



## **REPORT TO THE LEGISLATURE**

### **ASSEMBLY BILL 1732**

## **EMERGENCY SERVICES: HIT-AND-RUN INCIDENTS: YELLOW ALERT.**

California Highway Patrol

November 2025

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ASSEMBLY BILL 1732**

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YELLOW ALERT.**

**GAVIN NEWSOM  
GOVERNOR  
STATE OF CALIFORNIA**

**TOKS OMISHAKIN  
SECRETARY  
CALIFORNIA STATE TRANSPORTATION AGENCY**

**SEAN A. DURYEE  
COMMISSIONER  
CALIFORNIA HIGHWAY PATROL**

**November 2025**

**TABLE OF CONTENTS**

EXECUTIVE SUMMARY..... 3  
INTRODUCTION..... 4  
STATISTICAL DATA..... 5  
CONCLUSION ..... 8

**ANNEX**

A. – ASSEMBLY BILL 1732 – EMERGENCY SERVICES: HIT-AND-RUN INCIDENTS:  
YELLOW ALERT. .... 9

## **EXECUTIVE SUMMARY**

On July 19, 2022, Governor Gavin Newsom signed Assembly Bill 1732 (Patterson). This law, which went into effect January 1, 2023, authorized a law enforcement agency to request the California Highway Patrol (CHP) to activate a Yellow Alert if a person has been killed due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle.

The CHP is required to submit a report to the Legislature by January 1, 2026, that includes an evaluation of the efficacy, the advantages, and the disadvantages of the Yellow Alert System.

The Yellow Alert System has a repeal by date of January 1, 2026, included in Assembly Bill 1732.

A Yellow Alert was originally created on January 1, 2016, that was repealed on January 1, 2019. Since the re-creation of the Yellow Alert system in 2023, two Yellow Alerts have been issued, with two requests not activated.

## **INTRODUCTION**

In August of 2002, the Emergency Notification and Tactical Alert Center (ENTAC) was created within the Department as a result of the implementation of the AMBER Alert Program. ENTAC is staffed 24 hours a day by uniformed CHP personnel and is located at the CHP Headquarters in Sacramento, CA. The CHP is responsible for the activation of all alerts on behalf of investigating agencies in California's municipalities, counties, and tribal communities. The investigating agency initiates contact with the CHP and the details concerning the incident and the activation criteria are reviewed together.

This specialized unit maintains the specific responsibility of activating an AMBER Alert, Blue Alert, Silver Alert, Feather Alert, Ebony Alert, Yellow Alert, and Endangered Missing Advisory (Ashanti Act Compliant) within California.

A significant concern within the operation of the alert system is "alarm fatigue." Alarm fatigue is the desensitization of the public to safety alerts, leading to the public ignoring or disabling them on their cell phones. Alarm fatigue is always considered when public safety alerts are proposed.

## STATISTICAL DATA

Data depicted in the following tables encompasses CHP Alert activations from 2021 through October 2025. Data preceding the creation of the Yellow Alert is included to provide a comparison to the effect on the overall alert program. Since its inception, Yellow Alerts have account for less than 1% of all CHP alerts annually.

<u>Alert</u>	2021		
	Activations	Victims Recovered	Requests Not Activated
<b>AMBER</b>	13	14	12
<b>Blue</b>	0	N/A	1
<b>Silver</b>	227	226	125
<b>EMA</b>	20	24	17
<b>Yellow</b>	N/A	N/A	N/A
<b>Feather</b>	N/A	N/A	N/A
<b>Ebony</b>	N/A	N/A	N/A

<u>Alert</u>	2022		
	Activations	Victims Recovered	Requests Not Activated
<b>AMBER</b>	6	5	22
<b>Blue</b>	0	N/A	1
<b>Silver</b>	215	214	125
<b>EMA</b>	14	36	33
<b>Yellow</b>	N/A	N/A	N/A
<b>Feather</b>	N/A	N/A	N/A
<b>Ebony</b>	N/A	N/A	N/A

<u>Alert</u>	2023		
	Activations	Victims Recovered	Requests Not Activated
<b>AMBER</b>	5	9	19
<b>Blue</b>	0	N/A	0
<b>Silver</b>	189	187	186
<b>EMA</b>	28	26	35
<b>Yellow</b>	1	N/A	1
<b>Feather</b>	1	1	3
<b>Ebony</b>	N/A	N/A	N/A

<u>Alert</u>	2024		
	Activations	Victims Recovered	Requests Not Activated
<b>AMBER</b>	17	19	12
<b>Blue</b>	0	N/A	0
<b>Silver</b>	338	219	110
<b>EMA</b>	60	58	19
<b>Yellow</b>	0	N/A	0
<b>Feather</b>	14	12	6
<b>Ebony</b>	47	41	8

<u>Alert</u>	2025		
	Activations	Victims Recovered	Requests Not Activated
<b>AMBER</b>	11	15	1
<b>Blue</b>	0	N/A	0
<b>Silver</b>	395	394	40
<b>EMA</b>	73	78	14
<b>Yellow</b>	1	N/A	1
<b>Feather</b>	40	37	8
<b>Ebony</b>	69	60	6

Data from CHP's internal crash tracking software (Crash Manager) indicates the Department investigated 614 fatal hit and run crashes from January 2023 until November 2025. During that same time, the Department investigated 619,661 crashes in total.

Both Yellow Alerts that were requested but not activated were postponed by the investigating agency due to active investigative leads. The suspect vehicles were apprehended without the use of the Yellow Alert.

The Yellow Alert that was activated in May 2023 resulted in the apprehension of the suspect vehicle. A family member of the suspect saw the Yellow Alert and contacted law enforcement to report that the vehicle was located at her house.

The Yellow Alert that was activated in June 2025 has not resulted in the apprehension of the suspect vehicle. The information provided by the requesting department to the CHP included the make, model, and color of a common vehicle.

## **CONCLUSION**

The limited use of the Yellow Alert forces any conclusions to be speculative. There were no clear drawbacks to the alert in practice. Alarm fatigue was ruled out as a concern due to the infrequent usage of the alert. The minimal use of the alert is likely due to other existing investigative tools that are more efficient and effective. Witnesses, dash cameras, automated license plate readers (ALPRs), cell phone tower dumps, geo-location data searches, and forensic analysis offer equal or greater investigative leads.

The nature of a hit and run, in which the most common scenario is a vehicle has fled a scene (as opposed to a driver on foot), means location-based alerts may be too slow to offer significant benefit. In the time it takes to identify a suspect vehicle, intake, and activate an alert, the suspect vehicle could be dozens of miles away. Furthermore, if law enforcement locates a license plate or partial plate, then help from the public is rarely needed. Conversely, if no license plate is located, the vehicle description is too broad to be beneficial. The Yellow Alert's practical effect is an attempt to locate a suspect with little chance of success.

Finally, the termination of the Yellow Alert does not eliminate the primary benefits of it. The Yellow Alert permitted the activation of Changeable Message Signs (CMS) in state law, but it was prohibited in Federal guidelines. Coordination through law enforcement partners utilizing Be-on-the-Lookout (BOL) broadcasts and social media posts means similar methods of suspect information dissemination will continue without compromising public safety.

# ANNEX A



## Assembly Bill No. 1732

### CHAPTER 107

An act to add and repeal Section 8594.15 of the Government Code, relating to emergency services.

[Approved by Governor July 19, 2022. Filed with Secretary of State July 19, 2022.]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 1732, Patterson. Emergency services: hit-and-run incidents: Yellow Alert.

Existing law authorizes use of the Emergency Alert System to inform the public of local, state, and national emergencies. Existing law requires a law enforcement agency to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Existing law also authorizes the issuance and coordination of a Blue Alert following an attack upon a law enforcement officer or a Silver Alert relating to a person who is 65 years of age or older who is reported missing.

This bill would authorize a law enforcement agency to request the Department of the California Highway Patrol to activate a Yellow Alert if a person has been killed due to a hit-and-run incident and the law enforcement agency has specified information concerning the suspect or the suspect's vehicle. The bill would authorize the Department of the California Highway Patrol to activate a Yellow Alert within the requested geographic area upon request of the law enforcement agency if it concurs with the law enforcement agency that specified requirements are met. This bill would also require the Department of the California Highway Patrol to track the number of Yellow Alert requests it receives from law enforcement agencies. The bill would require the Department of the California Highway Patrol to submit a final report to the Legislature of the efficacy, the advantages, and the disadvantages of the Yellow Alert System by January 1, 2026. On January 1, 2026, the provisions of this bill would be repealed.

*The people of the State of California do enact as follows:*

SECTION 1. Section 8594.15 is added to the Government Code, to read:  
8594.15. (a) For the purposes of this section, "Yellow Alert" means a notification system, activated pursuant to subdivision (b), designed to issue

and coordinate alerts with respect to a hit-and-run incident resulting in the death of a person as described in Section 20001 of the Vehicle Code.

(b) (1) If a hit-and-run incident is reported to a law enforcement agency, and that agency determines that the requirements of subdivision (c) are met, the agency may request the Department of the California Highway Patrol to activate a Yellow Alert. If the Department of the California Highway Patrol concurs that the requirements of subdivision (c) are met, it may activate a Yellow Alert within the geographic area requested by the investigating law enforcement agency.

(2) Radio, television, and cable and satellite systems are encouraged, but are not required, to cooperate with disseminating the information contained in a Yellow Alert.

(3) Upon activation of a Yellow Alert, the Department of the California Highway Patrol shall assist the investigating law enforcement agency by issuing the Yellow Alert via a changeable message sign.

(4) If there are multiple Yellow Alerts requested, the Department of the California Highway Patrol may prioritize the activation of alerts based on any factor, including, but not limited to, the time elapsed between a hit-and-run incident and the request or the likelihood that an activation would reasonably lead to the apprehension of a suspect.

(c) A law enforcement agency may request that a Yellow Alert be activated if that agency determines that all of the following conditions are met in regard to the investigation of the hit-and-run incident:

(1) A person has been killed due to a hit-and-run incident.

(2) There is an indication that a suspect has fled the scene utilizing the state highway system or is likely to be observed by the public on the state highway system.

(3) The investigating law enforcement agency has additional information concerning the suspect or the suspect's vehicle, including, but not limited to, any of the following:

(A) The complete license plate number of the suspect's vehicle.

(B) A partial license plate number and additional unique identifying characteristics, such as the make, model, and color of the suspect's vehicle, which could reasonably lead to the apprehension of a suspect.

(C) The identity of a suspect.

(4) Public dissemination of available information could either help avert further harm or accelerate apprehension of a suspect based on any factor, including, but not limited to, the time elapsed between a hit-and-run incident and the request or the likelihood that an activation would reasonably lead to the apprehension of a suspect.

(d) The Department of the California Highway Patrol shall track the number of Yellow Alert requests it receives from law enforcement agencies.

(e) The Department of the California Highway Patrol shall create a report that includes an evaluation of the efficacy, the advantages, and the disadvantages of the Yellow Alert System. The department shall submit the report to the Legislature in compliance with Section 9795 no later than January 1, 2026.

(f) This section shall remain in effect only until January 1, 2026, and as of that date is repealed.

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