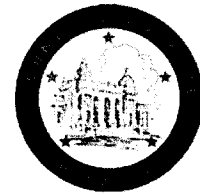


**SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



**ITEM: 3.17  
(ID # 11113)**

**MEETING DATE:**

Tuesday, October 22, 2019

**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) FY19/20-20/21, All Districts. [\$1,084,100– 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 \$1,084,100 and authorize the Sheriff, the Grant Manager, and the Finance Director, or their designees, to execute the Agreement on behalf of the County;
2. Authorize the Sheriff, or his designee, to administer the related grant projects, sign claims for reimbursements, progress reports, amendments that (a) exercise the options of the Agreement, including modifications that stay within the intent of the Agreement, and (b) do not increase the award by more than 20% of the total award amount, on behalf of the County; and
3. Approve and direct the Auditor-Controller to make the budget adjustments on the attached Schedule A.

**ACTION: 4/5 Vote Required**


  
Will Taylor, Director of Administration 10/11/2019

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**MINUTES OF THE BOARD OF SUPERVISORS**

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

Ayes: Jeffries, Spiegel, Washington, Perez and Hewitt  
Nays: None  
Absent: None  
Date: October 22, 2019  
xc: Sheriff, Auditor

Kecia R. Harper  
Clerk of the Board  
By:   
Deputy

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

<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>	\$ 599,324	\$ 484,776	\$ 1,084,100	\$ 0
<b>NET COUNTY COST</b>	\$ 0	\$ 0	\$ 0	\$ 0
<b>SOURCE OF FUNDS: 100% Federal Funding</b>			<b>Budget Adjustment:</b>	Yes
			<b>For Fiscal Year:</b>	19/20 – 20/21

**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 cities that have contracted with the Sheriff's Department for law enforcement services. Accordingly, Sheriff Grants staff now directly administers the grant projects for said contract cities. Since NHTSA will only reimburse for actual overtime worked, as identified by employee name, the Sheriff's Department will submit claims on behalf of the County for grant reimbursements.

In response to the County's application for FY 19-20, OTS awarded the Sheriff's Department \$1,084,100. 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 14 contracted cities totaling \$1,084,100. The grant will fund two full-time positions within the Sheriff's Grants Unit to administer the grant. Funded OTS STEP FY 19-20 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: a "HOT Sheet" program and educational presentations.

Schedule A details budget adjustments in the amount of \$599,324. The grant project term is from October 1, 2019 to September 30, 2020. County Counsel has approved as to form the Grant Agreement for STEP.

**Impact on Citizens and Businesses**

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

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

**Attachment(s)**

1. 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
10000-2500200000-518100	Budgeted Benefits	53,602
10000-2500200000-523700	Office Supplies	1,500
	TOTAL	\$162,821

**Increase Estimated Revenues:**

10000-2500200000-767450	Federal-OTS Grants	\$162,821
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**Field Operations**

**Increase Appropriations:**

10000-2500300000-510420	Overtime	373,345
10000-2500300000-518080	Other Budgeted Benefits	22,886
10000-2500300000-526910	Field Equipment-Non- Assets	29,347
10000-2500300000-528140	Conference/Registration Fees	1,500
10000-2500300000-528960	Lodging	1,750
10000-2500300000-528980	Meals	1,273
10000-2500300000-529040	Private Mileage Reimbursement	402
10000-2500300000-546160	Equipment – Other	6,000
	TOTAL	\$436,503



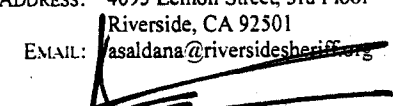
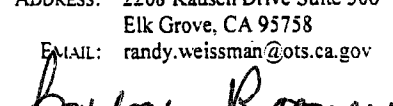
**Increase Estimated Revenues:**

10000-2500300000-767450	Federal-OTS Grants	\$436,503
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SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA


*Misley Wang*  
Misley Wang, Supervising Accountant 10/11/2019

*Gregory H. Priamos*  
Gregory H. Priamos, Director County Counsel 10/11/2019

<b>1. GRANT TITLE</b> Selective Traffic Enforcement Program (STEP)	
<b>2. NAME OF AGENCY</b> Riverside County	<b>3. Grant Period</b>
<b>4. AGENCY UNIT TO ADMINISTER GRANT</b> Riverside County Sheriffs Department	From: 10/01/2019 To: 09/30/2020
<b>5. GRANT DESCRIPTION</b> Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary collision factors. The funded strategies conducted in the Sheriff's department contract cities may include impaired driving enforcement, enforcement operations focusing on primary collision factors, distracted driving, night-time seat belt enforcement, special enforcement operations encouraging motorcycle safety, enforcement and public awareness in areas with a high number of bicycle and pedestrian collisions, and educational programs. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.	
<b>6. Federal Funds Allocated Under This Agreement Shall Not Exceed:</b> <b>\$1,084,100.00</b>	
<b>7. TERMS AND CONDITIONS:</b> 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"> <li>• Schedule A – Problem Statement, Goals and Objectives and Method of Procedure</li> <li>• Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable)</li> <li>• Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable)</li> <li>• Exhibit A – Certifications and Assurances</li> <li>• Exhibit B* – OTS Grant Program Manual</li> </ul> <p>*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto.</p> <p>These documents can be viewed at the OTS home web page under Grants: <a href="http://www.ots.ca.gov">www.ots.ca.gov</a>.</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><b>IN WITNESS WHEREOF</b>, this Agreement has been executed by the parties hereto.</p>	
<b>8. Approval Signatures</b>	
<b>A. GRANT DIRECTOR</b> NAME: Joann Roberts                      PHONE: 951-955-2718 TITLE: Grant Manager                      FAX: (951) 955-2171 ADDRESS: 4095 Lemon Street, 1st Floor Riverside, CA 92501 EMAIL: jgrobert@riversidesheriff.org  9-12-19 _____ (Signature)                                      (Date)	<b>B. AUTHORIZING OFFICIAL OF AGENCY</b> NAME: Chad Bianco                      PHONE: (951) 955-2400 TITLE: Sheriff-Corona-PA                      FAX: (951) 955-2428 ADDRESS: 4095 Lemon Street, 2nd Floor Riverside, CA 92501-3600 EMAIL: jbianco@riversidesheriff.org  9/17/19 _____ (Signature)                                      (Date)
<b>C. FISCAL OR ACCOUNTING OFFICIAL</b> NAME: Antonio Saldana                      PHONE: 951-955-2709 TITLE: Finance Director                      FAX: 951-955-2720 ADDRESS: 4095 Lemon Street, 3rd Floor Riverside, CA 92501 EMAIL: asaldana@riversidesheriff.org  9/12/19 _____ (Signature)                                      (Date)	<b>D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY</b> NAME: Randy Weissman                      PHONE: (916) 509-3030 TITLE: Acting Director                      FAX: (916) 509-3055 ADDRESS: 2208 Kausen Drive Suite 300 Elk Grove, CA 95758 EMAIL: randy.weissman@ots.ca.gov  9/24/19 _____ (Signature)                                      (Date)
<b>E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY</b> NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758	<b>9. DUNS INFORMATION</b> DUNS #: 602410888 REGISTERED ADDRESS: 4095 Lemon St. CITY: Riverside                      ZIP+4: 92501-3600

FORM APPROVED COUNTY COUNSEL  
BY:  SUSANNA N. OH  
DATE: 9/10/19

1. SHERIFF  
2. BOS 10/22/19 3.17 MT# 11113

10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
405c TR-20	20.616	0521-0890-101	2019	2019	BA/19	\$4,100.00
402PT-20	20.600	0521-0890-101	2019	2019	BA/19	\$394,000.00
164 AL-20	20.608	0521-0890-101	2019	2019	BA/19	\$686,000.00
					<b>AGREEMENT TOTAL</b>	<b>\$1,084,100.00</b>
					AMOUNT ENCUMBERED BY THIS DOCUMENT	<b>\$1,084,100.00</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>					PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT	<b>\$ 0.00</b>
					TOTAL AMOUNT ENCUMBERED TO DATE	<b>\$1,084,100.00</b>
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED			
			9/25/19			

## 1. PROBLEM STATEMENT

The Riverside County Sheriff's Department contracts with the following cities which has been awarded a grant for this year: Coachella, Eastvale, 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 2015 – 2017, the Coachella Police Department investigated approximately 280 injury-related traffic collisions, resulting in 350 injuries. Of those injuries, 9 resulted in fatalities. Preliminary statistics for 2018 revealed 84 injury-related traffic collisions, resulting in 114 injuries, and 1 fatality. The Coachella Police department, using the granted funds, have strived to make traffic and DUI enforcement a priority and are beginning to see the initial results from those efforts.

The top primary collision factors in the calendar year of 2017 were unsafe speed, improper turning, auto right of way violations. These collision factors account for nearly 55% of the 98 reported injury-related collisions that occurred that year. 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, 4 sergeants, 16 Patrol Officers. The staff assigned to the Eastvale Traffic Team includes 1 Lieutenant, 1 Sergeant, 2 Accident Investigation Officers, 1 Motorcycle Officer, and 2 Community Service Officers. Staffing levels for the Traffic Team has grown by 1 Motorcycle Officer since inception. 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 2015 to 2018 the city has been consistent in traffic collisions during the daytime and nighttime hours.

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.

From October 1, 2017 to September 30, 2018, the Eastvale Station investigated 592 non-injury traffic collisions, 176 injury collisions, 110 hit and run collisions, and 1 fatal collision. There is documented statistics showing traffic collisions are reduced when officers write moving violation traffic citations. The Eastvale Police Department will use

grant funds to conduct traffic enforcement operations, which in turn will reduce the amount of traffic collisions, injuries, and deaths.

#### 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, 4 Sergeants, 21 Patrol 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, 1 Sergeants, 3 accident Investigation Officers, 1 Commercial Officer, 2 Motorcycle Officers 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 2015 to 2018, 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, 2017, to September 31, 2018, 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 due to their reckless nature. During this time frame, there were 1,013 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 will use grant funds to conduct operations targeting illegal street racing and reckless driving. This will also assist in reducing the amount of collisions, injuries, and officer's time investigating this activity.

During October 1, 2017, through September 30, 2018, The Jurupa Valley Police Department responded to 719 calls for service regarding intoxicated (drunk or drugged) drivers. Of those calls for service, 80% of the suspected DUI drivers were not located or contacted. This unsatisfactory percentage was due to the unavailability of patrol officers or traffic officers due to low staffing levels permitted by city budget and heavy dispatched 9-1-1 call volume. During this same time frame, there were 735 hit and run collisions. Statistics suggest hit and run collisions occur when the driver is either impaired or unlicensed. With the grant funds awarded to the Jurupa Valley Police Department for DUI saturation and traffic enforcement patrols, officers will be able to saturate the streets and decrease the percentage of suspected DUI drivers that are routinely not contacted due minimal staffing, and locate motorists involved in hit and run collisions, which will assist in decreasing these issues.

#### La Quinta

The city of La Quinta, California, is 36 square miles and home to 40,956 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. This time of year also brings an increase in non-DUI injury collisions, increasing 125% between 2015 and 2016. This adds to safety concerns for the permanent residents traveling local roadways.

January 01, 2018 also saw the implementation of recreational cannabis legislation which was passed in 2017. As with any new legislation, there is a certain learning curve as people adjust. An increase in drug related DUI's can be expected as drivers learn where their boundaries are. The top three primary collision factors in the calendar year of 2018 were Unsafe Speed, Improper Turn and Auto Right of Way violations. These collision factors are commonly associated with distracted drivers which is believed to be an associated factor in many of these collisions.



### 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's. In 2017 the city of Lake Elsinore experienced 5 fatal traffic collisions, of which 1 was alcohol related, and 218 injury traffic collisions. Of those, 52 were alcohol related and caused 30 persons to be 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 6,277 citations issued in the city, 567 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 2017, the city had a total of 610 documented traffic collisions which resulted in 393 injuries and 1 death. According to local data for 2018, our city had 434 documented traffic collisions that resulted in 336 injuries and 8 deaths. Since 2017, our officers have issued 3,662 citations for traffic 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 2017 were unsafe speed, driving under the influence and improper turning. These three collision factor categories were determined to be the primary collision factor in 306 of the 608 of the collisions that occurred during the calendar year. 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. Seven members of the team have completed Traffic Collision Reconstruction training. The majority of officers in the traffic division have attended DUI Checkpoint Planning and Management training. All of the sworn personnel in the Traffic Division have attended the NHTSA Standardized Field Sobriety Test Training (SFST) and the Advanced Roadside Impaired Driving Enforcement Training (ARIDE). Ten members of our traffic division have attended the Cavanaugh & Associates DUI Training program and eight are certified as Drug Recognition Experts (DRE). Additionally, several members of the traffic division have completed further training in the areas of mechanical vehicle inspection, occupant safety, and commercial vehicle enforcement.

During the 2017 calendar year, Moreno Valley experienced 81 injury collisions with driving under the influence as the primary collision factor. The 81 collisions resulted in 4 fatalities and 120 injuries. In 2018, there was a significant decrease in the number of DUI injury collisions. There was a total of 48 injury collisions with DUI as the primary collision factor. The 48 collisions resulted in 1 fatality and 71 injuries. There was a total of 193 DUI related collisions in 2017. That number dropped to 159 in 2018. Moreno Valley also experienced a 50% decrease in pedestrian fatalities from 2017 to 2018. In 2017, there were 8 pedestrian fatalities. That number was cut in half to 4 pedestrian fatalities in 2018. The total number of pedestrians injured in a traffic collision also decreased from 64 to 55.

### 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 26,714. 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. Statistics show injury collisions increasing from 53 in 2013 to 68 in 2018. Additionally, fatal collisions increased from 1 in 2013 to 2 in 2015, 1 in 2016, 1 in 2017 and 1 in 2018. Driving under the influence investigations increased from 144 in 2013 to 226 in 2018 (RSD Data Warehouse Bookings program) and Hit and Run Traffic Collisions have increased from 74 in 2013 to 158 in 2018.

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 623 in 2018.

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 FY17/18 OTS grant and observed numerous violations of both pedestrian and equestrian right-of-way. The Norco Sheriff's Office has a need and will conduct safety enforcement for pedestrians and equestrians.

#### Palm Desert

The City of Palm Desert, California, measures 26.96 square miles and is home to about 52,769 permanent residents and about 32,000 seasonal residents. In addition, Palm Desert is a popular vacation destination to people from all over the world and has over 20 hotels within its city limits. According to our local records, there were 2203 traffic collisions reported (written) in the City of Palm Desert from January 01, 2015 to December 31, 2017. This is an average of more than 61 traffic collisions every month. In these 2203 collisions, 11 were fatal collisions resulting in the loss of 11 lives and 673 were injury collisions resulting in the injury of 914 people. Alcohol and or drug impairment was a factor in 55% (6) of the fatal traffic collisions and 6.8% (46) of the injury traffic collisions. During this time, officers of the Palm Desert Police Department arrested 219 drivers for driving while impaired by alcohol or drugs. Furthermore, the City of Palm Desert currently has 238 active retail liquor licenses issued for various establishments in the city listed by the California Department of Alcoholic Beverage Control.

The top three primary collision factors in the calendar years of 2015-2017 were unsafe speed, improper turning and automotive right-of-way violations. These three collision factor categories were determined to be the primary collision factors in 1133 (51%) of the 2203 collisions that occurred during the calendar years of 2015-2017. Unsafe speed accounted for 575 (26%) of the collisions, improper turning accounted for 362 (16%) of the collisions, and automotive right-of-way violations accounted for 196 (9%) of the collisions. In calendar years of 2015-2017, the City of Palm Desert had eleven (11) fatal traffic collisions, of which, six (6) were the result of alcohol and/or drug use.

#### Perris

The city of Perris contracts with the Riverside County Sheriff's Department for police services, serving a community spanning across 32 square miles and home to over 76,331 full time residents. During the calendar year of 2017, the city had a total of 722 traffic collisions which resulted in 471 injuries and 06 deaths. According to local data for 2018, our city had approximately 725 traffic collisions that resulted in 402 injuries and 10 deaths. Since 2016, our officers have issued 7,103 citations for traffic violations. Despite our continued efforts to reduce injury collisions, local data shows an upward trend of fatal collisions and injury collisions remaining about the same in the city of Perris.

Alcohol-involved fatalities and alcohol-involved injuries have occurred in the city of Perris every year and are increasing each year. Since 2015, there has been a total of alcohol-involved traffic collisions resulting in 198 injuries

and 7 deaths. With this grant, the Perris Police Department will be able to further educate officers in DUI investigations, allowing for increased DUI arrests and lowering DUI related traffic collisions. With this grant, officers can focus on observation, deterrence and enforcement of DUI's and other traffic related incidents that help the City of Perris reduce overall traffic collisions.

The top three primary collision factors for the calendar year of 2017 were unsafe speed, improper turning, and factors not stated. These three collision factor categories were determined to be the primary collision factor in 374 of the 719 of the collisions that occurred during the calendar year. Unsafe speed accounted for 1,277 of the 4,239 citations our officers issued in 2017. There are documented statistics showing traffic collisions are reduced when officers write moving violations traffic citations. The Perris Police Department will use grant fund to conduct traffic enforcement operations to reduce the amount of traffic collisions, injuries and deaths.

#### Rancho Mirage

The city of Rancho Mirage, California, measures 25 square miles and is located in the heart of the Coachella Valley, within Riverside County. The city of Rancho Mirage is home to about 18,194 permanent residents, and approximately 9,300 additional seasonal residents. The population of Rancho Mirage has increased steadily and continues to do so. Rancho Mirage is a popular vacation destination for people from all around the world. It has many vacation resorts, rental properties, hotels, restaurants, a casino, retail stores, and many golf courses. Rancho Mirage hosts the guests of multiple music festivals such as Coachella-fest and Stagecoach. Rancho Mirage also has two colleges nearby. All of the above listed facts make drinking/drug use while operating a vehicle a topic of great concern for the city of Rancho Mirage.

The top three primary collision factors in the calendar years 2015-2017 were unsafe speed, improper turning, and unsafe lane change. These three collision factor categories were determined to be the primary collision factors in 420 (55%) of the 770 collisions that occurred during the calendar years 2015-2017. Unsafe speed accounted for 251 (33%) of the collisions, improper turning accounted for 96 (12%) of the collisions, and unsafe lane change accounted for 73 (9%) of the collisions. In the calendar years 2015-2017, the city of Rancho Mirage had seven (7) fatal traffic collisions, of which two (29%) were the result of alcohol and/or drugs use.

#### San Jacinto

San Jacinto, California measures 26.1 square miles, and is home to 48,254 people. According to local collision data, the San Jacinto Police Department wrote 1,791 written collision reports from January 1, 2015 to December 31, 2017. This equates to more than 49 written collision reports each month. 22 people were killed and 608 others were injured in these collisions. Alcohol or drug use was a factor in 69 collisions. 107 of these collisions involved pedestrians or bicyclists resulting in 79 injuries. During this period, officers of the San Jacinto Police Department arrested 179 drivers for driving while impaired by alcohol or drugs. This is an average of 5 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 1,056 of the 1,791 collisions that occurred.

#### Temecula

The City of Temecula covers 37.28 square miles and serves a population of 114,327. Since 2010, Temecula has increased in population by 14.2%. For the year 2017, our city had a total of 442 traffic collisions, which resulted in injury or death. According to local data, in 2016, our city had 425 traffic collisions resulting in injury or death. In 2017, our officers wrote 10,849 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/or alcohol-involved injury collisions have occurred every year, since 2012 in Temecula. The City of Temecula has 273 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. The Pechanga Resort and Casino is also located within the city limits of Temecula. The casino draws numerous visitors from outside the area on a daily basis. This creates more traffic coming to and from the casino, especially during large events. Traffic collisions involving drivers coming from the casino are often the result of drugs or alcohol. 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 2017, 8.72% of all injury traffic collisions involved a motorcyclist and 6.86% in 2016. Temecula had one fatality involving a motorcyclist in 2017 and two fatalities in 2016. 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. The Temecula Police Department issued citations in school zone areas on a daily basis. 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.

#### Wildomar

The Wildomar Police Department serves a community of over 32,000 residents and is a major thoroughfare for Riverside County with Interstate 15 passing through the city. Bundy Canyon Road is treacherous roadway with limited visibility and provides access from Menifee to the Interstate 15. Clinton Keith Road provides a main artery for residents of Murrieta and several unincorporated areas to Interstate 15. Officers will target the major thoroughfare locations with directed, speed, DUI, motorcycle safety and other hazardous driving enforcement.

## **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.

### **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, National Teen Driver Safety Week, NHTSA Winter Mobilization, National	10

Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	
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.	10
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	10
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.	31
9. Conduct DUI Saturation Patrol operation(s).	75
10. Conduct Traffic Enforcement operation(s), including but not limited to, primary collision factor violations.	47
11. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	30
12. 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.	8
13. Conduct Nighttime (1800-0559) Click It or Ticket enforcement operation(s).	5
14. 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.	8
15. Conduct Traffic Safety educational presentation(s) with an effort to reach community members. Note: Presentation(s) may include topics such as distracted driving, DUI, speed, bicycle and pedestrian safety, seat belts and child passenger safety.	1
16. Conduct Know Your Limit campaigns with an effort to reach members of the community.	10
17. Conduct highly visible collaborative DUI Enforcement operations	1
18. Conduct highly visible collaborative Traffic Enforcement operations	1
<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 department will develop operational plans to implement the "best practice" strategies outlined in the objectives section.</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. <u>Media Requirements</u></li> </ul>	

- Issue a press release announcing the kick-off of the grant by November 15, but no earlier than October 1. If unable to meet the November 15 date, communicate reasons to your OTS Coordinator. The kick-off press releases and any related media advisories, alerts, and materials must be emailed for approval to the OTS Public Information Officer at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), and copied to your OTS Coordinator, 14 days prior to the issuance date of the release.

**B. Phase 2 – Program Operations (Throughout Grant Year)**

- The 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. The following requirements are for grant-related activities and are different from those regarding any grant kick-off release or announcement.
  - If an OTS-supplied, template-based press release is used, there is no need for pre-approval, however, the OTS PIO and Coordinator should be copied when at the same time as the release is distributed to the press.
  - If an OTS-supplied 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 days prior to the release distribution date, but should be no less than 5 working days prior to the release distribution date.
  - Press releases reporting the immediate and time-valued 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.
- Space permitting, include the OTS logo, on grant-funded print materials; consult your OTS Coordinator for specifics and format-appropriate logos.
- Contact the OTS PIO or your OTS Coordinator, sufficiently far enough in advance of need, for consultation when deviation from any of the above requirements might be contemplated

**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**

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
405c TR-20	20.616	State Traffic Safety Information System Improvements	\$4,100.00
402PT-20	20.600	State and Community Highway Safety	\$394,000.00
164 AL-20	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$686,000.00

COST CATEGORY	CFDA	TOTAL COST TO GRANT
<b>A. PERSONNEL COSTS</b>		
<b>Straight time</b>		
Administrative Service Analyst	20.608	\$45,533.00
Benefits-Administrative Service Analyst @ 48.94%	20.608	\$22,284.00
Administrative Service Analyst	20.600	\$30,355.00
Benefits-Administrative Service Analyst @ 48.94%	20.600	\$14,856.00
Account Technician	20.608	\$40,642.00
Benefits-Account Technician @ 50.68%	20.608	\$20,597.00
Account Technician	20.600	\$27,095.00
Benefits-Account Technician @ 50.68%	20.600	\$13,732.00
<b>Overtime</b>		
DUI/DL Checkpoints	20.608	\$268,119.00
DUI Saturation	20.608	\$225,450.00
Know Your Limit	20.608	\$15,570.00
Benefits OT @ 6.13%	20.608	\$31,210.00
Traffic Enforcement	20.600	\$133,198.00
Distracted Driving	20.600	\$53,940.00
Motorcycle Safety	20.600	\$20,416.00
Night-time Click It or Ticket	20.600	\$12,845.00
Pedestrian and Bicycle Enforcement	20.600	\$16,048.00
Traffic Safety Education	20.600	\$1,104.00
Benefits OT @ 6.13%	20.600	\$14,562.00
Category Sub-Total		\$1,007,556.00
<b>B. TRAVEL EXPENSES</b>		
In State Travel	20.600	\$9,849.00
		\$0.00
Category Sub-Total		\$9,849.00
<b>C. CONTRACTUAL SERVICES</b>		
		\$0.00
Category Sub-Total		\$0.00
<b>D. EQUIPMENT</b>		
Portable Light Tower	20.608	\$6,000.00
Category Sub-Total		\$6,000.00
<b>E. OTHER DIRECT COSTS</b>		
DUI Checkpoint Supplies	20.608	\$10,595.00
Zebra Portable Citation Printer Units	20.600	\$5,000.00
Lidar	20.600	\$37,000.00

Educational Materials	20.600	\$2,000.00
Office Suppies	20.600	\$2,000.00
Collison Data Reader	20.616	\$4,100.00
Category Sub-Total		\$60,695.00
<b>F. INDIRECT COSTS</b>		
		\$0.00
Category Sub-Total		\$0.00
<b>GRANT TOTAL</b>		<b>\$1,084,100.00</b>



<b>BUDGET NARRATIVE</b>	
<b>PERSONNEL COSTS</b>	<b>QUANTITY</b>
Administrative Service 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 @ 48.94% - Benefits @ 48.94%	1
Benefits Itemized Unemployment Insurance 0.20% Social Security/FICA (OASDI) 6.20% Medicare 1.45% Short-Term Disability .64% Life Insurance 0.07% Health Insurance 13.21% Healthy Subsidy .54% Retirement 21.64% Pension Plan 0.28% Training Fund 0.03% Worker's Compensation 4.68% Total Benefit Rate 48.94%	
Administrative Service 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 @ 48.94% - Benefits @ 48.94%	1
Benefits Itemized Unemployment Insurance 0.20% Social Security/FICA (OASDI) 6.20% Medicare 1.45% Short-Term Disability .64% Life Insurance 0.07% Health Insurance 13.21% Healthy Subsidy .54% Retirement 21.64% Pension Plan 0.28% Training Fund 0.03% Worker's Compensation 4.68% Total Benefit Rate 48.94%	
Account 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. The Accounting Technician will compile all the quarterly financial claim data for the grant.	12
Benefits-Account Technician @ 50.68% - Benefits @ 50.68%	1
Benefits Itemized Unemployment Insurance 0.20% Social Security/FICA (OASDI) 6.20%	

Medicare 1.45% Long-Term Disability 0.60% Life Insurance 0.08% Health Insurance 15.14% Retirement 21.64% Pension Plan 0.32% Training Fund 0.03% Health Subsidy 0.34% Worker's Compensation 4.68% Total Benefit Rate 50.68%	
Account 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. The Accounting Technician will compile all the quarterly financial claim data for the grant.	12
Benefits-Account Technician @ 50.68% - Benefits @ 50.68%  Benefits Itemized Unemployment Insurance 0.20% Social Security/FICA (OASDI) 6.20% Medicare 1.45% Long-Term Disability 0.60% Life Insurance 0.08% Health Insurance 15.14% Retirement 21.64% Pension Plan 0.32% Training Fund 0.03% Health Subsidy 0.34% Worker's Compensation 4.68% Total Benefit Rate 50.68%	1
DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	31
DUI Saturation - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	75
Know Your Limit - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	10
Benefits OT @ 6.13% - Overtime Benefits (average 6.132% - 12.332%) Sworn: Unemployment Insurance 0.00020 Workers Compensation 4.682 Medicare 1.45 State Disability/SDI .00060  Non-Sworn: Unemployment Insurance 0.00020 Social Security/FICA/OASDI 6.20 Workers Compensation 4.682 Medicare 1.45 State Disability/SDI 0.00060	1
Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	47

Distracted Driving - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	30
Motorcycle Safety - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	8
Night-time Click It or Ticket - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	5
Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	8
Traffic Safety Education - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	1
Benefits OT @ 6.13% - Overtime Benefits (average 6.132% - 12.332%) Sworn: Unemployment Insurance 0.00020 Workers Compensation 4.682 Medicare 1.45 State Disability/SDI .00060  Non-Sworn: Unemployment Insurance 0.00020 Social Security/FICA/OASDI 6.20 Workers Compensation 4.682 Medicare 1.45 State Disability/SDI 0.00060	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. Anticipated travel may include (enter other known conferences or required events). All conferences, seminars or training not specifically identified in the 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> 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.	1
<b>OTHER DIRECT COSTS</b> 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
Zebra Portable Citation Printer Units - Printers will assist with primary collision factor enforcement by expediting the stop and will help in calculating the primary collision factor data.	5
Lidar - Lidar equipment will augment and/or replace existing equipment to provide additional resources during traffic enforcement operations.	15
Educational Materials - Educational materials will be used during high impact traffic safety to convey the message about drinking and driving and making the right choices when behind the wheel.	1

Office Suppies - Office Supplies used 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 desk, chair, table, shelving, coat rack, credenza, book, filing cabinet, floor coverings and storage cabinet.	1
Collison Data Reader - Collision Data Reader to assist investigators gather critical data from vehicles involved in major collision.	1
<b>INDIRECT COSTS</b> -	
<p><b>STATEMENTS/DISCLAIMERS</b></p> <p>Program Income default statement: There will be no program income generated from this grant.</p> <p>Enforcement Grant Quota Disclaimer: 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 here under.</p>	

**CERTIFICATIONS AND ASSURANCES**  
**HIGHWAY SAFETY GRANTS**  
**(23 U.S.C. CHAPTER 4 AND SEC. 1906, PUB. L. 109-59, AS AMENDED)**

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 1300—Uniform Procedures for State Highway Safety Grant Programs

**NONDISCRIMINATION**

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- The Civil Rights Restoration Act of 1987, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding

recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

- To insert this clause, including paragraphs (a) through (e), in every subcontract and sub agreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

## **POLITICAL ACTIVITY (HATCH ACT)**

(applies to subrecipients as well as States)

The State 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**

(applies to subrecipients as well as States)

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, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients 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**

(applies to subrecipients as well as States)

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**

(applies to subrecipients as well as States)

### **Instructions for Primary Tier Participant Certification (States)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

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 primary tier 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 prospective primary tier participant 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 prospective primary tier participant 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 or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal 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 prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
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 the transaction for cause or default.

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

- (1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;



(b) Have not within a three-year period preceding this proposal 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 records, 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/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

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

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

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 or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal 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, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded, as used in this clause, are defined in 2 CFR parts 180 and 1200.

You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal 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 proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

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 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 proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 proposal.

**BUY AMERICA ACT**

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**LAW ENFORCEMENT AGENCIES**

All subrecipient law enforcement agencies shall comply with California law regarding profiling. Penal Code section 13519.4, subdivision (e), defines "racial profiling" as the "practice of detaining a suspect based on a broad set of criteria which casts suspicion on an entire class of people without any individualized suspicion of the particular person being stopped." Then, subdivision (f) of that section goes on to provide, "A law enforcement officer shall not engage in racial profiling."

MINUTES OF THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



3.28  
(MT 10799)

On motion of Supervisor Jeffries, seconded by Supervisor Hewitt and duly carried, IT WAS ORDERED that the recommendation from the Sheriff-Coroner-PA regarding the acceptance of a grant award from the California Office of Traffic Safety (OTS), for the Selective Traffic Enforcement Program (STEP) FY19/20-20/21, is continued to Tuesday, October 22, 2019 at 9:30 a.m. or as soon as possible thereafter.

Roll Call:

Ayes: Jeffries, Spiegel and Hewitt  
Nays: None  
Absent: Washington and Perez

I hereby certify that the foregoing is a full true, and correct copy of an order made and entered on October 8, 2019 of Supervisors Minutes.

WITNESS my hand and the seal of the Board of Supervisors  
Dated: October 8, 2019  
Kecia R. Harper, Clerk of the Board of Supervisors, in  
and for the County of Riverside, State of California.

(seal)

By: *Kecia R. Harper* Deputy

AGENDA NO.  
3.28

xc: GOB

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



**ITEM  
3.28  
(ID # 10799)**

**MEETING DATE:**

Tuesday, October 8, 2019

**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) FY19/20-20/21, All Districts. [\$1,084,100– 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 \$1,084,100 and authorize the Sheriff, the Grant Manager, and the Finance Director, or their designees, 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, amendments that (a) exercise the options of the Agreement, including modifications that stay within the intent of the agreement, and (b) do not increase the award by more than 20% of the total award amount, on behalf of the County; and
3. Approve and direct the Auditor-Controller to make the budget adjustments on the attached Schedule A.

**ACTION:4/5 Vote Required**

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**MINUTES OF THE BOARD OF SUPERVISORS**

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

<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>	\$ 599,324	\$ 484,776	\$ 1,084,100	\$ 0
<b>NET COUNTY COST</b>	\$ 0	\$ 0	\$ 0	\$ 0
<b>SOURCE OF FUNDS: 100% Federal Funding</b>			<b>Budget Adjustment:</b>	<b>Yes</b>
			<b>For Fiscal Year:</b>	<b>19/20 – 20/21</b>

**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 cities that have contracted with the Sheriff's Department for law enforcement services. Accordingly, Sheriff Grants staff now directly administers the grant projects for said contract cities. Since NHTSA will only reimburse for actual overtime worked, as identified by employee name, the Sheriff's Department will submit claims on behalf of the County for grant reimbursements.

In response to the County's application for FY 19-20, OTS awarded the Sheriff's Department \$1,084,100. 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 14 contracted cities totaling \$1,084,100. The grant will fund two full-time positions within the Sheriff's Grants Unit to administer the grant. Funded OTS STEP FY 19-20 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: a "HOT Sheet" program and educational presentations.

Schedule A details budget adjustments in the amount of \$599,324. The grant project term is from October 1, 2019 to September 30, 2020. County Counsel has approved as to form the Grant Agreement for STEP.

**Impact on Citizens and Businesses**

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

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

**Attachment(s)**

1. Grant Agreement with the California Office of Traffic Safety for the Selective Traffic Enforcement Program

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

**Schedule A**

**Administrative Operations**

**Increase Appropriations:**

10000-2500200000-510040	Regular Salaries	107,719
10000-2500200000-518100	Budgeted Benefits	53,602
10000-2500200000-523700	Office Supplies	1,500
	<b>TOTAL</b>	<b>\$162,821</b>

**Increase Estimated Revenues:**

10000-2500200000-767450	Federal-OTS Grants	\$162,821
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**Field Operations**

**Increase Appropriations:**

10000-2500300000-510420	Overtime	373,345
10000-2500300000-518080	Other Budgeted Benefits	22,886
10000-2500300000-526910	Field Equipment-Non- Assets	29,347
10000-2500300000-528140	Conference/Registration Fees	1,500
10000-2500300000-528960	Lodging	1,750
10000-2500300000-528980	Meals	1,273
10000-2500300000-529040	Private Mileage Reimbursement	402
10000-2500300000-546160	Equipment – Other	6,000
	<b>TOTAL</b>	<b>\$436,503</b>

**Increase Estimated Revenues:**

10000-2500300000-767450	Federal-OTS Grants	\$436,503
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SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA

*Misley Wang*

Misley Wang, Supervising Accountant

9/25/2019

*Gregory V. Priamos*

Gregory V. Priamos, Director County Counsel

9/23/2019