

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

228



FROM: Sheriff-Coroner-PA

SUBMITTAL DATE:
9/10/15

SUBJECT: Acceptance of a Grant Award from the California Office of Traffic Safety, All Districts
[\$1,420,000-100% Federal Funding]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Approve the grant Agreement with the California Office of Traffic Safety, accepting funds totaling \$1,420,000 and authorize the Sheriff, or his designee to execute the Agreement on behalf of the County;
2. Authorize the Sheriff, or his designee to administer the grant projects, sign claims for reimbursements, progress reports, future amendments and/or modifications not increasing the award by more than 20% on behalf of the County; and
3. Approve and direct the Auditor-Controller to make the budget adjustments on the attached Schedule A.

BR 16-009

Will Taylor

Stan Sniff
Sheriff-Coroner-PA
Will Taylor, Dir. of Administration

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost:	POLICY/CONSENT (per Exec. Office)
COST	\$ 1,097,145	\$ 322,855	\$ 1,420,000	\$ 0	Consent <input type="checkbox"/> Policy <input checked="" type="checkbox"/>
NET COUNTY COST	\$ 0	\$ 0	\$ 0	\$ 0	

SOURCE OF FUNDS: 100% Federal Funding	Budget Adjustment: Yes
	For Fiscal Year: 15/16-16/17

C.E.O. RECOMMENDATION: **APPROVE**

County Executive Office Signature BY: *Elizabeth J. Olson*
Elizabeth J. Olson

MINUTES OF THE BOARD OF SUPERVISORS

FORM APPROVED COUNTY COUNSEL 9/2/15 DATE
 BY: GREGORY P. PRAMOS
 FISCAL PROCEDURES APPROVED PAUL ANGULO, CPA, AUDITOR-CONTROLLER 9/10/15
 BY: Susana Garcia-Bocanegra

- A-30
- Positions Added
- 4/5 Vote
- Change Order

3-24

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

FORM 11: Acceptance of a Grant Award from the California Office of Traffic Safety, All Districts.

[\$1,420,000 - 100% Federal Funding]

DATE: 9/10/15

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BACKGROUND:

Summary

The California Office of Traffic Safety's (OTS) mission is to effectively administer traffic safety grants to reduce traffic deaths, injuries and economic losses. Annually, as required by Section 2900 of the State Vehicle Code, OTS develops a plan to reduce traffic collisions, known as the Highway Safety Plan. This plan serves as California's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds available to states.

In 2013, OTS, per a NHTSA directive, informed the Sheriff's Department that it would no longer award grants directly to the contract cities. Sheriff's Grants staff will administer the grant projects. Since NHTSA will only reimburse for actual overtime worked, as identified by employee name, the Sheriff's Department will submit claims for the County for grant reimbursements.

In response to the County's application for grant year 15-16, the California Office of Traffic Safety awarded the Sheriff's Department \$1,420,000. With Board approval, the Sheriff's Department will handle the administration of the California Office of Traffic Safety Selective Traffic Enforcement Program (STEP) grant awarded to the 13 contracted cities totaling \$1,420,000. The grant will fund two full-time positions within the Sheriff's Grants Unit to administer the grant. Funded OTS STEP grant operations may include: DUI checkpoints, DUI saturation patrols; patrols focusing on pedestrian safety, traffic enforcement, distracted driving, seat belt enforcement, and special enforcement operations encouraging motorcycle safety. Additional grant funded operations may also include: warrant service operations, stakeout operations, a "HOT Sheet" program, educational presentations, and court stings.

Schedule A details budget adjustments in the amount of \$1,097,145. The grant project term is from October 1, 2015 to September 30, 2016. County Counsel has approved the OTS STEP grant agreement as to form. Exhibit A, Certifications and Assurances, will be attached to the agreement when it has been approved by OTS, the granting agency.

Impact on Citizens and Businesses

These grant projects, through focused enforcement activities, help to reduce highway deaths, injuries and economic losses. The Sheriff's Department does not in any way want these crucial traffic safety efforts to be curtailed.

Attachment(s)

1. Grant Agreement

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**FORM 11: Acceptance of a Grant Award from the California Office of Traffic Safety, All Districts.**

[\$1,420,000 - 100% Federal Funding]

DATE: 9/10/15

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Schedule A**Administrative Operations****Increase Appropriations:**

10000-2500200000-510040	Regular Salaries	102,072
10000-2500200000-518100	Budgeted Benefits	47,223
10000-2500200000-510420	Overtime	2,850
10000-2500200000-523700	Office Supplies	2,000
10000-2500200000-528220	Photography Expense	1,000
10000-2500200000-526910	Field Equipment-Non Assets	79,936
10000-2500200000-546020	Equipment-Automotive	38,444

TOTAL	\$273,525
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Field Operations**Increase Appropriations:**

10000-2500300000-510420	Overtime	679,666
10000-2500300000-518080	Other Budgeted Benefits	86,244
10000-2500300000-525440	Professional Services	20,286
10000-2500300000-523640	Computer Equipment-Non-Fixed Asset	1,800
10000-2500300000-528220	Photography Expense	1,200
10000-2500300000-523700	Office Supplies	1,500
10000-2500300000-528140	Conference/Registration Fees	10,474
10000-2500300000-528900	Air Transportation	1,850
10000-2500300000-529040	Private Mileage Reimbursement	750
10000-2500300000-528960	Lodging	15,600
10000-2500300000-528980	Meals	4,250

TOTAL	\$823,620
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TOTAL (Administrative & Field)	\$1,097,145
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Increase Estimated Revenues:

10000-2500200000-767450	Federal-OTS Grants	\$273,525
10000-2500300000-767450	Federal-OTS Grants	\$823,620

TOTAL	\$1,097,145
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1. GRANT TITLE SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP)	
2. NAME OF AGENCY RIVERSIDE COUNTY	4. GRANT PERIOD From: 10/1/15 To: 9/30/16
3. AGENCY UNIT TO ADMINISTER GRANT RIVERSIDE COUNTY SHERIFF'S DEPARTMENT	
5. GRANT DESCRIPTION To reduce the number of persons killed and injured in traffic crashes involving alcohol and other primary collision factors, "best practice" strategies will be conducted. The funded strategies may include: DUI checkpoints, DUI saturation patrols, warrant service operations, stakeout operations, a "HOT Sheet" program, educational presentations, and court stings. The program may also concentrate on speed, distracted driving, seat belt enforcement, operations at intersections with disproportionate numbers of traffic crashes, and special enforcement operations encouraging motorcycle safety. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.	
6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED: \$ 1,420,000.00	
7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement: <ul style="list-style-type: none"> • Schedule A (OTS-38b) – Problem Statement, Goals and Objectives and Method of Procedure • Schedule B (OTS-38d) – Detailed Budget Estimate and Sub-Budget Estimate (if applicable) • Schedule B-1 (OTS-38f) – Budget Narrative and Sub-Budget Narrative (if applicable) • Exhibit A –Certifications and Assurances • Exhibit B* - OTS Grant Program Manual <p>*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto. These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov.</p> <p>We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.</p> <p>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>	
8. APPROVAL SIGNATURES	
A. GRANT DIRECTOR NAME: Joann Roberts PHONE: 951 955-2718 TITLE: Grant Manager FAX: 951 955-2171 ADDRESS: 4095 Lemon Street, 1st Floor Riverside, CA 92501-3600 E-MAIL: jgrobert@riversidesheriff.org _____ (Signature) (Date)	B. AUTHORIZING OFFICIAL OF AGENCY NAME: Stan Sniff PHONE: 951 955-2400 TITLE: Sheriff-Coroner-PA FAX: 951 955-2428 ADDRESS: 4095 Lemon Street, 2nd Floor Riverside, CA 92501-3600 E-MAIL: ssniff@riversidesheriff.org _____ (Signature) (Date)
C. FISCAL OR ACCOUNTING OFFICIAL NAME: Antonio Saldana PHONE: 951 955-2709 TITLE: Finance Director FAX: 951 955-2720 ADDRESS: 4095 Lemon Street, 3rd Floor Riverside, CA 92501-3600 E-MAIL: asaldana@riversidesheriff.org _____ (Signature) (Date)	D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS NAME: Sheriff's Accounts Receivables, 3rd Floor ADDRESS: PO Box 512 Riverside, CA 92501-0512
9. DUNS NUMBER DUNS #: 6024108880000 REGISTERED ADDRESS & ZIP: 4095 Lemon Street, 2nd Floor Riverside, CA 92501-3600	

FORM APPROVED BY RIVERSIDE COUNTY COUNSEL
 BY: *[Signature]* DATE: 10/1/15

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1. PROBLEM STATEMENT

The Riverside County Sheriff's Department is applying for a grant to include the following cities: Coachella, Eastvale, Indian Wells, Jurupa Valley, La Quinta, Lake Elsinore, Menifee, Moreno Valley, Norco, Palm Desert, Perris, Rancho Mirage, San Jacinto, Temecula, and Wildomar.

Fatal driving under the influence (DUI) collisions reveals that DUI incidents are typically at their highest during the winter holiday period (Christmas and New Year's), the end of summer vacation/Labor Day period, and also Memorial Day and Independence Day weekends. Other times with high incidence of DUI crimes and collisions include Halloween, Super Bowl Sunday, Cinco de Mayo and local festivals/events with identified DUI problems.

Significant progress has been made in reducing the frequency of fatal DUI collisions when law enforcement agencies coordinate awareness campaigns and enforcement efforts with local, regional and national efforts. Nationwide, traffic deaths have declined dramatically; however, DUI deaths have not dropped at the same rate which indicates the need to continue to coordinate efforts between law enforcement, community-based organizations, and media outreach.

In order to reduce the incidence of DUI related traffic collisions, each city has outlined the primary traffic problems facing their community.

Coachella

DUI-related traffic collisions are an epidemic plaguing the City of Coachella. According to our Crossroads Collision Data system, from 2011 – 2013, the Coachella Police Department investigated approximately 414 traffic collisions, resulting in 557 injuries. Of those injuries, 26 resulted in fatalities. Preliminary statistics for 2014 suggest approximately 85 DUI arrests, 47 traffic-related injuries, resulting in five DUI-related fatalities. Approximately 67% of DUI-related traffic collisions involved unlicensed drivers. Unless this epidemic is aggressively combatted, the quality of life for Coachella citizens will decrease immensely.

The top three primary collision factors in the calendar year of 2014 were unsafe speed, improper turning, and auto right-away violations. These three collision factor categories were determined to be the primary collision factor 43% of the 199 reported collisions that occurred during the calendar year of 2014. These collision factors are commonly associated with distracted drivers and distracted driving which is believed to be an associated factor in many of these collisions. Distracted driving continues to be an ongoing problem in the City of Coachella.

Eastvale

Over the past 2 ½ years, Eastvale has seen a steady growth in traffic collisions. A majority of the city is residential. From 2012 to 2013 the city has been consistent in traffic collisions during the nighttime hours.

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This grant will enable the City of Eastvale to educate officers in DUI investigations, allowing for increased DUI arrests and lowering DUI related traffic collisions. It will support the city's efforts to reduce DUI driving and traffic collisions and increase community awareness through the use of DUI checkpoints. The city will also strive to educate the community in pedestrian safety as well as equine safety.

Indian Wells

According to local collision data, the Indian Wells Police Department wrote 360 collision reports from January 1, 2012 to December 31, 2014. Of these reports, 106 were injury collision, with 163 victims and 3 fatalities. During this period there were 37 DUI traffic collisions. Of those 37 DUI traffic collisions, 13 individuals were injured and 1 individual was killed. The City of Indian Wells currently has a total of 20 liquor licenses issued to various businesses, resorts, and country clubs throughout the city.

The top three primary collision factors in the calendar year of 2014 were unsafe speed, unsafe starting or backing, and driving under the influence. These three collision factor categories were determined to be the primary collision factor in 89 of the 134 collisions that occurred during the calendar year of 2014 and caused 48 injuries and 1 fatality. These collision factors are commonly associated with distracted drivers and believed to be an associated factor in many of the collisions.

Jurupa Valley

Over the past 2 ½ years, Jurupa Valley has seen a steady growth in traffic collisions. A majority of the city is residential. From 2012 to 2013 the city has been consistent in traffic collisions during the daytime and nighttime hours.

This grant will enable the City of Jurupa Valley to educate officers in DUI investigations, allowing for increased DUI arrests and lowering DUI related traffic collisions. It will support the city's efforts to reduce DUI driving and traffic collisions and increase community awareness through the use of DUI checkpoints. The city will also strive to educate the community in pedestrian safety as well as equine safety.

La Quinta

The City of La Quinta, California, is 35 square miles and home to 38,783 permanent residents. During the peak season of November through April, this estimate increases significantly due to seasonal residents and tourism. The increase in population, along with the numbers of permanent number of residents adds a strain on the Police Department and its ability to enforce traffic related issues and DUI problems within the city. Due to the large influx of tourist traffic, we see a large number of DUI collisions and issues associated with drinkers visiting local restaurants and bars, and then traveling to their hotels or rental properties. The number of DUI injury collisions for the year of 2013 increased from 2012 by 72%. This adds to safety concerns for the permanent residents traveling local roadways.

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The top three primary collision factors in the calendar year of 2014 were unsafe speed, driving under the influence and improper turning movements. These collision factors are commonly associated with distracted drivers and distracted driving which is believed to be an associated factor in many of these collisions.

Lake Elsinore

The City of Lake Elsinore has an estimated population of 57,525 as of the 2013 US National Census. The city continues to experience a high level of suspended and unlicensed drivers, as well as DUI collisions and arrests.

In 2014 the City of Lake Elsinore had 3 fatal traffic collisions, of which 1 was related to alcohol, and 90 injury traffic collisions, of which 29 were alcohol related producing 49 persons injured. This is still an unacceptable level of alcohol related collisions, deaths and injuries for a city of just over 57,000 residents.

Additionally the city has experienced a level of unlicensed and suspended drivers that is staggering. Of the 3,637 citations issued in the city 1,472 of them were for either unlicensed or suspended drivers constituting 40% of all citations written.

Meniffee

According to local collision data, the Meniffee Police Department wrote 1,479 collision reports from January 1, 2011 to December 31, 2013. This equates to more than 41 written collision reports each month. Of those numbers, 14 people were killed and 483 others were injured in these collisions. Alcohol or drug use was a factor in 67 collisions. That is a rate of almost 4.5 %. 53 of these collisions involved pedestrians or bicyclists resulting in 45 injuries. During this time, officers of the Meniffee Police Department arrested 392 drivers for driving while impaired by alcohol or drugs. This is an average of 11 per month.

The top three primary collision factors were unsafe speed, improper turning movements, and right of way violations. These three collision factor categories were determined to be the primary collision factor in 782 of the 1479 collisions in which written reports were generated. These collision factors are commonly associated with distracted drivers, and distracted driving is believed to be an associated factor in many of these collisions. Meniffee Police Officers have written 552 distracted driving citations since January 2013.

Moreno Valley

During the Federal Fiscal Year, October 1, 2013 to September 30, 2014, our city had a total of 506 injury/fatal traffic collisions, resulting in 6 fatalities, 2 of the fatalities were a result of driving under the influence.

During the Federal Fiscal Year, October 1, 2013 to September 30, 2014, deputies in the Moreno Valley Police Department arrested 470 individuals for driving under the influence. Of those 470 DUI arrests, 132 (28%) were the result of a collision where the primary collision factor was driving under the influence.

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Norco

The City of Norco is 14 square miles, has 110 miles of roadway, more than 120 miles of equestrian trails, has 72 licensed alcohol sales establishments and a population of 26,626. Due to the large number of licensed alcohol establishments, one of the primary concerns is pedestrian/equestrian safety along roadways and intersections. The City's reputation as "Horsetown USA" comes in part from reports that there are more horses in Norco than people. Many Norco residents and visitors model their lives after the "cowboy" lifestyle which includes consumption of alcohol. The city's George Ingall's Equestrian Event Center is a facility which is used throughout the year for special events such as the annual Fair and numerous Rodeos that draw thousands of people to the city. These events include permits for the sale of alcohol which are issued by the State of California Alcoholic Beverage Control (ABC). These numerous special events and the service of alcohol contribute to the excessive drinking and driving problem in Norco. The table below (Traffic Data Statistics) shows injury collisions increasing from 50 in 2001 to 63 in 2014. Additionally, fatal collisions increased from 0 in 2009 and 2010 to 5 with 6 victims from 2011 through 2013. Driving under the influence arrests decreased from 317 in 2009 to 209 in 2014 (RSD Data Warehouse program) and Hit and Run Traffic Collisions have increased from 73 in 2009 to 105 in 2014.

Local statistics reveal a much more serious DUI problem in Norco than the table below. The City of Norco has seen a gradual, but steady increase in traffic collisions since the elimination of the traffic division as a result of budget cuts from the economy downturn. In 2009, three of six civilian community service officers and one of four sworn motor officers were eliminated due to budget constraints. In December 2010, the last three motor officers and a fourth community service officer were also eliminated. In July 2011, two more deputy positions were eliminated and the last two remaining traffic deputies were eliminated; therefore, dissolving our traffic division. This appears to directly correspond with the steady increase in traffic collisions from 298 in 2009 to 551 in 2014.

In order to accommodate horseback riding enthusiasts and preserve their lifestyle, the city's infrastructure includes 120 miles of designated horse trails which parallel roadways and cross intersections. These horse trails are also shared with pedestrians. Non-resident motorists cutting through residential areas in Norco due to traffic congestion during commute hours have a lack of consideration and awareness for both pedestrians and horses. Furthermore, an accident involving a horse and rider pose a far greater risk of injury than a vehicle vs. vehicle. Additionally, the city has experienced an increase in hit and run traffic collisions involving horse trail fencing related to vehicles speeding, driving under the influence and inattention.

Statistics have steadily risen from prior years when the city of Norco had a dedicated traffic team. Hit and run traffic collisions have risen from 72 in 2009 to 105 in 2014; a staggering 44% increase. Additionally, the number of DUI arrests has decreased in comparing the same time frame. In 2009, 217 arrests were made in contrast to only 209 DUI arrests in 2014. Although there are no figures to indicate the number of hit and run traffic collisions that are a direct result of DUI drivers, a strong argument can be made when comparing the rise of hit and run traffic collisions and the fall in DUI arrest statistics.

Traffic Data Summary

2009		2010		2011		2012		2013		2014	
T/C	Injury	T/C	Injury	T/C	Injury	T/C	Injury	T/C	Injury	T/C	Injury

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298	50	337	49	210	42	354	54	507	47	551	63
Fatal	Victims	Fatal	Victims	Fatal	Victims	Fatal	Victims	Fatal	Victims	Fatal	Victims
0	0	0	0	2	3	2	2	1	1	0	0
DUI	DUI T/C	DUI	DUI T/C	DUI	DUI T/C	DUI	DUI T/C	DUI	DUI T/C	DUI	DUI T/C
317	24	277	25	182	5	215	18	200	7	209	7
Hit/Run T/C	Hit/Run Inj T/C	Hit/Run T/C	Hit/Run Inj T/C	Hit/Run T/C	Hit/Run Inj T/C	Hit/Run T/C	Hit/Run Inj T/C	Hit/Run T/C	Hit/Run Inj T/C	Hit/Run T/C	Hit/Run Inj T/C
73	4	71	6	18	1	94	3	74	1	105	1

Driving Under the Influence checkpoints and DUI saturation patrols will be conducted in areas within the city that have had numerous reports of suspected drunk and drugged drivers. These areas include the two main roadway access points from other cities that enter into Norco and have a high rate of DUI related traffic collisions. The affected areas have statistical collision data that support the need for DUI checkpoints and DUI saturation patrols.

Multiple Norco residents have outstanding warrants for drunk and drugged driving. Because of the AB109 bill that releases inmates early from county jail because no jail space is available in state prison, several of these repeat offenders fail to appear for their court dates. It has been our experience that habitual offenders that ignore court appearances ignore the laws governing DUI. Therefore, deputies will be directed to conduct operations to arrest those with outstanding warrants related to DUI violations.

Several habitual drunk and drugged drivers reside in Norco. These same habitual offenders have been rearrested multiple times, including a habitual DUI driver who has been arrested and charged with the felony DUI section after her sixth arrest with five previous convictions. The Norco Police Office will continue to participate in the DUI "Hot Sheet" program used to identify habitual offenders with revoked or suspended drivers licenses. As a result, officers will conduct stakeout operations to identify and apprehend those in violation.

The City of Norco hosts several city events that attract thousands of motorists to the area. These events include rodeos, fairs, concerts and other seasonal events where alcoholic beverages are provided. Many of the event visitors and participants are not familiar with the city traffic laws and therefore exceed the posted speed limits and negotiate unlawful turning movements. Traffic and speed enforcement is needed to prevent collisions.

As a result of the vehicle collisions in and around the Norco College, High school and other areas within the community, distracted driving enforcement directed toward vehicle operators that use handheld devices, such as cellular phones, while driving a vehicle will be conducted. The enforcement actions will take place in areas where vehicle collisions have occurred with an associate collision factor including inattention, handheld device or texting.

Due to the unique equestrian lifestyle and the large number of licensed alcohol establishments in Norco, equestrian safety along major roadways and intersections is of utmost importance. Deputies conducted pedestrian enforcement operations during the FY13/14 OTS grant and observed numerous violations of both

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pedestrian and equestrian right-of-way. The Norco Police Office has a need and will conduct safety enforcement for pedestrians and equestrians.

The Norco Police Office will participate with community projects to educate the public on the dangers of DUI and traffic safety and continue to participate with the United Norconians for Life Over Alcohol and Drugs (UNLOAD), a community based organization. This program is a collaborative coalition between the Norco Police Office, City of Norco, Corona-Norco Unified School District and community members/businesses with a mission to educate the public on traffic safety and the consequences of under-age drinking.

Palm Desert

Palm Desert, California, measuring 27.1 square miles is home to 50,417 permanent residents and an additional 32000 seasonal residents. According to our Crossroads Collision Data system, the Palm Desert Police Department wrote 1986 collision reports from January 01, 2012 to December 31, 2014. This equates to more than 82 written collision reports each month. In these collisions, 5 people were killed and 905 others sustained injury. Impaired driving (alcohol or drugs) was a significant factor in 8.07% (160 DUI crashes) of those collisions. That is a rate of almost 8.07%. 95 collisions occurred involving pedestrians or bicyclist resulting in 94 injuries. During this time, officers of the Palm Desert Police Department arrested 644 drivers for driving while impaired by alcohol or drugs. This is an average of 26.8 per month. Furthermore the City of Palm Desert currently has 170 liquor licenses issued for various establishments.

The top three primary collision factors in the calendar year of 2014 were unsafe speed, improper turning movements, and traffic signals and signs. These three collision factor categories were determined to be the primary collision factor in 362 of the 729 collisions that occurred during the calendar year of 2014 and caused 117 injuries and 1 fatality. These collision factors are commonly associated with distracted drivers and distracted driving which is believed to be an associated factor in many of these collisions. Distracted driving continues to be an ongoing problem in the City of Palm Desert with 1064 citations in 2011, 1618 citations in 2012 and 940 citations in 2013 for distracted driving.

Perris

The Perris Police Department traffic is responsible for approximately 90% of the station's traffic citations. This includes moving violations, seatbelt and cell phone violations, pedestrian violation, and parking violation. In 2014, the Traffic Team wrote approximately 45 citations for pedestrians unlawfully in the roadway. The Perris Traffic team also wrote approximately 11 pedestrian vs. vehicle injury traffic collision reports and 11 bicycle vs. vehicle injury reports. This is an area of great concern as the potential for more fatal traffic collisions will increase without effective enforcement.

The City of Perris is the home to Lake Perris. The recreational area consists with a state campground and lake, fair grounds, and a speedway. The City of Perris welcomes visitors from all over, however the alcohol sales at the scheduled events are a concession business. There is no direct monitoring of impaired patrons

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as there would be in a restaurant or bar environment. This is problematic not only because impaired drivers leave the events in vehicles onto the streets of Perris, but also to the surrounding communities.

The #1 Primary Collision Factor in Perris is unsafe speed. Perris has seen an increase in street speed exhibition in the past few years. There were 16 calls for service in 2014 for this type of speed activity. Enforcement is difficult due to the locations of the areas the violators have chosen. Documentation of these events can be seen on Youtube under the titles Perris Hang-out, Tino's Mustang vs. BMW, or Valley Camaro Z28 vs. Twin Turbo Mustang; or just by searching Perris speed racing. Structured scheduled enforcement is needed to combat this problem.

The city of Perris has not conducted a warrant operation since 2006-2007. Currently there are over 2300 active warrants in the system for the city of Perris for DUI and suspended driver's licenses. Without enforcement of the warrants, we are sending a message of allowance. Violators need to be held responsible for their actions.

Rancho Mirage

Rancho Mirage, California, measures 25 square miles and is home to about 17,845 permanent residents and about 6,000 seasonal residents. According to our Crossroads Collision Data system, the Rancho Mirage Police Department wrote 647 collision reports from January 01, 2012 to December 31, 2014. In these collisions, 6 people were killed and 298 were injured. Impaired driving (Alcohol and/or drugs) was the primary collision factor in 8.96% (58 DUI crashes) of those collisions. Furthermore, the city of Rancho Mirage currently has 74 liquor licenses issued for various establishments.

The top three primary collision factors in the calendar year of 2013 were unsafe speed, improper turning, and driving under the influence. These three collision factor categories were determined to be the primary collision factor in 125 or 59.52% of the 210 collisions that occurred during the calendar year. Unsafe speed accounted for 68 or 32.38% of the collisions, improper turning accounted for 31 or 14.76% of the collisions, and driving under the influence accounted for 26 or 12.38% of the collisions in 2013. In 2014, the city of Rancho Mirage had 4 fatal traffic collisions of which 3 were the result of alcohol and/or drug use. This is a 300% increase in fatal collisions from the previous year.

San Jacinto

San Jacinto, California measures 26.1 square miles, and is home to 44, 199 people. According to local collision data, the San Jacinto Police Department wrote 1,236 collision reports from January 1, 2011 to December 31, 2013. This equates to more than 30 written collision reports each month. Nine people were killed and 455 others were injured in these collisions. Alcohol or drug use was a factor in 283 collisions. That is a rate of almost 23%. Seventy of these collisions involved pedestrians or bicyclists resulting in 58 injuries. During this period, officers of the San Jacinto Police Department arrested 456 drivers for driving while impaired by alcohol or drugs. This is an average of 12 per month.

The top three primary collision factors were unsafe speed, improper turning movements, and right of way violations. These three collision factor categories were determined to be the primary collision factor in 555 of the 1,236 collisions that occurred. These collision factors are commonly associated

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with distracted drivers, and distracted driving is believed to be an associated factor in many of these. Distracted driving citations have risen steadily from 160 in 2011 to 195 in 2013 in San Jacinto.

In 2014, four people were killed in traffic collisions. This is a 33% increase from the previous three year period. Alcohol was a factor in three of these collisions, which is a 20% increase from the previous three year period. Pedestrians were killed in two of the four fatal collisions in 2014, which is a 28% increase from the previous three year period.

Temecula

The City of Temecula has seen a steady increase in fatality collision from 2011 to 2013, doubling from 4 four fatalities in 2011 to 8 fatalities in 2013. An aggressive traffic safety campaign would be launched to address the vehicle code violations known to contribute to collision, both injury and non-injury.

Wildomar

In 2008 the city of Wildomar incorporated. Prior to incorporation the city was receiving its traffic enforcement from the California Highway Patrol. Once the city incorporated it no longer had sufficient funds in its budget to maintain a traffic team. This has led to problems maintaining a traffic presence in the city with existing patrol units. The city of Wildomar had 3 fatal collisions in 2014 and 67 injury collisions of which 18 were related to alcohol. This is far too many injury collisions and fatalities for a city of an estimated population of only 33,620 according to the US National Census.

A. Traffic Data Summary:

Collision Type	2012				2013				2014			
	Collisions		Victims		Collisions		Victims		Collisions		Victims	
Fatal	49		43		47		52		54		63	
Injury	2234		2906		2404		2637		2143		2831	
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol - Involved	20	204	20	285	20	35	21	517	25	324	19	466
Hit & Run	5	152	4	195	3	174	3	220	5	201	9	185
Nighttime (2100-0259 hours)	10	169	11	262	13	213	13	308	14	220	14	344
Top 3 Primary Collision Factors									Fatal	Injury	Killed	Injured
#1 -	23152 DUI								32	400	35	609
#2 -	22350 Unsafe Speed								17	1010	15	1572
#3 -	22107 Unsafe Turn								8	347	6	369

2. PERFORMANCE MEASURES

**GRANTS MADE EASY - STEP
SCHEDULE A
GRANT DESCRIPTION
GRANT NO. PT1689**

A. Goals:

- 1) To reduce the number of persons killed in traffic collisions.
- 2) To reduce the number of persons injured in traffic collisions.
- 3) To reduce the number of persons killed in alcohol-involved collisions.
- 4) To reduce the number of persons injured in alcohol-involved collisions.
- 5) To reduce the number of persons killed in drug-involved collisions.
- 6) To reduce the number of persons injured in drug-involved collisions.
- 7) To reduce the number of persons killed in alcohol/drug combo-involved collisions.
- 8) To reduce the number of persons injured in alcohol/drug combo-involved collisions.
- 9) To reduce the number of motorcyclists killed in traffic collisions.
- 10) To reduce the number of motorcyclists injured in traffic collisions.
- 11) To reduce the number of motorcyclists killed in alcohol-involved collisions.
- 12) To reduce the number of motorcyclists injured in alcohol-involved collisions.
- 13) To reduce hit & run fatal collisions.
- 14) To reduce hit & run injury collisions.
- 15) To reduce nighttime (2100 - 0259 hours) fatal collisions.
- 16) To reduce nighttime (2100 - 0259 hours) injury collisions.
- 17) To reduce the number of bicyclists killed in traffic collisions.
- 18) To reduce the number of bicyclists injured in traffic collisions.
- 19) To reduce the number of pedestrians killed in traffic collisions.
- 20) To reduce the number of pedestrians injured in traffic collisions.

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B. Objectives:

- 1) To develop (by December 31) and/or maintain a "HOT Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated HOT sheets should be distributed to patrol and traffic officers monthly.
- 2) To send 26 law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hour) POST-certified training.
- 3) To send 26 law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.
- 4) To send 13 law enforcement personnel to the IACP Drug Recognition Expert (DRE) training.
- 5) To send 11 law enforcement personnel to the IACP Drug Recognition Expert (DRE) Recertification training.
- 6) To conduct 52 DUI/DL Checkpoints. *Note: A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the NHTSA Summer Mobilization.*
- 7) To conduct 60 DUI Saturation Patrol operation(s).
- 8) To conduct 6 Court Sting operation(s) to cite individuals driving from court after having their driver's license suspended or revoked.
- 9) To conduct 17 Warrant Service operation(s) targeting multiple DUI offenders who fail to appear in court.
- 10) To conduct 4 Stakeout operation(s) that employ police officers to observe the "worst of the worst" repeat DUI offender probationers with suspended or revoked driver licenses.
- 11) To conduct 5 highly publicized Motorcycle Safety DUI Saturation Patrol operation(s) in areas or during events with motorcycle incidents or collisions resulting from DUI drivers/motorcyclists.
- 12) To conduct 53 Traffic Enforcement operation(s), including but not limited to, primary collision factor violations.
- 13) To conduct 34 Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.
- 14) To conduct 21 highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI,

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following too closely, unsafe lane changes, improper turning, and other primary collision factor violations by motorcyclists and other drivers.

- 15) To conduct 11 Night-time (2100 - 0259 hours) Click It or Ticket enforcement operation(s).
- 16) To conduct 14 Traffic Safety educational presentations with an effort to reach 200 community members. *Note: Presentations may include topics such as distracted driving, DUI, speed, bicycle & pedestrian safety, seatbelts and child passenger safety.*
- 17) To conduct 49 highly publicized enforcement operation(s) in areas of or during events with a high number of bicycle and/or pedestrian collisions resulting from violations made by bicyclists, pedestrians, and drivers.
- 18) To participate in and collect and report DUI enforcement data for the NHTSA Winter and Summer Mobilizations.
- 19) To participate in and collect and report data for the National Distracted Driving Awareness Month in April.
- 20) To participate in and collect and report data for the NHTSA Click It or Ticket mobilization period in May.
- 21) To participate in the National Bicycle Safety Month in May.
- 22) To collaborate with the county's Avoid Lead Agency by: participating in all planning/scheduling meetings and MADD/Avoid DUI Seminars; providing your agency's schedule of operations that occur during any Avoid campaign; and reporting your agency's DUI arrests & DUI fatality information during any Avoid campaign.

NOTE: Nothing in this "agreement" shall be interpreted as a requirement, formal or informal, that a particular police officer issue a specified or predetermined number of citations in pursuance of the goals and objectives hereunder.

NOTE: To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release for each checkpoint operation. For combination DUI/DL checkpoints, departments should issue press releases that mention DL's will be checked at the DUI/DL checkpoint. Signs for DUI/DL checkpoint operations should read "DUI/Driver's License Checkpoint Ahead." OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoint operations that begin prior to 1800 hours.

3. METHOD OF PROCEDURE

A. Phase 1 - Program Preparation, Training and Implementation (1st Quarter of Grant Year)

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- The police department will develop operational plans to implement the “best practice” strategies outlined in the objectives section.
- All training needed to implement the program should be conducted this quarter.
- All grant related purchases needed to implement the program should be made this quarter.
- In order to develop/maintain the “Hot Sheets,” research will be conducted to identify the “worst of the worst” repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The Hot Sheets may include the driver’s name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. Hot Sheets should be updated and distributed to traffic and patrol officers at least monthly.
- Implementation of the STEP grant activities will be accomplished by deploying personnel at high collision locations.

Media Requirements

- Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.

B. Phase 2 - Program Operations (Throughout Grant Year)

- The police department will work to create media opportunities throughout the grant period to call attention to the innovative program strategies and outcomes.

Media Requirements

- Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at pio@ots.ca.gov, with a copy to your OTS Coordinator.
 - a) If an OTS template-based press release is used, the OTS PIO and Coordinator should be copied when the release is distributed to the press. If an OTS template is not used, or is substantially changed, a draft press release shall be sent to the OTS PIO for approval. Optimum lead time would be 10-20 days prior to the release date to ensure adequate turn-around time.
 - b) Press releases reporting the results of grant activities such as enforcement operations are exempt from the recommended advance approval process, but still should be copied to the OTS PIO and Coordinator when the release is distributed to the press.

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c) Activities such as warrant service operations and court stings that could be compromised by advanced publicity are exempt from pre-publicity, but are encouraged to offer embargoed media coverage and to report the results.

- Use the following standard language in all press, media, and printed materials: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has sufficient notice to arrange for attendance and/or participation in the event.
- Submit a draft or rough-cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator for approval 14 days prior to the production or duplication.
- Include the OTS logo, space permitting, on grant-funded print materials; consult your OTS Coordinator for specifics.

C. Phase 3 – Data Collection & Reporting (Throughout Grant Year)

- Agencies are required to collect and report quarterly, appropriate data that supports the progress of goals and objectives.
- Statistical data relating to the grant goals and objectives will be collected, analyzed, and incorporated in Quarterly Performance Reports (QPRs). QPRs for the quarter ending September 30 will include year-to-date comparisons of goals and objectives. If required, a separate quarterly data reporting form will be completed each quarter and submitted as part of the QPR.
- Reports will compare actual grant accomplishments with the planned accomplishments. They will include information concerning changes made by the Grant Director in planning and guiding the grant efforts.
- Reports shall be completed and submitted in accordance with OTS requirements as specified in the Grant Program Manual.

4. METHOD OF EVALUATION

Using the data compiled during the grant, the Grant Director will complete the “Final Evaluation” section in the fourth/final Quarterly Performance Report (QPR). The Final Evaluation should provide a brief summary of the grant’s accomplishments, challenges and significant activities. This narrative should also include whether goals and objectives were met, exceeded, or an explanation of why objectives were not completed.

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5. ADMINISTRATIVE SUPPORT

This program has full support of the County of Riverside. Every effort will be made to continue the activities after the grant conclusion.

SCHEDULE B
 DETAILED BUDGET ESTIMATE
 GRANT NO. PT1689

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
164 AL	20.608	Minimum penalties for repeat offenders for driving while intoxicated	\$750,000.00
402 PT	20.600	State and community highway safety	\$670,000.00

COST CATEGORY	FISCAL YEAR ESTIMATES			TOTAL COST TO GRANT
	CFDA	FY-1 10/1/15 - 9/30/16		
A. PERSONNEL COSTS				
Positions and Salaries				
Full-Time				
Administrative Services Analyst				
1 X 2,080 Hrs. X \$27.25	20.600	\$ 71,906.00		\$ 71,906.00
Benefits @ 45.00%	20.600	\$ 32,358.00		\$ 32,358.00
Accounting Technician II				
1 X 2,080 Hrs. X \$27.25	20.600	\$ 64,189.00		\$ 64,189.00
Benefits @ 47.68%	20.600	\$ 30,606.00		\$ 30,606.00
Overtime				
DUI Checkpoints	20.608	\$ 345,764.00		\$ 345,764.00
DUI Saturation Patrol Operations	20.608	\$ 131,340.00		\$ 131,340.00
Court Sting Operations	20.608	\$ 23,802.00		\$ 23,802.00
Warrant Service Operations	20.608	\$ 83,028.00		\$ 83,028.00
Stakeout Operations	20.608	\$ 5,432.00		\$ 5,432.00
DUI Motorcycle Operations	20.608	\$ 11,545.00		\$ 11,545.00
Watch Your BAC Op's	20.608	\$ 5,240.00		\$ 5,240.00
Grant Management	20.600	\$ 3,800.00		\$ 3,800.00
Benefits @ 12.73%	20.608	\$ 76,246.00		\$ 76,246.00
Traffic Enforcement Operations	20.600	\$ 106,689.00		\$ 106,689.00
Distracted Driving Enforcement Operations	20.600	\$ 44,778.00		\$ 44,778.00
Motorcycle Safety Enforcement Operations	20.600	\$ 32,865.00		\$ 32,865.00
Night-time Click It or Ticket	20.600	\$ 25,971.00		\$ 25,971.00
Pedestrian Safety Enforcement Operations	20.600	\$ 25,445.00		\$ 25,445.00
Bike Ped Ops	20.600	\$ 52,612.00		\$ 52,612.00
Traffic Safety Presentations	20.600	\$ 11,942.00		\$ 11,942.00
Benefits @ 12.73%	20.600	\$ 38,415.00		\$ 38,415.00
Category Sub-Total		\$ 1,223,973.00		\$ 1,223,973.00
B. TRAVEL EXPENSE				
In-State	20.600	\$ 40,000.00		\$ 40,000.00
Out-of-State	20.600	\$ 3,000.00		\$ 3,000.00
Category Sub-Total		\$ 43,000.00		\$ 43,000.00
C. CONTRACTUAL SERVICES				
Phlebotomist	20.608	\$ 24,648.00		\$ 24,648.00
Portable Toilet Service	20.608	\$ 2,400.00		\$ 2,400.00
Category Sub-Total		\$ 27,048.00		\$ 27,048.00
D. EQUIPMENT				
DUI Trailer	20.608	\$ 8,444.00		\$ 8,444.00
Traffic Collision Reconstruction System	20.600	\$ 25,724.00		\$ 25,724.00
Traffic Radar Trailer	20.600	\$ 15,000.00		\$ 15,000.00
Line Matrix Message Board	20.600	\$ 15,000.00		\$ 15,000.00
Category Sub-Total		\$ 64,168.00		\$ 64,168.00
E. OTHER DIRECT COSTS				
DUI Checkpoint Supplies	20.608	\$ 10,500.00		\$ 10,500.00
Lighting System	20.608	\$ 8,466.00		\$ 8,466.00
PAS Device	20.608	\$ 9,345.00		\$ 9,345.00
Lidars	20.600	\$ 26,000.00		\$ 26,000.00
Digital Camera with flash	20.600	\$ 2,200.00		\$ 2,200.00
Laptop Computer	20.600	\$ 550.00		\$ 550.00
Printers	20.600	\$ 1,250.00		\$ 1,250.00
Educational Materials	20.600	\$ 1,500.00		\$ 1,500.00
Office Supplies	20.600	\$ 2,000.00		\$ 2,000.00
Category Sub-Total		\$ 61,811.00		\$ 61,811.00
F. INDIRECT COSTS				
None		\$ -		\$ -
Category Sub-Total		\$ -		\$ -
GRANT TOTAL		\$ 1,420,000.00		\$ 1,420,000.00

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BUDGET NARRATIVE

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PERSONNEL COSTS

Full-Time

Salaries - may include wages, salaries, special compensations, or authorized absences such as annual leave and sick leave provided the cost for the individual employee is (a) reasonable for the services rendered, and (b) follows an appointment made in accordance with state or local laws and rules and meets federal requirements.

Administrative Services Analyst - The Administrative Services Analyst position will administer and monitor the grant for all of the funded contract cities and will be the point of contact between the Sheriff's Department and OTS. The Administrative Analyst will receive and compile all the quarterly reporting data for the grant.

Full -Time Benefit Rates

Health Insurance	14.10%
Life Insurance	0.07%
Medicare	1.45%
Retirement	19.05%
Social Security/FICA/OASDI	6.20%
Unemployment Insurance	0.20%
Workers Compensation	2.74%
Short Term Disability	0.85%
Pension Plan	0.31%
Training Fund	0.03%
TOTAL BENEFIT RATE	45.00%

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BUDGET NARRATIVE

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Accounting Technician – The Accounting Technician will work with the funded contract cities to collect the information for submittal of quarterly claims and all required backup documentation.

Full -Time Benefit Rates

Health Insurance	16.75%
Life Insurance	0.08%
Long Term Disability	0.60%
Medicare	1.45%
Retirement	19.05%
Social Security/FICA/OASDI	6.20%
Unemployment Insurance	0.20%
Workers Compensation	2.74%
Pension Plan	0.37%
Training Fund	0.04%
Health Subsidy	0.38%
TOTAL BENEFIT RATE	47.86%

Overtime

Overtime for grant funded law enforcement operations may be conducted by personnel such as a Lieutenant, Sergeant, Corporal, Deputy, Officer, Reserve Officer, Community Services Officer, Dispatcher, etc., depending on the titles used by the agency and the grantees overtime policy. Personnel will be deployed as needed to accomplish the grant goals and objectives.

Costs are estimated based on an overtime hourly rate range of \$31.25/hour to \$97.47/hour.

Overtime reimbursement will reflect actual costs of the personnel conducting the appropriate operation up to the maximum range specified.

Overtime Benefit Rates

Unemployment Insurance	.543%
Social Security/FICA (OASDI)	6.200%
Workers Compensation	2.740%
Medicare	1.450%
State Disability/SDI	1.440%
TOTAL BENEFIT RATE	12.373%

TRAVEL EXPENSE

In State

Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. Anticipated travel may include Lifesavers, Cavanaugh and Associates DUI Seminar, All conferences, seminars or training not specifically identified in the Schedule B-1 (Budget Narrative) must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.

Out-Of-State

Appropriate staff may attend Crash Data Recorder Conference, in support of the grant goals and objectives. All out-of-state travel not specifically identified in the Schedule B-1 (Budget Narrative) must receive written approval from the OTS Director. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.

CONTRACTUAL SERVICES

Phlebotomist - to draw and collect blood samples from suspected DUI drivers on scene as evidence in support of DUI convictions in a court of law. Phlebotomist services will be charged at \$41.08 per draw.

Portable Toilet Service - portable toilets for staff conducting checkpoints, allowing for checkpoints to be located in high-need areas that do not have adjacent facilities.

EQUIPMENT

1 DUI Trailer - fully equipped trailer(s) to transport DUI checkpoint supplies and to serve as a communication and command post during OTS operations. Costs may include the trailer, sales tax, delivery, installation costs, and other modifications and accessories or other items necessary to make the trailer usable for grant purposes, such as a generator, lighting, paint and graphics. The trailer cannot include any furniture or fixtures not affixed to the trailer as noted in Chapter 2, Section 2.8 of the OTS Grant Program Manual.

1 Traffic Collision Reconstruction System(s) - system to diagram and record a traffic collision scene and perform calculations. Costs may include laptop, software, electronic transit, electronic distance measuring device and accessories.

1 Radar Trailer(s) - trailer with radar to measure and display the speed of vehicles. Costs may include trailer, computer software, and modifications such as generator, paint, graphics and lighting.

1 Changeable Message Sign Trailer(s) - fully equipped changeable message sign trailer(s) that is portable and fully programmable with a digital display to post traffic safety messages and information during OTS funded operations.

1 Changeable Message Sign Trailer with Radar(s) - fully equipped changeable message sign trailer(s) with a radar device and digital display that is portable and fully programmable and will determine and display the speed of vehicles or post traffic safety information and messages during OTS funded operations.

OTHER DIRECT COSTS

DUI Checkpoint Supplies - on-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10 per city), traffic counters (maximum of 2), generator, gas for generators, lighting, reflective banners, electronic flares, PAS device supplies, heater, propane for heaters, fan, anti-fatigue mats, and canopies. *Additional items may be purchased if approved by OTS. The cost of food and beverages will not be reimbursed.*

3 Portable Light Tower(s) - high intensity light on a telescoping shaft and stabilized platform to illuminate a wide area for greater visibility during night time hour operations. Costs may include a generator and accessories.

15 PAS Device/Calibration Supplies - preliminary alcohol screening devices to detect the presence of alcohol in a person's breath and calibration supplies to ensure accuracy. Costs may include mouth pieces, gas and accessories.

10 Lidar Device(s) - light detection and ranging device used to measure the speed of motor vehicles. This device will be used for speed enforcement.

3 Digital Camera(s) - for use in capturing images while conducting grant related activities, such as enforcement operations, collision scenes, and educational events/activities and to aid in prosecution of DUI cases. Costs may include accessories such as memory card, carrying case and tripod.

1 Laptop Computer(s) - for use in tracking grant activities and producing required reports (excludes iPads, electronic tablets and electronic notebooks). Costs may include a printer and accessories.

Educational Materials - costs of purchasing, developing or printing brochures, pamphlets, fliers, coloring books, posters, signs, and banners associated with grant activities, and traffic safety conference and training materials. Items shall include a traffic safety message and if space is available the OTS logo. *Additional items may be purchased if approved by OTS.*

Office Supplies - used for standard office supplies to support grant related activities, grant monitoring and reporting. Costs may include paper, toner, ink cartridges, CDs/DVDs and desk top supplies such as pens, pencils, binders, folders, flip charts, easels and clips. Excludes office furnishings and fixtures such as but not limited to the following: desk, chair, table, shelving, coat rack, credenza, book, filing cabinet, floor

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BUDGET NARRATIVE

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covering, office planter, storage cabinet, portable partition, picture, wall clock, draperies and hardware, and fixed lighting/lamp.

INDIRECT COSTS

None

PROGRAM INCOME

There will be no program income generated from this grant.