

# CALIFORNIA ANNUAL REPORT 2021



CALIFORNIA OFFICE OF TRAFFIC SAFETY





## 2021 ANNUAL REPORT

**Gavin Newsom**

Governor  
State of California

**David S. Kim**

Secretary  
California State Transportation Agency

**Barbara L. Rooney**

Director  
Office of Traffic Safety





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Governor

**David S. Kim**  
Secretary

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Dear Fellow Californians:

I am pleased to present the 2021 Annual Report, which highlights activities, initiatives and programs advanced by the Office of Traffic Safety (OTS) in the 2021 federal fiscal year. The Annual Report outlines major accomplishments as well as challenges related to performance measures, targets, strategies, and funding identified in the prior year's Highway Safety Plan (HSP). The Annual Report completes the HSP cycle by providing the results of implementing the plan.

Since 2010, more than 30,000 people were killed, and another 100,000 people were seriously injured on California roads. This deadly trend is worsening, especially for people walking or biking, with a nearly 50 percent increase in yearly deaths and serious injuries for pedestrians and a greater than 60 percent increase in bicyclists killed per year since 2010. The number of people killed by impaired drivers is also trending in the wrong direction, with a 35 percent increase in impaired driving fatalities and serious injuries since 2010.

Unlike those of us traveling in vehicles with seat belts, air bags and other safety features, people outside of vehicles don't have the same level of protection and are more vulnerable every time they are on the road. The safety of pedestrians and bicyclists must always be top of mind when we're driving, as it is critical in reducing the number of serious injury and fatal crashes.

I am pleased that the OTS continues to develop and administer data-driven safety initiatives that benefit all modes of transportation and save lives. The OTS embraces a Safe System Approach built on the understanding that traffic safety is proactive, not reactive, and a shared responsibility. The OTS is doubling down on education and prevention programs that work to improve road safety. Collaboration on new, innovative approaches that address the state's most critical traffic safety issues, including impaired driving and speeding, remains an important aspect of the OTS programs.

In 2021, the OTS awarded \$93.7 million in federal funding to support 415 traffic safety grants. These grants placed a renewed focus on the safety of bicyclists and pedestrians, with increased emphasis on education around infrastructure improvements that make walking and biking more accessible, equitable and safer. Community action plans developed by residents, for residents, looked at ways to improve safety in areas where a significant number of people do not primarily travel by car.

Many OTS programs have increased their attention on communities most impacted by traffic injuries and fatalities. The Southern California Association of Governments (SCAG) "Go Human" program funded more than 30 community streets projects in historically disadvantaged communities, from identifying unsafe intersections to collecting data on the presence or lack of pedestrian safety infrastructure in high-crash areas involving pedestrians. The San Jose Department of Transportation conducted a series of walks through communities to identify areas to make walking safer for residents. These are a few of many measures to prioritize the safety of people and create a safer travel environment.

Roadway travel is riskier for people of color and this disparity has gotten worse in recent years. Recognizing where inequitable policies of the past have disproportionately impacted safety in certain communities and placed priority on the movement of cars over people, this year the OTS released an Equity Statement, renewing a commitment to taking a comprehensive, inclusive and equitable approach to delivering education, enforcement and outreach programs to save lives on all of California's roadways. Making sure people of all incomes, races and ethnicities, ages, and abilities have access to an equitable and safe transportation system, particularly when walking or biking, is foundational in reversing the growing number of people hit and killed.

This Annual Report reflects the OTS' ongoing work to help everyone on the road reach their destination safely. It is our hope that Californians will take meaningful action to keep themselves and fellow residents safe by following the speed limit, not driving impaired, and looking out for the well-being of people biking or walking.

Be safe and well,

A handwritten signature in black ink that reads "David S. Kim". The signature is written in a cursive, slightly slanted style.

David Kim

# 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



# 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.



## 2021 HIGHLIGHTS

- ▶ The OTS released an equity statement, renewing its commitment to prioritizing the safety of any person or community that has been historically underserved or burdened by poverty and inequitable transportation policies and practices.
- ▶ The OTS developed a new partnership with the California Department of Transportation (Caltrans) on earned and paid media efforts to drive home key behavioral traffic safety issues. The combined effort will provide more funding and resources for outreach and statewide education campaigns beginning in FY 2022.
- ▶ The OTS organized and hosted a virtual Lifesavers Conference during the height of COVID-19, managing to bring together hundreds of highway safety professionals throughout the country at a time when in-person activities were limited.
- ▶ The OTS pivoted many core traffic safety programs during COVID-19 and multiple wildfires throughout the state to virtual settings, staying committed to our mission of saving lives by adapting to challenges both in implementing programs and in shifting travel patterns.
- ▶ The OTS launched a new statewide anti-DUI effort encouraging fans at sporting events and concert/event attendees to adopt a "go safely game plan." The OTS added the NFL's Los Angeles Chargers as a partner, while continuing targeted anti-DUI messaging for Sacramento Kings fans and attendees of Sacramento's Golden 1 Center events.



# CALIFORNIA OFFICE OF TRAFFIC SAFETY

## HOW CALIFORNIA RECEIVES FUNDING

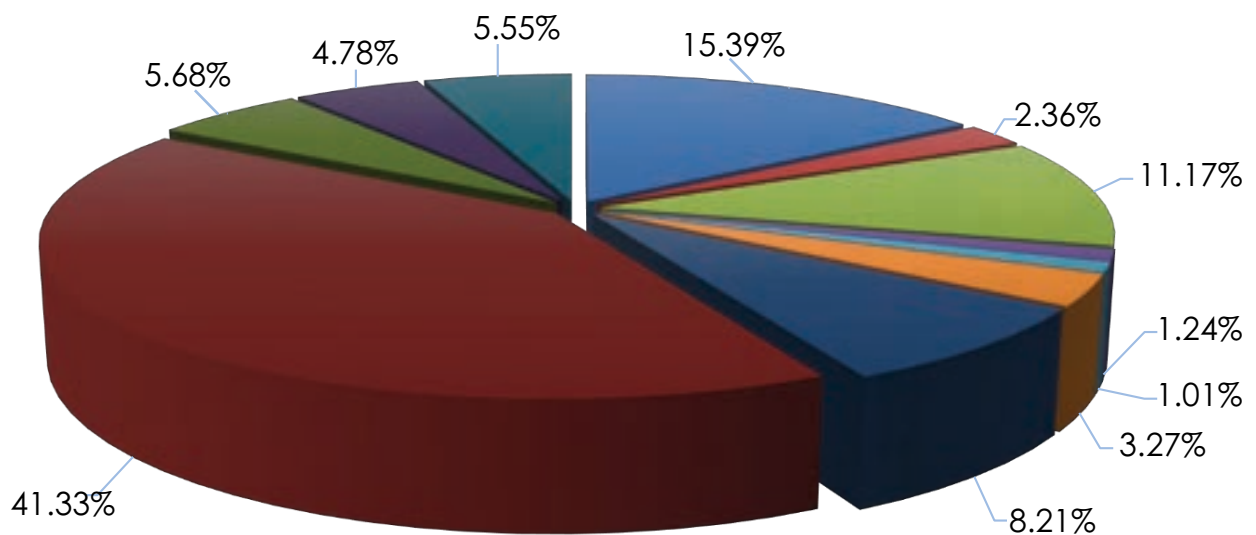
The Highway Safety Program is a partnership effort between the National Highway Traffic Safety Administration (NHTSA) and California. The partnership was created when Congress passed the Highway Safety Act of 1966. The OTS is designated by the Governor to receive federal traffic safety funds for coordinating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

This Annual Report (AR), required by NHTSA (23 CFR Part 1300), California Vehicle Code (Section 2905), and the Fixing America's Surface Transportation (FAST) Act provides an update on traffic safety grants active throughout the State of California as approved in the 2021 California HSP.



# 2021 ALLOCATED GRANT FUNDS

## BY PROGRAM AREA: \$104,624,526



■ Alcohol-Impaired Driving 15.39% (\$16,108,808)	■ Distracted Driving 2.36% (\$2,474,106)	■ Drug-Impaired Driving 11.17% (\$11,684,036)
■ Emergency Medical Services 1.24% (\$1,300,000)	■ Motorcycle Safety 1.01% (\$1,058,000)	■ Occupant Protection 3.27% (\$3,418,541)
■ Pedestrian Safety/Bicycle Safety 8.21% (\$8,587,000)	■ Police Traffic Services 41.33% (\$43,237,620)	■ Planning and Administration 5.68% (\$5,946,917)
■ Public Relations 4.78% (\$5,000,000)	■ Traffic Records/Roadway Safety 5.55% (\$5,809,498)	

Note: Chart depicts all planned grants for FY 2021. See expenditure report in appendix section for how funds were expended.



California Annual Report 2021

# FATALITY REPORT

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# FATALITY REPORT

## NATIONAL

Traffic fatalities are a public health and safety concern. Nationally, traffic fatalities increased 1.6 percent – from 36,096 fatalities in 2019 to 36,680 fatalities in 2020. For the first half of 2021, traffic fatalities are estimated at 20,160. This represents an increase of about 18.4 percent as compared to the 17,020 reported in the first half of 2020.

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 provides Highway Safety Offices around the country the funding and flexibility to implement traffic safety initiatives that address problem areas.

## CALIFORNIA

### Total Fatalities

Traffic fatalities increased 3.4 percent from 3,719 in 2019 to 3,847 in 2020.

### 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 20.0 percent from 966 in 2019 to 1,159 in 2020.

The alcohol-impaired driving fatality rate increased 4 percent from 2019 to 2020, accounting for 30 percent of California's 3,847 fatalities.

### Drug-Impaired Driving

In 2019, the percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/ or illegal drugs increased 8 percent from 42 percent in 2018 to 50 percent in 2019.\*

### Occupant Protection

The percent of unrestrained passenger vehicle occupant fatalities increased 19.2 percent from 634 in 2019 to 756 in 2020.

### Motorcycle Safety

Motorcycle fatalities increased 9.8 percent from 491 in 2019 to 539 in 2020.

Unhelmeted Motorcycle fatalities increased 25 percent from 28 in 2019 to 35 in 2020.

### Teen Safety

Teen motor vehicle fatalities (age 16-19) decreased 25.1 percent from 219 in 2018 to 164 in 2019.\*

Teen driver fatalities (age 16-19) decreased 12.6 percent from 95 in 2018 to 83 in 2019.\*

### Pedestrian and Bicycle Safety

Pedestrian fatalities decreased slightly 2.5 percent from 1,011 in 2019 to 986 in 2020.

Bicycle fatalities decreased 9.8 percent from 143 in 2019 to 129 in 2020.



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# AREAS OF CONCENTRATION

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## 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 2021 were as follows:

### AGING ROAD USERS

California has the greatest number of licensed aging road users of any state; with 4,692,379 drivers over age 65. Per population, older adults have lower crash involvement as they age. However, when looking at vehicle miles traveled, fatal crash rates start to increase most dramatically among older adults at ages 70-74 and are highest among drivers ages 85 and older. Physical and mental changes, including reduced visual acuity, decreased strength, and cognitive impairment can directly and indirectly result in age-related driving impairments.

### ALCOHOL-IMPAIRED DRIVING

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



### 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

## AREAS OF CONCENTRATION

18.9 percent of Californians identify that distracted driving- by either texting or talking- is the biggest problem on California roadways. Grant programs include improved distracted driving data quality, increased and focused enforcement and adjudication, observational surveys, public awareness and education campaigns, and strengthening laws to include negligent operator points to change behavior. Legislation passed in 2019 (AB 47, Ch. 603, Statutes 2019) requires the 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 2019 Fatality Analysis Reporting System (FARS) numbers, 50 percent of drivers involved in fatal crashes who were tested, tested positive for potentially impairing drugs. The OTS grants provide increased law enforcement training in the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Evaluator (DRE) programs, which has led to better detection of drug-impaired drivers. The OTS grants have also funded equipment purchases including drug screening devices and vertical prosecution programs in an effort to improve the prosecution of drug-impaired driving cases.

### EMERGENCY MEDICAL SERVICES (EMS)

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

### 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.

# AREAS OF CONCENTRATION

## OCCUPANT PROTECTION

Despite the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt. The most recent statewide seat belt usage survey, conducted in 2021, reports a 97.15 percent seat belt use rate. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, community education, outreach, and training. More specifically, the programs provide child safety seats to low-income families, conduct child safety seat check-ups, and educate teens about using seat belts.

## PEDESTRIAN AND BICYCLE SAFETY

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



## POLICE TRAFFIC SERVICES

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

# AREAS OF CONCENTRATION

## 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.

## 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 who share the same vision of everyone going safely, the Marketing and Public Affairs team is the state's traffic safety advocate and voice for the traveling public.



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

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







California Annual Report 2021

# 2021 PROJECT DISTRIBUTION



# 2021 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (375 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 18</b>	<b>ALAMEDA COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Alameda County
12	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Alameda County
5	Traffic Records/Roadway Safety	(TR) Data Improvement	Alameda County
<b>TOTAL 1</b>	<b>ALPINE COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Alpine County
<b>TOTAL 3</b>	<b>BUTTE COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Butte County
1	Occupant Protection	(OP) Local Education	Butte County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Butte County
<b>TOTAL 1</b>	<b>CALVERAS COUNTY</b>		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Calveras County
<b>TOTAL 18</b>	<b>CONTRA COSTA COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Contra Costa County
1	Drug-Impaired Driving	(DI) Equipment	Contra Costa County
1	Occupant Protection	(OP) Local Education	Contra Costa County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Contra Costa County
9	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Contra Costa County
5	Traffic Records/Roadway Safety	(TR) Data Improvement	Contra Costa County
<b>TOTAL 5</b>	<b>EL DORADO COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	El Dorado County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	El Dorado County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	El Dorado County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	El Dorado County
<b>TOTAL 12</b>	<b>FRESNO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Fresno County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Fresno County
2	Emergency Medical Services	(EMS) First Responder Equipment	Fresno County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Fresno County
5	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Fresno County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	Fresno County
1	Alcohol-Impaired Driving	(AL) Judicial	Fresno County
<b>TOTAL 1</b>	<b>GLENN COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Glenn County
<b>TOTAL 2</b>	<b>HUMBOLDT COUNTY</b>		
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Humboldt County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Humboldt County
<b>TOTAL 6</b>	<b>KERN COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Kern County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Kern County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Kern County
3	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Kern County



# 2021 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (375 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 70</b>	<b>LOS ANGELES COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Los Angeles County
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	Los Angeles County
2	Distracted Driving	(DD) Education/Public Awareness	Los Angeles County
2	Drug-Impaired Driving	(DI) Vertical Prosecution	Los Angeles County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Los Angeles County
3	Occupant Protection	(OP) Local Education	Los Angeles County
10	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Los Angeles County
39	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Los Angeles County
11	Traffic Records/Roadway Safety	(TR) Data Improvement	Los Angeles County
<b>TOTAL 2</b>	<b>MADERA COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Madera County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Madera County
<b>TOTAL 6</b>	<b>MARIN COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Marin County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Marin County
1	Alcohol-Impaired Driving	(AL) Probation	Marin County
<b>TOTAL 3</b>	<b>MENDOCINO COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Mendocino County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Mendocino County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Mendocino County
<b>TOTAL 3</b>	<b>MERCED COUNTY</b>		
2	Emergency Medical Services	(EMS) First Responder Equipment	Merced County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Merced County
<b>TOTAL 1</b>	<b>MODOC COUNTY</b>		
1	Emergency Medical Services	(EMS) First Responder Equipment	Modoc County
<b>TOTAL 4</b>	<b>MONTEREY COUNTY</b>		
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Monterey County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Monterey County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Monterey County
<b>TOTAL 35</b>	<b>ORANGE COUNTY</b>		
1	Drug-Impaired Driving	(DI) Evaluation	Orange County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Orange County
1	Drug-Impaired Driving	(DI) Training	Orange County
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	Orange County
1	Occupant Protection	(OP) Local Education	Orange County
4	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Orange County
20	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Orange County
6	Traffic Records/Roadway Safety	(TR) Data Improvement	Orange County

# 2021 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (375 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 2</b>	<b>PLACER COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Placer County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Placer County
<b>TOTAL 22</b>	<b>RIVERSIDE COUNTY</b>		
1	Distracted Driving	(DD) Education/Public Awareness	Riverside County
2	Drug-Impaired Driving	(DI) Vertical Prosecution	Riverside County
1	Occupant Protection	(OP) Local Education	Riverside County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Riverside County
10	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Riverside County
7	Traffic Records/Roadway Safety	(TR) Data Improvement	Riverside County
<b>TOTAL 12</b>	<b>SACRAMENTO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Sacramento County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	Sacramento County
2	Pedestrian and 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
1	Emergency Medical Services	(EMS) First Responder Equipment	Sacramento County
<b>TOTAL 1</b>	<b>SAN BENITO COUNTY</b>		
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Benito County
<b>TOTAL 19</b>	<b>SAN BERNARDINO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Enforcement	San Bernardino County
1	Drug-Impaired Driving	(DI) Vertical Prosecution	San Bernardino County
2	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	San Bernardino County
10	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Bernardino County
4	Traffic Records/Roadway Safety	(TR) Data Improvement	San Bernardino County
1	Emergency Medical Services	(EMS) First Responder Equipment	San Bernardino County
<b>TOTAL 22</b>	<b>SAN DIEGO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Equipment	San Diego County
1	Alcohol-Impaired Driving	(AL) Enforcement	San Diego County
2	Drug-Impaired Driving	(DI) Vertical Prosecution	San Diego County
1	Occupant Protection	(OP) Local Education	San Diego County
4	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Diego County
9	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Diego County
2	Traffic Records/Roadway Safety	(TR) Data Improvement	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
<b>TOTAL 3</b>	<b>SAN FRANCISCO COUNTY</b>		
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	San Francisco County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Francisco County
1	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Francisco County

# 2021 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (375 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	COUNTY
<b>TOTAL 11</b>	<b>SAN JOAQUIN COUNTY</b>		
1	Alcohol-Impaired Driving	(DI) Judicial	San Joaquin County
1	Alcohol-Impaired Driving	(AL) Probation	San Joaquin County
1	Occupant Protection	(OP) Local Education	San Joaquin County
5	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Joaquin County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	San Joaquin County
2	Emergency Medical Services	(EMS) First Responder Equipment	San Joaquin County
<b>TOTAL 8</b>	<b>SAN LUIS OBISPO COUNTY</b>		
1	Distracted Driving	(DD) Education/Public Awareness	San Luis Obispo County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Luis Obispo County
1	Traffic Records/Roadway Safety	(TR) Data Improvement	San Luis Obispo County
1	Occupant Protection	(OP) Local Education	San Luis Obispo County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Luis Obispo County
<b>TOTAL 13</b>	<b>SAN MATEO COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Judicial	San Mateo County
8	Police Traffic Services	(PT) Local/Allied Agency Enforcement	San Mateo County
3	Traffic Records/Roadway Safety	(TR) Data Improvement	San Mateo County
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	San Mateo County
<b>TOTAL 8</b>	<b>SANTA BARBARA COUNTY</b>		
1	Alcohol-Impaired Driving	(AL) Probation	Santa Barbara County
4	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Barbara County
1	Emergency Medical Services	(EMS) First Responder Equipment	Santa Barbara County
2	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	Santa Barbara County
<b>TOTAL 9</b>	<b>SANTA CLARA COUNTY</b>		
2	Pedestrian and Bicycle Safety	(PS) Education and Public Awareness	Santa Clara County
5	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Clara County
2	Traffic Records/Roadway Safety	(TR) Data Improvement	Santa Clara County
<b>TOTAL 6</b>	<b>SANTA CRUZ COUNTY</b>		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Santa Cruz County
1	Occupant Protection	(OP) Local Education	Santa Cruz County
2	Pedestrian and Bicycle Safety	(PS) Education and Public Awareness	Santa Cruz County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Santa Cruz County
<b>TOTAL 3</b>	<b>SHASTA COUNTY</b>		
1	Drug-Impaired Driving	(DI) Education/Public Awareness	Shasta County
2	Police Traffic Services	(PT) Local/Allied Agency Enforcement	Shasta County

# 2021 PROJECT DISTRIBUTION

## GRANTS BY COUNTY (375 TOTAL GRANTS)

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

# 2021 PROJECT DISTRIBUTION

## REGIONAL AND STATEWIDE GRANTS (40 TOTAL GRANTS)

NUMBER OF GRANTS	PROGRAM AREA	PROGRAM AREA TASK	AGENCY
<b>TOTAL 5</b>	<b>CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL</b>		
3	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
1	Distracted Driving	(DD) Education/Public Awareness	California Department of Alcoholic Beverage Control
<b>TOTAL 3</b>	<b>CALIFORNIA DEPARTMENT OF MOTOR VEHICLES</b>		
1	Alcohol-Impaired Driving	(AL) Evaluation	California Department of Motor Vehicles
1	Drug-Impaired Driving	(DI) Training	California Department of Motor Vehicles
1	Drug-Impaired Driving	(DI) Evaluation	California Department of Motor Vehicles
<b>TOTAL 2</b>	<b>CALIFORNIA DEPARTMENT OF PUBLIC HEALTH</b>		
1	Occupant Protection	(OP) Statewide Education	California Department of Public Health
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California Department of Public Health
<b>TOTAL 1</b>	<b>CALIFORNIA DEPARTMENT OF TRANSPORTATION</b>		
1	Traffic Records/Roadway Safety	(TR) Statewide Data Records Design/Equipment	California Department of Transportation
<b>TOTAL 19</b>	<b>CALIFORNIA HIGHWAY PATROL</b>		
3	Alcohol-Impaired Driving	(AL) Enforcement	California Highway Patrol
1	Alcohol-Impaired Driving	(AL) Education/Public Awareness	California Highway Patrol
2	Distracted Driving	(DD) Education/Public Awareness	California Highway Patrol
1	Distracted Driving	(DD) Enforcement	California Highway Patrol
1	Drug-Impaired Driving	(DI) Training	California Highway Patrol
1	Motorcycle Safety	(MC) Education/Public Awareness, Enforcement	California Highway Patrol
1	Occupant Protection	(OP) Statewide Education	California Highway Patrol
1	Occupant Protection	(OP) Aging Road Users	California Highway Patrol
1	Pedestrian Safety/Bicycle Safety	(PS) Education and Public Awareness	California Highway Patrol
6	Police Traffic Services	(PT) Statewide Enforcement	California Highway Patrol
1	Traffic Records/Roadway Safety	(TR) Data Improvement	California Highway Patrol
<b>TOTAL 1</b>	<b>CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA</b>		
1	Traffic Records/Roadway Safety	(TR) Strategic Highway Safety Planning	California State Polytechnic University, Pomona
<b>TOTAL 1</b>	<b>CALIFORNIA STATE UNIVERSITY, FRESNO</b>		
1	Occupant Protection	(OP) Statewide Usage Surveys	California State University, Fresno
<b>TOTAL 7</b>	<b>UNIVERSITY OF CALIFORNIA, BERKELEY - SAFETREC</b>		
2	Pedestrian and Bicycle Safety	(PS) Community Support/Technical Assistance	University of California, Berkeley - SafeTREC
4	Traffic Records/Roadway Safety	(TR) Statewide Data Records Design/Equipment	University of California, Berkeley - SafeTREC
1	Police Traffic Services	(PT) Education/Public Awareness	University of California, Berkeley - SafeTREC
<b>TOTAL 1</b>	<b>UNIVERSITY OF CALIFORNIA, SAN DIEGO</b>		
1	Distracted Driving	(DD) Education/Public Awareness	University of California, San Diego





California Annual Report 2021

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## CORE PERFORMANCE MEASURES

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

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

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

## PROCESS FOR DEVELOPING TARGETS

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

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

The performance measures compare the data from 2014-2018 five-year rolling average to the most recent data available. The targets were developed for the 2021 HSP with the target date of December 31, 2021.



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## OVERALL PROGRAM GOAL

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





# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

			Calendar Years				
	TRAFFIC SAFETY CORE PERFORMANCE MEASURES		2016	2017	2018	2019	2020
C-1	Traffic Fatalities (FARS)	Actual	3,837	3,884	3,798	3,719	3,847
		5-Year Rolling Average	3,280	3,463	3,602	3,725	3,817
C-2	Serious Injuries (SWITRS)**	Actual	13,171	14,201	16,158	16,443	15,379
		5-Year Rolling Average	11,527	12,191	13,293	14,383	15,070
C-3	Fatalities/Vehicle Miles Traveled (VMT)	Actual	1.13	1.13	1.09	1.09	Not yet available
		5-Year Rolling Average	0.99	1.03	1.06	1.09	Not yet available
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Actual	611	625	635	634	756
		5-Year Rolling Average	534	560	584	615	652
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Actual	1,114	1,141	1,116	966	1,159
		5-Year Rolling Average	920	983	1,030	1,048	1,099
C-6	Speeding-Related Fatalities (FARS)	Actual	1,151	1,164	1,000	1,108	1,228
		5-Year Rolling Average	1,025	1,067	1,068	1,091	1,130
C-7	Motorcyclist Fatalities (FARS)	Actual	576	578	523	491	539
		5-Year Rolling Average	500	527	539	532	541
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Actual	28	45	34	28	35
		5-Year Rolling Average	28	31	31	32	34
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Actual	448	424	395	363	405
		5-Year Rolling Average	385	403	411	407	407
C-10	Pedestrian Fatalities (FARS)	Actual	933	940	978	1,011	986
		5-Year Rolling Average	770	827	876	936	970
C-11	Bicyclist Fatalities (FARS)	Actual	155	145	165	143	129
		5-Year Rolling Average	139	142	146	149	147

			Calendar Years				
	CORE BEHAVIOR MEASURE		2017	2018	2019	2020	2021
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles* (CSU Fresno Observational Survey)	Annual	96.20%	96.00%	96.02%	N/A*	97.15%
ACTIVITY MEASURES			2021				
A-1	Seat Belt Citations Issued During Grant-Funded Enforcement Activities		788				
A-2	Impaired Driving Arrests Made During Grant-Funded Enforcement Activities		7,103				
A-3	Speed Citations Issued During Grant-Funded Enforcement Activities		16,078				

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

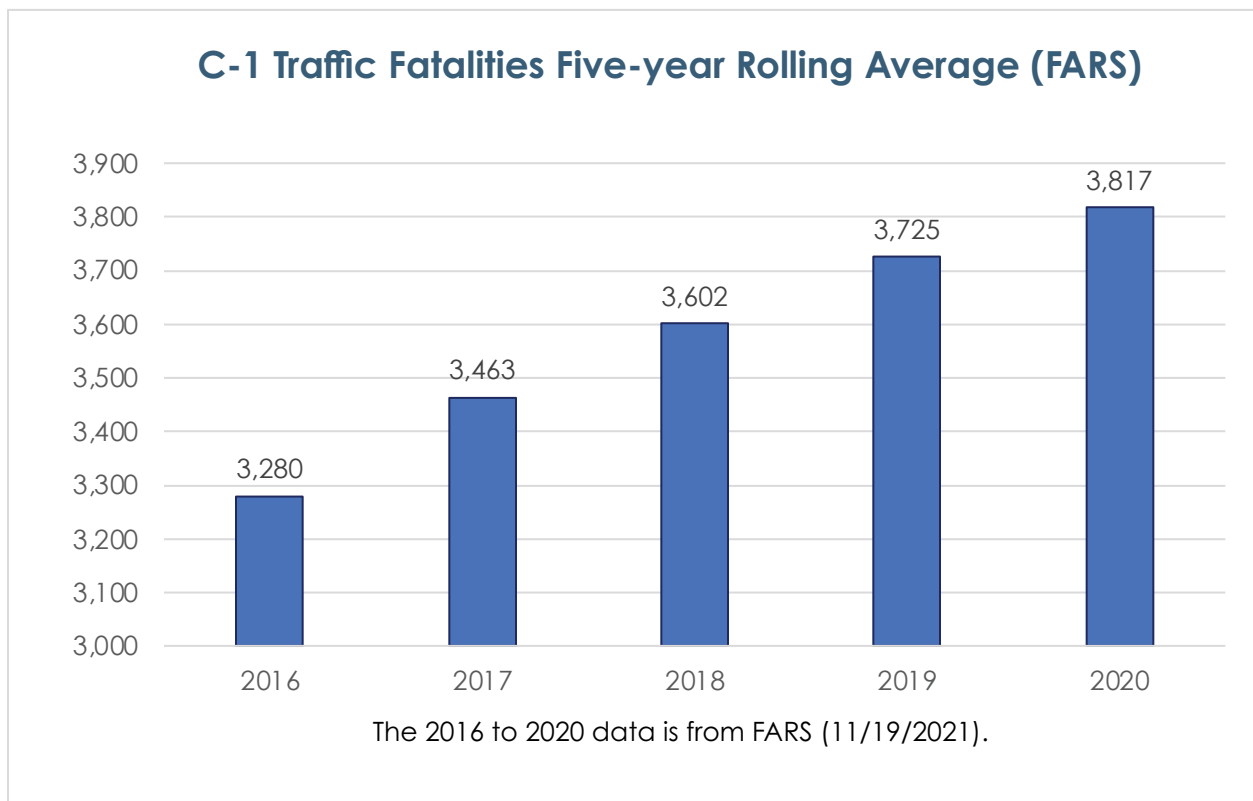
\*\*Beginning in 2016-17 SWITRS totals were tabulated by combining sustained serious injury totals with suspected serious injury total causing an increase in the overall totals for C-2 in 2017-2020.

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2014-2018 five-year rolling average, traffic fatalities will increase 1.96 percent from a five-year rolling average of 3,555 to 3,624.8 (2016-2021) by December 31, 2021.

**PRELIMINARY RESULT:** Traffic fatalities increased 7.37 percent from the 2014-2018 five-year rolling average base year of 3,555 to the 2016-2020 five-year rolling average of 3,817.



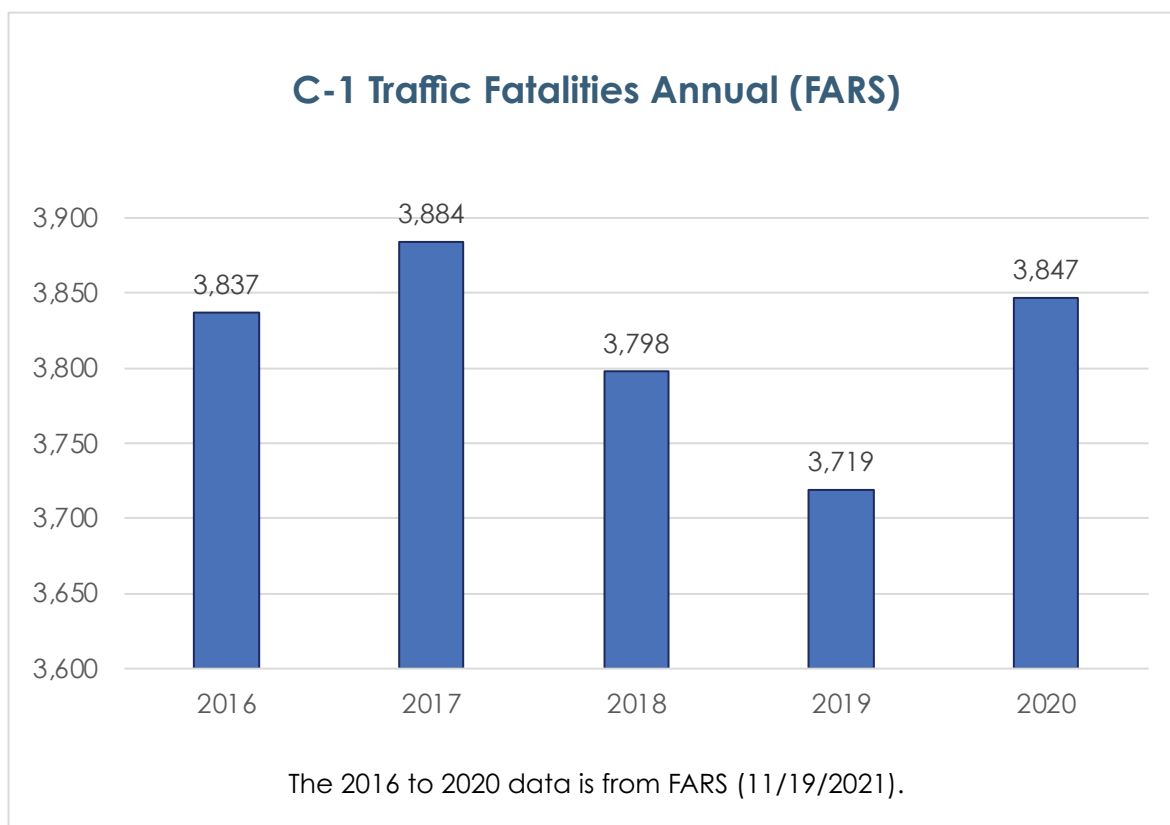
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on 2014-2018 actual number of fatalities and the adjusted provisional number of 3,772 (2018) obtained from the CHP FARS, the target for traffic fatalities will decrease 8.37 percent from the December 31, 2018 total of 3,772 to 3,456 by December 31, 2021.

**PRELIMINARY RESULT:** Traffic fatalities increased slightly by 0.11 percent from the 2017 base year of 3,602 to 3,606 in 2019.

**COUNTERMEASURES:** To reduce fatalities, the OTS has reached out to additional traffic safety partners to provide new and innovative projects 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.

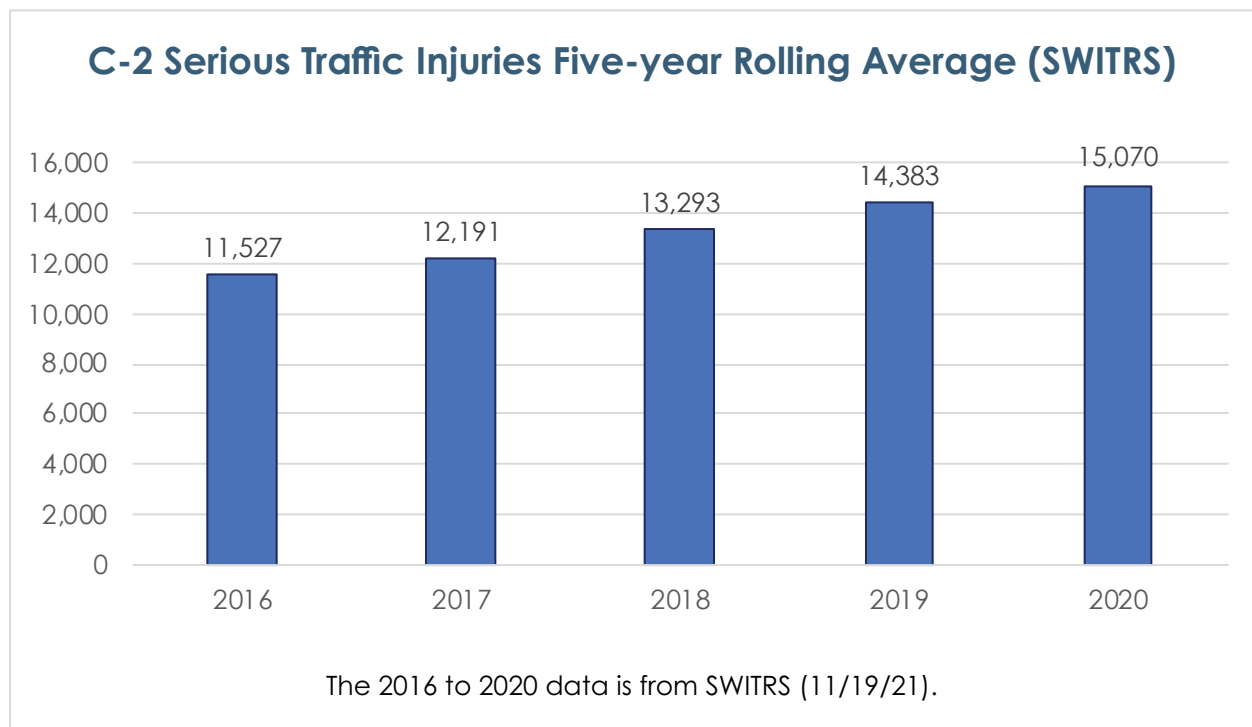


## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2014-2018 five-year rolling average, serious injuries will increase 16.19 percent from an average of 13,270 to 15,419.4 (2017-2021) by December 31, 2021.

**PRELIMINARY RESULT:** Serious traffic injuries increased 13.56 percent from the 2014- 2018 five-year rolling average base year of 13,270 to the 2016-2020 five-year rolling average of 15,070.



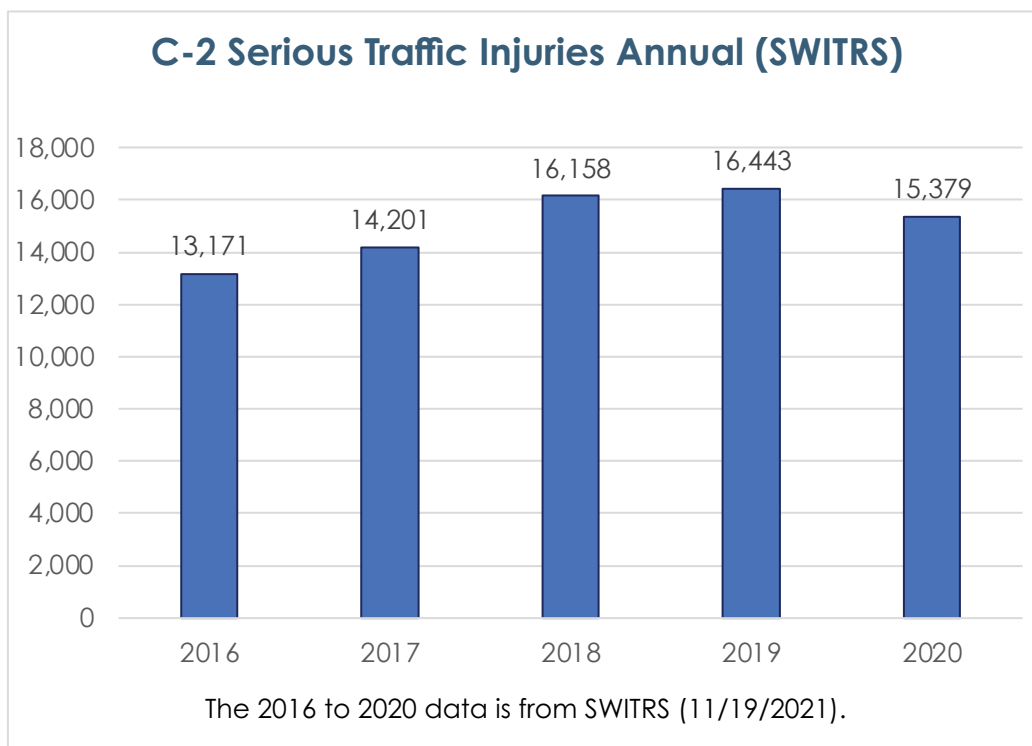
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on 2014-2018 actual number of serious traffic injuries, injuries will decrease from 16,039 in 2018 to 15,412 by December 31, 2021.

**PRELIMINARY RESULT:** Serious traffic injuries decreased 4.11 percent from the 2018 base year of 16,039 to 15,379 in 2020.

**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.

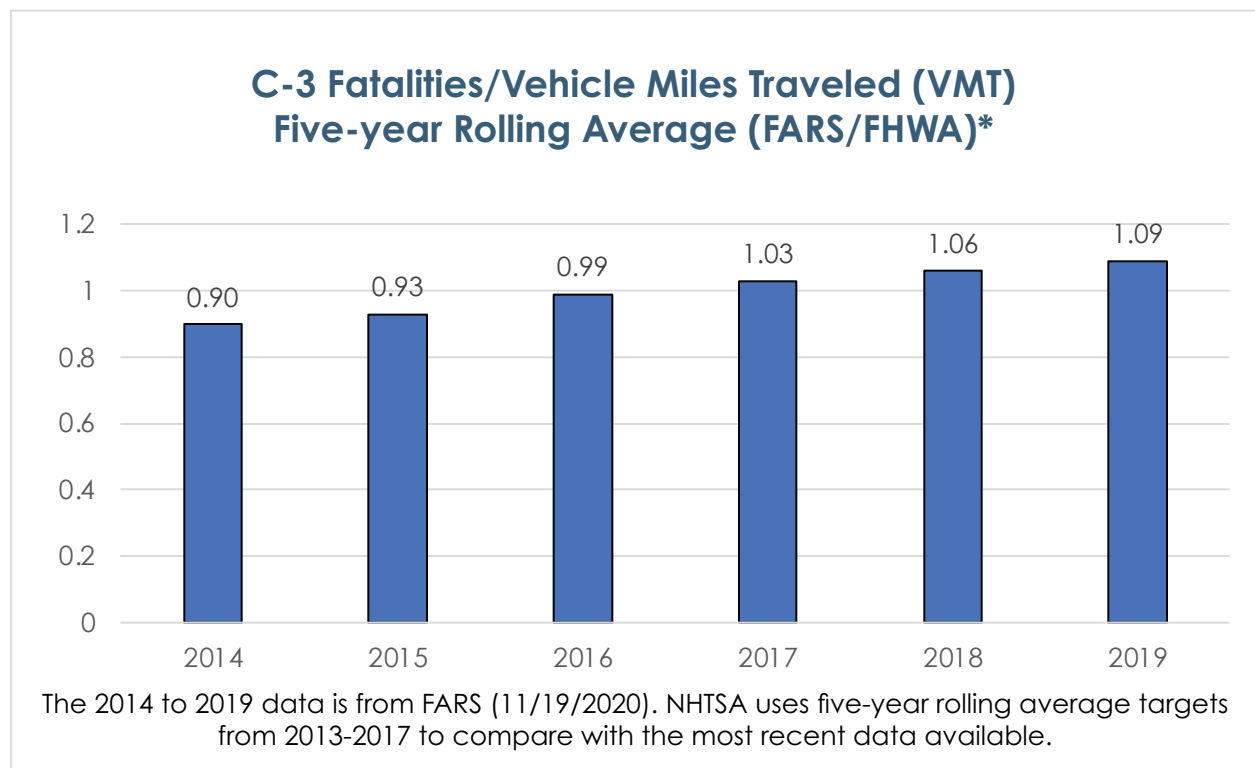


## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on the 2014-2018 five-year rolling average, traffic fatalities/VMT will decrease 1 percent from an average of 1.05 to 1.044 (2018-2021) by December 31, 2020. This decrease is below the predicted target using a linear trend line. The predicted number of actual traffic fatalities/VMT will decrease from 1.09 in 2020 to 0.99 in 2021.

**PRELIMINARY RESULT:** Data to measure this performance measure is in progress.



*\*2020 VMT data is not available.*



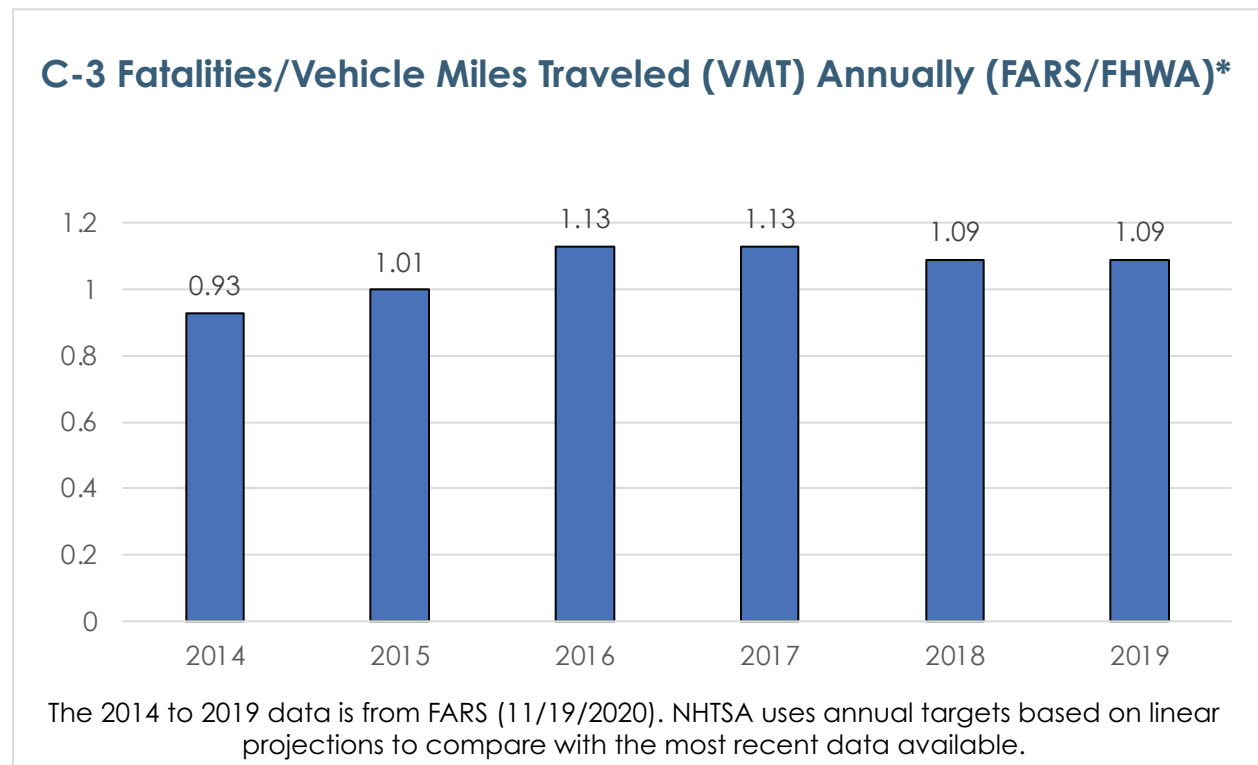
# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

**TARGET:** Based on 2013-2017 actual number of fatalities per 100 million vehicle miles traveled, the target will decrease 9.5 percent from 1.05 from December 31, 2017 to 0.95 by December 31, 2020.

**PRELIMINARY RESULT:** Data to measure this performance measure is in progress.

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



\*2020 VMT data is not available.

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

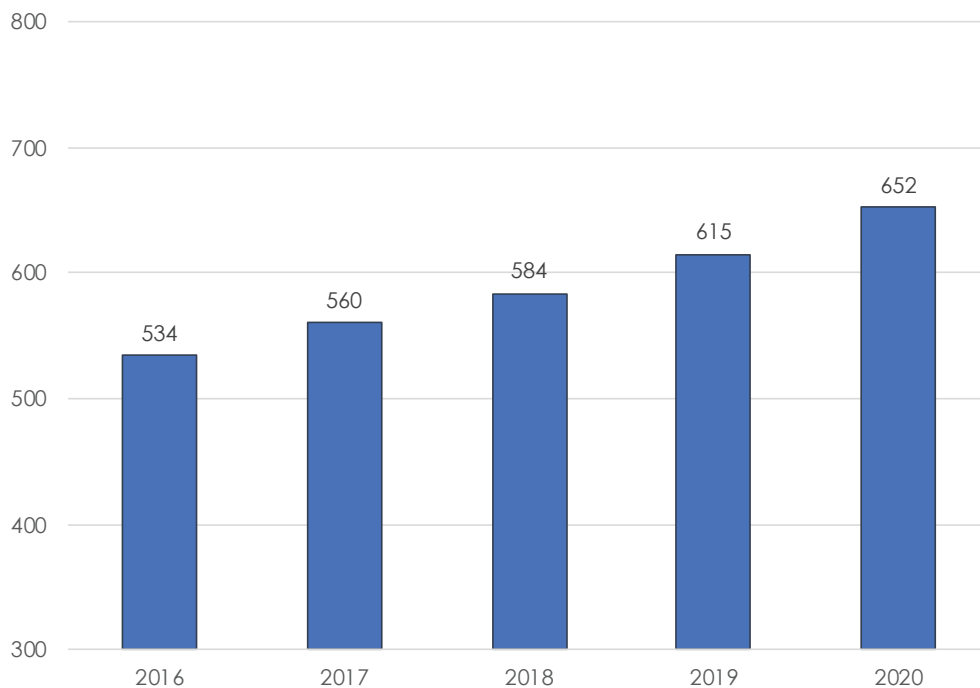
## C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)

**TARGET:** Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 1.019 percent from the projected final FARS number of 621 to 609 by December 31, 2021.

**PRELIMINARY RESULT:** Unrestrained passenger vehicle occupant fatalities, all seat positions, increased 4.99 percent from the 2014-2018 five-year rolling average base year of 621 to the 2016-2020 five-year rolling average of 652.

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

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



The 2016 to 2020 data is from FARS (11/19/2021).

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

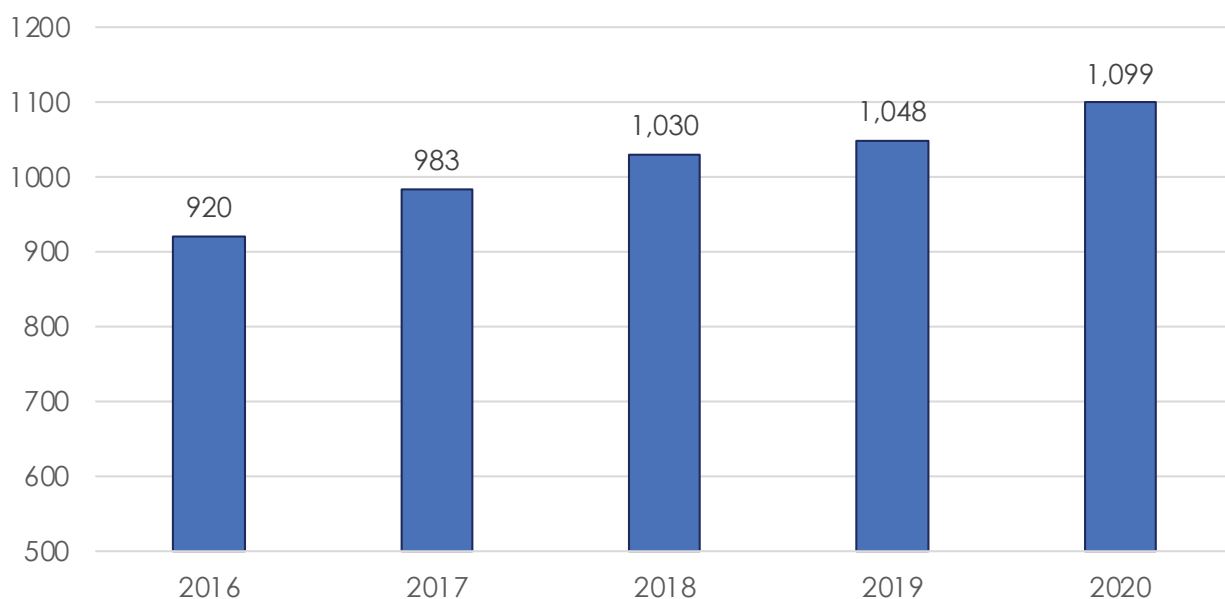
## C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

**TARGET:** Reduce alcohol-impaired driving fatalities 14.3 percent from the projected final FARS number of 1,090 to 934 by December 31, 2021.

**PRELIMINARY RESULT:** Alcohol-impaired driving fatalities increased slightly by 0.83 percent from the 2014-2018 five-year rolling average base year of 1,090 to the 2016-2020 five-year rolling average of 1,099.

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

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



The 2016 to 2020 data is from FARS (11/19/2021).

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

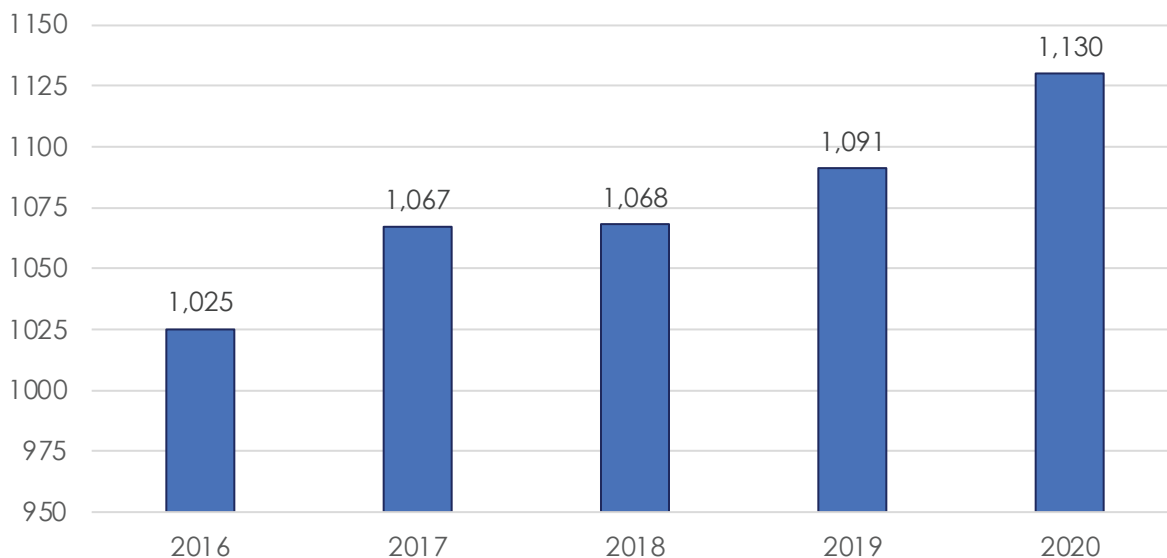
## C-6 SPEEDING-RELATED FATALITIES (FARS)

**TARGET:** Reduce speeding-related fatalities 20 percent from the projected FARS number of 1,001 to 801 by December 31, 2021.

**PRELIMINARY RESULT:** Speeding-related fatalities increased 12.89 percent from the 2014-2018 five-year rolling average base year of 1,001 to the 2016-2020 five-year rolling average of 1,130.

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

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



The 2016 to 2020 data is from FARS (11/19/2021).

# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

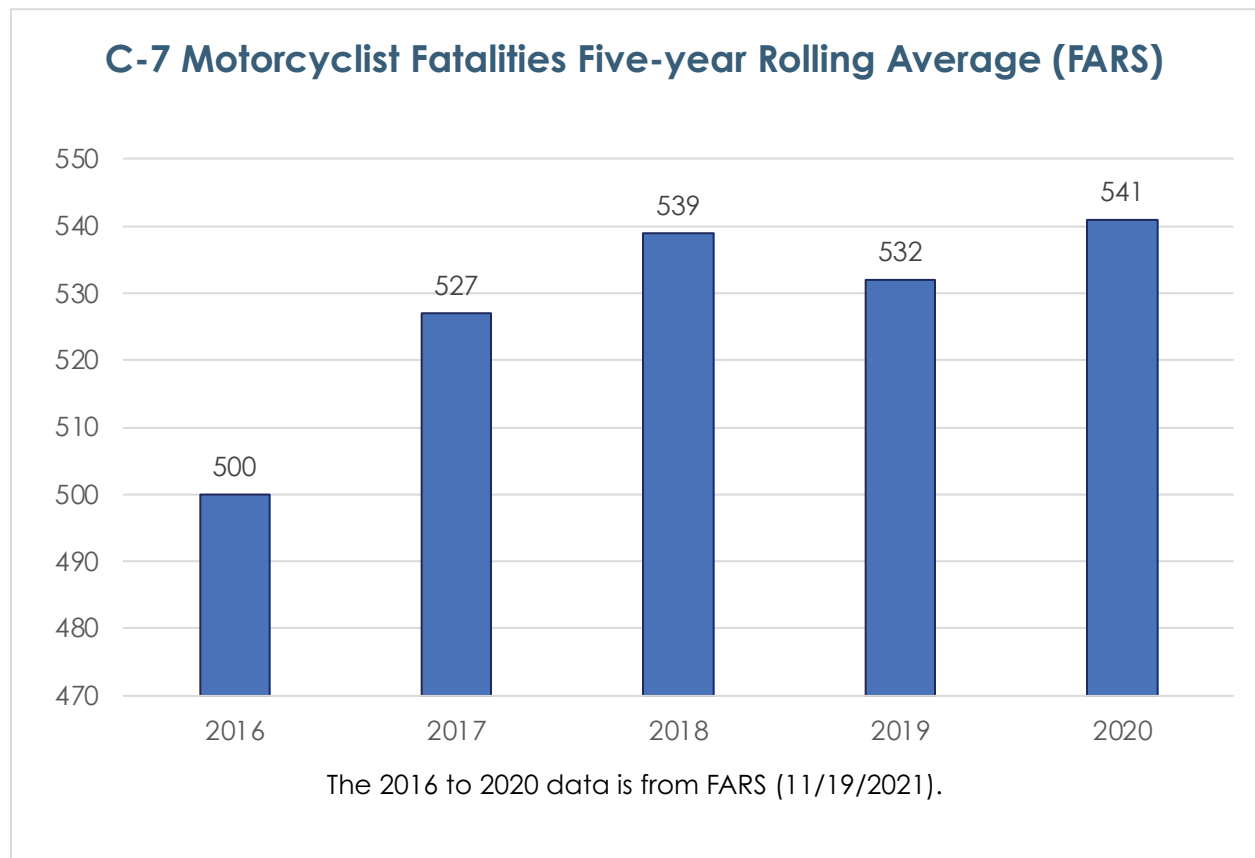
community-driven initiatives that reinforce the message that everyone has a role to play to make roads safer.

## C-7 MOTORCYCLIST FATALITIES (FARS)

**TARGET:** Reduce motorcyclist fatalities 14.3 percent from the projected FARS number of 540 to 463 by December 31, 2021.

**PRELIMINARY RESULT:** Motorcycle fatalities increased slightly by 0.19 percent from the 2014- 2018 five-year rolling average base year of 540 to the 2016-2020 five-year rolling average of 541.

**COUNTERMEASURES:** To reduce motorcycle fatalities, the OTS and its partners will include motorcycle safety public awareness events, conduct highly publicized motorcycle



## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

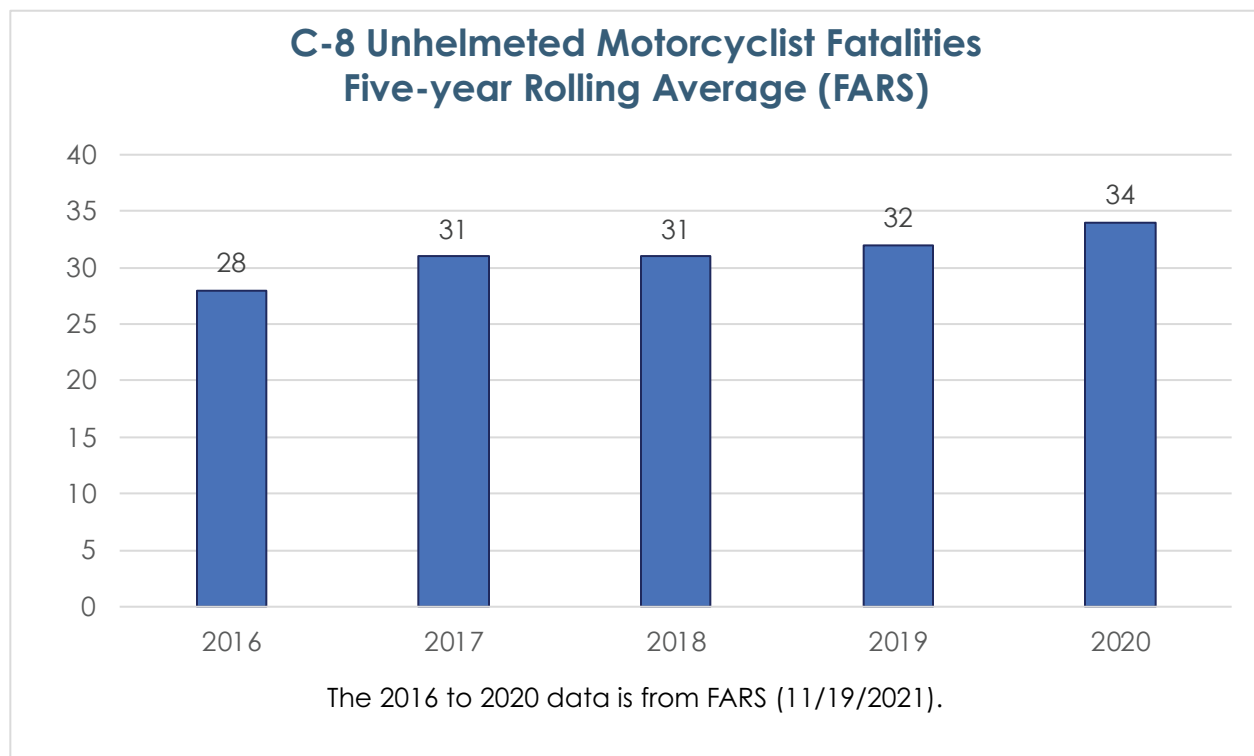
safety enforcement operations, conduct hands-on motorcycle safety courses to the public and continue the collaborative program for training and education to reduce motorcycle-involved crashes.

### C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

**TARGET:** Reduce Unhelmeted Motorcyclist Fatalities 30.3 percent from the projected final FARS number of 33 to 23 by December 31, 2021.

**PRELIMINARY RESULT:** Unhelmeted motorcyclist fatalities increased 3.03 percent from the 2014-2018 five-year rolling average base year of 33 to the 2016-2020 five-year rolling average of 34.

**COUNTERMEASURES:** To reduce unhelmeted motorcycle fatalities, the OTS and its





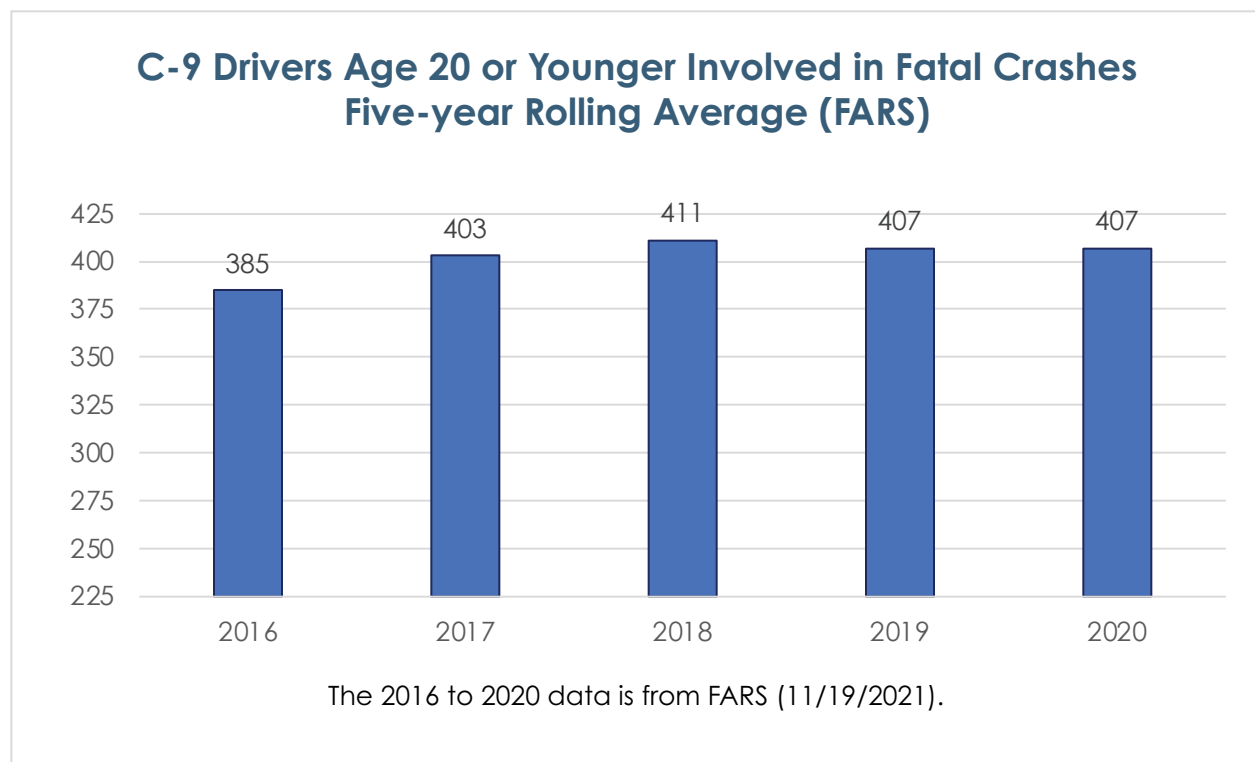
## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

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

**TARGET:** Reduce drivers age 20 or younger involved in fatal crashes 14.9 percent from the projected 2018 projected FARS number of 402 to 342 by December 31, 2021.

**PRELIMINARY RESULT:** Drivers age 20 or younger involved in fatal crashes increased 1.24 percent from the 2014-2018 five-year rolling average base year of 402 to the 2016-2020 five-year rolling average of 407.



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

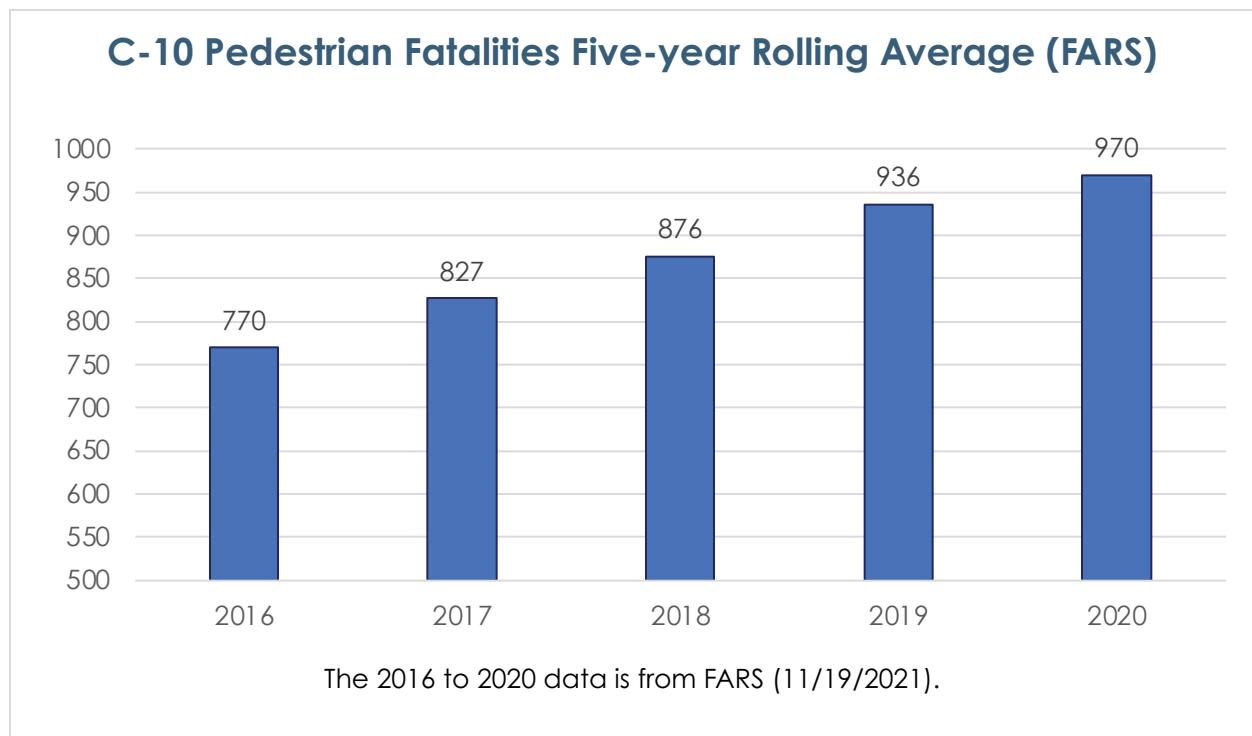
**COUNTERMEASURES:** To reduce the number of drivers age 20 or younger involved in fatal crashes, the OTS and its partners will include middle school, high school, and college traffic safety campaigns; the CHP supported teen traffic safety programs such as Start Smart, Every 15 Minutes, Impact Teen Drivers,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

## C-10 PEDESTRIAN FATALITIES (FARS)

**TARGET:** Reduce pedestrian fatalities 3 percent from the projected final projected FARS number of 971 to 942 by December 31, 2021.

**PRELIMINARY RESULT:** Pedestrian fatalities decreased slightly by 0.10 percent from the 2014- 2018 five-year rolling average base year of 971 to the 2016-2020 five-year rolling average of 970.

**COUNTERMEASURES:** To reduce pedestrian fatalities, the OTS and its partners will establish and nourish a safety culture that prioritizes the safety of all road users, including pedestrians, implement driver and pedestrian safety education and awareness campaigns with an emphasis during California's Pedestrian Safety Month in September



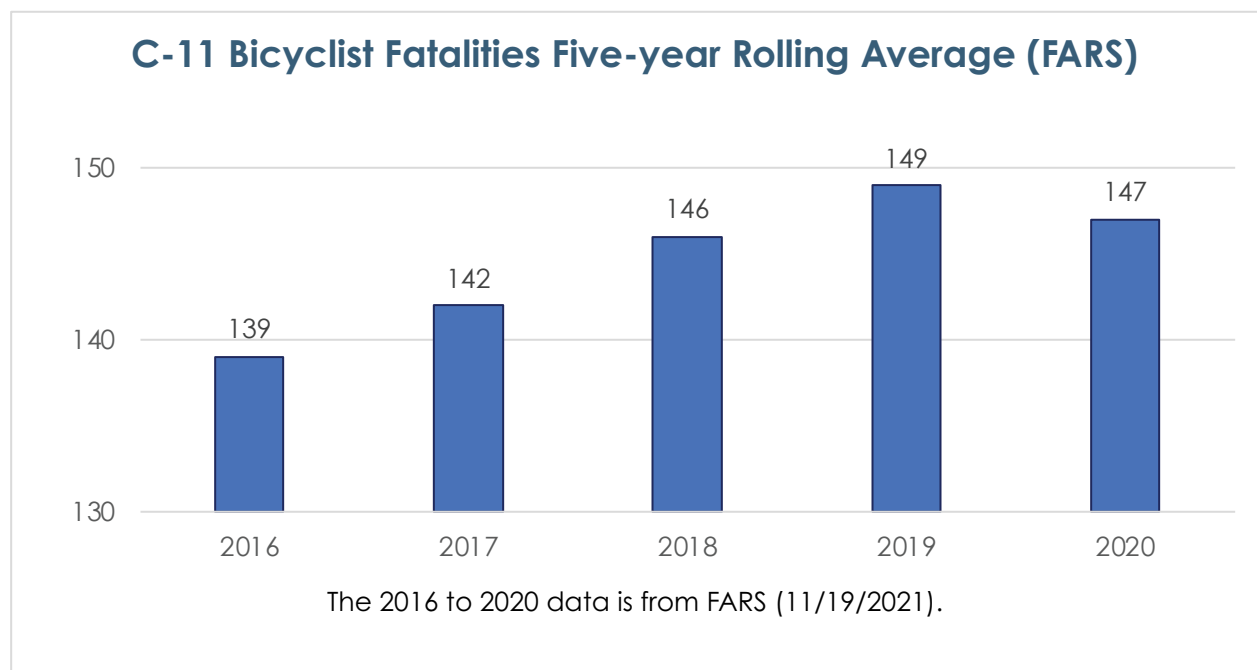
## TRAFFIC SAFETY CORE PERFORMANCE MEASURES

and National Pedestrian Safety Month in October, provide law enforcement training on pedestrian safety education through train-the-trainer courses, and provide input into state and local transportation safety plans with an emphasis on improved pedestrian safety. The OTS and its partners will continue to cultivate partnerships with Vision Zero, Road to Zero and Safe System communities to promote a holistic and collaborative approach to highway safety that leverages all available safety tools.

### C-11 BICYCLIST FATALITIES (FARS)

**TARGET:** Reduce bicyclist fatalities 12 percent from the projected final FARS number of 177 to 156 by December 31, 2021.

**PRELIMINARY RESULT:** Bicyclist fatalities decreased 16.95 percent from the 2014- 2018 five-year rolling average base year of 177 to the 2016-2020 five-year rolling average of 147.



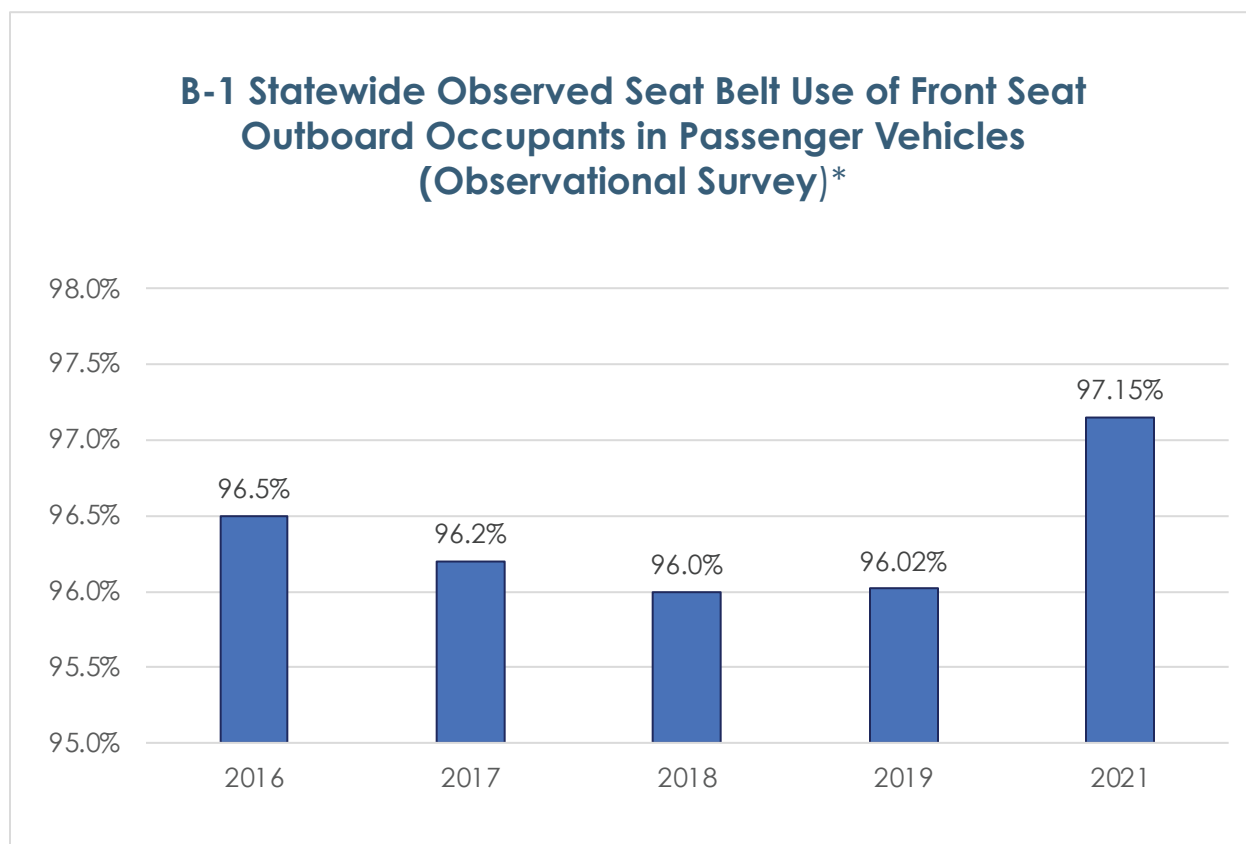
## CORE BEHAVIOR MEASURE

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

**TARGET:** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.04 percent or 1 percentage point from 96.0 percent (2018 observation) to 97 percent by December 31, 2021.

**RESULT:** Statewide observed seat belt use of front seat outboard occupants in passenger vehicles increased by 1.15 percentage points from the 2018 base year of 96.0 percent to 97.15 percent in 2021.

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



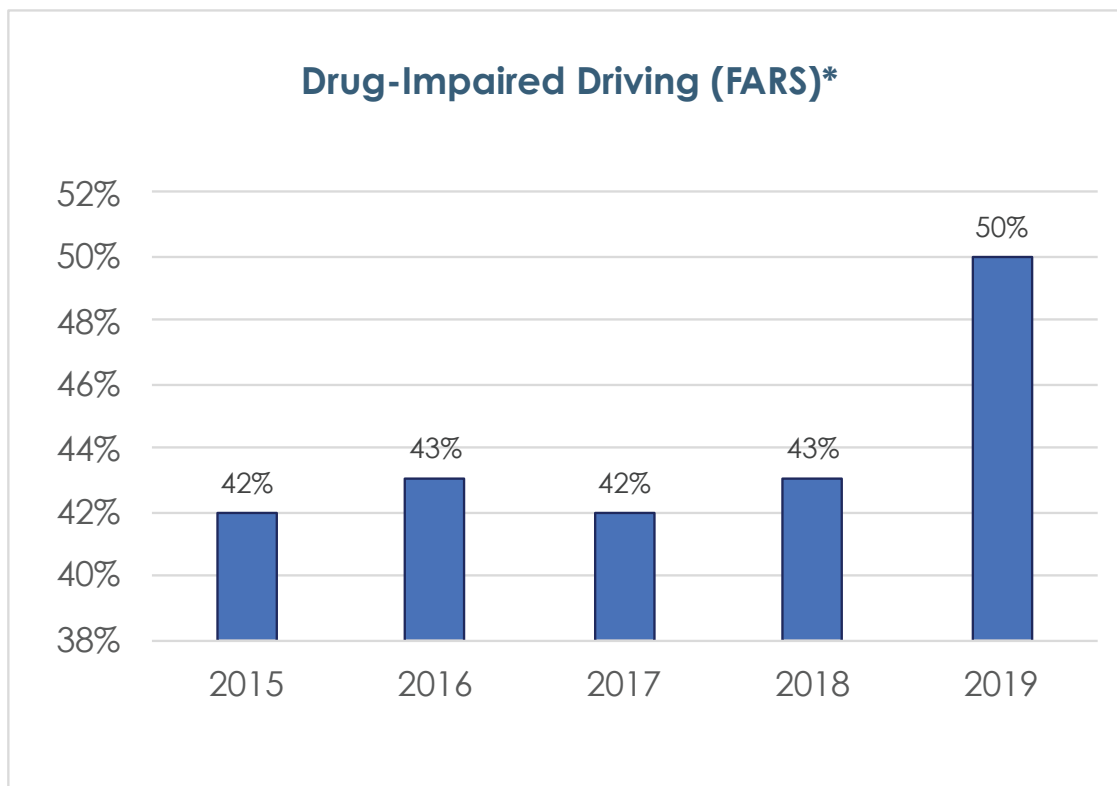
\*Due to COVID-19, California did not conduct observational surveys in 2020.

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

### DRUG-IMPAIRED DRIVING (FARS)

**TARGET:** Reduce the number of California drivers killed in crashes that tested positive for drug involvement 4.7 percent or 2 percentage points from the 2018 calendar base year of 42 percent to 40 percent by December 31, 2021.

**PRELIMINARY RESULT:** Data to measure this performance measure currently in progress.



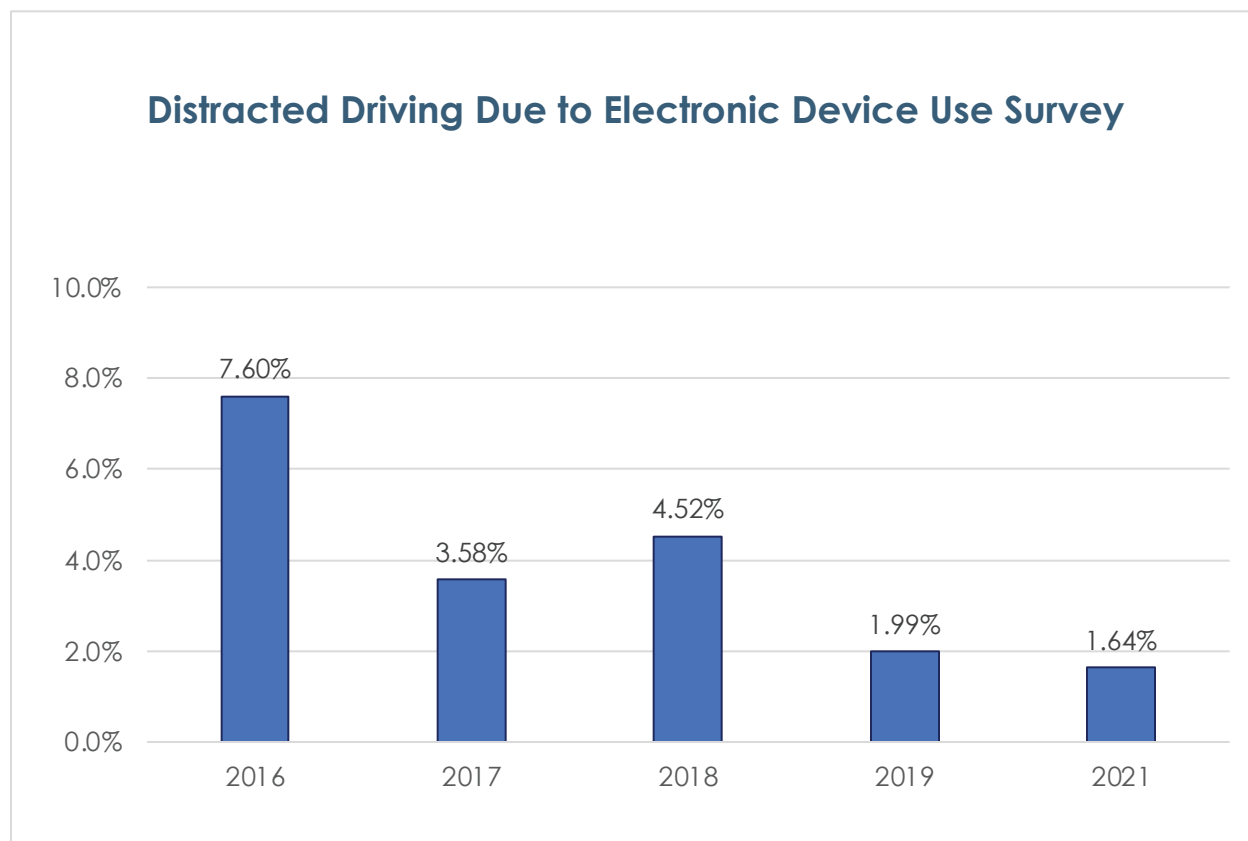
*\*2020 drug-impaired driving data is not available.*

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

### DISTRACTED DRIVING (SURVEY)

**TARGET:** Maintain the number of California drivers observed using a handheld cell phone or texting at 2 percent from the 2019 calendar base year to December 31, 2021.

**RESULT:** The number of distracted drivers observed using a handheld cell phone or texting decreased .35 percentage points from the 2019 calendar base year of 1.99 percent to 1.64 percent in 2021.



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



# ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

## TRAFFIC RECORDS/ROADWAY SAFETY

**TARGET:** Increase the number of crash reports electronically submitted to the Statewide Integrated Traffic Records System (SWITRS) by allied agencies from the 2018 calendar base year total of 0 reports to 15,000 reports by December 31, 2021.

**PRELIMINARY RESULT:** As of September 30, 2021, a total of 43,963 reports have been submitted electronically to SWITRS. This traffic records performance measure is based upon the number of allied agencies who submitted reports.

## EMERGENCY MEDICAL SERVICES\*

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

**PRELIMINARY RESULT:** Average extrication time decreased by an average of 4 minutes, 52 seconds from 23 minutes, 41 seconds to 18 minutes, 49 seconds in 2021.\*

*\*Target and results have been modified with this report.*

# ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years				
	2016	2017	2018	2019	2020
Statewide DUI Arrests*	130,054	123,548	127,437	Not Yet Available	Not Yet Available
Statewide DUI Conviction Rate*	73.6%	72.9%	Not Yet Available	Not Yet Available	Not Yet Available
Statewide Seat Belt Violation Convictions**	103,511	89,853	84,068	45,815	26,201
Statewide Child Restraint Violation Convictions**	17,789	15,605	17,634	8,771	5,348
Statewide Speeding Convictions**	1,053,925	971,196	986,664	892,998	707,083
Hand-held Cell Phone Convictions**	178,539	161,021	158,484	130,150	66,132
Texting Convictions**	31,109	87,844***	141,298***	168,617***	98,335***
Hand-held Device by Someone Under Age 18 Convictions**	421	532	616	500	279

ADDITIONAL OUTCOME MEASURES	Calendar Years				
	2016	2017	2018	2019	2020
Rural Fatalities/VMT (FARS/FHWA)	3.01	2.60	1.86	2.01	Not Yet Available
Urban Fatalities/VMT (FARS/FHWA)	0.78	0.85	0.93	0.87	Not Yet Available
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS/FHWA)	1.13	1.13	1.09	1.06	Not Yet Available
Motor Vehicle Fatalities, Age 16-19 (FARS)	234	212	219	164	Not Yet Available
Fatality Rate Per 100,000 Population (FARS)	9.80	9.87	9.62	9.13	Not Yet Available
Total Motor Vehicle Injuries (SWITRS)	277,331	273,069	274,854	269,031	204,017
Motor Vehicle Injuries, Age 16-19 (SWITRS)	22,361	20,496	19,565	18,902	15,211
Hit-and-Run Fatal Crashes (FARS)	354	362	361	306	Not Yet Available
Hit-and-Run Injury Crashes (SWITRS)	20,163	20,612	20,491	20,122	18,063
Hit-and-Run Fatalities (FARS)	369	374	367	314	Not Yet Available
Hit-and-Run Injuries (SWITRS)	26,215	26,649	26,455	25,842	23,237
Fatal Crashes between 2100-0300 (FARS)	1,015	1,006	1,013	959	Not Yet Available
Injury Crashes between 2100-0300 (SWITRS)	26,094	25,918	26,286	26,073	21,326
Motor Vehicle Fatalities between 2100-0300 (FARS)	1,123	1,098	1,109	1,061	Not Yet Available
Motor Vehicle Injuries between 2100-0300 (SWITRS)	42,008	41,597	37,952	37,605	30,349

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

\*\*Data provided by DMV.

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

# ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
MOTORCYCLES	2016	2017	2018	2019	2020
Total Motorcycle Registrations (DMV)	907,037	895,071	857,677	870,669	864,494
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	68.4	68.6	63.56	Not Yet Available	Not Yet Available
Motorcyclist Injuries (SWITRS)	15,834	15,328	13,712	12,511	10,122
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	95%	92%	93%	94%	Not Yet Available
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	30.6%	32.1%	32.0%	33.3%	Not Yet Available
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	140	140	109	123	Not Yet Available
Motorcycle Rider (Operator) Fatalities (FARS)	555	563	503	451	Not Yet Available
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	25.3%	24.8%	21.6%	27.3%	Not Yet Available
Percent of Motorcyclists At-Fault in Fatal Motorcycle Crashes (SWITRS)	66%	72%	64%	67%	Not Yet Available
Percent of Motorcyclists At-Fault in Injury Motorcycle Crashes (SWITRS)	54%	54%	54%	54%	59%
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and Speed was Primary Crash Factor (SWITRS)	28%	28%	23%	Not Yet Available	Not Yet Available
Percent of Total Motorcycle Fatal Crashes where Motorcyclist was at Fault and DUI was Primary Crash Factor (SWITRS)	14%	15%	17%	Not Yet Available	Not Yet Available

	Calendar Years				
OCCUPANT PROTECTION	2016	2017	2018	2019	2020
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	33%	33%	34%	36%	Not Yet Available
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	96.37%	94.19%	97.78%	97.36%	95.34% (2021)*
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16-19 (FARS)	42%	38%	37%	38%	Not Yet Available
Child Safety Seat Use Rate (Statewide Observational Survey)	94.00%	94.60%	93.60%	94.00%	93.90% (2021)*
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	53	54	42	30	Not Yet Available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	6,642	6,433	6,556	6,286	4,367

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

	Calendar Years				
PEDESTRIANS	2016	2017	2018	2019	2020
Pedestrian Injuries (SWITRS)	14,978	15,200	14,354	14,126	10,109
Pedestrian Fatalities Under Age 15 (FARS)	27	25	25	25	Not Yet Available
Pedestrian Injuries Under Age 15 (SWITRS)	1,751	1,737	1,541	1,488	754
Pedestrian Fatalities Age 65 and Older (FARS)	239	211	218	222	Not Yet Available
Pedestrian Injuries Age 65 and Older (SWITRS)	1,888	1,892	1,846	1,990	1,474

	Calendar Years				
SPEEDING AND AGGRESSIVE DRIVING	2016	2017	2018	2019	2020
Speeding Related Injuries (SWITRS)	91,690	89,706	88,973	87,244	57,572

## ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
ALCOHOL-IMPAIRED DRIVING	2016	2017	2018	2019	2020
Alcohol-Impaired Driving Fatality Rate – Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – California	0.33	0.33	0.32	0.28	Not Yet Available
Alcohol-Impaired Driving Fatality Rate – Fatalities Per 100 Million Vehicle Miles Traveled (FARS) – National	0.35	0.34	0.33	0.31	Not Yet Available
Percent of Alcohol-Impaired Driving Fatalities – California	29%	29%	29%	26%	Not Yet Available
Driver Fatalities Age 16-19 with BAC=.08+ (FARS)	23	17	9	16	Not Yet Available
Male	19	13	8	10	Not Yet Available
Female	4	4	1	6	Not Yet Available
Alcohol-Related Injuries (SWITRS)	26,535	26,029	27,425	27,233	23,270
Alcohol-Related Injuries Age 16 -19 (SWITRS)	1,872	1,609	1,585	1,666	1,505
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	33	25	12	19	Not Yet Available
Male	29	20	11	13	Not Yet Available
Female	4	5	1	6	Not Yet Available
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	158	153	154	139	Not Yet Available
Male	128	125	129	109	Not Yet Available
Female	30	28	25	30	Not Yet Available

	Calendar Years				
BICYCLES	2016	2017	2018	2019	2020
Bicyclist Fatalities (FARS)	155	145	165	143	129
Bicyclist Injuries (SWITRS)	12,011	11,379	10,900	10,103	7,950
Bicyclist Fatalities Under Age 15 (FARS)	5	4	6	1	Not Yet Available
Bicyclist Injuries Under Age 15 (SWITRS)	1,137	1,107	1,043	949	643
Unhelmeted Bicyclist Fatalities (FARS)	98	86	110	78	Not Yet Available

	Calendar Years				
DISTRACTED DRIVING	2016	2017	2018	2019	2020
Cell Phone and Texting Survey	12.80%	6.80%	6.86%	5.05%	5.66%

	Calendar Years				
DRUG-IMPAIRED DRIVING	2016	2017	2018	2019	2020
Drivers Killed, Tested Positive for Drugs	43%	42%	43%	50%	Not Yet Available



California Annual Report 2021

# STATEWIDE TRAFFIC SAFETY SURVEY

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# 2021 STATEWIDE TRAFFIC SAFETY SURVEY

## 2021 TRAFFIC SAFETY SURVEY CONDUCTED BY UC BERKELEY SAFETREC

This year marked the twelfth annual OTS Traffic Safety Survey, intended to understand trends in traffic safety behaviors, and help focus traffic safety programs, enforcement efforts and public education campaigns to ensure they are effective and targeted to areas with disproportionate traffic safety injuries. The survey is sponsored by the OTS and administered by Ewald and Wasserman Research Consultants and the University of California, Berkeley Safe Transportation Research and Education Center (SafeTREC).

The 2021 wave of data collection for the statewide traffic safety survey was conducted with an online panel of California drivers instead of an intercept interview, as were previous waves of data collection. This decision was made due to the COVID-19 pandemic occurring in 2020 and 2021, and the need for an alternative data collection mode avoiding in-person contact between field interviewers and respondents. The survey questions and data analysis of survey items presented in this report are similar to previous waves of the survey, including survey items on traffic safety opinions and knowledge on traffic safety campaigns, distracted driving, and perceptions about pedestrian and bicycle traffic interactions.

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

Below are the results from the 2021 Traffic Safety Survey. Overall, 2,801 eligible panelists completed the online survey in 2021. The electronic survey allows for an increased number of surveys administered. Numbers may not add to 100 percent due to rounding. The survey instrument appears at the end of this report summary.

This year, due to the COVID-19 pandemic, we asked respondents to identify the biggest change they have noticed in driver behavior.

Since the onset of the COVID-19, what is the biggest change in behaviors you have noticed from drivers?	
Responses	Frequency of answers
Aggressive Driving/Road Rage	26.5%
Have Not Noticed any Changes	23.8%
Speeding	24.2%
Distracted driving because of Talking and/or Texting	16.4%
Impaired Driving	5.7%
Not Wearing Seatbelts	1.8%
Fewer Drivers	0.6%
General Poor/Inconsiderate Driving	0.4%
Other	0.3%
Running Red Lights/Not Signaling	0.2%
Mask Wearing	0.1%
<b>Total</b>	<b>100%</b>



# 2021 STATEWIDE TRAFFIC SAFETY SURVEY

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

Reply	2021
Texting While Driving	69.7%
Cell Phone Conversations	17.2%
Car Crashes/Vehicle Issues	5.0%
Eating While Driving	2.5%
Passengers in Car	2.4%
GPS/Navigation Systems	1.5%
Roadside Billboards	1.0%
All other responses combined	0.7%
<b>Total</b>	<b>100.0%</b>

Responses in 2021 were similar to those in previous waves of this survey. Texting While Driving has been the most frequently given response for this measure since 2013.

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

Reply	2021
Regularly	15.2%
Sometimes	18.6%
Rarely	28.5%
Never	37.6%
<b>Total</b>	<b>100.00%</b>

The answers are significantly different compared to the in-person data collected in 2019 and might be the result of the data collection mode.

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

Reply	2021
Yes	40.2%
No	59.8%
<b>Total</b>	<b>100.00%</b>

The 4.5% decrease in drivers reporting mistakes from 2020 is significant.

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

Reply	2021
Yes	51.9%
No	48.1%
<b>Total</b>	<b>100.00%</b>

More than half (51.9%) of respondents in 2021 indicate that they have been hit or nearly hit by a driver who was talking or texting on a cell phone, which is similar to the 2020 data collection.

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

Reply	2021
Very likely	23.2%
Somewhat likely	27.4%
Neither likely or unlikely	13.6%
Somewhat unlikely	16.0%
Very unlikely	19.9%
<b>Total</b>	<b>100.00%</b>

The distribution of answers is almost identical to the 2020 survey panel responses. \*Adds to more than 100%.

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

Reply	2021
Yes	35.4%
No	64.6%
<b>Total</b>	<b>100.00%</b>

Compared to 2020, when 30.2% reported seeing or hearing the campaign, the 5.2% increase in recall is significant.

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

Reply	2021
Yes	50.2%
No	49.8%
<b>Total</b>	<b>100.00%</b>

This campaign was recalled by over half (50.2%) of all respondents, with a comparable distribution across regions and consistent with the 2020 survey results.

# 2021 STATEWIDE TRAFFIC SAFETY SURVEY

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

Reply	2021
Yes	19.1%
No	80.9%
<b>Total</b>	<b>100.00%</b>

This campaign had the highest recall among Southern California respondents.

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

Reply	2021
Yes	45.0%
No	55.0%
<b>Total</b>	<b>100.00%</b>

This campaign was recalled by 45.0% of respondents in 2021, a 3.5% increase from 2020.

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

Reply	2021
Yes	33.0%
No	67.0%
<b>Total</b>	<b>100.00%</b>

This campaign had the highest recall among Southern California respondents, did not have significant differences in responses overall among regions.

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

Reply	2021
Yes	9.2%
No	66.4%
I Don't Drink At All	24.4%
<b>Total</b>	<b>100.00%</b>

The number of respondents who reported this behavior increased by 1.4% from the previous year while the number of respondents say they do not drink at all increased by only 0.4%.

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

Reply	2021
Always	18.8%
Sometimes	16.8%
Rarely	11.7%
Never	52.7%
<b>Total</b>	<b>100.00%</b>

The comparison to 2020 data does not show any significant change. It may be that some of the shift in use of ride services is due to the pandemic, which limited travel and use of ride sharing.

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

Reply	2021
Regularly	32.6%
Sometimes	17.6%
Rarely	10.1%
Never	39.6%
<b>Total</b>	<b>100.00%</b>

The respondents most often reported "Never." Comparisons with the 2020 data did not show any significant differences.

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

Reply	2021
Yes	51.0%
No	49.0%
<b>Total</b>	<b>100.00%</b>

Compared to the 2020 findings, there was a 4.5% decrease in respondents who reported awareness of the checkpoints, a significant decrease.

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

Reply	2021
Yes	88.5%
No	11.5%
<b>Total</b>	<b>100.00%</b>

Compared to 2020, there was a 1.8% decrease in respondents who were aware that you can get a DUI for driving under the influence of legal or illegal drugs.

# 2021 STATEWIDE TRAFFIC SAFETY SURVEY

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

Reply	2021
Very likely	36.3%
Somewhat likely	42.5%
Somewhat unlikely	16.7%
Very unlikely	4.5%
<b>Total</b>	<b>100.00%</b>

Overall, 78.8% of California drivers believed it to be "Very Likely" or "Somewhat Likely" to be arrested for driving impaired.

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

Reply	2021
Yes	77.0%
No	8.5%
It depends	14.4%
<b>Total</b>	<b>100.00%</b>

There were no significant changes compared to 2020.

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

Reply	2021
Very big problem	51.9%
Somewhat of a problem	37.2%
A small problem	9.4%
Not a problem at all	1.5%
<b>Total</b>	<b>100.00%</b>

A majority (51.9%) reported "a very big problem, with a similar distribution among regions and compared to the 2020 data.

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

Reply	2021
Yes	32.8%
No	28.5%
It depends	38.7%
<b>Total</b>	<b>100.00%</b>

There was a 3.1% reduction in the number of respondents who believe it is safe to drive 10 miles over the speed limit.

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

Reply	2021
Yes	23.5%
No	51.7%
It depends	24.9%
<b>Total</b>	<b>100.00%</b>

There was no significant difference compared to 2020.

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

Reply	2021
Very likely	23.3%
Somewhat likely	45.1%
Somewhat unlikely	24.6%
Very unlikely	7.0%
<b>Total</b>	<b>100.00%</b>

These results are comparable to the 2020 panel data.

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

Reply	2021
Yes	24.2%
No	48.3%
It depends	27.5%
<b>Total</b>	<b>100.00%</b>

48.3% of respondents reported they did not believe driverless vehicles will make roadways safer, a 2.2% increase from 2020.

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

Reply	2021
Yes	62.2%
No	37.8%
<b>Total</b>	<b>100.00%</b>

There were no significant differences in perceptions for this measure among regions.

# 2021 STATEWIDE TRAFFIC SAFETY SURVEY

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

Reply	2021
Very comfortable	14.3%
Somewhat comfortable	27.5%
Somewhat uncomfortable	31.7%
Very uncomfortable	26.4%
<b>Total</b>	<b>100.00%</b>

Similar to the 2020 distribution of responses for this measure.

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

Reply	2021
Very comfortable	35.7%
Somewhat comfortable	36.3%
Somewhat uncomfortable	19.1%
Very uncomfortable	8.9%
<b>Total</b>	<b>100.00%</b>

There were no significant changes compared to 2020.

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

Reply	2021
Very comfortable	12.8%
Somewhat comfortable	26.0%
Somewhat uncomfortable	31.1%
Very uncomfortable	30.0%
<b>Total</b>	<b>100.00%</b>

There were no significant changes compared to 2020.

## 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	2021
Cars going too fast	54.5%
Cars not stopping	48.4%
Distracted drivers (cell phones)	38.2%
Lack of sidewalks	33.1%
Lots of traffic	29.6%
Almost getting hit by car or bike	26.8%
Bicyclists not stopping	23.3%
NONE	13.9%
N/A, due to COVID	0.5%
Other	1.8%

\*Adds to more than 100%.

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

Reply	2021
Pedestrians not using crosswalks	55.9%
Pedestrians stepping off curb without looking	50.6%
Cyclists not stopping at stop signs or traffic lights	45.4%
Pedestrians/cyclists not being visible enough	40.4%
Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)	39.3%
Cyclists being in the road or blocking traffic	34.7%
Lack of sidewalks or clear cross walks	32.7%
NONE	8.0%
Other	0.3%
Lack of awareness of right-of-way/Not following the rules of the road	0.4%

\*Adds to more than 100%.

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# TRAFFIC ENFORCEMENT PROGRAM

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# TRAFFIC ENFORCEMENT PROGRAM

## CALIFORNIA'S TRAFFIC SAFETY ENFORCEMENT PLAN

The OTS invests in data-driven traffic enforcement to prevent crashes and save lives. Equitable traffic enforcement remains an important tool for improving road safety. Traffic enforcement should not be used as a community policing strategy. Rather, the OTS encourages its law enforcement grantees to focus enforcement on targeted safety violations and risky driving behaviors in order to reduce crashes and improve road safety. Moving forward, OTS will begin further encouraging law enforcement grantees to ensure their data-driven enforcement programs foster effective community collaboration to increase public safety, use data to identify disparities in their traffic enforcement and to inform their agency policies, procedures, and activities.

During the FY21, 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).

At the onset, the COVID-19 pandemic limited law enforcement agencies ability to conduct enforcement operations. However, as the pandemic continued, law enforcement agencies recognized the need for enforcement operations and gradually continued to conduct these operations. Enforcement grantees conducted a total of 784 DUI/DL checkpoints, 4,872 DUI saturation patrols, and 218 repeat DUI offender warrant service operations (additional activities and details are listed in the Program Goals Results and Activities Section). Grantees also conducted 4,962 traffic enforcement operations, 854 motorcycle safety enforcement operations, 1,499 distracted driving enforcement operations, 1,500 pedestrian and bicycle enforcement operations, and 80 nighttime seat belt enforcement operations. In addition, the OTS maintained constant communication with its enforcement grantees, having reviewed over 1,000 press releases, conducted 60 grant performance reviews, and evaluated over 160 performance reports on a quarterly basis. The OTS's Law Enforcement Liaison (LEL) program expanded in FY21 to include three LEL's. The team participated in enforcement meetings, conducted outreach to various traffic safety partners, and developed a law enforcement agency review tool to be implemented in FY 2022.

Beyond enforcement activities, many of the grantees participated in the OTS funded training opportunities which included SFST, ARIDE, and DRE training. In FY 2021, 1,111 law enforcement personnel were trained in SFST, 789 law enforcement personnel were trained in ARIDE, and 195 law enforcement personnel were trained in DRE.



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# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES



# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## MEDIA/MARKETING/PUBLIC RELATIONS

The OTS conducted a variety of behavioral education campaigns throughout the grant year informing Californians on ways they can stay safe on the go. These outreach and public relations efforts support the OTS vision that everyone on California roads will go safely and is in alignment with the goals and objectives of the California Strategic Highway Safety Plan. The OTS also embraces the Safe System Approach, and all campaigns strived to encompass this holistic view of the road system where there is a shared responsibility for everyone who travels, especially as it relates to speed management and the safety of bicyclists and pedestrians. The OTS worked to promote grantee efforts that improved the safety in areas where most people do not travel by car, with increased attention on under-served communities most impacted by traffic injuries and fatalities. The OTS worked to highlight efforts to help everyone on the road – drivers, bicyclists and pedestrians – reach their destination safely, especially historically disadvantaged communities of color.

## RESULTS

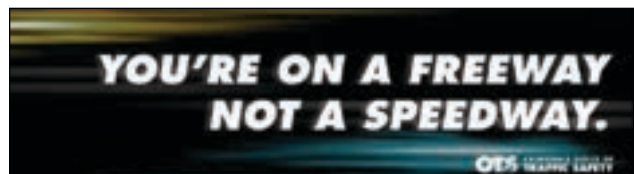
The OTS was able to identify behavioral trends in traffic safety and raise awareness about emerging traffic safety issues, expand audience reach on digital and social media, and continue to target key demographics through a variety of paid and earned media efforts. Targeted programs during the FY 2021 grant year included:

### “SLOW THE FAST DOWN” ANTI-SPEEDING EDUCATION CAMPAIGN

- Developed a new anti-speeding education campaign encouraging drivers to follow the speed limit. The November 2020 campaign garnered nearly 75 million impressions during a two-week flight across digital channels. The campaign incorporated additional public service announcement placements targeting 18–24-year-olds in new digital spaces such as Electronic Arts (EA) Sports and Twitch, a video game streaming service.
- An interactive, digital approach utilized a call to action from California residents asking them “Who Would You Slow the Fast Down For?”
- A new expansion of the campaign is in the works for Summer 2022.

### “SHARE THE ROAD, SHARE THE RESPONSIBILITY” BICYCLE AND PEDESTRIAN SAFETY EDUCATION CAMPAIGN

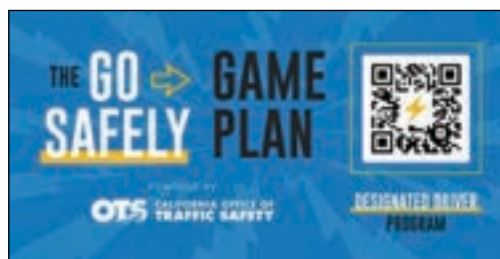
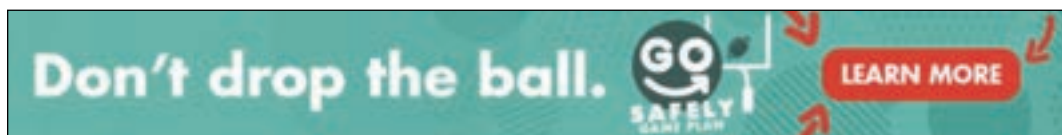
- Introduced a series of safety messages in September 2021 at transit stops, shopping centers and on buses. Video public service announcements aired on social media, as well as audio versions on radio, through the Waze app and as website banners, all encouraging the public to look out for one another.



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

- Partnered with Sacramento's Safety Center to host a "traffic safety superheroes" event for youth featuring a series of educational activities focused on bicycle and pedestrian safety.

### "GO SAFELY GAME PLAN" SPORTS PARTNERSHIPS EXPANSION



- Developed a "go safely game plan" anti-DUI campaign and expanded our sports partnerships to include the NFL's Los Angeles Chargers and beginning in January 2022, the USL Championships' Sacramento Republic FC. Messages focus on reaching fans before they attend a game or watch party and encourage them to have a "game plan" for getting to and from the event venues safely.
- Continued our partnership with the NBA's Sacramento Kings to utilize commercial spots and messaging on in-venue signage visible during broadcasts and additional pre-game messages through the team mobile app, social media and on the team's website.
- Developed a series of anti-DUI social media public service announcements from Kings play-by-play announcer Mark Jones, which had more than 200,000 impressions.
- Nearly 246 million impressions, with 84 million impressions included as added value, in the December 2020 statewide DUID paid media campaign.





## 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 2021 by non-grant funded agencies.

### ALCOHOL-IMPAIRED DRIVING

**GOAL:** Reduce the number of persons killed in alcohol-involved crashes by September 30, 2021.

**RESULT:** Persons killed in alcohol-involved crashes increased 8.12 percent from 283 to 306.

**GOAL:** Reduce the number of persons injured in alcohol-involved crashes by September 30, 2021.

**RESULT:** Persons injured in alcohol-involved crashes increased slightly by 0.02 percent from 8,933 to 8,931.

**GOAL:** Reduce hit-and-run fatal crashes by September 30, 2021.

**RESULT:** Hit-and-run fatal crashes increased 10.49 percent from 267 to 295.

**GOAL:** Reduce hit-and-run injury crashes by September 30, 2021.

**RESULT:** Hit-and-run injury crashes increased 19.25 percent from 13,833 to 16,496.

**GOAL:** Reduce nighttime (2100 - 0259 hours) fatal crashes by September 30, 2021.

**RESULT:** Nighttime fatal crashes increased 37.45 percent from 518 to 712.

**GOAL:** Reduce nighttime (2100 - 0259 hours) injury crashes by September 30, 2021.

**RESULT:** Nighttime injury crashes increased 14.80 percent from 12,873 to 14,791.



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

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## ALCOHOL-IMPAIRED DRIVING (CONTINUED)

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

DUI ENFORCEMENT ACTIVITY	TOTAL
<b>DUI/Driver's License Checkpoints</b>	<b>784</b>
Vehicles Through Checkpoints	816,194
Drivers Contacted at Checkpoints	523,630
Field Sobriety Tests Administered	4,918
DUI Arrests (Alcohol Only)	1,352
DUI Drug Arrests (Drug Only)	549
DUI Arrests (Alcohol/Drug Combination),	83
Drug Arrests (Possession, Transportation, Sales)	81
Criminal Arrests (Felony in Custody)	213
Suspended/Revoked Driver's Licenses	2,781
<b>DUI Saturation Patrol Operations</b>	<b>4,872</b>
Vehicle Stops or Contacts	60,445
Field Sobriety Tests Administered	16,354
DUI Arrests (Alcohol Only)	4,187
DUI Drug Arrests (Drug Only)	674
DUI Arrests (Alcohol/Drug Combination)	234
Drug Arrests (Possession, Transportation, Sales)	412
Criminal Arrests (Felony in Custody)	993
Recovered Stolen vehicles	145
Suspended/Revoked Driver's Licenses	2,420
<b>Warrant Service Operations</b>	<b>218</b>
Warrant Service Attempts	1,868
Warrants Served (Citations/Arrests)	316
<b>Court Sting Operations</b>	<b>4</b>
Citations/Arrests from Court Sting Operation(s)	7
<b>Personnel Trained in SFST</b>	<b>1,111</b>

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## ALCOHOL-IMPAIRED DRIVING (CONTINUED)

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	2,492
Attempted Field Contacts (all "door knocks" whether successful or not)	2,592
Announced Field Contacts Made	72
Unannounced Field Contacts Made Without Search	2,938
Unannounced Field Contacts Made with Search	4,616
Office Contacts Made with DUI Probationers	9,222
Alcohol/Drug Tests (persons tested)	8,243
Positive Reports From SCRAM	136
Warrant Service Operations	37

## DISTRACTED DRIVING

**GOAL:** Reduce fatal crashes involving drivers using handheld cell phones by September 30, 2021.

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

**GOAL:** Reduce injury crashes involving drivers using handheld cell phones by September 30, 2021.

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

## DRUG-IMPAIRED DRIVING

**GOAL:** Reduce the number of persons killed in drug-involved crashes by September 30, 2021.

**RESULT:** Persons killed in drug-involved crashes decreased 36.44 percent from 107 to 68.

**GOAL:** Provide increased training to law enforcement to identify drug-impaired drivers by September 30, 2021.

**RESULT:** A total of 789 law enforcement personnel were trained in ARIDE and 195 law enforcement personnel were trained in DRE.

SUPPORTING ACTIVITY	TOTAL
Personnel trained in ARIDE	789
Personnel trained in DRE	195

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## EMERGENCY MEDICAL SERVICES\*

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

**RESULT:** Average response time decreased by an average of 4 minutes, 52 seconds from 23 minutes, 41 seconds to 18 minutes, 49 seconds in 2021.

## MOTORCYCLE SAFETY

**GOAL:** Reduce motorcyclist fatalities and injuries and motorcyclist-involved crashes through increased enforcement, education, and public awareness campaigns by September 30, 2021.

**RESULT:** Motorcyclists killed and injured increased 3.13 percent from 4,081 to 4,209.

## OCCUPANT PROTECTION

**GOAL:** Increase seat belt compliance by September 30, 2021.

**RESULT:** Seat belt compliance increased 1.13 percentage points from 96.02 percent in 2019 to 97.15 percent in 2021.

**GOAL:** Increase child safety seat usage by September 30, 2021.

**RESULT:** Child safety seat usage decreased 0.10 percentage points from 94.00 percent in 2019 to 93.90 percent in 2021.

**GOAL:** Reduce the number of vehicle occupants killed and injured under age eight by September 30, 2021.

**RESULT:** Vehicle occupants killed and injured under the age of eight increased 170.59 percent from 51 to 138.

*\*Target and results have been modified with this report.*

SUPPORTING ACTIVITY	TOTAL
NHTSA CPS Technician Certification Courses	13
NHTSA Certified Technicians Trained	163
NHTSA Certified Instructors Trained	1
NHTSA CPS Technician Recertification Courses	7
Current CPS Technicians Recertified	132
Expired CPS Technicians Recertified	30
Child Safety Seat Checkups	1,639
Child Safety Seats Properly Fit	1,455
New Child Safety Seats Distributed and Properly Fit	706
Child Passenger Safety Seats Distributed to People in Need	1,762
Child Safety Seats Inspected	774



# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## PEDESTRIAN AND BICYCLE SAFETY

**GOAL:** Reduce the number of pedestrians killed by September 30, 2021.

**RESULT:** Pedestrians killed increased 16.44 percent from 809 to 942.

**GOAL:** Reduce the number of pedestrians injured by September 30, 2021.

**RESULT:** Pedestrians injured decreased 14.23 percent from 14,083 to 12,078.

**GOAL:** Reduce the number of pedestrians killed under the age of 15 by September 30, 2021.

**RESULT:** Pedestrians killed under the age of 15 increased 33.3 percent from 3 to 4.

**GOAL:** Reduce the number of pedestrians injured under the age of 15 by September 30, 2021.

**RESULT:** Pedestrians injured under the age of 15 increased 25.00 percent from 176 to 220.

**GOAL:** Reduce the number of pedestrians killed over the age of 65 by September 30, 2021.

**RESULT:** Pedestrians killed over the age of 65 increased 127.27 percent from 22 to 50.

**GOAL:** Reduce the number of pedestrians injured over the age of 65 by September 30, 2021.

**RESULT:** Pedestrians injured over the age of 65 increased 65.85 percent from 287 to 476.

**GOAL:** Reduce the number of bicyclists killed by September 30, 2021.

**RESULT:** Bicyclists killed decreased 14.20 percent from 162 to 139.

**GOAL:** Reduce the number of bicyclists injured by September 30, 2021.

**RESULT:** Bicyclists injured decreased 15.78 percent from 9,004 to 7,583.

**GOAL:** Reduce the number of bicyclists killed under the age of 15 by September 30, 2021.

**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, 2021.

**RESULT:** Bicyclists injured under the age of 15 increased 13.33 percent from 105 to 119.

**GOAL:** Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2021.

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

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)

PUBLIC EDUCATION ACTIVITY	TOTAL
Traffic Safety Fairs, Community Events, and/or Presentations	747
People Impacted	13,876
Pedestrian and/or Bicycle Safety Community Event Presentations	341
People Impacted	57,214
Pedestrian and/or Bicycle Safety Classroom Presentations	783
Students Impacted	20,763
Pedestrian and/or Bicycle Safety Courses	80
People Impacted	2,366
Bicycle Rodeos	184
People Impacted	8,267
Bicycle Helmets Distributed	23,273
Bicycle Helmet Inspections	2,931

## POLICE TRAFFIC SERVICES

**GOAL:** Reduce the number of persons killed in traffic crashes by September 30, 2021.

**RESULT:** Persons killed in traffic crashes increased 12,90 percent from 1,635 to 1,846.

**GOAL:** Reduce the number of persons injured in traffic crashes by September 30, 2021.

**RESULT:** Persons injured in traffic crashes decreased 10.61 percent from 120,160 to 107,406.

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## POLICE TRAFFIC SERVICES (CONTINUED)

LAW ENFORCEMENT ACTIVITY	TOTAL
<b>Traffic Enforcement Operations</b>	<b>4,962</b>
Vehicle Stops or Contacts	91,568
Citations Issued	80,778
<b>Distracted Driving Enforcement Operations</b>	<b>1,499</b>
Vehicle Stops or Contacts	23,444
Hand-Held Cell Phone Citations Issued	5,959
Texting Citations Issued	9,142
Individuals Under the Age of 18 That Received a Citation	137
<b>Motorcycle Safety Enforcement Operations</b>	<b>854</b>
Motorcycle Stops	6,173
Motorcycle Citations	1,217
Vehicle Stops	7,626
Vehicle Citations	7,050
Field Sobriety Tests Administered to Motorcyclists	13
Field Sobriety Tests Administered to Other Drivers	36
DUI Arrests of Motorcyclists (Alcohol Only)	5
DUI Arrests of Other Drivers (Alcohol Only)	10
DUI Drug Arrests of Motorcyclists (Drug Only)	2
DUI Drug Arrests of Other Drivers (Drug Only)	2
DUI Arrests of Motorcyclists (Alcohol/Drug Combination)	3
DUI Arrests of Other Drivers (Alcohol/Drug Combination)	2
Drug Arrests (Possession, Transportation, Sales)	11
Criminal Arrests (Felony in Custody)	33
Suspended/Revoked Driver's Licenses	155
Motorcycle License Endorsement Violations [CVC 12500(b)]	160
Recovered Stolen Motorcycles	2
Recovered Stolen vehicles	5
<b>Nighttime (1800-0259) Click It or Ticket Enforcement Operations</b>	<b>80</b>
Vehicle Stops or Contacts	1,004
Seatbelt Citations Issued	323
Child Safety Seat Citations Issued	5
<b>Pedestrian and/or Bicycle Enforcement Operations</b>	<b>1,500</b>
Bicycle Stops	4,321
Bicycle Citations Issued	2,597
Pedestrian Stops	4,831
Pedestrian Citations Issued	3,424
Vehicle Stops	18,645
Vehicle Citations Issued	16,140
<b>Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed</b>	<b>92</b>
Citations Issued	1,411

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## TRAFFIC RECORDS/ROADWAY SAFETY

**GOAL:** Continue work on incorporating the recommendations from the February 2016 Traffic Records Assessment, 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 2021, OTS awarded over \$2.1 million to fund agencies at the city and county level to purchase traffic records systems.

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

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

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

**RESULT:** Crash Medical Outcomes Data with the DMV made additional strides during 2021 as they were able to successfully pilot its deterministic data linkage work on police crash data with Office of Statewide Health Planning and Development hospital and emergency department data.

# 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, 2021, a total of 43,963 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 developed and released a new analysis tool called SWITRS Summary. The tool includes the most recent five years of crash and victim data summarized in the form of tables and maps by county and by city with the following categories: fatal and injury crashes, fatalities and injuries, pedestrian fatalities and injuries, Bicyclist fatalities and injuries, Alcohol involved fatalities and injuries, drug involved fatalities and injuries, distracted driving fatalities and injuries, speeding related fatalities and injuries, unrestrained occupant fatalities and victims, older adult fatalities and injuries, and motorcyclist fatalities and injuries. Overall, SafeTREC manually reviewed roughly 36,000 non geocoded crashes and updated their geocoordinates during this year.

# GRANT-FUNDED PROGRAM GOALS, RESULTS, AND ACTIVITIES

## TRAFFIC SAFETY EDUCATION (CONTINUED)

The OTS grant programs conducted traffic safety educational presentations to school youth, college students, and community members on various traffic safety topics. In FY 2021, more than 2,500 presentations were conducted reaching over 140,000 people in California.

GENERAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Bicycle Safety	86
People Impacted	14,678
Child Passenger Safety	47
People Impacted	1,892
Distracted Driving	12
People Impacted	2,506
Impaired Driving	24
People Impacted	16,350
Motorcycle Safety	10
People Impacted	1,171
Occupant Protection	1
People Impacted	30
Pedestrian Safety	103
People Impacted	6,038
Senior Driver	4
People Impacted	85
Teen Driver	114
People Impacted	367

SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Every 15 Minutes	2
People Impacted	1,000
Sober Graduation	0
People Impacted	0
Speeding	15
People Impacted	7,102
Start Smart	28
People Impacted	1,625





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# PROGRAM AREA HIGHLIGHTS

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## PROGRAM AREA HIGHLIGHTS

### ALCOHOL-IMPAIRED DRIVING

#### HIGH VISIBILITY ENFORCEMENT

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

#### INTENSIVE SUPERVISION OF DUI PROBATIONERS

California's high-risk DUI probationers continue to be intensively supervised to ensure compliance with court-ordered terms and to be held accountable when falling short of compliance. Throughout FY 2021, grants to 14 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Marin, Placer, Sacramento, San Bernardino, San Diego, San Joaquin, Santa Barbara, Solano, and Tulare) facilitated the supervision of these high-risk DUI probationers. Probationers were required to complete alcohol education programs, keep regularly scheduled office appointments, and were subjected to random after-hours home searches that included alcohol testing. Intensive supervision compels the vast majority to adhere to their terms of probation; however, when probationers failed to comply, they were held accountable. Due to the COVID-19 pandemic, Probation Departments maintained the number of DUI Probationers that were intensively supervised, however, the activities to conduct that supervision were impacted. Some of these impacts resulted in incorporating social distancing guidelines into in-person monitoring, pivoting in-person monitoring to virtual monitoring, and reducing probation compliance checks.

#### EDUCATION AND TEEN ALCOHOL ENFORCEMENT PROGRAM

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

The ABC launched a new On-line Licensee Education on Alcohol and Drugs (LEAD) training program for all Off-Sale licensed businesses. 17,388 people took advantage of the free and voluntary prevention education training program.

The ABC awarded 16 allied law enforcement agencies with an ABC-OTS Grant to utilize the Minor Decoy, to reduce the number of licensees who sell alcohol to minors and reduce youth access to alcohol, and Shoulder-Tap programs, to detour "shoulder tap" method of getting alcohol by standing outside of a liquor store, market or gas station and asking adults to buy them alcohol. Additionally, businesses continued to be educated through the Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT) operations, using a community-oriented policing approach of involving local merchants in deterring crime.



## PROGRAM AREA HIGHLIGHTS

The Target Responsibility For Alcohol Connected Emergencies (TRACE) Unit trained 205 local law enforcement agencies on 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.

Keeping communities safe during the holidays was a priority for ABC Agents as they worked enforcement on Halloween, New Year's Eve, St. Patrick's Day, Cinco de Mayo, Memorial Day weekend, and the 4th of July weekend. The ABC's enforcement efforts in combination with allied agencies, resulted in 64 Shoulder-Tap operations, 1,221 licensed premises visited during Minor Decoy and 3rd Party Delivery Decoy operations, 57 Fake ID operations and 1,292 IMPACT inspections which exceeded their objectives.



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

#### California Department of Alcoholic Beverage Control

MADD California collaborated with educators, parents, law enforcement, and youth-serving organizations throughout the state to inform communities about the dangers and consequences of underage drinking and impaired driving. MADD staff, victim volunteers, and teen influencers hosted almost 600 activities including workshops, events, and youth-led campaigns held both virtually and in-person. Special accomplishments included a virtual Teen Influencer Summit and the first ever Teen Influencer Institute. The Teen Influencer Institute was 5-week intensive program to develop leadership skills and become peer-to-peer educators. Graduates are now prepared to represent MADD on a local and national level, as well as provide the youth perspective for underage drinking prevention programming.

MADD California presentations reached 38,840 youth, parents and other adults and 311,761 pieces of educational materials were distributed to educate the public on the risks and consequences of impaired driving. These programs demonstrated MADD's ability to engage youth in prevention and traffic safety efforts, and the importance of supporting youth-led activities to spread a life-saving message.

# PROGRAM AREA HIGHLIGHTS

## DISTRACTED DRIVING

### IMPACT TEEN DRIVERS (ITD) TEEN DRIVER SAFETY EDUCATION PROGRAM

#### California Highway Patrol (CHP)

The ongoing partnership between the CHP and Impact Teen Drivers (ITD) is a profound commitment to California teens, parents, and communities that provides presentations, conducts social media campaigns, and partners with groups, including teachers, parents, and teens, to enhance community involvement in regard to teen related traffic crashes, specifically focusing on distracted driving.

The ITD program is an attitude and behavior change program grounded in the Theory of Planned Behavior. Throughout the COVID-19 pandemic, the focus remained not only on this generation of drivers and passengers, but also to future generations of Californians. Programming successfully transitioned from in-person presentations and events to a virtual, online format, and created a solid foundation to continue to improve and present online teen programs in California during and post-pandemic. The ITD program offered its evidenced-based education simultaneously in both in-person and virtual formats. In total, 31 of 58 counties were impacted directly, and 210 teen driver safety education school presentations were held by CHP personnel, in conjunction with ITD, impacting 14,800 people.

Additionally, 160 community outreach events were conducted impacting 23,451 people. Providing programs to schools with students from low-income households and other populations who are historically underserved continued to be a priority. 62% of schools served by ITD were Title 1 schools or in communities historically underserved. In addition to serving Title 1 schools or communities historically underserved, ITD offered programming to youth probation programs, and made a concerted effort to foster relationships with Family Resource Centers and Family Strengthening Organizations. Analysis of participant surveys continues to show that ITD programs are effective at changing attitudes and behaviors behind the wheel.



## PROGRAM AREA HIGHLIGHTS

### DRUG IMPAIRED-DRIVING

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

The OTS funded 18 grants that focused on the prosecution of DUI offenders where each case was handled by a specially trained, dedicated prosecutor from start to finish. Judges and the defense bar recognized the expertise of these dedicated attorneys, resulting in sentences better suited to DUI offenses, thus reducing repeat offenders. Grant-funded prosecutors shared their knowledge and experience with law enforcement personnel and toxicologists, improving the results across all alcohol and drug-impaired driving cases. Grantees commonly reported they benefited from streamlined communication between arresting officers and the attorneys handling the cases. Officers learned they have a single point-person for alcohol and drug-impaired driving cases in the event of unique circumstances. Attorneys identified deficiencies in investigations or reports and communicated their needs to law enforcement. The communication and relationships were bolstered by the attorneys' participation in DUI saturation patrol ride-a-longs and attendance at DUI checkpoints. These specialized prosecutors experienced an improved prosecution rate, aided in part by better communication with law enforcement. Due to the COVID-19 pandemic, the Vertical Prosecution Units continued to prosecute cases, either in-person or remotely, depending on the County Court. The quarterly roundtable meetings that are hosted by the Vertical Prosecutors continued to be held virtually, in-person, or a combination of both.

#### CALIFORNIA TRAFFIC SAFETY RESOURCE PROSECUTOR TRAINING NETWORK

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

Despite the challenging conditions caused by the global pandemic, the Orange County District Attorney's Office (OCDA) continued to excel in its partnership with the OTS to develop multiple subject matter experts throughout the state. OCDA's California Traffic Safety Resource Prosecutor Training Network (CA TSRP) once again played a pivotal role in accomplishing this objective by providing innovative training events to over 400 attendees which included law enforcement, prosecutors, and forensic scientists across California. In addition, CA TSRP hosted multiple regional roundtables and participated as instructors at nearly all CHP's SFST, ARIDE, and DRE certification classes throughout the year. The OCDA's CA TSRP trainers' creative approach and use of technology to enhance audience interaction and engagement in a virtual environment also received high remarks from attendees. The CA TSRP also disseminated multiple impaired driving related training videos to personnel throughout the state, while providing constant updates on important legal, news, or scientific matters on impaired driving by distributing information through CA TSRP impaired driving network which has now grown to include over 1000 members. The CA TSRP trainers concluded the year by hosting a four-day P.O.S.T. certified training event designed specifically to address the deficit amongst law enforcement officers focusing specifically on impaired driving investigations and courtroom testimony. The CA TSRP continues to be recognized as training experts across the state by our colleagues in impaired driving cases and looks forward to hosting its first in-person event in 2022 at the new training center.





## PROGRAM AREA HIGHLIGHTS



### DRUG RECOGNITION EVALUATOR (DRE) PROGRAM

#### California Highway Patrol

The CHP, Impaired Driving Section (IDS) continued their statewide DRE program, training law enforcement officers and other appropriate stakeholders and community members regarding drug recognition and impairment. The training programs included: 3 Drug Impairment Training for Educational Professionals courses, with 91 educational professionals trained; 65 Advanced Roadside Impaired Driving Enforcement classes, with 1,088 law enforcement personnel trained; 81 Standardized Field Sobriety Testing classes, with 1,434 law enforcement personnel certified; 18 Drug Recognition Evaluator classes, with 300 law enforcement personnel certified; and 56 DRE Recertification courses, with 419 DREs recertified. In addition, the IDS reached students at 12 high schools statewide via virtual presentations of the Real DUI Court in Schools program.

### EMERGENCY MEDICAL SERVICES

#### REGIONAL COLLISION RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

#### Santa Barbara County Fire Department

The Santa Barbara County Fire Department partnered with the OTS for an EMS extrication grant. The grant provided up to date battery operated extrication tools that took the place of old extrication tools. This new equipment has decreased extrication set up times and on scene times. The new extrication tools have been very effective on the modern vehicles that are composed of ultra-high strength press boron metal. These tools are significantly easier to use and much faster putting in service on vehicle crashes. Patients are freed from vehicles much faster than before. This extra time provided additional minutes in meeting the "Golden Hour" first responders try and meet in our patient care goals. These tools are also lighter and more maneuverable which not only speeds thing up on the scene but are safer for firefighters.

Two full sets of extrication equipment were placed at the two most rural stations. The stations have seen an average decrease of 20 minutes total time on extrication incidents which is vital due to ambulance transport times of 30 minutes up to an hour. These tools have made a huge difference already and will continue for many years to come. This grant has allowed for the upgrade of equipment and service level that is provided to the community.



## PROGRAM AREA HIGHLIGHTS

### MOTORCYCLE SAFETY

#### RIDE TO LIVE MOTORCYCLE EDUCATION PROGRAM

##### Hawthorne Police Department

Back in 2015, the Hawthorne Police Department developed and pioneered a civilian motorcycle class in Southern California. The class was called Ride to Live which was a free, hands on, riding course for the general public taught by Hawthorne Motor Officers. The curriculum was based on the detailed training and instruction officers receive at the law enforcement Motor Officers Training Course and Motor Officers Instructor Course. Motorcycle maneuvers and principals of motorcycle operations are demonstrated by Motor Officers; however, 95 percent of the class is dedicated to students performing exercises hands-on and in a controlled, supervised manner. While the course is promoted on the department website, the class popularity is perpetuated by “word of mouth” which is a testament to the success and popularity of the program. Ride to Live classes quickly have continuously filled up months in advance. Each class was limited to 35 student riders. To date, the Ride to Live program has hosted over 1,400 student civilian motorcycle riders.

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

##### California Highway Patrol

The CHP continues to proactively promote the safety of motorcyclists on California roadways. With the help of the Office of Traffic Safety, the Get Educated And Ride Safe (GEARS) III grant was implemented and focused on reducing the number of motorcycle-involved fatalities and crashes through enforcement activities, along with public awareness and education. The GEARS grant partnered with 360 Motorcycle Solutions and provided 4 trainings for CHP officers in an effort to improve their knowledge on motorcycle safety. CHP officers received specialized training on motorcycle laws, motorcycle DUI awareness, motorcycle helmets, and safety tips for motorcyclists and motorists. Through this specialized training, the GEARS III grant was able to provide 151 motorcycle safety presentations and educate over 35,000 people. Despite COVID-19, the CHP conducted 150 motorcycle enforcement operations. In addition to raising motorcycle safety awareness, the CHP participated in the NHTSA Summer Mobilization and “May is Motorcycle Awareness Month.” Educational and enforcement operations were held during the campaigns to motorcyclists on California roadways. The CHP strives to continue raising motorcycle safety awareness to keep motorcyclists, motorists, and roadways safe.



# PROGRAM AREA HIGHLIGHTS

## OCCUPANT PROTECTION

### VEHICLE OCCUPANT SAFETY PROGRAM

#### California Department of Public Health

The California Department of Public Health's (CDPH) Vehicle Occupant Safety Program (VOSP) coordinated child passenger safety (CPS) efforts across California through partnerships that linked state and local policy, enforcement, and educational efforts to enhance effectiveness of local program implementation and CPS services. With the continuation of the COVID-19 pandemic, CPS Instructors found resourceful ways to offer various CPS trainings in which some included on-line components, and others required in-person attendance. Fortunately, CPS Instructors were able to modify and adapt their courses to meet the ongoing challenges during the pandemic. As a result of the California CPS training community, VOSP was able to maintain the statewide CPS Technician Training System that trained and recertified many California CPS Technicians and Instructors, including: 15 CPS certification trainings, yielding 137 new technicians; 7 CPS recertification trainings, yielding 62 recertified technicians; 1 Instructor development training, updating Instructors on the revised CPS curriculum; and supporting 35 Instructors of which 26 received teaching hours for their Instructor recertification. As a result of the global pandemic the landscape of CPS trainings will be forever changed, most likely providing more options and hybrid models in the future. The current number of California technicians is 1,477, although down from 2,402 in the previous year, the number of instructors however remained high at 135 with only 8 instructors declining to renew.

VOSP kept the CPS community up to date on events and issues related to services in the development and distribution of the VOSP quarterly e-Newsletter, which was sent to the over 250 CPS organizations/advocates in the California CPS network including all 61 health departments and local Safe Kids Coalitions and Chapters. VOSP provided over 20,000 CPS parent brochures "California Laws - How to Keep Your Child Safe in the Car", which provides uniform understanding of the CPS laws and best practices and qualifies for licensed childcare facilities requirements to post CPS laws. This brochure continues to be available through VOSP and is available in English as well as Spanish and includes information on California's "Kaitlyn's law", which designates that it is illegal to leave a child 6 years and under alone in a vehicle while the keys are in the ignition, or the vehicle is running. Additionally, VOSP distributed 3,000 Stand Up Sofia/Alejandro (English/Spanish) height charts (on booster seat graduation) for local dissemination at health clinics, pediatrician offices, DMV lobbies, and family resource centers, as well as 200 LATCH manuals for use at CPS check-up events.

## PROGRAM AREA HIGHLIGHTS

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

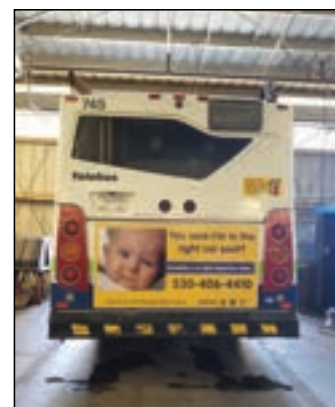
#### California Highway Patrol

In 1999, a partnership was established between the CHP and the OTS, to begin the Child Passenger Safety Program. The program was specifically designed to educate parents/guardians about the importance of using passenger restraints, including child passenger safety seats to reduce injuries and deaths of children 16 and under. Components of the program include training for CHP personnel and allied agency partners to become certified Child Passenger Safety Technicians, who put their knowledge to work by conducting child safety seat checks, where parents and caregivers receive hands-on assistance for proper use of child restraint systems and safety belts. The program also provides replacement car seats and booster seats for people in need. Through the course of the COVID-19 pandemic, which affected in person activities, 107 check-up events were held, CPS technicians conducted 4,785 inspections, and 32 educational classes were held for preschools and day care centers, affecting nearly 1,000 people. Additionally, CHP personnel conducted 4 certification, 3 renewal and 1 recertification course which resulted in 111 CPS technicians trained, 100 recertified, and 52 technicians renewed their certification.

### CHILD PASSENGER SAFETY PROGRAM

#### YOLO COUNTY HEALTH AND HUMAN SERVICES AGENCY

The Yolo County Health and Human Services Agency Child Passenger Safety Program worked tirelessly to address the need for proper child passenger safety education across the county. Outreach opportunities and partnerships were the key to a successful grant cycle. To reach as many residents as possible, the Yolo County Child Passenger Safety Program called Yolo County residents to action by encouraging car seat checks by means of a “moving billboard”, an advertisement that is displayed on the exterior of a bus. The bus routes covered hundreds of miles of both rural and urban areas of Yolo County which generated thousands of daily “impressions”. In addition, the program connected with community-based organizations forming new partnerships.



It was crucial to connect with community-based organizations and partners, including law enforcement agencies, to implement and achieve program goals. With a great plan in place, the program had a successful grant cycle. Goals were reached, objectives were completed, and expectations were surpassed. The program conducted 13 check-up events, 11 educational classes, eight educational events, and attended 14 community events – where the program was able to connect with over 1079 community members. One-on-one appointments continued while maintaining social distance guidelines. A total of 351 child safety seats were checked by program staff during one-on-one appointments and check-up events. Furthermore, the program participated in National Child Passenger Safety Week and received a Resolution from the Yolo County Board of Supervisors declaring the week of September 19-25, 2021 as National Child Safety Week. The program wrapped up the grant cycle by providing a great CEU opportunity for Child Passenger Safety Technicians in partnership with Target.

## PROGRAM AREA HIGHLIGHTS

### AGING ROAD USERS

#### KEEPING EVERYONE SAFE (KEYS) XI

##### California Highway Patrol

California is facing continuing growth in the number of adults aged 65 years and over residing in the state. According to the California Department of Finance, only 9 percent of the total California population was aged 65 years and older in 1970. However, in 2016, the number of adults, ages 65 and over, represented 13.6 percent. It is projected that by the year 2030, California will have 19 percent or over 8.6 million adults, ages 65 and older, living in the state. The need for established safety and mobility programs to prevent injuries and fatalities for older adults and the motoring public is crucial.

The COVID-19 pandemic continued to cause the number of traffic safety presentations to be restricted, especially during the first half of the grant year. Slowly many COVID-19 restrictions were being lifted which allowed for area PIOs to continue traffic safety presentations. As a result, the number of presentations dramatically increased as we approached the end of the grant year. A total of 145 traffic safety presentations were conducted statewide, impacting 3,554 senior drivers. Additionally, an Age Well, Drive Smart social media ad was created and posted on the CHP Facebook page.

The CHP's Office of Community Outreach and Media Relations (COMR) focused on providing materials needed to conduct virtual presentations including web cameras, microphones, and presentation pointers. COMR also developed and distributed a new Age Well, Drive Smart pamphlet. The program was still very well received by senior drivers and provided a basis for continued outreach activities to the senior community. Due to this program's success, the CHP receives multiple inquiries from senior drivers statewide and looks forward to continuing its message.

### PEDESTRIAN AND BICYCLE SAFETY

#### COMMUNITY PEDESTRIAN AND BICYCLE SAFETY PROGRAM (CPBSP)

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

Pedestrians and bicyclists have been overrepresented in traffic deaths for several years. The Community Pedestrian and Bicycle Safety Program (CPBSP) worked to reduce pedestrian and bicycle fatalities and injuries in California communities, with a special focus on addressing the safety needs of high-risk groups like older adults, youth, and underserved communities, e.g., people of color, low-income, limited English proficiency, people who have disabilities, and more. During the grant year, SafeTREC conducted over 35 virtual workshops, webinars and walk assessments, and developed supporting material in multiple languages (Spanish, Chinese, Korean, and English). Curricula was developed around the Safe System Approach to eliminate serious and fatal injuries and launched the Comunidades Activas y Seguras program to meet the cultural needs of monolingual Spanish speakers and engage them in active transportation safety in a different manner. In tracking results of workshops held between 2017-2020, 62 percent of training recipients indicated that new partnerships were created, 50 percent conducted walk/bike assessments, 69 percent applied for new grants to address recommendations in the action plan report, and 55 percent were awarded funding.



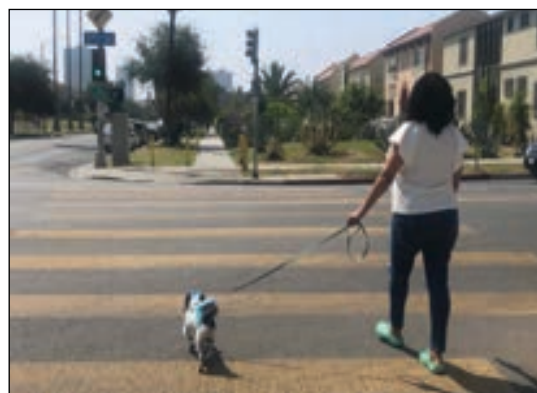
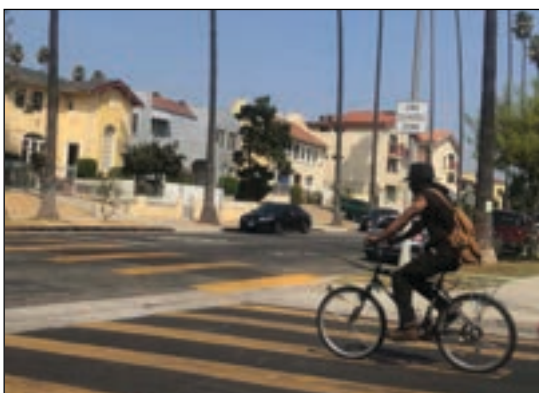
# PROGRAM AREA HIGHLIGHTS

## PEDESTRIAN AND BICYCLE SAFETY PROGRAM

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

To support pedestrian and bicyclist safety in Southern California, the Southern California Association of Governments (SCAG) conducted five community engagement strategies: the Community Streets Mini-Grants Program, the Community Safety Ambassador Program, the Go Human Advertisement Campaign, the Traffic Safety Peer Exchanges, and Complete Streets Kit of Parts Deployments.

To accomplish this work, SCAG worked in partnership with over 120 community leaders and partners from local jurisdictions and community organizations across the six-county region. For the Community Streets Mini-Grants Program, SCAG distributed over \$275,000 to 31 community organizations to conduct hyperlocal traffic safety projects. Awardees distributed bicycles and resources to community members in need, conducted temporary traffic safety infrastructure demonstrations, produced films, and distributed educational material, among other creative project types. Through the Community Safety Ambassador Program, SCAG trained 50 resident leaders in traffic safety with a curriculum modeled on popular education principles, to bridge collaboration between government agencies and community leaders. As the “capstone” for their training, Community Safety Ambassadors implemented 41 safety activations, or projects, such as walk and bike audits, bike rodeos, and distribution of educational material. The Go Human Advertisement Campaign, using human-centered imagery to put a face on traffic safety, targeted driver speeds to create safer conditions for people walking and biking. For this strategy, SCAG supported 7 paid media campaigns and distributed over 2,200 co-branded safety advertisements to 32 local partners. For the Traffic Safety Peer Exchanges, SCAG held 12 virtual training sessions on traffic safety issues for local leaders and practitioners, with additional focus on issues by geography type. Finally, through its Kit of Parts lending library, Go Human loaned materials to local jurisdictions to temporarily demonstrate Complete Streets design features, like parklets, artistic crosswalks and protected bike lanes, as a tool to engage the public. SCAG partnered with 16 local agencies to deploy the Kit of Parts 12 times. All partners have been invited to sign Go Human's relaunched Traffic Safety Pledge and join the growing cohort of safety leaders across the region.



## PROGRAM AREA HIGHLIGHTS

### PEDESTRIAN AND BICYCLE SAFETY PROGRAM

#### City of San José Department of Transportation

City of San José Department of Transportation's (SJDOT) Vision Zero program remains committed to reducing traffic fatalities and major injuries with engagement, education, safety messaging, and encouraging community feedback. Many engagement countermeasures were used: virtual and in-person education to school age children, adults, and older adults, messaging targeted to driver behavior to reduce fatalities and serious injuries for all road users, and community engaged neighborhood virtual walk audits. The 8 neighborhood and safety corridor virtual street safety events had an average of 25 adult attendees and collected over 500 comments on community street safety through events and online web maps that will be used to further community education and inform DOT's infrastructure safety improvements. During the SJDOT's annual "Look Out When It's Dark Out" campaign to reduce fatalities and major injuries during the daylight savings time (November to March), digital safety messaging signs were placed along San Jose's Vision Zero priority safety corridors. The messaging in both Spanish and English, advised drivers to slow down and be aware of cyclists and pedestrians at over 100 locations. Despite local restrictions due to the COVID-19 pandemic, the SJDOT Vision Zero traffic safety education team was able to provide over 50 virtual and in-person pedestrian and bicycle safety education and outreach events and distribute and fit over 1000 helmets for youth and adults.



### POLICE TRAFFIC SERVICES

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

The OTS awarded 187 STEP grants in FY 2021. Law enforcement agencies throughout the state conducted enforcement activities that coincided with NHTSA mobilizations and campaigns. The STEP activities focused on traffic enforcement, training, and education. Traffic enforcement activities included High Visibility Enforcement (HVE) conducting DUI/Driver's License checkpoints and DUI saturation patrols, along with operations focusing on distracted driving, nighttime Click-It-or-Ticket, motorcycle safety, and pedestrian and bicycle safety. Training activities included training in SFST, ARIDE, and DRE. Agencies utilized the trainings to conduct DUI/Driver's License checkpoints and DUI saturation patrols. Education activities included presentations to communities, organizations, and schools. Media efforts focusing on the awareness of the STEP activities were coordinated both regionally and locally. As the COVID-19 pandemic continued, law enforcement agencies recognized the need for enforcement operations and gradually continued to conduct these operations. Some law enforcement agencies were able to pivot the educational activities to a virtual environment.



## PROGRAM AREA HIGHLIGHTS

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

The Communities Against Racing and Sideshows (C.A.R.S.) program continued its contribution toward reducing illegal street racing and sideshow activity throughout Southern California, through the newly established Street Racing Enforcement Unit (SREU). The new unit coupled two full-time investigators with focused task force enforcement operations, to support the CHP and allied agencies with operations, intelligence sharing, and specialized training. These efforts resulted in a total of 89 enforcement operations, 1,554 citations issued, 177 arrests made, and 252 vehicles stored and/or impounded, as well as 295 CHP and allied law enforcement agency personnel trained to identify modified vehicles and enforce their illegal use and unsafe operation. Additionally, the SREU assisted with a statewide effort by the CHP, to update, revise, and implement the California POST Street Racing Enforcement Training Course.

Additional grant activities included educating community members regarding the dangers of street racing and sideshows and creating partnerships with community stakeholders. PIOs conducted 20 traffic safety presentations in cooperation with several national organizations, including AAA insurance and MADD. Leadership from the SREU also aided various agencies and municipalities, including the City of Inglewood, with creating and implementing effective cooperative anti-street racing enforcement programs and municipal codes, to deter street racing and sideshow activities.

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

#### California Highway Patrol

The CHP implemented a 12-month statewide traffic safety campaign focused on speed-caused crashes; including PCF with elements of “aggressive driving” such as unsafe turns, driving on the wrong side of the road, following too closely, unsafe passing, unsafe lane changing, and illegal street racing activities, such as drag racing, freeway racing, and sideshows. Despite the COVID-19 pandemic, the CHP conducted 123 speed and aggressive driving traffic safety presentations, impacting over 9,672 people; deployed speed radar trailers 450 times; conducted 92 enforcement operations in conjunction with speed radar trailers; conducted 243 traffic operations focused on speed, aggressive driving, and other PCFs; conducted 135 specialized enforcement operations focused on street racing and sideshow activities; and provided 28 training classes focused on speed enforcement, aggressive driving, and PCF violations for 627 CHP and allied agency personnel. The CHP speed and aggressive driving enforcement operations resulted in 8,084 enforcement stops and 6,730 citations issued. The CHP also posted over 200 speed and aggressive driving traffic safety messages and public service announcements on social media (i.e., Twitter, Facebook, Instagram).



## PROGRAM AREA HIGHLIGHTS

### TRAFFIC RECORDS/ROADWAY SAFETY

#### TRAFFIC RECORDS IMPROVEMENT PROJECTS

The OTS awarded 52 Traffic Records improvement Project (TRIP) grants to local law enforcement agencies in FY 2021. These grants provide funding to upgrade their current electronic records management system to allow for the electronic transmission of crash records to the CHP's SWITRS database. They also provided funds to allow agencies to upgrade their systems to an electronic crash database and/or electronic citation database which would enable them to transmit other electronic data to their local court systems or their RMS, while allowing transportation agencies to have the most current data available to make evidence-based decisions for traffic safety efforts.

#### CRASH MEDICAL OUTCOMES DATA (CMOD) PROJECT

##### **California Health and Human Services**

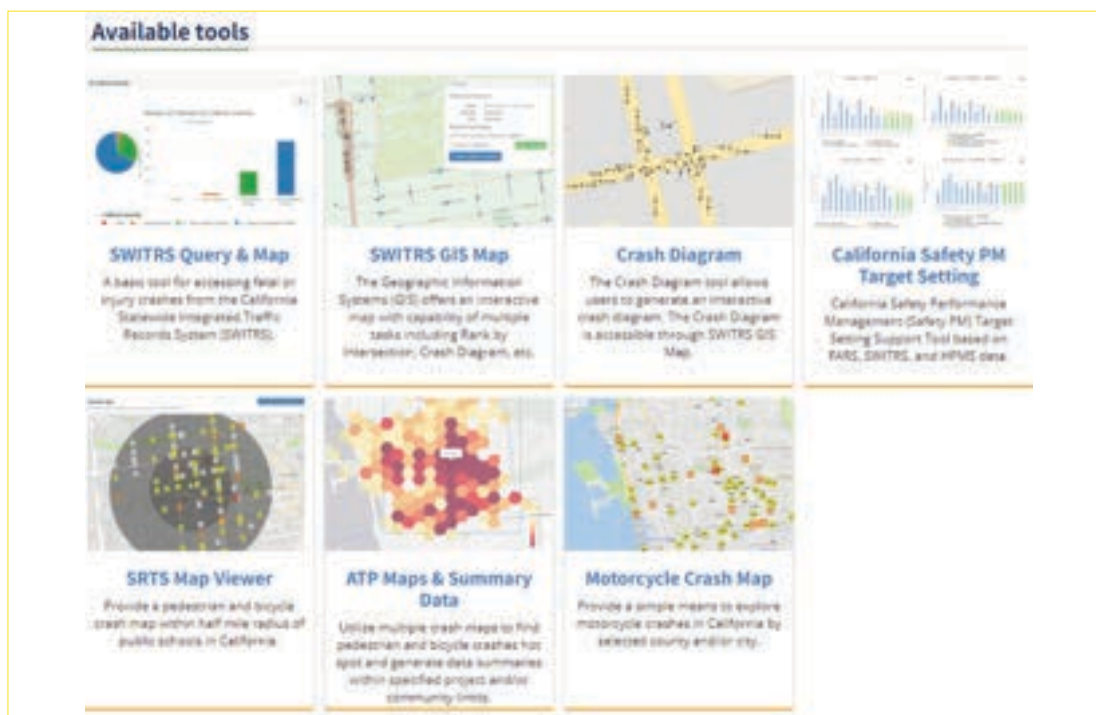
The CMOD Project links crash and medical data to better understand how crash circumstances contribute to medical outcomes. This integrated "crash through outcomes" data system was used to identify and develop solutions to traffic safety problems and help move California towards zero traffic fatalities and serious injuries. Achievements included conducting a presentation at the August 2021 Association of Transportation Safety Information Professionals' Virtual Traffic Records Forum focused on CMOD data linkage work and joint deterministic data linkage efforts with the Department of Motor Vehicles. California Health and Human Services issued a survey administered to local health departments to identify patterns of use of traffic injury data. A total of 50 responses were received, providing information about traffic injury data needs that was used to guide CMOD technical assistance and data-dissemination efforts. Fatal Analysis Reporting System (FARS) toxicology data was used to provide surveillance on alcohol and drug involvement in fatal motor vehicle crashes. Findings were reported in a research brief that examined alcohol and drug involvement among drivers, pedestrians, and cyclists involved in fatal crashes in California in 2018. A data brief was produced using deterministically linked crash and medical data to determine driver characteristics, injury severity scores, and medical outcomes of young and older drivers involved in motor vehicle traffic crashes. Active travel county profiles were also developed in collaboration with CDPH Active Transportation Safety Program (ATSP) staff. Profiles included county level rates of pedestrian and bicycle injuries, as well as information on pedestrian/bike projects that are funded through the Caltrans Active Transportation Program.

# PROGRAM AREA HIGHLIGHTS

## INJURY MAPPING SYSTEM (TIMS): IMPROVE LOCATION ACCURACY WITH FEEDBACK

### University of California, Berkeley- SafeTREC

UC Berkeley SafeTREC enhanced its Transportation Injury Mapping System (TIMS), which has been established as an important resource for crash data and mapping applications to aid local and statewide traffic safety initiatives, and Traffic Records goals. TIMS provided tools for querying geo-located crashes, conducting data analysis, and developing data visualization. SafeTREC developed a new feature on TIMS, the statewide Summary tool, to report the most recent five years of overall fatal and injury crashes; fatalities and injuries to pedestrians, bicyclists, motorcyclists, older adults and unrestrained vehicle passengers; and fatalities and injuries related to alcohol, drugs, distracted driving, and speeding. About 42,000 crash queries were made and provided to users during the grant period.





## APPENDIX A – EXPENDITURE REPORT

### PROGRAM COST SUMMARY AND LIST OF PROJECTS

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
AL21001	Contra Costa County Probation Department	164AL	\$376,241.00	\$360,800.79
AL21002	Kern County Probation Department	164AL	\$176,950.00	\$164,740.85
AL21003	Sacramento County Probation Department	164AL	\$481,982.00	\$467,836.03
AL21004	San Bernardino County Probation Department	164AL	\$415,033.00	\$299,095.30
AL21005	San Diego County Probation Department	164AL	\$371,485.00	\$348,990.34
AL21006	San Diego Police Department	164AL	\$50,000.00	\$11,524.64
AL21007	San Joaquin Collaborative Courts	164AL	\$521,000.00	\$423,163.63
AL21008	San Joaquin County Probation Department	164AL	\$139,388.00	\$123,990.62
AL21009	Solano County Probation Department	164AL	\$275,627.00	\$260,504.20
AL21010	Butte County Probation Department	164AL	\$144,209.00	\$123,955.29
AL21011	California Department of Alcoholic Beverage Control	164AL	\$380,523.00	\$323,728.67
AL21012	California Department of Alcoholic Beverage Control	164AL	\$277,405.00	\$227,331.06
AL21013	California Department of Alcoholic Beverage Control	164AL	\$291,522.00	\$219,053.17
AL21014	California Department of Alcoholic Beverage Control	164AL	\$1,997,530.00	\$1,524,858.55
AL21015	California Highway Patrol	164AL	\$250,000.00	\$232,236.95
AL21016	Placer County Probation Department	164AL	\$124,500.00	\$82,408.72
AL21017	Los Angeles County Probation Department	164AL	\$356,615.00	\$286,212.00
AL21018	Tulare County Probation Department	164AL	\$109,385.00	\$106,485.90
AL21019	Tulare County Office of Education	164AL	\$250,728.00	\$186,870.96
AL21020	Santa Barbara County Probation Department	164AL	\$160,585.00	\$145,839.00
AL21021	Marin County Probation Department	164AL	\$175,237.00	\$86,076.89
AL21022	Fresno County Probation Department	164AL	\$317,706.00	\$267,093.04
AL21023	California Department of Motor Vehicles - Licensing Operations	164AL	\$299,999.00	\$243,155.00
AL21024	San Mateo County Superior Court	164AL	\$415,500.00	\$344,036.13
AL21025	California Highway Patrol	164AL	\$2,000,000.00	\$231,665.06
AL21026	California Highway Patrol	164AL	\$5,000,000.00	\$4,591,100.15
AL21027	Superior Court of California, County of Fresno	164AL	\$384,000.00	\$248,127.85
AL21028	California Highway Patrol	164AL	\$300,000.00	\$258,571.75
		<b>Subtotal</b>	<b>\$16,043,150.00</b>	<b>\$12,189,452.54</b>

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DD21001	Riverside County Public Health Department	402DD	\$170,000.00	\$141,583.79
DD21002	San Luis Obispo County Behavioral Health Department	402DD	\$76,000.00	\$52,594.08
DD21003	California Department of Alcoholic Beverage Control	402DD	\$270,869.00	\$178,803.67
DD21004	Los Angeles County Public Health Department	402DD	\$105,462.00	\$65,212.29
DD21005	Long Beach Department of Health and Human Services	402DD	\$160,000.00	\$113,984.39
DD21006	California Highway Patrol	405d AL	\$800,000.00	\$786,983.70
DD21007	California Highway Patrol	405d AL	\$550,000.00	\$433,532.92
DD21008	California Highway Patrol	402DD	\$300,000.00	\$245,508.59
		<b>Subtotal</b>	<b>\$ 2,432,331.00</b>	<b>\$2,018,203.43</b>

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
DI21001	Contra Costa County Sheriff's Department	405d AL	\$408,853.00	\$408,823.99
DI20002	Kern County District Attorney's Office	405d AL	\$256,000.00	\$256,000.00
DI21003	Riverside County District Attorney's Office	405d AL	\$402,976.00	\$400,218.00
DI21004	Riverside County Public Health Department	402PT	\$107,500.00	\$80,066.86
DI21005	Sacramento County District Attorney's Office	405d AL	\$269,649.00	\$255,851.05
DI21006	San Bernardino County District Attorney's Office	405d AL	\$296,000.00	\$265,999.96
DI21007	San Diego City Attorney's Office	405d AL	\$265,000.00	\$168,939.53
DI21008	San Diego County District Attorney's Office	405d AL	\$426,000.00	\$420,395.00
DI21009	Shasta County Health and Human Services Agency	402PT	\$242,193.00	\$226,195.25
DI21010	Solano County District Attorney's Office	405d AL	\$225,000.00	\$224,998.00
DI21011	Sonoma County District Attorney's Office	405d AL	\$255,000.00	\$218,894.84
DI21012	Ventura County District Attorney's Office	405d AL	\$359,800.00	\$349,493.22
DI21013	Yolo County District Attorney's Office	405d AL	\$200,000.00	\$184,506.75
DI21014	California Department of Motor Vehicles - Research & Development	405d AL	\$120,000.00	\$90,939.13
DI21015	Orange County District Attorney's Office	405d AL	\$1,039,400.00	\$937,966.17
DI21016	Orange County District Attorney's Office	405d AL	\$761,738.00	\$733,256.73
DI21017	Orange County Sheriff's Department	405d AL	\$117,000.00	\$97,434.01
DI21018	Fresno County District Attorney's Office	405d AL	\$249,000.00	\$214,661.36
DI21019	Monterey County District Attorney's Office	405d AL	\$264,115.00	\$205,103.98
DI21020	Los Angeles County District Attorney's Office	405d AL	\$1,517,500.00	\$1,370,626.67
DI21021	Tulare County District Attorney's Office	405d AL	\$168,800.00	\$166,845.14
DI21022	Los Angeles City Attorney's Office	405d AL	\$980,000.00	\$950,210.56
DI21023	El Dorado County District Attorney's Office	405d AL	\$233,072.00	\$226,944.07
DI21024	Santa Cruz County Health Services Agency	405d AL	\$164,939.00	\$128,836.92
DI21025	Marin County District Attorney's Office	405d AL	\$225,500.00	\$213,888.41
DI21026	Long Beach Department of Health and Human Services	405d AL	\$191,040.00	\$132,365.65
DI21028	California Highway Patrol	405d AL	\$1,900,000.00	\$1,023,600.77
		<b>Subtotal</b>	<b>\$11,646,075.00</b>	<b>\$9,953,062.02</b>

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
EM21001	Chula Vista Fire Department	402EM	\$60,000.00	\$54,510.25
EM21002	Colton Fire Department	402EM	\$68,000.00	\$67,963.31
EM21003	Hopland Fire Protection District	402EM	\$37,000.00	\$37,000.00
EM21004	River Delta Fire District	402EM	\$37,000.00	\$36,967.26
EM21005	Suisun City Fire Department	402EM	\$37,000.00	\$36,999.22
EM21006	Orland Volunteer Fire Department	402EM	\$89,000.00	\$89,000.00
EM21007	Ebbetts Pass Fire District	402EM	\$74,000.00	\$72,826.22
EM21008	Tulare County Fire Department	402EM	\$90,000.00	\$89,364.62
EM21009	Marysville Fire Department	402EM	\$86,000.00	\$76,735.46
EM21010	French Camp McKinley Fire District	402EM	\$58,000.00	\$54,591.76
EM21011	Merced County Fire Department	402EM	\$74,000.00	\$74,000.00
EM21012	North Central Fire Protection District	402EM	\$86,000.00	\$86,000.00
EM21013	Lookout Volunteer Fire Department	402EM	\$111,000.00	\$111,000.00
EM21014	Mokelumne Rural Fire District	402EM	\$111,000.00	\$110,999.20
EM21015	Mendota Police Department	402EM	\$37,000.00	\$34,595.19
EM21016	Santa Barbara County Fire Department	402EM	\$74,000.00	\$72,078.35
EM21017	Atwater	402EM	\$37,000.00	\$37,000.00
EM21018	Oakland Fire Department	402EM	\$30,000.00	\$30,000.00
EM21019	Madera County Fire Department	402EM	\$74,000.00	\$73,542.17
EM21020	Tehama County Fire Department	402EM	\$30,000.00	\$30,000.00
		<b>Subtotal</b>	<b>\$1,300,000.00</b>	<b>\$1,275,243.01</b>

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
MC21001	Anaheim Police Department	405f MC	\$60,000.00	\$39,820.40
MC21002	Coronado Police Department	405f MC	\$34,000.00	\$30,287.94
MC21003	Rialto Police Department	405f MC	\$24,000.00	\$18,987.71
MC21004	San Francisco Municipal Transportation Agency	405f MC	\$48,000.00	\$41,166.64
MC21005	Hawthorne Police Department	405f MC	\$118,000.00	\$103,983.90
MC21006	Upland Police Department	405f MC	\$24,000.00	\$10,527.35
MC21007	California Highway Patrol	405d AL	\$458,000.00	\$405,488.17
MC21007	California Highway Patrol	405f MC	\$292,000.00	\$200,767.04
		<b>Subtotal</b>	<b>\$1,058,000.00</b>	<b>\$851,029.15</b>



## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
OP21001	Anaheim Police Department	405b OP	\$85,000.00	\$70,401.36
OP21002	Community Action Partnership	405b OP	\$225,000.00	\$225,000.00
OP21003	Contra Costa County Health Services	405b OP	\$83,000.00	\$42,073.48
OP21004	Riverside County Public Health Department	405b OP	\$208,000.00	\$173,845.80
OP21005	San Joaquin County Public Health Services	405b OP	\$95,000.00	\$85,101.26
OP21006	San Luis Obispo Public Health Department	405b OP	\$65,000.00	\$60,728.28
OP21007	Stanislaus County Health Services Agency	405b OP	\$100,000.00	\$52,185.41
OP21008	Ventura County Fire Department	405b OP	\$65,000.00	\$63,793.56
OP21009	Yolo County Health and Human Services Agency	405b OP	\$190,000.00	\$132,986.43
OP21010	Yuba County Health and Human Services Department	405b OP	\$64,000.00	\$44,901.23
OP21011	Butte County Public Health Department	405b OP	\$130,000.00	\$85,266.02
OP21012	California Department of Public Health	405b OP	\$400,000.00	\$329,316.88
OP21013	Oxnard Fire Department	405b OP	\$30,000.00	\$9,083.08
OP21014	Los Angeles County Public Health Department	405b OP	\$130,000.00	\$95,387.18
OP21015	Trinity County Public Health Department	405b OP	\$33,600.00	\$8,971.32
OP21016	Torrance Fire Department	405b OP	\$156,000.00	\$98,618.35
OP21017	Los Angeles Housing and Community Investment Department	405b OP	\$150,000.00	\$93,706.08
OP21018	Santa Cruz County Health Services Agency	405b OP	\$65,000.00	\$58,456.88
OP21019	California State University, Fresno	405b OP	\$268,941.00	\$237,494.27
OP21020	California Highway Patrol	405b OP	\$725,000.00	\$570,730.65
OP21021	California Highway Patrol	402PT	\$150,000.00	\$103,141.77
		<b>Subtotal</b>	<b>\$3,418,541.00</b>	<b>\$2,641,189.29</b>

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PA21001	Office of Traffic Safety	405c TR	\$200,000.00	\$160,548.26
PA21001	Office of Traffic Safety	402AL	\$1,107,950.00	\$1,107,950.00
PA21001	Office of Traffic Safety	402PT	\$812,179.00	\$812,179.00
PA21001	Office of Traffic Safety	402DD	\$55,657.00	\$55,657.00
PA21001	Office of Traffic Safety	402PS	\$262,513.00	\$262,513.00
PA21001	Office of Traffic Safety	402PA	\$1,400,040.00	\$1,400,040.00
PA21001	Office of Traffic Safety	402EM	\$64,366.00	\$64,366.00
PA21001	Office of Traffic Safety	402OP	\$161,832.00	\$161,832.00
PA21001	Office of Traffic Safety	164AL	\$2,129,965.00	\$2,129,965.00
PA21001	Office of Traffic Safety	402DD	\$45,657.00	\$25,316.26
PA21001	Office of Traffic Safety	402AL	\$984,019.00	\$557,751.29
PA21001	Office of Traffic Safety	402PS	\$242,513.00	\$132,088.81
PA21001	Office of Traffic Safety	402PT	\$662,179.00	\$377,245.10
PA21001	Office of Traffic Safety	164AL	\$2,079,965.00	\$647,187.54
PA21001	Office of Traffic Safety	402OP	\$161,832.00	\$78,614.97
PA21001	Office of Traffic Safety	402TR	\$261,559.00	\$261,559.00
PA21001	Office of Traffic Safety	402MC	\$29,707.00	\$14,524.50
PA21001	Office of Traffic Safety	402TR	\$241,559.00	\$87,158.77
PA21001	Office of Traffic Safety	402PA	\$1,450,040.00	\$873,647.32
PA21001	Office of Traffic Safety	402EM	\$64,366.00	\$48,983.83
PA21001	Office of Traffic Safety	402MC	\$29,707.00	\$29,707.00
PA21001	Office of Traffic Safety	405c TR	\$200,000.00	\$200,000.00
PA21001	Office of Traffic Safety	405d AL	\$350,000.00	\$116,765.76
		<b>Subtotal</b>	<b>\$12,997,605.00</b>	<b>\$9,605,600.41</b>

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PR21001	Office of Traffic Safety	402PT	\$3,000,000.00	\$2,967,213.27
PR21001	Office of Traffic Safety	164AL	\$2,000,000.00	\$1,992,598.34
PR21001	Office of Traffic Safety	402PT	\$3,000,000.00	\$3,000,000.00
PR21001	Office of Traffic Safety	164AL	\$2,000,000.00	\$2,000,000.00
		<b>Subtotal</b>	<b>\$10,000,000.00</b>	<b>\$9,959,811.61</b>

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PS21001	Anaheim Police Department	402PS	\$63,000.00	\$26,621.23
PS21002	Bakersfield Police Department	402PS	\$33,000.00	\$10,508.61
PS21003	Community Action Partnership	402PS	\$125,000.00	\$125,000.00
PS21004	Culver Public Works Department	402PS	\$47,000.00	\$43,287.76
PS21005	Humboldt County Public Health Department	402PS	\$120,000.00	\$73,576.47
PS21006	Huntington Beach Police Department	402PS	\$50,000.00	\$16,776.90
PS21007	Inglewood Public Works Department	402PS	\$100,000.00	\$13,877.00
PS21008	La Mesa Police Department	402PS	\$25,000.00	\$5,576.58
PS21009	Lancaster Development Services	402PS	\$65,000.00	\$63,945.18
PS21010	Riverside County Public Health Department	402PS	\$190,000.00	\$156,607.33
PS21011	Sacramento County Office of Education	402PS	\$175,000.00	\$160,730.92
PS21012	Salinas Police Department	402PS	\$100,000.00	\$97,211.83
PS21013	San Diego Police Department	402PS	\$240,000.00	\$239,939.80
PS21014	San Francisco Public Health Department	402PS	\$100,000.00	\$51,214.83
PS21015	San Jose Department of Transportation	402PS	\$110,000.00	\$101,713.58
PS21016	Solano Transportation Authority	402PS	\$110,000.00	\$97,312.10
PS21017	Southern California Association of Governments	405d AL	\$1,250,000.00	\$1,185,422.44
PS21018	Stanislaus County Health Services Agency	402PS	\$100,000.00	\$21,742.86
PS21019	Sunnyvale Department of Public Safety	402PS	\$35,000.00	\$3,492.11
PS21020	Watsonville Police Department	402PS	\$42,000.00	\$41,996.30
PS21021	Monterey City Traffic Engineering	402PS	\$40,000.00	\$16,545.25
PS21022	Buellton Public Works	402PS	\$40,000.00	\$37,882.65
PS21023	Butte County Public Health Department	402PS	\$65,000.00	\$64,805.99
PS21024	Oxnard Police Department	402PS	\$33,000.00	\$15,262.85
PS21025	Pasadena Transportation Department	405c TR	\$75,000.00	\$0.00
PS21025	Pasadena Transportation Department	402PS	\$75,000.00	\$44,278.16
PS21026	Pomona Police Department	402PS	\$44,000.00	\$22,439.87
PS21027	Mendocino County Public Health Department	402PS	\$100,000.00	\$64,016.87
PS21028	Long Beach Department of Health and Human Services	405h PS	\$275,000.00	\$202,073.36
PS21029	Redondo Beach Police Department	402PS	\$55,000.00	\$3,038.25
PS21030	Escondido Police Department	402PS	\$25,000.00	\$3,981.77
PS21031	University of California, Berkeley - SafeTREC	405d AL	\$1,500,000.00	\$1,264,676.93
PS21032	San Luis Obispo Public Health Department	402PS	\$150,000.00	\$142,056.12
PS21033	University of California, Berkeley - SafeTREC	405d AL	\$460,000.00	\$426,623.52
PS21034	Modesto Police Department	402PS	\$100,000.00	\$59,989.09
PS21035	San Mateo County Office of Education	402PS	\$130,000.00	\$92,242.87
PS21036	El Dorado County Department of Transportation	402PS	\$100,000.00	\$52,300.72
PS21037	Rancho Cordova Public Works Department	402PS	\$30,000.00	\$18,496.63
PS21038	Fresno (PARCS)	402PS	\$100,000.00	\$34,197.13
PS21039	Oakley Police Department	402PS	\$20,000.00	\$13,415.67
PS21040	Los Angeles County Public Health Department	405h PS	\$250,000.00	\$229,874.60
PS21041	Los Angeles Housing and Community Investment Department	405h PS	\$235,000.00	\$155,779.26

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PS21042	Santa Ana Public Works Agency	402PS	\$100,000.00	\$99,989.48
PS21043	Placentia Public Works Department	402PS	\$25,000.00	\$24,946.67
PS21044	Santa Cruz County Health Services Agency	402PS	\$190,000.00	\$100,099.63
PS21045	Goleta Public Works Department	402PS	\$40,000.00	\$36,027.99
PS21046	California Highway Patrol	405h PS	\$1,250,000.00	\$768,539.07
		<b>Subtotal</b>	<b>8,587,000.00</b>	<b>\$6,530,134.23</b>

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT21001	Alameda County Sheriff's Office	164AL	\$165,000.00	\$151,991.38
PT21001	Alameda County Sheriff's Office	402PT	\$135,000.00	\$81,619.31
PT21002	Alameda Police Department	402PT	\$22,000.00	\$10,440.00
PT21002	Alameda Police Department	164AL	\$15,000.00	\$0.00
PT21003	Alhambra Police Department	164AL	\$83,000.00	\$73,220.86
PT21003	Alhambra Police Department	402PT	\$44,000.00	\$39,053.01
PT21004	Anaheim Police Department	164AL	\$227,000.00	\$214,356.87
PT21004	Anaheim Police Department	402PT	\$170,000.00	\$161,774.84
PT21004	Anaheim Police Department	405c TR	\$60,000.00	\$56,930.11
PT21004	Anaheim Police Department	405d AL	\$50,000.00	\$49,934.00
PT21005	Anderson Police Department	164AL	\$20,000.00	\$9,752.21
PT21005	Anderson Police Department	402PT	\$12,500.00	\$9,169.07
PT21006	Angels Camp Police Department	164AL	\$15,000.00	\$6,165.09
PT21006	Angels Camp Police Department	402PT	\$12,500.00	\$4,097.85
PT21007	Antioch Police Department	402PT	\$32,000.00	\$26,543.81
PT21007	Antioch Police Department	164AL	\$21,000.00	\$19,632.86
PT21008	Arcadia Police Department	164AL	\$38,000.00	\$23,403.02
PT21008	Arcadia Police Department	402PT	\$29,000.00	\$17,373.32
PT21009	Arroyo Grande Police Department	164AL	\$25,000.00	\$21,196.48
PT21009	Arroyo Grande Police Department	402PT	\$17,000.00	\$11,301.10
PT21010	Atascadero Police Department	402PT	\$20,000.00	\$13,517.45
PT21010	Atascadero Police Department	164AL	\$15,000.00	\$12,842.96
PT21011	Azusa Police Department	164AL	\$48,000.00	\$33,836.92
PT21011	Azusa Police Department	402PT	\$45,000.00	\$26,051.15
PT21012	Bakersfield Police Department	164AL	\$300,000.00	\$238,867.39
PT21012	Bakersfield Police Department	402PT	\$107,500.00	\$59,967.86
PT21013	Baldwin Park Police Department	402PT	\$60,000.00	\$40,928.40
PT21013	Baldwin Park Police Department	164AL	\$43,000.00	\$33,058.04
PT21014	Bell Gardens Police Department	164AL	\$40,000.00	\$38,396.03
PT21014	Bell Gardens Police Department	402PT	\$30,000.00	\$24,379.97
PT21015	Bell Police Department	164AL	\$55,000.00	\$28,883.30
PT21015	Bell Police Department	402PT	\$35,000.00	\$27,823.95
PT21016	Berkeley Police Department	402PT	\$105,000.00	\$88,627.72
PT21016	Berkeley Police Department	164AL	\$100,000.00	\$46,538.43

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT21017	Chula Vista Police Department	402PT	\$126,000.00	\$119,540.01
PT21017	Chula Vista Police Department	164AL	\$333,000.00	\$292,193.47
PT21018	Citrus Heights Police Department	164AL	\$106,000.00	\$86,392.95
PT21018	Citrus Heights Police Department	402PT	\$55,000.00	\$35,405.34
PT21019	Claremont Police Department	164AL	\$76,000.00	\$32,496.75
PT21019	Claremont Police Department	402PT	\$32,000.00	\$11,614.55
PT21020	Clovis Police Department	164AL	\$50,000.00	\$44,073.00
PT21020	Clovis Police Department	402PT	\$25,000.00	\$17,407.00
PT21021	Colton Police Department	164AL	\$150,000.00	\$110,857.12
PT21021	Colton Police Department	402PT	\$60,000.00	\$46,949.24
PT21022	Concord Police Department	164AL	\$85,200.00	\$60,970.12
PT21022	Concord Police Department	402PT	\$49,000.00	\$28,780.14
PT21023	Corona Police Department	164AL	\$73,000.00	\$48,696.51
PT21023	Corona Police Department	402PT	\$46,000.00	\$36,846.85
PT21024	Costa Mesa Police Department	164AL	\$185,000.00	\$158,287.90
PT21024	Costa Mesa Police Department	402PT	\$84,500.00	\$75,392.00
PT21025	Cotati Police Department	164AL	\$15,000.00	\$12,141.25
PT21025	Cotati Police Department	402PT	\$13,000.00	\$7,934.66
PT21026	Culver City Police Department	164AL	\$68,000.00	\$57,499.00
PT21026	Culver City Police Department	402PT	\$42,000.00	\$14,468.25
PT21027	Hollister Police Department	164AL	\$35,000.00	\$34,835.64
PT21027	Hollister Police Department	402PT	\$26,000.00	\$20,813.36
PT21028	Huntington Beach Police Department	164AL	\$681,800.00	\$421,538.34
PT21028	Huntington Beach Police Department	402PT	\$163,500.00	\$145,310.47
PT21029	Huntington Park Police Department	164AL	\$53,000.00	\$31,861.12
PT21029	Huntington Park Police Department	402PT	\$17,000.00	\$12,044.66
PT21030	Indio Police Department	164AL	\$32,500.00	\$5,988.07
PT21030	Indio Police Department	402PT	\$20,500.00	\$3,345.85
PT21031	Inglewood Police Department	164AL	\$135,000.00	\$70,023.73
PT21031	Inglewood Police Department	402PT	\$107,000.00	\$86,112.17
PT21032	Irvine Police Department	164AL	\$285,000.00	\$164,133.21
PT21032	Irvine Police Department	402PT	\$120,000.00	\$106,071.15
PT21032	Irvine Police Department	405d AL	\$10,000.00	\$0.00
PT21033	Irwindale Police Department	164AL	\$20,000.00	\$14,485.36
PT21033	Irwindale Police Department	402PT	\$12,500.00	\$6,197.81
PT21034	La Habra Police Department	164AL	\$68,000.00	\$67,714.12
PT21034	La Habra Police Department	402PT	\$45,000.00	\$37,912.76
PT21035	La Mesa Police Department	164AL	\$60,000.00	\$31,884.83
PT21035	La Mesa Police Department	402PT	\$36,500.00	\$23,361.03
PT21036	Laguna Beach Police Department	164AL	\$60,000.00	\$46,232.92
PT21036	Laguna Beach Police Department	402PT	\$42,000.00	\$35,379.64
PT21037	Lathrop Police Department	164AL	\$20,000.00	\$11,122.46
PT21037	Lathrop Police Department	402PT	\$12,500.00	\$7,489.79

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT21038	Livermore Police Department	164AL	\$45,000.00	\$21,658.81
PT21038	Livermore Police Department	402PT	\$25,000.00	\$15,477.42
PT21039	Rialto Police Department	164AL	\$130,000.00	\$118,851.52
PT21039	Rialto Police Department	402PT	\$104,000.00	\$95,102.22
PT21040	Richmond Police Department	164AL	\$170,000.00	\$143,797.55
PT21040	Richmond Police Department	402PT	\$45,000.00	\$30,867.69
PT21041	Ridgecrest Police Department	164AL	\$50,000.00	\$41,578.86
PT21041	Ridgecrest Police Department	402PT	\$22,500.00	\$15,516.34
PT21042	Riverside County Sheriff's Department	164AL	\$756,600.00	\$620,804.90
PT21042	Riverside County Sheriff's Department	402PT	\$331,000.00	\$275,596.67
PT21042	Riverside County Sheriff's Department	405c TR	\$20,800.00	\$14,319.83
PT21043	Riverside Police Department	164AL	\$235,000.00	\$183,986.60
PT21043	Riverside Police Department	402PT	\$203,800.00	\$188,291.71
PT21043	Riverside Police Department	405d AL	\$100,000.00	\$37,967.72
PT21043	Riverside Police Department	405c TR	\$6,200.00	\$6,200.00
PT21044	Rocklin Police Department	164AL	\$40,500.00	\$23,645.73
PT21044	Rocklin Police Department	402PT	\$27,500.00	\$22,581.54
PT21044	Rocklin Police Department	405c TR	\$7,500.00	\$7,500.00
PT21045	Rohnert Park Department of Public Safety	164AL	\$30,000.00	\$17,236.48
PT21045	Rohnert Park Department of Public Safety	402PT	\$24,500.00	\$11,780.64
PT21046	Sacramento Police Department	164AL	\$260,000.00	\$129,284.46
PT21046	Sacramento Police Department	402PT	\$125,000.00	\$63,907.03
PT21047	Salinas Police Department	164AL	\$70,000.00	\$50,213.10
PT21047	Salinas Police Department	402PT	\$67,500.00	\$53,945.08
PT21048	San Bernardino County Sheriff's Department	164AL	\$308,400.00	\$304,967.84
PT21048	San Bernardino County Sheriff's Department	402PT	\$157,600.00	\$148,235.26
PT21049	San Bernardino Police Department	164AL	\$275,000.00	\$265,296.45
PT21049	San Bernardino Police Department	402PT	\$179,000.00	\$159,089.74
PT21050	San Bruno Police Department	164AL	\$55,000.00	\$39,008.28
PT21050	San Bruno Police Department	402PT	\$35,000.00	\$16,972.60
PT21051	San Diego County Sheriff's Department	164AL	\$303,000.00	\$83,345.79
PT21051	San Diego County Sheriff's Department	405d AL	\$288,600.00	\$253,893.00
PT21051	San Diego County Sheriff's Department	402PT	\$152,500.00	\$63,878.83
PT21052	San Diego Police Department	164AL	\$1,193,300.00	\$775,215.49
PT21052	San Diego Police Department	402PT	\$356,500.00	\$301,254.06
PT21053	San Fernando Police Department	164AL	\$20,000.00	\$7,400.50
PT21053	San Fernando Police Department	402PT	\$13,000.00	\$7,964.74
PT21054	San Francisco Police Department	402PT	\$104,000.00	\$67,964.89
PT21054	San Francisco Police Department	164AL	\$85,000.00	\$77,953.57
PT21055	San Gabriel Police Department	164AL	\$46,000.00	\$31,255.42
PT21055	San Gabriel Police Department	402PT	\$30,000.00	\$25,928.64



## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT21056	San Jose Police Department	164AL	\$150,000.00	\$58,404.72
PT21056	San Jose Police Department	402PT	\$105,000.00	\$78,864.07
PT21056	San Jose Police Department	405c TR	\$7,600.00	\$7,600.00
PT21057	San Luis Obispo Police Department	164AL	\$72,000.00	\$42,070.57
PT21057	San Luis Obispo Police Department	402PT	\$43,000.00	\$34,353.40
PT21058	Santa Paula Police Department	164AL	\$20,000.00	\$18,443.32
PT21058	Santa Paula Police Department	402PT	\$13,000.00	\$7,560.61
PT21059	Santa Rosa Police Department	164AL	\$200,000.00	\$55,045.33
PT21059	Santa Rosa Police Department	402PT	\$150,000.00	\$89,989.80
PT21060	Seal Beach Police Department	164AL	\$23,000.00	\$16,533.09
PT21060	Seal Beach Police Department	402PT	\$19,500.00	\$10,877.46
PT21061	Signal Hill Police Department	164AL	\$50,000.00	\$26,058.79
PT21061	Signal Hill Police Department	402PT	\$17,000.00	\$10,978.25
PT21062	Simi Valley Police Department	164AL	\$76,800.00	\$57,814.59
PT21062	Simi Valley Police Department	402PT	\$42,000.00	\$15,184.85
PT21062	Simi Valley Police Department	405d AL	\$3,200.00	\$2,865.63
PT21063	South Gate Police Department	164AL	\$40,000.00	\$34,450.85
PT21063	South Gate Police Department	402PT	\$30,000.00	\$24,366.90
PT21063	South Gate Police Department	405c TR	\$2,000.00	\$0.00
PT21064	South Lake Tahoe Police Department	164AL	\$20,000.00	\$5,533.61
PT21064	South Lake Tahoe Police Department	402PT	\$17,500.00	\$7,570.73
PT21065	South Pasadena Police Department	402PT	\$25,000.00	\$19,841.86
PT21065	South Pasadena Police Department	164AL	\$20,000.00	\$12,109.84
PT21066	South San Francisco Police Department	164AL	\$60,000.00	\$53,090.16
PT21066	South San Francisco Police Department	402PT	\$45,000.00	\$33,948.84
PT21067	Stockton Police Department	164AL	\$300,000.00	\$286,250.73
PT21067	Stockton Police Department	402PT	\$157,500.00	\$156,886.45
PT21068	Sunnyvale Department of Public Safety	164AL	\$46,000.00	\$41,267.33
PT21068	Sunnyvale Department of Public Safety	402PT	\$42,500.00	\$37,174.86
PT21069	Vacaville Police Department	164AL	\$70,000.00	\$32,713.75
PT21069	Vacaville Police Department	402PT	\$30,000.00	\$26,523.25
PT21070	Vallejo Police Department	164AL	\$62,000.00	\$48,897.69
PT21070	Vallejo Police Department	402PT	\$40,000.00	\$31,680.96
PT21071	Ventura County Sheriff's Department	164AL	\$236,000.00	\$191,540.91
PT21071	Ventura County Sheriff's Department	402PT	\$157,000.00	\$124,527.74
PT21071	Ventura County Sheriff's Department	405d AL	\$45,000.00	\$21,865.41
PT21072	Ventura Police Department	164AL	\$115,000.00	\$113,108.45
PT21072	Ventura Police Department	402PT	\$105,000.00	\$90,192.63
PT21073	Vernon Police Department	164AL	\$90,000.00	\$90,000.00
PT21073	Vernon Police Department	402PT	\$20,000.00	\$20,000.00
PT21074	Visalia Police Department	164AL	\$210,000.00	\$112,598.17
PT21074	Visalia Police Department	402PT	\$60,000.00	\$36,938.70

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT21076	Watsonville Police Department	164AL	\$40,000.00	\$38,588.50
PT21076	Watsonville Police Department	402PT	\$25,500.00	\$23,225.51
PT21077	West Covina Police Department	164AL	\$30,000.00	\$23,164.96
PT21077	West Covina Police Department	402PT	\$27,000.00	\$26,687.38
PT21078	West Sacramento Police Department	164AL	\$50,000.00	\$30,834.22
PT21078	West Sacramento Police Department	402PT	\$37,700.00	\$25,970.00
PT21078	West Sacramento Police Department	405c TR	\$4,800.00	\$4,799.99
PT21079	Westminster Police Department	164AL	\$57,000.00	\$54,845.09
PT21079	Westminster Police Department	402PT	\$47,000.00	\$43,520.79
PT21080	Whittier Police Department	164AL	\$121,500.00	\$92,580.17
PT21080	Whittier Police Department	402PT	\$86,500.00	\$67,468.89
PT21081	Woodland Police Department	164AL	\$34,000.00	\$20,493.83
PT21081	Woodland Police Department	402PT	\$27,500.00	\$20,804.07
PT21082	Yuba City Police Department	164AL	\$50,000.00	\$37,265.69
PT21082	Yuba City Police Department	402PT	\$42,500.00	\$29,148.12
PT21083	Beverly Hills Police Department	164AL	\$60,000.00	\$25,855.29
PT21083	Beverly Hills Police Department	402PT	\$32,000.00	\$10,508.55
PT21084	Brea Police Department	164AL	\$35,700.00	\$19,845.78
PT21084	Brea Police Department	402PT	\$31,700.00	\$26,422.83
PT21084	Brea Police Department	405c TR	\$7,600.00	\$7,398.58
PT21085	Brentwood Police Department	164AL	\$40,000.00	\$36,359.78
PT21085	Brentwood Police Department	402PT	\$33,000.00	\$28,216.78
PT21086	Buena Park Police Department	164AL	\$104,000.00	\$68,855.85
PT21086	Buena Park Police Department	402PT	\$50,000.00	\$29,223.64
PT21087	Burbank Police Department	164AL	\$45,000.00	\$34,190.19
PT21087	Burbank Police Department	402PT	\$33,500.00	\$24,861.35
PT21088	Burlingame Police Department	164AL	\$43,000.00	\$39,461.54
PT21088	Burlingame Police Department	402PT	\$19,000.00	\$15,610.71
PT21089	California Highway Patrol	402PT	\$436,000.00	\$348,603.18
PT21090	California Highway Patrol	402PT	\$125,000.00	\$106,156.23
PT21091	California Highway Patrol	402PT	\$300,000.00	\$146,504.10
PT21092	Orange County Sheriff's Department	164AL	\$274,000.00	\$209,604.49
PT21092	Orange County Sheriff's Department	402PT	\$172,370.00	\$136,483.18
PT21092	Orange County Sheriff's Department	405c TR	\$4,000.00	\$3,964.12
PT21093	Orange Police Department	164AL	\$195,000.00	\$184,778.88
PT21093	Orange Police Department	402PT	\$83,500.00	\$62,437.56
PT21093	Orange Police Department	405d AL	\$10,000.00	\$8,494.50
PT21094	Oxnard Police Department	164AL	\$271,789.00	\$215,353.18
PT21094	Oxnard Police Department	402PT	\$144,000.00	\$103,581.18
PT21094	Oxnard Police Department	405d AL	\$37,211.00	\$35,348.71
PT21095	Pacifica Police Department	164 AL	\$40,000.00	\$14,836.44
PT21095	Pacifica Police Department	402PT	\$22,500.00	\$12,689.95

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT21096	Palm Springs Police Department	164AL	\$65,500.00	\$45,599.98
PT21096	Palm Springs Police Department	402PT	\$32,500.00	\$25,289.66
PT21096	Palm Springs Police Department	405c TR	\$2,500.00	\$2,496.36
PT21097	Paso Robles Police Department	164AL	\$23,000.00	\$19,673.33
PT21097	Paso Robles Police Department	402PT	\$19,200.00	\$15,021.51
PT21098	Petaluma Police Department	164AL	\$25,000.00	\$25,000.00
PT21098	Petaluma Police Department	402PT	\$25,000.00	\$23,558.12
PT21099	Pittsburg Police Department	164AL	\$45,200.00	\$45,155.91
PT21099	Pittsburg Police Department	402PT	\$44,700.00	\$40,420.17
PT21100	Placentia Police Department	402PT	\$40,000.00	\$28,670.02
PT21100	Placentia Police Department	164AL	\$30,000.00	\$1,208.16
PT21101	Placerville Police Department	402PT	\$37,000.00	\$27,058.22
PT21101	Placerville Police Department	164AL	\$35,000.00	\$13,423.43
PT21102	Pleasanton Police Department	164AL	\$20,000.00	\$4,313.76
PT21102	Pleasanton Police Department	402PT	\$12,500.00	\$3,969.85
PT21103	Pomona Police Department	164AL	\$275,000.00	\$243,890.30
PT21103	Pomona Police Department	402PT	\$128,500.00	\$119,505.13
PT21104	Porterville Police Department	164AL	\$60,000.00	\$37,330.38
PT21104	Porterville Police Department	402PT	\$45,500.00	\$24,879.85
PT21105	Montebello Police Department	164AL	\$69,000.00	\$46,186.06
PT21105	Montebello Police Department	402PT	\$40,000.00	\$20,727.60
PT21106	Mill Valley Police Department	164AL	\$6,000.00	\$4,507.20
PT21106	Mill Valley Police Department	402PT	\$22,000.00	\$17,319.60
PT21107	Oakland Police Department	164AL	\$274,500.00	\$202,632.79
PT21107	Oakland Police Department	402PT	\$225,500.00	\$176,127.94
PT21108	Carlsbad Police Department	164AL	\$60,000.00	\$39,816.24
PT21108	Carlsbad Police Department	402PT	\$48,000.00	\$26,144.10
PT21109	Desert Hot Springs Police Department	164AL	\$25,000.00	\$18,482.34
PT21109	Desert Hot Springs Police Department	402PT	\$20,000.00	\$14,277.92
PT21109	Desert Hot Springs Police Department	405c TR	\$3,300.00	\$2,386.01
PT21110	Modesto Police Department	164AL	\$300,000.00	\$177,918.83
PT21110	Modesto Police Department	402PT	\$140,000.00	\$68,946.93
PT21111	National City Police Department	164AL	\$70,000.00	\$55,800.97
PT21111	National City Police Department	402PT	\$31,500.00	\$23,154.41
PT21112	Eureka Police Department	402PT	\$32,500.00	\$17,145.43
PT21112	Eureka Police Department	164AL	\$30,000.00	\$10,899.25
PT21113	Fresno Police Department	164AL	\$600,000.00	\$498,878.84
PT21113	Fresno Police Department	402PT	\$125,000.00	\$120,181.29
PT21114	El Monte Police Department	164AL	\$94,000.00	\$92,872.34
PT21114	El Monte Police Department	402PT	\$43,500.00	\$43,427.14
PT21115	Escondido Police Department	164AL	\$380,000.00	\$283,553.90
PT21115	Escondido Police Department	402PT	\$103,000.00	\$80,100.76
PT21115	Escondido Police Department	405c TR	\$32,000.00	\$32,000.00

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT21116	Tracy Police Department	164 AL	\$25,000.00	\$4,331.37
PT21116	Tracy Police Department	402PT	\$17,500.00	\$8,306.73
PT21117	Montclair Police Department	402PT	\$20,000.00	\$12,069.86
PT21117	Montclair Police Department	164AL	\$20,000.00	\$17,812.69
PT21118	Central Marin Police Authority	164AL	\$25,000.00	\$21,183.50
PT21118	Central Marin Police Authority	402PT	\$22,500.00	\$16,679.04
PT21119	Ontario Police Department	164AL	\$300,000.00	\$298,321.91
PT21119	Ontario Police Department	402PT	\$154,000.00	\$149,745.98
PT21120	Chino Police Department	164AL	\$100,000.00	\$83,059.97
PT21120	Chino Police Department	402PT	\$50,000.00	\$40,237.59
PT21121	Manhattan Beach Police Department	164 AL	\$55,000.00	\$28,959.33
PT21121	Manhattan Beach Police Department	402PT	\$25,000.00	\$1,944.12
PT21122	Redding Police Department	164AL	\$250,000.00	\$121,440.21
PT21122	Redding Police Department	402PT	\$35,000.00	\$25,239.72
PT21123	Merced Police Department	164AL	\$50,000.00	\$26,768.30
PT21123	Merced Police Department	402PT	\$30,000.00	\$13,149.65
PT21124	San Ramon Police Department	402PT	\$22,500.00	\$14,921.51
PT21124	San Ramon Police Department	164AL	\$20,000.00	\$5,872.92
PT21125	Fremont Police Department	164AL	\$60,000.00	\$32,240.61
PT21125	Fremont Police Department	402PT	\$53,000.00	\$37,887.91
PT21126	Gardena Police Department	164AL	\$85,000.00	\$43,225.66
PT21126	Gardena Police Department	402PT	\$30,000.00	\$22,687.39
PT21127	Oceanside Police Department	164AL	\$200,000.00	\$65,531.51
PT21127	Oceanside Police Department	402PT	\$153,000.00	\$72,192.21
PT21128	University of California, San Diego	402PT	\$300,000.00	\$300,000.00
PT21128	University of California, San Diego	402PT	\$300,000.00	\$276,609.42
PT21129	California Department of Motor Vehicles	402PT	\$162,000.00	\$0.00
PT21130	Newark Police Department	164AL	\$50,000.00	\$26,813.01
PT21130	Newark Police Department	402PT	\$20,000.00	\$10,103.71
PT21131	Parlier Police Department	164AL	\$20,000.00	\$13,363.48
PT21131	Parlier Police Department	402PT	\$12,500.00	\$1,778.99
PT21132	Sanger Police Department	164AL	\$15,000.00	\$7,342.56
PT21132	Sanger Police Department	402PT	\$12,500.00	\$2,981.89
PT21133	Santa Cruz Police Department	164AL	\$45,000.00	\$8,668.63
PT21133	Santa Cruz Police Department	402PT	\$40,000.00	\$23,543.38
PT21134	Fontana Police Department	164AL	\$200,000.00	\$196,456.50
PT21134	Fontana Police Department	402PT	\$130,000.00	\$115,004.82
PT21135	Madera Police Department	164AL	\$60,000.00	\$53,322.45
PT21135	Madera Police Department	402PT	\$25,000.00	\$19,881.87
PT21136	Monrovia Police Department	164AL	\$35,000.00	\$34,914.18
PT21136	Monrovia Police Department	402PT	\$27,500.00	\$27,418.00
PT21137	Santa Maria Police Department	164AL	\$245,000.00	\$193,239.71
PT21137	Santa Maria Police Department	402PT	\$62,000.00	\$39,304.38

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT21138	Elk Grove Police Department	164AL	\$126,000.00	\$70,283.20
PT21138	Elk Grove Police Department	402PT	\$81,800.00	\$38,678.84
PT21139	Santa Barbara County Sheriff's Department	164AL	\$50,000.00	\$37,835.73
PT21139	Santa Barbara County Sheriff's Department	402PT	\$28,000.00	\$18,312.32
PT21140	Mendota Police Department	164AL	\$20,000.00	\$10,040.77
PT21140	Mendota Police Department	402PT	\$14,000.00	\$5,952.85
PT21141	San Rafael Police Department	164AL	\$65,000.00	\$42,160.99
PT21141	San Rafael Police Department	402PT	\$52,500.00	\$46,566.17
PT21142	Fountain Valley Police Department	164AL	\$33,000.00	\$7,687.85
PT21142	Fountain Valley Police Department	402PT	\$20,000.00	\$10,487.82
PT21143	Garden Grove Police Department	164AL	\$150,000.00	\$141,807.96
PT21143	Garden Grove Police Department	402PT	\$128,000.00	\$121,475.55
PT21144	Davis Police Department	164AL	\$24,000.00	\$2,492.00
PT21144	Davis Police Department	402PT	\$26,000.00	\$9,576.00
PT21145	Santa Monica Police Department	164AL	\$100,000.00	\$73,990.43
PT21145	Santa Monica Police Department	402PT	\$152,000.00	\$142,415.45
PT21146	Glendora Police Department	164AL	\$49,000.00	\$42,723.83
PT21146	Glendora Police Department	402PT	\$31,500.00	\$25,688.82
PT21147	Long Beach Police Department	405c TR	\$138,000.00	\$0.00
PT21147	Long Beach Police Department	164AL	\$285,000.00	\$209,135.91
PT21147	Long Beach Police Department	402PT	\$157,500.00	\$133,323.58
PT21148	Hemet Police Department	164AL	\$60,000.00	\$23,700.40
PT21148	Hemet Police Department	402PT	\$40,000.00	\$14,035.88
PT21149	Menlo Park Police Department	164AL	\$45,000.00	\$8,693.28
PT21149	Menlo Park Police Department	402PT	\$36,000.00	\$18,978.00
PT21149	Menlo Park Police Department	405c TR	\$10,700.00	\$9,286.25
PT21150	Hayward Police Department	402PT	\$130,000.00	\$120,201.23
PT21150	Hayward Police Department	164AL	\$75,000.00	\$70,361.81
PT21151	Milpitas Police Department	164AL	\$35,000.00	\$10,346.65
PT21151	Milpitas Police Department	402PT	\$22,500.00	\$11,195.02
PT21152	Murrieta Police Department	164AL	\$60,000.00	\$39,840.00
PT21152	Murrieta Police Department	402PT	\$34,000.00	\$25,968.88
PT21153	San Pablo Police Department	164 AL	\$30,000.00	\$13,512.74
PT21153	San Pablo Police Department	402PT	\$24,000.00	\$16,630.85
PT21154	Fairfield Police Department	402PT	\$77,500.00	\$66,240.48
PT21154	Fairfield Police Department	164AL	\$70,000.00	\$69,914.21
PT21155	Lodi Police Department	164AL	\$75,000.00	\$52,010.90
PT21155	Lodi Police Department	402PT	\$37,500.00	\$24,492.49
PT21156	Gustine Police Department	402PT	\$17,500.00	\$7,059.39
PT21156	Gustine Police Department	164AL	\$5,000.00	\$3,159.09
PT21157	Oakley Police Department	164AL	\$20,000.00	\$7,299.52
PT21157	Oakley Police Department	402PT	\$14,000.00	\$4,810.65

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT21158	Marysville Police Department	164AL	\$25,000.00	\$23,997.73
PT21158	Marysville Police Department	402PT	\$25,000.00	\$22,182.75
PT21159	Tustin Police Department	164AL	\$69,000.00	\$58,192.71
PT21159	Tustin Police Department	402PT	\$42,000.00	\$37,875.83
PT21160	Gilroy Police Department	164AL	\$45,000.00	\$34,622.92
PT21160	Gilroy Police Department	402PT	\$81,000.00	\$74,542.47
PT21161	San Mateo County Sheriff's Office	164AL	\$135,000.00	\$61,423.53
PT21161	San Mateo County Sheriff's Office	402PT	\$115,000.00	\$15,575.92
PT21162	Fullerton Police Department	405d AL	\$215,000.00	\$108,197.94
PT21162	Fullerton Police Department	164AL	\$202,500.00	\$125,870.88
PT21162	Fullerton Police Department	402PT	\$76,000.00	\$40,971.18
PT21163	San Mateo Police Department	164AL	\$55,000.00	\$31,764.76
PT21163	San Mateo Police Department	402PT	\$30,000.00	\$15,111.43
PT21164	Mountain View Police Department	402PT	\$42,000.00	\$36,104.94
PT21164	Mountain View Police Department	164AL	\$30,000.00	\$30,000.00
PT21165	Turlock Police Department	402PT	\$40,500.00	\$31,780.59
PT21165	Turlock Police Department	164AL	\$20,000.00	\$7,602.69
PT21166	Cathedral City Police Department	402PT	\$30,000.00	\$9,815.56
PT21166	Cathedral City Police Department	164AL	\$17,000.00	\$11,352.46
PT21167	Downey Police Department	164AL	\$205,000.00	\$191,788.10
PT21167	Downey Police Department	402PT	\$133,000.00	\$126,171.23
PT21168	Redwood City Police Department	164AL	\$70,000.00	\$24,075.62
PT21168	Redwood City Police Department	402PT	\$52,500.00	\$15,740.30
PT21169	Santa Barbara Police Department	164AL	\$135,000.00	\$32,508.76
PT21169	Santa Barbara Police Department	402PT	\$75,000.00	\$36,761.63
PT21170	Manteca Police Department	164AL	\$40,000.00	\$34,757.02
PT21170	Manteca Police Department	402PT	\$27,500.00	\$23,972.01
PT21171	Torrance Police Department	164AL	\$125,000.00	\$44,629.44
PT21171	Torrance Police Department	402PT	\$78,000.00	\$47,322.23
PT21172	Novato Police Department	164AL	\$55,000.00	\$52,235.00
PT21172	Novato Police Department	402PT	\$32,500.00	\$24,620.05
PT21173	Upland Police Department	164AL	\$90,000.00	\$66,843.50
PT21173	Upland Police Department	402PT	\$80,000.00	\$47,805.81
PT21174	Los Angeles County Sheriff's Department	164AL	\$1,367,258.00	\$1,208,892.24
PT21174	Los Angeles County Sheriff's Department	405d AL	\$538,492.00	\$507,977.88
PT21175	Redondo Beach Police Department	164AL	\$76,500.00	\$57,865.14
PT21175	Redondo Beach Police Department	402PT	\$31,500.00	\$28,860.81
PT21176	Dublin Police Department	164AL	\$40,000.00	\$22,817.93
PT21176	Dublin Police Department	402PT	\$22,500.00	\$10,870.82
PT21177	Menifee Police Department	164AL	\$95,000.00	\$88,807.08
PT21177	Menifee Police Department	402PT	\$20,000.00	\$15,019.61
PT21178	Folsom Police Department	164AL	\$35,000.00	\$18,628.41
PT21178	Folsom Police Department	402PT	\$17,500.00	\$5,658.71



## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
PT21179	Hawthorne Police Department	164AL	\$115,000.00	\$84,284.37
PT21179	Hawthorne Police Department	402PT	\$70,000.00	\$53,625.42
PT21180	Redlands Police Department	164AL	\$70,000.00	\$51,036.50
PT21180	Redlands Police Department	402PT	\$56,000.00	\$27,824.44
PT21181	Union City Police Department	164AL	\$40,000.00	\$8,588.98
PT21181	Union City Police Department	402PT	\$10,000.00	\$2,423.00
PT21182	Los Angeles Police Department	164AL	\$3,630,420.00	\$3,500,671.33
PT21182	Los Angeles Police Department	405d AL	\$1,589,850.00	\$1,570,854.08
PT21182	Los Angeles Police Department	405d AL	\$323,230.00	\$303,856.68
PT21183	El Cajon Police Department	402PT	\$63,000.00	\$47,827.77
PT21183	El Cajon Police Department	164AL	\$30,000.00	\$20,052.00
PT21183	El Cajon Police Department	405c TR	\$7,500.00	\$7,500.00
PT21184	Emeryville Police Department	164AL	\$25,000.00	\$14,186.64
PT21184	Emeryville Police Department	402PT	\$21,000.00	\$9,220.37
PT21185	California Highway Patrol	405d AL	\$625,000.00	\$516,720.33
PT21186	Cypress Police Department	164AL	\$53,000.00	\$42,418.72
PT21186	Cypress Police Department	402PT	\$25,000.00	\$21,857.03
PT21187	California Highway Patrol	402PT	\$400,000.00	\$375,534.56
PT21188	California Highway Patrol	405d AL	\$1,300,000.00	\$1,072,245.19
PT21189	Santa Ana Police Department	164AL	\$316,000.00	\$303,220.40
PT21189	Santa Ana Police Department	402PT	\$161,000.00	\$153,963.30
PT21189	Santa Ana Police Department	405d AL	\$5,700.00	\$2,400.16
PT21190	Pasadena Police Department	164AL	\$200,000.00	\$185,369.41
PT21190	Pasadena Police Department	402PT	\$133,500.00	\$129,605.41
PT21191	Lompoc Police Department	164AL	\$20,000.00	\$4,706.75
PT21191	Lompoc Police Department	402PT	\$12,500.00	\$9,041.12
PT21192	Monterey Park Police Department	402PT	\$55,000.00	\$52,292.14
PT21192	Monterey Park Police Department	164AL	\$54,000.00	\$46,395.69
PT21193	Newport Beach Police Department	164AL	\$155,000.00	\$135,535.34
PT21193	Newport Beach Police Department	402PT	\$62,000.00	\$59,638.69
PT21193	Newport Beach Police Department	405d AL	\$20,000.00	\$19,999.83
PT21194	Delano Police Department	164AL	\$30,000.00	\$27,603.24
PT21194	Delano Police Department	402PT	\$17,500.00	\$13,327.08
PT21195	Glendale Police Department	164AL	\$200,000.00	\$176,469.99
PT21195	Glendale Police Department	402PT	\$83,500.00	\$75,105.93
PT21195	Glendale Police Department	405d AL	\$10,000.00	\$10,000.00
PT21196	Rancho Cordova Police Department	405c TR	\$7,500.00	\$7,500.00
PT21196	Rancho Cordova Police Department	164AL	\$47,000.00	\$37,045.25
PT21196	Rancho Cordova Police Department	402PT	\$27,500.00	\$16,360.13
		<b>Subtotal</b>	<b>\$43,565,620.00</b>	<b>\$33,740,460.40</b>

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
TR21001	Alameda Police Department	405c TR	\$24,800.00	\$24,800.00
TR21002	Anaheim Police Department	405c TR	\$28,000.00	\$24,800.00
TR21003	Antioch Police Department	405c TR	\$25,000.00	\$24,800.00
TR21004	Bell Gardens Police Department	405c TR	\$72,454.00	\$72,053.60
TR21006	Chino Police Department	405c TR	\$80,407.00	\$80,385.73
TR21007	Citrus Heights Police Department	405c TR	\$36,900.00	\$36,900.00
TR21008	Clovis Police Department	405c TR	\$51,800.00	\$43,369.69
TR21009	Concord Police Department	405c TR	\$25,000.00	\$24,800.00
TR21010	Corona Police Department	405c TR	\$24,800.00	\$24,800.00
TR21011	Culver City Police Department	405c TR	\$86,000.00	\$49,777.88
TR21012	Hercules Police Department	405c TR	\$63,100.00	\$59,389.69
TR21013	Huntington Park Police Department	405c TR	\$58,815.00	\$0.00
TR21014	Inglewood Police Department	405c TR	\$12,500.00	\$12,000.00
TR21016	Livermore Police Department	405c TR	\$80,145.00	\$71,500.00
TR21017	Rialto Police Department	405c TR	\$41,900.00	\$24,900.00
TR21018	Richmond Police Department	405c TR	\$73,734.00	\$72,621.00
TR21019	Riverside County Sheriff's Department	405c TR	\$24,800.00	\$24,800.00
TR21021	San Bruno Police Department	405c TR	\$6,250.00	\$6,250.00
TR21022	Santa Monica Police Department	405c TR	\$24,800.00	\$24,800.00
TR21023	South Lake Tahoe Police Department	405c TR	\$48,626.00	\$48,600.00
TR21024	South San Francisco Police Department	405c TR	\$7,750.00	\$7,750.00
TR21025	Sunnyvale Department of Public Safety	405c TR	\$25,000.00	\$24,800.00
TR21026	Vallejo Police Department	405c TR	\$24,800.00	\$24,800.00
TR21028	Beverly Hills Police Department	405c TR	\$152,900.00	\$116,900.00
TR21029	Brea Police Department	405c TR	\$24,800.00	\$24,800.00
TR21030	California Department of Public Health	405c TR	\$700,000.00	\$495,519.91
TR21031	California Department of Transportation - DRIS	405c TR	\$300,000.00	\$299,996.12
TR21032	Orange Police Department	405c TR	\$24,800.00	\$24,800.00
TR21033	Palm Springs Police Department	405c TR	\$24,800.00	\$24,800.00
TR21034	Pittsburg Police Department	405c TR	\$34,800.00	\$34,800.00
TR21035	Cathedral City Police Department	405c TR	\$24,800.00	\$24,800.00
TR21036	Manteca Police Department	405c TR	\$53,758.00	\$53,758.00
TR21037	Newark Police Department	405c TR	\$35,730.00	\$30,776.75
TR21038	Paso Robles Police Department	405c TR	\$24,800.00	\$24,800.00
TR21039	Upland Police Department	405c TR	\$25,000.00	\$24,800.00
TR21040	Escondido Police Department	405c TR	\$24,800.00	\$24,800.00
TR21041	Ontario Police Department	405c TR	\$25,000.00	\$24,800.00
TR21042	Desert Hot Springs Police Department	405c TR	\$25,000.00	\$24,800.00
TR21043	El Monte Police Department	405c TR	\$56,300.00	\$56,300.00
TR21044	Montebello Police Department	405c TR	\$15,000.00	\$0.00
TR21045	Dublin Police Department	405c TR	\$50,000.00	\$50,000.00
TR21046	San Pablo Police Department	405c TR	\$28,398.00	\$11,598.00
TR21047	Hemet Police Department	405c TR	\$42,824.00	\$40,362.48

## APPENDIX A – EXPENDITURE REPORT

GRANT	AGENCY	FUND	AMOUNT	EXPENDED
TR21048	Tustin Police Department	405c TR	\$24,800.00	\$24,800.00
TR21049	University of California, Berkeley - SafeTREC	405d AL	\$923,941.00	\$620,146.30
TR21049	University of California, Berkeley - SafeTREC	405c TR	\$567,009.00	\$474,879.00
TR21050	University of California, Berkeley - SafeTREC	405c TR	\$247,000.00	\$211,628.35
TR21051	Folsom Police Department	405c TR	\$25,000.00	\$24,800.00
TR21052	University of California, Berkeley - SafeTREC	405c TR	\$231,500.00	\$185,502.70
TR21054	Carlsbad Police Department	405c TR	\$24,800.00	\$24,800.00
TR21055	California State Polytechnic University, Pomona	405c TR	\$270,566.00	\$239,111.40
TR21056	El Segundo Police Department	405c TR	\$27,156.00	\$24,800.00
TR21057	Fullerton Police Department	405c TR	\$26,936.00	\$25,550.85
TR21058	University of California, Berkeley - SafeTREC	405c TR	\$240,000.00	\$223,042.17
TR21059	University of California, Berkeley - SafeTREC	405c TR	\$119,250.00	\$106,510.09
TR21060	Murrieta Police Department	405c TR	\$24,800.00	\$24,800.00
TR21062	Santa Clara Police Department	405c TR	\$24,900.00	\$24,800.00
TR21063	Fremont Police Department	405c TR	\$25,000.00	\$24,800.00
TR21064	Gardena Police Department	405c TR	\$24,800.00	\$24,800.00
TR21065	Fairfield Police Department	405c TR	\$24,800.00	\$24,800.00
TR21066	Santa Ana Police Department	405c TR	\$25,000.00	\$24,800.00
TR21067	San Mateo County Sheriff's Office	405c TR	\$8,250.00	\$6,250.00
TR21068	California Highway Patrol	405c TR	\$64,590.00	51,961.91
TR21069	Monterey Park Police Department	405c TR	\$24,800.00	\$24,800.00
		<b>Subtotal</b>	<b>\$5,615,789.00</b>	<b>\$4,639,291.42</b>

## APPENDIX B – EXPENDITURE REPORT

### PROJECTS NOT IMPLEMENTED

GRANT	AGENCY	REASON
PT21075	Walnut Creek Police Department	Due to COVID affecting staffing and operations, this grant was withdrawn by the applicant.
TR21005	Berkeley Police Department	Information Technology procurement issues prevented this grant from being implemented.
TR21015	La Verne Police Department	Information Technology procurement issues prevented this grant from being implemented.
TR21020	San Bernardino Police Department	Information Technology procurement issues prevented this grant from being implemented.
TR21053	Gustine Police Department	Information Technology procurement issues prevented this grant from being implemented.
TR21061	Menlo Park Police Department	Information Technology procurement issues prevented this grant from being implemented.

# APPENDIX C – PERFORMANCE MEASURES

## ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FOR FY21 AND FY20

FY 2021						FY 2020			
Performance Measure	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source* / FY21 Progress Results	Met FY21 Target Y/N ** (in-progress)	Target Value FY20 HSP	Target Year(s)	Data Source / FY20 Final Result	Met FY20 Target Y/N
C-1) Total Traffic Fatalities	5 year	2017-2021	3,456	2016-2020 FARS/3,817	In Progress	3,518	2016-2020	2016-2020 FARS/3,817	No
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	15,412	2016-2020 SWITRS/15,070	In Progress	13,740	2016-2020	2016-2020 SWITRS/15,070	No
C-3) Fatalities/VMT	5 year	2017-2021	0.99	2016-2020 FARS Data not available	In Progress	1.02	2016-2020	2016-2020 FARS Data not available	TBD
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017-2021	609	2016-2020 FARS/652	In Progress	527	2016-2020	2016-2020 FARS/652	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	934	2016-2020 FARS/1,099	In Progress	960	2016-2020	2016-2020 FARS/1,099	No
C-6) Speeding-Related Fatalities	5 year	2017-2021	801	2016-2020 FARS/1,130	In Progress	1,027	2016-2020	2016-2020 FARS/1,130	No
C-7) Motorcyclist Fatalities (FARS)	5 year	2017-2021	463	2016-2020 FARS/541	In Progress	507	2016-2020	2016-2020 FARS/541	No
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017-2021	23	2016-2020 FARS/34	In Progress	27	2016-2020	2016-2020 FAR/34	No
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	342	2016-2020 FAR/407	In Progress	385	2016-2020	2016-2020 FARS/407	No
C-10) Pedestrian Fatalities	5 year	2017-2021	942	2016-2020 FARS/970	In Progress	779	2016-2020	2016-2020 FARS/970	No
C-11) Bicyclist Fatalities	5 year	2017-2021	156	2016-2020 FARS/147	In Progress	131	2016-2020	2016-2020 FARS/147	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	2021 State survey/97.0%	2021 State survey/97.15%	Yes	97.0%	2020	Due to COVID, no survey was conducted	Data not available
Drug-Impaired Driving***	Annual	2020	2020 FARS/40.0%	Data not available	Data not available	40.0%	2020	2019 FARS/50.0%	No
Distracted Driving Survey****	Annual	2021	2021 State survey/2.0%	2021 State survey/1.64%	Yes	4%	2020	Due to COVID, no survey was conducted	Data not available

For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.

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

\*\*For FY21, if the response is No (N) for any performance measures, the SHSO is required to separately provide within the Annual Report a description of how the SHSO will adjust its upcoming (FY23) HSP to better meet the performance target(s).

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

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



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CALIFORNIA OFFICE OF TRAFFIC SAFETY





