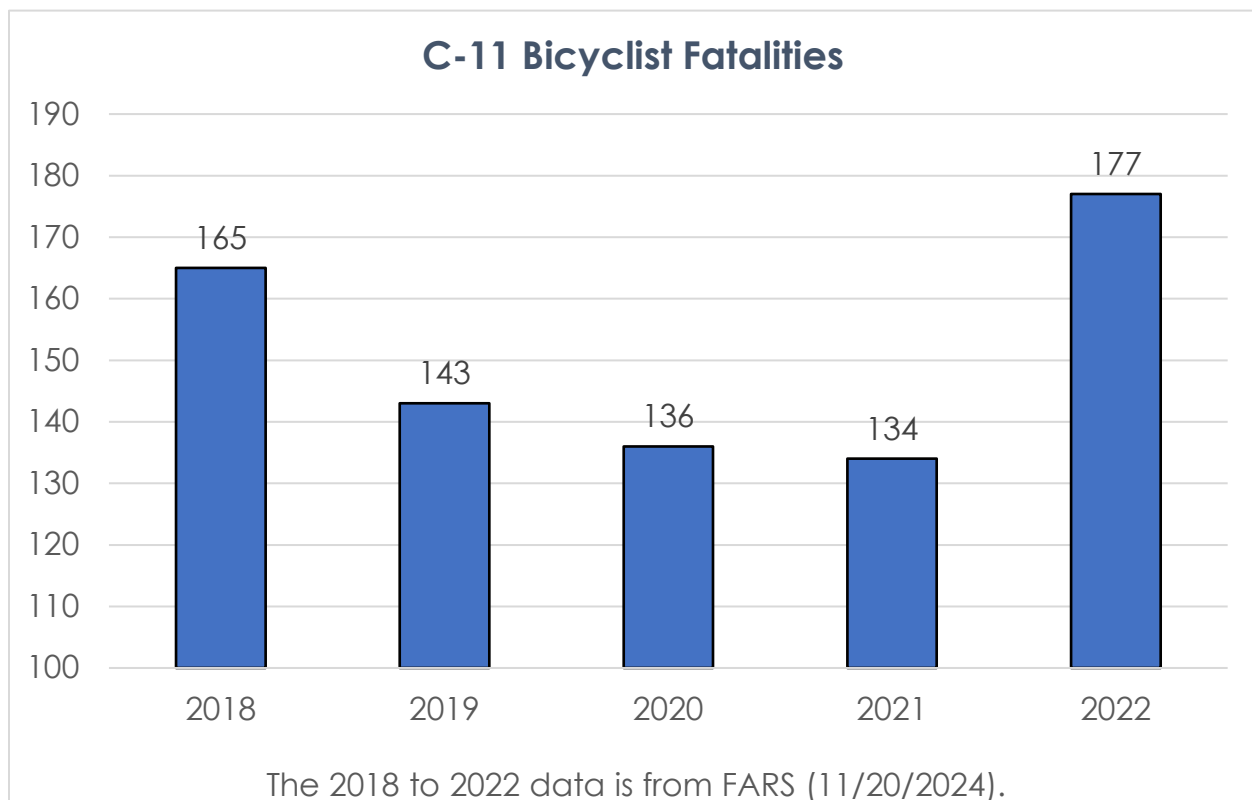
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-11 BICYCLIST FATALITIES (FARS)

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

PRELIMINARY RESULT: Bicyclist fatalities increased 41.60 percent from the 2021 base year of 125 to 177 in 2022.

COUNTERMEASURES: Caltrans is providing grant funding to their Active Transportation Program for bicycle and pedestrian safety issues. The state has also developed a Vulnerable Road User (VRU) Assessment which the purpose is to use a data-driven process to compile locations and strategies to improve safety for pedestrians and bicyclists, or also referenced as VRUs, on state and local roads. Additionally, the SHSP developed action items specifically for bicycle safety.



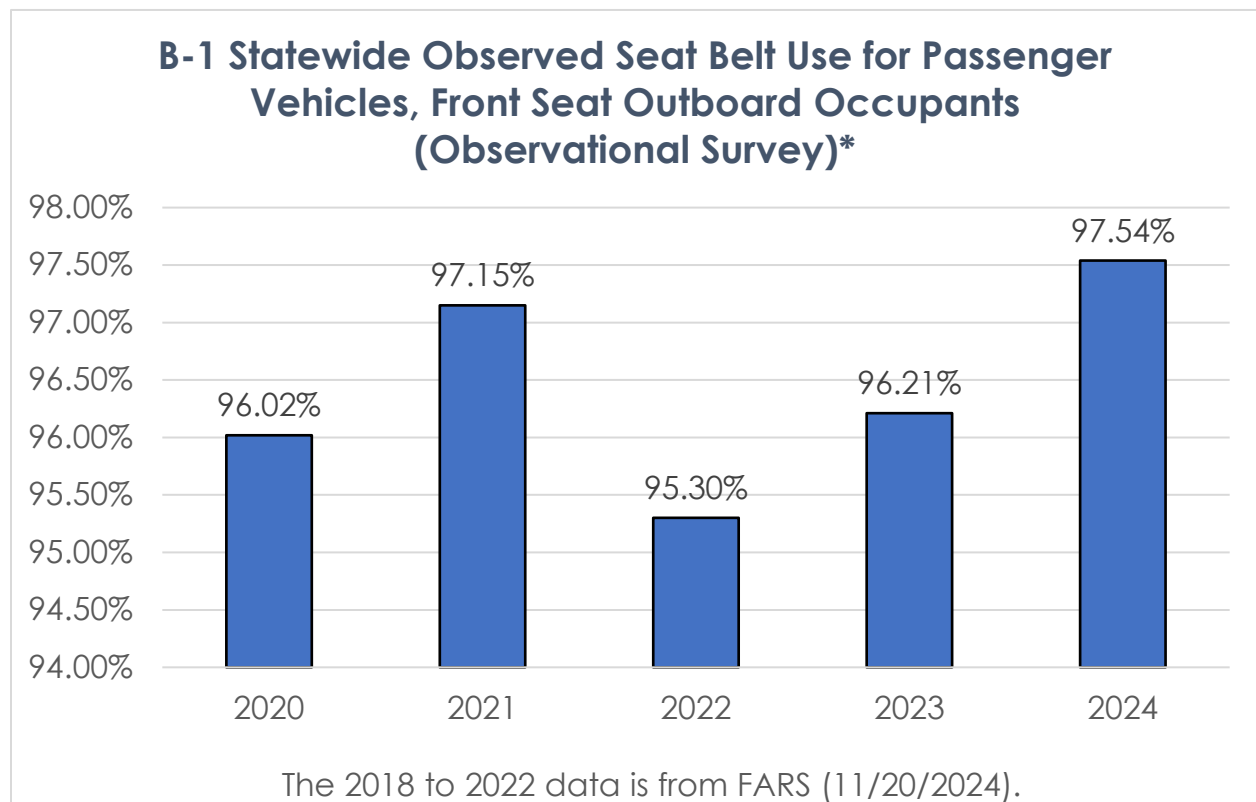
CORE BEHAVIOR MEASURES

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

TARGET: Increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.5 percentage points from 97.2 percent (2021 observation) to 97.7 percent by December 31, 2026.

RESULT: Statewide observed seat belt use of front seat outboard occupants in passenger vehicles increased by 0.34 percentage points from the 2021 base year of 97.20 percent to 97.54 percent in 2024.

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



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

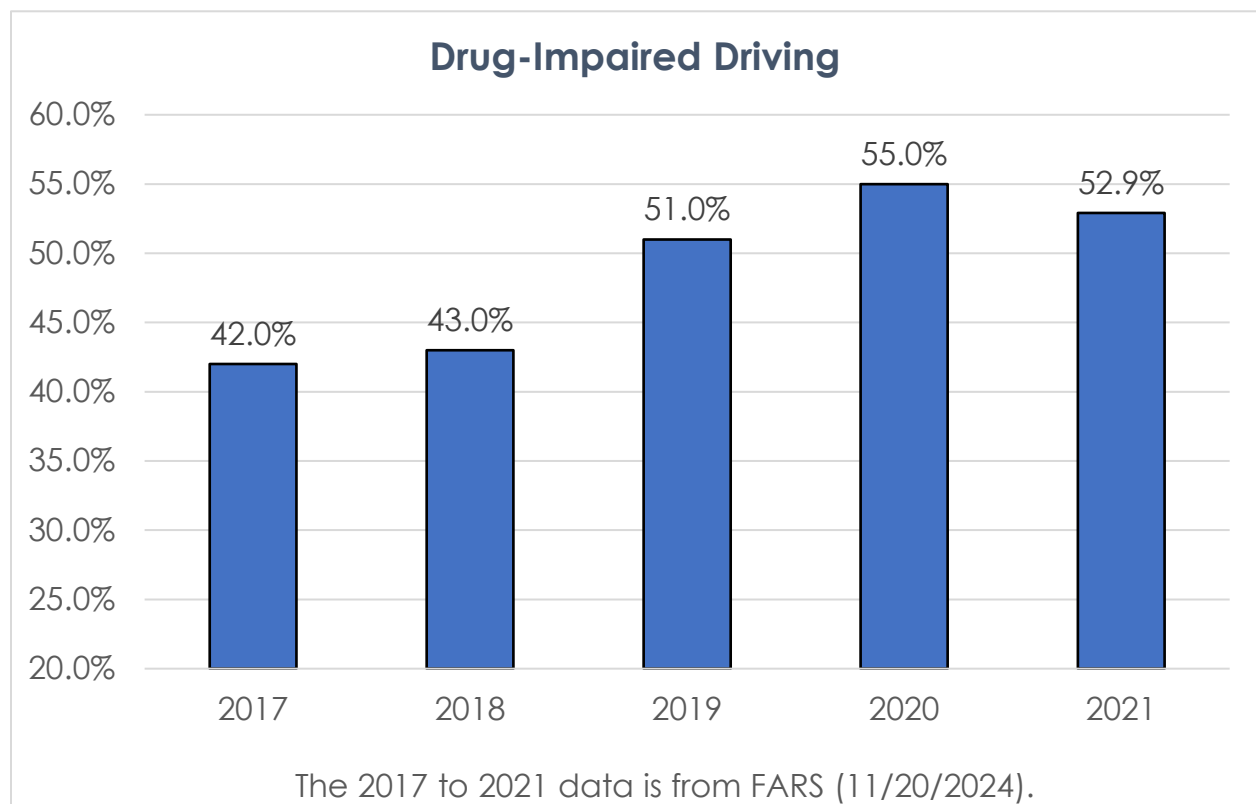
ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

DRUG-IMPAIRED DRIVING (FARS)

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

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

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



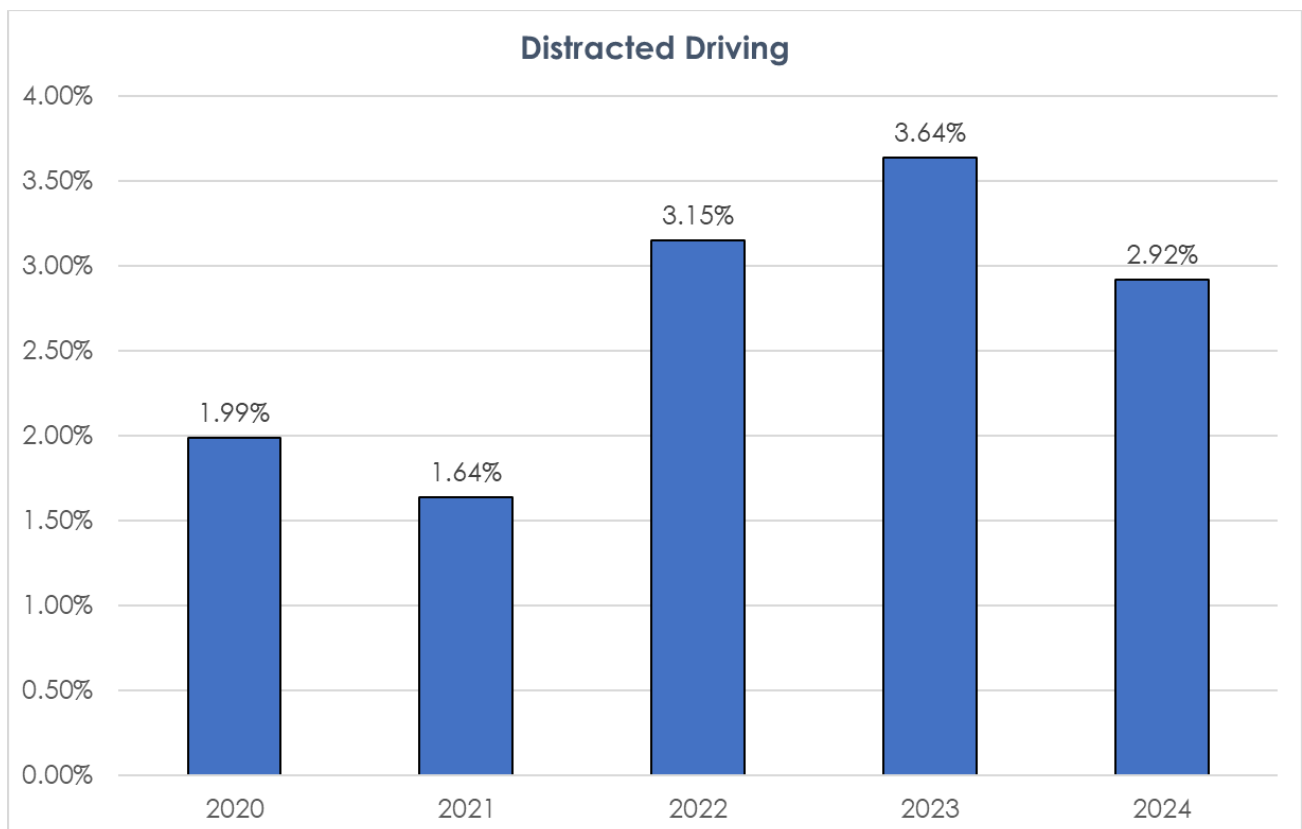
ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

DISTRACTED DRIVING (SURVEY)

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

RESULT: The number of distracted drivers observed using a handheld cell phone or texting decreased 0.23 percentage points from the 2022 calendar base year of 3.15 percent to 2.92 percent in 2024.

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, 2026.

PRELIMINARY RESULT: Average extrication time from the time of arrival at the crash site to transport decreased by an average of 10 minutes, 19 seconds from 27 minutes, 21 seconds to 17 minutes, 2 seconds in 2024.

TRAFFIC RECORDS/ROADWAY SAFETY

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

PRELIMINARY RESULT: The percentage of crash reports electronically submitted by local law enforcement agencies to SWITRS increased 8.74 percentage points from the 2022 calendar base year total of 31.4 percent to 40.14 percent in 2024.

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years				
	2019	2020	2021	2022	2023
Statewide DUI Arrests*	124,141	95,957	Not Yet Available	Not Yet Available	Not Yet Available
Statewide DUI Conviction Rate*	68.9%	Not Yet Available	Not Yet Available	Not Yet Available	Not Yet Available
Statewide Seat Belt Violation Convictions**	45,815	26,201	27,383	24,773	25,901
Statewide Child Restraint Violation Convictions**	8,771	5,348	4,861	4,709	5,109
Statewide Speeding Convictions**	892,998	707,083	837,851	737,230	729,038
Hand-held Cell Phone Convictions**	130,150	66,132	66,561	54,098	58,995
Texting Convictions**	168,617	98,335	106,291	108,990	123,212
Hand-held Device by Someone Under Age 18 Convictions**	500	279	228	279	249

ADDITIONAL OUTCOME MEASURES	Calendar Years				
	2019	2020	2021	2022	2023
Rural Fatalities/VMT (FARS/FHWA)	2.02	2.15	2.17	1.93	Not Yet Available
Urban Fatalities/VMT (FARS/FHWA)	0.90	1.14	1.28	1.28	Not Yet Available
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS/FHWA)	1.09	1.33	1.45	1.40	Not Yet Available
Motor Vehicle Fatalities, Age 16-19 (FARS)	168	222	262	228	Not Yet Available
Fatality Rate Per 100,000 Population (FARS)	9.43	10.08	11.53	11.35	Not Yet Available
Total Motor Vehicle Injuries (SWITRS)	269,031	203,888	225,109	223,512	226,421
Motor Vehicle Injuries, Age 16-19 (SWITRS)	18,902	15,212	16,657	16,033	16,349
Hit-and-Run Fatal Crashes (FARS)	327	404	480	490	Not Yet Available
Hit-and-Run Injury Crashes (SWITRS)	20,122	18,075	20,548	20,676	20,995
Hit-and-Run Fatalities (FARS)	335	413	491	505	Not Yet Available
Hit-and-Run Injuries (SWITRS)	25,842	23,260	26,681	26,665	27,076
Fatal Crashes between 2100-0300 (FARS)	1,093	1,206	1,477	1,448	Not Yet Available
Injury Crashes between 2100-0300 (SWITRS)	26,073	21,318	26,262	25,176	25,096
Motor Vehicle Fatalities between 2100-0300 (FARS)	1,209	1,341	1,593	1,561	Not Yet Available
Motor Vehicle Injuries between 2100-0300 (SWITRS)	37,605	30,365	37,379	36,001	35,696

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

**Data provided by DMV.

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

MOTORCYCLES	Calendar Years				
	2019	2020	2021	2022	2023
Total Motorcycle Registrations (DMV)	808,377	785,424	812,924	802,500	Not Yet Available
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	60.74	71.17	75.16	79.00	Not Yet Available
Motorcyclist Injuries (SWITRS)	12,935	10,553	11,465	12,080	11,414
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	94%	93%	92%	93%	Not Yet Available
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	33%	48%	40%	38%	Not Yet Available
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	130	122	160	202	Not Yet Available
Motorcycle Rider (Operator) Fatalities (FARS)	468	545	595	620	Not Yet Available
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	28%	21%	29%	33%	Not Yet Available
Percent of Motorcyclists At-Fault in Fatal Motorcycle Crashes (SWITRS)	67%	65%	69%	69%	67%
Percent of Motorcyclists At-Fault in Injury Motorcycle Crashes (SWITRS)	52%	58%	57%	55%	54%
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and Speed was Primary Crash Factor (SWITRS)	27%	24%	25%	25%	24%
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and DUI was Primary Crash Factor (SWITRS)	19%	16%	17%	19%	16%

OCCUPANT PROTECTION	Calendar Years				
	2019	2020	2021	2022	2023
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	36%	41%	41%	36.5%	Not Yet Available
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	97.36%	95.34% (2021)*	96.23% (2022)	93.48% (2023)	98.17% (2024)
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16-19 (FARS)	37%	34%	39%	44%	Not Yet Available
Child Safety Seat Use Rate (Statewide Observational Survey)	94.00%	93.90% (2021)*	92.60% (2022)	95.20% (2023)	95.70% (2024)
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	33	35	41	30	Not Yet Available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	6,277	4,375	4,759	4,804	5,055

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

PEDESTRIANS	Calendar Years				
	2019	2020	2021	2022	2023
Pedestrian Injuries (SWITRS)	14,126	10,111	10,276	10,922	11,194
Pedestrian Fatalities Under Age 15 (FARS)	19	19	20	18	Not Yet Available
Pedestrian Injuries Under Age 15 (SWITRS)	1,488	755	902	1,070	1,074
Pedestrian Fatalities Age 65 and Older (FARS)	232	194	221	236	Not Yet Available
Pedestrian Injuries Age 65 and Older (SWITRS)	2,021	1,489	1,459	1,607	1,600

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
SPEEDING AND AGGRESSIVE DRIVING	2019	2020	2021	2022	2023
Speeding Related Injuries (SWITRS)	87,364	57,562	68,445	66,986	68,733

	Calendar Years				
ALCOHOL-IMPAIRED DRIVING	2019	2020	2021	2022	2023
Alcohol-Impaired Driving Fatality Rate – Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – California	0.28	0.39	0.47	0.47	Not Yet Available
Alcohol-Impaired Driving Fatality Rate – Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – National	0.31	0.40	0.43	0.42	Not Yet Available
Percent of Alcohol-Impaired Driving Fatalities – California	26%	30%	32%	33%	Not Yet Available
Driver Fatalities Age 16-19 with BAC=.08+ (FARS)	12	28	27	32	Not Yet Available
Male	8	20	24	27	Not Yet Available
Female	5	7	3	5	Not Yet Available
Alcohol-Related Injuries (SWITRS)	27,333	23,333	28,582	27,835	27,346
Alcohol-Related Injuries Age 16 -19 (SWITRS)	1,666	1,514	1,719	1,666	1,767
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	19	35	34	38	Not Yet Available
Male	12	28	30	32	Not Yet Available
Female	7	7	4	7	Not Yet Available
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	143	158	167	182	Not Yet Available
Male	112	122	128	147	Not Yet Available
Female	31	36	39	35	Not Yet Available

	Calendar Years				
BICYCLES	2019	2020	2021	2022	2023
Bicyclist Fatalities (FARS)	143	136	134	177	Not Yet Available
Bicyclist Injuries (SWITRS)	10,103	7,941	7,625	8,735	8,811
Bicyclist Fatalities Under Age 15 (FARS)	1	6	4	6	Not Yet Available
Bicyclist Injuries Under Age 15 (SWITRS)	949	645	814	1,118	1,153
Unhelmeted Bicyclist Fatalities (FARS)	82	67	73	86	Not Yet Available

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
DISTRACTED DRIVING	2020	2021	2022	2023	2024
Cell Phone and Texting Survey	1.99%*	1.64%	3.15%	3.64%	2.92%

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

	Calendar Years				
DRUG-IMPAIRED DRIVING	2019	2020	2021	2022	2023
Drivers Killed, Tested Positive for Drugs	51%	55%	52.9%	Not Yet Available	Not Yet Available

California Annual Report 2024

STATEWIDE TRAFFIC SAFETY SURVEY



2024 STATEWIDE TRAFFIC SAFETY SURVEY

2024 TRAFFIC SAFETY SURVEY CONDUCTED BY UC BERKELEY SAFETREC

The 2024 California Traffic Safety Public Opinion Study 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), using an online self-administered survey. Like previous years of the study, the survey panelists were provided through Marketing Services Group, a commercial sample and panel vendor.

The 2024 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.

The data for the Traffic Safety Public Opinion Study was collected using online panels, as it has since 2020. In the years prior, between the beginning of data collection in 2010 and through 2019, survey data was collected in intercept surveys with data collectors throughout the state of California. The intercept surveys were administered by trained field staff, and responses were recorded with answering options for several survey items not being read to respondents, while in the online survey format, the response options were all presented. This resulted in a greater number of answers provided, particularly for the multiple response questions, and overall, in fewer open-ended responses.

To ensure a comparable sample disposition to previous years of data collection, six quota groups were set for age and gender groups based on the California census and previous waves of the Traffic Safety Study. The eligibility criteria for participating in the study included a valid California driver's license, living in California and being 18 years or older. Screened and eligible respondents were forwarded to a brief 10-minute online survey programmed and managed by E&W.

A total of 2,507 drivers participated in the survey. Their responses were collected in May and June 2024, resulting in an overall confidence interval of ± 1.96 , at a confidence level of 95%.

2024 STATEWIDE TRAFFIC SAFETY SURVEY

In your opinion, what are the biggest traffic safety problems on California roadways?	
Responses	% of answers
Speeding/Aggressive Driving	19.2%
Distracted driving because of TEXTING	17.8%
Drunk Driving	17.6%
Bad Road Surfaces	11.5%
Drugged Driving	11.2%
Distracted driving because of TALKING	8.3%
Internal Car Distractions (passengers, eating, grooming, adjusting radio/stereo)	7.1%
Not Wearing Seatbelts	6.7%
All Other Responses Combined	0.6%
Total	100%

Rate the importance of the following factors to increase safety for all road users*					
Statements	1-Not Important	2	3	4	5-Very Important
Promote safe speeds and reduce driver speeds to reduce injury severity for all road users.	2.0 %	4.3%	14.0%	26.8%	53.0%
Improve safe streets design to design roads that support all road users, including drivers, pedestrians, bicyclists and transit.	1.2%	3.3%	12.0%	23.2%	60.3%
Expand awareness of safe walking, biking, and rolling.	1.8%	4.6%	16.1%	27.1%	50.4%
Provide physical and emotional care to crash survivors and their families.	3.2%	6.2%	16.6%	25.4%	48.5%
Support communities to plan for safe streets and public areas.	1.9%	4.0%	14.7%	27.4%	52.1%

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

2024 STATEWIDE TRAFFIC SAFETY SURVEY

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

Reply	2024
Texting or Checking Phone While Driving*	72.7%
Talking on Phone While Driving	13.0%
Car Crashes Causing Rubbernecking***	5.1%
Dashboard/Navigation Systems**	2.7%
Passengers in Car	2.6%
Eating While Driving	2.0%
Roadside Billboards	0.7%
All other responses combined	1.2%
Total	100.00%

Responses in 2023 were like 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	2024
Regularly	14.2%
Sometimes	17.8%
Rarely	27.5%
Never	40.5%
Total	100.00%

Like previous years, 32% of drivers in 2024 stated to have used a cell phone in a non-hands-free manner when driving in the last 30 days "Regularly or Sometimes"

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

Reply	2024
Yes	45.6%
No	54.4%
Total	100.00%

Self-reported driving mistakes made while talking or texting on a cell phone saw a 2.9% increase since 2023, a slightly significant difference.

Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?

Reply	2024
Yes	53.9%
No	46.1%
Total	100.00%

Over half of all respondents reported having been hit or nearly hit by a driver who was talking or texting on a cell phone, similar to the 2023 survey.

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

Reply	2024
Very likely	24.8%
Somewhat likely	29.4%
Neither likely or unlikely	13.6%
Somewhat unlikely	15.7%
Very unlikely	16.5%
Total	100.00%

Nearly a quarter of respondents stated the likelihood of being ticketed for using a hand-held cell phone or texting to be "Very Likely", a significant 4.1% increase since 2023.

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

Reply	2024
Yes	34.0%
No	66.0%
Total	100.00%

More than a third of respondents (34.0%) could recall hearing or seeing the safety campaign "Go Safely, California," a 2.9% increase compared to 2023.

2024 STATEWIDE TRAFFIC SAFETY SURVEY

In the past six months, do you recall hearing or seeing Don't Be the 'I' in DUI?

Reply	2024
Yes	34.4%
No	65.6%
Total	100.00%

The safety campaign "Don't Be the 'I' in DUI," introduced as a survey item this year, was recalled by 34.4% of respondents, with a comparable distribution among the California regions. It is a significant decrease from 2023, but this is the first year this safety campaign was introduced in the survey.

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

Reply	2024
Yes	25.4%
No	74.6%
Total	100.00%

The "Slow the Fast Down" campaign was recalled by 25.4% of respondents, with a comparable distribution across regions. There is a slightly significant increase of 3.9% in the recall rate of the safety campaign since 2023.

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

Reply	2024
Yes	9.6%
No	65.9%
Do not drink	24.5%
Total	100.00%

A total of 9.6% of all respondents stated that they had driven when they thought they had too much alcohol to drive safely in the past six months, a comparable percentage to the previous year.

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

Reply	2024
Always	31.7%
Sometimes	22.6%
Rarely	12.0%
Never	33.7%
Total	100.00%

The use of alternative transportation when drinking (not asked of respondents who do not drink at all), was affirmed by almost one third of survey respondents (31.7%) who "Always" use these services. This is a significant increase of 6.3% compared to 2023.

"Where did you See or Hear..." respective campaign source

Reply	Go Safely, California	Slow the Fast Down	Don't Be the 'I' in DUI	Distracted Driving Kills
Roadside billboard	22.3%	25.9%	29.8%	34.5%
TV	15.9%	13.1%	14.5%	17.0%
Facebook	16.4%	16.4%	14.5%	10.9%
Instagram	16.3%	15.5%	13.2%	10.9%
Radio	8.9%	7.6%	8.3%	8.7%
Twitter (X)	10.6%	12.1%	10.1%	8.3%
Web	9.1%	9.2%	8.3%	9.0%
Other	0.5%	0.4%	1.4%	0.7%
Total	100.00%			

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

2024 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	2024
Yes	61.0%
No	39.0%
Total	100.00%

A total of 61.0% of respondents recalled to have seen or heard about police setting up sobriety/DUI checkpoints in the past six months, which is a significant increase of 4.6% compared to the 2023 recall rate.

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

Reply	2024
Yes	89.9%
No	10.1%
Total	100.00%

Most California drivers (89.9%) are aware that you can get a DUI if you drive under the influence of legal or illegal drugs. This finding is similar with previous years.

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

Reply	2024
Driver Behavior	52.3%
Speeding Vehicles	26.5%
Lack of Enforcement	8.0%
Roadway Conditions	5.6%
Lack of sidewalks/bike lanes/crossing opportunities	3.4%
Lack of speed limit/road signages	3.3%
Other	0.9%
Total	100.00%

The second Safe System Approach based question, introduced in 2022, asked the opinion about the most important factor resulting in traffic injuries/fatalities. Like previous years, the most frequently given answer was "Driver Behavior" followed by "Speeding Vehicles" accounting for 78.8% of all answers.

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

Reply	2024
Very likely	42.3%
Somewhat likely	39.1%
Somewhat unlikely	14.7%
Very unlikely	3.9%
Total	100.00%

The perception of the likelihood of getting ticketed for driving impaired being "Very Likely" increased by a significant 5.1% in 2024. However, the combined 81.4% of respondents believing it to be "Very Likely" or "Somewhat Likely" to get arrested for driving impaired are comparable to the combined percentage of 2023.

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

Reply	2024
Yes	77.9%
No	8.1%
It Depends	14.0%
Total	100.00%

Similar to previous years, over three-quarters of all survey respondents believe that marijuana use impairs driving.

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

Reply	2024
A very big problem	53.8%
Somewhat of a problem	33.8%
A small problem	10.3%
Not a problem at all	2.1%
Total	100.00%

Consistent with previous years of data collection, most respondents believe that driving under the influence of any drug poses a problem with a combined 87.6% believing it to be a "A Very Big Problem" or "Somewhat of a Problem."

2024 STATEWIDE TRAFFIC SAFETY SURVEY

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

Reply	2024
Yes	34.9%
No	29.5%
It Depends	35.6%
Total	100.00%

Over a third of all survey respondents believe it to be safe to drive 10 miles over the speed limit on freeways, which is comparable to previous years.

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

Reply	2024
Yes	11.2%
No	77.2%
It Depends	11.5%
Total	100.00%

Like the 2023 survey, most respondents (77.2%), did not believe it to be safe to drive above the speed limit on residential streets.

*Survey question changed in 2022. In earlier years, the question was "Do you think it's safe to drive five miles over the speed limit on residential streets?"

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

Reply	2024
Very likely	30.9%
Somewhat likely	39.2%
Somewhat unlikely	21.2%
Very unlikely	8.7%

*In surveys before 2021 this question was not specific to residential streets. A combined 70.1% of California drivers think it is "Very Likely" or "Somewhat Likely" to get a ticket for driving over the speed limit on residential streets. This is a significant increase of 6.4% since 2023.

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

Reply	2024
Very Comfortable	29.3%
Somewhat Comfortable	35.2%
Somewhat Uncomfortable	23.3%
Very Uncomfortable	12.2%
Total	100.00%

The level of comfort with sharing the road with bicyclists when there is a bike lane shows a similar result to previous years of data collection, with 64.5% of California drivers being "Very Comfortable" or "Somewhat Comfortable" sharing the road with bicyclists.

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

Reply	2024
Yes	61.3%
No	38.7%
Total	100.00%

When asked whether they believe it to be legal for bicyclists to ride on roadways when there is no bike lane, 38.7% of respondents believed it not to be legal, a significant increase from 32% in 2023.

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

Reply	2024
When there is a protected bike lane divider	58.1%
Where there is a bike lane with painted dividers	30.1%
Where there is no bike lane at all	5.6%
Other	0.6%
I don't feel comfortable sharing the road with bicyclists under any circumstance	5.6%
Total	100.00%

Another survey item that was added in 2022 asked about specific situations when the respondent would feel most comfortable sharing the road with bicyclists when driving. More than half (58.1%) stated that a protected bike lane with dividers would make them most comfortable, similar as in previous years.

2024 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	2024
Cars going too fast	21.4%
Cars not stopping	19.1%
Distracted drivers using cell phones	15.8%
Lots of traffic	10.6%
Lack of sidewalks or bike lanes*	11.3%
Almost getting hit by a car or bike**	9.7%
Bicyclists not stopping	8.0%
NONE OF THE ABOVE	2.3%
Have not been a pedestrian/bicyclist in the last 6 months	1.4%
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. The most frequently reported responses were: "Cars going too fast", "Cars not stopping", and "Distracted drivers using cell phones", similar to previous years of data collection.

*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	2024
Pedestrians not using crosswalks	18.0%
Pedestrians stepping off curb without looking	15.8%
Bicyclists not stopping at stop signs or traffic lights	14.0%
Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)	13.0%
Bicyclists being in the road or blocking traffic	11.6%
Pedestrians/bicyclists not being visible enough	12.7%
Lack of sidewalks or clear cross walks*	12.4%
NONE OF THE ABOVE	2.2%
All Other Responses Combined	0.3%

*Lack of sidewalks or clear crosswalks in 2020 survey. The most frequently given response was "Pedestrians not using crosswalks" and a distribution of responses similar to previous years.

*Adds to more than 100%.

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TRAFFIC ENFORCEMENT PROGRAM



TRAFFIC ENFORCEMENT PROGRAM

CALIFORNIA'S TRAFFIC SAFETY ENFORCEMENT PLAN

The OTS and California law enforcement agencies support evidence-based traffic safety enforcement and strategic decision-making that emphasizes the value of data-driven enforcement to prevent crashes and save lives. Equitable traffic enforcement remains an important tool for improving roadway safety. During the FY 2024, 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 continues to increase, law enforcement agencies are conducting high visibility enforcement operations and collaborating with neighboring agencies to conduct these operations through a regional effort. Through grant funding, the law enforcement grantees conducted a total of 1,036 DUI/DL checkpoints, 4,268 DUI saturation patrols, and 188 repeat DUI offender warrant service operations (additional activities and details are listed in the Program Goals Results and Activities Section). Grantees also conducted 5,189 traffic enforcement operations, 623 motorcycle safety enforcement operations, 1,452 distracted driving enforcement operations, 1,334 pedestrian and bicycle enforcement operations, and 27 nighttime seat belt enforcement operations. In addition, the OTS maintained constant communication with its law enforcement grantees, having reviewed over 700 press releases, conducted 40 grant performance reviews, and evaluated over 200 performance reports on a quarterly basis.

Beyond enforcement activities, many of the grantees participated in the OTS funded training opportunities which included SFST, ARIDE, and DRE training. In FY 2024, 3,027 law enforcement personnel were trained in SFST, 2,200 law enforcement personnel were trained in ARIDE, and 555 law enforcement personnel were trained in DRE.

The OTS's Law Enforcement Liaison (LEL) program includes six LEL's. The team conducted approximately 35 regional collaborative traffic safety meetings to discuss risky driving traffic safety behaviors in some of the larger counties. The meetings are for traffic safety partners which may include state partners, local law enforcement, crime labs, probation departments, district attorney's offices, MADD, etc. These meetings are organized and facilitated by the OTS LELs to discuss a variety of topics such as data analysis and the tools available, racial

TRAFFIC ENFORCEMENT PROGRAM

and equity dashboards, enforcement efforts, community collaboration and engagement, along with regional enforcement efforts to combat some of the riskiest driving behaviors. In addition, the LELs participated in various enforcement meetings, conducted outreach to various traffic safety partners, and utilized the law enforcement agency review tools to assist with the evaluation of data to inform efforts for enforcement and outreach.

In FY 2024, the OTS continued conversations with law enforcement grantees to ensure their data-driven enforcement programs foster meaningful community collaboration. This will increase public safety and use data collection and analysis to ensure transparency and to identify disparities in their traffic enforcement and to inform law enforcement agency policies, procedures, and activities. In November and December of 2023, the OTS Grant Coordinators had a conversation with each law enforcement grantee around data-driven enforcement, community collaboration and engagement, and identifying disparities.

The OTS elevated the conversation with California law enforcement agencies by hosting a webinar on February 7, 2024, and the presenters included NHTSA, the OTS, and the CHP. The webinar presenters discussed evidence-based enforcement, community collaboration and engagement, and what efforts are occurring around the analysis of traffic stop data in California. In addition, discussions included the changes in regulations, expectations of the law enforcement agencies reporting in their quarterly performance reports for community collaboration and engagement efforts, and the expanded funding opportunities under 1906 grant funds. The webinar had over 130 participants.

To continue to build on this discussion the OTS held a Traffic Safety Law Enforcement Forum in Burlingame CA, in June of 2024. This Forum brought together 280 law enforcement personnel from throughout California where we discussed evidence-based traffic enforcement, data analysis tools, and identifying disparities in traffic enforcement. The presentations demonstrated the importance of collaborative policing to bring together community members through community engagement, problem-solving processes to address risks and concerns through the implementation of proactive evidence-based strategies. In addition, we had a few of our law enforcement grantees present on their community collaboration and engagement efforts (Monterey Park Police Department, Corona Police Department, and Berkeley Police Department) at the Forum.

TRAFFIC ENFORCEMENT PROGRAM

The Monterey Park Police Department traffic officers participated in community engagement efforts at the Market Place which is a local retail center. Meaningful conversations occurred with community members and business stakeholders concerned about pedestrian and vehicular safety. From this engagement the Monterey Park Police Department attempted to remedy the situation, conversations included the city attorney and property management for legal written agreement to allow the police department to enforce such violations as "Stop Signs" in the Market Place. This positively impacted community concerns regarding pedestrian and bicycle safety, vehicular safety, and local private property shopping center enforcement concerns.

The Corona Police Department implemented a QR code survey to streamline the community feedback process. Community members scan a QR code to access a short survey and the survey collects information on traffic concerns, experiences, and suggestions. The data is automatically compiled and analyzed for actionable insights. The easy access of the QR code encourages more community members to share their thoughts. The police department has found that anonymity in the survey process leads to more honest, comprehensive, and meaningful feedback. Phase 1 of the project was to develop and distribute QR code surveys through multiple channels (social media, community events, and local businesses). Phase 2 of the project was to collect and analyze survey data, followed by Phase 3 which was to develop action plans based on community feedback. Finally Phase 4 of the project includes regularly updates to the community on progress and gathers additional feedback.

The Berkeley Police Department has a Transparency Hub to ensure fair and impartial policing through analysis of stop data ([BPD Transparency Hub](#)). The report is intended to give users an easier way to dive deep into the Berkeley Police Department's publicly available data on stops. Berkeley Police Department collects and publishes all data required by California's Racial and Identify Profiling Act and more. The department uses this information to track the impact of traffic stops on Berkeley community members. One of Berkeley Police Department 's main concerns is the potential for police activity to disproportionately impact Black and Brown communities in Berkeley. The disparity in enforcement outcomes could be caused by factors that fall within Berkeley Police Department's control and others that are outside Berkeley Police Department 's realm of influence.

Beyond the examples that were presented on at the Forum, the OTS required all law enforcement grantees to report on their department's community collaboration and engagement efforts on a quarterly basis. The meaningful

TRAFFIC ENFORCEMENT PROGRAM

community engagement activities reported ranged from coffee with a traffic cop, traffic safety discussions with citizen's academies, staffing tables at safety fairs, high school leadership programs, community meetings, and so much more. The law enforcement agencies in California support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, ensure transparency, and identify disparities in traffic enforcement.

California has been collecting an officers perceived identity-related information about individuals at traffic stops for nearly a decade and are completing an analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities.

The California State Legislature passed the Racial and Identity Profiling Act (RIPA) of 2015 (AB 953, Chapter 466, Statutes of 2015) which requires each state and local agency in California that employs peace officers to annually report to the Attorney General data on all stops conducted by the agency's peace officers. This includes the California Highway Patrol, a city or county law enforcement agency, and California state or university educational institutions, but does not include probation officers and officers in a custodial setting. It is designed to prohibit racial and identity profiling by law enforcement and requires law enforcement agencies to collect and report data to the Attorney General's Office on all vehicle and pedestrian stops, along with citizen complaints alleging racial and identity profiling. Pursuant to this law, California has been collecting an officer's perceived identity-related information about individuals at traffic stops in a phased-in approach based on the size of law enforcement agencies for nearly a decade. An annual report is issued that details the data findings, identifies disparities in traffic enforcement, and informs traffic enforcement policies, procedures, and activities.

AB 953 established the Racial and Identity Profiling Advisory Board (Board). The 19-member Board is made up of community advocates, spiritual leaders, academics, attorneys, and law enforcement. The Board's mission is to eliminate racial and identity profiling and to improve diversity and racial and identity sensitivity in law enforcement. The Board is responsible for analyzing the stop data and the civilian complaints data on an annual basis. They work with law enforcement to review racial and identity profiling policies and practices, and review law enforcement training.

The Board issues an annual report that details the data findings and provides policy recommendations and best practices to law enforcement for eliminating

TRAFFIC ENFORCEMENT PROGRAM

profiling in California. The 2024 Board Report contains an analysis of more than 4.5 million stops by 535 California law enforcement agencies conducted in 2022 under RIPA. The analysis of data collected under RIPA identifies disparities in policing throughout California for all aspects of law enforcement stops, from the reason for stop to actions taken during stop to results of stop (<https://oag.ca.gov/ab953/board/reports>).

Some highlights of the 2024 Report include an examination of youth interactions with law enforcement, both in and outside of school; exploring the effect police unions may have on law enforcement accountability; protocols and guidelines for law enforcement training on racial and identity profiling; and continuing the Board's examination of pretextual stops, analyzing the results of stops where field interview cards are completed and stops resulting in a charge of resisting arrest.

California Annual Report 2024

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, and decreasing pedestrian and bicycle injuries and fatalities.

Through outreach, earned and paid media, strategic partnerships, consistent engagement with identified underserved communities, and collaborative efforts with community-based 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 the Strategic Highway Safety Plan's 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 Federal Fiscal Year 2022, the OTS has worked collaboratively with the California Department of Transportation (Caltrans) on a robust public relations and community outreach program highlighting safe road behaviors. The OTS and Caltrans implemented a variety of new education campaigns, and expanded paid media efforts into other parts of the state, including the Central Valley and upper Northern California. The OTS also worked with Caltrans on new campaigns, such as "Don't Be the 'I' in D.U.I."; "LET'S GO!" (a one-year anniversary refresh of the "Go Safely Movement" call-to-action initiative); "Kids of Caltrans" (highway work zone safety); "Protect our Pedestrians. Protect our Cyclists." (bicycle/pedestrian safety); "Smart Streets CA" (Safe System Approach messages that focused on infrastructure improvements that make roads safer for everyone).

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

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. This includes working with ethnic publications to craft traffic safety-themed articles in Spanish and Cantonese/Mandarin, as well as digital and social media messages.

Programs during the FY 2024 grant year included:

TRAFFIC SAFETY CHAMPION PROGRAM

- Hundreds of individuals responded to the call by signing up as traffic safety champions, driving proactive involvement and community-led change through a variety of roles: social media influencer, community volunteer, community advocate, and community organizer.
- New “LET’S GO!” messages released on social media in English and Spanish encouraged people to commit to responsible road behaviors and join the movement as a Traffic Safety Champion.
- New toolkit of resources for organizations, businesses and community-based organizations to amplify support for safer roads.
- More than a dozen community-based organizations joined the movement by sharing traffic safety messages and the importance of establishing a road safety culture among the people they serve. The more than a dozen “allies in action” included Meals on Wheels of Solano County, Imperial Valley LGBT Resource Center, Fresno Area Hispanic Foundation, and Deaf Community Services of San Diego.



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

COMMUNITY OUTREACH EVENTS

The OTS, its contractor and subcontractors attended more than 250 community events this fiscal year promoting the Traffic Safety Champion program. Many of the community events were headed by Hispanic, Black, and Asian organizations. We wanted to increase our visibility, branding and messaging by attending events that were free and accessible to all Californians. We had about 165,000 impressions just this fiscal year.

NEW “PROTECT OUT PEDESTRIANS. PROTECT OUR CYCLISTS.” MEDIA CAMPAIGN

- Statewide campaign coincided with California's Pedestrian Safety Month in September. It called on drivers to slow down, look out for people walking and riding, and drive like it is their friend, family member, or colleague walking or riding on paths and roads.
- Audio messages encouraged drivers to be responsible and treat other people on paths and roads as their closest friends and family. Social media messages encouraged drivers to be mindful and responsible around bicyclists and pedestrians who also want to be safe.
- The campaign had nearly 82 million impressions, 11 million of which were free, at a value of more than \$180,000. The campaign had more than 6 million social media engagements (click, like, comment or share on paid social media post) and nearly 36,000 website visits.



NEW “DON'T BE THE 'I' in DUI” MEDIA CAMPAIGN

- The “Don't Be the 'I' in DUI” campaign focused on how nobody wants to be the one who must explain why they drove impaired, got a DUI, and now live with the consequences.
- Messages included “I was wrong.” “I thought I was fine.” “I should have known better.” “I lost everything.” With the intent of placing personal responsibility on individuals who make the potentially deadly decision to



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

drive impaired. Messages were developed through focus groups that tested storyboards of different public service announcements.

- The campaign garnered more than 200 million impressions and nearly 5 million social media engagements. Twenty-three million impressions came from free messaging at a value of more than \$330,000.

NEW VEHICULAR HEATSTROKE MEDIA CAMPAIGN

- Partnered with the Governor's Office of Community Partnerships and Strategic Communications on a social media and earned media campaign that coincided with National Heatstroke Prevention Day.
- Social media messages in English and Spanish stressed the importance of taking proactive measures to prevent child vehicular heatstroke. The messages drove people to California's Heat Ready CA initiative (heatreadyca.com) that encourages residents to safeguard themselves and loved ones against the dangerous impacts of extreme heat.
- Held car seat safety check event with Yolo County Health and Human Services Agency on National Heatstroke Prevention Day that included a digital temperature display stand to show how fast temperatures can rise inside of a car.
- Conducted paid interview segments with Hispanic radio and television stations in Fresno, Los Angeles and Sacramento to explain the dangers of heatstroke, and provided preventive tips and best practices during extreme heat events.
- The campaign resulted in more than 6 million impressions, more than 5,000 social media engagements and \$1,250 in added media value.



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

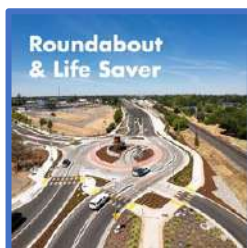
“GO SAFELY GAME PLAN” PARTNERSHIPS

The OTS partnered with the California Interscholastic Federation (CIF), college sports athletic programs such as Fresno State, San Diego State, and the University of Southern California (USC), regional sports networks ESPNLA and Bally Sports, as well as Oakland Arena, and professional sports teams (Sacramento Kings, Sacramento Republic FC and NASCAR Cup Series Driver Ross Chastain) with messages encouraging fans to have a “game plan” for getting to and from event venues and watch parties safely. Messages also focused on slowing down and moving over for highway workers.



“SMART STREETS CA” SAFE SYSTEM APPROACH MICRO CAMPAIGN

- Campaign communicated the Safe System Approach, why engineering measures are necessary, how they work and how they benefit everyone who uses the road.
- Social media messages directed people to the Caltrans' Division of Safety webpage for information on statewide infrastructures measures being implemented to improve road safety.
- Messages were crafted from a AAA Foundation for Traffic Safety report that used focus groups to understand how to best communicate the Safe System Approach to the public. Messages focused on pro-social values and the community benefits of system changes, versus individual behavior change to improve road safety.
- The campaign had nearly 7 million impressions, 4,700 website visits and more than 837,000 engagements.



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

NEW “GO SAFELY, PCH” MEDIA CAMPAIGN

- The OTS worked with more than a dozen partners on a public education campaign focused on a 21-mile stretch of Pacific Coast Highway in Malibu, where 60 people have been killed in traffic crashes since 2010.
- The “Go Safely PCH” public education campaign was part of a larger, renewed effort for a PCH safety makeover with infrastructure upgrades, increased traffic enforcement and a new public education campaign.
- The education campaign alerted drivers of the increased law enforcement presence and reminded them to slow down on PCH or face the consequences. Messages were shared on billboards, lawn and beach signs, flyers, posters and social media. Californians were also encouraged to take a traffic safety pledge and commit to practicing safe driving behaviors when visiting beaches, parks, shops and restaurants along PCH. The OTS also partnered with Pepperdine University athletics to run safety messages on social media and at volleyball and women's soccer games.
- As of August of 2024, the number of speeding citations issued increased 82% during the first six months of 2024 compared to the same period in 2023, and injury crashes were down 36%.



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

NEW VEHICLE RECALLS AWARENESS MEDIA EVENTS

- The OTS joined forces with state and federal agencies to educate California residents on free tools to check the recall status on their vehicles and schedule an appointment to fix any open recalls. Partners included the New Motor Vehicle Board, National Safety Council, California New Car Dealers Association, California Department of Motor Vehicles, and the Automobile Club of Southern California.
- News conferences were held in Northern and Southern California, targeting Hispanic media, based on data indicating Hispanic populations had a disproportionate amount of open vehicle recalls. The media efforts resulted in a more than 4,000% spike in website visits to the ChecktoProtect.org website. Following the news conferences, nearly 6,000 vehicles were searched for open recalls on the website over a three-day period.
- The vehicle recalls awareness initiative coincided with the 10-year anniversary of the Takata Airbag Recall, with 700,000 vehicles on California roads that still have open recalls for the defective airbags. Automaker BMW saw a significant spike in air bag repairs after the news events. In the four-month period following the news conferences (May to September), more than 19,000 vehicles in California with open recalls were fixed by Toyota, Stellantis, Nissan, BMW, and Volvo.

NEW “DISTRACTED DRIVING KILLS” MEDIA CAMPAIGN

- The OTS launched a statewide distracted driving campaign featuring a family whose son was killed by a distracted and impaired driver.
- The “Distracted Driving Kills” campaign shared their personal tragedy and warned others against making the dangerous decision to drive distracted.
- Our 2024 Traffic Safety Survey showed that this campaign, which ran on our Go Safely and OTS social channels, resonated with more than 50% of Californians, the highest recall percentage for one of our statewide campaigns.
- The campaign had more than 90 million impressions, nearly 3 million social media engagements, more than 68,000 website visits, and nearly 1,300 video views on the OTS YouTube channel. The campaign also garnered more than 15 million free impressions, valued at more than \$125,000 in free messages.



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

ONGOING SOCIAL MEDIA MESSAGES

Anti-DUI – Targeted paid social media posts on Facebook, Instagram and TikTok during holidays/festivities outside of the Impaired Driving Prevention Month period (December through New Year's holiday). Messages were in English, Spanish and Mandarin/Cantonese.

- Halloween, Thanksgiving, Super Bowl, Mardi Gras, Valentine's Day, St. Patrick's Day, 4/20, Cinco de Mayo, Graduation, Memorial Day, Fourth of July, and Labor Day.

Year-Round General Safety Messages – Targeted paid social media posts on Facebook and Instagram during national traffic safety-related days, weeks, and months, as well as English and Spanish traffic reports and AAPI/Chinese-Language TV.



MULTICULTURAL OUTREACH AND COMMUNITY ENGAGEMENT

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 and Public Participation and Engagement (PP&E) 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. The OTS Marketing and Public Affairs Unit also planned and delivered engagement activities with communities most impacted by traffic safety to maximize feedback and help inform our program planning. Our

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

PP&E efforts are described in more detail in the Appendix D - PP&E section of the Annual Report.



The OTS outreach and engagement activities included:

Bicycle Safety Training for Youth in Los Angeles County

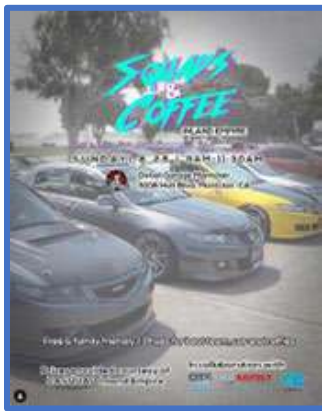
- The OTS partnered with Pedal Movement and East Side Riders, non-profits that provides bicycle safety education in underserved areas of Los Angeles County, including the city of Long Beach, and the San Pedro and Watts neighborhoods of Los Angeles, to hold dozens of bicycle safety trainings for youth.
- Helmets were provided to youth in need, and many children were able to ride without their training wheels after the courses.



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

Squads & Coffee Car Meets in Southern California

- The OTS partnered with local car clubs to host a series of events in the Los Angeles and San Diego areas that discussed traffic safety with car enthusiasts and offered informational resources.
- The car clubs promoted their events on social media, inviting attendees to visit our information booth and follow the Go Safely, California Instagram page to receive raffle tickets for car cleaning kits provided by the car clubs. The co-branded social posts resulted in a nearly 6% increase in followers of the Go Safely, California Instagram account.



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 helmets, bike repair, bike safety training, helmet fitting, bicycles for kids in need, and other prizes provided by supporting organizations. The OTS provided educational traffic safety materials to attendees, and held listening sessions, where locals expressed their traffic safety concerns, such as a need for free behind-the-wheel driver training courses, more crosswalks and pedestrian crossing signals, and more crossing guards near schools. 49 individuals took a pledge not to drive under the influence, 54 attendees expressed their traffic safety concerns and needs for their community, and six people participated in the listening sessions.
- The OTS joined the California Highway Patrol (CHP) at Día de la Familia hosted by the Napa Valley Farmworker Foundation. The OTS provided educational traffic safety materials to



GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

attendees, and held listening sessions, where locals expressed their traffic safety concerns, such as a need for free child safety seat education classes and/or events, free behind-the-wheel driver training courses, more crosswalks and pedestrian crossing signals, and more crossing guards near schools. 220 attendees took a pledge not to drive under the influence, 94 people expressed their traffic safety concerns and needs for their community, and 20 individuals participated in the listening sessions.

- The OTS also partnered with Ecology Action Community Climate Solutions (Santa Cruz County) and provided free helmets to children in need at Watsonville's Cinco de Mayo Festival. The OTS also provided educational traffic safety materials to attendees, and held listening sessions, where locals provided feedback on what was needed in their community to address traffic safety, such as free driver education courses and behind-the-wheel driver training courses, more crossing guards near schools, and more police officers visible in their neighborhood. 115 attendees took a pledge not to drive under the influence, 136 attendees provided their input on their perceived traffic safety concerns and needs for their community, and 12 people participated in the listening sessions.
- 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.

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 2024 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, 2024.

RESULT: Persons killed in alcohol-involved crashes decreased 9.31 percent from 322 to 292.

GOAL: Reduce the number of persons injured in alcohol-involved crashes by September 30, 2024.

RESULT: Persons injured in alcohol-involved crashes decreased by 5.78 percent from 9,953 to 9,377.

GOAL: Reduce hit-and-run fatal crashes by September 30, 2024.

RESULT: Hit-and-run fatal crashes increased 9.90 percent from 303 to 333.

GOAL: Reduce hit-and-run injury crashes by September 30, 2024.

RESULT: Hit-and-run injury crashes decreased 6.10 percent from 14,627 to 13,734.

GOAL: Reduce nighttime (2100 - 0259 hours) fatal crashes by September 30, 2024.

RESULT: Nighttime fatal crashes increased 14.10 percent from 553 to 631.

GOAL: Reduce nighttime (2100 - 0259 hours) injury crashes by September 30, 2024.

RESULT: Nighttime injury crashes decreased 2.73 percent from 15,176 to 14,761.

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

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

DUI ENFORCEMENT ACTIVITY	TOTAL
DUI/Driver's License Checkpoints	1,036
Vehicles Through Checkpoints	998,944
Drivers Contacted at Checkpoints	565,006
Field Sobriety Tests Administered	7,363
DUI Arrests (Alcohol Only)	1,428
DUI Drug Arrests (Drug Only)	362
DUI Arrests (Alcohol/Drug Combination)	59
Drug Arrests (Possession, Transportation, Sales)	74
Criminal Arrests (Felony in Custody)	186
Suspended/Revoked Driver's Licenses	2,997
DUI Saturation Patrol Operations	4,268
Vehicle Stops or Contacts	65,026
Field Sobriety Tests Administered	15,945
DUI Arrests (Alcohol Only)	3,976
DUI Drug Arrests (Drug Only)	360
DUI Arrests (Alcohol/Drug Combination)	169
Drug Arrests (Possession, Transportation, Sales)	305
Criminal Arrests (Felony in Custody)	638
Recovered Stolen vehicles	81
Suspended/Revoked Driver's Licenses	2,156
Warrant Service Operations	188
Warrant Service Attempts	2,661
Warrants Served (Citations/Arrests)	445
Court Sting Operations	7
Citations/Arrests from Court Sting Operation(s)	14
Personnel Trained in SFST	3,027

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	8,078
Announced Field Contacts Made	272
Unannounced Field Contacts Made Without Search	1,158
Unannounced Field Contacts Made with Search	7,201
Office Contacts Made with DUI Probationers	17,612
Alcohol Tests (persons tested)	23,584
Positive Reports From Alcohol Monitoring Devices	124
Warrant Service Operations	47
Probation Compliance Checks	3,793

DISTRACTED DRIVING

GOAL: Reduce fatal crashes involving drivers using handheld cell phones by September 30, 2024.

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

GOAL: Reduce injury crashes involving drivers using handheld cell phones by September 30, 2024.

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, 2024.

RESULT: Persons killed in drug-involved crashes decreased 24.13 percent from 87 to 66.

GOAL: Reduce the number of persons injured in drug-involved crashes by September 30, 2024.

RESULT: Persons killed in drug-involved crashes decreased 5.47 percent from 786 to 743.

GOAL: Provide increased training to law enforcement to identify drug-impaired drivers by September 30, 2024.

RESULT: A total of 2,200 law enforcement personnel were trained in ARIDE and 555 law enforcement personnel were trained in DRE.

SUPPORTING ACTIVITY	TOTAL
Personnel trained in ARIDE	2,200
Personnel trained in DRE	555



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 10 minutes, 19 seconds from 27 minutes, 21 seconds to 17 minutes, 2 seconds in 2024.

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

MOTORCYCLE SAFETY

GOAL: Reduce the number of motorcyclists killed in traffic crashes by September 30, 2024.

RESULT: Motorcyclists killed in traffic crashes decreased 11.53 percent from 260 to 230.

GOAL: Reduce the number of motorcyclists injured in traffic crashes by September 30, 2024.

RESULT: Motorcyclists injured in traffic crashes increased 1.28 percent from 4,607 to 4,666.

OCCUPANT PROTECTION

GOAL: Increase seat belt compliance by September 30, 2024.

RESULT: Seat belt compliance increased 1.33 percentage points from 96.21 percent in 2023 to 97.54 percent in 2024.

GOAL: Increase child safety seat usage by September 30, 2024.

RESULT: Child safety seat usage increased 0.50 percentage points from 95.20 percent in 2023 to 95.70 percent in 2024.

GOAL: Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2024.

RESULT: Vehicle occupants killed and injured under the age of eight decreased 1.07 percent from 278 to 275.

SUPPORTING ACTIVITY	TOTAL
NHTSA CPS Technician Certification Courses	25
NHTSA Certified Technicians Trained	312
NHTSA Certified Instructors Trained	9
NHTSA CPS Technician Renewal Courses	3
Expired CPS Technicians Renewed	54
NHTSA CPS Technician CEU Courses	12
CPS Technicians Trained	333
Child Safety Seat Checkups	3,408
Pre-Owned Child Safety Seats Properly Fit	3,505
New Child Passenger Safety Seats Distributed to People in Need	4,908

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

PEDESTRIAN AND BICYCLE SAFETY

GOAL: Reduce the number of pedestrians killed by September 30, 2024.

RESULT: Pedestrians killed decreased 7.76 percent from 966 to 891.

GOAL: Reduce the number of pedestrians injured by September 30, 2024.

RESULT: Pedestrians injured increased 2.85 percent from 13,897 to 14,294.

GOAL: Reduce the number of pedestrians killed under the age of 15 by September 30, 2024.

RESULT: Pedestrians killed under the age of 15 decreased 22.72 percent from 22 to 17.

GOAL: Reduce the number of pedestrians injured under the age of 15 by September 30, 2024.

RESULT: Pedestrians injured under the age of 15 decreased 21.20 percent from 316 to 249.

GOAL: Reduce the number of pedestrians killed over the age of 65 by September 30, 2024.

RESULT: Pedestrians killed over the age of 65 decreased 22.72 percent from 44 to 34.

GOAL: Reduce the number of pedestrians injured over the age of 65 by September 30, 2024.

RESULT: Pedestrians injured over the age of 65 decreased 5.29 percent from 491 to 465.

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)

GOAL: Reduce the number of bicyclists killed by September 30, 2024.

RESULT: Bicyclists killed increased 6.20 percent from 145 to 154.

GOAL: Reduce the number of bicyclists injured by September 30, 2024.

RESULT: Bicyclists injured increased 11.36 percent from 8,877 to 9,886.

GOAL: Reduce the number of bicyclists killed under the age of 15 by September 30, 2024.

RESULT: Bicyclists killed under the age of 15 decreased 100.00 percent from 1 to 0.

GOAL: Reduce the number of bicyclists injured under the age of 15 by September 30, 2024.

RESULT: Bicyclists injured under the age of 15 increased 7.85 percent from 242 to 261.

GOAL: Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2024.

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

PUBLIC EDUCATION ACTIVITY	TOTAL
Traffic Safety Fairs, Community Events, and/or Presentations	1,724
People Impacted	229,532
Pedestrian and/or Bicycle Safety Classroom Presentations	859
Students Impacted	69,705
Bicycle Rodeos	359
People Impacted	24,359
Bicycle Helmets Distributed	24,108
Bicycle Helmet Inspections	2,003

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

POLICE TRAFFIC SERVICES

GOAL: Reduce the number of persons killed in traffic crashes by September 30, 2024.

RESULT: Persons killed in traffic crashes decreased 4.41 percent from 1,789 to 1,710.

GOAL: Reduce the number of persons injured in traffic crashes by September 30, 2024.

RESULT: Persons injured in traffic crashes decreased 1.78 percent from 113,737 to 111,710.

LAW ENFORCEMENT ACTIVITY	TOTAL
Traffic Enforcement Operations	5,189
Vehicle Stops or Contacts	103,956
Citations Issued	90,848
Distracted Driving Enforcement Operations	1,452
Vehicle Stops or Contacts	26,268
Hand-Held Cell Phone Citations Issued	6,181
Texting Citations Issued	9,642
Individuals Under the Age of 18 That Received a Citation	90
Motorcycle Safety Enforcement Operations	623
Motorcycle Stops	953
Motorcycle Citations	6,679
Vehicle Stops	12,940
Vehicle Citations	10,883
Field Sobriety Tests Administered to Motorcyclists	11
Field Sobriety Tests Administered to Other Drivers	106
DUI Arrests of Motorcyclists (Alcohol Only)	9
DUI Arrests of Other Drivers (Alcohol Only)	21
DUI Drug Arrests of Motorcyclists (Drug Only)	1
DUI Drug Arrests of Other Drivers (Drug Only)	5
DUI Arrests of Motorcyclists (Alcohol/Drug Combination)	0
DUI Arrests of Other Drivers (Alcohol/Drug Combination)	0
Drug Arrests (Possession, Transportation, Sales)	34
Criminal Arrests (Felony in Custody)	59
Suspended/Revoked Driver's Licenses	188
Motorcycle License Endorsement Violations [CVC 12500(b)]	136
Recovered Stolen Motorcycles	0
Recovered Stolen vehicles	18

GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

POLICE TRAFFIC SERVICES (CONTINUED)

Nighttime (1800-0259) Click It or Ticket Enforcement Operations	27
Vehicle Stops or Contacts	342
Seatbelt Citations Issued	101
Child Safety Seat Citations Issued	2
Pedestrian and/or Bicycle Enforcement Operations	1,334
Bicycle Stops	2,926
Bicycle Citations Issued	1,715
Pedestrian Stops	1,756
Pedestrian Citations Issued	943
Vehicle Stops	23,324
Vehicle Citations Issued	20,319
Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed	892
Vehicle Stops	17,575
Citations Issued	14,357

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 2024, OTS awarded over \$2.5 million to fund agencies at the city and county level to purchase traffic records systems.

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

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

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

RESULT: Crash Medical Outcomes Data (CMOD) continued to use the process that was developed previously to deterministically link crash and medical data. CMOD has been able to link data through 2020. CMOD continued their collaborative work with traffic safety partners to facilitate future data linkage efforts.

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, 2024, a total of 58,466 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
Bicycle Safety	188
People Impacted	27,598
Child Passenger Safety	213
People Impacted	2,410
Distracted Driving	50
People Impacted	9,641
Impaired Driving	90
People Impacted	11,534
Motorcycle Safety	10
People Impacted	366
Occupant Protection	3
People Impacted	70
Pedestrian Safety	69
People Impacted	8,112
Senior Driver	20
People Impacted	510
Teen Driver	59
People Impacted	8,255

SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Every 15 Minutes	84
People Impacted	65,941
Sober Graduation	109
People Impacted	21,451
Speeding	342
People Impacted	19,270
Start Smart	681
People Impacted	20,706

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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 2024, 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)

ABC had a successful year in supporting their department's mission by providing education and enforcement to deter youth access to alcohol while also improving traffic safety by utilizing their grant. ABC Agents conducted 2,251 IMPACT inspections, 117 Shoulder-Tap operations, 69 Fake ID operations, 63 underage retail theft operations, 32 Special Events and worked enforcement for all major holidays and holiday weekends throughout the year to reduce underage drinking.

The Target Responsibility for Alcohol Connected Emergencies (TRACE) Unit received the NHTSA Lifesavers Public Service Award. In addition to attending 13 conferences and successfully completing over 300 trainings to state and local law enforcement agencies on the TRACE protocol. Wherein first responders to alcohol-related emergencies immediately notify the ABC when an incident involves a person under 21 and an alcoholic beverage that results in great bodily injury or death or anyone charged with vehicular manslaughter that was under the influence of alcohol regardless of their age. This resulted in 139 TRACE investigations and numerous criminal and administrative filings.



PROGRAM AREA HIGHLIGHTS

REDUCING IMPAIRMENT STATEWIDE

California Highway Patrol (CHP)

The CHP successfully implemented a statewide grant to combat fatal and injury crashes attributed to impaired driving. The increased CHP presence focused on detecting and apprehending drivers under the influence of alcohol or drugs while educating the public about the dangers of impaired driving. Enforcement efforts included 125 sobriety/driver license checkpoint operations, resulting in over 47,000 drivers contacted, 1,624 field sobriety tests (FST), and 208 DUI arrests. Additionally, 177 DUI saturation patrols were conducted that included 5,700 vehicle stops resulting in 1,160 FSTs, and 579 DUI arrests. The CHP also conducted 299 DUI traffic safety presentations and outreach events, impacting over 100,000 people.



DISTRACTED DRIVING

TEEN DISTRACTED DRIVING (TDD) III

California Highway Patrol (CHP)

The CHP implemented a 12-month statewide traffic safety campaign that focused on teen distracted driving. In this grant, CHP partnered with Impact Teen Drivers (ITD), which aimed to temper the habits and behaviors of our most vulnerable drivers, through education and enforcement.



The CHP and Impact Teen Drivers (ITD) team members directly reached 47 of the 58 counties, for total state coverage at 81%. Two-thirds of ITD programs and events were delivered to Title 1 schools or historically underserved communities.

A total of 133 community outreach events and 433 school presentations were held by CHP personnel, impacting a total of 72,752 people. CHP conducted a total of 63 enforcement operations statewide during this grant cycle.

PROGRAM AREA HIGHLIGHTS

Two paid social media public service announcements were posted with the appropriate safety message, reaching 363,540 people and a total of 610,413 impressions. The office of Community Outreach, Marketing, and Recruiting partnered with Sacramento Republic Football Club and the Amador County Fair to host an information booth to promote teen distracted driver safety.

Through these efforts, the CHP successfully decreased the number of fatal and injury traffic crashes where at least 1 driver was between the ages of 15-19 and had an Other Associated Factor. The Teen Distracted Driving grant will continue to increase enforcement and education in order to reduce the number of fatalities throughout the state.

DISTRACTED DRIVING EDUCATION & PREVENTION PROGRAM

Long Beach Department of Health and Human Services

Long Beach Department of Health and Human Services' Greenlight Distracted Driving Education & Prevention Program focused on reducing deaths and injuries caused by distracted driving, with a strategic emphasis on youth and young adults in underserved Long Beach communities. Through data-driven interventions and community partnerships, Greenlight worked to foster lasting behavior change and promote safer streets for all residents.

Greenlight broadened its reach by conducting 20 educational workshops on distracted driving, engaging 635 community members. These workshops were customized for diverse groups, including youth, parents, and older adults, ensuring each audience received relevant, impactful guidance on safe driving practices.

In its youth-centered efforts, Greenlight organized two Drive Safe assemblies on school campuses, providing over 375 students with hands-on, interactive distracted driving education to foster safer driving habits among future drivers.

Furthering its commitment to youth engagement, Greenlight hosted the 3rd Annual Safe Streets Youth Ambassador Program, where 16 students from 6 Long Beach high schools participated in a comprehensive 4-week program. Participants learned about the dangers of distracted driving, developed skills to spread safety messaging, and developed Public Service Announcements tailored to reach their peers.

Greenlight continued its annual efforts with a 30-day educational campaign for Distracted Driving Awareness Month. The campaign included social media outreach, pop-up events throughout Long Beach, resource distribution to

PROGRAM AREA HIGHLIGHTS

community partners, and expanded data collection efforts. Greenlight enlisted community members, student interns, and city staff to observe driver behaviors and conduct surveys in both spring and fall. These observations, coupled with a community survey, offered valuable insights into residents' self-reported driving habits and attitudes toward distracted driving, guiding future project efforts.

The team also hosted the 5th Annual Safe Streets Awareness Week, collaborating with other OTS-funded projects to activate safe streets pop-ups across the city. Educational kits containing information on distracted driving, Go Safely tips, and other traffic safety resources were distributed to 500 community members citywide.

Greenlight met the community's need for impactful distracted driving education and the City of Long Beach has seen an 11.5% reduction in distracted driving fatalities and serious injuries since Federal Fiscal Year 2021.



PROGRAM AREA HIGHLIGHTS

DRUG IMPAIRED-DRIVING

ALCOHOL AND DRUG-IMPAIRED DRIVER VERTICAL PROSECUTION PROGRAM

The OTS funded 19 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.

ALCOHOL AND DRUG-IMPAIRED DRIVER VERTICAL PROSECUTION PROGRAM

San Diego County District Attorney's Office

The San Diego County District Attorney's Office (SDCDA) grant-funded specially trained and dedicated DUI homicide prosecutor and DUI homicide investigator supervised the prosecution of all DUI-related fatalities in San Diego County with great success – including, the achievement of guilty verdicts in all six second-degree murder cases tried the previous year. Additionally, their grant-funded drug DUI prosecutors oversaw the filing and prosecution of all misdemeanor drug DUI cases in addition to participating in DUI saturation patrol ride-a-longs, observing DUI checkpoints, and attending several TSRP trainings. The grant-funded team also focused on increasing training opportunities for law enforcement and educational outreach with local schools. Notably, the SDCDA team presented on marijuana awareness and driving education for parents and students at several local high schools and middle schools throughout the year.

PROGRAM AREA HIGHLIGHTS

CALIFORNIA TRAFFIC SAFETY RESOURCE PROSECUTOR TRAINING NETWORK

Orange County District Attorney's Office

Over the past year, the Orange County District Attorney's Office (OCDA) has successfully partnered with the OTS to train traffic safety professionals across the state on the investigation and prosecution of impaired driving cases. Through its California Traffic Safety Resource Prosecutor Training Network (CA TSRP) grant, the OCDA organized training events for over 1,000 attendees, including law enforcement officers, prosecutors, and forensic toxicologists.

A key highlight was the delivery of eleven Drug and Alcohol Recognition Training (DART) programs, a four-day course certified by the Peace Officer Standards Training (POST), aimed at enhancing officers' skills in identifying and investigating drug-impaired drivers. This program pairs lecture based learning with adult learning concepts and culminates in a mock trial where the attendees put their newly learned skills into practice. The success and positive feedback from these sessions have led to plans for additional training in the upcoming year.

The CA TSRP also administered two multiple day traffic colleges and quarterly regional roundtables, giving officers, prosecutors, and criminalists an opportunity to learn about current issues in traffic safety and to network with their law enforcement partners. In addition, the team worked alongside the CHP and other agencies to instruct at SFST, ARIDE, and DRE courses. To further support impaired driving prosecutions, the CA TSRP produced and distributed educational videos and shared important legal and scientific updates with its extensive network. These efforts are all geared toward reducing alcohol and drug-related traffic injuries and fatalities by ensuring impaired drivers are held accountable.



PROGRAM AREA HIGHLIGHTS

IMPROVED DRUG IMPAIRED DRIVING TOXICOLOGY TESTING

San Diego County Sheriff's Office Regional Crime Laboratory

In this grant year, the San Diego Sheriff's Office Regional Crime Laboratory utilized the Improved Drug Impaired Driving Toxicology Testing grant to fund two staff positions, overtime, and training. This allowed the Forensic Toxicology section to maintain current alcohol-impaired driver operations, including testing on over 6,000 DUI samples, while expanding into drug-impaired driver testing, which has historically been done by a contract laboratory. Training funds were used to ensure staff could complete drug toxicology analysis as well as interpret the results in court. The Laboratory received accreditation for this testing in August 2024.



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, Advanced Roadside Impaired Driving Enforcement (ARIDE), Standardized Field Sobriety Testing (SFST), and Drug Impairment Training for Educational Professionals (DITEP).

During the grant year, CHP conducted 17 DRE Schools, training 382 new DREs from CHP and allied agencies statewide. In addition, 1,276 law enforcement personnel were trained in ARIDE, 1,662 law enforcement personnel were trained in SFST, and 220 educational professionals were trained in DITEP.

PROGRAM AREA HIGHLIGHTS

COLLEGE COMMUNITIES AGAINST DRUNK, DRUGGED, AND DISTRACTED DRIVING PROGRAM

Riverside County Public Health Department

During the Federal Fiscal Year 2024, Riverside County Public Health Department (RUHS-PH) implemented the College Communities Against Drunk, Drugged, and Distracted Driving Program (CADD program) throughout Riverside County at community colleges and universities to increase awareness and education on the dangers of impaired and distracted driving. CADD curriculum was implemented through in-person and virtual presentations at each of the 7 participating community colleges and universities. Social media posts on the dangers of distracted and impaired driving were developed and shared which reached over 53,000 individuals across all of the RUHS-PH's social media accounts. Monthly digital newsletters were also developed and disseminated to each participating campus, reaching over 40,000 individuals.

According to NHTSA, drivers aged 21 to 24 and 35 to 44 have the highest percentages (27% each) of alcohol impairment in fatal crashes of any age group. This is why it is so imperative to have CADD implemented among college communities. A total of 6 Traffic Safety Student trainings were conducted through a train-the-trainer model to 60 peer leaders who then engaged, educated, and empowered others in the community to be safe drivers. Subsequent to this training, participating campuses received a campaign kit which included visual impairment goggles that created the visual impairment effects of alcohol or drug impairment, to increase student engagement and participation.



PROGRAM AREA HIGHLIGHTS

UC IRVINE VIRTUAL AMBASSADOR DRIVING WHILE IMPAIRED EDUCATION PROGRAM *University of California, Irvine*

The University of California, Irvine developed a comprehensive social media campaign and launched a peer-based virtual ambassador program aimed specifically at reaching young adult drivers with messages about the importance of sober driving. This program leveraged social media platforms to successfully engage UCI students and staff as “virtual ambassadors” who helped spread traffic safety messages within the UCI community and beyond. Throughout the program, UCI was able to gain 779 new subscribers on social media and recruit 398 new virtual ambassadors.

Additionally, the UCI Medical Center Emergency Department collaborated on the campaign, encouraging patients to promote the message of driving sober. This initiative extended its influence to local and statewide communities, broadening its impact on traffic safety awareness. With over 1,300 social media posts across various platforms, the program was able to reach over 160,000 individuals.



SHASTA DRIVES SOBER

Shasta County Health and Human Services Agency

The Shasta County Health and Human Services Agency, Shasta Drives Sober, conducted 4 traffic safety campaigns at 11 high schools, 9 continuation/community day high schools, 2 driving schools, 2 colleges and 2 teen centers. The campaigns took place during National Teen Driver Safety Week in October, National Impaired Driving Prevention Month in December, National Distracted Driving Awareness Month in April and Global Youth Traffic Safety Month in May, reaching a total of approximately 8,261 students.

PROGRAM AREA HIGHLIGHTS

Campaigns included print materials developed with a local graphic designer and 10 videos developed with a local videographer.

Interactive educational activities were conducted at four community events, reaching 249 people through Driving Under the Influence of Drugs (DUID) prevention educational activities and 172 people through Distracted Driving prevention educational activities.

Campaigns, events, and interactive educational activities focused on prevention and awareness of impaired driving, the effects of illicit drug use and prescription medication when combined with alcohol, as well as the dangers and consequences of impaired driving and the importance of designating sober drivers.

Through social media, Shasta Drives Sober disseminated traffic safety education, posting at least twice per week to Instagram and Facebook using the handle @DriveSafeShasta. The 10 DUID videos developed with a local graphic designer were boosted on Instagram, Facebook and YouTube. The total reach through social media boosting was over 351,000.



EMERGENCY MEDICAL SERVICES

REGIONAL CRASH RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

North Central Fire Protection District

The North Central Fire Protection District (NCFPD) is located in the County of Fresno on the west side of the City of Fresno. The District serves a population of approximately 51,000 people across 230 square miles. The District supports six major planning zones; two suburban and four rural, with each station covering an average of 54 square miles. These areas are largely rural and heavily

PROGRAM AREA HIGHLIGHTS

populated with commercial and agriculture areas, operations, equipment, and vehicles. Many of these processes require large, specialized vehicles to support the agricultural operations and present additional challenges and hazards to rescuers without the proper equipment. This grant allowed NCFPD to modernize its equipment inventory with a full set of vehicle extrication and stabilization equipment.

By ensuring that each first out apparatus has the extrication equipment it needs, it increases the likelihood of unit availability equipped with the proper tools to perform complex victim extrications and facilitate transport times that facilitate increased victim survivability. This new extrication equipment resulted in an average of 4.5-minute reduction in extrication times in the 3 extrication incidents NCFPD responded to during the grant year. Additionally, NCFPD conducted 2 traffic safety presentations reaching over 300 individuals to discuss the importance of traffic safety in the Fresno community.



REGIONAL CRASH RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

Oakland Fire Department

This grant enabled the Oakland Fire Department to purchase two sets of extrication equipment for two of our seven truck companies. The two truck companies selected for replacement equipment serve areas that are economically resource deficient and have suffered a high number motor vehicle related fatalities. This grant not only reduced extrication times but it also allowed for patients to be transported to the hospital well within the golden hour.

The extrication tools purchased with the OTS grant are quicker to set up and facilitated better communications among rescue personnel. Capabilities of the tool enabled crews to cut new state of the art steel used in most modern vehicles that the old equipment was not capable of completing in a timely manner. During the past year, these truck companies equipped with tools provided by OTS has responded to over 20 extrications. Extrication time has been well under 15 minutes allowing for greater likelihood of survival.



PROGRAM AREA HIGHLIGHTS

MOTORCYCLE SAFETY

MOTORCYCLIST SAFETY EDUCATION AND TRAINING PROGRAM

Coronado Police Department

The City of Coronado has identified traffic congestion and motorcycle safety as key community concerns. In response, the "Ride to Live" program was launched in 2021 to promote safe riding and reduce crashes. The program offered free training for riders of all levels, focusing on defensive riding, hazard awareness, and proper gear. Led by experienced motor officers, it combined hands-on instruction with real-world insights. "Ride to Live" also emphasized respecting local traffic laws and understanding the unique risks of Southern California's diverse terrain and heavy traffic. Through this community-driven initiative, riders became more confident and responsible, while fostering a supportive network of local motorcyclists committed to safety and mutual respect on the road. In 2024, the Coronado Police Department presented six classes with 100 students, one of those classes was dedicated to military riders. Two officers were sent to Motor Officer Advanced Training.

MOTORCYCLIST SAFETY EDUCATION AND TRAINING PROGRAM

Napa Police Department

In 2024, the Napa Police Department successfully launched the Ride to Live-Napa Valley program to promote motorcycle safety on local roadways. This initiative, designed to equip civilian motorcyclists with the same critical skills and safety techniques taught to law enforcement officers, aims to reduce crashes and improve rider safety.



Over the course of the year, six comprehensive training courses were held, providing 52 civilian participants with a 7-hour instructional experience. The program focused on essential motorcycle handling skills, hazard recognition, and defensive riding strategies, all tailored to enhance rider awareness and confidence on the road. By offering this hands-on, skill-building training, the Ride to Live program has not only raised awareness of motorcycle safety but also empowered local riders to be proactive in their safety, benefiting the entire Napa Valley community.

PROGRAM AREA HIGHLIGHTS

GET EDUCATED AND RIDE SAFE (GEARS) VI

California Highway Patrol

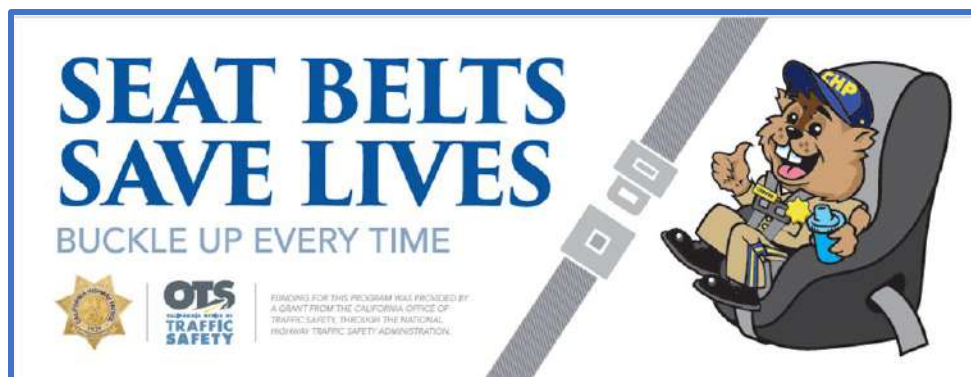
In an effort to continue promoting the safety of motorcyclists on California roadways, the CHP implemented a 12-month traffic safety project focused on reducing the number of motorcycle-involved fatalities and crashes through enforcement activities and public awareness and education. During the grant year, CHP personnel participated in the NHSTA Summer Mobilization Campaign and National Motorcycle Safety Month. Through these efforts, the CHP hosted 129 motorcycle safety and road sharing presentations, impacting 28,581 people. Additionally, 2 Motorcycle Enforcement and Safety Training classes were conducted for CHP personnel, regarding types and characteristics of motorcycles, safety laws related to equipment and operations, and officer and motorcycle safety.

OCCUPANT PROTECTION

CALIFORNIA RESTRAINT SAFETY EDUCATION AND TRAINING (CARSEAT) VII

California Highway Patrol

The CHP's California Restraint Safety Education And Training (CARSEAT) VII program continued its commitment to child passenger safety (CPS). To increase awareness on the importance of proper use of passenger restraints, including child passenger safety seats, the CHP participated in the National Child Passenger Safety Week and National Click IT or Ticket Campaign. During the grant year, CHP Division and Area offices offered weekly fitting stations where they distributed grant-funded car seats, conducted 5,748 car seat installation checks, and hosted 227 check-up events. Additionally, 87 CPS technicians were newly certified, and 116 CPS technicians were recertified or renewed. With nearly 60 percent of car seats being installed improperly, CHP focused on community outreach by hosting educational classes for day care centers, preschools, elementary schools, and new parents, impacting 3,990 people.



PROGRAM AREA HIGHLIGHTS

CHILD PASSENGER SAFETY PROGRAM

Sutter County Children and Families Commission

During this grant, the Sutter County Children & Families Commission (SCCFC) transformed child passenger safety across the county through a groundbreaking mix of education, community outreach, and expert partnerships. The SCCFC made an unparalleled impact, creating safer roads and reshaping family practices around child transportation safety in Sutter County.

With six highly attended car seat checkup events, SCCFC reached hundreds of families, inspecting, replacing, and reinstalling 172 car seats to guarantee children traveled safely. The SCCFC distributed 115 new car seats to families in need, directly preventing risks associated with improper child restraint. During National Child Passenger Safety Week, SCCFC partnered with CHP, Sutter County Sheriff's Office, and Yuba City Police Department, setting a community-wide example of collaboration to promote family safety on the roads.



One standout achievement was SCCFC's program coordinator obtaining certification as a child passenger safety instructor—a milestone that empowered SCCFC to train new technicians locally. This expansion allowed SCCFC to deliver personalized, one-on-one seat checks by appointment, replacing 177 child restraints and ensuring 30 preowned seats were safely installed. This dedicated, tailored service gave families peace of mind and ensured each child rode securely.



The SCCFC didn't stop at car seat checks. Through vibrant community engagement, SCCFC educated over 1,000 families by leveraging social media, local events, and targeted workshops. Special sessions tailored for Head Start families, child welfare agencies, and Family SOUP—a partner for families with children experiencing special needs—extended SCCFC's reach to every corner of the community. Each training was accessible in English, Punjabi, and Spanish, reinforcing SCCFC's commitment to inclusivity.

PROGRAM AREA HIGHLIGHTS

SCCFC's child passenger safety program has set a new standard in community safety, transforming awareness into action and equipping families with the knowledge they need to keep their children safe. Beyond just numbers, SCCFC's impact can be felt in the lives it protects every day. This initiative exemplifies SCCFC's deep-rooted dedication to community well-being and a safer future for Sutter County families—a commitment SCCFC is eager to build upon in the coming year.

CHILD PASSENGER SAFETY PROGRAM

Los Angeles County Public Health Department

Los Angeles County successfully enhanced its programming with a strong emphasis on training. To enter this field of work—injury prevention as a discipline, all professional members must complete a certification process to become a child passenger safety technician. Our four instructors from the CPS team made significant strides this year to ensure that there is widespread access to this essential training, not just in Los Angeles but across the state of California.

For example, over the past 12 months, our instructors hosted seven certification classes; five of them were in-person, taught across Southern California. Our agency is very proud of this impressive achievement. CPS was also among the first to adopt the hybrid format for these trainings, after the option was recently introduced by the National Child Passenger Safety Board. In January 2024, for example, the team launched California's first hybrid training class—registration quickly filled up under a week of the announcement. The new format combines online lessons with two in-person sessions, allowing adult learners flexibility and the benefits of learning through dynamic, interactive web-based content, beyond the traditional textbook materials. The hybrid curriculum was designed to increase accessibility, and, in this regard, succeeded in attracting a diverse group of participants, including learners from Arizona, small business owners, and rural communities where travel to an in-person event is often a barrier to obtaining further professional development.



PROGRAM AREA HIGHLIGHTS

In 2024, our CPS program certified a total of 98 technicians, 26 of whom completed their certification using the new hybrid training format. Moving forward, the team plans to offer at least one hybrid class per year to specifically support those are interested in becoming certified technicians but geographic distance (living in remote areas) preclude them from participating in these trainings.

To assist current technicians in maintaining their certification, the CPS team hosted a one-day conference. The conference included skill-building workshops and updates presented by car seat manufacturers. In total, the event attracted 90 attendees, including four manufacturers and technicians from San Luis Obispo, Riverside, and other surrounding counties near Los Angeles.



Throughout the year, the CPS team also partnered with eight local agencies to offer monthly child passenger safety workshops in both English and Spanish. These Los Angeles County agencies included the Antelope Valley Wellness Community (Lancaster), the East Valley Community Health Center (Pomona), the Harbor-UCLA Medical Center (Torrance), the Los Angeles County Department of Public Health (Van Nuys), the Los Angeles General Medical Center (East LA), To Help Everyone Health and Wellness Center (South Los Angeles), the Venice Family Clinic (Westside and South Bay), and The Whole Child (San Gabriel Valley). Together, these partnerships hosted 188 workshops and distributed 660 car seats to low-income families.

The CPS team regularly trains social workers, who are often the first line of contact for low-income families. 679 social workers were taught on child passenger safety through 31 workshops hosted by the County of Los Angeles Department of Children and Family Services.

PROGRAM AREA HIGHLIGHTS

AGING ROAD USERS

KEEPING EVERYONE SAFE (KEYS) XV

California Highway Patrol

The CHP's Office of Community Outreach, Marketing, and Recruitment successfully conducted a statewide education and awareness campaign that addressed the inherent issues senior drivers age 65 and older face as they age. CHP officers conducted 257 classroom presentations and attended 135 community outreach events at venues such as CHP Area offices, coffee shops for Coffee with a Cop, county fairs, courthouses, farmers markets, senior community centers, and health fairs. Attendance at these events led to additional community outreach opportunities. Partnerships with the Sacramento River Cats baseball organization and University of California, San Diego's Transportation Research and Education for Driving Safety Center have proven successful in assisting CHP public information officers in reaching and disseminating important traffic safety information to over 22,000 people.



PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY

COMMUNITY PEDESTRIAN AND BICYCLE SAFETY PROGRAM

University of California, Berkeley- SafeTREC

UC Berkeley SafeTREC developed the Community Pedestrian and Bicycle Safety Program (CPBSP), in partnership with a statewide nonprofit, to engage California communities at disproportionate risk for pedestrian and bicycle fatalities and serious injuries. Made up of the Community Pedestrian and Bicycle Safety Training (CPBST) and Comunidades Activas y Seguras (CAyS) programs, the CPBSP engaged communities in active transportation planning using an adapted Safe System Approach that emphasizes the importance of community-based expertise and grassroots community engagement. Within the adapted Safe System framework, the team: (1) reviewed pedestrian and bicycle crash data and safety strategies; (2) facilitated a walking and biking assessment; and (3) strategized alongside participants to define specific community pedestrian and bicycle safety goals and actionable next steps.

Over the past year, SafeTREC conducted extensive education, engagement and training statewide, including five CPBST workshops, three CAyS workshops, and five follow-up CPBSP technical assistance trainings across ten counties. Most notably, the CPBSP team worked with four communities with populations below 25,000, communities often overlooked in transportation policy, planning, and allocation of resources. Moreover, ten of the thirteen sites



that the CPBSP team worked with this fiscal year were located in a metropolitan statistical area ranked in the top 30 of the most dangerous communities for pedestrians in the nation according to SmartGrowth America's Dangerous by Design 2024 analysis, including four sites in the top 10 most dangerous, demonstrating our commitment to working in the areas of greatest need within the state. Five workshops were facilitated in Spanish to better meet the needs of monolingual Spanish speakers. All thirteen reports and four Spanish translated reports were further remediated for digital accessibility to ensure that everyone has access to this information.

SafeTREC continued to emphasize equitable outreach and community engagement through extensive planning efforts with local organizations. Three peer exchanges were held and follow-up support was offered to more than 20 former workshop sites, reinforcing the importance of ongoing support to help communities sustain the momentum of active transportation safety planning.

PROGRAM AREA HIGHLIGHTS

In addition, SafeTREC explored the development of a new follow-up program for former CPBSP participants to supplement their knowledge of active transportation best practices and also developed four research briefs featuring innovative pedestrian and bicycle safety topics for further knowledge sharing.

PEDESTRIAN AND BICYCLIST SAFETY PROGRAM

County of Monterey Health Department

Pedestrian and Bicycle Safety education was provided to City of Greenfield community members, elementary aged students, and older adults in partnership with the school district and Police Department. Our team worked with the four elementary schools located in Greenfield conducting activities to engage students and their families. Activities included 16 walking school busses, 48 in class pedestrian safety presentations, six helmet fittings with over 370 helmets distributed, and four older adult presentations. In addition, the Police Department conducted assembly style presentations to elementary students, attended community events, and held helmet fittings. Overall, we reached over 2,000 people in the Greenfield community through our various activities. In Greenfield there is a great number of community members who speak Triqui and Mixteco, two common languages spoken by the Oaxacan Indigenous community. There was a need to extend the reach and message on pedestrian safety to those who did not speak English or Spanish. In collaboration with community-based organizations who work with and advocate for the indigenous communities such as those who speak Triqui, a video was created on pedestrian safety education for the Triqui community. The video demonstrates how to be a safe pedestrian using a voice-over of someone speaking Triqui. This video was shared with the City of Greenfield staff, Police Department, and school district to be posted widely.



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PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

San Jose Department of Transportation

The City of San Jose's Department of Transportation's Vision Zero Program conducted five quick build pop-up demonstrations. The pop-ups were held for 2 or 3 hours on one day during peak traffic hours at locations identified in the Walk Safe San José pedestrian safety plan or near schools and trails. These areas all have pedestrian and bicycle use due to nearby community facilities, downtown offices, and retail.

The demonstrations involved quantitative data collection including queue length and turning speeds, and qualitative feedback measuring likes and dislikes by pedestrians, cyclists, and drivers. The demonstrations focused on shortening pedestrian crossing distances and adding more space for pedestrians to wait to cross busy intersections by closing right turn slip lanes.

These pop-ups led to community support for and interest in potential permanent roadway safety intersection improvements at these locations.



PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

City of Ventura

The City of Ventura successfully implemented the Youth Bicycle & Traffic Safety Education Program for its third consecutive year in 2024. This initiative reached over 2,800 students and hundreds of community members. In partnership with Bike Ventura County (aka BikeVC), the program provided comprehensive bicycle education across multiple schools, including Cabrillo, Anacapa, Montalvo, Balboa, Sheridan Way, and others. The sessions featured classroom presentations, hands-on safety drills, and group rides, equipping students with essential traffic safety knowledge and bike-handling skills.

The program also extended its reach beyond middle schools, hosting elementary school bike rodeos at locations such as Sunset School, ATLAS School, and Ventura EcoFest, engaging over 1,500 participants. These events emphasized the importance of helmet use, signaling, and traffic awareness through interactive safety courses. Advanced "Ride Ready" courses were offered to older students and adults, providing them with the skills to handle real-world traffic scenarios and promoting safe cycling practices. Notably, 43% of participants at the bike rodeos were first-time riders, with 336 youth learning to ride a bike for the first time.

Infrastructure education was integrated throughout the program, highlighting Ventura's bike-friendly improvements and fostering a greater appreciation for sustainable transportation. Early results indicate increased enthusiasm for cycling and a heightened understanding of safety measures among participants, showcasing Ventura's dedication to building a safer, more active community for all ages.



PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

City of Fresno, Parks, After School, and Recreation Services

The City of Fresno's Bicycle and Pedestrian Safety Program made remarkable strides during this grant cycle, successfully engaging the community and exceeding many of its goals. Over the course of one year, the program participated in 19 traffic safety fairs and community events, surpassing its goal of 10, while reaching a wide range of individuals with important safety information. Additionally, the program conducted 22 bicycle and pedestrian safety presentations aimed at youth, exceeding its target of 20. The program also completed 9 pedestrian safety presentations for older adults, surpassing its goal of 7, and organized 22 bicycle rodeos for youth, well beyond the initial goal of 14.

In total, the program reached 3,964 individuals, including 2,886 youth and 1,102 adults. Participants received valuable safety resources, including 887 helmets, 637 reflectors, 786 reflective wristbands, 323 headlight/taillight combo kits, and 40 crossing guard kits. These efforts contributed to enhancing safety awareness and knowledge across Fresno, while also fostering strong community engagement. The program's impact was further amplified by upgrading its bike rodeo equipment, including new signage, bikes, and cones, and run two teams of staff simultaneously at multiple locations, significantly increasing its reach.

Looking forward, the City of Fresno is committed to continuing its outreach efforts by expanding partnerships with local school districts and community centers. Plans are also in place to strengthen the program's staffing model and ensure future growth, with the goal of improving personnel capacity and expanding the program's offerings in the future.



PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

Stanislaus County Health Services Agency



The Stanislaus County Health Services Agency's Pedestrian and Bicycle Safety (PBS) Program is dedicated to advance health equity and ensure all residents can reach their fullest health potential. To increase access to students and ensure road safety for all, the PBS Program hosted the first Adaptive Tricycle Rodeo, in the 23-24 grant year, at Walnut Grove Elementary School in Patterson, California. The rodeo was tailored for participants with disabilities and offered them a safe and supportive environment to learn and practice road safety skills on adaptive tricycles the program had purchased. The Assistant Principal, teacher and para educators provided valuable support throughout the planning process and contributed their knowledge and expertise which informed the PBS Program's development of pre-rodeo materials and the rodeo layout. Follow the Law, Think Ahead, Be Seen and Be Reliable were among the road safety concepts taught and demonstrated throughout the course. Thirteen students were able to ride through the course which reflected real-life road situations that allowed them to practice their knowledge and skills of road safety in a fun and hands-on way. All students were fitted and provided a helmet before riding the tricycles. Due to the positive responses from students and staff, the PBS Program plans to expand Adaptive Tricycle Rodeos throughout Stanislaus County.

PROGRAM AREA HIGHLIGHTS

POLICE TRAFFIC SERVICES

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANTS

The OTS awarded 203 STEP grants in FY 2024. 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 enforcement activities in their region that addressed some of the riskiest driving behaviors. Training activities included training in SFST, ARIDE, and DRE. Agencies utilized the trainings to conduct DUI/Driver's License checkpoints and DUI saturation patrols. Media efforts focusing on the awareness of the STEP activities were coordinated both regionally and locally. Education activities included presentations to communities, organizations, and schools. Community collaboration and engagement activities generated two-way conversations with law enforcement agencies and the communities that they serve, which furthered the traffic safety messaging and, in some cases, informed enforcement efforts.

EI PROTECTOR - SPANISH TRAFFIC EDUCATION PROGRAM

California Highway Patrol

The CHP implemented a 12-month statewide Spanish traffic safety campaign designed to bring traffic safety education to the Spanish speaking population. Between October 1, 2023 to September 30, 2024, 150 traffic safety presentations were conducted, reaching 12,320 people. In addition, 620 community outreach events were conducted, reaching 30,755,398 people. Interviews were also conducted through several Spanish radio stations furthering outreach efforts. Two paid social media posts were distributed through social media, reaching a total of 716,405 people and a total of 1,206,283 impressions. A partnership with Sacramento Republic Football Club and Frontwave Arena was executed which allowed informational booths at home games. Through these efforts, the CHP managed to decrease the number of fatal and injury traffic crashes involving Hispanic drivers within statewide CHP jurisdiction. Including, a decrease in victims killed and injured in traffic crashes involving Hispanic drivers within statewide CHP jurisdiction. The CHP will continue to provide traffic safety information to the Spanish-speaking communities in order to prevent an increase on traffic crashes.



PROGRAM AREA HIGHLIGHTS

NATIVE-TRIBAL TRAFFIC EDUCATION PROGRAM

California Highway Patrol

The CHP established the Native-Tribal Traffic Education Program to build stronger relationships with the Native American community. Through this program, the CHP conducted over 200 community events reaching over 39,500 people. This program utilized CHP Northern Division, Valley Division, and Golden Gate Division with the goal of expanding the program statewide. The relationship-building that took place during the FFY24 grant cycle helped to improve service and strengthen public trust in our tribal communities. Overall, the program was a huge success by providing a wide range of traffic safety education topics and outreach opportunities to tribes, tribal organizations, and Native Americans throughout the three Divisions.

Feedback received from Native communities and tribes was overwhelmingly positive throughout the grant cycle. Tribal-affiliated organizations such as Native American health clinics, Native American college

clubs, and community-based alliances have expressed interest in hosting CHP presentations; and Division PIOs are working diligently to establish themselves and the CHP Native-TTEP program as a resource. 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 focused on safety programs to reduce fatal and injury crashes.



PROGRAM AREA HIGHLIGHTS

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 and those primary crash factors that have elements of “aggressive driving” such as unsafe turns, driving on the wrong side of the road, following too closely, unsafe passing, and unsafe lane changing. Speeding and aggressive driving continue to pose significant challenges on California roadways. The CHP has intensified its speed enforcement activities on state routes where speeding is a common issue. The acquisition of radar and lidar devices was made possible through the SPEED II grant. Between October 1, 2023 to September 30, 2024, the CHP issued more than 18,400 citations to motorists traveling over 100 miles per hour, leading to 110 arrests. Multiple enforcement operations focused on speeding, aggressive driving, unsafe turns, driving on the wrong side of the road, following too closely and other primary crash factors were conducted during this grant period. These efforts resulted in 7,318 enforcement stops and 6,633 citations. To promote awareness of aggressive driving behaviors, traffic safety rack cards were developed and distributed to CHP offices throughout the state. Ultimately, the CHP conducted 89 speed traffic safety presentations, reaching over 3,640 people, and organized 128 traffic safety outreach events/activities, impacting more than 16,900 people.



Through the outstanding initiatives, the CHP has successfully decreased the number of victims killed caused by unsafe driving practices, including speeding, aggressive driving, unsafe turns, driving on the wrong side of the road, and other primary crash factors. Although there has been a minor increase in the number of victims injured, the CHP remains confident that the increased enforcement and educational efforts have contributed to reduced speeds on the roads, leading to less victims killed.

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 856 CHP and allied agency personnel were trained to identify modified vehicles and enforce their illegal use and unsafe operation. To help combat the increased activity, the CHP conducted 65 traffic safety

PROGRAM AREA HIGHLIGHTS

presentations and 92 community outreach events, impacting over 15,436 people, and 42 specialized enforcement operations focused on street racing and sideshow activities and other PCF violations. The specialized enforcement operations resulted in 1,563 enforcement stops, 1,147 citations issued, and 267 arrests. During the grant year, public service announcement (PSA) videos focused on street racing and sideshows were shared on Facebook and Instagram, reaching over 1,833,020 people.

TRAFFIC RECORDS/ROADWAY SAFETY

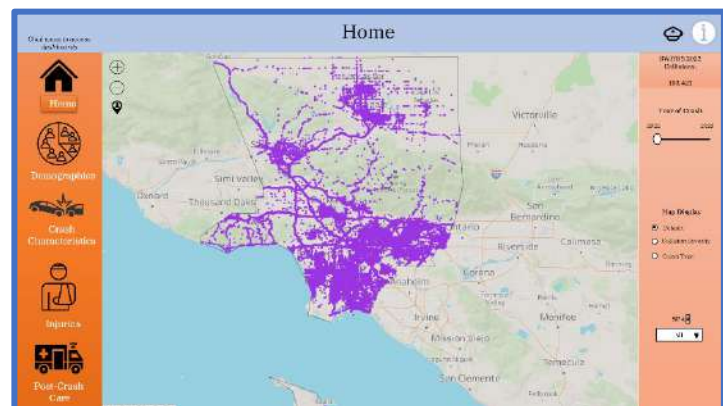
TRAFFIC RECORDS IMPROVEMENT PROJECTS

The OTS awarded 24 Traffic Records improvement Project (TRIP) grants to local law enforcement agencies in FY 2024. These grants provide funding to upgrade their current electronic records management system (RMS) to allow for the electronic transmission of crash records to the CHP's SWITRS database. They also provided funds to allow agencies to upgrade their systems to an electronic citation database system which would enable them to transmit other electronic data to their local court systems. In addition it allows agencies to have the most current data available for problem identification to make evidence-based decisions for traffic safety enforcement efforts.

ENHANCEMENT OF THE LA TRAUMA SYSTEM THROUGH HEALTH DATA EXCHANGE, BENCHMARKING, AND RESEARCH

Los Angeles County Emergency Medical Services Agency

The Los Angeles (LA) County Emergency Medical Services (EMS) Agency and the Lundquist Institute/Harbor-UCLA Medical Center collaborated to create a static proof-of-concept post-crash care data dashboard and prehospital trauma care education curriculum as part of this effort. In parallel, the LA County EMS Agency began development of a Health Data Exchange (HDE) with plans for eventual implementation across all 22 hospitals and 32 EMS ambulance providers in the LA County EMS Agency catchment area. The static dashboard and trauma care curriculum were developed with input from EMS, trauma, and emergency medicine stakeholders and subject matter experts. The team will develop the static post-crash care data dashboard into a fully operational, public-facing dashboard.

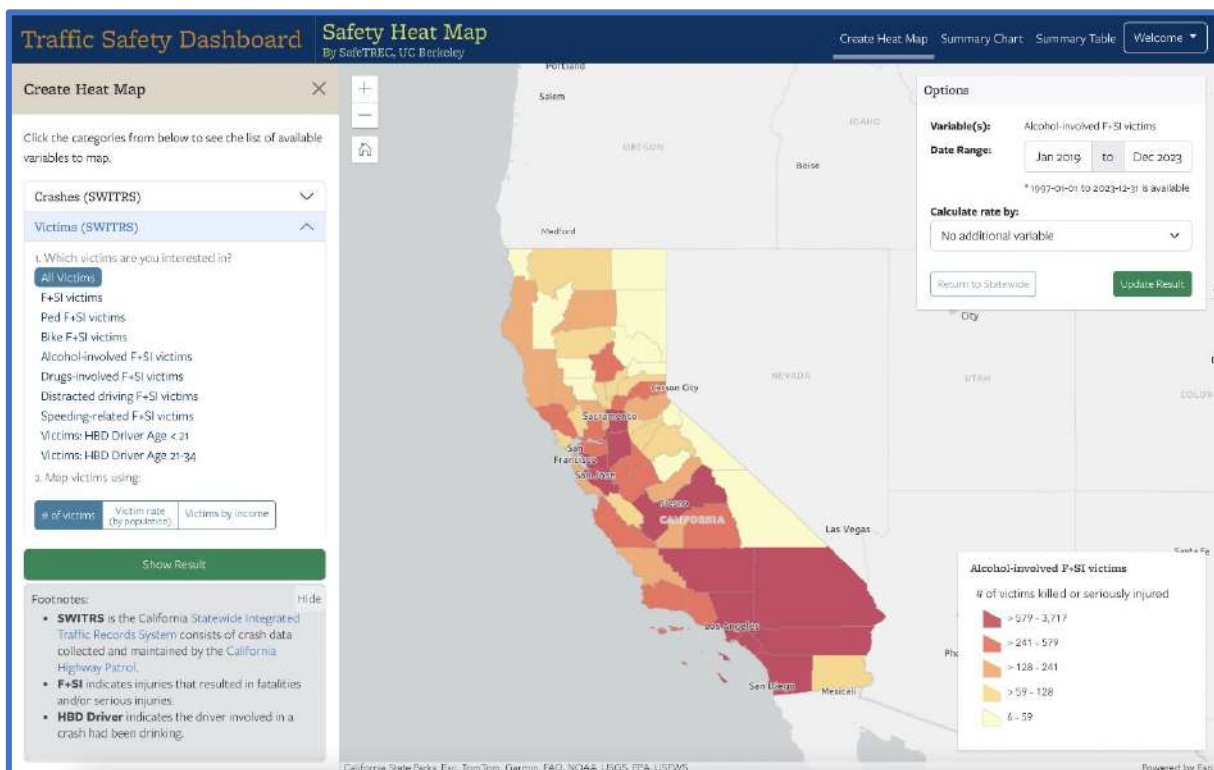


PROGRAM AREA HIGHLIGHTS

DATA DRIVEN TRAFFIC SAFETY HEAT MAP FOR CALIFORNIA

University of California, Berkeley - SafeTREC

UC Berkeley SafeTREC redesigned and improved the Traffic Safety Heatmap, an expansion of the Teen Safety Heatmap tool created in 2016. The new Safety Heat Map included an enhanced interface that allows users to create interactive heat maps to visualize and analyze crash data and traffic safety improvement activities in California. Important new features included the census tract zoom, which allows users to view crash, demographic and safety program query results at the census tract level. Additional improvements included updating traffic safety program information such as the California Friday Night Live Partnership (CFNLP), Los Angeles County Teen Distracted Driving program and the Mothers Against Drunk Driving (MADD) initiative. Finally, the Safety Heat Map was integrated into the Traffic Safety Dashboard ecosystem, where two new additional tools are also housed, creating one cohesive resource for users to explore crash, demographic and safety improvement data effectively. Since launching, there have been more than 100 registered user visits.



APPENDICES

**SAFE DRIVES.
SAVE LIVES.**

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APPENDIX A – EXPENDITURE REPORT

PROGRAM COST SUMMARY AND LIST OF PROJECTS

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
AL24001	Alameda County Sheriff's Office Crime Laboratory	164AL	\$537,500.00	\$0.00
AL24002	Butte County Probation Department	164AL	\$165,500.00	\$156,347.94
AL24003	California Department of Alcoholic Beverage Control	164AL	\$729,900.00	\$670,783.00
AL24004	California Department of Alcoholic Beverage Control	164AL	\$3,700,000.00	\$2,893,293.31
AL24005	California Highway Patrol	405d AL	\$5,900,000.00	\$5,344,743.12
AL24006	California Highway Patrol	405d AL	\$400,000.00	\$363,106.20
AL24007	California Highway Patrol	405d AL	\$2,650,000.00	\$1,267,863.81
AL24008	California Highway Patrol	405d AL	\$450,000.00	\$440,709.74
AL24009	Contra Costa County Probation Department	164AL	\$412,000.00	\$403,576.95
AL24010	Contra Costa County Sheriff's Department	164AL	\$593,500.00	\$519,913.44
AL24011	Fresno County Probation Department	164AL	\$332,000.00	\$302,136.00
AL24012	Kern County Probation Department	164AL	\$186,000.00	\$159,356.92
AL24013	Los Angeles County Probation Department	164AL	\$381,000.00	\$275,981.32
AL24014	Los Angeles County Sheriff's Department	164AL	\$26,400.00	\$19,046.50
AL24015	Marin County Probation Department	164AL	\$175,247.00	\$160,229.36
AL24016	Napa County Probation	164AL	\$300,000.00	\$294,784.34
AL24017	Placer County Probation Department	164AL	\$111,000.00	\$92,783.12
AL24018	Sacramento County Probation Department	164AL	\$610,000.00	\$564,047.56
AL24019	San Bernardino County Probation Department	164AL	\$645,000.00	\$607,979.42
AL24020	San Diego County Probation Department	164AL	\$464,000.00	\$411,171.52
AL24021	San Mateo County Superior Court	164AL	\$500,000.00	\$442,512.01
AL24022	Santa Barbara County Probation Department	164AL	\$187,000.00	\$136,304.76
AL24023	Santa Cruz County Health Services Agency	164AL	\$269,000.00	\$219,660.82
AL24024	Solano County Probation Department	164AL	\$327,000.00	\$291,277.52
AL24025	Sonoma County Probation	164AL	\$212,000.00	\$211,998.05
AL24026	Superior Court of California, County of Fresno	164AL	\$550,000.00	\$483,470.20
AL24027	Tulare County Office of Education	164AL	\$280,000.00	\$256,581.39
AL24028	Tulare County Probation Department	164AL	\$138,590.00	\$86,879.66
		Subtotal	\$21,232,637.00	\$17,076,537.98

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DD24001	California Highway Patrol	402DD	\$350,000.00	\$301,934.36
DD24002	California Highway Patrol	402DD	\$925,000.00	\$675,652.66
DD24003	Long Beach Department of Health and Human Services	402DD	\$215,000.00	\$166,721.07
DD24004	Los Angeles County Public Health Department	402DD	\$170,000.00	\$158,108.57
DD24005	Riverside County Public Health Department	402DD	\$182,000.00	\$120,531.30
DD24006	San Luis Obispo County Behavioral Health Department	402DD	\$113,000.00	\$110,473.57
		Subtotal	\$1,955,000.00	\$1,533,421.53

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DI24001	California Highway Patrol	405d AL	\$2,500,000.00	\$1,519,051.98
DI24002	El Dorado County District Attorney's Office	405d AL	\$372,300.00	\$365,858.68
DI24003	Fresno County District Attorney's Office	405d AL	\$530,500.00	\$489,603.25
DI24004	Kern County District Attorney's Office	405d AL	\$639,000.00	\$637,941.76
DI24005	Long Beach Department of Health and Human Services	405d AL	\$285,000.00	\$218,598.36
DI24006	Los Angeles City Attorney's Office	405d AL	\$1,069,900.00	\$1,069,296.68
DI24007	Los Angeles County District Attorney's Office	405d AL	\$2,013,000.00	\$1,654,289.08
DI24008	Madera County District Attorney's Office	405d AL	\$236,000.00	\$221,093.00
DI24009	Marin County District Attorney's Office	405d AL	\$453,000.00	\$411,037.64
DI24010	Monterey County District Attorney's Office	405d AL	\$730,331.00	\$469,628.71
DI24011	Monterey County Health Department	405d AL	\$210,799.00	\$169,381.88
DI24012	Orange County District Attorney's Office	405d AL	\$1,303,250.00	\$1,038,954.93
DI24013	Orange County District Attorney's Office	405d AL	\$1,539,354.00	\$1,087,585.01
DI24014	Orange County Sheriff's Department	405d AL	\$141,940.00	\$86,171.37
DI24015	Riverside County District Attorney's Office	405d AL	\$679,708.00	\$584,956.56
DI24016	Riverside County Public Health Department	402AL	\$120,000.00	\$21,015.32
DI24017	Sacramento County District Attorney's Office	405d AL	\$291,000.00	\$259,236.73
DI24018	San Bernardino County District Attorney's Office	405d AL	\$916,000.00	\$831,617.70
DI24019	San Diego City Attorney's Office	405d AL	\$410,000.00	\$395,893.16
DI24020	San Diego County District Attorney's Office	405d AL	\$810,000.00	\$789,291.07
DI24021	San Diego County Sheriff's Crime Lab	405d AL	\$517,374.00	\$369,247.46
DI24022	Shasta County Health and Human Services Agency	402AL	\$274,884.00	\$181,063.47
DI24023	Solano County District Attorney's Office	405d AL	\$418,000.00	\$402,582.72
DI24024	Sonoma County District Attorney's Office	405d AL	\$516,000.00	\$515,998.36
DI24025	Tulare County District Attorney's Office	405d AL	\$215,128.00	\$142,194.78
DI24026	UC Davis Health	405d AL	\$1,324,580.00	\$951,405.18
DI24027	University of California, Irvine	405d AL	\$289,000.00	\$235,514.17
DI24028	Ventura County District Attorney's Office	405d AL	\$523,621.00	\$468,517.27
DI24029	Yolo County District Attorney's Office	405d AL	\$213,311.00	\$161,732.39
DI24030	California Department of Motor Vehicles - Legal Affairs	402AL	\$176,945.00	\$119,144.03
DI24031	Santa Clara County District Attorney's Crime Laboratory	405d AL	\$120,000.00	\$97,500.00
DI24032	Imperial County District Attorney's Office	405d AL	\$132,310.00	\$132,082.07
		Subtotal	\$19,972,235.00	\$16,097,484.77

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
EM24001	Amador Fire Protection District	402EM	\$50,000.00	\$41,703.00
EM24002	American Canyon Fire Protection District	402EM	\$100,000.00	\$50,000.00
EM24003	Anderson Fire Protection District	402EM	\$50,000.00	\$100,000.00
EM24004	Bakersfield Fire Department	402EM	\$100,000.00	\$99,633.96
EM24005	Burney Fire District	402EM	\$65,000.00	\$149,997.70
EM24006	Cambria Community Service District Fire Department	402EM	\$42,044.00	\$67,779.86
EM24007	Chula Vista Fire Department	402EM	\$50,000.00	\$42,510.00
EM24008	Cosumnes CSD Fire Department	402EM	\$104,120.00	\$91,262.00
EM24009	Daggett Fire Department	402EM	\$44,184.00	\$116,800.36
EM24010	Five Cities Fire Authority	402EM	\$50,000.00	\$46,000.00
EM24011	Graton Fire Protection District	402EM	\$100,000.00	\$37,541.58
EM24012	Groveland Fire Department	402EM	\$24,000.00	\$19,987.06
EM24013	Hemet Fire Department	402EM	\$54,079.00	\$81,601.37
EM24014	Kern County Fire Department	402EM	\$84,089.00	\$164,492.37
EM24015	Leggett Valley Fire and Rescue	402EM	\$50,000.00	\$23,291.62
EM24016	Livermore-Pleasanton Fire Department	402EM	\$100,000.00	\$67,779.86
EM24017	Lompoc Fire Department	402EM	\$75,000.00	\$42,510.00
EM24018	Mariposa County Fire Department	402EM	\$135,000.00	\$91,262.00
EM24019	Monterey Fire Department	402EM	\$50,257.00	\$116,800.36
EM24020	Morro Bay Fire Department	402EM	\$48,000.00	\$46,000.00
EM24021	North Central Fire Protection District	402EM	\$50,000.00	\$37,541.58
EM24022	Oakland Fire Department	402EM	\$100,000.00	\$19,987.06
EM24023	Orland Fire Protection District	402EM	\$100,000.00	\$81,601.37
EM24024	River Delta Fire District	402EM	\$29,850.00	\$164,492.37
EM24025	Sonoma County Fire District	402EM	\$90,000.00	\$23,291.62
EM24026	South Coast Fire Protection District	402EM	\$37,302.00	\$25,730.23
EM24027	Stanislaus Consolidated Fire Protection District	402EM	\$51,285.00	\$46,000.00
EM24028	Tuolumne Fire District	402EM	\$52,572.00	\$37,541.58
EM24029	Westport Volunteer Fire Department	402EM	\$18,651.00	\$19,987.06
EM24030	Wilton Fire Protection District	402EM	\$20,000.00	\$25,730.23
		Subtotal	\$1,925,433.00	\$1,808,643.41

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
MC24001	Anaheim Police Department	405f MC	\$60,000.00	\$45,849.60
MC24002	California Highway Patrol	402 MC	\$400,000.00	\$351,528.37
MC24002	California Highway Patrol	405f MC	\$300,000.00	\$208,895.59
MC24003	Chino Police Department	405f MC	\$26,000.00	\$24,108.54
MC24004	Coronado Police Department	405f MC	\$65,000.00	\$24,178.34
MC24005	Hawthorne Police Department	405f MC	\$120,000.00	\$97,704.51
MC24006	Napa Police Department	405f MC	\$31,000.00	\$31,000.00
MC24007	Ontario Police Department	405f MC	\$21,000.00	\$4,463.25
MC24008	Pomona Police Department	405f MC	\$24,000.00	\$18,488.30
MC24009	Rialto Police Department	405f MC	\$30,000.00	\$27,473.31
MC24010	Riverside Police Department	405f MC	\$23,000.00	\$20,938.53
MC24011	San Francisco Police Department	405f MC	\$40,000.00	\$21,734.46
MC24012	Upland Police Department	405f MC	\$24,000.00	\$11,318.67
		Subtotal	\$1,164,000.00	\$887,681.47

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
OP24001	Anaheim Police Department	405b OP	\$74,250.00	\$57,366.29
OP24002	Butte County Public Health Department	405b OP	\$253,723.00	\$236,515.33
OP24003	California Department of Public Health	405b OP	\$800,000.00	\$664,400.68
OP24004	California Highway Patrol	405b OP	\$850,000.00	\$595,874.43
OP24005	California Highway Patrol	402OP	\$225,000.00	\$206,866.91
OP24006	California State University, Fresno	405b OP	\$284,507.00	\$254,537.39
OP24007	Community Action Partnership	405b OP	\$250,000.00	\$249,872.40
OP24008	Irvine Police Department	405b OP	\$28,000.00	\$15,096.77
OP24009	Los Angeles Community Investment for Families	405b OP	\$160,491.00	\$153,235.60
OP24010	Los Angeles County Public Health Department	405b OP	\$300,000.00	\$204,980.20
OP24011	Riverside County Public Health Department	405b OP	\$240,500.00	\$223,261.28
OP24012	Riverside Police Department	405b OP	\$25,000.00	\$6,057.34
OP24013	Sacramento County Department of Health Services	405b OP	\$78,546.00	\$73,420.05
OP24014	San Joaquin County Public Health Services	405b OP	\$131,000.00	\$95,546.20
OP24015	San Luis Obispo Public Health Department	405b OP	\$175,000.00	\$146,882.53
OP24016	Santa Cruz County Health Services Agency	405b OP	\$97,473.00	\$78,104.99
OP24017	Solano County Health and Social Services	405b OP	\$118,614.00	\$112,035.06
OP24018	Sonoma County Department of Health Services	405b OP	\$90,000.00	\$57,838.34
OP24019	Stanislaus County Health Services Agency	405b OP	\$145,955.00	\$127,191.87
OP24020	Sutter County Children & Families Commission	405b OP	\$151,000.00	\$140,198.28
OP24022	Trinity County Public Health Branch	405b OP	\$56,463.00	\$24,345.56
OP24024	Ventura County Fire Department	405b OP	\$86,880.00	\$85,122.46
OP24025	Yolo County Health and Human Services Agency	405b OP	\$260,000.00	\$204,885.23
OP24026	Yuba County Health and Human Services Department	405b OP	\$94,964.00	\$83,182.68
		Subtotal	\$4,977,366.00	\$4,096,817.87

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PA24001	Office of Traffic Safety	164AL	\$2,082,376.00	\$2,104,713.06
PA24001	Office of Traffic Safety	402AL	\$1,343,693.00	\$1,222,502.62
PA24001	Office of Traffic Safety	402DD	\$92,017.00	\$130,908.53
PA24001	Office of Traffic Safety	402EM	\$90,626.00	\$146,883.66
PA24001	Office of Traffic Safety	402MC	\$54,787.00	\$59,670.96
PA24001	Office of Traffic Safety	402PS	\$550,948.00	\$561,530.19
PA24001	Office of Traffic Safety	402PT	\$1,554,276.00	\$1,503,329.73
PA24001	Office of Traffic Safety	402TR	\$192,547.00	\$411,187.86
PA24001	Office of Traffic Safety	402OP	\$244,322.00	\$240,686.32
PA24001	Office of Traffic Safety	405c TR	\$200,000.00	\$176,960.42
PA24001	Office of Traffic Safety	1906	\$0.00	\$2,485.96
		Subtotal	\$6,405,592.00	\$6,558,859.31

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PR24001	Office of Traffic Safety	402PT	\$3,000,000.00	\$2,959,401.94
PR24001	Office of Traffic Safety	164AL	\$4,000,000.00	\$3,698,956.28
		Subtotal	\$7,000,000.00	\$6,658,358.22

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PS24001	Alhambra Police Department	402PS	\$42,738.00	\$29,732.37
PS24002	Bakersfield Police Department	402PS	\$34,503.00	\$16,911.37
PS24003	Buellton Public Works	402PS	\$43,739.00	\$42,028.48
PS24004	Butte County Public Health Department	402PS	\$186,813.00	\$157,977.29
PS24005	California Highway Patrol	405g PS	\$1,550,000.00	\$1,196,896.31
PS24006	California State University, San Diego - School of Public Affairs	402PS	\$199,757.00	\$149,572.93
PS24007	Carpinteria Public Works Department	402PS	\$65,784.00	\$7,026.75
PS24008	Chula Vista Police Department	402PS	\$164,000.00	\$164,000.00
PS24009	Community Action Partnership	402PS	\$125,000.00	\$125,000.00
PS24010	Contra Costa County Public Health	402PS	\$202,692.00	\$144,569.07
PS24011	Davis Police Department	402PS	\$28,281.00	\$14,775.74
PS24012	El Monte Police Department	402PS	\$54,250.00	\$42,955.14
PS24013	Escondido Police Department	402PS	\$25,000.00	\$14,556.81
PS24014	Fresno (PARCS)	402PS	\$223,130.00	\$138,699.52
PS24015	Goleta Public Works Department	402PS	\$103,587.00	\$101,218.20
PS24016	Huntington Beach Police Department	402PS	\$42,895.00	\$16,550.27
PS24017	Long Beach Department of Health and Human Services	402PS	\$326,477.00	\$284,304.29
PS24018	Los Angeles Community Investment for Families	402PS	\$215,589.00	\$191,229.98
PS24019	Los Angeles County Public Health Department	402PS	\$439,111.00	\$404,762.77
PS24020	Mammoth Lakes Police Department	402PS	\$40,000.00	\$16,731.20
PS24021	Modesto Police Department	402PS	\$44,500.00	\$14,165.66
PS24022	Monterey County Health Department	402PS	\$250,262.00	\$236,580.43
PS24023	Monterey Park Police Department	402PS	\$25,000.00	\$22,918.46
PS24024	Napa Police Department	402PS	\$90,276.00	\$89,274.00
PS24025	Pomona Police Department	402PS	\$43,787.00	\$31,777.83
PS24026	Redondo Beach Police Department	402PS	\$61,210.00	\$20,274.81
PS24027	Riverside County Public Health Department	402PS	\$240,137.00	\$206,024.03
PS24028	Sacramento County Office of Education	402PS	\$189,986.00	\$137,780.82
PS24029	Salinas Police Department	402PS	\$115,148.00	\$115,064.22
PS24030	San Buenaventura Public Works Department	402PS	\$97,407.00	\$85,449.89
PS24031	San Diego Association of Governments	402PS	\$400,000.00	\$0.00
PS24032	San Diego Police Department	402PS	\$240,000.00	\$214,993.62
PS24033	San Gabriel Police Department	402PS	\$55,000.00	\$40,585.98
PS24034	San Jose Department of Transportation	402PS	\$175,000.00	\$166,508.20
PS24035	San Leandro Engineering & Transportation Department	402PS	\$100,000.00	\$42,368.98
PS24036	San Luis Obispo Public Health Department	402PS	\$196,214.00	\$164,702.03
PS24037	San Marino Police Department	402PS	\$33,040.00	\$6,683.10
PS24038	San Mateo County Office of Education	402PS	\$300,000.00	\$299,029.22
PS24039	Santa Ana Public Works Agency	402PS	\$199,900.00	\$191,897.82
PS24040	Santa Clara Public Works Department	402PS	\$45,200.00	\$45,190.80
PS24041	Santa Cruz County Health Services Agency	402PS	\$220,958.00	\$199,271.76

APPENDIX A – EXPENDITURE REPORT

PS24042	Santa Maria Public Works	402PS	\$120,000.00	\$118,184.30
PS24043	Solano Transportation Authority	402PS	\$120,117.00	\$93,915.94
PS24044	Southern California Association of Governments	402PS	\$1,354,475.00	\$1,224,905.98
PS24045	Stanislaus County Health Services Agency	402PS	\$137,000.00	\$103,926.84
PS24046	University of California, Berkeley - SafeTREC	402PS	\$1,550,000.00	\$1,330,254.67
PS24048	University of California, Berkeley - SafeTREC	402PS	\$550,300.00	\$514,200.46
PS24049	University of California, Davis Police Department	402PS	\$75,000.00	\$54,518.62
PS24050	Vernon Public Works	402PS	\$40,000.00	\$35,090.00
PS24051	Watsonville Police Department	402PS	\$43,410.00	\$39,345.89
PS24052	Yolo County Health and Human Services Agency	402PS	\$231,185.00	\$151,180.81
PS24053	Yuba County Health and Human Services Department	402PS	\$74,407.00	\$32,622.99
PS24054	Elk Grove Public Works	402PS	\$115,000.00	\$78,411.97
		Subtotal	\$11,647,265.00	\$9,366,598.62

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24001	Alameda County Sheriff's Office	164AL	\$165,000.00	\$145,166.35
PT24001	Alameda County Sheriff's Office	402PT	\$135,000.00	\$135,000.00
PT24002	Alhambra Police Department	164AL	\$90,000.00	\$78,891.50
PT24002	Alhambra Police Department	402PT	\$80,000.00	\$71,043.23
PT24003	Anaheim Police Department	164AL	\$200,000.00	\$194,934.20
PT24003	Anaheim Police Department	402PT	\$175,000.00	\$170,859.33
PT24004	Anderson Police Department	164AL	\$33,000.00	\$31,158.32
PT24004	Anderson Police Department	402PT	\$28,000.00	\$24,685.15
PT24005	Antioch Police Department	164AL	\$23,250.00	\$18,931.70
PT24005	Antioch Police Department	402PT	\$36,750.00	\$29,766.35
PT24006	Arcadia Police Department	164AL	\$35,000.00	\$20,700.81
PT24006	Arcadia Police Department	402PT	\$25,000.00	\$12,606.20
PT24007	Arroyo Grande Police Department	164AL	\$45,000.00	\$30,507.74
PT24007	Arroyo Grande Police Department	402PT	\$20,000.00	\$15,675.41
PT24008	Avenal Police Department	164AL	\$30,000.00	\$5,947.50
PT24008	Avenal Police Department	402PT	\$20,000.00	\$5,196.00
PT24009	Azusa Police Department	164AL	\$55,000.00	\$47,774.51
PT24009	Azusa Police Department	402PT	\$40,000.00	\$31,192.67
PT24010	Bakersfield Police Department	164AL	\$310,000.00	\$201,198.26
PT24010	Bakersfield Police Department	402PT	\$190,000.00	\$114,185.23
PT24011	Banning Police Department	164AL	\$50,000.00	\$32,051.65
PT24011	Banning Police Department	402PT	\$25,000.00	\$12,908.67
PT24012	Beaumont Police Department	164AL	\$50,000.00	\$43,248.58
PT24012	Beaumont Police Department	402PT	\$30,000.00	\$22,765.59
PT24013	Bell Gardens Police Department	164AL	\$60,000.00	\$59,336.13
PT24013	Bell Gardens Police Department	402PT	\$40,000.00	\$25,501.35
PT24014	Bell Police Department	402PT	\$50,000.00	\$37,057.05
PT24014	Bell Police Department	164AL	\$40,000.00	\$34,847.09

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24015	Belmont Police Department	402PT	\$20,000.00	\$3,316.71
PT24015	Belmont Police Department	164AL	\$30,000.00	\$5,917.89
PT24016	Berkeley Police Department	164AL	\$169,000.00	\$145,558.19
PT24016	Berkeley Police Department	402PT	\$100,000.00	\$77,844.69
PT24017	Beverly Hills Police Department	164AL	\$55,000.00	\$43,610.38
PT24017	Beverly Hills Police Department	402PT	\$25,000.00	\$19,614.23
PT24018	Brawley Police Department	164AL	\$35,000.00	\$32,831.87
PT24018	Brawley Police Department	402PT	\$25,000.00	\$17,308.77
PT24019	Brea Police Department	164AL	\$41,000.00	\$15,741.57
PT24019	Brea Police Department	402PT	\$36,000.00	\$15,179.98
PT24020	Brentwood Police Department	164AL	\$62,000.00	\$61,858.66
PT24020	Brentwood Police Department	402PT	\$60,000.00	\$58,422.50
PT24021	Buena Park Police Department	164AL	\$100,000.00	\$66,569.47
PT24021	Buena Park Police Department	402PT	\$60,000.00	\$21,998.30
PT24022	Burbank Police Department	402PT	\$100,000.00	\$94,049.77
PT24022	Burbank Police Department	164AL	\$90,000.00	\$88,922.59
PT24023	Burlingame Police Department	164AL	\$45,000.00	\$22,361.76
PT24023	Burlingame Police Department	402PT	\$27,000.00	\$1,874.97
PT24025	California Highway Patrol	402PT	\$125,000.00	\$117,245.97
PT24026	California Highway Patrol	402PT	\$125,000.00	\$119,869.30
PT24027	California Highway Patrol	402PT	\$550,000.00	\$486,797.65
PT24028	California Highway Patrol	402PT	\$350,000.00	\$325,120.07
PT24029	California Highway Patrol	402PT	\$425,000.00	\$402,116.89
PT24030	California Highway Patrol	1906	\$100,000.00	\$78,487.75
PT24030	California Highway Patrol	402PT	\$2,500,000.00	\$2,118,901.21
PT24031	California Highway Patrol	402PT	\$250,000.00	\$236,412.17
PT24032	California Highway Patrol	402PT	\$2,000,000.00	\$1,701,649.79
PT24033	California Highway Patrol	402PT	\$125,000.00	\$112,671.31
PT24034	California Highway Patrol	402PT	\$400,000.00	\$204,470.59
PT24035	California Highway Patrol	402PT	\$125,000.00	\$117,222.42
PT24036	California Highway Patrol	402PT	\$125,000.00	\$116,520.68
PT24037	California Highway Patrol	402PT	\$476,000.00	\$358,049.29
PT24038	Campbell Police Department	164AL	\$50,000.00	\$7,648.93
PT24038	Campbell Police Department	402PT	\$35,000.00	\$6,822.62
PT24039	Carlsbad Police Department	164AL	\$137,000.00	\$90,342.40
PT24039	Carlsbad Police Department	402PT	\$63,000.00	\$56,656.15
PT24040	Cathedral City Police Department	164AL	\$30,000.00	\$15,831.16
PT24040	Cathedral City Police Department	402PT	\$20,000.00	\$10,205.36
PT24041	Central Marin Police Authority	402PT	\$45,500.00	\$26,934.82
PT24041	Central Marin Police Authority	164AL	\$35,500.00	\$27,898.76

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24042	Chino Police Department	164AL	\$128,000.00	\$121,897.23
PT24042	Chino Police Department	402PT	\$70,000.00	\$64,322.36
PT24043	Chula Vista Police Department	1906-24	\$5,000.00	\$2,981.94
PT24043	Chula Vista Police Department	164AL	\$410,000.00	\$406,952.02
PT24043	Chula Vista Police Department	402PT	\$150,000.00	\$146,634.51
PT24044	Citrus Heights Police Department	164AL	\$70,000.00	\$51,173.39
PT24044	Citrus Heights Police Department	402PT	\$59,000.00	\$32,083.32
PT24045	Claremont Police Department	164AL	\$63,000.00	\$50,722.74
PT24045	Claremont Police Department	402PT	\$55,000.00	\$32,701.69
PT24046	Clovis Police Department	164AL	\$70,000.00	\$68,566.86
PT24046	Clovis Police Department	402PT	\$35,000.00	\$31,627.17
PT24047	Colton Police Department	164AL	\$120,000.00	\$106,177.74
PT24047	Colton Police Department	402PT	\$65,000.00	\$53,468.63
PT24048	Commerce Economic Development Planning Dept	402PT	\$87,812.00	\$8,225.28
PT24049	Concord Police Department	164AL	\$175,000.00	\$159,892.71
PT24049	Concord Police Department	402PT	\$100,000.00	\$88,485.05
PT24050	Corona Police Department	1906-24	\$5,000.00	\$4,429.34
PT24050	Corona Police Department	164AL	\$87,000.00	\$76,777.22
PT24050	Corona Police Department	402PT	\$62,000.00	\$50,651.98
PT24052	Costa Mesa Police Department	164AL	\$185,000.00	\$112,063.22
PT24052	Costa Mesa Police Department	402PT	\$100,000.00	\$81,201.47
PT24053	Culver City Police Department	164AL	\$67,000.00	\$36,200.00
PT24053	Culver City Police Department	402PT	\$43,000.00	\$31,948.28
PT24054	Cypress Police Department	164AL	\$60,000.00	\$49,373.93
PT24054	Cypress Police Department	402PT	\$30,000.00	\$24,870.54
PT24055	Davis Police Department	402PT	\$130,000.00	\$123,007.64
PT24055	Davis Police Department	164AL	\$70,000.00	\$61,201.81
PT24056	Delano Police Department	164AL	\$40,000.00	\$17,643.44
PT24056	Delano Police Department	402PT	\$33,000.00	\$5,258.72
PT24057	Desert Hot Springs Police Department	164AL	\$67,000.00	\$54,741.68
PT24057	Desert Hot Springs Police Department	402PT	\$40,000.00	\$28,467.74
PT24058	Downey Police Department	164AL	\$170,000.00	\$133,352.92
PT24058	Downey Police Department	402PT	\$130,000.00	\$112,176.28
PT24059	Dublin Police Department	164AL	\$50,000.00	\$36,346.47
PT24059	Dublin Police Department	402PT	\$31,000.00	\$21,509.34
PT24060	El Cajon Police Department	402PT	\$70,000.00	\$48,432.09
PT24060	El Cajon Police Department	164AL	\$45,000.00	\$34,109.58
PT24061	El Centro Police Department	164AL	\$40,000.00	\$39,880.10
PT24061	El Centro Police Department	402PT	\$25,000.00	\$24,500.60

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24062	El Monte Police Department	164AL	\$140,000.00	\$134,588.42
PT24062	El Monte Police Department	402PT	\$70,000.00	\$56,287.98
PT24063	El Segundo Police Department	164AL	\$50,000.00	\$21,821.50
PT24063	El Segundo Police Department	402PT	\$20,000.00	\$12,314.25
PT24064	Elk Grove Police Department	164AL	\$155,000.00	\$150,713.27
PT24064	Elk Grove Police Department	402PT	\$150,000.00	\$138,571.76
PT24065	Emeryville Police Department	402PT	\$21,300.00	\$19,606.54
PT24065	Emeryville Police Department	164AL	\$10,200.00	\$10,200.00
PT24066	Escondido Police Department	164AL	\$375,000.00	\$306,920.52
PT24066	Escondido Police Department	402PT	\$120,000.00	\$111,594.89
PT24067	Eureka Police Department	164AL	\$30,000.00	\$11,912.20
PT24067	Eureka Police Department	402PT	\$25,000.00	\$10,287.07
PT24068	Fairfield Police Department	402PT	\$120,000.00	\$101,936.65
PT24068	Fairfield Police Department	164AL	\$99,000.00	\$75,011.03
PT24069	Firebaugh Police Department	402PT	\$27,000.00	\$8,861.69
PT24069	Firebaugh Police Department	164AL	\$23,000.00	\$17,167.66
PT24070	Folsom Police Department	164AL	\$67,000.00	\$61,646.09
PT24070	Folsom Police Department	402PT	\$43,000.00	\$34,039.96
PT24071	Fontana Police Department	164AL	\$200,000.00	\$191,300.04
PT24071	Fontana Police Department	402PT	\$130,000.00	\$124,537.17
PT24072	Fountain Valley Police Department	164AL	\$40,000.00	\$29,980.51
PT24072	Fountain Valley Police Department	402PT	\$20,000.00	\$8,672.42
PT24073	Fremont Police Department	164AL	\$52,500.00	\$0.00
PT24073	Fremont Police Department	402PT	\$46,500.00	\$13,644.42
PT24074	Fresno Police Department	1906	\$20,000.00	\$7,280.27
PT24074	Fresno Police Department	405c TR	\$250,000.00	\$249,380.98
PT24074	Fresno Police Department	164AL	\$415,000.00	\$370,115.23
PT24074	Fresno Police Department	402PT	\$185,000.00	\$177,288.09
PT24075	Fullerton Police Department	164AL	\$205,000.00	\$157,806.27
PT24075	Fullerton Police Department	402PT	\$80,000.00	\$40,905.69
PT24077	Garden Grove Police Department	164AL	\$210,000.00	\$176,740.72
PT24077	Garden Grove Police Department	402PT	\$160,000.00	\$109,889.29
PT24078	Gardena Police Department	164AL	\$90,000.00	\$75,820.40
PT24078	Gardena Police Department	402PT	\$50,000.00	\$31,350.25
PT24079	Gilroy Police Department	164AL	\$56,000.00	\$43,365.92
PT24079	Gilroy Police Department	402PT	\$55,000.00	\$51,546.21
PT24081	Glendale Police Department	164AL	\$220,000.00	\$181,821.19
PT24081	Glendale Police Department	402PT	\$94,000.00	\$79,196.17
PT24082	Glendora Police Department	164AL	\$73,000.00	\$53,358.32
PT24082	Glendora Police Department	402PT	\$47,000.00	\$35,593.53

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24083	Greenfield Police Department	164AL	\$30,000.00	\$27,628.03
PT24083	Greenfield Police Department	402PT	\$20,000.00	\$16,477.97
PT24084	Hawthorne Police Department	164AL	\$115,000.00	\$113,536.63
PT24084	Hawthorne Police Department	402PT	\$70,000.00	\$68,212.30
PT24085	Hayward Police Department	402PT	\$155,000.00	\$151,469.35
PT24085	Hayward Police Department	164AL	\$110,000.00	\$90,264.45
PT24086	Hemet Police Department	164AL	\$75,000.00	\$54,652.03
PT24086	Hemet Police Department	402PT	\$40,000.00	\$26,007.29
PT24087	Hercules Police Department	402PT	\$35,000.00	\$16,156.46
PT24087	Hercules Police Department	164AL	\$30,000.00	\$15,554.14
PT24088	Hollister Police Department	402PT	\$46,000.00	\$30,659.65
PT24088	Hollister Police Department	164AL	\$33,000.00	\$30,250.00
PT24089	Huntington Beach Police Department	164AL	\$645,000.00	\$499,753.70
PT24089	Huntington Beach Police Department	402PT	\$155,000.00	\$140,243.02
PT24090	Huntington Park Police Department	164AL	\$60,000.00	\$55,340.56
PT24090	Huntington Park Police Department	402PT	\$30,000.00	\$25,907.30
PT24091	Huron Police Department	164AL	\$32,000.00	\$5,198.50
PT24091	Huron Police Department	402PT	\$18,000.00	\$7,783.35
PT24092	Indio Police Department	164AL	\$40,000.00	\$33,129.26
PT24092	Indio Police Department	402PT	\$30,000.00	\$17,359.25
PT24093	Inglewood Police Department	164AL	\$170,000.00	\$72,142.17
PT24093	Inglewood Police Department	402PT	\$100,000.00	\$79,973.19
PT24094	Irvine Police Department	164AL	\$250,000.00	\$238,665.39
PT24094	Irvine Police Department	402PT	\$130,000.00	\$110,811.88
PT24095	Irwindale Police Department	164AL	\$52,000.00	\$18,268.14
PT24095	Irwindale Police Department	402PT	\$52,000.00	\$28,579.96
PT24096	King City Police Department	402PT	\$40,000.00	\$34,089.95
PT24096	King City Police Department	164AL	\$32,000.00	\$28,223.45
PT24097	La Habra Police Department	164AL	\$88,000.00	\$80,562.29
PT24097	La Habra Police Department	402PT	\$72,000.00	\$61,760.79
PT24098	La Mesa Police Department	402PT	\$60,000.00	\$49,157.19
PT24098	La Mesa Police Department	164AL	\$55,000.00	\$43,312.29
PT24099	Laguna Beach Police Department	402PT	\$110,000.00	\$69,638.35
PT24099	Laguna Beach Police Department	164AL	\$80,000.00	\$76,654.42
PT24100	Lancaster Development Services	402PT	\$61,250.00	\$16,454.82
PT24101	Lathrop Police Department	402PT	\$30,000.00	\$12,402.52
PT24101	Lathrop Police Department	164AL	\$30,000.00	\$22,589.17
PT24102	Livermore Police Department	164AL	\$86,000.00	\$20,369.39
PT24102	Livermore Police Department	402PT	\$40,000.00	\$32,107.42
PT24103	Lodi Police Department	164AL	\$70,000.00	\$59,719.52
PT24103	Lodi Police Department	402PT	\$43,000.00	\$40,343.97

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24104	Lompoc Police Department	164AL	\$25,000.00	\$7,404.31
PT24104	Lompoc Police Department	402PT	\$25,000.00	\$9,302.89
PT24105	Long Beach Police Department	164AL	\$240,000.00	\$204,061.03
PT24105	Long Beach Police Department	402PT	\$210,000.00	\$179,730.26
PT24106	Los Angeles County Sheriff's Department	402PT	\$937,400.00	\$684,241.27
PT24106	Los Angeles County Sheriff's Department	164AL	\$1,400,600.00	\$1,225,629.79
PT24107	Los Angeles Police Department	1906	\$58,000.00	\$28,552.53
PT24107	Los Angeles Police Department	164AL	\$3,630,500.00	\$3,458,393.38
PT24107	Los Angeles Police Department	402PT	\$2,280,383.00	\$2,103,205.87
PT24108	Los Banos Police Department	164AL	\$30,000.00	\$11,694.50
PT24108	Los Banos Police Department	402PT	\$20,000.00	\$15,814.75
PT24110	Madera Police Department	164AL	\$72,000.00	\$62,016.28
PT24110	Madera Police Department	402PT	\$53,000.00	\$38,087.73
PT24111	Manhattan Beach Police Department	164AL	\$40,000.00	\$27,338.48
PT24111	Manhattan Beach Police Department	402PT	\$35,000.00	\$10,982.36
PT24112	Manteca Police Department	164AL	\$60,000.00	\$53,860.30
PT24112	Manteca Police Department	402PT	\$60,000.00	\$57,335.17
PT24113	Marysville Police Department	164AL	\$41,000.00	\$38,345.93
PT24113	Marysville Police Department	402PT	\$29,000.00	\$28,282.14
PT24114	Mendota Police Department	164AL	\$45,000.00	\$37,230.12
PT24114	Mendota Police Department	402PT	\$15,000.00	\$9,746.76
PT24115	Menifee Police Department	164AL	\$90,000.00	\$72,564.38
PT24115	Menifee Police Department	402PT	\$50,000.00	\$44,252.97
PT24116	Menlo Park Police Department	402PT	\$41,000.00	\$21,110.08
PT24116	Menlo Park Police Department	164AL	\$33,000.00	\$15,817.05
PT24117	Merced Police Department	164AL	\$65,000.00	\$43,737.12
PT24117	Merced Police Department	402PT	\$47,000.00	\$12,932.29
PT24118	Mill Valley Police Department	402PT	\$45,000.00	\$40,136.45
PT24118	Mill Valley Police Department	164AL	\$7,000.00	\$7,000.00
PT24119	Milpitas Police Department	164AL	\$70,000.00	\$64,321.41
PT24119	Milpitas Police Department	402PT	\$40,000.00	\$29,934.62
PT24120	Modesto Police Department	164AL	\$345,000.00	\$253,756.98
PT24120	Modesto Police Department	402PT	\$235,000.00	\$177,774.59
PT24121	Monrovia Police Department	164AL	\$50,000.00	\$34,491.87
PT24121	Monrovia Police Department	402PT	\$43,000.00	\$33,401.66
PT24122	Montebello Police Department	164AL	\$85,000.00	\$45,000.65
PT24122	Montebello Police Department	402PT	\$60,000.00	\$39,915.03
PT24123	Monterey Park Police Department	164AL	\$98,000.00	\$93,089.68
PT24123	Monterey Park Police Department	402PT	\$70,000.00	\$66,493.76
PT24123	Monterey Park Police Department	1906	\$10,000.00	\$9,800.97

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24124	Morgan Hill Police Department	164AL	\$40,000.00	\$38,472.99
PT24124	Morgan Hill Police Department	402PT	\$20,000.00	\$19,103.62
PT24125	Mountain View Police Department	402PT	\$62,000.00	\$54,667.00
PT24125	Mountain View Police Department	164AL	\$40,000.00	\$34,722.42
PT24126	Murrieta Police Department	164AL	\$109,000.00	\$97,323.22
PT24126	Murrieta Police Department	402PT	\$101,000.00	\$74,696.37
PT24127	Napa Police Department	164AL	\$107,000.00	\$96,477.43
PT24127	Napa Police Department	402PT	\$68,000.00	\$64,034.21
PT24128	National City Police Department	164AL	\$72,000.00	\$60,280.04
PT24128	National City Police Department	402PT	\$70,000.00	\$59,134.73
PT24129	Newark Police Department	164AL	\$42,000.00	\$36,758.05
PT24129	Newark Police Department	402PT	\$26,000.00	\$20,783.09
PT24130	Newman Police Department	164AL	\$20,000.00	\$7,296.57
PT24130	Newman Police Department	402PT	\$12,000.00	\$11,000.00
PT24131	Newport Beach Police Department	164AL	\$256,000.00	\$215,239.73
PT24131	Newport Beach Police Department	402PT	\$120,000.00	\$102,735.14
PT24132	Novato Police Department	164AL	\$69,000.00	\$65,574.15
PT24132	Novato Police Department	402PT	\$50,000.00	\$43,641.64
PT24133	Oakdale Police Department	164AL	\$39,000.00	\$5,624.43
PT24133	Oakdale Police Department	402PT	\$36,000.00	\$26,797.81
PT24134	Oakland Police Department	164AL	\$274,500.00	\$273,289.27
PT24134	Oakland Police Department	402PT	\$225,500.00	\$215,435.42
PT24135	Oceanside Police Department	164AL	\$170,000.00	\$104,572.57
PT24135	Oceanside Police Department	402PT	\$140,000.00	\$77,152.51
PT24136	Ontario Police Department	164AL	\$302,000.00	\$300,041.17
PT24136	Ontario Police Department	402PT	\$238,000.00	\$201,521.07
PT24136	Ontario Police Department	1906-24	\$30,000.00	\$29,200.00
PT24137	Orange County Sheriff's Department	164AL	\$395,000.00	\$362,158.33
PT24137	Orange County Sheriff's Department	402PT	\$177,000.00	\$161,827.87
PT24138	Orange Police Department	164AL	\$210,000.00	\$204,231.39
PT24138	Orange Police Department	402PT	\$120,000.00	\$115,027.43
PT24139	Oxnard Police Department	164AL	\$378,000.00	\$358,485.54
PT24139	Oxnard Police Department	402PT	\$155,000.00	\$137,373.32
PT24140	Pacifica Police Department	164AL	\$49,000.00	\$31,195.43
PT24140	Pacifica Police Department	402PT	\$36,000.00	\$17,515.87
PT24141	Palm Springs Police Department	402PT	\$70,000.00	\$61,973.21
PT24141	Palm Springs Police Department	164AL	\$65,000.00	\$56,714.13
PT24143	Parlier Police Department	164AL	\$20,000.00	\$11,987.58
PT24143	Parlier Police Department	402PT	\$15,000.00	\$8,892.44

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GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24144	Pasadena Police Department	164AL	\$430,000.00	\$414,724.45
PT24144	Pasadena Police Department	402PT	\$165,000.00	\$162,512.80
PT24145	Paso Robles Police Department	164AL	\$46,000.00	\$34,044.78
PT24145	Paso Robles Police Department	402PT	\$25,000.00	\$13,855.94
PT24146	Petaluma Police Department	164AL	\$300,000.00	\$289,762.54
PT24146	Petaluma Police Department	402PT	\$125,000.00	\$121,243.19
PT24147	Pittsburg Police Department	164AL	\$78,000.00	\$77,476.05
PT24147	Pittsburg Police Department	402PT	\$67,000.00	\$62,947.73
PT24148	Placerville Police Department	164AL	\$39,000.00	\$20,396.92
PT24148	Placerville Police Department	402PT	\$26,000.00	\$21,978.30
PT24149	Pleasanton Police Department	402PT	\$25,000.00	\$15,866.02
PT24149	Pleasanton Police Department	164AL	\$25,000.00	\$21,009.72
PT24151	Pomona Police Department	164AL	\$305,000.00	\$270,485.27
PT24151	Pomona Police Department	402PT	\$135,000.00	\$111,929.76
PT24152	Porterville Police Department	164AL	\$60,000.00	\$39,711.17
PT24152	Porterville Police Department	402PT	\$40,000.00	\$21,722.35
PT24153	Rancho Cordova Police Department	164AL	\$90,000.00	\$68,976.28
PT24153	Rancho Cordova Police Department	402PT	\$60,000.00	\$41,754.05
PT24154	Redding Police Department	164AL	\$94,000.00	\$92,609.12
PT24154	Redding Police Department	402PT	\$33,000.00	\$27,114.46
PT24155	Redlands Police Department	164AL	\$80,000.00	\$42,148.10
PT24155	Redlands Police Department	402PT	\$50,000.00	\$25,498.56
PT24156	Redondo Beach Police Department	164AL	\$115,000.00	\$79,641.77
PT24156	Redondo Beach Police Department	402PT	\$40,000.00	\$35,254.55
PT24157	Redwood City Police Department	164AL	\$60,000.00	\$53,372.79
PT24157	Redwood City Police Department	402PT	\$40,000.00	\$25,853.49
PT24158	Rialto Police Department	164AL	\$292,000.00	\$290,084.43
PT24158	Rialto Police Department	402PT	\$132,000.00	\$128,976.43
PT24160	Ridgecrest Police Department	164AL	\$62,000.00	\$55,575.53
PT24160	Ridgecrest Police Department	402PT	\$50,000.00	\$36,037.29
PT24161	Riverside County Sheriff's Office	164AL	\$1,214,600.00	\$1,020,369.44
PT24161	Riverside County Sheriff's Office	402PT	\$703,400.00	\$594,740.83
PT24162	Riverside Police Department	164AL	\$247,000.00	\$214,518.43
PT24162	Riverside Police Department	402PT	\$217,000.00	\$178,066.93
PT24163	Rocklin Police Department	164AL	\$42,000.00	\$16,159.51
PT24163	Rocklin Police Department	402PT	\$33,000.00	\$27,631.48
PT24164	Rohnert Park Department of Public Safety	402PT	\$45,000.00	\$23,647.57
PT24164	Rohnert Park Department of Public Safety	164AL	\$30,000.00	\$17,928.81
PT24166	Sacramento Police Department	164AL	\$285,000.00	\$43,164.12
PT24166	Sacramento Police Department	402PT	\$115,000.00	\$85,562.76

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24167	Salinas Police Department	402PT	\$54,000.00	\$40,006.90
PT24167	Salinas Police Department	164AL	\$47,000.00	\$7,413.33
PT24168	San Bernardino County Sheriff's Department	164AL	\$885,000.00	\$821,936.44
PT24168	San Bernardino County Sheriff's Department	402PT	\$270,000.00	\$239,347.01
PT24169	San Bernardino Police Department	164AL	\$367,000.00	\$354,377.81
PT24169	San Bernardino Police Department	402PT	\$200,000.00	\$150,527.42
PT24170	San Bruno Police Department	402PT	\$65,000.00	\$58,260.73
PT24170	San Bruno Police Department	164AL	\$45,000.00	\$9,613.12
PT24171	San Diego County Sheriff's Office	164AL	\$275,000.00	\$153,252.91
PT24171	San Diego County Sheriff's Office	402PT	\$175,000.00	\$117,911.51
PT24172	San Diego Police Department	164AL	\$850,000.00	\$408,179.45
PT24172	San Diego Police Department	402PT	\$400,000.00	\$295,405.04
PT24173	San Francisco Police Department	402PT	\$104,000.00	\$84,089.42
PT24173	San Francisco Police Department	164AL	\$72,000.00	\$59,851.22
PT24174	San Gabriel Police Department	402PT	\$80,000.00	\$77,949.45
PT24174	San Gabriel Police Department	164AL	\$60,000.00	\$58,434.48
PT24175	San Jose Police Department	164AL	\$165,000.00	\$110,475.16
PT24175	San Jose Police Department	402PT	\$115,000.00	\$76,871.09
PT24176	San Luis Obispo Police Department	164AL	\$78,000.00	\$66,691.26
PT24176	San Luis Obispo Police Department	402PT	\$49,000.00	\$32,442.13
PT24177	San Marino Police Department	164AL	\$30,000.00	\$16,723.64
PT24177	San Marino Police Department	402PT	\$20,000.00	\$3,422.81
PT24178	San Mateo County Sheriff's Office	164AL	\$132,800.00	\$83,980.64
PT24178	San Mateo County Sheriff's Office	402PT	\$74,600.00	\$40,890.49
PT24179	San Mateo Police Department	164AL	\$150,000.00	\$124,343.35
PT24179	San Mateo Police Department	402PT	\$60,000.00	\$48,973.02
PT24180	San Pablo Police Department	402PT	\$19,000.00	\$16,716.38
PT24180	San Pablo Police Department	164AL	\$10,000.00	\$9,040.00
PT24181	San Rafael Police Department	164AL	\$24,000.00	\$4,966.96
PT24181	San Rafael Police Department	402PT	\$45,000.00	\$26,307.52
PT24182	San Ramon Police Department	402PT	\$25,000.00	\$19,444.91
PT24182	San Ramon Police Department	164AL	\$15,000.00	\$12,321.56
PT24183	Sanger Police Department	164AL	\$25,000.00	\$20,310.32
PT24183	Sanger Police Department	402PT	\$15,000.00	\$9,502.25
PT24184	Santa Ana Police Department	164AL	\$445,000.00	\$431,299.89
PT24184	Santa Ana Police Department	402PT	\$195,000.00	\$152,671.27
PT24185	Santa Barbara County Sheriff's Department	402PT	\$73,000.00	\$68,679.93
PT24185	Santa Barbara County Sheriff's Department	164AL	\$62,000.00	\$49,973.03
PT24186	Santa Barbara Police Department	164AL	\$108,000.00	\$54,461.85
PT24186	Santa Barbara Police Department	402PT	\$72,000.00	\$37,617.35

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24187	Santa Cruz Police Department	164AL	\$40,000.00	\$7,778.92
PT24187	Santa Cruz Police Department	402PT	\$33,000.00	\$20,820.72
PT24188	Santa Maria Police Department	164AL	\$250,000.00	\$229,974.26
PT24188	Santa Maria Police Department	402PT	\$100,000.00	\$84,826.34
PT24189	Santa Monica Police Department	402PT	\$220,600.00	\$204,791.29
PT24189	Santa Monica Police Department	164AL	\$117,000.00	\$94,763.13
PT24190	Santa Paula Police Department	164AL	\$40,000.00	\$3,218.94
PT24190	Santa Paula Police Department	402PT	\$25,000.00	\$4,108.06
PT24191	Santa Rosa Police Department	164AL	\$200,000.00	\$189,959.35
PT24191	Santa Rosa Police Department	402PT	\$130,000.00	\$123,498.00
PT24192	Seal Beach Police Department	164AL	\$60,000.00	\$30,174.87
PT24192	Seal Beach Police Department	402PT	\$57,000.00	\$27,287.19
PT24193	Shasta Lake Community and Economic Development Department	164AL	\$15,000.00	\$12,557.09
PT24193	Shasta Lake Community and Economic Development Department	402PT	\$15,000.00	\$7,558.61
PT24194	Sierra Madre Police Department	164AL	\$25,000.00	\$5,804.28
PT24194	Sierra Madre Police Department	402PT	\$15,000.00	\$4,041.74
PT24195	Signal Hill Police Department	164AL	\$60,000.00	\$50,369.01
PT24195	Signal Hill Police Department	402PT	\$30,000.00	\$23,948.15
PT24196	Simi Valley Police Department	1906-24	\$15,450.00	\$5,933.94
PT24196	Simi Valley Police Department	164AL	\$53,000.00	\$47,694.42
PT24196	Simi Valley Police Department	402PT	\$50,000.00	\$39,908.46
PT24197	Soledad Police Department	164AL	\$29,000.00	\$14,453.78
PT24197	Soledad Police Department	402PT	\$26,000.00	\$14,584.20
PT24198	South Gate Police Department	164AL	\$80,000.00	\$62,638.14
PT24198	South Gate Police Department	402PT	\$50,000.00	\$37,295.34
PT24199	South Lake Tahoe Police Department	164AL	\$22,000.00	\$15,860.00
PT24199	South Lake Tahoe Police Department	402PT	\$19,000.00	\$9,497.67
PT24200	South Pasadena Police Department	164AL	\$30,000.00	\$20,559.44
PT24200	South Pasadena Police Department	402PT	\$25,000.00	\$20,038.39
PT24201	South San Francisco Police Department	164AL	\$59,000.00	\$38,251.87
PT24201	South San Francisco Police Department	402PT	\$45,000.00	\$28,787.34
PT24202	Stockton Police Department	164AL	\$300,000.00	\$284,041.94
PT24202	Stockton Police Department	402PT	\$200,000.00	\$186,961.31
PT24203	Sunnyvale Department of Public Safety	164AL	\$60,000.00	\$35,023.29
PT24203	Sunnyvale Department of Public Safety	402PT	\$40,000.00	\$27,941.42
PT24204	Susanville Police Department	164AL	\$30,000.00	\$14,699.77
PT24204	Susanville Police Department	402PT	\$20,000.00	\$5,915.81

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT24205	Sutter County Sheriff's Office	164AL	\$25,000.00	\$20,882.19
PT24205	Sutter County Sheriff's Office	402PT	\$20,000.00	\$16,064.73
PT24206	Torrance Police Department	164AL	\$100,000.00	\$25,679.07
PT24206	Torrance Police Department	402PT	\$50,000.00	\$39,219.88
PT24207	Turlock Police Department	164AL	\$80,000.00	\$17,886.32
PT24207	Turlock Police Department	402PT	\$30,000.00	\$20,738.88
PT24208	Tustin Police Department	164AL	\$78,100.00	\$73,497.58
PT24208	Tustin Police Department	402PT	\$52,900.00	\$37,410.26
PT24209	Union City Police Department	164AL	\$65,000.00	\$60,127.42
PT24209	Union City Police Department	402PT	\$55,000.00	\$44,790.30
PT24210	University of California, San Diego	402PT	\$360,000.00	\$337,722.63
PT24211	Upland Police Department	402PT	\$100,000.00	\$81,752.82
PT24211	Upland Police Department	164AL	\$100,000.00	\$74,316.69
PT24212	Vallejo Police Department	164AL	\$70,000.00	\$11,249.73
PT24212	Vallejo Police Department	402PT	\$55,000.00	\$11,295.90
PT24213	Ventura County Sheriff's Department	164AL	\$300,000.00	\$182,260.03
PT24213	Ventura County Sheriff's Department	402PT	\$210,000.00	\$127,267.14
PT24214	Ventura Police Department	164AL	\$123,000.00	\$70,650.55
PT24214	Ventura Police Department	402PT	\$105,000.00	\$77,499.69
PT24215	Vernon Police Department	164AL	\$75,000.00	\$75,000.00
PT24215	Vernon Police Department	402PT	\$37,000.00	\$36,535.37
PT24216	Visalia Police Department	164AL	\$100,000.00	\$93,276.91
PT24216	Visalia Police Department	402PT	\$70,000.00	\$69,271.00
PT24217	Watsonville Police Department	402PT	\$44,000.00	\$36,470.15
PT24217	Watsonville Police Department	164AL	\$41,000.00	\$33,700.81
PT24218	West Covina Police Department	402PT	\$25,000.00	\$22,905.15
PT24218	West Covina Police Department	164AL	\$38,000.00	\$31,312.41
PT24219	West Sacramento Police Department	164AL	\$45,801.00	\$25,824.47
PT24219	West Sacramento Police Department	402PT	\$38,000.00	\$30,424.17
PT24220	Westminster Police Department	164AL	\$60,000.00	\$49,360.57
PT24220	Westminster Police Department	402PT	\$50,000.00	\$33,648.98
PT24221	Whittier Police Department	164AL	\$165,000.00	\$141,654.85
PT24221	Whittier Police Department	402PT	\$100,000.00	\$66,660.15
PT24222	Windsor Police Department	164AL	\$30,000.00	\$29,167.31
PT24222	Windsor Police Department	402PT	\$20,000.00	\$12,742.06
PT24223	Winters Police Department	402PT	\$26,000.00	\$14,478.96
PT24223	Winters Police Department	164AL	\$15,000.00	\$8,126.96
PT24224	Woodland Police Department	164AL	\$45,000.00	\$32,746.47
PT24224	Woodland Police Department	402PT	\$24,300.00	\$22,244.87
PT24225	Yuba City Police Department	164AL	\$60,000.00	\$46,852.12
PT24225	Yuba City Police Department	402PT	\$60,000.00	\$31,068.47

APPENDIX A – EXPENDITURE REPORT

PT24226	Baldwin Park Police Department	164AL	\$100,000.00	\$94,806.36
PT24226	Baldwin Park Police Department	402PT	\$55,000.00	\$47,757.48
PT24227	Los Alamitos Police Department	402PT	\$22,000.00	\$14,531.52
PT24227	Los Alamitos Police Department	164AL	\$20,000.00	\$0.00
PT24228	Vacaville Police Department	164AL	\$70,000.00	\$59,825.33
PT24228	Vacaville Police Department	402PT	\$56,000.00	\$33,682.45
		Subtotal	\$55,414,996.00	\$45,131,270.28

APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
TR24001	Alhambra Police Department	405c TR	\$24,800.00	\$24,800.00
TR24002	Automated Regional Justice Information System	405c TR	\$100,000.00	\$0.00
TR24003	Avenal Police Department	405c TR	\$39,300.00	\$39,300.00
TR24004	Azusa Police Department	405c TR	\$60,000.00	\$49,900.00
TR24005	Brawley Police Department	405c TR	\$90,125.00	\$90,123.20
TR24006	California Department of Motor Vehicles	405c TR	\$136,000.00	\$116,346.59
TR24007	California Department of Public Health	405c TR	\$861,253.00	\$495,804.32
TR24008	California Highway Patrol	405c TR	\$88,165.00	\$88,165.00
TR24009	California State Polytechnic University, Pomona	405c TR	\$282,227.00	\$174,825.94
TR24010	Davis Police Department	405c TR	\$81,700.00	\$81,700.00
TR24011	Elk Grove Police Department	405c TR	\$97,600.00	\$83,363.94
TR24012	Emeryville Police Department	405c TR	\$24,800.00	\$24,800.00
TR24013	Fremont Police Department	405c TR	\$17,500.00	\$14,500.00
TR24014	Los Angeles County Emergency Medical Services	405c TR	\$700,902.00	\$537,575.67
TR24015	Los Angeles County Emergency Medical Services	402TR	\$1,015,566.00	\$920,629.68
TR24016	Los Angeles County Sheriff's Department	405c TR	\$1,500,000.00	\$0.00
TR24017	Napa Police Department	405c TR	\$24,800.00	\$24,800.00
TR24018	Newark Police Department	405c TR	\$80,000.00	\$79,800.00
TR24019	Oakland Police Department	405c TR	\$24,800.00	\$0.00
TR24020	Oakley Police Department	405c TR	\$24,800.00	\$24,800.00
TR24021	Pleasanton Police Department	405c TR	\$39,100.00	\$39,100.00
TR24022	San Rafael Police Department	405c TR	\$12,900.00	\$12,900.00
TR24023	Simi Valley Police Department	405c TR	\$74,000.00	\$51,387.62
TR24024	Southern California Association of Governments	402TR	\$887,976.00	\$292,237.34
TR24025	University of California, Berkeley - SafeTREC	405c TR	\$350,600.00	\$326,520.27
TR24026	University of California, Berkeley - SafeTREC	405c TR	\$110,000.00	\$97,225.71
TR24027	University of California, Berkeley - SafeTREC	402PT	\$1,117,064.00	\$927,713.66
TR24027	University of California, Berkeley - SafeTREC	405c TR	\$722,936.00	\$646,001.10
TR24028	University of California, Berkeley - SafeTREC	405c TR	\$340,200.00	\$299,471.13
TR24029	University of California, Berkeley - SafeTREC	405c TR	\$205,400.00	\$191,663.64
TR24030	West Sacramento Police Department	405c TR	\$24,800.00	\$24,800.00
TR24031	Woodland Police Department	405c TR	\$24,800.00	\$24,800.00
TR24076	Galt Police Department	405c TR	\$56,400.00	\$56,400.00
TR24080	Gilroy Police Department	405c TR	\$24,800.00	\$24,800.00
TR24109	Los Gatos Monte Sereno Police Department	405c TR	\$76,700.00	\$75,267.24
TR24142	Paradise Police Department	405c TR	\$49,300.00	\$49,300.00
TR24150	Plumas County Sheriff's Office	405c TR	\$55,000.00	\$38,200.00
TR24151	California Department of Transportation - DRISI	405c TR	\$252,931.00	\$252,931.00
TR24152	Kensington Police Department	405c TR	\$41,000.00	\$41,000.00
TR24153	California Department of Transportation	402TR	\$516,287.00	\$759.48
		Subtotal	\$10,256,532.00	\$6,318,912.53

APPENDIX B – PROJECTS NOT IMPLEMENTED

PROJECTS NOT IMPLEMENTED

GRANT	AGENCY	REASON
OP24021	Torrance Fire Department	Due to staffing shortages, the grant was withdrawn by the applicant.
OP24023	Tuolumne County Public Health Department	Due to staffing shortages, the grant was withdrawn by the applicant.
PS24047	University of California, Berkeley - SafeTREC	Due to staffing shortages, the grant was withdrawn by the applicant.
PT24051	Coronado Police Department	Due to staffing shortages, the grant was withdrawn by the applicant.
PT24159	Richmond Police Department	Due to staffing shortages, the grant was withdrawn by the applicant.
PT24165	Sacramento Police Department	The grant was not approved by NHTSA.

APPENDIX C – PERFORMANCE TARGETS

ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FY 2024

Performance Measure	Target Period	Target Year(s)	Benchmark Value FY24-26 3HSP	Data Source/ FY24 Progress Results	On Track to Meet FY24 Benchmark: Y/N/in-progress
C-1) Total Traffic Fatalities	5 year	2022-2026	3,933.2	2018-2022 FARS/4,088	In Progress
C-2) Serious Injuries in Traffic Crashes	5 year	2022-2026	16,016.9	2018-2022 SWITRS/16,798.6	In Progress
C-3) Fatalities/VMT	5 year	2022-2026	1.20	2018-2022 FARS/1.40	In Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2026	871	2022 FARS/842	In Progress
C-5) Alcohol-Impaired Driving Fatalities	Annual	2026	912	2022 FARS/1,479	In Progress
C-6) Speeding-Related Fatalities	Annual	2026	1,389	2022 FARS/1,403	In Progress
C-7) Motorcyclist Fatalities	Annual	2026	559	2022 FARS/634	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2026	32	2022 FARS/41	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2026	326	2022 FARS/471	In Progress
C-10) Pedestrian Fatalities	Annual	2026	1,108	2022 FARS/1,158	In Progress
C-11) Bicyclist Fatalities	Annual	2026	89	2022 FARS/177	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2026	State survey/ 97.7%	2024 State survey/97.54%	In Progress
Drug-Impaired Driving*	Annual	2026	FARS/43.5%	2021 FARS/ 52.9%	In Progress
Distracted Driving Survey**	Annual	2026	State survey/ 3.15%	2024 State survey/2.92%	In Progress

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

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

APPENDIX C – PERFORMANCE TARGETS

ADJUSTMENTS TO ACHIEVE PERFORMANCE TARGETS

Performance Measure	Adjustments
C-1) Total Traffic Fatalities	The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of traffic fatalities on California roadways.
C-2) Serious Injuries in Traffic Crashes	The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of serious injuries on California roadways.
C-3) Fatalities/VMT	The OTS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of traffic fatalities/VMT on California roadways.
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	The OTS will work with traffic safety stakeholders to conduct occupant protection educational and media outreach, develop occupant protection educational programs, support NHTSA standardized Child Passenger Safety (CPS) Training Programs, provide CPS educational resources to law enforcement and other agencies, provide and distribute child safety seats to low-income families, and conduct high visibility enforcement during "Click It or Ticket" and "CPS Awareness Week" campaigns.
C-5) Alcohol-Impaired Driving Fatalities	The OTS will work with traffic safety stakeholders to include collaborative enforcement funding in STEP grants that will result in additional DUI enforcement for areas of the state that did not have resources within their own agency to conduct high visibility operations. Additionally, the OTS will continue to advance the Impaired Driving Strategic Plan developed by the California Impaired Driving Task Force that provides additional countermeasures for local authorities to evaluate within their jurisdictions.
C-6) Speeding-Related Fatalities	California is implementing recommendations from the AB 2363 Zero Traffic Fatalities Taskforce CalSTA Report of Findings. This includes the convening of an annual Traffic Safety Law Enforcement Forum, which brings together more than 260 law enforcement personnel, prosecutors, toxicologists and researchers to discuss the biggest traffic safety challenges and the best ways to address them. The OTS runs a statewide anti-speeding public awareness campaign in the Summer, and continues to collaborate with regional partners on education campaigns. The OTS will look to collaborate with cities that are developing Local Roadway Safety Plans and Vision Zero efforts that focus on reducing speeding related fatalities that will contribute to a decrease in fatalities in this category.
C-7) Motorcyclist Fatalities	The OTS will work with traffic safety stakeholders to conduct motorcycle safety public awareness events and community trainings. Law enforcement agencies will conduct highly publicized motorcycle safety enforcement operations.
C-8) Unhelmeted Motorcyclist Fatalities	The OTS will work with traffic safety stakeholders to conduct motorcycle safety public awareness events that encourage compliance with mandatory helmet use.
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	The OTS will work with traffic safety stakeholders to conduct proven teen education programs such as Smart Start, Every 15 Minutes, Impact Teen Drivers, Friday Night Live, Students Against Destructive Decisions and the ABC enforcement for Shoulder Tap and Minor Decoy operations that will contribute to the efforts to reach Drivers Age 20 or Younger.
C-10) Pedestrian Fatalities	The OTS will work with traffic safety stakeholders to conduct education and awareness to all road users to increase the safety of pedestrians. Caltrans provides grant funding to their Active Transportation Program for bicycle and pedestrian safety issues and the state is developing an action plan for bicycle and pedestrian safety. Additionally, the SHSP developed action items specifically for pedestrian safety.
C-11) Bicyclist Fatalities	The OTS will work with traffic safety stakeholders to conduct education and awareness to all road users to increase the safety of bicyclists. Caltrans provides grant funding to their Active Transportation Program for bicycle and pedestrian safety issues and the state is developing an action plan for bicycle and pedestrian safety. Additionally, the SHSP developed action items specifically for bicyclist safety.
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	The OTS will work with traffic safety stakeholders to conduct occupant protection educational and media outreach, develop occupant protection educational programs, support NHTSA standardized Child Passenger Safety (CPS) Training Programs, provide CPS educational resources to law enforcement and other agencies, provide and distribute child safety seats to low-income families, and conduct high visibility enforcement during "Click It or Ticket" and "CPS Awareness Week" campaigns.
Drug-Impaired Driving*	The OTS will work with traffic safety stakeholders in the California Impaired Driving Task Force as well as hold meetings with expert stakeholders, provide educational programming, 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 traffic safety stakeholders to conduct distracted driving awareness programs in middle schools, high schools, and colleges, educate businesses and organizations about the dangers of distracted driving, support state and national distracted driving awareness campaigns, and conduct high visibility enforcement during NHTSA mobilizations.

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

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

APPENDIX D – PUBLIC PARTICIPATION AND ENGAGEMENT

INTRODUCTION

In June 2023, the California Office of Traffic Safety (OTS) developed a [Public Participation and Engagement \(PP&E\) Plan](#) that was included in the submission of the 3HSP. The PP&E Plan helped chart a course for planning and delivering engagement activities with communities most impacted by traffic safety. The plan identifies affected communities and why we chose to focus engagement with these specific populations, as well as establishes a set of strategies that would maximize feedback and allow for ongoing engagement with communities.

The OTS faced challenges in PP&E implementation during the first year of the new federal requirements, taking a thoughtful and strategic approach that leveraged opportunities for collaboration at the regional and local level with metropolitan planning organizations and local agencies with established public participation procedures that meet existing federal requirements to plan for and develop transportation system improvements. The coordination of engagement activities requires significant relationship building, appealing to stakeholders and local partners, and making sure that engagement efforts are not being duplicated. We had to be thoughtful in our data analysis and consider multiple factors for PP&E activities, including who participates, at what location, both geographic and physical, what partners to include, dates and times that best accommodate community participation, and what PP&E may have already been done for Vision Zero, General, Master and Regional Transportation Plans (RTPs). For example, what is in the current RTP? When is the next update? What PP&E have they already conducted or plan to conduct as part of RTP updates?

As a result, the OTS needed to pivot, start, and stop multiple engagement planning activities. To truly make the PP&E meaningful, we shifted engagement strategies to work with one community at a time based on what would work best for them, leveraging local partners who know the community best to determine the most effective engagement strategy. We recognized the significance of tailoring the PP&E approach to each community and learned that a “one size fits all” approach across different communities is not going to work due to the immense diversity in the state.

For example, we used the Caltrans [Vulnerable Road Users Safety Assessment](#), a requirement under the Infrastructure Investments and Jobs Act (IIJA), to evaluate locations identified in the assessment as VRU Safety Improvement Areas due to higher fatal and serious injury crash rates and identified as underserved through equity screening tools like [SB 535](#) disadvantaged communities analysis by CalEPA or [Justice 40](#) disadvantaged communities.

APPENDIX D – PUBLIC PARTICIPATION AND ENGAGEMENT

Utilizing these tools, we focused on three specific areas and census tracts to conduct PP&E based on crash data assessments, existing relationships the OTS had with traffic safety partners in the area and any current subrecipients funding programs in the community to host town halls. The town halls were envisioned to introduce who the OTS is, what we do, why we are holding the meeting, and how input from the public would be incorporated to inform our highway safety program planning. The town halls would also include a community leader to facilitate the conversation and offer perspective to issues in the community and the importance of seeking input from residents. The town hall would then have breakout sessions for people to meet with the OTS and have two-way conversations with staff to provide feedback on what their perceived safety issues are and what programs would help make roads safer.

However, when we connected with the city of Watsonville, Santa Cruz County Traffic Safety Coalition, and Watsonville Area Transportation Working Group to propose our town hall meetings, the city mentioned that there were other traffic safety concerns the public was concerned with beyond what the VRU Assessment identified as bicycle and pedestrian safety issues and that there was low turnout in previous town halls that have been held for public input. The effort would also require significant staff resources and time for what had historically resulted in very low attendance even with extensive outreach. The city had higher participation and attendance meeting people where they were at with informational tables at Farmer's Markets, food distribution centers and welfare assistance facilities where residents could receive multiple services at once and in one location. The city and local community-based organizations also indicated that incentives like gift cards for groceries, school supplies or cash helped significantly increase attendance and public participation. Based on this feedback from the city, the OTS decided to pivot to a different approach which is described later.

The OTS also attempted to work with the Mexico Consulate in Sacramento, the hub for the 10 Consulates in the state, to host community leader forums throughout the state to reach the Mexican community, an identified affected community, particularly Hispanic male drivers between the ages of 21-30. The leader forums would gather community leaders together to discuss ways to best engage with residents, and what traffic safety concerns the Mexican community may have. This was a program we hoped could be replicated with other identified affected communities, bringing together local leaders that are trusted voices in the community. However, we had difficulty reconnecting with the Consulate on next steps to host the community leader forums, and thus had to pivot to other PP&E strategies.

APPENDIX D – PUBLIC PARTICIPATION AND ENGAGEMENT

NEW PUBLIC INVOLVEMENT STRATEGIES AND ONGOING ENGAGEMENT PLANNING

The reality is that dedicated staff is needed to conduct more robust PP&E efforts moving forward. The OTS has augmented our staff with two new dedicated positions that will take on and deliver PP&E requirements. Once positions are filled, PP&E would be a true full-time effort, such as developing topic-specific forums, identification of partners and locations and coordinating the significant event and logistical planning required to hold successful PP&E activities.

These Community Engagement Coordinators will have a full-time focus on PP&E which we are confident we will be able to gain real traction and a lot more in the way of engagement throughout the state, which will position the OTS to conduct all the necessary research, relationship building, partnership development and execution of ongoing engagement events in different areas of the state on a consistent, cyclical basis.

Moving forward, the OTS will hold engagement events with affected communities utilizing the following public involvement strategies that local partners and traffic safety stakeholders have identified to be the most effective. Locations and the type of engagement will be evaluated community by community. The locations will continue to be where the traffic safety data indicates the need and targeted to identified affected communities overrepresented in traffic deaths and serious injuries. The strategies still align with the goals and objectives outlined in the PP&E Plan.

CONDUCT MEANINGFUL ENGAGEMENT AT COMMUNITY EVENTS.

The OTS will meet the public where they are at to hold at least three “pop-up” style engagement events every quarter. These events will be in public spaces and at local attractions such as farmers’ markets, festivals, community resource centers, food distribution centers and at community-based organizations that provide social services to conduct engagement activities. Engagement activities will include an “Improving Traffic Safety in Your Community” card where people are asked to place a sticker on the countermeasure strategies that they would like to see implemented in their community. The countermeasures include youth education programs like teen driver education courses, school assemblies and activities raising awareness about the dangers of impaired driving, and bicycle training courses. The countermeasures also include enforcement programs, community workshops and infrastructure improvements, all intended to improve road safety in the NHTSA designated highway safety priority program areas. During a pop-up event a listening session could be held, where staff ask residents a series of questions about traffic safety

APPENDIX D – PUBLIC PARTICIPATION AND ENGAGEMENT

in the community, including knowledge of traffic safety laws, road safety behaviors, level of comfort biking, walking, or driving, and what traffic safety programs they would like to see in the community. Residents are asked to provide their zip code or city of residence to help us identify members of the affected community.

CONDUCT MEANINGFUL TEEN, PEER-TO-PEER PUBLIC ENGAGEMENT. STUDENT-LED, PEER-TO-PEER TEEN SAFETY ENGAGEMENT RALLY

Organize at least two assemblies at schools per fiscal year and involve partners such as California Friday Night Live Partnership, Mothers Against Drunk Driving and Impact Teen Drivers to have students lead engagement sessions. This would include break-out session activities for groups to have peer-to-peer discussions about perceived traffic safety issues and actions they all think would be effective in addressing the problem. Teens would also fill out a Teen Traffic Safety Climate Survey, which asks teens their travel patterns and the built environment around them at home compared to where they go to school. For example, if they must travel far, have sidewalks where they live, cross a major street to get to school, why or why they are not comfortable biking or walking in their neighborhood. This engagement method may also involve a student project with teens sharing the survey with peers and encourage peers to engage other students. The teens would report back to the OTS people who filled out surveys, feedback they received, and proposed actions to improve safety. In addition, they can receive “extra credit” for promoting traffic safety messages on social media. We will also work with our partners on incorporating the engagement activity into their classroom presentations, information sessions and other programs with teens.

ENGAGE LOCAL AND REGIONAL GOVERNMENT ON THEIR TRANSPORTATION-RELATED PLANS AND PUBLIC ENGAGEMENT EFFORTS AND OUTCOMES.

Recognizing the significant transportation safety-related public engagement already occurring at the local and regional level, the OTS will engage with local and regional agencies to gain insights on their efforts and to partner on traffic safety efforts where possible. The OTS will conduct at least one internal focus group with local/or regional jurisdictions every quarter. Examples include:

- **Vision Zero Plans Focus Groups:** The OTS will meet with a city's Vision Zero Plan staff to glean and understand what cities learned from community members and how engagement was conducted to inform their plans. What feedback was received? How was it incorporated into the plan? Any best practices in coordinating efforts that align with their plan? The OTS will start with the 13 cities and counties identified as focus areas in the Caltrans VRU Assessment. The OTS will also continue building relationships with Safe Streets and Roads for All (SS4A) grant recipients, which work

APPENDIX D – PUBLIC PARTICIPATION AND ENGAGEMENT

includes developing road safety action plans and informing improvements along corridors with safety issues.

- **Regional Transportation Plan (RTP) Focus Groups:** The OTS will engage with Metropolitan Planning Organizations (MPOs) regarding their RTPs to understand how they conducted engagement efforts, what feedback was received from the public and what they learned that helped inform their RTP.

FEDERAL FISCAL YEAR 2024 ENGAGEMENT OUTCOMES

The OTS held seven engagement activities, leveraging an opportunity to engage underserved youth, teens, the Hispanic population at a Cinco de Mayo Festival, farmworker families, and the Black population at a state elected official's Equity and Traffic Safety Town Hall and a National Night Out event.

Be the Change Summit Equity Discussion and Listening Session	
Date: April 2, 2024	
Location: Alhambra (Los Angeles County)	
Partners Involved: Impact Teen Drivers, Safe Kids Worldwide, California Highway Patrol, University of California, Los Angeles (UCLA)	
Affected Community: Black pedestrians, teens, low-income communities	
Data Sources Used to Identify	SB 535 Disadvantaged Communities Map, Caltrans VRU Safety Assessment, Southern California Association of Governments (SCAG) High-Injury Network, Justice40 screening tools.
Description of Engagement Opportunity	The OTS participated in an equity discussion and listening session with Safe Kids Worldwide to learn about youth's transportation and traffic safety needs. The session was part of the Be the Change Summit, a youth-focused event that encourages teens to be agents of change and foster a positive traffic safety culture that welcomes safe driving behaviors. The peer-to-peer program helped students think about their transportation environment from an equity perspective. The session allowed teens to learn the differences between equity and equality, share their community's needs and learn about disparities in the built environment around their home compared to where they go to school. What makes it safe or unsafe? What challenges or

	barriers are there to safely walk, bike, or drive near their school or other places they visit compared to where they live?
Summary of Issues Covered	Distracted driving, speeding, bicycle and pedestrian safety.
Comments and feedback received	<p>Students were asked about what factors make them feel less safe using roads where they live. Many students said their peers ride bikes without helmets and are unaware of Graduated Driver Licensing, why the provisional licensing laws are in place and how they are intended to keep newly licensed drivers safe. Students proposed using social media to educate peers about traffic safety and to go back to elementary schools to teach students how they can speak up for safety as a passenger. The students believed early traffic safety education and working with younger students could make a significant impact. Students also discussed how they have seen the impact of distracted driving and want to take care of themselves and their community by not letting a serious crash due to distracted driving happen to anyone.</p>
Why was strategy chosen and how was it designed to reach community?	<p>Car crashes are the leading cause of unintentional injury and death among young people. Teen drivers have crash rates nearly four times of drivers 20 and older. In 2021, 518 fatalities in traffic crashes in California involved young drivers 15-20 years old, or 12.1% of all traffic deaths in California. Only 6.6% of California's population is 15 to 19 years old. In California, young drivers were involved in nearly 12% of all fatal crashes in 2022 despite accounting for only 5% of all licensed drivers in the U.S.</p> <p>Breakout sessions and discussions were developed to allow teens to engage directly with their peers about traffic safety. The education programs presented to students were specifically targeted for the teen age demographic. Impact Teen Drivers is a non-profit that provides education programs and empowers teens to be agents of change through peer-to-peer mentoring.</p>

Description of attendees: Were attendees from affected communities identified?	The summit brought together nearly 100 students, primarily from San Gabriel High School, a Title-I school in a historically underserved and marginalized area of Los Angeles County. The school serves a diverse student body of over 1,800 students, with over 71% socioeconomically disadvantaged and 21.6% who are English learners.
Accessibility measures taken (time, location, language access, ADA, etc.)	The event was held during school hours to ensure maximum participation. Transportation was provided by bus for all attendees, ensuring that students could attend without barriers. The venue was ADA accessible, accommodating students who needed mobility assistance.
How did these efforts inform projects implemented under countermeasure strategies during the grant year?	Countermeasure Strategy: 6.5 Underage Drinking and Driving Youth Programs, 2.1 Communications and Outreach for Distracted Driving Engaging this group helped us determine which teen driver safety countermeasures and resources are most effective and culturally relevant and identify partners to support teen safety in the region. We worked with Impact Teen Drivers to develop an online survey and will start focus groups with Be the Change Fellowship students to conduct peer-to-peer engagement on traffic safety concerns of students in the area. We will also work with our subrecipients who serve teens in the area to hold peer-to-peer engagement activities during Federal Fiscal Year 2025.

Community Equity & Traffic Safety Town Hall	
Date: April 4, 2024	
Location: Hawthorne Memorial Center, Hawthorne (Los Angeles County)	
Partners Involved: Assemblymember Tina McKinnor (D-Inglewood), Cambridge Mobile Telematics, StopDistractions.org (National Distracted Driving Coalition Steering Committee Member), Hawthorne Police Department, City of Hawthorne	
Affected Community: Black pedestrians	
Data Sources Used to Identify	SB 535 Disadvantaged Communities Map, Caltrans VRU Safety Assessment, Southern California Association of Governments (SCAG) High-Injury Network, Justice40 screening tools.

Description of Engagement Opportunity	The event was intended to bring community members together to discuss traffic safety issues like distracted driving, impaired driving and speeding. Each partner talked about the issues California is facing, and the OTS shared local and state data to provide the regional and statewide state of the problem in different traffic safety areas and what the OTS and organizations were doing to improve safety. The engagement included a question-and-answer session, as well as informational tables for residents to stop by and learn more about the organizations and discuss community traffic safety needs further.
Summary of Issues Covered	Distracted driving, equitable law enforcement, speeding and impaired driving.
Comments and feedback received	One resident asked if there was any data that indicated more younger drivers were on their cell phones compared to drivers of all other ages. The resident suggested stronger penalties for distracted driving, like taking a license away, would help deter the behavior. Another resident indicated there were too many liquor stores in her South Los Angeles neighborhood that were contributing to impaired driving. One resident said there should be more consequences for speeding and that we needed to change the mindset that speeding is okay or somehow safe because speed limits are not always indicative of the "safe" speed and treated more as the "slowest acceptable speed." A parent mentioned speeding as an issue and that she is concerned about her children playing or walking on streets since she lives on a very busy arterial road.
Why was strategy chosen and how was it designed to reach community?	The Hawthorne Memorial Center is a trusted event venue in the community. It is in a complex that also has a teen and senior center offering activities and social services. Assemblymember McKinnor represents additional underserved, majority Black and Hispanic communities that border the city of Hawthorne, including unincorporated areas of South Los Angeles County (West Athens, Westmont, and Lenox) and the city of Inglewood. Two Census Tracts in West

	Athens/Westmont located less than three miles from the engagement event location site had 22 people killed in traffic crashes from 2017 to 2021, more than half (12) of which were pedestrians. With the Assemblymember's district in the affected communities, the OTS leveraged her relationships with the city of Hawthorne to host the event and conduct extensive outreach to community members.
Description of attendees: Were attendees from affected communities identified?	Approximately 40 people and their families attended. More than 90% of the attendees were Black and from the identified affected communities.
Accessibility measures taken (time, location, language access, ADA, etc.)	The Memorial Center is an ADA accessible building. The time of the event was in the evening (6 p.m.) to accommodate work schedules and working families.
How did these efforts inform projects implemented under countermeasure strategies during the grant year?	5.5 Prevention, Intervention, Communication and Outreach Designated Drivers 4.1 Communication and Outreach Supporting Enforcement The OTS will continue to support designated driver programs and education with alcohol merchants on the dangers of drinking and driving and responsible beverage service, focusing on the area where concerns about the availability of alcohol and risk for impaired driving is being expressed. The OTS will work with the Hawthorne Police Department to identify ways to use media to support NHTSA's national anti-speeding campaign and ways to support high visibility enforcement focused on speeding in Federal Fiscal Year 2025.

Teen Safe Driving Day	
Date: April 27, 2024	
Location: California Highway Patrol Academy, West Sacramento	
Partners Involved: CHP, Impact Teen Drivers, Yolo County Children's Alliance	
Affected Community: Low-income communities, teens, rural populations	
Data Sources Used to Identify	Caltrans VRU Safety Assessment, Justice40 screening tools.

Description of Engagement Opportunity	<p>Foster youth, transitional youth and their resource families participated in an educational presentation about the dangers of distracted and reckless driving. Called “What Do You Consider Lethal?,” the 60-minute program educates teens on how to avoid reckless and distracted driving by making responsible decisions.</p> <p>The presentation includes videos with compelling testimony from families impacted by teen driving deaths, as well as visual tools that drive home the potential dangers teen drivers should avoid. Groups were broken up to three different areas – the interactive 60-minute safe driving program, activity stations (driving simulator, seat belt challenge) and where the OTS was located with other partners at interactive tables.</p> <p>Our table included an “Improving Traffic Safety in Your Community” poster where people placed a sticker on countermeasure strategies that they would like to see implemented in their community. The countermeasures include youth education programs like teen driver education courses, school assemblies and activities raising awareness about the dangers of impaired driving, and bicycle training courses. The countermeasures also include enforcement programs, community workshops and infrastructure improvements, all intended to improve road safety in the NHTSA designated highway safety priority program areas. Teens completed a “Walking in Your Shoes” Traffic Safety Survey, which asked them their travel patterns and the built environment around them at home compared to where they go to school. For example, if they must travel far, have sidewalks where they live, cross a major street to get to school, why or why they are not comfortable biking or walking in their neighborhood.</p>
Summary of Issues Covered	<p>Distracted driving, bicycle and pedestrian safety, speeding, impaired driving.</p>
Comments and feedback received	<p>For youth education programs, most people wanted to see more driver education courses, including behind-the-wheel training courses. For</p>

	<p>infrastructure improvements, people believed their communities needed smoother roads, more lighting and crosswalks, and more stop signs. For enforcement programs, most concerns were about having more high-visibility speed enforcement, speed checks and variable speed limit signs.</p> <p>Forty-two “Walking in Your Shoes” Traffic Safety surveys were completed. Most youth drove or were taken to school by car. Most youth (25 out of 42) traveled less than two miles to school, with slightly over half needing to cross a major street to get to school. Most had sidewalks and were comfortable walking or biking in their neighborhood. A few youth expressed concerns walking or biking on streets with high volumes of vehicle traffic and visibility.</p>
Why was strategy chosen and how was it designed to reach community?	<p>The event was specifically targeted for underserved youth, foster youth and their resource families. We know that traffic deaths disproportionately impact teens, who are more likely to be involved in a crash and have higher fatality rates than other age groups. We chose a simple engagement activity that was easy to follow and allowed teens and their families to provide valuable feedback on traffic safety issues for identified affected communities. The survey provided a sense of community travel patterns, perceptions about safety and what was perceived as needed traffic safety improvements.</p> <p>The Yolo County Children’s Alliance works closely with resource families and were thoughtful in their outreach to make sure foster youth were included by not making the event open to public or made publicly known so the right people were reached.</p>
Description of attendees: Were attendees from affected communities identified?	<p>Forty-two teens completed the “Walking in Your Shoes” Traffic Safety Survey. Among them, more than half (24 – 15 Black or African American, 9 Hispanic or Latino) were from identified affected communities. Eight were also from rural communities. Nine teens lived in US DOT Equitable</p>

	Transportation Community Disadvantaged Census Tracts. One census tract in east Sacramento County has a significant fatality rate that averaged 191.94 per 100k people between 2016-2020 for an area with less than 2,000 residents. A Census Tract in West Sacramento and a few miles from the event location, was among the locations a teen lived that is a US DOT Equitable Transportation Community Disadvantaged Census Tract with a high fatality rate that averaged 69.46 per 100k people between 2016-2020.
Accessibility measures (time, location, language access, ADA, etc.)	Materials were available in Spanish, the location was a secure, trusted site at the CHP Academy, allowing for easy access on a weekend with the event dedicated to underserved youth. All facilities were ADA accessible.
How did these efforts inform projects implemented under countermeasure strategies during the grant year?	2.2 High-Visibility Enforcement 4. Speeding and Speed Management – Other Strategies for Behavior Change The OTS will work with the California Highway Patrol to conduct free teen driver safety classes to educate newly licensed drivers and their parents on the driving dangers typically encountered by their age group and California driving laws. The classes would target teens and their parent/guardian in Equitable Transportation Community Disadvantaged Census Tracts. The OTS will work with law enforcement grantees in the area to fund visible display radar trailers and high-visibility enforcement focused specifically on speeding.

Fiestas Patrias Cinco de Mayo Festival	
Date: May 4, 2024	
Location: Downtown Watsonville	
Partners Involved: Fiestas Patrias, Ecology Action, City of Watsonville	
Affected Community: Hispanic Male Drivers, Low-income communities	
Data Sources Used to Identify	Caltrans VRU Safety Assessment, Justice40 screening tools, SB 535 Disadvantaged Communities Map.
Description of Engagement Opportunity	An “Improving Traffic Safety in Your Community” card was provided to people where they placed a sticker on the countermeasure strategies that

	<p>they would like to see implemented in their community.</p> <p>The countermeasures include youth education programs like teen driver education courses, school assemblies and activities raising awareness about the dangers of impaired driving, and bicycle training courses. The countermeasures also include enforcement programs, community workshops and infrastructure improvements, all intended to improve road safety in the NHTSA designated highway safety priority program areas.</p> <p>Another engagement activity was a listening session, where staff asked residents a series of questions about traffic safety in the community, including knowledge of traffic safety laws, road safety behaviors, level of comfort biking, walking, or driving, and what traffic safety programs they would like to see addressed in the community. Residents also provided their zip code or city of residence to help us identify if they are members of the affected community.</p>
Summary of Issues Covered	Bicycle and pedestrian safety, speeding, impaired driving
Comments and feedback received	<p>More than 130 people provided nearly 1,400 comments, more than half of which were from Spanish speakers (829 comments) and Bilingual speakers (211 comments).</p> <p>For youth programs, people wanted to see more driver education courses, behind-the-wheel training courses and bicycle training courses the most, particularly Spanish-speaking residents. Spanish-speaking residents also wanted to see more Real DUI in Court and school assembly programs focused on informing youth about the dangers of impaired driving.</p> <p>For enforcement programs, Spanish-speaking residents expressed a need for more crossing guards near schools and more police officers visible in the neighborhood, as well as variable</p>

	<p>speed limit (speed feedback) signs. The need for more crossing guards near schools was expressed the most among English, Spanish and Bilingual residents who provided input.</p> <p>For community workshops, most wanted more child safety seat education classes or events, along with workshops to train residents on safe road use while walking and biking. When it came to infrastructure improvements, more lighting, pedestrian cross signals, and smoother roads were the most common responses.</p> <p>12 people participated in the listening sessions. Similar feedback and suggestions were provided from the "Improving Traffic Safety in Your Community" engagement activity.</p> <p>All expressed that people are driving too fast and that there are not enough youth education programs, particularly for teens. Most expressed a need for more crossing guards at school zones and more police at schools because people are driving too fast. One resident expressed concern about kids waiting for traffic to break so they can cross on a particularly busy street the school is located on without a crosswalk.</p> <p>A couple residents expressed a need for more lighting to increase visibility at night, and that they ride their bikes on the sidewalk because they do not feel safe riding around fast-moving vehicles.</p> <p>Multiple residents said more funding for programs that provide free bike riding classes for kids and adults, and training courses for kids to ride and practice bike riding, are needed.</p> <p>One resident mentioned that driver instructor classes are too expensive and should be more accessible to everyone. She also stated that many families in the community can't afford driver instructor classes required to obtain a license and</p>
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	<p>drive illegally because the classes are too cost prohibitive. She said she would like to see programs that fund driver instructor classes for underserved youth trying to obtain their driver's license.</p>
<p>Why was strategy chosen and how was it designed to reach community?</p>	<p>This is the largest annual Cinco de Mayo Festival in the Monterey Bay Area that brings together residents to celebrate and learn about the heritage and culture of Mexico. It is organized by an all-volunteer community-based organization that knows the audience well.</p> <p>When we first connected with the city of Watsonville, Santa Cruz County Traffic Safety Coalition, and Watsonville Area Transportation Working Group to discuss engagement activities, the non-profit group Ecology Action and other transportation leaders expressed how much more success they had with engagement at pop-up style community events at Farmer's Markets, food distribution centers, parks and cultural festivals like Cinco de Mayo.</p> <p>The city also indicated that incentives like gift cards for groceries, school supplies or cash helped significantly increase attendance and public participation.</p> <p>The Watsonville area's economy is dominated by agriculture, and many farmworkers are struggling to find consistent work and need financial assistance. The National Hockey League's San Jose Sharks donated four \$25 Target gift cards that were raffled to attendees who participated in the engagement activity and listening session. Ecology Action expressed how successful the incentive was to bringing people to the information table.</p>
<p>Description of attendees: Were attendees from affected communities identified?</p>	<p>Most attendees spoke English as a Second Language and were from the identified affected community, residing in Watsonville or unincorporated Monterey and Santa Cruz Counties.</p>

	<p>The area is more than 80% Hispanic. The Census Tract directly south and southwest of the city of Watsonville in unincorporated Santa Cruz County had 15 people killed in traffic crashes from 2017 to 2021, including four pedestrians. The average fatality rate of 67.86 per 100k people between 2016-2020 is significantly higher than the state average.</p>
<p>Accessibility measures taken (time, location, language access, ADA, etc.)</p>	<p>Bilingual speakers were available. Materials were provided in both English and Spanish. This included pledge cards that encouraged residents to fill out as a commitment to not drive impaired and be a traffic safety champion for their families and community, as well as the countermeasure strategies engagement activity and listening sessions.</p> <p>The location of the event in the downtown Watsonville square was ADA accessible.</p>
<p>How did these efforts inform projects implemented under countermeasure strategies during the grant year?</p>	<p>Countermeasure Strategies: 2.2 Pedestrian Safety Safe Routes to School, 1.2 Bicycle Safety Safe Routes to School</p> <p>We plan to increase our 402 funding for our Pedestrian and Bicycle Safety Program to expand the number of people who can take crossing guard trainings and provide more crossing guard safety kits to schools, specifically focusing on the schools in the census tracts identified (6087110400 06087110300, 06053010101).</p>

Napa Valley Farmworker Foundation's Dia de La Familia	
Date: July 21, 2024	
Location: Napa	
Partners Involved: Napa Valley Farmworker Foundation, California Highway Patrol	
Affected Community: Hispanic Male Drivers, Low-income communities	
Data Sources Used to Identify	Justice40 screening tools.
Description of Engagement Opportunity	An "Improving Traffic Safety in Your Community" card was provided to people where they placed a sticker on the countermeasure strategies that

	<p>they would like to see implemented in their community.</p> <p>The countermeasures include youth education programs like teen driver education courses, school assemblies and activities raising awareness about the dangers of impaired driving, and bicycle training courses. The countermeasures also include enforcement programs, community workshops and infrastructure improvements, all intended to improve road safety in the NHTSA designated highway safety priority program areas.</p> <p>Another engagement activity was a listening session, where staff asked residents a series of questions about traffic safety in the community, including knowledge of traffic safety laws, road safety behaviors, level of comfort biking, walking, or driving, and what traffic safety programs they would like to see addressed in the community. Residents also provided their zip code or city of residence to help us identify if they are members of the affected community.</p>
Summary of Issues Covered	Bicycle and pedestrian safety, speeding, impaired driving
Comments and feedback received	<p>More than 200 people provided feedback, leaving more than 1,200 comments about their traffic safety concerns and activities they would like to see in their community to improve traffic safety. Given the identified affected community and target audience (farmworkers), nearly all comments were from Spanish speakers (1,193 comments) and Bilingual speakers (94 comments).</p> <p>For youth programs, people wanted to see more behind-the-wheel driver education courses and bicycle training courses the most, including bilingual speakers.</p> <p>For enforcement programs, residents expressed a need for more crossing guards near schools and more police officers visible in the neighborhood,</p>

	<p>as well as more speed enforcement and DUI checkpoints.</p> <p>For community workshops, most wanted more child safety seat education classes or events, along with workshops to train residents on safe road use while walking and biking. When it came to infrastructure improvements, more lighting, crosswalks and speed signs were the most common responses.</p> <p>20 people participated in the listening sessions, which asked questions about their knowledge of traffic laws and OTS programs, as well as more detail on how they travel, what makes it safer or less safe, and what traffic safety improvements they would like to see in the community.</p>
Why was strategy chosen and how was it designed to reach community?	<p>The annual event serves more than 1,000 farm working families who can connect with more than 50 community organizations. The Napa Valley Farmworker Foundation serves Napa's thousands of vineyard workers and their families. As a trusted resource for farmworker families, the event was an opportunity to meet the identified affected community at a place they are not only familiar with, but also use as a resource for other educational and professional development opportunities.</p>
Description of attendees: Were attendees from affected communities identified?	<p>Most attendees spoke English as a Second Language and were from the identified affected community, residing in Napa or unincorporated Napa County.</p> <p>The area is more than 40% Hispanic. The location of the event was in a Census Tract (06055200503) identified as disadvantaged. The Census Tracts located directly north and south in the city of Napa, town of Yountville and Oak Knoll District of Napa Valley (06055201200, 06055200503, 06055200601) had 13 people killed in traffic crashes from 2017 to 2021, including two pedestrians.</p>

<p>Accessibility measures taken (time, location, language access, ADA, etc.)</p>	<p>Bilingual speakers were available. Materials were provided in both English and Spanish. This included pledge cards that encouraged residents to fill out as a commitment to not drive impaired and be a traffic safety champion for their families and community, as well as the countermeasure strategies engagement activity and listening sessions.</p> <p>The event was held in the parking lot of a local church, which is ADA accessible.</p>
<p>How did these efforts inform projects implemented under countermeasure strategies during the grant year?</p>	<p>Countermeasure Strategies: 2.2 Pedestrian Safety Safe Routes to School, 1.2 Bicycle Safety Safe Routes to School 2.2 High-Visibility Enforcement 3. Seat Belts and Child Restraints - Programs for Increasing Child Restraint and Booster Seat Use, Child Restraint Inspection Stations</p> <p>We plan to increase our 402 funding for our Pedestrian and Bicycle Safety Program to expand the number of people who can take crossing guard trainings and provide more crossing guard safety kits to schools, specifically focusing on the schools in the census tracts identified (06055201200, 06055200503, 06055200601). We will also work with the California Highway Patrol on targeted driver safety classes to educate drivers on California driving laws. The classes would target communities in the identified Equitable Transportation Community Disadvantaged Census Tracts.</p> <p>The OTS will work with the Napa Police Department and local CHP to conduct more high-visibility enforcement focused specifically on speeding and alcohol-impaired driving, as well as look for the potential to stand up a child passenger safety program in Napa County in Federal Fiscal Year 2026.</p>

National Night Out
Date: August 6, 2024
Location: Sacramento

Partners Involved: Del Paso Heights Community Association, city of Sacramento, Sacramento Police Department	
Affected Community: Hispanic male drivers, Black Pedestrians, Low-income communities	
Data Sources Used to Identify	SB 535 Disadvantaged Communities Map, Justice40 screening tools.
Description of Engagement Opportunity	<p>An “Improving Traffic Safety in Your Community” card was provided to people where they placed a sticker on the countermeasure strategies that they would like to see implemented in their community.</p> <p>The countermeasures include youth education programs like teen driver education courses, school assemblies and activities raising awareness about the dangers of impaired driving, and bicycle training courses. The countermeasures also include enforcement programs, community workshops and infrastructure improvements, all intended to improve road safety in the NHTSA designated highway safety priority program areas.</p> <p>Another engagement activity was a listening session, where staff asked residents a series of questions about traffic safety in the community, including knowledge of traffic safety laws, road safety behaviors, level of comfort biking, walking, or driving, and what traffic safety programs they would like to see addressed in the community. Residents also provided their zip code or city of residence to help us identify if they are members of the affected community.</p>
Summary of Issues Covered	Bicycle and pedestrian safety, speeding, impaired driving
Comments and feedback received	More than 100 people provided feedback, leaving more 50 comments about their traffic safety concerns and activities they would like to see in their community to improve traffic safety. Most comments were from English speakers (47). The OTS received six comments from Spanish speakers.

	<p>For youth programs, people wanted to see more driver education and driver behind-the-wheel education courses the most.</p> <p>For enforcement programs, feedback was limited and mixed for both English and Spanish speakers, which is an indication of not wanting too much of a police presence in the neighborhood.</p> <p>For community workshops, the community expressed a need for bicycle and pedestrian safety education and assessments and child safety seat education classes or events, along with workshops to train residents on safe road use while walking and biking. When it came to infrastructure improvements, more lighting, speed bumps and smoother roads were the most common responses.</p> <p>Four people participated in the listening sessions, which asked more questions about their knowledge of traffic laws and OTS programs, as well as more detail on how they travel, what makes it safer or less safe, and what traffic safety improvements they would like to see in the community.</p>
Why was strategy chosen and how was it designed to reach community?	<p>The Del Paso Heights Community Association is a trusted non-profit that puts on many events in the community. Holding the event at a local high school allowed community members to come after picking up children or after work. The location was next to the community pool and the Association provided food and drinks to attendees, along with other resources. This allowed the community to receive multiple types of services in one location.</p> <p>The number of fatalities in Sacramento County was 14.0 times greater than the average county.</p> <p>The three Census Tracts directly south and southeast of Grant Union High School (06067006600, 06067006300, 06067007413) had a</p>

	<p>combined 30 traffic deaths, including 18 pedestrians, from 2017-2021. Del Paso Heights also has multiple high-injury network corridors with the highest levels of fatal and serious injury crashes. From 2009-2015, 79% of all crashes in Sacramento occurred on the High Injury Network, which accounts for just 14% of the city's roads.</p> <p>The National Hockey League's San Jose Sharks donated four \$25 Walmart gift cards that were raffled to attendees who participated in the engagement activity and listening session. This was successful in bringing people to the information table and providing feedback on their traffic safety concerns. As a lower-income community, bringing resources to the table helps with engagement, establishing trust and forging strong relationships with residents.</p>
Description of attendees: Were attendees from affected communities identified?	<p>Most attendees spoke English and were from the identified affected community, residing in the Del Paso Heights neighborhood of Sacramento.</p> <p>The Del Paso Heights neighborhood is located in an SB 535 Disadvantaged Community and Equitable Transportation Community Disadvantaged Census Tracts. Del Paso Heights is 21% African American and 30% Hispanic, with a higher proportion of identified affected community members compared to other parts of Sacramento.</p>
Accessibility measures taken (time, location, language access, ADA, etc.)	<p>Bilingual speakers were available. Materials were provided in both English and Spanish. This included pledge cards that encouraged residents to fill out as a commitment to not drive impaired and be a traffic safety champion for their families and community, as well as the countermeasure strategies engagement activity and listening sessions.</p> <p>The auditorium/cafeteria building at Grant Union High School was ADA accessible.</p>
How did these efforts inform projects implemented	Countermeasure Strategies: Community Support/Technical Assistance

under countermeasure strategies during the grant year?	<p>6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use</p> <p>7.2 Other Strategies Inspection Stations</p> <p>We plan to use our 402 and 405b funding for our Pedestrian and Bicycle Safety and Child Passenger Safety Programs to provide more child safety seat education classes and child safety seat inspections to educate parents on the proper use of child safety seats, specifically focusing the census tracts identified (06067006600, 06067006300, 06067007413). We will also work with our subrecipients to offer a no-cost Bicycle and Pedestrian Safety Assessment in Del Paso Heights focused on pedestrian and bicycle safety issues in the census tracts identified.</p>
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Farmworker Family Bike Night	
Date: August 9, 2024	
Location: Half Moon Bay	
Partners Involved: San Mateo County Office of Education, city of Half Moon Bay, Office of San Mateo County Supervisor Ray Mueller	
Affected Community: Hispanic male drivers, Low-income communities	
Data Sources Used to Identify	SB 535 Disadvantaged Communities Map, Justice40 screening tools.
Description of Engagement Opportunity	<p>An "Improving Traffic Safety in Your Community" card was provided to people where they placed a sticker on the countermeasure strategies that they would like to see implemented in their community.</p> <p>The countermeasures include youth education programs like teen driver education courses, school assemblies and activities raising awareness about the dangers of impaired driving, and bicycle training courses. The countermeasures also include enforcement programs, community workshops and infrastructure improvements, all intended to improve road safety in the NHTSA designated highway safety priority program areas.</p> <p>Another engagement activity was a listening session, where staff asked residents a series of questions about traffic safety in the community,</p>

	<p>including knowledge of traffic safety laws, road safety behaviors, level of comfort biking, walking, or driving, and what traffic safety programs they would like to see addressed in the community. Residents also provided their zip code or city of residence to help us identify if they are members of the affected community.</p>
Summary of Issues Covered	Bicycle and pedestrian safety, speeding, impaired driving
Comments and feedback received	<p>More than 90 people provided feedback, leaving more than 560 comments about their traffic safety concerns and activities they would like to see in their community to improve traffic safety. Most comments were from Spanish speakers (546). We received 21 comments from English speakers.</p> <p>For youth programs, people wanted to see more driver education and driver behind-the-wheel education courses the most.</p> <p>For enforcement programs, people wanted to see more variable speed limit signs and more crossing guards near schools the most.</p> <p>For community workshops, the majority wanted to see child safety seat education classes or events, while others wanted to have workshops that train residents on safe road use while walking or biking. When it came to infrastructure improvements, more lighting, speed bumps and pedestrian crossing signals were the most common responses.</p> <p>Six Spanish speakers participated in the listening sessions, which asked residents more questions about their knowledge of traffic laws and OTS programs, as well as how they travel, what makes it safer or less safe in their neighborhood, and what traffic safety improvements they would like to see in the community.</p>
Why was strategy chosen and how was it designed to reach community?	The San Mateo County Office of Education Safe Routes to School program has deepened relations with the community, organizes many community events with strong turnout, and many members of

	<p>the identified affected community are farmworkers. The event was held in the parking lot of the Cunha Unified School District/Boys & Girls Club Coastline Event Center, a popular recreation center the community is familiar with. Due to the success of the 2023 event, the San Mateo County Office of Education held a farmworker family night again this year.</p> <p>At the event, more than 30 bicycles were donated to children of farmworkers. The bikes were donated by the City of South San Francisco and other community members. The event featured multiple community partners offering a variety of services for farmworkers. This was successful in bringing people to information tables and providing feedback on their traffic safety concerns. Incentives are a form of support for families and allow them to be more engaged with our traffic safety goals.</p> <p>The donated bikes are part of the "Every Kid Deserves A Bike" program that provides children from Title 1 schools the experience and health benefits of riding their bicycles. First launched in May of 2022, the program has donated more than 500 bicycles to children in need from seven different schools, as well as helmets and locks.</p>
<p>Description of attendees: Were attendees from affected communities identified?</p>	<p>Most attendees were Hispanic, spoke English as a Second Language and were from the identified affected community, residing in Half Moon Bay or unincorporated San Mateo County.</p> <p>The number of fatalities in San Mateo County was 2.7 times greater than the average county in California. Half Moon Bay is a small coastal community south of San Francisco that has a large farmworker community. From 2021 to 2023, the number of fatal and serious injuries tripled from 2 people killed or serious injured in 2021 to 6 people in 2023.</p>

Accessibility measures taken (time, location, language access, ADA, etc.)	<p>Bilingual speakers were available. Materials were provided in both English and Spanish. This included pledge cards that encouraged residents to fill out as a commitment to not drive impaired and be a traffic safety champion for their families and community, as well as the countermeasure strategies engagement activity and listening sessions.</p>
How did these efforts inform projects implemented under countermeasure strategies during the grant year?	<p>6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use 7.2 Other Strategies Inspection Stations 2.2 Pedestrian Safety Safe Routes to School, 1.2 Bicycle Safety Safe Routes to School 2.3 Other Enforcement Methods-Dynamic Speed Display/Feedback Signs</p> <p>We plan to use our 402 and 405b funding for our Pedestrian and Bicycle Safety and Child Passenger Safety Programs to provide more child safety seat education classes and child safety seat inspections to educate parents on the proper use of child safety seats. We will work with the San Mateo County Office of Education Safe Routes to School Program to offer crossing guard trainings and provide more crossing guard safety kits to schools, specifically focusing on schools in Half Moon Bay. The OTS will also work with the San Mateo County Sheriff's Office to support the use of speed feedback signs in areas where speeding-related crashes have occurred or where speeding is an issue. The OTS will also look at the potential to stand up a child passenger safety program in San Mateo County in Federal Fiscal Year 2026.</p>

EVALUATION

The OTS will continue to evaluate other PP&E strategies such as traditional town halls where it makes sense for a particular community. The OTS is committed to remain flexible in our approaches to attain this vital input.

Ultimately, the OTS will use the feedback and input received from PP&E efforts to inform our Highway Safety Program, throughout all aspects of program planning, implementation, and evaluation.



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