

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



ITEM  
3.14  
(ID # 5399)

**MEETING DATE:**

Tuesday, October 3, 2017

**FROM :** SHERIFF-CORONER-PA:

**SUBJECT:** SHERIFF-CORONER-PA: Acceptance of a Grant Award from the California Office of Traffic Safety (OTS), for the Selective Traffic Enforcement Program (STEP) FY17/18-18/19, All Districts. [\$1,688,994 – 100% Federal Funding], 4/5 vote

**RECOMMENDED MOTION:** That the Board of Supervisors:

1. Approve the Grant Agreement with the California Office of Traffic Safety for the Selective Traffic Enforcement Program, accepting funds totaling \$1,688,994 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 18-023

**ACTION:** 4/5 Vote Required, Policy

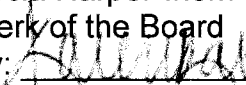
  
Will Taylor, Director of Administration 9/19/2017

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**MINUTES OF THE BOARD OF SUPERVISORS**

On motion of Supervisor Ashley, seconded by Supervisor Washington and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Tavaglione, Washington, Perez and Ashley  
Nays: None  
Absent: None  
Date: October 3, 2017  
xc: Sheriff, Auditor

Kecia Harper-Ihem  
Clerk of the Board  
By:   
Deputy

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<b>FINANCIAL DATA</b>	<b>Current Fiscal Year:</b>	<b>Next Fiscal Year:</b>	<b>Total Cost:</b>	<b>Ongoing Cost</b>
<b>COST</b>	\$ 1,266,621	\$ 422,373	\$ 1,688,994	\$ 0
<b>NET COUNTY COST</b>	\$ 0	\$ 0	\$ 0	\$ 0
				<b>Budget Adjustment:</b> Yes
				<b>For Fiscal Year:</b> 17/18-18/19

**C.E.O. RECOMMENDATION:** Approve

**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 17-18, the California Office of Traffic Safety awarded the Sheriff's Department \$1,688,994. 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 11 contracted cities totaling \$1,688,994. The grant will fund two full-time positions within the Sheriff's Grants Unit to administer the grant. Funded OTS STEP FY 17-18 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 \$1,266,621. The grant project term is from October 1, 2017 to September 30, 2018. County Counsel has approved as to form the Grant Agreement for STEP. Exhibit A, Certifications and Assurances, will be attached to the agreement when it has been approved by OTS, the granting agency.

**Impact on Residents and Businesses**

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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

**ATTACHMENTS:**

1. Schedule A: Budget Adjustment
2. Grant Agreement with the California Office of Traffic Safety for the Selective Traffic Enforcement Program

**Schedule A**

**Administrative Operations**

**Increase Appropriations:**

10000-2500200000-510040	Regular Salaries	107,719
10000-2500200000-510420	Overtime	2,850
10000-2500200000-518080	Other Budgeted Benefits	345
10000-2500200000-518100	Budgeted Benefits	49,904
10000-2500200000-523700	Office Supplies	2,250
10000-2500200000-526910	Field Equipment-Non Assets	49,928
	TOTAL	\$212,996

**Field Operations**

**Increase Appropriations:**

10000-2500300000-510420	Overtime	897,984
10000-2500300000-518080	Other Budgeted Benefits	54,887
10000-2500300000-523700	Office Supplies	1,886
10000-2500300000-525440	Professional Services	7,743
10000-2500300000-526910	Field Equipment-Non Assets	47,189
10000-2500300000-528140	Conference/Registration Fees	3,000
10000-2500300000-528220	Photography Expense	3,252
10000-2500300000-528960	Lodging	15,000

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10000-2500300000-528980	Meals	21,684
10000-2500300000-529040	Private Mileage Reimbursement	1,000
TOTAL		\$1,053,625
TOTAL (Administrative & Field)		\$1,266,621

**Increase Estimated Revenues:**


10000-2500200000-767450	Federal-OTS Grants	\$212,996
10000-2500300000-767450	Federal-OTS Grants	\$1,053,625
TOTAL		\$1,266,621

  
Elizabeth Olson 9/19/2017

  
Misley Wang 9/19/2017

  
Gregory F. Priamos, Director County Counsel 9/18/2017



<b>10. PROJECTED EXPENDITURES</b>						
<b>FUND</b>	<b>CFDA</b>	<b>ITEM/APPROPRIATION</b>	<b>F.Y.</b>	<b>CHAPTER</b>	<b>STATUTE</b>	<b>PROJECTED EXPENDITURES</b>
402PT-18	20.600	0521-0890-101	2016	2016	23/16	\$131,400.00
164-AL-18	20.608	0521-0890-101	2016	2016	23/16	\$206,400.00
402PT-18	20.600	0521-0890-101	2017	2017	14/17	\$525,597.00
164-AL-18	20.608	0521-0890-101	2017	2017	14/17	\$825,597.00
					<b>AGREEMENT TOTAL</b>	<b>\$1,688,994.00</b>
<i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.</i>					<b>AMOUNT ENCUMBERED BY THIS DOCUMENT</b>	
					<b>\$1,688,994.00</b>	
					<b>PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT</b>	
					<b>\$ 0.00</b>	
<b>ACCOUNTING OFFICER'S SIGNATURE</b>			<b>DATE SIGNED</b>		<b>TOTAL AMOUNT ENCUMBERED TO DATE</b>	
					<b>\$1,688,994.00</b>	

**1. PROBLEM STATEMENT**

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. Please see attachment 1, Riverside County Problem statement by Contract City for complete problem statement.

**2. PERFORMANCE MEASURES**

**A. Goals:**

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

**B. Objectives:**

	<b>Target Number</b>
1. 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 <a href="mailto:pio@ots.ca.gov">pio@ots.ca.gov</a> , and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.	1
2. Participate and report data (as required) in the following campaigns, National Walk to School Day, NHTSA Winter & Summer Mobilization, National Bicycle Safety Month, National Click it or Ticket Mobilization, National Teen Driver Safety Week, National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	10
3. 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.	12
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	20
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving	20

Enforcement (ARIDE) 16 hour POST-certified training.	
6. Send law enforcement personnel to the Drug Recognition Expert (DRE) training.	10
7. Send law enforcement personnel to the DRE Recertification training.	2
8. Conduct DUI/DL Checkpoints. A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the Summer Mobilization. To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release and conduct social media activity for each checkpoint. 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 checkpoints 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 checkpoints that begin prior to 1800 hours. When possible, DUI/DL Checkpoint screeners should be DRE- or ARIDE-trained.	66
9. Conduct DUI Saturation Patrol operation(s).	120
10. Conduct Court Sting operation(s) to cite individuals driving from court after having their driver's license suspended or revoked.	13
11. Conduct Warrant Service operation(s) targeting multiple DUI offenders who fail to appear in court.	16
12. Conduct Stakeout operation(s) that employ police officers to observe the "worst of the worst" repeat DUI offender probationers with suspended or revoked driver licenses.	15
13. Conduct Traffic Enforcement operation(s), including but not limited to, primary collision factor violations.	106
14. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	62
15. Conduct 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, following too closely, unsafe lane changes, improper turning, and other primary collision factor violations by motorcyclists and other drivers.	36
16. Conduct Nighttime (1800-0559) Click It or Ticket enforcement operations.	26
17. Conduct highly publicized pedestrian and/or bicycle enforcement operation(s) in areas or during events with a high number of pedestrian and/or bicycle collisions resulting from violations made by pedestrians, bicyclists, and drivers.	56
18. Conduct Traffic Safety educational presentations with an effort to reach community members. Note: Presentations may include topics such as distracted driving, DUI, speed, bicycle and pedestrian safety, seat belts and child passenger safety.	37
19. Conduct Know Your Limit campaigns with an effort to reach members of the community.	24
<b>3. METHOD OF PROCEDURE</b>	
<b>A. Phase 1 – Program Preparation (1<sup>st</sup> Quarter of Grant Year)</b>	
<ul style="list-style-type: none"> <li>• The Sheriff's Department will develop operational plans to implement the "best practice" strategies outlined in the objectives section. Refer to the "Contract City Operational Plan" uploaded as an addendum to this agreement for target numbers of specific operations to be conducted in or by each contract city.</li> <li>• All training needed to implement the program should be conducted this quarter.</li> <li>• All grant related purchases needed to implement the program should be made this quarter.</li> <li>• 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.</li> <li>• Implementation of the STEP grant activities will be accomplished by deploying personnel at high collision locations.</li> <li>• <u>Media Requirements</u></li> <li>• 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.</li> </ul>	
<b>B. Phase 2 – Program Operations (Throughout Grant Year)</b>	



- The Sheriff's 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](mailto:pio@ots.ca.gov), with a copy to your OTS Coordinator.
  - 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.
  - 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.
  - Activities such as warrant or probation sweeps 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](mailto: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](mailto: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)**

- Invoice Claims (due January 30, April 30, July 30, and October 30)
- Quarterly Performance Reports (due January 30, April 30, July 30, and October 30)
  - Collect and report quarterly, appropriate data that supports the progress of goals and objectives.
  - Provide a brief list of activity conducted, procurement of grant-funded items, and significant media activities. Include status of grant-funded personnel, status of contracts, challenges, or special accomplishments.
  - Provide a brief summary of quarterly accomplishments and explanations for objectives not completed or plans for upcoming activities.
  - Collect, analyze and report statistical data relating to the grant goals and objectives.

**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.

**5. ADMINISTRATIVE SUPPORT**

This program has full administrative support, and every effort will be made to continue the grant activities after grant conclusion.

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
402PT	20.600	State and Community Highway Safety	\$656,997.00
164AL	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$1,031,997.00

COST CATEGORY	CFDA	TOTAL COST TO GRANT
<b>A. PERSONNEL COSTS</b>		
Positions and Salaries		
<b>Full-Time</b>		
Administrative Service Analyst	20.608	\$37,944.00
Benefits-Administrative Service Analyst @ 45.12%	20.608	\$17,120.00
Administrative Service Analyst	20.600	\$37,944.00
Benefits-Administrative Service Analyst @ 45.12%	20.600	\$17,120.00
Account Technician	20.608	\$33,870.00
Benefits-Account Technician @ 47.98%	20.608	\$16,250.00
Accounting Technician	20.600	\$33,870.00
Benefits-Accounting Technician @ 47.98%	20.600	\$16,250.00
<b>Overtime</b>		
DUI/DL Checkpoints	20.608	\$412,236.00
DUI Saturation Patrols	20.608	\$236,746.00
Court Stings	20.608	\$51,571.00
Warrant Service Operations	20.608	\$72,376.00
Stakeouts	20.608	\$20,370.00
Know Your Limit	20.608	\$15,720.00
Benefits @ 6.00%	20.608	\$48,541.00
Traffic Enforcement	20.600	\$168,646.00
Distracted Driving	20.600	\$104,346.00
Motorcycle Safety	20.600	\$49,680.00
Night-time Click It Or Ticket	20.600	\$39,884.00
Pedestrian and Bicycle Enforcement	20.600	\$66,752.00
Traffic Safety Education	20.600	\$25,789.00
Benefits @ 6.00%	20.600	\$27,306.00
<b>Part-Time</b>		
		\$0.00
Category Sub-Total		\$1,550,331.00
<b>B. TRAVEL EXPENSES</b>		
In State Travel	20.600	\$33,969.00
		\$0.00
Category Sub-Total		\$33,969.00
<b>C. CONTRACTUAL SERVICES</b>		
		\$0.00
Category Sub-Total		\$0.00
<b>D. EQUIPMENT</b>		
		\$0.00
Category Sub-Total		\$0.00

<b>E. OTHER DIRECT COSTS</b>		
Portable Light Tower	20.608	\$9,000.00
DUI Checkpoint Supplies	20.608	\$60,253.00
Lidar Device	20.600	\$23,500.00
Office Supplies	20.600	\$3,000.00
Educational Materials	20.600	\$2,515.00
Laptop Computer	20.600	\$4,090.00
Digital Camera	20.600	\$2,336.00
Category Sub-Total		\$104,694.00
<b>F. INDIRECT COSTS</b>		
		\$0.00
Category Sub-Total		\$0.00
<b>GRANT TOTAL</b>		<b>\$1,688,994.00</b>

<b>BUDGET NARRATIVE</b>	
<b>PERSONNEL COSTS</b>	<b>QUANTITY</b>
Administrative Service Analyst - 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.	12
Benefits-Administrative Service Analyst @ 45.12% - Benefits-Administrative Service Analyst Health Insurance 12.39 Life Insurance 0.06 Short Term Disability 1.44 Medicare 1.45 Pension Plan 0.29 Retirement 19.53 Social Security/FICA/OASDI 6.20 State Disability/SDI 0.81 Unemployment Insurance 0.20 Training Fund 0.03 Workers Compensation 2.72	1
Administrative Service Analyst - 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.	12
Benefits-Administrative Service Analyst @ 45.12% - Benefits-Administrative Service Analyst Health Insurance 12.39 Life Insurance 0.06 Short Term Disability 1.44 Medicare 1.45 Pension Plan 0.29 Retirement 19.53 Social Security/FICA/OASDI 6.20 State Disability/SDI 0.81 Unemployment Insurance 0.20 Training Fund 0.03 Workers Compensation 2.72	1
Account Technician - Accounting Technician - The Accounting Technician will work with the funded contract cities to collect the information for submittal of quarterly claims and all required back up documentation.	12
Benefits-Account Technician @ 47.98% - Benefits-Administrative Accounting Technician Health Insurance 14.85 Life Insurance 0.07 Long Term Disability 0.60 Medicare 1.45 Pension Plan 0.33 Retirement 19.53 Social Security/FICA/OASDI 6.20 Short Term Disability 1.44 Unemployment Insurance 0.20 Training Fund 0.03	1

Workers Compensation 2.72 Health Subsidy .054	
Accounting Technician - Accounting Technician - The Accounting Technician will work with the funded contract cities to collect the information for submittal of quarterly claims and all required back up documentation.	12
Benefits-Accounting Technician @ 47.98% - Benefits-Administrative Accounting Technician Health Insurance 14.85 Life Insurance 0.07 Long Term Disability 0.60 Medicare 1.45 Pension Plan 0.33 Retirement 19.53 Social Security/FICA/OASDI 6.20 Short Term Disability 1.44 Unemployment Insurance 0.20 Training Fund 0.03 Workers Compensation 2.72 Health Subsidy .054	1
DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	66
DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	120
Court Stings - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	13
Warrant Service Operations - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	16
Stakeouts - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	15
Know Your Limit - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.	24
Benefits @ 6.00% - Overtime Benefits (average 5.01% - 11.21%) Sworn: Unemployment Insurance 0.20 Workers Compensation 2.76 Medicare 1.45 State Disability/SDI 0.60  Non-Sworn: Unemployment Insurance 0.20 Social Security/FICA/OASDI 6.20 Workers Compensation 2.76 Medicare 1.45 State Disability/SDI 0.60	1
Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	106
Distracted Driving - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	62

Motorcycle Safety - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	36
Night-time Click It Or Ticket - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	26
Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	56
Traffic Safety Education - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.	37
Benefits @ 6.00% - Overtime Benefits (average 5.01% - 11.21%) Sworn: Unemployment Insurance 0.20 Workers Compensation 2.76 Medicare 1.45 State Disability/SDI 0.60  Non-Sworn: Unemployment Insurance 0.20 Social Security/FICA/OASDI 6.20 Workers Compensation 2.76 Medicare 1.45 State Disability/SDI 0.60	1
<b>TRAVEL EXPENSES</b> In State Travel - 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. 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.	1
<b>CONTRACTUAL SERVICES</b> -	
<b>EQUIPMENT</b> -	
<b>OTHER DIRECT COSTS</b> Portable Light Tower - High intensity light on a telescoping shaft and stabilized platform to illuminate a wide area for greater visibility during night time operations. Costs may include a generator and accessories.	2
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), 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.	1
Lidar Device - Light detection and ranging device used to measure the speed of motor vehicles. This device will be used for speed enforcement.	10
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	1

cabinet, floor covering, office planter, storage cabinet, portable partition, picture, wall clock, draperies and hardware, and fixed lighting/lamp.	
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.	1
Laptop Computer - For use in tracking grant activities and producing required reports. Costs may include a printer and accessories.	1
Digital Camera - For use in capturing images while conducting grant related activities, such as enforcement operations, collision scenes, educational events/activities, and to aid in prosecution of DUI cases. Costs may include accessories such as memory card, carrying case and tripod.	1
<b>INDIRECT COSTS</b> -	
<p><b>STATEMENTS/DISCLAIMERS</b></p> <p>There will be no program income generated from this grant.</p> <p>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.</p> <p>Any non-grant funded vacancies created by reassignment to a grant-funded position must be filled at the expense of the grantee agency.</p> <p>Nothing in this 'agreement' shall be interpreted as a requirement, formal or informal, that a particular law enforcement officer issue a specified or predetermined number of citations in pursuance of the goals and objectives.</p>	

**CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations, and directives may subject Grantee Agency officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

The officials named on the grant agreement, certify by way of signature on the grant agreement signature page, that the Grantee Agency complies with all applicable Federal statutes, regulations, and directives and State rules, guidelines, policies and laws in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are not limited to, the following:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended
- 49 CFR Part 18—Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200—Uniform Procedures for State Highway Safety Grant Programs

**NONDISCRIMINATION**

The Grantee Agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**BUY AMERICA ACT**

The Grantee Agency will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**POLITICAL ACTIVITY (HATCHACT)**

The Grantee Agency will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.



## **CERTIFICATION REGARDING FEDERAL LOBBYING**

### **Certification for Contracts, Grants, Loans, and Cooperative Agreements**

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form- LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

## **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this grant agreement, the Grantee Agency Official is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the Grantee Agency Official to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the Grantee Agency Official knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The Grant Agency Official shall provide immediate written notice to the department or agency to which this grant agreement is submitted if at any time the Grantee Agency Official learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *grant agreement*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this grant agreement is being submitted for assistance in obtaining a copy of those regulations.
6. The Grantee Agency Official agrees by submitting this grant agreement that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who

is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The Grantee Agency Official further agrees by submitting this grant agreement that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

#### **Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions**

1. The Grantee Agency Official certifies to the best of its knowledge and belief, that its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - b. Have not within a three-year period preceding this grant agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/grant agreement had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the Grantee Agency Official is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this grant agreement.

#### **Instructions for Lower Tier Certification**

1. By signing and submitting this grant agreement, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this grant agreement is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *grant agreement*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this grant agreement is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this grant agreement that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or

- voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this grant agreement that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion— Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
  7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
  8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
  9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transactions:**

1. The prospective lower tier participant certifies, by submission of this grant agreement, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this grant agreement.

## **Attachment 1 to Schedule A PT18123 Riverside County -Problem Statement**

### **Coachella**

DUI-related traffic collisions are an epidemic plaguing the city of Coachella. According to our Crossroads Collision Data system, from 2013 – 2015, the Coachella Police Department investigated approximately 207 injury-related traffic collisions, resulting in 272 injuries. Of those injuries, 10 resulted in fatalities. Preliminary statistics for 2016 revealed 95 injury-related traffic collisions, resulting in 203 injuries, and 4 fatalities, an increase of 20% from 2015.

The top primary collision factors in the calendar year of 2015 were unsafe speed, improper turning, unknown, and a tie between driving under the influence and auto right of way violations. The first three collision factors account for nearly 45% of the 78 reported injury-related collisions that occurred during the calendar year of 2015. 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. “Unknown Cause” collisions occur when there is not enough evidence or witness statements to confirm the direct cause of the collision. These collision factors are commonly associated with distracted drivers 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.

The city of Coachella measures approximately 32 square miles and is home to approximately 42,784 permanent residents. The city is enriched in family culture and tradition. DUI-related, injury collisions and fatalities tear at the very fabric holding this community together. This grant will equip the Coachella Police Department with tools and resources necessary to combat this epidemic while serving as a deterrent effect to impaired driving. More importantly, this grant will educate motorists and increase public awareness regarding the ills of unsafe and impaired driving.

### **Eastvale**

The City of Eastvale contracts with the Riverside County Sheriff's Department for law enforcement services. The staff assigned and deployed to the Eastvale Police Department includes 1 Captain, 1 Lieutenant, 3 sergeants, and 15 Officers. Traffic Enforcement is delegated to the Eastvale Traffic Team. The staff assigned to the traffic team includes 1 Lieutenant, 1 Sergeant, 2 Officers, 1 Motor Officer, and 2 Community Service Officers.

The City of Eastvale incorporated on October 1, 2010. Prior to the Eastvale Police Department, traffic services were provided by the California Highway Patrol.

Over the past 3 years, Eastvale has seen a steady growth in traffic collisions. A majority of the city is residential. From 2013 to 2016 the city has been consistent in traffic collisions during the daytime and nighttime hours.

During October 1, 2015, through September 31, 2016, The Eastvale Police Department responded to 236 calls for service regarding drunk/drugged drivers. Of those calls for service, 41.52 % of the suspected DUI drivers were not contacted. Also, the Eastvale Traffic Division responded to 837 traffic collisions. Traffic collisions are preventable, and occur when 1 or both drivers commit a traffic violation.

This grant will enable the city of Eastvale to provide focused enforcement in areas where the majority of collisions have occurred; therefore, decrease the amount of traffic collisions, injuries resulting from collisions, and deaths from traffic collisions. The traffic enforcement operations that will help the Eastvale Traffic Division accomplish this task are: Traffic Enforcement Operations, Distracted Driving Operations, Motorcycle Safety Enforcement Operations, Pedestrian Safety Operations, and Traffic Safety Education Presentations.

### Jurupa Valley

The City of Jurupa Valley contracts with the Riverside County Sheriff's Department for law enforcement services. The staff assigned and deployed to the Jurupa Valley Police Department includes 1 Captain, 1 Lieutenant, 7 sergeants, 49 Officers, and 2 Community Service Officers. Traffic Enforcement is delegated to the Jurupa Valley Traffic Team. The staff assigned to the Traffic Team includes 1 Lieutenant, 2 Sergeants, 5 Officers, 1 commercial officer, and 2 Community Service Officers.

The City of Jurupa Valley incorporated on October 1, 2010. Staffing levels for the Traffic Team has grown by 2 Deputies since inception. Prior to the Jurupa Valley Police Department, traffic services were provided by the California Highway Patrol.

Over the past 3 years, Jurupa Valley has seen a steady growth in traffic collisions. A majority of the city is residential. From 2013 to 2016, the traffic collisions in the city has been increasing every year during the daytime and nighttime hours.

This grant will enable the city of Jurupa Valley to provide focused enforcement in areas where the majority of collisions have occurred; therefore, decrease the amount of traffic collisions, injuries resulting from collisions, and deaths from traffic collisions. The traffic enforcement operations that will assist the Jurupa Valley Traffic Division accomplish this task are: Traffic Enforcement Operations, Distracted Driving Operations, Motorcycle Safety Enforcement Operations, Pedestrian Safety Operations, and Traffic Safety Education Presentations.

From October 1, 2015, to September 30, 2016, the city of Jurupa valley has seen an increase in car clubs that are meeting in the city to participate in illegal activity such as street racing and reckless driving. This type of activity is a danger to other motorists and increases the amount of traffic collisions. During this time frame, there were 1,017 calls for service related to street racing and reckless driving. A third of these calls for service generated a written collision or vandalism report. The average time it takes to investigate street racing activity is a minimum of 30 minutes, for a total of 150 man-hours. The Jurupa Valley Station requests grant funds to conduct operations targeting illegal street racing and reckless driving. This will reduce the amount of collisions, injuries, and officer's time investigating this activity.

From October 1, 2015, to September 30, 2016, the Jurupa Valley Station investigated 2,514 traffic collisions including 17 fatal traffic collisions. There is documented statistics showing traffic collisions are reduced when officers write moving violation traffic citations. The Jurupa Valley Station requests grant funds to conduct speed enforcement operations, which in turn will reduce the amount of traffic collisions, injuries, and deaths.

### Lake Elsinore

The Lake Elsinore Police Department serves a community of over 60,000 residences and is a major thoroughfare for Riverside County with Interstate 15 passing through the city. State Highway 74 and Railroad Canyon road provide a main artery for residents of Canyon Lake, Menifee, Perris and several unincorporated areas to Interstate 15. Highway 74 (Ortega Highway) provides a direct route into Orange County and is a major weekend hot spot for motorcycle enthusiasts. Officers will target the major thoroughfare locations with directed, speed, DUI, motorcycle safety and other hazardous driving enforcement.

Lake Elsinore hosts a minor league baseball team, whose season runs from May-September. On Thursday's they sell beer for \$1 per drink, calling it "Thirsty Thursday." 3000-5000 spectators attend each Thirsty Thursday. A KNOW YOUR LIMIT CAMPAIGN education program will be highly publicized at two games each month and has the potential to reach thousands of residents each night.

The city continues to experience a high level of suspended and unlicensed drivers, as well as DUI in 2015 the city of Lake Elsinore had 2 fatal traffic collisions, of which 1 was related to alcohol, and 162 injury traffic collisions, of which 32 were alcohol related producing 46 persons injured. This is still an unacceptable level of alcohol related collisions, deaths and injuries for a city of just over 60,000 residents. Additionally, the city has experienced a level of unlicensed and suspended drivers that continues to be unacceptable. Of the 4,867 citations issued in the city 503 of them were for either unlicensed or suspended drivers.

### Menifee

Menifee, California measures approximately 50 square miles, and is home to 91,000 people. During the calendar year of 2015, the city had a total of 216 traffic collisions which resulted in 326 injuries and 3 deaths. According to local data for 2016, our city had 250 traffic collisions that resulted in 354 injuries and 6 deaths. Since 2015, our officers have issued 3,067 citations for hazardous violations. Despite our continued efforts to reduce injury collisions, local data shows an upward trend of fatal and injury collisions in the City of Menifee.

The top three primary collision factors for the calendar year of 2015 were unsafe speed, improper turning and auto right of way violations. These three collision factor categories were determined to be the primary collision factor in 268 of the 456 of the collisions that occurred during the calendar year. Unsafe speed accounted for 1,423 of the 2,041 citations our officers issued in 2015. There is documented statistics showing traffic collisions are reduced when officers write moving violations traffic citations. The Menifee Police Department will use grant

fund to conduct traffic enforcement operations to reduce the amount of traffic collisions, injuries and deaths.

### **Moreno Valley**

The City of Moreno Valley contracts with the Riverside County Sheriff's Department for police services within its jurisdictional boundaries. Part of this contract includes a full service traffic division consisting of one Lieutenant, two Sergeants, 9 Sworn Motor Officers, 6 Sworn Accident Investigators, 4 Community Service Officers, and one Office Assistant. Eight members of the team have completed Traffic Collision Reconstruction training and seven are certified as Drug Recognition Experts.

During the 2015-2016 Federal Fiscal Year, the Moreno Valley Police Department Traffic Unit responded to 3,124 calls for service involving traffic collisions, averaging about 8.5 collisions per day. Of these collisions, 1,730 required a written report. There were 1,072 property damage only collisions, 649 injury collisions, and 9 fatal collisions.

Of the 9 fatality collisions, 5 were alcohol involved collisions and 2 were drug involved collisions. Of the 649 injury collisions, 52 collisions were a result of driving under the influence. Deputies from the Moreno Valley Police Department arrested 507 individuals for driving under the influence. Of the 507 DUI arrests, 158 were the result of a collision where the primary collision factor was driving under the influence.

During this period, driving under the influence (DUI) related offenses, collisions, and fatalities have increased substantially in the city of Moreno Valley. Furthermore, with the recent legalization of marijuana, it is anticipated DUI-Drug and DUI-Alcohol/Drug Combination will rise significantly.

In addition to the increase of DUI incidents, distracted driving has reached epidemic levels. Today's society has become dependent on hand held electronic devices and fail to realize the dangers associated with distracted driving.

### **Norco**

The City of Norco is 14 square miles, has 110 miles of roadway, more than 120 miles of equestrian trails, 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 53 in 2013 to 68 in 2016. Additionally, fatal collisions increased from 1 in 2013 to 2 in 2015 and 1 in 2016. Driving under the influence investigations decreased from 144 in 2013 to 63 in 2016 (RSD Data Warehouse Bookings program) and Hit and Run Traffic Collisions have increased from 74 in 2013 to 119 in 2016.

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 economic 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 507 in 2013 to 636 in 2016.

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 increased from 74 in 2013 to 119 in 2016; a 61% increase. 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 number of DUI investigation statistics.

### **Palm Desert**

Palm Desert, California, measures 26.96 square miles and is home to about 50,417 permanent residents and about 32,000 seasonal residents. According to our local records, there were 2164 traffic collisions reported in the City of Palm Desert from January 01, 2013 to December 31, 2015. This is an average of more than 60 traffic collisions every month. Alcohol and/or drug impairment was involved in 236 of these traffic collisions. Alcohol and Drug impairment was a factor in more than 10.9% of the traffic collisions reported in the City of Palm Desert during this time period and alcohol or drug impairment was a factor in 33% of the city's fatal traffic collisions. During this time, officers of the Palm Desert Police Department arrested 629 drivers for driving while impaired by alcohol or drugs. Furthermore, the City of Palm Desert currently has 183 liquor licenses issued for various establishments in the city.

The top three primary collision factors in the calendar years of 2013-2015 were unsafe speed, improper turning and traffic sign and or signal violations. These three collision factor categories



were determined to be the primary collision factors in 134 (55%) of the 243 collisions that occurred during the calendar years of 2013-2015. Unsafe speed accounted for 575 (27%) of the collisions, improper turning accounted for 284 (13%) of the collisions, and unsafe lane changes accounted for 200 (9%) of the collisions. In calendar years of 2013-2015, the City of Palm Desert had nine (9) fatal traffic collisions, of which, three (3) were the result of alcohol and/or drug use.

In 2016, the City of Palm Desert had 280 injury traffic collision and seven (7) fatal traffic collisions. Three (42.8%) of the fatal traffic collisions were the result of alcohol and/or drug impairment

### Perris

Perris, California measures 31.5 square miles, and is home to 74,971 people. According to local collision data, from January 1, 2013 to December 31, 2015, the Perris Police Department received 3973 traffic collision calls for service; 2122 of them were written reports and 548 of the traffic collision resulted in injuries. This equates to more than 59 written collision reports each month. 16 people were killed and 697 others were injured in these collisions during the same time period. Alcohol or drug use was a factor in 75 collisions during this time period resulting in 3 fatalities and 27 injury collisions injuring 51 victims.

From January 01 2015 through December 31 2015 Perris Police Department deputies made 200 DUI arrests. During the same time period there were 30 injury collisions that involved pedestrians; 4 were fatalities. Injury collisions during 2015 included 31 injury collisions involving bicycles that resulted in 2 fatalities and 16 collisions involving motorcycles.

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 366 collisions. 113 of these collision involved injuries. The data was obtained using the Crossroads database. It is believed to be way under the actual figures as not all employees use the database.

The city of Perris has become a meeting place for street racers. We have regular complaints from the public regarding the nuisance of the racers. The local Food 4 Less has become a staging place for the vehicles on Friday and Saturday nights. After choosing a place to race, the audience videos the races and posts them on You Tube.

Another problem the Perris Police Department traffic team is facing is the deterioration of aging equipment. The total station laser mapping device was purchased over 10 years ago and has failed to work properly on some occasions. The total station is used to map and measure the scene of a fatal traffic collisions and major injury collisions. A correct factual diagram of the scene aids with the court presentation of a criminal and civil cases. In addition to a new total station, tools are needed to properly inspect vehicles that were involved in a fatal traffic collision. Often suspects claim that a vehicle malfunction is the cause of a collision and an inspection can confirm or deny that claim.

The electronic ticket writers used by the traffic team are out of date and starting to malfunction. The current PDA has been discontinued. The newest innovation is a handheld tablet ticket writer. Ticket writers are an important tool for the traffic team because they expedite the traffic stop allowing the officers to be more productive. They are also a tool for recording important data such as violation types and officer activities. This helps meet the goals and objectives of the grant.

The Perris traffic team wrote 5246 electronic citations in 2015. 1934 of those citations were for speed violations. Perris traffic deputies rely on Lidar and radar to be productive. Our current Lidar, the Pro Laser 3, is so out of date that they are no longer manufactured. New Lidar would enable the traffic team to concentrate on speed enforcement, the #1 primary collision factor for collisions in the city of Perris.

Some of the motorcycles ridden by the Perris Traffic Team are also aging and have excessive miles on them. A trailer to transport the motorcycles for service and repair is needed.

### **San Jacinto**

San Jacinto, California measures 26.1 square miles, and is home to 45,851 people. According to local collision data, the San Jacinto Police Department wrote 1,437 collision reports from January 1, 2013 to December 31, 2015. This equates to more than 52 written collision reports each month. Twelve people were killed and 628 others were injured in these collisions. Alcohol or drug use was a factor in 171 collisions. Sixty-seven of these collisions involved pedestrians or bicycles resulting in 63 injuries. During this period, officers of the San Jacinto Police Department arrested 366 drivers for driving while impaired by alcohol or drugs. This is an average of 10 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 780 of the 1,437 collisions that occurred.

### **Temecula**

The City of Temecula covers 37.18 square miles and serves a population of 112,011. Since 2010, Temecula has increased in population by 10.10%. For the year 2016, our city had a total of 422 traffic collisions, which resulted in injury or death. According to local data, in 2015, our city had 396 traffic collisions resulting in injury or death. In 2015, our officers wrote 11,780 hazardous violation citations. Despite our continued efforts in reducing injury collisions, local data shows an upward trend in injury collisions in Temecula.

Alcohol-involved fatalities and alcohol-involved injury collisions have occurred every year, since 2012 in Temecula. The City of Temecula has 266 retail on & off site alcohol licenses issued to businesses. Tourists frequent the Temecula Valley Wineries and numerous micro-breweries throughout the city. Patrons frequent several on-sale alcohol establishments in Temecula.

Numerous Temecula residents have warrants for DUI. Deputies need to reduce the amount of DUI warrants in the city by serving warrants on DUI fugitives and delivering fugitives to the court for justice. Serving DUI warrants aids county prosecutors in avoiding defense motions for lack of prosecution in DUI cases.

In 2016, 7.3% of all injury traffic collisions involved a motorcyclist and 7.8% in 2015. In 2016, Temecula had two fatalities involving motorcyclists. The City of Temecula is a frequented location for motorcyclists. Motorcyclists patronize businesses in old-town Temecula and two major motorcycle dealerships in Southwest Riverside County (Temecula Harley & Temecula Motorsports).

Temecula is also home to custom motorcycle shops, motorcycle service/apparel shops, and scenic motorcycle ride routes. To the east of the Temecula city limits are the Temecula Valley Wineries, which attract motorcyclists traveling through the city of Temecula.

Deputies need to increase traffic and DUI enforcement involving motorcyclists. Deputies need to educate motorcyclists on California laws pertaining to motorcycling. To reduce the upward trend in injury collisions with motorcyclists, directed enforcement of motorcycle traffic safety is necessary. Deputies need to enforce state laws that prosecute motorcyclists without M1 endorsements and remove those motorcycles from the roadways.

The top primary collision factor for collisions in Temecula is unsafe speed. Unsafe speed indicates an inferred relationship with distracted driving. Increased enforcement of state distracted driving laws and education of the dangers of distracted driving is necessary to reduce collisions.

The Temecula Unified School District has 32 school campuses in the Temecula Valley. Each school zone has specific traffic safety problems, which tend to result in collisions involving pedestrians and bicyclists. In 2016, the Temecula Police Department has issued over 572 citations in school zone areas. The top complaint from citizens regarding traffic issues in Temecula is school zone hazardous violations. Directed enforcement is necessary to reduce injury collisions in school zones.