

CALIFORNIA ANNUAL REPORT 2021



CALIFORNIA OFFICE OF TRAFFIC SAFETY



2021 ANNUAL REPORT

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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,

David S. Kim

David Kim

ANNUAL REPORT

Prepared By **California Office of Traffic Safety**

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TABLE OF CONTENTS

| | |
|--|-----|
| California Office of Traffic Safety | 1 |
| • Vision/Mission/Values | |
| • Equity Statement | |
| • 2021 Highlights | |
| • Funding | |
| • 2021 Allocated Grant Funds | |
| Fatality Report | 7 |
| Areas of Concentration | 9 |
| 2021 Project Distribution | 15 |
| Traffic Safety Core Performance Measures | 23 |
| Core Behavior Measure | 42 |
| Additional Traffic Safety Performance Measures | 43 |
| Statewide Traffic Safety Survey..... | 49 |
| Traffic Enforcement Program | 55 |
| Grant-Funded Program Goals, Results, and Activities..... | 57 |
| Program Area Highlights..... | 71 |
| Appendix A – Expenditure Report..... | 87 |
| Appendix B – Projects Not Implemented | 105 |
| Appendix C – Performance Measures | 106 |



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

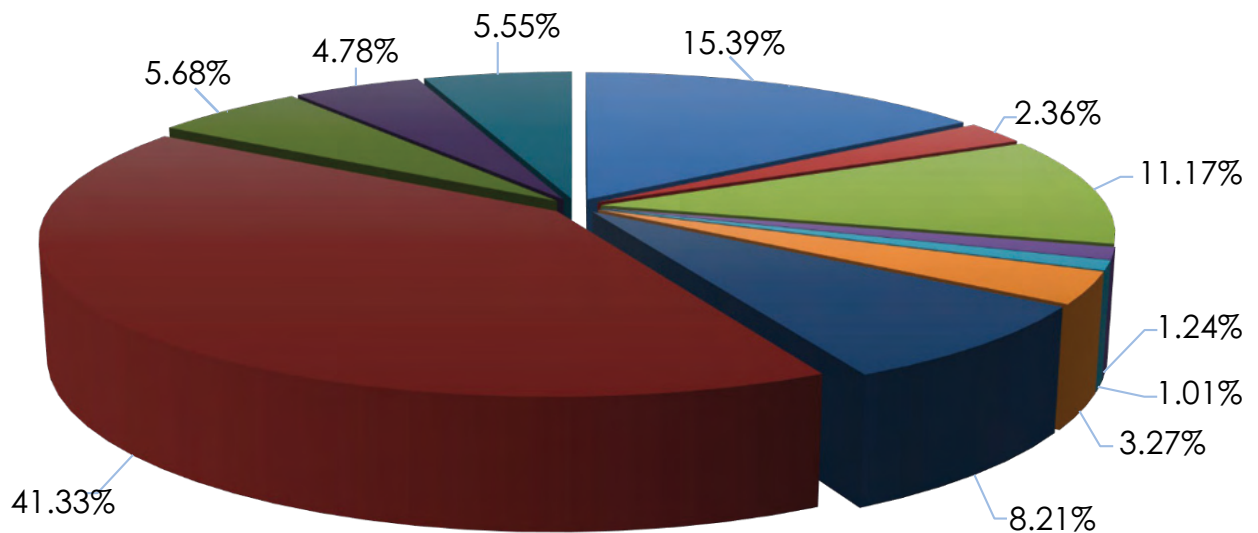
HOW CALIFORNIA RECEIVES FUNDING

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



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.

California Annual Report 2021

AREAS OF CONCENTRATION



AREAS OF CONCENTRATION

States are encouraged to identify needs in each of the nationally designated program priority areas, but the OTS has the flexibility to determine additional program areas, and the amount of funding allocated to each. The areas chosen for funding in FY 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 |
|------------------|----------------------------------|--------------------------------------|---------------------|
| TOTAL 18 | ALAMEDA COUNTY | | |
| 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 |
| TOTAL 1 | ALPINE COUNTY | | |
| 1 | Emergency Medical Services | (EMS) First Responder Equipment | Alpine County |
| TOTAL 3 | BUTTE COUNTY | | |
| 1 | Alcohol-Impaired Driving | (AL) Probation | Butte County |
| 1 | Occupant Protection | (OP) Local Education | Butte County |
| 1 | Pedestrian Safety/Bicycle Safety | (PS) Education and Public Awareness | Butte County |
| TOTAL 1 | CALVERAS COUNTY | | |
| 1 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | Calveras County |
| TOTAL 18 | CONTRA COSTA COUNTY | | |
| 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 |
| TOTAL 5 | EL DORADO COUNTY | | |
| 1 | Drug-Impaired Driving | (DI) Vertical Prosecution | El Dorado County |
| 2 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | El Dorado County |
| 1 | Pedestrian Safety/Bicycle Safety | (PS) Education and Public Awareness | El Dorado County |
| 1 | Traffic Records/Roadway Safety | (TR) Data Improvement | El Dorado County |
| TOTAL 12 | FRESNO COUNTY | | |
| 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 |
| TOTAL 1 | GLENN COUNTY | | |
| 1 | Emergency Medical Services | (EMS) First Responder Equipment | Glenn County |
| TOTAL 2 | HUMBOLDT COUNTY | | |
| 1 | Pedestrian Safety/Bicycle Safety | (PS) Education and Public Awareness | Humboldt County |
| 1 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | Humboldt County |
| TOTAL 6 | KERN COUNTY | | |
| 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 |
|------------------|----------------------------------|--|--------------------|
| TOTAL 70 | LOS ANGELES COUNTY | | |
| 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 |
| TOTAL 2 | MADERA COUNTY | | |
| 1 | Emergency Medical Services | (EMS) First Responder Equipment | Madera County |
| 1 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | Madera County |
| TOTAL 6 | MARIN COUNTY | | |
| 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 |
| TOTAL 3 | MENDOCINO COUNTY | | |
| 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 |
| TOTAL 3 | MERCED COUNTY | | |
| 2 | Emergency Medical Services | (EMS) First Responder Equipment | Merced County |
| 1 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | Merced County |
| TOTAL 1 | MODOC COUNTY | | |
| 1 | Emergency Medical Services | (EMS) First Responder Equipment | Modoc County |
| TOTAL 4 | MONTEREY COUNTY | | |
| 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 |
| TOTAL 35 | ORANGE COUNTY | | |
| 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 |
|------------------|----------------------------------|--|-----------------------|
| TOTAL 2 | PLACER COUNTY | | |
| 1 | Alcohol-Impaired Driving | (AL) Probation | Placer County |
| 1 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | Placer County |
| TOTAL 22 | RIVERSIDE COUNTY | | |
| 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 |
| TOTAL 12 | SACRAMENTO COUNTY | | |
| 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 |
| TOTAL 1 | SAN BENITO COUNTY | | |
| 1 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | San Benito County |
| TOTAL 19 | SAN BERNARDINO COUNTY | | |
| 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 |
| TOTAL 22 | SAN DIEGO COUNTY | | |
| 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 |
| TOTAL 3 | SAN FRANCISCO COUNTY | | |
| 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 |
|------------------|----------------------------------|--------------------------------------|------------------------|
| TOTAL 11 | SAN JOAQUIN COUNTY | | |
| 1 | Alcohol-Impaired Driving | (DI) Judicial | San Joaquin County |
| 1 | Alcohol-Impaired Driving | (AL) Probation | San Joaquin County |
| 1 | Occupant Protection | (OP) Local Education | San Joaquin County |
| 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 |
| TOTAL 8 | SAN LUIS OBISPO COUNTY | | |
| 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 |
| TOTAL 13 | SAN MATEO COUNTY | | |
| 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 |
| TOTAL 8 | SANTA BARBARA COUNTY | | |
| 1 | Alcohol-Impaired Driving | (AL) Probation | Santa Barbara County |
| 4 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | Santa Barbara County |
| 1 | Emergency Medical Services | (EMS) First Responder Equipment | Santa Barbara County |
| 2 | Pedestrian Safety/Bicycle Safety | (PS) Education and Public Awareness | Santa Barbara County |
| TOTAL 9 | SANTA CLARA COUNTY | | |
| 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 |
| TOTAL 6 | SANTA CRUZ COUNTY | | |
| 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 |
| TOTAL 3 | SHASTA COUNTY | | |
| 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 |
|------------------|----------------------------------|--------------------------------------|-------------------|
| TOTAL 9 | SOLANO COUNTY | | |
| 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 |
| TOTAL 5 | SONOMA COUNTY | | |
| 1 | Drug-Impaired Driving | (DI) Vertical Prosecution | Sonoma County |
| 4 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | Sonoma County |
| TOTAL 5 | STANISLAUS COUNTY | | |
| 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 |
| TOTAL 1 | SUTTER COUNTY | | |
| 1 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | Sutter County |
| TOTAL 1 | TEHAMA COUNTY | | |
| 1 | Emergency Medical Services | (EMS) First Responder Equipment | Tehama County |
| TOTAL 1 | TRINITY COUNTY | | |
| 1 | Occupant Protection | (OP) Local Education | Trinity County |
| TOTAL 6 | TULARE COUNTY | | |
| 1 | Alcohol-Impaired Driving | (AL) Education/Public Awareness | Tulare County |
| 1 | Alcohol-Impaired Driving | (AL) Probation | Tulare County |
| 1 | Drug-Impaired Driving | (DI) Vertical Prosecution | Tulare County |
| 2 | Police Traffic Services | (PT) Local/Allied Agency Enforcement | Tulare County |
| 1 | Emergency Medical Services | (EMS) First Responder Equipment | Tulare County |
| TOTAL 9 | VENTURA COUNTY | | |
| 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 |
| TOTAL 5 | YOLO COUNTY | | |
| 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 |
| TOTAL 3 | YUBA COUNTY | | |
| 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 |
|------------------|--|--|---|
| TOTAL 5 | CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL | | |
| 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 |
| TOTAL 3 | CALIFORNIA DEPARTMENT OF MOTOR VEHICLES | | |
| 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 |
| TOTAL 2 | CALIFORNIA DEPARTMENT OF PUBLIC HEALTH | | |
| 1 | Occupant Protection | (OP) Statewide Education | California Department of Public Health |
| 1 | Traffic Records/Roadway Safety | (TR) Data Improvement | California Department of Public Health |
| TOTAL 1 | CALIFORNIA DEPARTMENT OF TRANSPORTATION | | |
| 1 | Traffic Records/Roadway Safety | (TR) Statewide Data Records Design/Equipment | California Department of Transportation |
| TOTAL 19 | CALIFORNIA HIGHWAY PATROL | | |
| 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 |
| TOTAL 1 | CALIFORNIA STATE POLYTECHNIC UNIVERSITY, POMONA | | |
| 1 | Traffic Records/Roadway Safety | (TR) Strategic Highway Safety Planning | California State Polytechnic University, Pomona |
| TOTAL 1 | CALIFORNIA STATE UNIVERSITY, FRESNO | | |
| 1 | Occupant Protection | (OP) Statewide Usage Surveys | California State University, Fresno |
| TOTAL 7 | UNIVERSITY OF CALIFORNIA, BERKELEY - SAFETREC | | |
| 2 | Pedestrian 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 |
| TOTAL 1 | UNIVERSITY OF CALIFORNIA, SAN DIEGO | | |
| 1 | Distracted Driving | (DD) Education/Public Awareness | University of California, San Diego |

California Annual Report 2021

TRAFFIC SAFETY CORE PERFORMANCE MEASURES



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE PERFORMANCE MEASURES

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

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

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

PROCESS FOR DEVELOPING TARGETS

As outlined in NHTSA's "Traffic Safety Performance Measures for States and Federal Agencies" as well as NHTSA's webinar "Tracking Core Outcome Measures and 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.

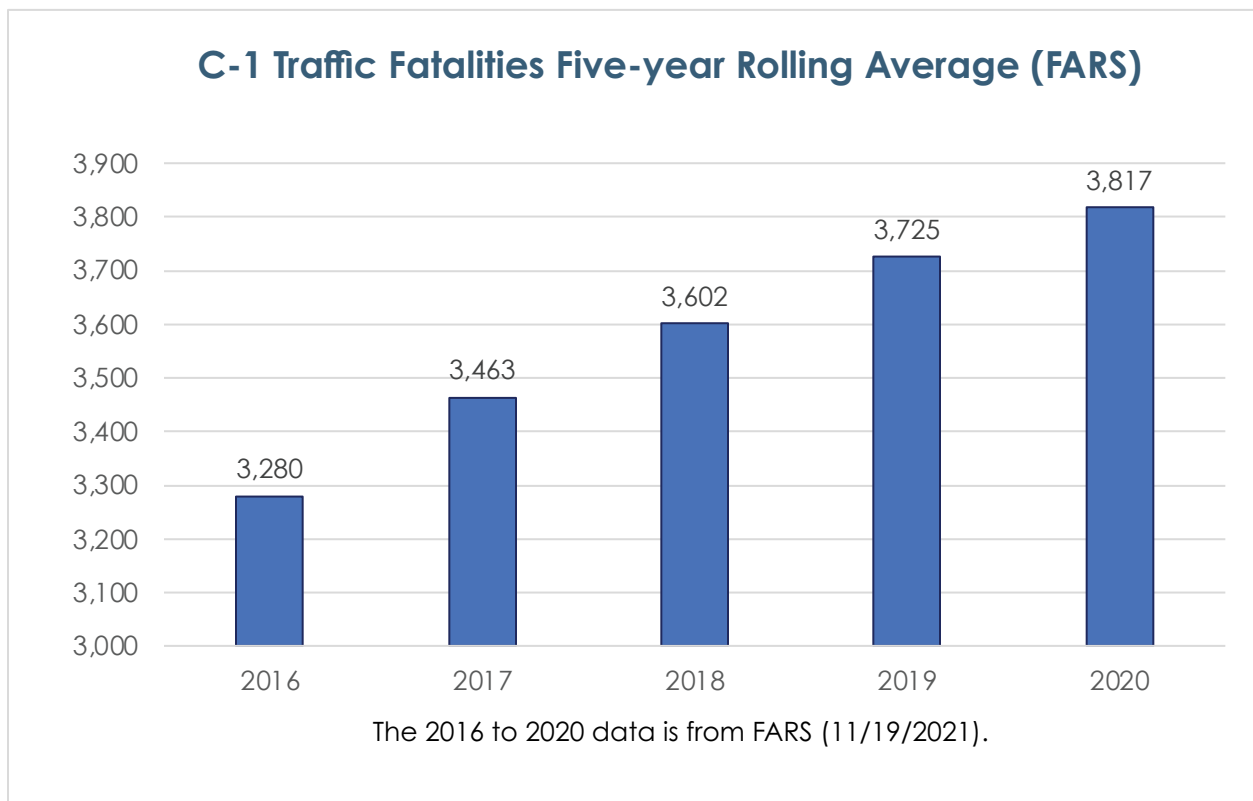
**Beginning in 2016-17 SWITRS totals were tabulated by combining sustained serious injury totals with suspected serious injury total causing an increase in the overall totals for C-2 in 2017-2020.

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.



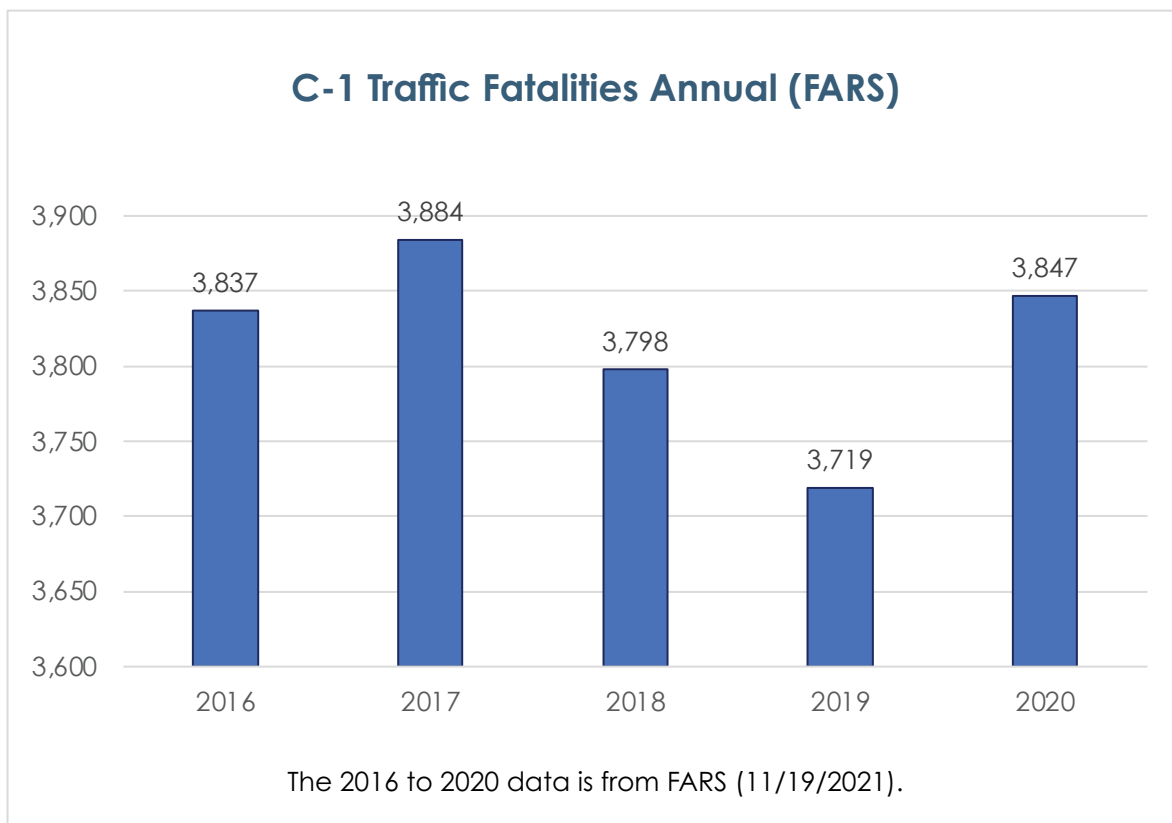
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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.

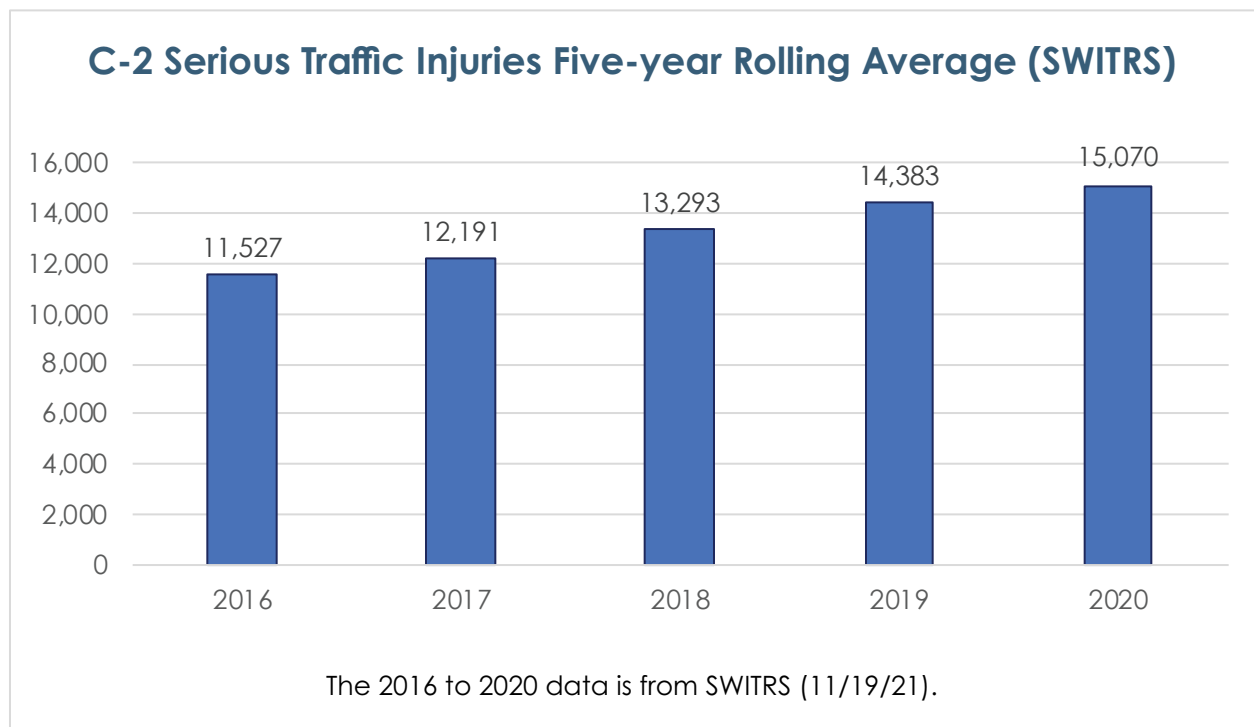


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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.



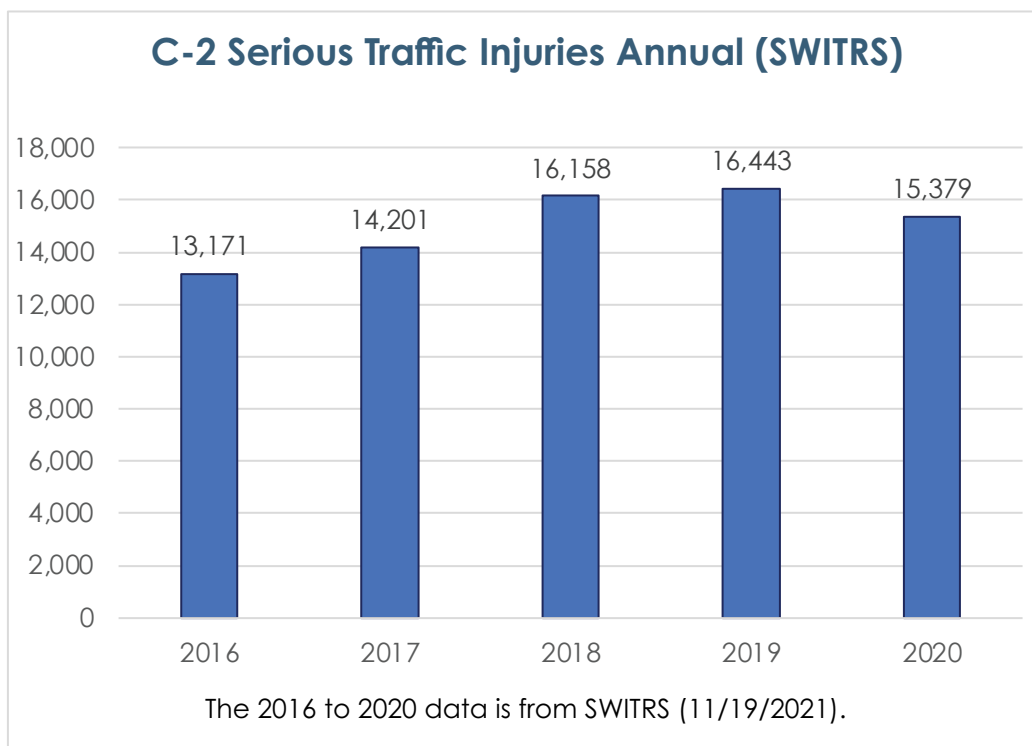
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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.

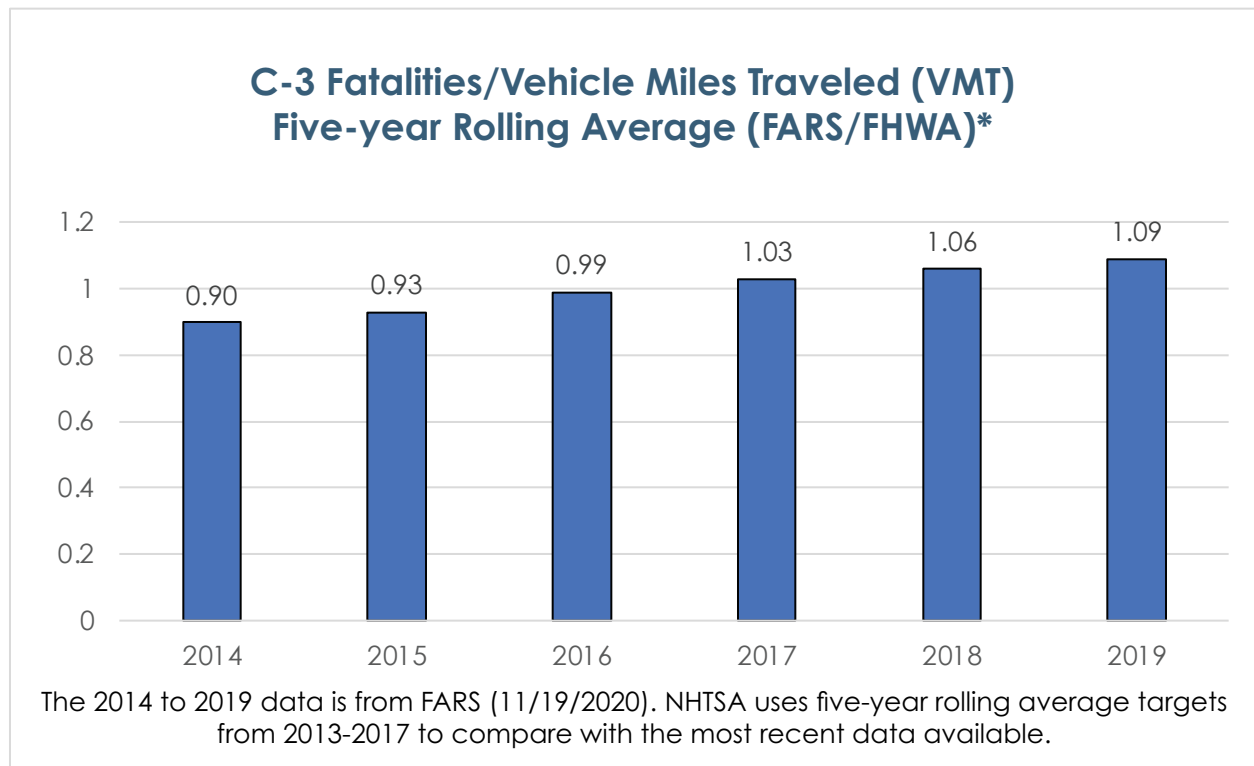


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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.

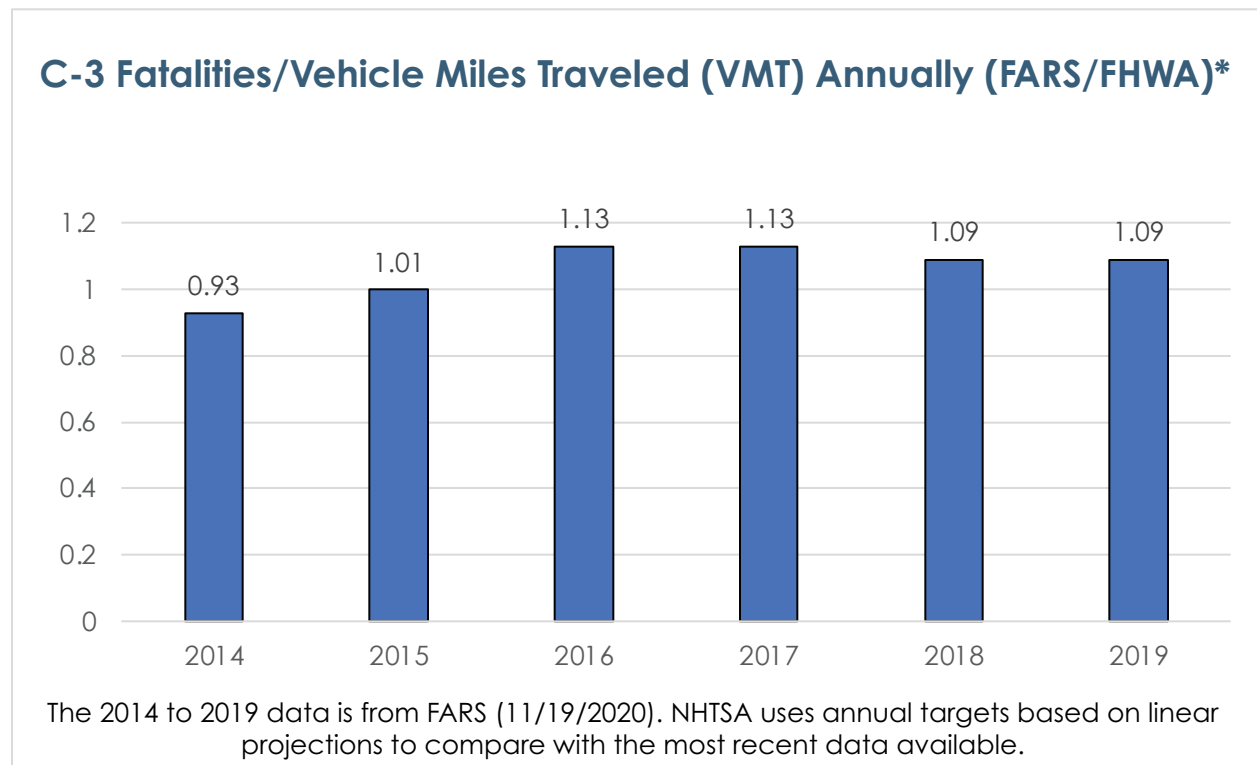
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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.



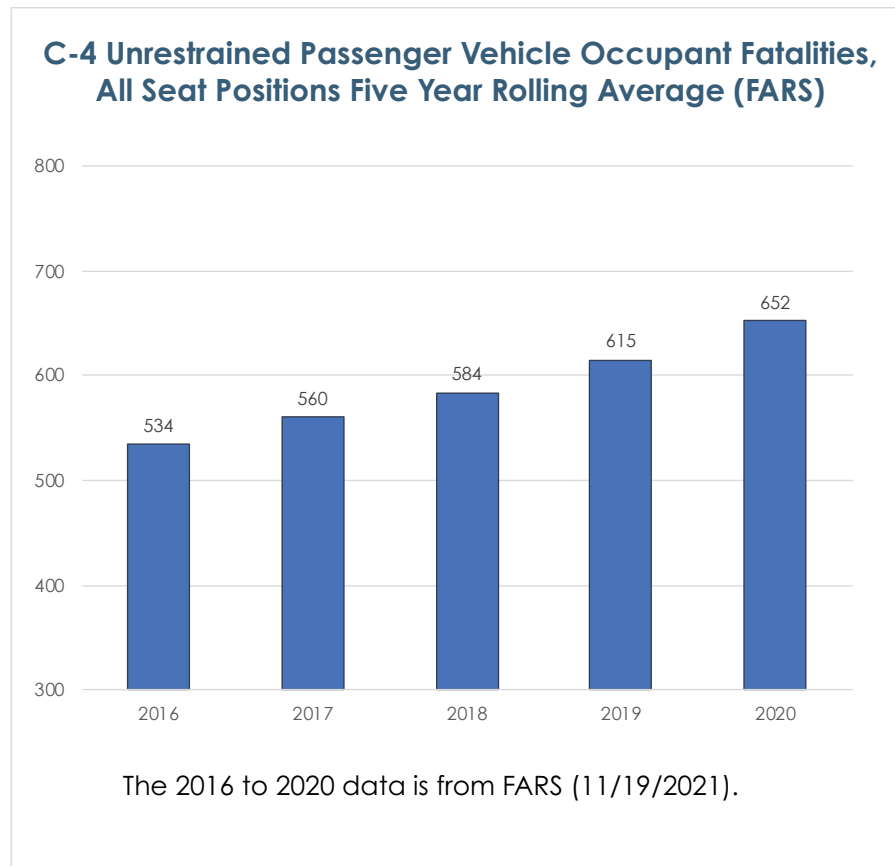
*2020 VMT data is not available.

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.



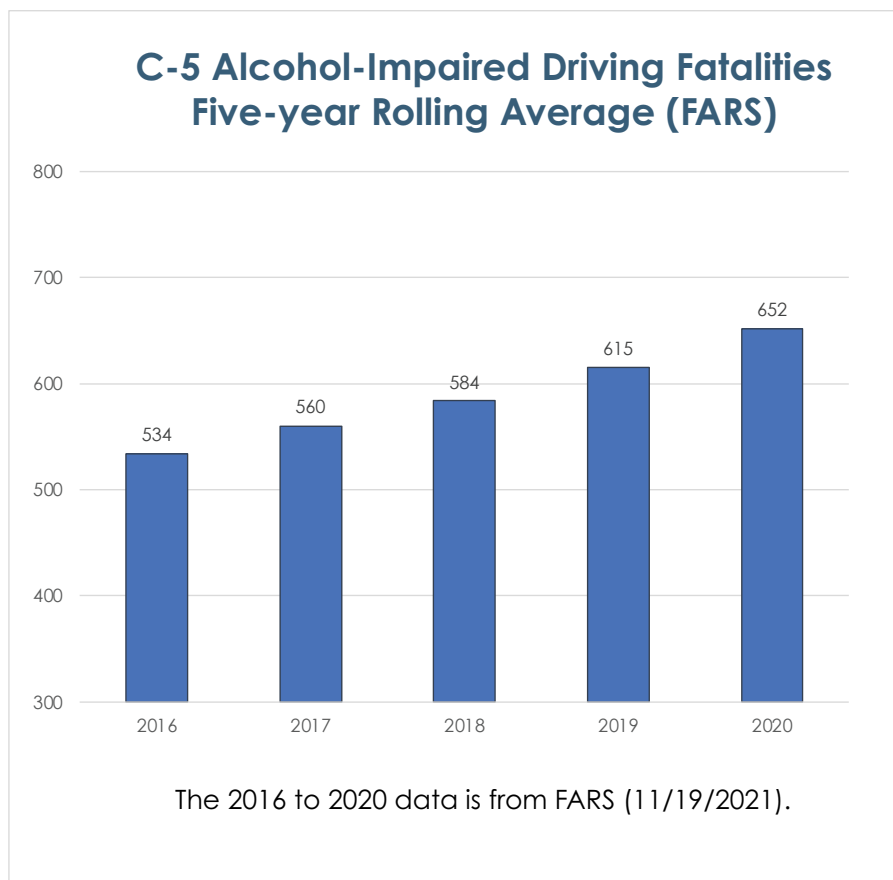
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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.



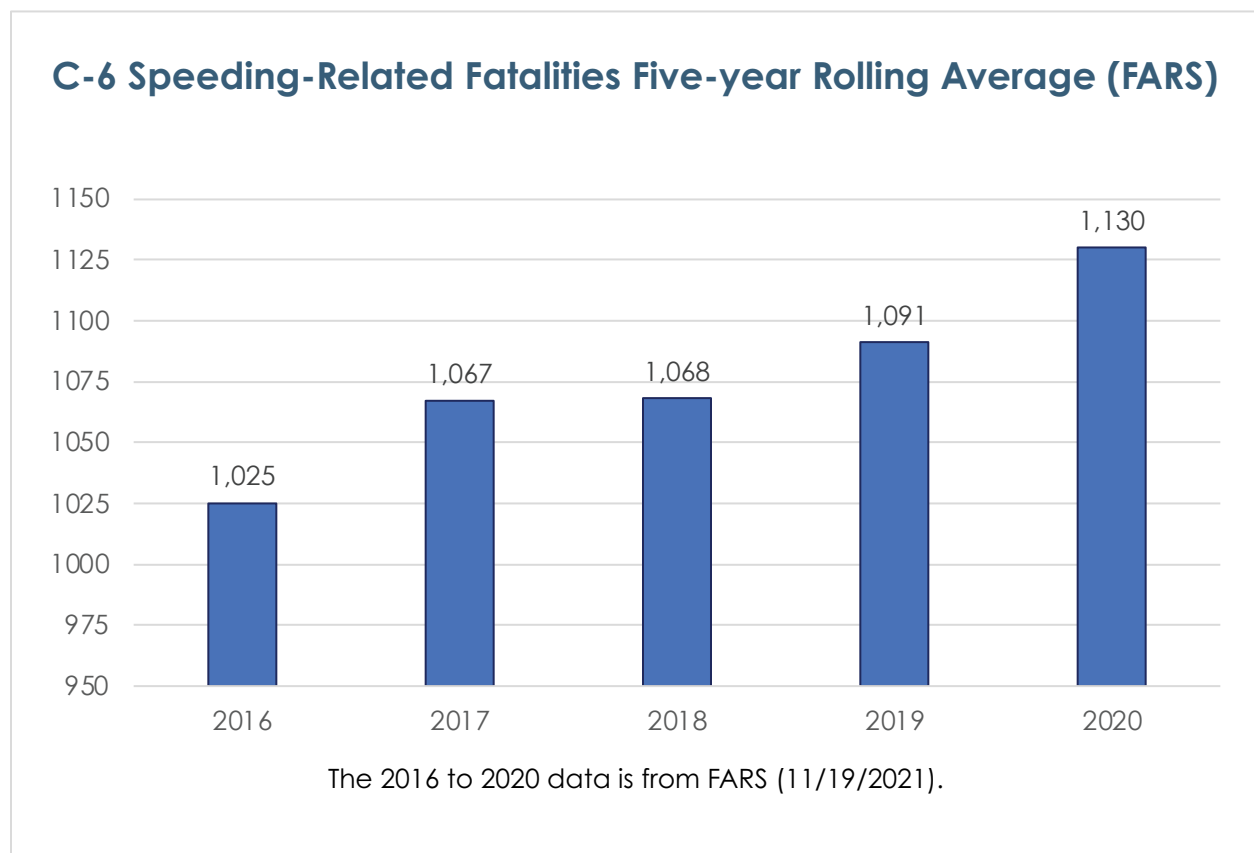
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

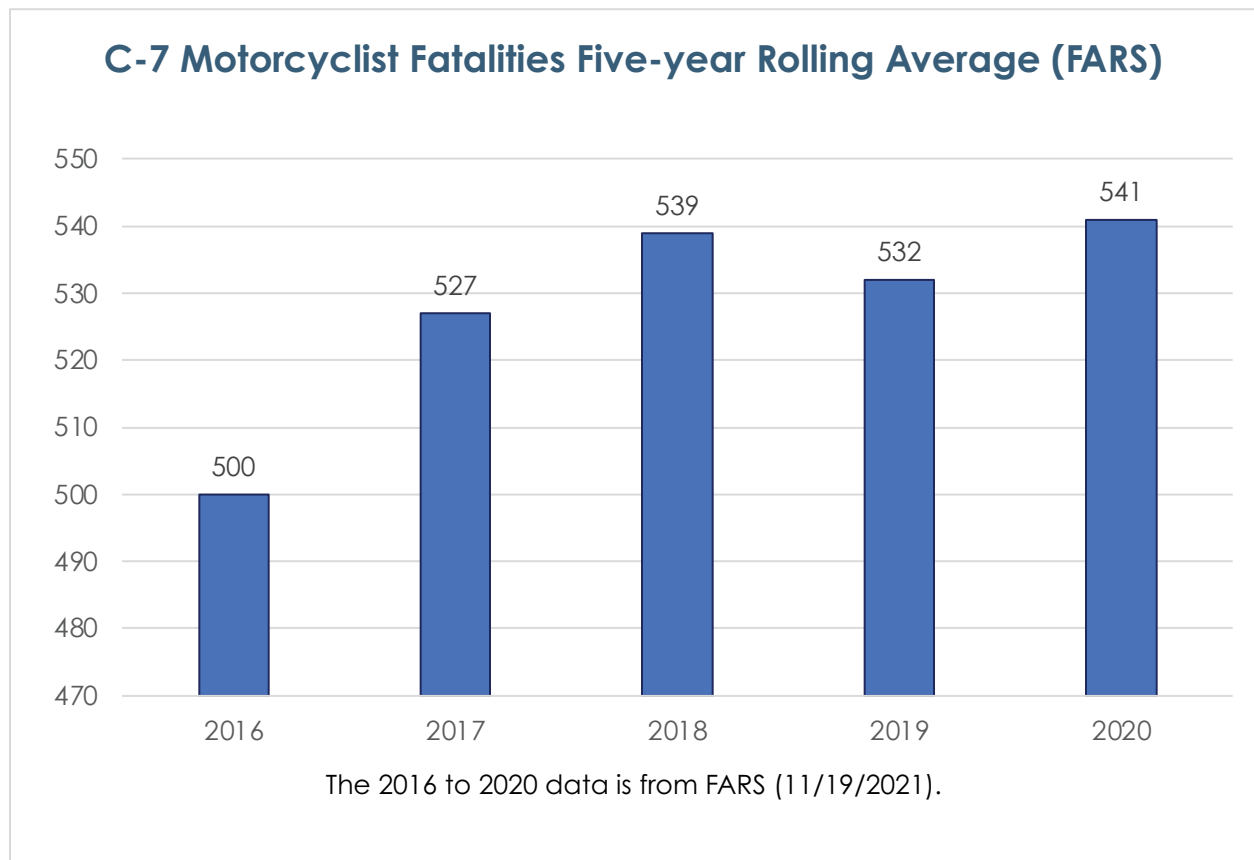
community-driven initiatives that reinforce the message that everyone has a role to play to make roads safer.

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

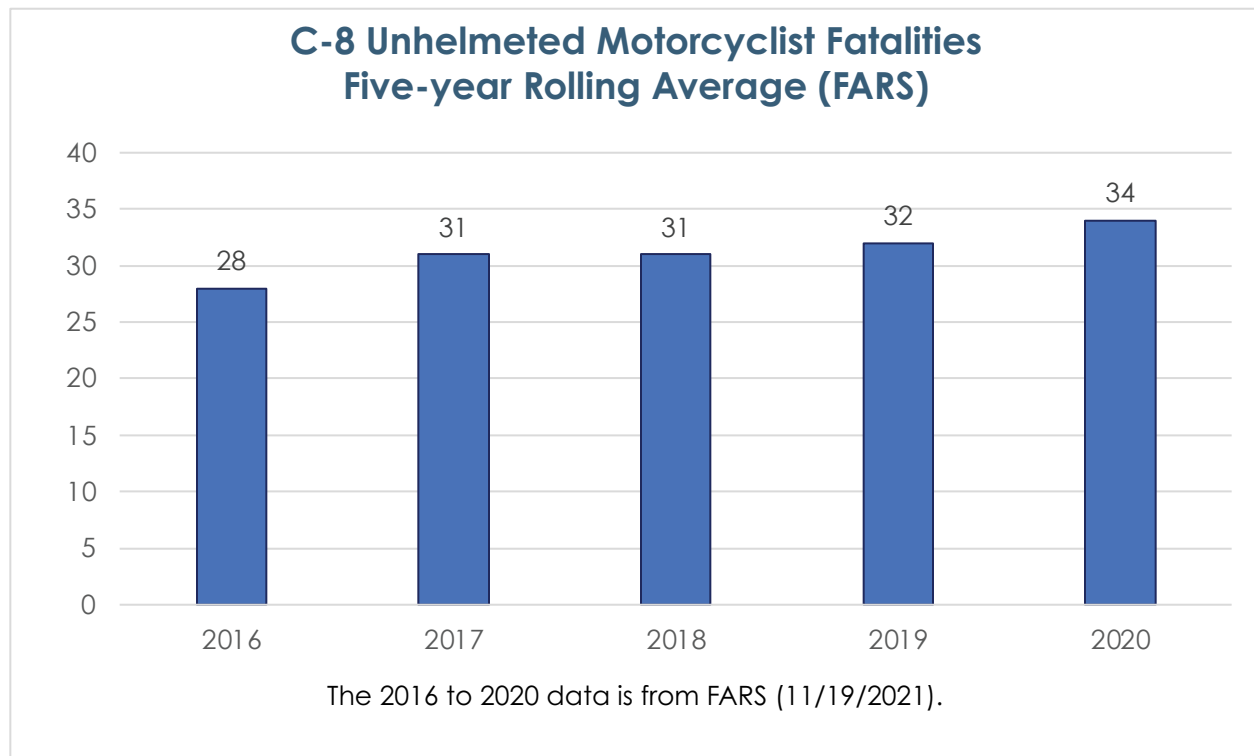
safety enforcement operations, conduct hands-on motorcycle safety courses to the public and continue the collaborative program for training and education to reduce motorcycle-involved crashes.

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



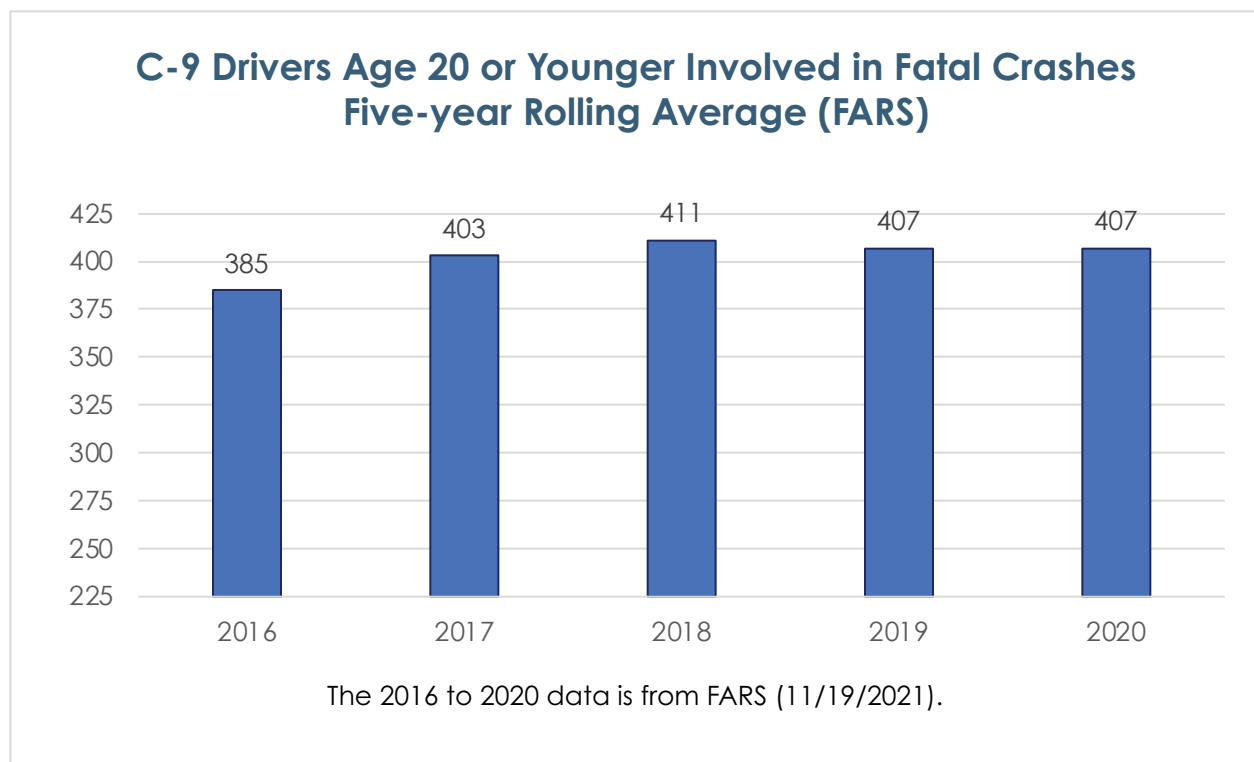
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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

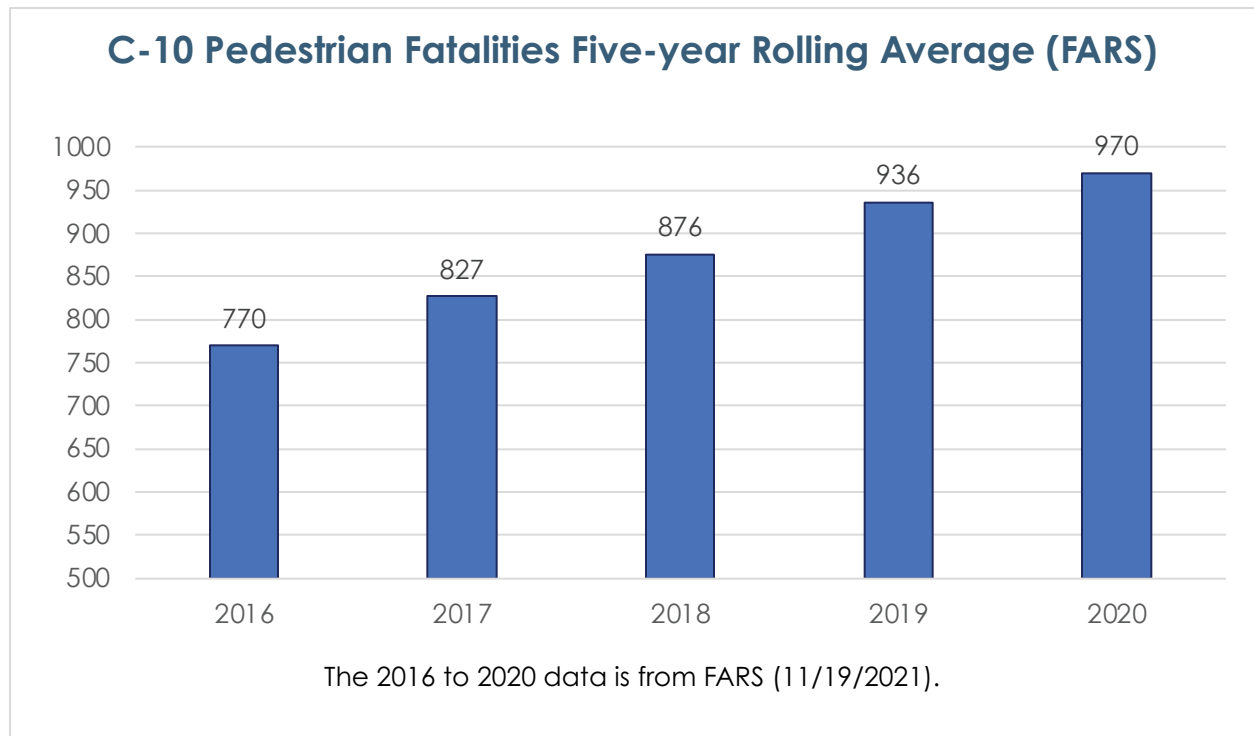
COUNTERMEASURES: To reduce the number of drivers age 20 or younger involved in fatal crashes, the OTS and its partners will include middle school, high school, and college traffic safety campaigns; the CHP supported teen traffic safety programs such as Start Smart, Every 15 Minutes, Impact Teen Drivers,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



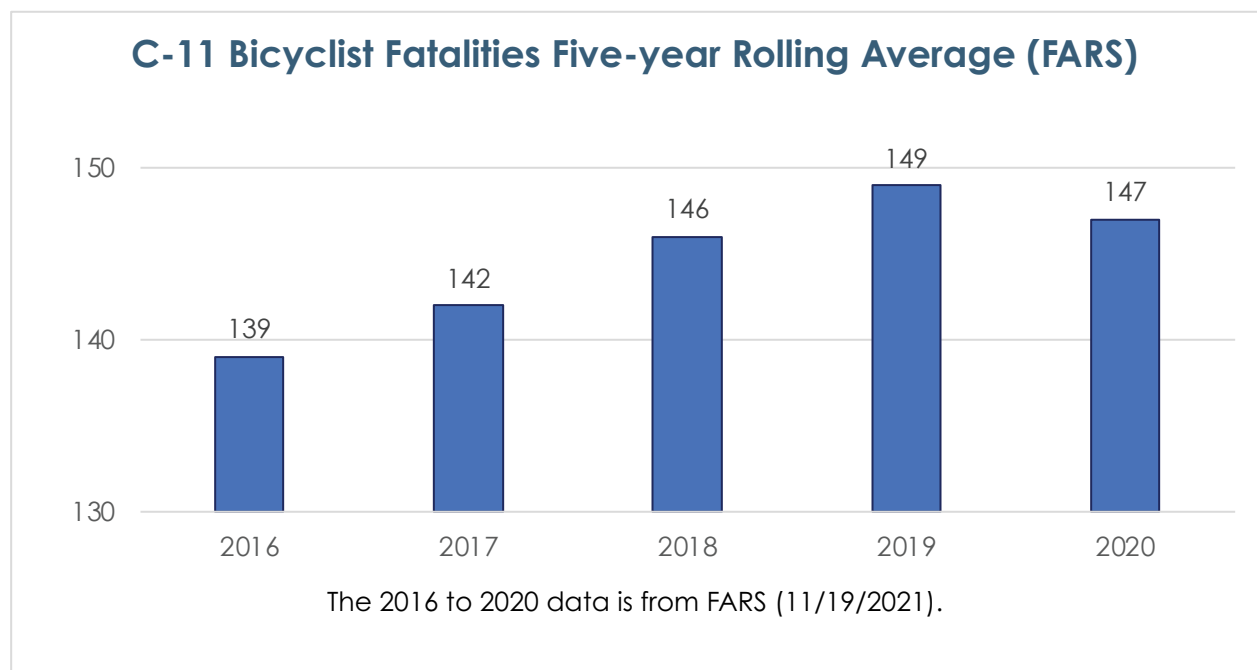
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

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.



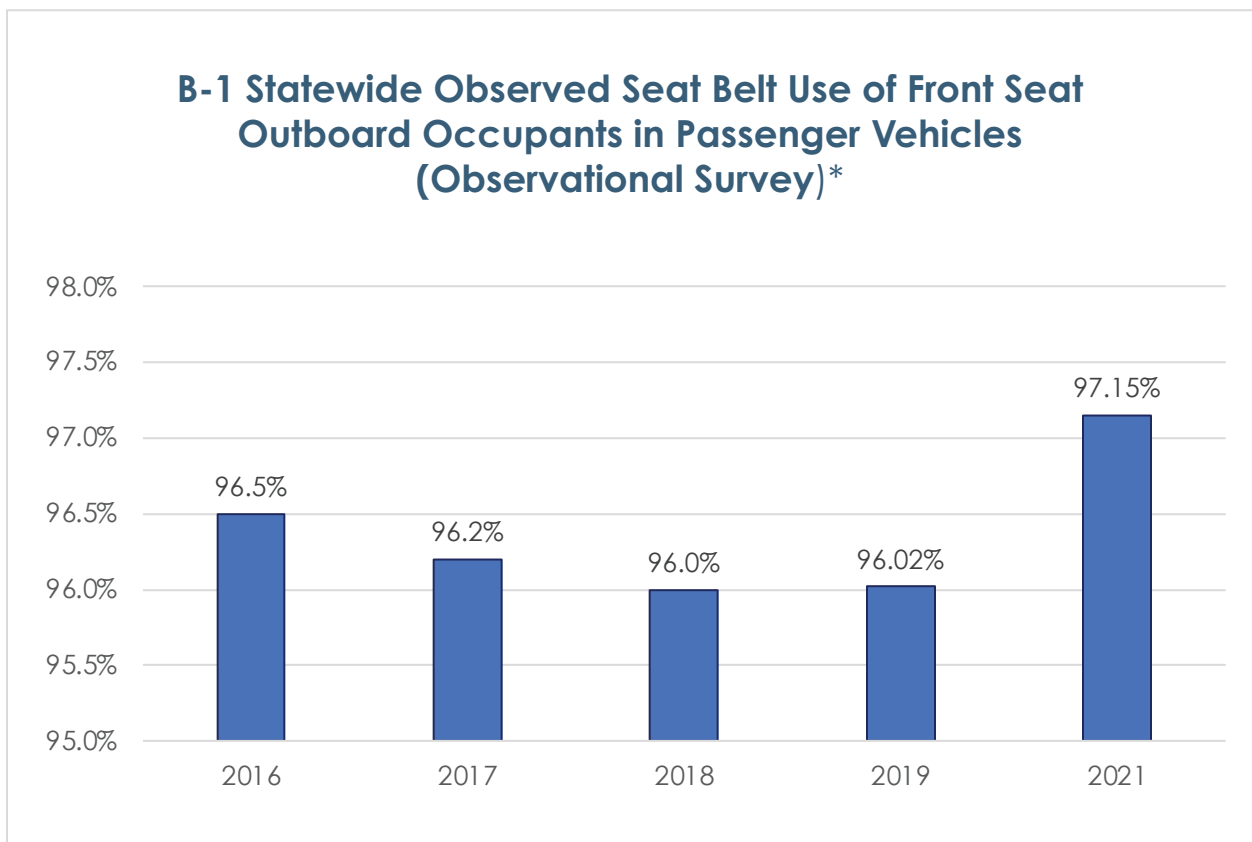
CORE BEHAVIOR MEASURE

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.



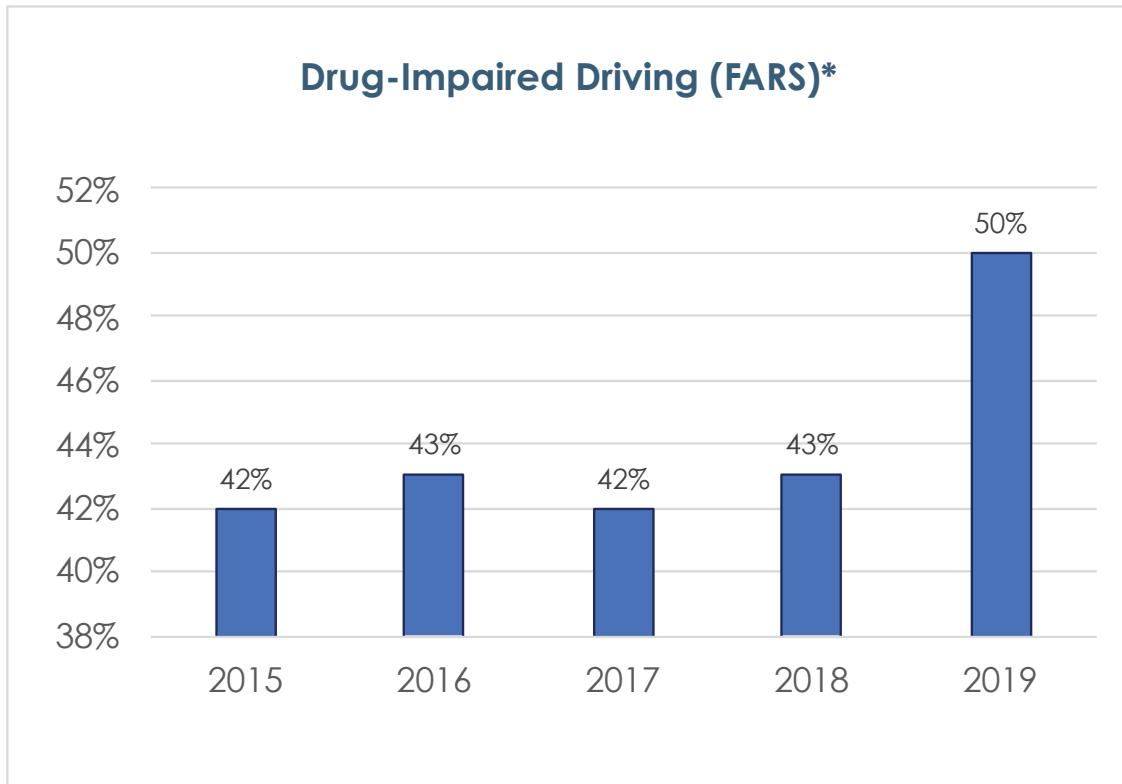
*Due to COVID-19, California did not conduct observational surveys in 2020.

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.



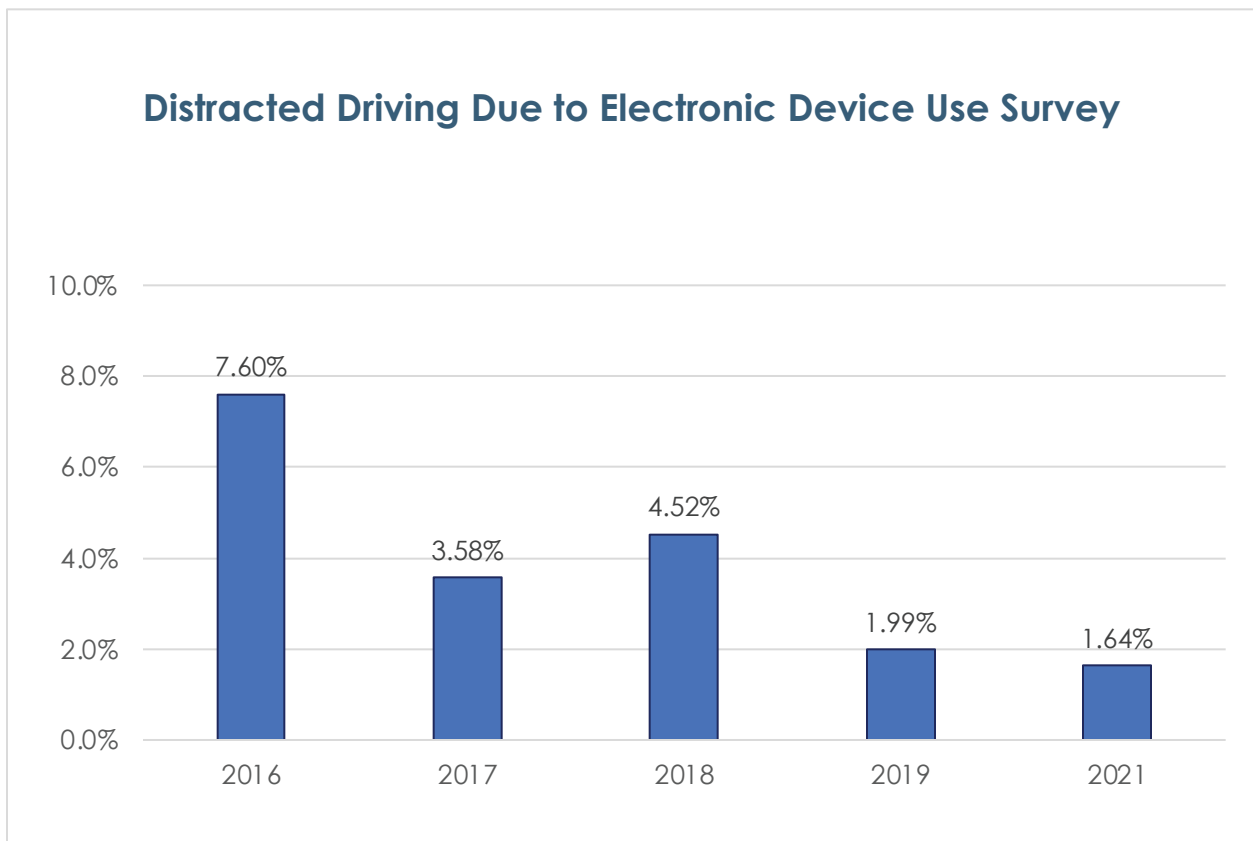
**2020 drug-impaired driving data is not available.*

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

| MOTORCYCLES | Calendar Years | | | | |
|---|----------------|---------|---------|-------------------|-------------------|
| | 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 |

| OCCUPANT PROTECTION | Calendar Years | | | | |
|---|----------------|--------|--------|--------|-------------------|
| | 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.

| PEDESTRIANS | Calendar Years | | | | |
|---|----------------|--------|--------|--------|-------------------|
| | 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 |

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

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

| ALCOHOL-IMPAIRED DRIVING | Calendar Years | | | | |
|--|----------------|--------|--------|--------|-------------------|
| | 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 |

| BICYCLES | Calendar Years | | | | |
|--|----------------|--------|--------|--------|-------------------|
| | 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 |

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

| DRUG-IMPAIRED DRIVING | Calendar Years | | | | |
|---|----------------|------|------|------|-------------------|
| | 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



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% |
| Total | 100% |

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% |
| Total | 100.0% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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% |
| Total | 100.00% |

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%.

California Annual Report 2021

TRAFFIC ENFORCEMENT PROGRAM



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.

California Annual Report 2021

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

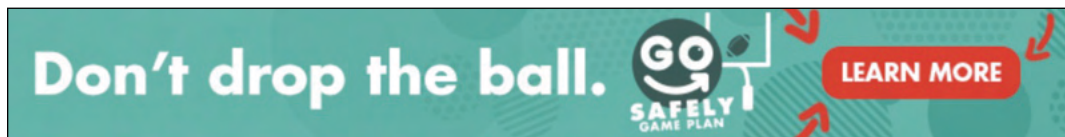
- Introduced a series of safety messages in September 2021 at transit stops, shopping centers and on buses. Video public service announcements aired on social media, as well as audio versions on radio, through the Waze app and as website banners, all encouraging the public to look out for one another.



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.

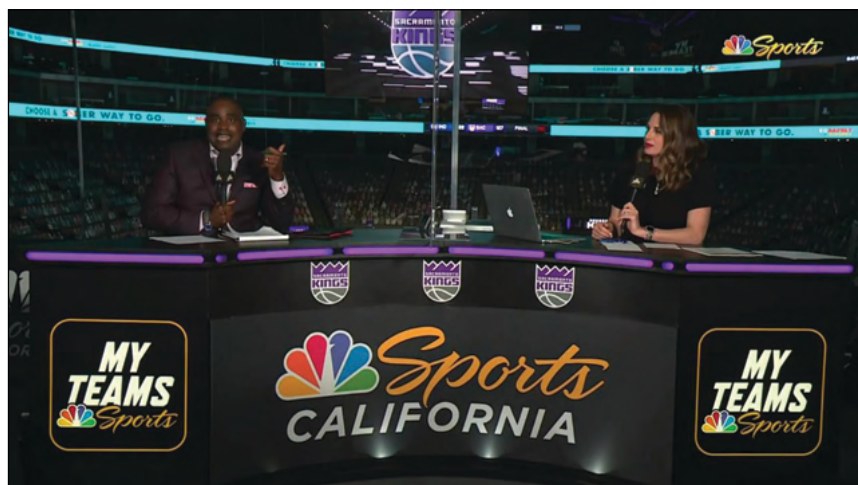
RESULT: Hit-and-run injury crashes increased 19.25 percent from 13,833 to 16,496.

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 |
|--|--------------|
| DUI/Driver's License Checkpoints | 784 |
| 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 |
| DUI Saturation Patrol Operations | 4,872 |
| 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 |
| Warrant Service Operations | 218 |
| Warrant Service Attempts | 1,868 |
| Warrants Served (Citations/Arrests) | 316 |
| Court Sting Operations | 4 |
| Citations/Arrests from Court Sting Operation(s) | 7 |
| Personnel Trained in SFST | 1,111 |

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 |
|--|--------------|
| Traffic Enforcement Operations | 4,962 |
| Vehicle Stops or Contacts | 91,568 |
| Citations Issued | 80,778 |
| Distracted Driving Enforcement Operations | 1,499 |
| 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 |
| Motorcycle Safety Enforcement Operations | 854 |
| 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 |
| Nighttime (1800-0259) Click It or Ticket Enforcement Operations | 80 |
| Vehicle Stops or Contacts | 1,004 |
| Seatbelt Citations Issued | 323 |
| Child Safety Seat Citations Issued | 5 |
| Pedestrian and/or Bicycle Enforcement Operations | 1,500 |
| 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 |
| Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed | 92 |
| 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 |

California Annual Report 2021

PROGRAM AREA HIGHLIGHTS



PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING

HIGH VISIBILITY ENFORCEMENT

Law enforcement agencies conducted high visibility enforcement during the NHTSA Summer and Winter mobilizations. During these mobilizations, law enforcement conducted DUI checkpoints, DUI saturation patrols, and DUI warrant/probation operations for those who failed to comply with court orders and identified as habitual offenders. High visibility enforcement was impacted by the COVID-19 pandemic 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)

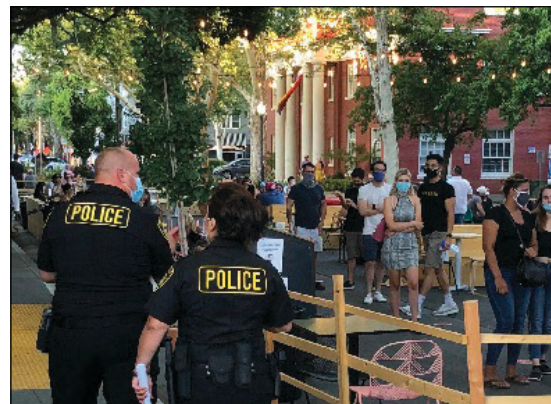
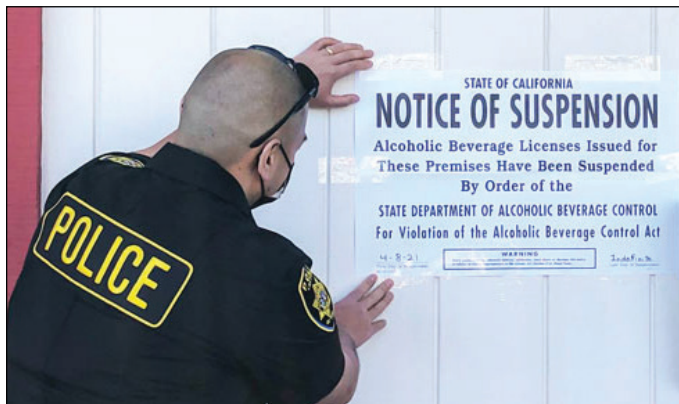
The ABC launched a new On-line Licensee Education on Alcohol and Drugs (LEAD) training program for all Off-Sale licensed businesses. 17,388 people took advantage of the free and voluntary prevention education training program.

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.



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.

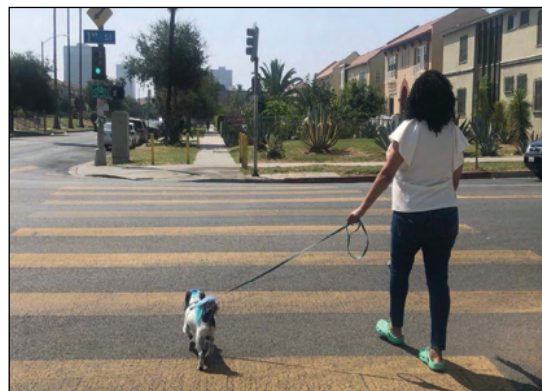
PROGRAM AREA HIGHLIGHTS

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 Sideshow (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.

Available tools

- SWITRS Query & Map**
A basic tool for accessing fatal or injury crashes from the California Statewide Integrated Traffic Records System (SWITRS).
- SWITRS GIS Map**
The Geographic Information Systems (GIS) offers an interactive map with capability of multiple tasks including Rank by Intersection, Crash Diagram, etc.
- Crash Diagram**
The Crash Diagram tool allows users to generate an interactive crash diagram. The Crash Diagram is accessible through SWITRS GIS Map.
- California Safety PM Target Setting**
California Safety Performance Management (Safety PM) Target Setting Support Tool based on FARS, SWITRS, and HPMS data.
- SRTS Map Viewer**
Provide a pedestrian and bicycle crash map within half mile radius of public schools in California.
- ATP Maps & Summary Data**
Utilize multiple crash maps to find pedestrian and bicycle crashes hot spot and generate data summaries within specified project and/or community limits.
- Motorcycle Crash Map**
Provide a simple means to explore motorcycle crashes in California by selected county and/or city.

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 |
| | | Subtotal | \$16,043,150.00 | \$12,189,452.54 |

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 |
| | | Subtotal | \$ 2,432,331.00 | \$2,018,203.43 |

| 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 |
| | | Subtotal | \$11,646,075.00 | \$9,953,062.02 |

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 |
| | | Subtotal | \$1,300,000.00 | \$1,275,243.01 |

| 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 |
| | | Subtotal | \$1,058,000.00 | \$851,029.15 |

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 |
| | | Subtotal | \$3,418,541.00 | \$2,641,189.29 |

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 |
| | | Subtotal | \$12,997,605.00 | \$9,605,600.41 |

| 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 |
| | | Subtotal | \$10,000,000.00 | \$9,959,811.61 |

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 |
| | | Subtotal | 8,587,000.00 | \$6,530,134.23 |

| 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 |
| | | Subtotal | \$43,565,620.00 | \$33,740,460.40 |

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 - DRISI | 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 |
| | | Subtotal | \$5,615,789.00 | \$4,639,291.42 |

APPENDIX B – 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

| Performance Measure | FY 2021 | | | | | FY 2020 | | | |
|--|---------------|----------------|-------------------------|-------------------------------------|--------------------------------------|-----------------------|----------------|---------------------------------------|---------------------|
| | 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.

DUI
DOESN'T JUST MEAN
BOOZE

JUST DRIVE

SCOOT RESPONSIBLY

CALIFORNIA ANNUAL REPORT 2021

**THINK
TWO STEPS
AHEAD**

SCOOT RESPONSIBLY

GO SAFELY
CALIFORNIA

CALIFORNIA OFFICE OF TRAFFIC SAFETY

**CHECK TWICE
FOR
MOTOR
CYCLES**

DUI
DOESN'T JUST MEAN
BOOZE

**THINK
TWO STEPS
AHEAD**

JUST DRIVE

**CLICK
IT OR
TICKET**

OTS

CALIFORNIA OFFICE OF
**TRAFFIC
SAFETY**

