

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



ITEM: 3.21  
(ID # 13489)

**MEETING DATE:**

Tuesday, September 29, 2020

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

**SUBJECT:** SHERIFF-CORONER-PA: Acceptance of FY 2020-21 Selective Traffic Enforcement Program (STEP) funding, from the State of California (State), Office of Traffic Safety (OTS). All Districts. [\$1,108,400] [100% Federal Funding] 4/5 vote required].

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

1. Approve the Grant (Agreement) number PT21042 with the State of California Office of Traffic Safety (OTS) to accept 2020-21 Selective Traffic Enforcement Program (STEP) funding in the amount of \$1,108,400, including federal funding provided by the United States Department of Transportation, passed through OTS, for the grant period of October 1, 2020 through September 30, 2021;
2. Authorize the Sheriff, Grant Manager, and the Finance Director to sign and execute the attached Agreement and any related grant documents, including modifications, amendments, extensions, progress reports, and payment requests with the State that may be necessary for completion of the Project, as approved by County Counsel, on behalf of the County; and
3. Approve and direct the Auditor-Controller to make the budget adjustments on the attached Schedule A.

BR 21 - 030

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

  
Donald Sharp, Assistant Sheriff 9/17/2020

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**MINUTES OF THE BOARD OF SUPERVISORS**

On motion of Supervisor Jeffries, 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: September 29, 2020  
xc: Sheriff, Auditor

Kecia R. Harper  
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>	\$ 610,615	\$ 497,785	\$ 1,108,400	\$ 0
<b>NET COUNTY COST</b>	\$ 0	\$ 0	\$ 0	\$ 0
<b>SOURCE OF FUNDS:</b> 100% Federal Funding from the US Department of Transportation through OTS			<b>Budget Adjustment:</b> Yes	
			<b>For Fiscal Year:</b> 20/21-21/22	

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

**BACKGROUND:**

**Summary**

OTS provides funding to local law enforcement agencies through STEP 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, notified the Riverside County Sheriff's Department that it would no longer award grants directly to the cities that have contracted with the Department for law enforcement services. Since 2013, the Sheriff has administered the OTS STEP grant on behalf of its 13 contract cities. Two full-time grant funded positions are allocated to the department to oversee management of the grant for the contract cities.

On June 10, 2020 the Sheriff was awarded STEP funding in the amount of \$1,108,400 to reduce the number of persons killed or injured in crashes involving alcohol and other primary collision factors. STEP uses best practice strategies to reduce the number of persons killed or injured in accidents involving alcohol and other primary crash factors. Operations funded under the grant include: DUI checkpoints, DUI saturation patrols; patrols focusing on pedestrian safety, traffic enforcement, distracted driving, collaborative enforcement, and special enforcement operations encouraging motorcycle safety.

Additional grant funded operations include a "HOT Sheet" program, which identifies repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Through media, programs will focus on increased public awareness aimed at changing societal behaviors toward traffic safety. Funded objectives include highly publicized enforcement operations, law enforcement training, and public education.



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The attached Schedule A includes current year budget adjustments in the amount of \$610,615. The performance period for this grant is October 1, 2020 to September 30, 2021. The STEP Agreement has been reviewed and approved as to form by County Counsel.

**Impact on Residents and Businesses**

There is no adverse effect on residents and businesses. This program utilizes focused enforcement activities to help to reduce highway deaths, injuries and economic losses in addition to pedestrian and motorcyclist traffic collisions.

**SUPPLEMENTAL:**

**Additional Fiscal Information**

In fiscal year 2020-21, the Department estimates expending a total of \$610,615, including \$168,196 to fund two full-time positions to administer the grant, and \$442,419 to fund program operations to include personnel (overtime), field equipment, and training.

**ATTACHMENTS:**

1. Schedule A – Budget Adjustment
2. Two (2) Grant Agreement PT21042

**SCHEDULE A**

**Administrative Operations**

**Increase Appropriations:**

10000-2500200000-510040	Regular Salaries	107,719
10000-2500200000-518100	Budgeted Benefits	58,386
10000-2500200000-523700	Office Supplies	2,091
	<b>TOTAL</b>	<b>\$168,196</b>

**Increase Estimated Revenues:**

10000-2500200000-767450	Federal-OTS Grants	\$168,196
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**Field Operations**

**Increase Appropriations:**

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10000-2500300000-510420	Overtime	392,286
10000-2500300000-518080	Other Budgeted Benefits	26,362
10000-2500300000-526910	Field Equipment-Non- Assets	20,684
10000-2500300000-528140	Conference/Registration Fees	926
10000-2500300000-528960	Lodging	1,235
10000-2500300000-528980	Meals	617
10000-2500300000-529040	Private Mileage Reimbursement	309
	<b>TOTAL</b>	<b>\$442,419</b>

**Increase Estimated Revenues:**

10000-2500300000-767450	Federal-OTS Grants	\$442,419
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*Misley Wang*  
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 Misley Wang, Supervising Accountant      9/13/2020

*Paul Angulo*  
 \_\_\_\_\_  
 Paul A. Angulo, County Auditor-Controller      9/14/2020

*Cherilyn Williams*  
 \_\_\_\_\_  
 Cherilyn Williams      9/21/2020

*Gregory F. Priamos*  
 \_\_\_\_\_  
 Gregory F. Priamos, Director County Counsel      9/11/2020



State of California – Office of Traffic Safety  
GRANT AGREEMENT


GRANT NUMBER  
PT21042

to Riverside County Clerk of the Board, Stop 1010  
Post Office Box 1147, Riverside, Ca 92502-1147

Thank you.

1. GRANT TITLE <b>Selective Traffic Enforcement Program (STEP)</b>	
2. NAME OF AGENCY <b>Riverside County</b>	3. Grant Period From: 10/01/2020 To: 09/30/2021
4. AGENCY UNIT TO ADMINISTER GRANT <b>Riverside County Sheriff's Department</b>	
5. GRANT DESCRIPTION Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary crash factors. The funded strategies may include impaired driving enforcement, enforcement operations focusing on primary crash 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 crashes, and educational programs. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.	
6. Federal Funds Allocated Under This Agreement Shall Not Exceed: <b>\$1,108,400.00</b>	
7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement: <ul style="list-style-type: none"> <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> <li>Exhibit C – Grant Electronic Management System (GEMS) Access</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>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>	
8. Approval Signatures	
A. GRANT DIRECTOR NAME: Laronte Groom TITLE: Grants Manager EMAIL: lrgroom@riversidesheriff.org PHONE: (951) 955-2718 ADDRESS: 4095 Lemon Street, 1st Floor Riverside, CA 92501-3600	B. AUTHORIZING OFFICIAL NAME: Chad Bianco TITLE: Sheriff-Coroner-PA EMAIL: jbianco@riversidesheriff.org PHONE: (951) 955-2400 ADDRESS: 4095 Lemon Street, 2nd Floor Riverside, CA 92501-3600
(Signature) (Date)	(Signature) (Date)
C. FISCAL OFFICIAL NAME: Antonio Saldana TITLE: Finance Director EMAIL: asaldana@riversidesheriff.org PHONE: 951-955-2709 ADDRESS: 4095 Lemon Street, 3rd Floor Riverside, CA 92501-3600	D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY NAME: Barbara Rooney TITLE: Director EMAIL: barbara.rooney@ots.ca.gov PHONE: (916) 509-3030 ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758
(Signature) (Date)	(Signature) (Date)

APPROVED AS TO FORM:  
Gregory P. Priamos, County Counsel

By:   
Susanna Oh  
Deputy County Counsel

Sheriff  
Bos 9/29/20  
MT9#13489  
Attachment Page 1 of 25  
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<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
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
				<b>AGREEMENT TOTAL</b>		<b>\$1,108,400.00</b>
				<b>AMOUNT ENCUMBERED BY THIS DOCUMENT</b>		<b>\$1,108,400.00</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>PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT</b>		<b>\$ 0.00</b>
				<b>TOTAL AMOUNT ENCUMBERED TO DATE</b>		<b>\$1,108,400.00</b>
<b>OTS ACCOUNTING OFFICER'S SIGNATURE</b>			<b>DATE SIGNED</b>			



### **1. PROBLEM STATEMENT**

The Riverside County Sheriff's Department contracts with the following cities for this year: Coachella, Eastvale, Jurupa Valley, La Quinta, Lake Elsinore, Moreno Valley, Norco, Palm Desert, Perris, Rancho Mirage, San Jacinto, Temecula, and Wildomar. Fatal driving under the influence (DUI) crash data 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 include Halloween, Super Bowl Sunday, and Cinco de Mayo. Significant progress has been made in reducing the frequency of fatal DUI crashes 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 underlines the need for law enforcement to continue to coordinate outreach efforts with community-based organizations and the media. To reduce the incidence of DUI related traffic crashes, each city has outlined the primary traffic problems facing their community.

The City of Coachella hosts multiple annual event and festivals that draw an influx of seasonal residents and tourists. The City of Coachella does not employ a full-time traffic team, straining on the Sheriff's Department ability to enforce DUI problems and other traffic related issues. These special events increase DUI traffic issues, including DUI arrests and/or DUI crashes, adding to safety concerns for the public traveling local roadways. Since the legislation of recreational cannabis, DUI's have increased as drivers continue to learn their drug tolerance boundaries.

In 2018, DUI related fatalities decreased, but the number of DUI related crashes and DUI related crashes causing injuries both increased. From 2016 – 2018, the Coachella Police Department investigated 261 injury-related traffic crashes, resulting in 266 injuries. Of those injuries, 8 resulted in fatalities. Preliminary statistics for 2019 revealed 91 injury-related traffic crashes, resulting in 93 injuries, and 4 fatalities. The Coachella Police department, using grant funds from previous years, have made traffic and DUI enforcement a priority, and are experiencing positive results from those efforts.

The top primary crash factors in 2018 were unsafe speed, improper turning, traffic signals and signs violations. These crash factors account for nearly 58% of the 70 reported injury-related crashes that occurred that year. These crash factors are commonly associated with distracted drivers and distracted driving which is believed to be an associated factor in many of these crashes. Distracted driving continues to be an ongoing problem in the City of Coachella, as with most other cities, and it will continue to increase with the further development of technology.

The staff assigned and deployed to Eastvale includes 1 Captain, 1 Lieutenant, 4 Sergeants, 17 Patrol Officers. The staff assigned to the Eastvale Traffic Team includes 1 Lieutenant, 1 Sergeant, 2 Accident Investigation Officers, 2 Motorcycle Officer, and 2 Community Service Officers. Staffing levels for the Traffic Team has grown by 2 Motorcycle Officer since inception. Prior to the Eastvale Traffic Team, traffic services were provided by the California Highway Patrol. Over the past 3 years, Eastvale has seen a steady growth in traffic crashes. A majority of the city is residential. From 2016 to 2019 the city has been consistent in traffic crashes during the daytime and nighttime hours.

During October 1, 2018, through September 30, 2019, The Eastvale Traffic Team responded to 279 calls for service regarding drunk/drugged drivers. Of those calls for service, 71.69 % of the suspected DUI drivers were not contacted. The high percentage of DUI non-contacts was due to the lack of available patrol/traffic officers to locate the motorists, because of low staffing levels permitted by city budget. During the same time frame, there were 219 hit and run crashes. Statistics suggest hit and run crashes occur when the driver is either impaired or unlicensed. Funds will be used by the Eastvale Traffic Team for DUI Saturation Patrols to saturate the streets and decrease the percentage of suspected DUI drivers that are not contacted due to low police staffing levels and locate motorists involved in hit and run crashes.



During the period of October 1, 2018, through September 30, 2019, The Eastvale Traffic Team responded to 977 traffic crashes. Traffic crashes are preventable and occur when one or both drivers commit a traffic violation. The Eastvale Traffic Team tracks primary crashes factors (PCF) and locations where the majority of crashes occurred. The Eastvale Traffic Team wrote traffic citations in these areas for the most common PCFs. Although there is no validated traffic index, there is a correlation showing when officers write citations at locations where crashes have occurred, the crash rate decreases, injuries resulting from crashes, and deaths from traffic crashes. From October 1, 2018, to September 30, 2019, the city of Eastvale has shown 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 crashes.

During this time frame, there were 330 calls for service related to street racing and reckless driving. A third of these calls for service generated a written crash or vandalism report. The minimum time it takes to investigate street racing activity is 30 minutes, for a total of 165 man-hours. The Jurupa Valley Station (Eastvale) will use grant funds to conduct operations targeting illegal street racing and reckless driving. Grant funding will reduce the amount of crashes, injuries, and officer's time investigating this activity.

The Eastvale Traffic Team will be able to provide focused enforcement in areas where the majority of crashes have occurred; therefore, decreasing the amount of overall traffic crashes, including injuries resulting from crashes, and traffic deaths. The traffic enforcement operations that will help the Eastvale Traffic Team accomplish this task are: Traffic Enforcement Operations, Distracted Driving Operations, Motorcycle Safety Enforcement Operations, Pedestrian Safety Operations, and Traffic Safety Education Presentations.

The City of Jurupa Valley incorporated on July 1, 2011 and contracts with the Riverside County Sheriff's Department for all law enforcement services, which includes traffic enforcement. The City of Jurupa Valley covers a 44-square mile area encompassing the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. The daily staff assigned and deployed to the Jurupa Valley Sheriff's Station includes 1 captain, 1 lieutenant, 2 sergeants and 14 patrol officers. The staff assigned to the Jurupa Valley Traffic Team includes 1 lieutenant, 1 sergeant, 2 accident investigation officers, 2 accident investigation officers primarily targeting DUI offenders, 1 commercial enforcement officer, 2 motorcycle officers, and 2 community service officers. Staffing levels for the Traffic Team has grown by 2 motorcycle officers since inception. Prior to the development of the Jurupa Valley Police Traffic Team, traffic services were provided by the California Highway Patrol. Over the past 3 years, Jurupa Valley has experienced a steady growth in traffic crashes. From 2016 to 2019 the percentage of traffic crashes during the daytime and nighttime hours has increased.

During October 1, 2018, through September 30, 2019, The Jurupa Valley Traffic Team responded to 763 calls for service regarding intoxicated (drunk or drugged) drivers. Of those calls for service, 75.10% of the suspected DUI drivers were not located or contacted. During this same time frame, there were 530 hit and run crashes. Statistics suggest hit and run crashes occur when the driver is either impaired or unlicensed. Funds will be used by the Jurupa Valley Traffic Team for DUI saturation and traffic enforcement patrols 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 crashes, which will assist in decreasing these issues. During October 1, 2018, through September 30, 2019, officers assigned to the Jurupa Valley Traffic Team responded to 200 non-injury DUI related traffic crashes and 63 injury crashes related to DUI drivers. During this same time period, officers made 190 pro-active DUI arrests that did not result in a traffic crash.

During the period of October 1, 2018, through September 31, 2019, the Jurupa Valley Traffic Team responded to 2,603 traffic crashes. Traffic crashes are preventable and occur when one or both drivers commit a traffic violation. The Jurupa Valley Traffic Team tracks primary crashes factors (PCF) and locations where the majority of crashes occurred. The Jurupa Valley Traffic Team monitored and wrote traffic citations in these areas for the most common PCFs. Although there is no validated traffic index, there is a correlation showing when officers write citations at locations where crashes have occurred, the crash rate decreases, injuries resulting from crashes, and deaths from traffic crashes.



From October 1, 2018, to September 31, 2019, 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 crashes due to their reckless nature. During this time frame, there were 914 calls for service related to street racing and reckless driving. A third of these calls for service generated a written crash or vandalism report. The minimum time it takes to investigate street racing activity is 30 minutes, for a total of 165 man-hours. The Jurupa Valley Station will use grant funds to conduct operations targeting illegal street racing and reckless driving. Funding will reduce the amount of crashes, injuries, and officer's time investigating this activity.

The Jurupa Valley Traffic Team will be able to provide focused enforcement in areas where the majority of crashes have occurred; therefore, decreasing the amount of traffic crashes, injuries resulting from crashes, and deaths from traffic crashes. The traffic enforcement operations that will assist the Jurupa Valley Traffic Team in accomplishing this task are: Traffic Enforcement Operations, Distracted Driving Operations, Motorcycle Safety Enforcement Operations, Pedestrian Safety Operations, and Traffic Safety Education Presentations.

The City of La Quinta, California, is 36 square miles and home to 40,956 permanent residents. During the months of November through April, the number of residents increases to approximately 100,000 residents due to seasonal residents returning, tourism and Coachella/Stagecoach Music Festival attendees. This large increase in population strains the police department and its ability to enforce DUI problems and other traffic related issues. This influx of residents and tourists, especially as it relates to the music festival attendees, increases DUI related traffic issues including DUI arrests or DUI crashes, adding to safety concerns for permanent residents traveling local roadways. As a reference, in April 2018, La Quinta investigated its first motorcycle involved fatal in relation to the music festivals.

Since the legislation of recreational cannabis, DUI's have increased as drivers continue to learn their drug tolerance boundaries. The top three primary crash factors in the calendar year of 2018 were unsafe speed, unsafe lane change and auto right of way violations. These crash factors are commonly associated with distracted drivers which is believed to be an associated factor in many of these crashes. In 2018 La Quinta experienced a slight decrease in fatal crashes, but experienced an increase in injury traffic crashes; eleven of which were DUI.

The Lake Elsinore Police Department serves a community of over 65,000 residences and is a major thoroughfare for Riverside County with Interstate 15 passing through the city. State Highway 74 and Railroad Canyon road provide main arteries for residents of Canyon Lake, Menifee, Perris and several unincorporated communities to Interstate 15. Highway 74 (Ortega Highway) provides a direct route to and from 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.

The city continues to experience a high level of suspended and unlicensed drivers, as well as DUI's. In 2018 the city of Lake Elsinore experienced 16 fatal traffic crashes, of which 5 was alcohol related, and 295 injury traffic crashes. Of those, 14 were alcohol related and caused 24 persons to be injured. This is still an unacceptable level of alcohol related crashes, deaths and injuries for a city of just over 65,000 residents. Additionally, the city has experienced a level of unlicensed and suspended drivers that continues to be unacceptable. Of the 6096 citations issued in the city, 539 were for either unlicensed or suspended drivers.

During the 2018-2019 grant period, the Moreno Valley Station Traffic Unit responded to 1450 traffic crashes requiring a written report. Of the 1450 documented crashes, there were 13 fatality crashes and 661 injury crashes. A total of 309 DUI arrests were made during the 2018-2019 grant period. During the 2017-2018 grant period, there was a total of 11 fatal traffic crashes, 7 of which (63.6%) were caused by a DUI driver. Of the 13 fatality crashes in the 2018-2019 grant period, 8 (61.5%) were the result of driving under the influence. In the 2017-2018 grant period, there were a total of 706 injury crashes, 95 of which (13.5%) were caused by a DUI driver. Of the 661 injury crashes in the 2018-2019 grant period, 75 (11.3%) were the result of driving under the influence.



Although the number of fatal traffic crashes increased from 11 in 2017-2018 to 13 in 2018-2019, the percentage of crashes caused by a DUI driver decreased by 2.1%. Not only did injury crashes decrease from 706 to 661, the percentage of those caused by a DUI driver also decreased by 2.2%. One area of concern involves the increase of hit-and-run fatal and injury crashes. There were 0 fatal crashes in 2017-2018 and 2 in 2018-2019. The number of hit-and-run injury crashes also increased from 63 to 74. Pedestrian fatalities remained unchanged from 2017-2018 to 2018-2019 with 7 fatal crashes each year. Although Moreno Valley did not see a rise in pedestrian fatalities, the issue continues to be a major concern. Fatal pedestrian crashes have accounted for 54% and 64% of the fatalities over the last two grant periods respectively.

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 crashes increasing from 53 in 2013 to 55 in 2019. Additionally, fatal crashes increased from 1 in 2013 to 2 in 2015, 1 in 2016, 1 in 2017, 1 in 2018 and 1 in 2019. Driving under the influence investigations increased from 144 in 2013 to 196 in 2019 (RSD Data Warehouse Bookings program) and Hit and Run Traffic Crashes have increased from 74 in 2013 to 137 in 2019.

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 crashes 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 the entire division. The elimination of the traffic division directly correlates with the steady increase in traffic crashes from 507 in 2013 to 590 in 2019.

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, a crash involving a horse and rider pose a far greater risk of injury than a vehicle versus vehicle. Additionally, the city has experienced an increase in hit and run traffic crashes 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 crashes have increased from 74 in 2013 to 137 in 2019; an 85% increase. There are no figures to indicate the number of hit and run traffic crashes that are a direct result of DUI drivers, a strong argument can be made when comparing the rise of hit and run traffic crashes and the number of DUI investigation statistics. DUI saturation patrols will be conducted in areas within the city that have had numerous reports of suspected drunk and drugged drivers. These areas include the two main roadway access points from other cities that enter into Norco and have a high rate of DUI related traffic crashes. The affected areas have statistical crash data that support the need for DUI saturation patrols.

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



The City of Norco hosts several city events that attract thousands of motorists to the area. These events include rodeos, fairs, concerts and other seasonal events where alcoholic beverages are provided. Many of the event visitors and participants are not familiar with the city traffic laws and therefore, exceed the posted speed limits and negotiate unlawful turning movements. Traffic and speed enforcement are needed to prevent crashes. As a result of the vehicle crashes in and around the Norco College, Norco High School and other areas within the community, distracted driving enforcement directed toward vehicle operators that use handheld devices, such as cellular phones, while driving a vehicle will be conducted. Enforcement actions will take place in areas where vehicle crashes have occurred with an associate crash factor including inattention, handheld device or texting.

Due to the unique equestrian lifestyle and the large number of licensed alcohol establishments in Norco, equestrian safety along major roadways and intersections is of utmost importance. Deputies conducted pedestrian enforcement operations during the 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. The Norco Sheriff's Office will participate with community projects to educate the public on the dangers of DUI and traffic safety and continue to participate with the United Norconians for Life Over Alcohol and Drugs (UNLOAD), a community-based organization. This program is a collaborative coalition between the Norco Sheriff's Office, City of Norco, Corona-Norco Unified School District and community members/businesses with a mission to educate the public on traffic safety and the consequences of under-age drinking.

The City of 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 680 traffic crashes reported (written) in the City of Palm Desert from January 01, 2016 to December 31, 2018. In these 680 crashes, 13 were fatal crashes and 231 were injury crashes. Alcohol and or drug impairment was a factor in 38% (5) of the fatal traffic crashes and 14% (33) of the injury traffic crashes. During this time, deputies of the Palm Desert Traffic Bureau arrested 511 drivers for driving while impaired by alcohol or drugs.

The top three primary crash factors in the calendar years of 2016-2018 were unsafe speed, driving under the influence, improper turning violations. These three crash factor categories were determined to be the primary crash factors in 308 (45%) of the 680 crashes that occurred during the calendar years of 2016-2018. Unsafe speed accounted for 143 (21%) of the crashes, driving under the influence accounted for 82 (12%) of the crashes, and improper turning violations accounted for 81 (12%) of the crashes.

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 79,133 full time residents. During the calendar year of 2018, the city had a total of 598 traffic crashes which resulted in 442 injuries and 11 deaths. Since 2016, Perris officers have issued a total of 14,835 citations for traffic violations. Despite continued efforts to reduce injury crashes, local data shows an upward trend of fatal crashes and injury crashes from the previous year 2017, which resulted in 430 total injuries and 07 deaths. An increase of 12 injuries and 04 deaths.

Alcohol-involved fatalities and alcohol-involved injuries have occurred in the city of Perris every year and are increasing each year. Since 2016, there has been a total of alcohol-involved traffic crashes resulting in 260 injuries and 6 deaths. With the help of 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 crashes. With the help of 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 crashes.

The top three primary crash factors for the calendar year of 2018 were unsafe speed, improper turning and traffic signals and sign violations. These three crash factor categories were determined to be the primary crash factor in 306 of the 598 of the crashes that occurred during the calendar year. Unsafe speed accounted for 2,598 of the 4,893 citations our officers issued in 2018. There are documented statistics showing traffic crashes 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 crashes, injuries and deaths.

Rancho Mirage, California, measures 25 square miles and is home to about 18,070 permanent residents and about 9,300 seasonal residents. In addition, Rancho Mirage is a popular vacation destination to people



from all over the world and has numerous hotels and resorts within its city limits. According to our local records, there were 811 traffic crashes reported (written) in the City of Rancho Mirage from January 01, 2016 to December 31, 2018. This is an average of more than 23 traffic crashes every month. In these 811 crashes, 8 were fatal crashes resulting in the loss of 10 lives and were injury crashes resulting in the injury of 405 people. Alcohol and or drug impairment was a factor in 38% (3) of the fatal traffic crashes and 7% (21) of the injury traffic crashes. During this time, officers of the Rancho Mirage Police Department arrested 176 drivers for driving while impaired by alcohol or drugs. Furthermore, the City of Rancho Mirage currently has 95 active retail liquor licenses issued for various establishments in the city listed by the California Department of Alcoholic Beverage Control.

The top three primary crash factors in the calendar years of 2016-2018 were unsafe speed, improper turning and automotive right-of-way violations. These three crash factor categories were determined to be the primary crash factors in 447 (55%) of the 811 crashes that occurred during the calendar years of 2016-2018. Unsafe speed accounted for 261 (32%) of the crashes, improper turning accounted for 104 (13%) of the crashes, and automotive right-of-way violations accounted for 82 (10%) of the crashes. In calendar years of 2016-2018, the City of Rancho Mirage had eight (8) fatal traffic crashes, of which, six (3) were the result of alcohol and/or drug use.

San Jacinto, California measures 26.1 square miles, and is home to 48,254 people. According to local crash data, the San Jacinto Sheriff's Station wrote 1756 crash reports from January 01, 2016 to December 31, 2018. This equated to more than 48 written crash reports each month. In these crashes, 24 people were killed, and 889 people were injured. Alcohol or drugs were a factor in 31 of these crashes. One hundred three (103) crashes involved pedestrians or bicyclist resulting in 82 injuries and 11 fatalities. During this period the San Jacinto Sheriff's station arrested 347 people for driving while impaired by alcohol or drugs. This is an average of 9 DUI's per month. The top three primary crash factors were: unsafe speed, improper turning movements and right of way violations. These three crash factor categories were determined to be the primary crash factor in 1044 of the 1756 crash that occurred.

The City of Temecula covers 37.28 square miles and serves a population of 114,472. Since 2010, Temecula has increased in population by 14.3%. For the year 2018, Temecula had a total of 389 traffic crashes, which resulted in injury or death. According to local data, in 2017, Temecula had 442 traffic crashes resulting in injury or death. In 2018, Temecula officers wrote 13,664 hazardous violation citations. Despite our continued efforts in reducing injury crashes, local data shows an upward trend in injury crashes in Temecula.

Alcohol-involved fatalities and/or alcohol-involved injury crashes have occurred every year, since 2012 in Temecula. The City of Temecula has 273 retail on and 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, creating more traffic to and from the casino, especially during large events. Traffic crashes 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 number of DUI warrants in the city by serving DUI warrants 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 2018, 9.58% of all injury traffic crashes involved a motorcyclist and 8.72% in 2017. Temecula had two fatalities involving a motorcyclist in 2018 and one fatalities in 2017. The City of Temecula is a frequented location for motorcyclists. Motorcyclists patronize businesses in old-town Temecula and is home to 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 crashes 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. Four hundred forty-four (444) DUI arrests were made in 2019 in the city of Temecula.



The top primary crash factor for crashes 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 crashes. 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 crashes 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 crashes in school zones.

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 a 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.

The city continues to experience a high level of suspended and unlicensed drivers, as well as DUI's. In 2018 the city of Wildomar experienced 3 fatal traffic crashes, of which 1 was alcohol related, and 79 injury traffic crashes. Of those, 21 were alcohol related and caused 7 persons to be injured. This is still an unacceptable level of alcohol related crashes, deaths and injuries for a city of just over 32,000 residents.

## 2. PERFORMANCE MEASURES

### A. Goals:

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

<b>B. Objectives:</b>	<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 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.	130
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.	156



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).	68
10. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	41
11. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	12
12. Conduct highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary crash factor violations by motorcyclists and other drivers.	3
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 crashes resulting from violations made by pedestrians, bicyclists, and drivers.	11
15. Conduct Know Your Limit campaigns with an effort to reach members of the community.	10
16. Conduct highly visible collaborative DUI Enforcement operations	5
17. Conduct highly visible collaborative Traffic Enforcement operations	4
<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 crash locations. <u>Media Requirements</u></li> <li>• 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 <a href="mailto:pio@ots.ca.gov">pio@ots.ca.gov</a>, and copied to your OTS Coordinator, 14 days prior to the issuance date of the release.</li> </ul>	
<b>B. Phase 2 – Program Operations (Throughout Grant Year)</b>	
<ul style="list-style-type: none"> <li>• The department will work to create media opportunities throughout the grant period to call attention to the innovative program strategies and outcomes. <u>Media Requirements</u></li> <li>• Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at <a href="mailto:pio@ots.ca.gov">pio@ots.ca.gov</a>, with a copy to your OTS</li> </ul>	



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)**

1. Prepare and submit invoice claims (due January 30, April 30, July 30, and October 30)
2. Prepare and submit Quarterly Performance Reports (QPR) (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.



**GRANT AGREEMENT**

Schedule B

PT21042

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
164AL-21	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$756,600.00
402PT-21	20.600	State and Community Highway Safety	\$331,000.00
405c TR-21	20.616	State Traffic Safety Information System Improvements	\$20,800.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
<b>A. PERSONNEL COSTS</b>				
Positions and Salaries				
<b>Straight Time</b>				
Administrative Services Analyst	164AL-21	\$3,794.40	12	\$45,533.00
Benefits-Administrative Services Analyst @ 54.90%	164AL-21	\$45,533.00	1	\$24,998.00
Administrative Service Analyst	402PT-21	\$2,529.60	12	\$30,355.00
Benefits-Administrative Service Analyst @ 54.90%	402PT-21	\$30,355.00	1	\$16,665.00
Accounting Technician	164AL-21	\$3,386.85	12	\$40,642.00
Benefits-Accounting Technician @ 53.42%	164AL-21	\$40,642.00	1	\$21,711.00
Accounting Technician	402PT-21	\$2,257.90	12	\$27,095.00
Benefits-Accounting Technician @ 53.42%	402PT-21	\$27,095.00	1	\$14,474.00
<b>Overtime</b>				
DUI/DL Checkpoints	164AL-21	\$10,389.00	31	\$322,059.00
DUI Saturation Patrols	164AL-21	\$2,896.00	68	\$196,928.00
Collaborative DUI Enforcement	164AL-21	\$3,684.00	5	\$18,420.00
Know Your Limit	164AL-21	\$2,823.00	10	\$28,230.00
Benefits OT @ 6.72%	164AL-21	\$565,637.00	1	\$38,011.00
Traffic Enforcement	402PT-21	\$2,929.00	41	\$120,089.00
Collaborative Traffic Enforcement	402PT-21	\$3,684.00	4	\$14,736.00
Distracted Driving	402PT-21	\$2,528.00	12	\$30,336.00
Motorcycle Safety	402PT-21	\$3,857.00	3	\$11,571.00
Night-time Click It Or Ticket	402PT-21	\$3,242.00	5	\$16,210.00
Pedestrian and Bicycle Enforcement	402PT-21	\$2,363.00	11	\$25,993.00
Benefits OT @ 6.72%	402PT-21	\$218,935.00	1	\$14,712.00
Category Sub-Total				\$1,058,768.00
<b>B. TRAVEL EXPENSES</b>				
In State Travel	402PT-21	\$6,173.00	1	\$6,173.00
				\$0.00
Category Sub-Total				\$6,173.00
<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>				
DUI Checkpoint Supplies	164AL-21	\$20,068.00	1	\$20,068.00
Educational Materials	402PT-21	\$500.00	1	\$500.00
Office Supplies	402PT-21	\$2,091.00	1	\$2,091.00
Zebra Portable Citation Printer	405c TR-21	\$1,000.00	7	\$7,000.00
Getac T800 Mini Tablet MDC	405c TR-21	\$4,200.00	2	\$8,400.00
Bosch CDR 900 Upgrade Kit	405c TR-21	\$4,000.00	1	\$4,000.00
EDR Kit for Tesla Vehicles	405c TR-21	\$1,400.00	1	\$1,400.00
Category Sub-Total				\$43,459.00
<b>F. INDIRECT COSTS</b>				
				\$0.00
Category Sub-Total				\$0.00
<b>GRANT TOTAL</b>				<b>\$1,108,400.00</b>



**BUDGET NARRATIVE**

**PERSONNEL COSTS**

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, compile, and submit all the quarterly reporting data for the grant.

Benefits-Administrative Services Analyst @ 54.90% - Benefits @ 54.90%

- Unemployment Insurance 0.20%
- Social Security/FICA (OASDI) 6.20%
- Medicare 1.45%
- Short-Term Disability 0.76%
- Life Insurance 0.09%
- Health Insurance 15.54%
- Healthy Subsidy 0.59%
- Retirement 24.44%
- Pension Plan 0.33%
- Training Fund 0.03%
- Worker's Compensation 5.27%

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, compile, and submit all the quarterly reporting data for the grant.

Benefits-Administrative Service Analyst @ 54.90% - Benefits @ 54.90%

- Unemployment Insurance 0.20%
- Social Security/FICA (OASDI) 6.20%
- Medicare 1.45%
- Short-Term Disability 0.76%
- Life Insurance 0.09%
- Health Insurance 15.54%
- Healthy Subsidy 0.59%
- Retirement 24.44%
- Pension Plan 0.33%
- Training Fund 0.03%
- Worker's Compensation 5.27%

Accounting Technician - The Accounting Technician will work with the funded contract cities to collect the information for submission of quarterly claims and all required back up documentation. The Accounting Technician will compile all the quarterly financial claim data for the grant.

Benefits-Accounting Technician @ 53.42% - Benefits @ 53.42%

- Unemployment Insurance 0.20%
- Social Security/FICA (OASDI) 6.20%
- Medicare 1.45%
- Long-Term Disability 0.60%
- Life Insurance 0.08%
- Health Insurance 14.47%
- Retirement 24.44%
- Pension Plan 0.31%



Training Fund 0.03%  
Health Subsidy 0.37%  
Worker's Compensation 5.27%

Accounting Technician - The Accounting Technician will work with the funded contract cities to collect the information for submission of quarterly claims and all required back up documentation. The Accounting Technician will compile all the quarterly financial claim data for the grant.

Benefits-Accounting Technician @ 53.42% - Benefits @ 53.42%

Unemployment Insurance 0.20%  
Social Security/FICA (OASDI) 6.20%  
Medicare 1.45%  
Long-Term Disability 0.60%  
Life Insurance 0.08%  
Health Insurance 14.47%  
Retirement 24.44%  
Pension Plan 0.31%  
Training Fund 0.03%  
Health Subsidy 0.37%  
Worker's Compensation 5.27%

DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Collaborative DUI Enforcement - Overtime for grant funded Collaborative DUI Enforcement operations conducted by appropriate department personnel

Know Your Limit - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.

Benefits OT @ 6.72% - Benefits-Enforcement Activity OT @ 6.72%

Medicare 1.45%  
Worker's Comp 5.27%

Sworn personnel have a benefit rate of 6.72%, classified personnel have a rate of 12.92%

Medicare 1.45%  
Worker's Comp 5.27%  
Social Ssecurity 6.20%

Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Collaborative Traffic Enforcement - Overtime for grant funded Collaborative Traffic Enforcement operations conducted by appropriate department personnel

Distracted Driving - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Motorcycle Safety - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.



Night-time Click It Or Ticket - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Benefits OT @ 6.72% - Benefits-Enforcement Activity OT @ 6.72%

Medicare 1.45%  
Worker's Comp 5.27%

Sworn personnel have a benefit rate of 6.72%, classified personnel have a rate of 12.92%

Medicare 1.45%  
Worker's Comp 5.27%  
Social Ssecurity 6.20%

#### TRAVEL EXPENSES

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 Lifesavers conference. 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.

#### CONTRACTUAL SERVICES

-

#### EQUIPMENT

-

#### OTHER DIRECT COSTS

DUI Checkpoint Supplies - On-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), 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.

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

Office Supplies - Used for standard office supplies to support grant related activities, grant monitoring and reporting. Costs may include paper, toner, ink cartridges, CDs/DVDs and desk top supplies such as pens, pencils, binders, folders, flip charts, easels and clips. Excludes office furnishings and fixtures such as but not limited to the following: desk, chair, table, shelving, coat rack, credenza, book, filing cabinet, floor covering, office planter, storage cabinet, portable partition, picture, wall clock, draperies and hardware, and fixed lighting/lamp. Additional items may be purchased if approved by OTS.

Zebra Portable Citation Printer - Printers will assist with primary crash factor enforcement by expediting the stop and will help in calculating the primary crash factor data. Zebra ZQ520 Citation Printers: The La Quinta Traffic Team is currently utilizing Zebra RW420 Citation Printers which have been discontinued by Zebra. The equipment is between 10 and 15 years old and have recently begun to degrade to point where they are unable to be used.

Getac T800 Mini Tablet MDC - With the availability of the Getac Mini Tablet, our motorcycle enforcement officers will be able to utilize the department's CAD function to conduct driving history and criminal history investigations on traffic stops yielding more suspended driver and warrant arrests. This also allows motorcycle enforcement officers to be viewed on our departments AVL which shows the real time location of units. This is imperative in response to recent motorcycle enforcement officer deaths in the area.



Bosch CDR 900 Upgrade Kit - Bosch CDR 900 Upgrade Kit. "The CDR 900 Upgrade Kit is essential for the coming support of new vehicle model years and EDR systems; including the addition of new OEM vehicle support and General Motors active safety system event data readout." The purchase includes all necessary power cables and on-board Diagnostic Data (OBD) cables and adapters. Currently we have two deputies trained and able to use this technology as part of our reconstruction investigation.

EDR Kit for Tesla Vehicles - EDR Retrieval Hardware Kit for Tesla vehicles including a Tesla Model S EDR Cable. This kit contains all the hardware required to download the Event Data Recorder (EDR) data that may be stored in Tesla Model 3, Model S and Model X vehicles. This kit would be necessary in the investigation of any collision involving a Tesla.

**INDIRECT COSTS**

-

**STATEMENTS/DISCLAIMERS**

Program Income default statement:

There will be no program income generated from this grant.

Salaries default statement:

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.

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.



**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 State in a high-risk grantee status in accordance with 49 CFR 18.12.

The Officials named 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:

**GENERAL REQUIREMENTS**

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 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—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. 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;
- c. 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;
- d. 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
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement 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.

#### **POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

#### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.



### INSTRUCTIONS FOR ADDING OR UPDATING GEMS USERS

1. Each agency is allowed a total of **FIVE (5) GEMS Users**.
2. GEMS Users listed on this form will be authorized to login to GEMS to complete and submit Quarterly Performance Reports (QPRs) and reimbursement claims.
3. Complete the form if adding, removing or editing a GEMS user(s).
4. The Grant Director, Fiscal Official or Authorizing Official must sign and return it with the Grant Agreement.

#### Grant Details

Grant Number:	PT21042
Agency Name:	Riverside County Sheriff's Department
Grant Title:	Selective Traffic Enforcement Program (STEP)
Agreement Total:	\$1,108,400.00
Authorizing Official:	Chad Bianco
Fiscal Official:	Antonio Saldana
Grant Director:	Laronte Groom

#### Current GEMS User(s)

**1. Madeleine Dom**

Title: Accounting Technician II

Phone: (951) 955-4742

Email: mdom@riversidesheriff.org

Media Contact: No

**2. Sally Lopez**

Title: Administrative Services Analyst II

Phone: (951) 955-4743

Email: sallopez@riversidesheriff.org

Media Contact: No



Complete the below information if adding, removing or editing a GEMS user(s)

<b>GEMS User 1</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 2</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 3</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 4</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 5</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
Form completed by:		Date:	
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.			
Signature		Name	
Date		Title	



State of California – Office of Traffic Safety  
GRANT AGREEMENT


GRANT NUMBER  
PT21042

to Riverside County Clerk of the Board, Stop 1010  
Post Office Box 1147, Riverside, Ca 92502-1147

Thank you.

<b>1. GRANT TITLE</b> Selective Traffic Enforcement Program (STEP)			
<b>2. NAME OF AGENCY</b> Riverside County		<b>3. Grant Period</b> From: 10/01/2020 To: 09/30/2021	
<b>4. AGENCY UNIT TO ADMINISTER GRANT</b> Riverside County Sheriff's Department			
<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 crash factors. The funded strategies may include impaired driving enforcement, enforcement operations focusing on primary crash 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 crashes, 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: \$1,108,400.00</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> <li>Exhibit C – Grant Electronic Management System (GEMS) Access</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>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>			
<b>8. Approval Signatures</b>			
<b>A. GRANT DIRECTOR</b> NAME: Laronte Groom TITLE: Grants Manager EMAIL: lrgroom@riversidesheriff.org PHONE: (951) 955-2718 ADDRESS: 4095 Lemon Street, 1st Floor Riverside, CA 92501-3600		<b>B. AUTHORIZING OFFICIAL</b> NAME: Chad Bianco TITLE: Sheriff-Coroner-PA EMAIL: jbianco@riversidesheriff.org PHONE: (951) 955-2400 ADDRESS: 4095 Lemon Street, 2nd Floor Riverside, CA 92501-3600	
(Signature) (Date)		(Signature) (Date)	
<b>C. FISCAL OFFICIAL</b> NAME: Antonio Saldana TITLE: Finance Director EMAIL: asaldana@riversidesheriff.org PHONE: 951-955-2709 ADDRESS: 4095 Lemon Street, 3rd Floor Riverside, CA 92501-3600		<b>D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY</b> NAME: Barbara Rooney TITLE: Director EMAIL: barbara.rooney@ots.ca.gov PHONE: (916) 509-3030 ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758	
(Signature) (Date)		(Signature) (Date)	

APPROVED AS TO FORM:  
Gregory P. Priamos, County Counsel

By:   
Susanna Oh  
Deputy County Counsel

*Sheriff*  
Bos 9/29/20  
MT9#13489  
Attachment Page 1 of 25  
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<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
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
					<b>AGREEMENT TOTAL</b>	<b>\$1,108,400.00</b>
					<b>AMOUNT ENCUMBERED BY THIS DOCUMENT</b>	
					<b>\$1,108,400.00</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>PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT</b>	
					<b>\$ 0.00</b>	
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED		<b>TOTAL AMOUNT ENCUMBERED TO DATE</b>	
					<b>\$1,108,400.00</b>	



## 1. PROBLEM STATEMENT

The Riverside County Sheriff's Department contracts with the following cities for this year: Coachella, Eastvale, Jurupa Valley, La Quinta, Lake Elsinore, Moreno Valley, Norco, Palm Desert, Perris, Rancho Mirage, San Jacinto, Temecula, and Wildomar. Fatal driving under the influence (DUI) crash data 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 include Halloween, Super Bowl Sunday, and Cinco de Mayo. Significant progress has been made in reducing the frequency of fatal DUI crashes 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 underlines the need for law enforcement to continue to coordinate outreach efforts with community-based organizations and the media. To reduce the incidence of DUI related traffic crashes, each city has outlined the primary traffic problems facing their community.

The City of Coachella hosts multiple annual event and festivals that draw an influx of seasonal residents and tourists. The City of Coachella does not employ a full-time traffic team, straining on the Sheriff's Department ability to enforce DUI problems and other traffic related issues. These special events increase DUI traffic issues, including DUI arrests and/or DUI crashes, adding to safety concerns for the public traveling local roadways. Since the legislation of recreational cannabis, DUI's have increased as drivers continue to learn their drug tolerance boundaries.

In 2018, DUI related fatalities decreased, but the number of DUI related crashes and DUI related crashes causing injuries both increased. From 2016 – 2018, the Coachella Police Department investigated 261 injury-related traffic crashes, resulting in 266 injuries. Of those injuries, 8 resulted in fatalities. Preliminary statistics for 2019 revealed 91 injury-related traffic crashes, resulting in 93 injuries, and 4 fatalities. The Coachella Police department, using grant funds from previous years, have made traffic and DUI enforcement a priority, and are experiencing positive results from those efforts.

The top primary crash factors in 2018 were unsafe speed, improper turning, traffic signals and signs violations. These crash factors account for nearly 58% of the 70 reported injury-related crashes that occurred that year. These crash factors are commonly associated with distracted drivers and distracted driving which is believed to be an associated factor in many of these crashes. Distracted driving continues to be an ongoing problem in the City of Coachella, as with most other cities, and it will continue to increase with the further development of technology.

The staff assigned and deployed to Eastvale includes 1 Captain, 1 Lieutenant, 4 Sergeants, 17 Patrol Officers. The staff assigned to the Eastvale Traffic Team includes 1 Lieutenant, 1 Sergeant, 2 Accident Investigation Officers, 2 Motorcycle Officer, and 2 Community Service Officers. Staffing levels for the Traffic Team has grown by 2 Motorcycle Officer since inception. Prior to the Eastvale Traffic Team, traffic services were provided by the California Highway Patrol. Over the past 3 years, Eastvale has seen a steady growth in traffic crashes. A majority of the city is residential. From 2016 to 2019 the city has been consistent in traffic crashes during the daytime and nighttime hours.

During October 1, 2018, through September 30, 2019, The Eastvale Traffic Team responded to 279 calls for service regarding drunk/drugged drivers. Of those calls for service, 71.69 % of the suspected DUI drivers were not contacted. The high percentage of DUI non-contacts was due to the lack of available patrol/traffic officers to locate the motorists, because of low staffing levels permitted by city budget. During the same time frame, there were 219 hit and run crashes. Statistics suggest hit and run crashes occur when the driver is either impaired or unlicensed. Funds will be used by the Eastvale Traffic Team for DUI Saturation Patrols to saturate the streets and decrease the percentage of suspected DUI drivers that are not contacted due to low police staffing levels and locate motorists involved in hit and run crashes.



During the period of October 1, 2018, through September 30, 2019, The Eastvale Traffic Team responded to 977 traffic crashes. Traffic crashes are preventable and occur when one or both drivers commit a traffic violation. The Eastvale Traffic Team tracks primary crashes factors (PCF) and locations where the majority of crashes occurred. The Eastvale Traffic Team wrote traffic citations in these areas for the most common PCFs. Although there is no validated traffic index, there is a correlation showing when officers write citations at locations where crashes have occurred, the crash rate decreases, injuries resulting from crashes, and deaths from traffic crashes. From October 1, 2018, to September 30, 2019, the city of Eastvale has shown 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 crashes.

During this time frame, there were 330 calls for service related to street racing and reckless driving. A third of these calls for service generated a written crash or vandalism report. The minimum time it takes to investigate street racing activity is 30 minutes, for a total of 165 man-hours. The Jurupa Valley Station (Eastvale) will use grant funds to conduct operations targeting illegal street racing and reckless driving. Grant funding will reduce the amount of crashes, injuries, and officer's time investigating this activity.

The Eastvale Traffic Team will be able to provide focused enforcement in areas where the majority of crashes have occurred; therefore, decreasing the amount of overall traffic crashes, including injuries resulting from crashes, and traffic deaths. The traffic enforcement operations that will help the Eastvale Traffic Team accomplish this task are: Traffic Enforcement Operations, Distracted Driving Operations, Motorcycle Safety Enforcement Operations, Pedestrian Safety Operations, and Traffic Safety Education Presentations.

The City of Jurupa Valley incorporated on July 1, 2011 and contracts with the Riverside County Sheriff's Department for all law enforcement services, which includes traffic enforcement. The City of Jurupa Valley covers a 44-square mile area encompassing the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. The daily staff assigned and deployed to the Jurupa Valley Sheriff's Station includes 1 captain, 1 lieutenant, 2 sergeants and 14 patrol officers. The staff assigned to the Jurupa Valley Traffic Team includes 1 lieutenant, 1 sergeant, 2 accident investigation officers, 2 accident investigation officers primarily targeting DUI offenders, 1 commercial enforcement officer, 2 motorcycle officers, and 2 community service officers. Staffing levels for the Traffic Team has grown by 2 motorcycle officers since inception. Prior to the development of the Jurupa Valley Police Traffic Team, traffic services were provided by the California Highway Patrol. Over the past 3 years, Jurupa Valley has experienced a steady growth in traffic crashes. From 2016 to 2019 the percentage of traffic crashes during the daytime and nighttime hours has increased.

During October 1, 2018, through September 30, 2019, The Jurupa Valley Traffic Team responded to 763 calls for service regarding intoxicated (drunk or drugged) drivers. Of those calls for service, 75.10% of the suspected DUI drivers were not located or contacted. During this same time frame, there were 530 hit and run crashes. Statistics suggest hit and run crashes occur when the driver is either impaired or unlicensed. Funds will be used by the Jurupa Valley Traffic Team for DUI saturation and traffic enforcement patrols 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 crashes, which will assist in decreasing these issues. During October 1, 2018, through September 30, 2019, officers assigned to the Jurupa Valley Traffic Team responded to 200 non-injury DUI related traffic crashes and 63 injury crashes related to DUI drivers. During this same time period, officers made 190 pro-active DUI arrests that did not result in a traffic crash.

During the period of October 1, 2018, through September 31, 2019, the Jurupa Valley Traffic Team responded to 2,603 traffic crashes. Traffic crashes are preventable and occur when one or both drivers commit a traffic violation. The Jurupa Valley Traffic Team tracks primary crashes factors (PCF) and locations where the majority of crashes occurred. The Jurupa Valley Traffic Team monitored and wrote traffic citations in these areas for the most common PCFs. Although there is no validated traffic index, there is a correlation showing when officers write citations at locations where crashes have occurred, the crash rate decreases, injuries resulting from crashes, and deaths from traffic crashes.



From October 1, 2018, to September 31, 2019, 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 crashes due to their reckless nature. During this time frame, there were 914 calls for service related to street racing and reckless driving. A third of these calls for service generated a written crash or vandalism report. The minimum time it takes to investigate street racing activity is 30 minutes, for a total of 165 man-hours. The Jurupa Valley Station will use grant funds to conduct operations targeting illegal street racing and reckless driving. Funding will reduce the amount of crashes, injuries, and officer's time investigating this activity.

The Jurupa Valley Traffic Team will be able to provide focused enforcement in areas where the majority of crashes have occurred; therefore, decreasing the amount of traffic crashes, injuries resulting from crashes, and deaths from traffic crashes. The traffic enforcement operations that will assist the Jurupa Valley Traffic Team in accomplishing this task are: Traffic Enforcement Operations, Distracted Driving Operations, Motorcycle Safety Enforcement Operations, Pedestrian Safety Operations, and Traffic Safety Education Presentations.

The City of La Quinta, California, is 36 square miles and home to 40,956 permanent residents. During the months of November through April, the number of residents increases to approximately 100,000 residents due to seasonal residents returning, tourism and Coachella/Stagecoach Music Festival attendees. This large increase in population strains the police department and its ability to enforce DUI problems and other traffic related issues. This influx of residents and tourists, especially as it relates to the music festival attendees, increases DUI related traffic issues including DUI arrests or DUI crashes, adding to safety concerns for permanent residents traveling local roadways. As a reference, in April 2018, La Quinta investigated its first motorcycle involved fatal in relation to the music festivals.

Since the legislation of recreational cannabis, DUI's have increased as drivers continue to learn their drug tolerance boundaries. The top three primary crash factors in the calendar year of 2018 were unsafe speed, unsafe lane change and auto right of way violations. These crash factors are commonly associated with distracted drivers which is believed to be an associated factor in many of these crashes. In 2018 La Quinta experienced a slight decrease in fatal crashes, but experienced an increase in injury traffic crashes; eleven of which were DUI.

The Lake Elsinore Police Department serves a community of over 65,000 residences and is a major thoroughfare for Riverside County with Interstate 15 passing through the city. State Highway 74 and Railroad Canyon road provide main arteries for residents of Canyon Lake, Menifee, Perris and several unincorporated communities to Interstate 15. Highway 74 (Ortega Highway) provides a direct route to and from 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.

The city continues to experience a high level of suspended and unlicensed drivers, as well as DUI's. In 2018 the city of Lake Elsinore experienced 16 fatal traffic crashes, of which 5 was alcohol related, and 295 injury traffic crashes. Of those, 14 were alcohol related and caused 24 persons to be injured. This is still an unacceptable level of alcohol related crashes, deaths and injuries for a city of just over 65,000 residents. Additionally, the city has experienced a level of unlicensed and suspended drivers that continues to be unacceptable. Of the 6096 citations issued in the city, 539 were for either unlicensed or suspended drivers.

During the 2018-2019 grant period, the Moreno Valley Station Traffic Unit responded to 1450 traffic crashes requiring a written report. Of the 1450 documented crashes, there were 13 fatality crashes and 661 injury crashes. A total of 309 DUI arrests were made during the 2018-2019 grant period. During the 2017-2018 grant period, there was a total of 11 fatal traffic crashes, 7 of which (63.6%) were caused by a DUI driver. Of the 13 fatality crashes in the 2018-2019 grant period, 8 (61.5%) were the result of driving under the influence. In the 2017-2018 grant period, there were a total of 706 injury crashes, 95 of which (13.5%) were caused by a DUI driver. Of the 661 injury crashes in the 2018-2019 grant period, 75 (11.3%) were the result of driving under the influence.



Although the number of fatal traffic crashes increased from 11 in 2017-2018 to 13 in 2018-2019, the percentage of crashes caused by a DUI driver decreased by 2.1%. Not only did injury crashes decrease from 706 to 661, the percentage of those caused by a DUI driver also decreased by 2.2%. One area of concern involves the increase of hit-and-run fatal and injury crashes. There were 0 fatal crashes in 2017-2018 and 2 in 2018-2019. The number of hit-and-run injury crashes also increased from 63 to 74. Pedestrian fatalities remained unchanged from 2017-2018 to 2018-2019 with 7 fatal crashes each year. Although Moreno Valley did not see a rise in pedestrian fatalities, the issue continues to be a major concern. Fatal pedestrian crashes have accounted for 54% and 64% of the fatalities over the last two grant periods respectively.

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 crashes increasing from 53 in 2013 to 55 in 2019. Additionally, fatal crashes increased from 1 in 2013 to 2 in 2015, 1 in 2016, 1 in 2017, 1 in 2018 and 1 in 2019. Driving under the influence investigations increased from 144 in 2013 to 196 in 2019 (RSD Data Warehouse Bookings program) and Hit and Run Traffic Crashes have increased from 74 in 2013 to 137 in 2019.

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 crashes 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 the entire division. The elimination of the traffic division directly correlates with the steady increase in traffic crashes from 507 in 2013 to 590 in 2019.

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, a crash involving a horse and rider pose a far greater risk of injury than a vehicle versus vehicle. Additionally, the city has experienced an increase in hit and run traffic crashes 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 crashes have increased from 74 in 2013 to 137 in 2019; an 85% increase. There are no figures to indicate the number of hit and run traffic crashes that are a direct result of DUI drivers, a strong argument can be made when comparing the rise of hit and run traffic crashes and the number of DUI investigation statistics. DUI saturation patrols will be conducted in areas within the city that have had numerous reports of suspected drunk and drugged drivers. These areas include the two main roadway access points from other cities that enter into Norco and have a high rate of DUI related traffic crashes. The affected areas have statistical crash data that support the need for DUI saturation patrols.

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



The City of Norco hosts several city events that attract thousands of motorists to the area. These events include rodeos, fairs, concerts and other seasonal events where alcoholic beverages are provided. Many of the event visitors and participants are not familiar with the city traffic laws and therefore, exceed the posted speed limits and negotiate unlawful turning movements. Traffic and speed enforcement are needed to prevent crashes. As a result of the vehicle crashes in and around the Norco College, Norco High School and other areas within the community, distracted driving enforcement directed toward vehicle operators that use handheld devices, such as cellular phones, while driving a vehicle will be conducted. Enforcement actions will take place in areas where vehicle crashes have occurred with an associate crash factor including inattention, handheld device or texting.

Due to the unique equestrian lifestyle and the large number of licensed alcohol establishments in Norco, equestrian safety along major roadways and intersections is of utmost importance. Deputies conducted pedestrian enforcement operations during the 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. The Norco Sheriff's Office will participate with community projects to educate the public on the dangers of DUI and traffic safety and continue to participate with the United Norconians for Life Over Alcohol and Drugs (UNLOAD), a community-based organization. This program is a collaborative coalition between the Norco Sheriff's Office, City of Norco, Corona-Norco Unified School District and community members/businesses with a mission to educate the public on traffic safety and the consequences of under-age drinking.

The City of 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 680 traffic crashes reported (written) in the City of Palm Desert from January 01, 2016 to December 31, 2018. In these 680 crashes, 13 were fatal crashes and 231 were injury crashes. Alcohol and or drug impairment was a factor in 38% (5) of the fatal traffic crashes and 14% (33) of the injury traffic crashes. During this time, deputies of the Palm Desert Traffic Bureau arrested 511 drivers for driving while impaired by alcohol or drugs.

The top three primary crash factors in the calendar years of 2016-2018 were unsafe speed, driving under the influence, improper turning violations. These three crash factor categories were determined to be the primary crash factors in 308 (45%) of the 680 crashes that occurred during the calendar years of 2016-2018. Unsafe speed accounted for 143 (21%) of the crashes, driving under the influence accounted for 82 (12%) of the crashes, and improper turning violations accounted for 81 (12%) of the crashes.

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 79,133 full time residents. During the calendar year of 2018, the city had a total of 598 traffic crashes which resulted in 442 injuries and 11 deaths. Since 2016, Perris officers have issued a total of 14,835 citations for traffic violations. Despite continued efforts to reduce injury crashes, local data shows an upward trend of fatal crashes and injury crashes from the previous year 2017, which resulted in 430 total injuries and 07 deaths. An increase of 12 injuries and 04 deaths.

Alcohol-involved fatalities and alcohol-involved injuries have occurred in the city of Perris every year and are increasing each year. Since 2016, there has been a total of alcohol-involved traffic crashes resulting in 260 injuries and 6 deaths. With the help of 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 crashes. With the help of 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 crashes.

The top three primary crash factors for the calendar year of 2018 were unsafe speed, improper turning and traffic signals and sign violations. These three crash factor categories were determined to be the primary crash factor in 306 of the 598 of the crashes that occurred during the calendar year. Unsafe speed accounted for 2,598 of the 4,893 citations our officers issued in 2018. There are documented statistics showing traffic crashes 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 crashes, injuries and deaths.

Rancho Mirage, California, measures 25 square miles and is home to about 18,070 permanent residents and about 9,300 seasonal residents. In addition, Rancho Mirage is a popular vacation destination to people

from all over the world and has numerous hotels and resorts within its city limits. According to our local records, there were 811 traffic crashes reported (written) in the City of Rancho Mirage from January 01, 2016 to December 31, 2018. This is an average of more than 23 traffic crashes every month. In these 811 crashes, 8 were fatal crashes resulting in the loss of 10 lives and were injury crashes resulting in the injury of 405 people. Alcohol and or drug impairment was a factor in 38% (3) of the fatal traffic crashes and 7% (21) of the injury traffic crashes. During this time, officers of the Rancho Mirage Police Department arrested 176 drivers for driving while impaired by alcohol or drugs. Furthermore, the City of Rancho Mirage currently has 95 active retail liquor licenses issued for various establishments in the city listed by the California Department of Alcoholic Beverage Control.

The top three primary crash factors in the calendar years of 2016-2018 were unsafe speed, improper turning and automotive right-of-way violations. These three crash factor categories were determined to be the primary crash factors in 447 (55%) of the 811 crashes that occurred during the calendar years of 2016-2018. Unsafe speed accounted for 261 (32%) of the crashes, improper turning accounted for 104 (13%) of the crashes, and automotive right-of-way violations accounted for 82 (10%) of the crashes. In calendar years of 2016-2018, the City of Rancho Mirage had eight (8) fatal traffic crashes, of which, six (3) were the result of alcohol and/or drug use.

San Jacinto, California measures 26.1 square miles, and is home to 48,254 people. According to local crash data, the San Jacinto Sheriff's Station wrote 1756 crash reports from January 01, 2016 to December 31, 2018. This equated to more than 48 written crash reports each month. In these crashes, 24 people were killed, and 889 people were injured. Alcohol or drugs were a factor in 31 of these crashes. One hundred three (103) crashes involved pedestrians or bicyclist resulting in 82 injuries and 11 fatalities. During this period the San Jacinto Sheriff's station arrested 347 people for driving while impaired by alcohol or drugs. This is an average of 9 DUI's per month. The top three primary crash factors were: unsafe speed, improper turning movements and right of way violations. These three crash factor categories were determined to be the primary crash factor in 1044 of the 1756 crash that occurred.

The City of Temecula covers 37.28 square miles and serves a population of 114,472. Since 2010, Temecula has increased in population by 14.3%. For the year 2018, Temecula had a total of 389 traffic crashes, which resulted in injury or death. According to local data, in 2017, Temecula had 442 traffic crashes resulting in injury or death. In 2018, Temecula officers wrote 13,664 hazardous violation citations. Despite our continued efforts in reducing injury crashes, local data shows an upward trend in injury crashes in Temecula.

Alcohol-involved fatalities and/or alcohol-involved injury crashes have occurred every year, since 2012 in Temecula. The City of Temecula has 273 retail on and 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, creating more traffic to and from the casino, especially during large events. Traffic crashes 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 number of DUI warrants in the city by serving DUI warrants 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 2018, 9.58% of all injury traffic crashes involved a motorcyclist and 8.72% in 2017. Temecula had two fatalities involving a motorcyclist in 2018 and one fatalities in 2017. The City of Temecula is a frequented location for motorcyclists. Motorcyclists patronize businesses in old-town Temecula and is home to 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 crashes 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. Four hundred forty-four (444) DUI arrests were made in 2019 in the city of Temecula.



The top primary crash factor for crashes 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 crashes. 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 crashes 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 crashes in school zones.

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 a 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.

The city continues to experience a high level of suspended and unlicensed drivers, as well as DUI's. In 2018 the city of Wildomar experienced 3 fatal traffic crashes, of which 1 was alcohol related, and 79 injury traffic crashes. Of those, 21 were alcohol related and caused 7 persons to be injured. This is still an unacceptable level of alcohol related crashes, deaths and injuries for a city of just over 32,000 residents.

**2. PERFORMANCE MEASURES**

**A. Goals:**

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

**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 pio@ots.ca.gov, 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 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.	130
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.	156

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).	68
10. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	41
11. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	12
12. Conduct highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary crash factor violations by motorcyclists and other drivers.	3
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 crashes resulting from violations made by pedestrians, bicyclists, and drivers.	11
15. Conduct Know Your Limit campaigns with an effort to reach members of the community.	10
16. Conduct highly visible collaborative DUI Enforcement operations	5
17. Conduct highly visible collaborative Traffic Enforcement operations	4
<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 crash locations. <u>Media Requirements</u></li> <li>• 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 <a href="mailto:pio@ots.ca.gov">pio@ots.ca.gov</a>, and copied to your OTS Coordinator, 14 days prior to the issuance date of the release.</li> </ul>	
<b>B. Phase 2 – Program Operations (Throughout Grant Year)</b>	
<ul style="list-style-type: none"> <li>• The department will work to create media opportunities throughout the grant period to call attention to the innovative program strategies and outcomes. <u>Media Requirements</u></li> <li>• Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at <a href="mailto:pio@ots.ca.gov">pio@ots.ca.gov</a>, with a copy to your OTS</li> </ul>	



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)**

1. Prepare and submit invoice claims (due January 30, April 30, July 30, and October 30)
2. Prepare and submit Quarterly Performance Reports (QPR) (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
164AL-21	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$756,600.00
402PT-21	20.600	State and Community Highway Safety	\$331,000.00
405c TR-21	20.616	State Traffic Safety Information System Improvements	\$20,800.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
<b>A. PERSONNEL COSTS</b>				
Positions and Salaries				
<b>Straight Time</b>				
Administrative Services Analyst	164AL-21	\$3,794.40	12	\$45,533.00
Benefits-Administrative Services Analyst @ 54.90%	164AL-21	\$45,533.00	1	\$24,998.00
Administrative Service Analyst	402PT-21	\$2,529.60	12	\$30,355.00
Benefits-Administrative Service Analyst @ 54.90%	402PT-21	\$30,355.00	1	\$16,665.00
Accounting Technician	164AL-21	\$3,386.85	12	\$40,642.00
Benefits-Accounting Technician @ 53.42%	164AL-21	\$40,642.00	1	\$21,711.00
Accounting Technician	402PT-21	\$2,257.90	12	\$27,095.00
Benefits-Accounting Technician @ 53.42%	402PT-21	\$27,095.00	1	\$14,474.00
<b>Overtime</b>				
DUI/DL Checkpoints	164AL-21	\$10,389.00	31	\$322,059.00
DUI Saturation Patrols	164AL-21	\$2,896.00	68	\$196,928.00
Collaborative DUI Enforcement	164AL-21	\$3,684.00	5	\$18,420.00
Know Your Limit	164AL-21	\$2,823.00	10	\$28,230.00
Benefits OT @ 6.72%	164AL-21	\$565,637.00	1	\$38,011.00
Traffic Enforcement	402PT-21	\$2,929.00	41	\$120,089.00
Collaborative Traffic Enforcement	402PT-21	\$3,684.00	4	\$14,736.00
Distracted Driving	402PT-21	\$2,528.00	12	\$30,336.00
Motorcycle Safety	402PT-21	\$3,857.00	3	\$11,571.00
Night-time Click It Or Ticket	402PT-21	\$3,242.00	5	\$16,210.00
Pedestrian and Bicycle Enforcement	402PT-21	\$2,363.00	11	\$25,993.00
Benefits OT @ 6.72%	402PT-21	\$218,935.00	1	\$14,712.00
Category Sub-Total				\$1,058,768.00
<b>B. TRAVEL EXPENSES</b>				
In State Travel	402PT-21	\$6,173.00	1	\$6,173.00
				\$0.00
Category Sub-Total				\$6,173.00
<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>				
DUI Checkpoint Supplies	164AL-21	\$20,068.00	1	\$20,068.00
Educational Materials	402PT-21	\$500.00	1	\$500.00
Office Supplies	402PT-21	\$2,091.00	1	\$2,091.00
Zebra Portable Citation Printer	405c TR-21	\$1,000.00	7	\$7,000.00
Getac T800 Mini Tablet MDC	405c TR-21	\$4,200.00	2	\$8,400.00
Bosch CDR 900 Upgrade Kit	405c TR-21	\$4,000.00	1	\$4,000.00
EDR Kit for Tesla Vehicles	405c TR-21	\$1,400.00	1	\$1,400.00
Category Sub-Total				\$43,459.00
<b>F. INDIRECT COSTS</b>				
				\$0.00
Category Sub-Total				\$0.00
<b>GRANT TOTAL</b>				<b>\$1,108,400.00</b>

BUDGET NARRATIVE
<p><b>PERSONNEL COSTS</b>                      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, compile, and submit all the quarterly reporting data for the grant.</p>
<p>Benefits-Administrative Services Analyst @ 54.90% - Benefits @ 54.90%</p> <p>Unemployment Insurance 0.20%                      Social Security/FICA (OASDI) 6.20%                      Medicare 1.45%                      Short-Term Disability 0.76%                      Life Insurance 0.09%                      Health Insurance 15.54%                      Healthy Subsidy 0.59%                      Retirement 24.44%                      Pension Plan 0.33%                      Training Fund 0.03%                      Worker's Compensation 5.27%</p>
<p>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, compile, and submit all the quarterly reporting data for the grant.</p>
<p>Benefits-Administrative Service Analyst @ 54.90% - Benefits @ 54.90%</p> <p>Unemployment Insurance 0.20%                      Social Security/FICA (OASDI) 6.20%                      Medicare 1.45%                      Short-Term Disability 0.76%                      Life Insurance 0.09%                      Health Insurance 15.54%                      Healthy Subsidy 0.59%                      Retirement 24.44%                      Pension Plan 0.33%                      Training Fund 0.03%                      Worker's Compensation 5.27%</p>
<p>Accounting Technician - The Accounting Technician will work with the funded contract cities to collect the information for submission of quarterly claims and all required back up documentation. The Accounting Technician will compile all the quarterly financial claim data for the grant.</p>
<p>Benefits-Accounting Technician @ 53.42% - Benefits @ 53.42%</p> <p>Unemployment Insurance 0.20%                      Social Security/FICA (OASDI) 6.20%                      Medicare 1.45%                      Long-Term Disability 0.60%                      Life Insurance 0.08%                      Health Insurance 14.47%                      Retirement 24.44%                      Pension Plan 0.31%</p>



<p>Training Fund 0.03%  Health Subsidy 0.37%  Worker's Compensation 5.27%</p>
<p>Accounting Technician - The Accounting Technician will work with the funded contract cities to collect the information for submission of quarterly claims and all required back up documentation. The Accounting Technician will compile all the quarterly financial claim data for the grant.</p>
<p>Benefits-Accounting Technician @ 53.42% - Benefits @ 53.42%</p> <p>Unemployment Insurance 0.20%  Social Security/FICA (OASDI) 6.20%  Medicare 1.45%  Long-Term Disability 0.60%  Life Insurance 0.08%  Health Insurance 14.47%  Retirement 24.44%  Pension Plan 0.31%  Training Fund 0.03%  Health Subsidy 0.37%  Worker's Compensation 5.27%</p>
<p>DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.</p>
<p>DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.</p>
<p>Collaborative DUI Enforcement - Overtime for grant funded Collaborative DUI Enforcement operations conducted by appropriate department personnel</p>
<p>Know Your Limit - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.</p>
<p>Benefits OT @ 6.72% - Benefits-Enforcement Activity OT @ 6.72%</p> <p>Medicare 1.45%  Worker's Comp 5.27%</p> <p>Sworn personnel have a benefit rate of 6.72%, classified personnel have a rate of 12.92%</p> <p>Medicare 1.45%  Worker's Comp 5.27%  Social Ssecurity 6.20%</p>
<p>Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.</p>
<p>Collaborative Traffic Enforcement - Overtime for grant funded Collaborative Traffic Enforcement operations conducted by appropriate department personnel</p>
<p>Distracted Driving - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.</p>
<p>Motorcycle Safety - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.</p>

Night-time Click It Or Ticket - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Benefits OT @ 6.72% - Benefits-Enforcement Activity OT @ 6.72%

Medicare 1.45%  
Worker's Comp 5.27%

Sworn personnel have a benefit rate of 6.72%, classified personnel have a rate of 12.92%

Medicare 1.45%  
Worker's Comp 5.27%  
Social Ssecurity 6.20%

#### **TRAVEL EXPENSES**

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 Lifesavers conference. 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.

#### **CONTRACTUAL SERVICES**

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#### **EQUIPMENT**

-

#### **OTHER DIRECT COSTS**

DUI Checkpoint Supplies - On-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), 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.

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

Office Supplies - Used for standard office supplies to support grant related activities, grant monitoring and reporting. Costs may include paper, toner, ink cartridges, CDs/DVDs and desk top supplies such as pens, pencils, binders, folders, flip charts, easels and clips. Excludes office furnishings and fixtures such as but not limited to the following: desk, chair, table, shelving, coat rack, credenza, book, filing cabinet, floor covering, office planter, storage cabinet, portable partition, picture, wall clock, draperies and hardware, and fixed lighting/lamp. Additional items may be purchased if approved by OTS.

Zebra Portable Citation Printer - Printers will assist with primary crash factor enforcement by expediting the stop and will help in calculating the primary crash factor data. Zebra ZQ520 Citation Printers: The La Quinta Traffic Team is currently utilizing Zebra RW420 Citation Printers which have been discontinued by Zebra. The equipment is between 10 and 15 years old and have recently begun to degrade to point where they are unable to be used.

Getac T800 Mini Tablet MDC - With the availability of the Getac Mini Tablet, our motorcycle enforcement officers will be able to utilize the department's CAD function to conduct driving history and criminal history investigations on traffic stops yielding more suspended driver and warrant arrests. This also allows motorcycle enforcement officers to be viewed on our departments AVL which shows the real time location of units. This is imperative in response to recent motorcycle enforcement officer deaths in the area.



Bosch CDR 900 Upgrade Kit - Bosch CDR 900 Upgrade Kit. "The CDR 900 Upgrade Kit is essential for the coming support of new vehicle model years and EDR systems; including the addition of new OEM vehicle support and General Motors active safety system event data readout." The purchase includes all necessary power cables and on-board Diagnostic Data (OBD) cables and adapters. Currently we have two deputies trained and able to use this technology as part of our reconstruction investigation.

EDR Kit for Tesla Vehicles - EDR Retrieval Hardware Kit for Tesla vehicles including a Tesla Model S EDR Cable. This kit contains all the hardware required to download the Event Data Recorder (EDR) data that may be stored in Tesla Model 3, Model S and Model X vehicles. This kit would be necessary in the investigation of any collision involving a Tesla.

**INDIRECT COSTS**

-

**STATEMENTS/DISCLAIMERS**

Program Income default statement:

There will be no program income generated from this grant.

Salaries default statement:

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.

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.

**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 State in a high-risk grantee status in accordance with 49 CFR 18.12.

The Officials named 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:

**GENERAL REQUIREMENTS**

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 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—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. 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;
- c. 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;
- d. 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
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement 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.

### **POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**INSTRUCTIONS FOR ADDING OR UPDATING GEMS USERS**

1. Each agency is allowed a total of **FIVE (5) GEMS Users**.
2. GEMS Users listed on this form will be authorized to login to GEMS to complete and submit Quarterly Performance Reports (QPRs) and reimbursement claims.
3. Complete the form if adding, removing or editing a GEMS user(s).
4. The Grant Director, Fiscal Official or Authorizing Official must sign and return it with the Grant Agreement.

<b>Grant Details</b>	
Grant Number:	PT21042
Agency Name:	Riverside County Sheriff's Department
Grant Title:	Selective Traffic Enforcement Program (STEP)
Agreement Total:	\$1,108,400.00
Authorizing Official:	Chad Bianco
Fiscal Official:	Antonio Saldana
Grant Director:	Laronte Groom

**Current GEMS User(s)**

**1. Madeleine Dom**

Title: Accounting Technician II

Media Contact: No

Phone: (951) 955-4742

Email: mdom@riversidesheriff.org

**2. Sally Lopez**

Title: Administrative Services Analyst II

Media Contact: No





Phone: (951) 955-4743

Email: sallopez@riversidesheriff.org




Complete the below information if adding, removing or editing a GEMS user(s)

<b>GEMS User 1</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 2</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 3</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 4</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 5</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
Form completed by:		Date:	
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.			
Signature		Name	
Date		Title	

<b>1. GRANT TITLE</b> Selective Traffic Enforcement Program (STEP)	
<b>2. NAME OF AGENCY</b> Riverside County	<b>3. Grant Period</b> From: 10/01/2020 To: 09/30/2021
<b>4. AGENCY UNIT TO ADMINISTER GRANT</b> Riverside County Sheriff's Department	
<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 crash factors. The funded strategies may include impaired driving enforcement, enforcement operations focusing on primary crash 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 crashes, 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: \$1,108,400.00</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> <li>• Exhibit C – Grant Electronic Management System (GEMS) Access</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>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>	
<b>8. Approval Signatures</b>	
<b>A. GRANT DIRECTOR</b> NAME: Laronte Groom TITLE: Grants Manager EMAIL: lrgroom@riversidesheriff.org PHONE: (951) 955-2718 ADDRESS: 4095 Lemon Street, 1st Floor Riverside, CA 92501-3600   _____ (Signature)	<b>B. AUTHORIZING OFFICIAL</b> ADDRESS: Chad Bianco Sheriff-Coroner-PA jbianco@riversidesheriff.org (951) 955-2400 4095 Lemon Street, 2nd Floor Riverside, CA 92501-3600   _____ (Signature)
 <b>C. FISCAL OFFICIAL</b> ADDRESS: Antonio Saldana Finance Director asaldana@riversidesheriff.org 951-955-2709 4095 Lemon Street, 3rd Floor Riverside, CA 92501-3600   _____ (Signature)	 <b>D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY</b> ADDRESS: Barbara Rooney Director barbara.rooney@ots.ca.gov (916) 509-3030 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758   _____ (Signature)
_____ (Date)	_____ (Date)
_____ (Date)	_____ (Date)



<p><b>E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY</b></p> <p>NAME: Carolyn Vu  ADDRESS: 2208 Kausen Drive, Suite 300  Elk Grove, CA 95758</p>	<p><b>9. DUNS INFORMATION</b></p> <p>DUNS #: 602410888  REGISTERED  ADDRESS: 4095 Lemon St.  CITY: Riverside  ZIP+4: 92501-3600</p>
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
405c TR-21	20.616	0521-0890-101	2020	2020	BA/20	\$20,800.00
402PT-21	20.600	0521-0890-101	2020	2020	BA/20	\$331,000.00
164 AL-21	20.608	0521-0890-101	2020	2020	BA/20	\$756,600.00
					<b>AGREEMENT TOTAL</b>	<b>\$1,108,400.00</b>
					AMOUNT ENCUMBERED BY THIS DOCUMENT	
					<b>\$1,108,400.00</b>	
<p><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></p>					PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT	
					<b>\$ 0.00</b>	
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED		TOTAL AMOUNT ENCUMBERED TO DATE	
 <small>Carolyn Vu Oct 1, 2020 16:04 PDT</small>			Oct 1, 2020		<b>\$1,108,400.00</b>	



## 1. PROBLEM STATEMENT

The Riverside County Sheriff's Department contracts with the following cities for this year: Coachella, Eastvale, Jurupa Valley, La Quinta, Lake Elsinore, Moreno Valley, Norco, Palm Desert, Perris, Rancho Mirage, San Jacinto, Temecula, and Wildomar. Fatal driving under the influence (DUI) crash data 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 include Halloween, Super Bowl Sunday, and Cinco de Mayo. Significant progress has been made in reducing the frequency of fatal DUI crashes 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 underlines the need for law enforcement to continue to coordinate outreach efforts with community-based organizations and the media. To reduce the incidence of DUI related traffic crashes, each city has outlined the primary traffic problems facing their community.

The City of Coachella hosts multiple annual event and festivals that draw an influx of seasonal residents and tourists. The City of Coachella does not employ a full-time traffic team, straining on the Sheriff's Department ability to enforce DUI problems and other traffic related issues. These special events increase DUI traffic issues, including DUI arrests and/or DUI crashes, adding to safety concerns for the public traveling local roadways. Since the legislation of recreational cannabis, DUI's have increased as drivers continue to learn their drug tolerance boundaries.

In 2018, DUI related fatalities decreased, but the number of DUI related crashes and DUI related crashes causing injuries both increased. From 2016 – 2018, the Coachella Police Department investigated 261 injury-related traffic crashes, resulting in 266 injuries. Of those injuries, 8 resulted in fatalities. Preliminary statistics for 2019 revealed 91 injury-related traffic crashes, resulting in 93 injuries, and 4 fatalities. The Coachella Police department, using grant funds from previous years, have made traffic and DUI enforcement a priority, and are experiencing positive results from those efforts.

The top primary crash factors in 2018 were unsafe speed, improper turning, traffic signals and signs violations. These crash factors account for nearly 58% of the 70 reported injury-related crashes that occurred that year. These crash factors are commonly associated with distracted drivers and distracted driving which is believed to be an associated factor in many of these crashes. Distracted driving continues to be an ongoing problem in the City of Coachella, as with most other cities, and it will continue to increase with the further development of technology.

The staff assigned and deployed to Eastvale includes 1 Captain, 1 Lieutenant, 4 Sergeants, 17 Patrol Officers. The staff assigned to the Eastvale Traffic Team includes 1 Lieutenant, 1 Sergeant, 2 Accident Investigation Officers, 2 Motorcycle Officer, and 2 Community Service Officers. Staffing levels for the Traffic Team has grown by 2 Motorcycle Officer since inception. Prior to the Eastvale Traffic Team, traffic services were provided by the California Highway Patrol. Over the past 3 years, Eastvale has seen a steady growth in traffic crashes. A majority of the city is residential. From 2016 to 2019 the city has been consistent in traffic crashes during the daytime and nighttime hours.

During October 1, 2018, through September 30, 2019, The Eastvale Traffic Team responded to 279 calls for service regarding drunk/drugged drivers. Of those calls for service, 71.69 % of the suspected DUI drivers were not contacted. The high percentage of DUI non-contacts was due to the lack of available patrol/traffic officers to locate the motorists, because of low staffing levels permitted by city budget. During the same time frame, there were 219 hit and run crashes. Statistics suggest hit and run crashes occur when the driver is either impaired or unlicensed. Funds will be used by the Eastvale Traffic Team for DUI Saturation Patrols to saturate the streets and decrease the percentage of suspected DUI drivers that are not contacted due to low police staffing levels and locate motorists involved in hit and run crashes.

During the period of October 1, 2018, through September 30, 2019, The Eastvale Traffic Team responded to 977 traffic crashes. Traffic crashes are preventable and occur when one or both drivers commit a traffic



violation. The Eastvale Traffic Team tracks primary crashes factors (PCF) and locations where the majority of crashes occurred. The Eastvale Traffic Team wrote traffic citations in these areas for the most common PCFs. Although there is no validated traffic index, there is a correlation showing when officers write citations at locations where crashes have occurred, the crash rate decreases, injuries resulting from crashes, and deaths from traffic crashes. From October 1, 2018, to September 30, 2019, the city of Eastvale has shown 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 crashes.

During this time frame, there were 330 calls for service related to street racing and reckless driving. A third of these calls for service generated a written crash or vandalism report. The minimum time it takes to investigate street racing activity is 30 minutes, for a total of 165 man-hours. The Jurupa Valley Station (Eastvale) will use grant funds to conduct operations targeting illegal street racing and reckless driving. Grant funding will reduce the amount of crashes, injuries, and officer's time investigating this activity.

The Eastvale Traffic Team will be able to provide focused enforcement in areas where the majority of crashes have occurred; therefore, decreasing the amount of overall traffic crashes, including injuries resulting from crashes, and traffic deaths. The traffic enforcement operations that will help the Eastvale Traffic Team accomplish this task are: Traffic Enforcement Operations, Distracted Driving Operations, Motorcycle Safety Enforcement Operations, Pedestrian Safety Operations, and Traffic Safety Education Presentations.

The City of Jurupa Valley incorporated on July 1, 2011 and contracts with the Riverside County Sheriff's Department for all law enforcement services, which includes traffic enforcement. The City of Jurupa Valley covers a 44-square mile area encompassing the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. The daily staff assigned and deployed to the Jurupa Valley Sheriff's Station includes 1 captain, 1 lieutenant, 2 sergeants and 14 patrol officers. The staff assigned to the Jurupa Valley Traffic Team includes 1 lieutenant, 1 sergeant, 2 accident investigation officers, 2 accident investigation officers primarily targeting DUI offenders, 1 commercial enforcement officer, 2 motorcycle officers, and 2 community service officers. Staffing levels for the Traffic Team has grown by 2 motorcycle officers since inception. Prior to the development of the Jurupa Valley Police Traffic Team, traffic services were provided by the California Highway Patrol. Over the past 3 years, Jurupa Valley has experienced a steady growth in traffic crashes. From 2016 to 2019 the percentage of traffic crashes during the daytime and nighttime hours has increased.

During October 1, 2018, through September 30, 2019, The Jurupa Valley Traffic Team responded to 763 calls for service regarding intoxicated (drunk or drugged) drivers. Of those calls for service, 75.10% of the suspected DUI drivers were not located or contacted. During this same time frame, there were 530 hit and run crashes. Statistics suggest hit and run crashes occur when the driver is either impaired or unlicensed. Funds will be used by the Jurupa Valley Traffic Team for DUI saturation and traffic enforcement patrols 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 crashes, which will assist in decreasing these issues. During October 1, 2018, through September 30, 2019, officers assigned to the Jurupa Valley Traffic Team responded to 200 non-injury DUI related traffic crashes and 63 injury crashes related to DUI drivers. During this same time period, officers made 190 pro-active DUI arrests that did not result in a traffic crash.

During the period of October 1, 2018, through September 31, 2019, the Jurupa Valley Traffic Team responded to 2,603 traffic crashes. Traffic crashes are preventable and occur when one or both drivers commit a traffic violation. The Jurupa Valley Traffic Team tracks primary crashes factors (PCF) and locations where the majority of crashes occurred. The Jurupa Valley Traffic Team monitored and wrote traffic citations in these areas for the most common PCFs. Although there is no validated traffic index, there is a correlation showing when officers write citations at locations where crashes have occurred, the crash rate decreases, injuries resulting from crashes, and deaths from traffic crashes.

From October 1, 2018, to September 31, 2019, 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 crashes due to their reckless nature. During this time frame, there were 914 calls for service related to street racing and reckless driving. A third of these calls for service generated a written crash or vandalism report. The minimum time it takes to investigate street racing activity is 30 minutes, for a total of 165 man-hours. The Jurupa Valley Station will use grant funds to conduct operations targeting illegal street racing and reckless driving. Funding will reduce the amount of crashes, injuries, and officer's time investigating this activity.

The Jurupa Valley Traffic Team will be able to provide focused enforcement in areas where the majority of crashes have occurred; therefore, decreasing the amount of traffic crashes, injuries resulting from crashes, and deaths from traffic crashes. The traffic enforcement operations that will assist the Jurupa Valley Traffic Team in accomplishing this task are: Traffic Enforcement Operations, Distracted Driving Operations, Motorcycle Safety Enforcement Operations, Pedestrian Safety Operations, and Traffic Safety Education Presentations.

The City of La Quinta, California, is 36 square miles and home to 40,956 permanent residents. During the months of November through April, the number of residents increases to approximately 100,000 residents due to seasonal residents returning, tourism and Coachella/Stagecoach Music Festival attendees. This large increase in population strains the police department and its ability to enforce DUI problems and other traffic related issues. This influx of residents and tourists, especially as it relates to the music festival attendees, increases DUI related traffic issues including DUI arrests or DUI crashes, adding to safety concerns for permanent residents traveling local roadways. As a reference, in April 2018, La Quinta investigated its first motorcycle involved fatal in relation to the music festivals.

Since the legislation of recreational cannabis, DUI's have increased as drivers continue to learn their drug tolerance boundaries. The top three primary crash factors in the calendar year of 2018 were unsafe speed, unsafe lane change and auto right of way violations. These crash factors are commonly associated with distracted drivers which is believed to be an associated factor in many of these crashes. In 2018 La Quinta experienced a slight decrease in fatal crashes, but experienced an increase in injury traffic crashes; eleven of which were DUI.

The Lake Elsinore Police Department serves a community of over 65,000 residences and is a major thoroughfare for Riverside County with Interstate 15 passing through the city. State Highway 74 and Railroad Canyon road provide main arteries for residents of Canyon Lake, Menifee, Perris and several unincorporated communities to Interstate 15. Highway 74 (Ortega Highway) provides a direct route to and from 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.

The city continues to experience a high level of suspended and unlicensed drivers, as well as DUI's. In 2018 the city of Lake Elsinore experienced 16 fatal traffic crashes, of which 5 was alcohol related, and 295 injury traffic crashes. Of those, 14 were alcohol related and caused 24 persons to be injured. This is still an unacceptable level of alcohol related crashes, deaths and injuries for a city of just over 65,000 residents. Additionally, the city has experienced a level of unlicensed and suspended drivers that continues to be unacceptable. Of the 6096 citations issued in the city, 539 were for either unlicensed or suspended drivers.

During the 2018-2019 grant period, the Moreno Valley Station Traffic Unit responded to 1450 traffic crashes requiring a written report. Of the 1450 documented crashes, there were 13 fatality crashes and 661 injury crashes. A total of 309 DUI arrests were made during the 2018-2019 grant period. During the 2017-2018 grant period, there was a total of 11 fatal traffic crashes, 7 of which (63.6%) were caused by a DUI driver. Of the 13 fatality crashes in the 2018-2019 grant period, 8 (61.5%) were the result of driving under the influence. In the 2017-2018 grant period, there were a total of 706 injury crashes, 95 of which (13.5%) were caused by a DUI driver. Of the 661 injury crashes in the 2018-2019 grant period, 75 (11.3%) were the result of driving under the influence.

Although the number of fatal traffic crashes increased from 11 in 2017-2018 to 13 in 2018-2019, the percentage of crashes caused by a DUI driver decreased by 2.1%. Not only did injury crashes decrease from 706 to 661, the percentage of those caused by a DUI driver also decreased by 2.2%. One area of



concern involves the increase of hit-and-run fatal and injury crashes. There were 0 fatal crashes in 2017-2018 and 2 in 2018-2019. The number of hit-and-run injury crashes also increased from 63 to 74. Pedestrian fatalities remained unchanged from 2017-2018 to 2018-2019 with 7 fatal crashes each year. Although Moreno Valley did not see a rise in pedestrian fatalities, the issue continues to be a major concern. Fatal pedestrian crashes have accounted for 54% and 64% of the fatalities over the last two grant periods respectively.

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 crashes increasing from 53 in 2013 to 55 in 2019. Additionally, fatal crashes increased from 1 in 2013 to 2 in 2015, 1 in 2016, 1 in 2017, 1 in 2018 and 1 in 2019. Driving under the influence investigations increased from 144 in 2013 to 196 in 2019 (RSD Data Warehouse Bookings program) and Hit and Run Traffic Crashes have increased from 74 in 2013 to 137 in 2019.

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 crashes 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 the entire division. The elimination of the traffic division directly correlates with the steady increase in traffic crashes from 507 in 2013 to 590 in 2019.

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, a crash involving a horse and rider pose a far greater risk of injury than a vehicle versus vehicle. Additionally, the city has experienced an increase in hit and run traffic crashes 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 crashes have increased from 74 in 2013 to 137 in 2019; an 85% increase. There are no figures to indicate the number of hit and run traffic crashes that are a direct result of DUI drivers, a strong argument can be made when comparing the rise of hit and run traffic crashes and the number of DUI investigation statistics. DUI saturation patrols will be conducted in areas within the city that have had numerous reports of suspected drunk and drugged drivers. These areas include the two main roadway access points from other cities that enter into Norco and have a high rate of DUI related traffic crashes. The affected areas have statistical crash data that support the need for DUI saturation patrols.

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

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



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

Due to the unique equestrian lifestyle and the large number of licensed alcohol establishments in Norco, equestrian safety along major roadways and intersections is of utmost importance. Deputies conducted pedestrian enforcement operations during the 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. The Norco Sheriff's Office will participate with community projects to educate the public on the dangers of DUI and traffic safety and continue to participate with the United Norconians for Life Over Alcohol and Drugs (UNLOAD), a community-based organization. This program is a collaborative coalition between the Norco Sheriff's Office, City of Norco, Corona-Norco Unified School District and community members/businesses with a mission to educate the public on traffic safety and the consequences of under-age drinking.

The City of 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 680 traffic crashes reported (written) in the City of Palm Desert from January 01, 2016 to December 31, 2018. In these 680 crashes, 13 were fatal crashes and 231 were injury crashes. Alcohol and or drug impairment was a factor in 38% (5) of the fatal traffic crashes and 14% (33) of the injury traffic crashes. During this time, deputies of the Palm Desert Traffic Bureau arrested 511 drivers for driving while impaired by alcohol or drugs.

The top three primary crash factors in the calendar years of 2016-2018 were unsafe speed, driving under the influence, improper turning violations. These three crash factor categories were determined to be the primary crash factors in 308 (45%) of the 680 crashes that occurred during the calendar years of 2016-2018. Unsafe speed accounted for 143 (21%) of the crashes, driving under the influence accounted for 82 (12%) of the crashes, and improper turning violations accounted for 81 (12%) of the crashes.

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 79,133 full time residents. During the calendar year of 2018, the city had a total of 598 traffic crashes which resulted in 442 injuries and 11 deaths. Since 2016, Perris officers have issued a total of 14,835 citations for traffic violations. Despite continued efforts to reduce injury crashes, local data shows an upward trend of fatal crashes and injury crashes from the previous year 2017, which resulted in 430 total injuries and 07 deaths. An increase of 12 injuries and 04 deaths.

Alcohol-involved fatalities and alcohol-involved injuries have occurred in the city of Perris every year and are increasing each year. Since 2016, there has been a total of alcohol-involved traffic crashes resulting in 260 injuries and 6 deaths. With the help of 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 crashes. With the help of 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 crashes.

The top three primary crash factors for the calendar year of 2018 were unsafe speed, improper turning and traffic signals and sign violations. These three crash factor categories were determined to be the primary crash factor in 306 of the 598 of the crashes that occurred during the calendar year. Unsafe speed accounted for 2,598 of the 4,893 citations our officers issued in 2018. There are documented statistics showing traffic crashes 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 crashes, injuries and deaths.

Rancho Mirage, California, measures 25 square miles and is home to about 18,070 permanent residents and about 9,300 seasonal residents. In addition, Rancho Mirage is a popular vacation destination to people from all over the world and has numerous hotels and resorts within its city limits. According to our local records, there were 811 traffic crashes reported (written) in the City of Rancho Mirage from January 01, 2016 to December 31, 2018. This is an average of more than 23 traffic crashes every month. In these 811 crashes, 8 were fatal crashes resulting in the loss of 10 lives and were injury crashes resulting in the injury



of 405 people. Alcohol and or drug impairment was a factor in 38% (3) of the fatal traffic crashes and 7% (21) of the injury traffic crashes. During this time, officers of the Rancho Mirage Police Department arrested 176 drivers for driving while impaired by alcohol or drugs. Furthermore, the City of Rancho Mirage currently has 95 active retail liquor licenses issued for various establishments in the city listed by the California Department of Alcoholic Beverage Control.

The top three primary crash factors in the calendar years of 2016-2018 were unsafe speed, improper turning and automotive right-of-way violations. These three crash factor categories were determined to be the primary crash factors in 447 (55%) of the 811 crashes that occurred during the calendar years of 2016-2018. Unsafe speed accounted for 261 (32%) of the crashes, improper turning accounted for 104 (13%) of the crashes, and automotive right-of-way violations accounted for 82 (10%) of the crashes. In calendar years of 2016-2018, the City of Rancho Mirage had eight (8) fatal traffic crashes, of which, six (3) were the result of alcohol and/or drug use.

San Jacinto, California measures 26.1 square miles, and is home to 48,254 people. According to local crash data, the San Jacinto Sheriff's Station wrote 1756 crash reports from January 01, 2016 to December 31, 2018. This equated to more than 48 written crash reports each month. In these crashes, 24 people were killed, and 889 people were injured. Alcohol or drugs were a factor in 31 of these crashes. One hundred three (103) crashes involved pedestrians or bicyclist resulting in 82 injuries and 11 fatalities. During this period the San Jacinto Sheriff's station arrested 347 people for driving while impaired by alcohol or drugs. This is an average of 9 DUI's per month. The top three primary crash factors were: unsafe speed, improper turning movements and right of way violations. These three crash factor categories were determined to be the primary crash factor in 1044 of the 1756 crash that occurred.

The City of Temecula covers 37.28 square miles and serves a population of 114,472. Since 2010, Temecula has increased in population by 14.3%. For the year 2018, Temecula had a total of 389 traffic crashes, which resulted in injury or death. According to local data, in 2017, Temecula had 442 traffic crashes resulting in injury or death. In 2018, Temecula officers wrote 13,664 hazardous violation citations. Despite our continued efforts in reducing injury crashes, local data shows an upward trend in injury crashes in Temecula.

Alcohol-involved fatalities and/or alcohol-involved injury crashes have occurred every year, since 2012 in Temecula. The City of Temecula has 273 retail on and 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, creating more traffic to and from the casino, especially during large events. Traffic crashes 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 number of DUI warrants in the city by serving DUI warrants 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 2018, 9.58% of all injury traffic crashes involved a motorcyclist and 8.72% in 2017. Temecula had two fatalities involving a motorcyclist in 2018 and one fatalities in 2017. The City of Temecula is a frequented location for motorcyclists. Motorcyclists patronize businesses in old-town Temecula and is home to 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 crashes 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. Four hundred forty-four (444) DUI arrests were made in 2019 in the city of Temecula.

The top primary crash factor for crashes 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 crashes. 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 crashes 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 crashes in school zones.

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 a 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.

The city continues to experience a high level of suspended and unlicensed drivers, as well as DUI's. In 2018 the city of Wildomar experienced 3 fatal traffic crashes, of which 1 was alcohol related, and 79 injury traffic crashes. Of those, 21 were alcohol related and caused 7 persons to be injured. This is still an unacceptable level of alcohol related crashes, deaths and injuries for a city of just over 32,000 residents.

## 2. PERFORMANCE MEASURES

### A. Goals:

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

### B. Objectives:

	Target Number
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 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.	130
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.	156
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).	68
10. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	41
11. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	12
12. Conduct highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary crash factor violations by motorcyclists and other drivers.	3
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 crashes resulting from violations made by pedestrians, bicyclists, and drivers.	11
15. Conduct Know Your Limit campaigns with an effort to reach members of the community.	10
16. Conduct highly visible collaborative DUI Enforcement operations	5
17. Conduct highly visible collaborative Traffic Enforcement operations	4
<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 crash locations. <u>Media Requirements</u></li> <li>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 <a href="mailto:pio@ots.ca.gov">pio@ots.ca.gov</a>, and copied to your OTS Coordinator, 14 days prior to the issuance date of the release.</li> </ul>	
<b>B. Phase 2 – Program Operations (Throughout Grant Year)</b>	
<ul style="list-style-type: none"> <li>The department will work to create media opportunities throughout the grant period to call attention to the innovative program strategies and outcomes. <u>Media Requirements</u></li> <li>Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at <a href="mailto:pio@ots.ca.gov">pio@ots.ca.gov</a>, 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.</li> </ul>	



- 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)**

1. Prepare and submit invoice claims (due January 30, April 30, July 30, and October 30)
2. Prepare and submit Quarterly Performance Reports (QPR) (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
405c TR-21	20.616	State Traffic Safety Information System Improvements	\$20,800.00
402PT-21	20.600	State and Community Highway Safety	35% \$331,000.00
164AL-21	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	75% \$756,600.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
<b>A. PERSONNEL COSTS</b>				
Positions and Salaries				
<b>Straight Time</b>				
Administrative Services Analyst	164AL-21	\$3,794.40	12	\$45,533.00
Benefits-Administrative Services Analyst @ 54.90%	164AL-21	\$45,533.00	1	\$24,998.00
Administrative Service Analyst	402PT-21	\$2,529.60	12	\$30,355.00
Benefits-Administrative Service Analyst @ 54.90%	402PT-21	\$30,355.00	1	\$16,665.00
Accounting Technician	164AL-21	\$3,386.85	12	\$40,642.00
Benefits-Accounting Technician @ 53.42%	164AL-21	\$40,642.00	1	\$21,711.00
Accounting Technician	402PT-21	\$2,257.90	12	\$27,095.00
Benefits-Accounting Technician @ 53.42%	402PT-21	\$27,095.00	1	\$14,474.00
<b>Overtime</b>				
DUI/DL Checkpoints	164AL-21	\$10,389.00	31	\$322,059.00
DUI Saturation Patrols	164AL-21	\$2,896.00	68	\$196,928.00
Collaborative DUI Enforcement	164AL-21	\$3,684.00	5	\$18,420.00
Know Your Limit	164AL-21	\$2,823.00	10	\$28,230.00
Benefits OT @ 6.72%	164AL-21	\$565,637.00	1	\$38,011.00
Traffic Enforcement	402PT-21	\$2,929.00	41	\$120,089.00
Collaborative Traffic Enforcement	402PT-21	\$3,684.00	4	\$14,736.00
Distracted Driving	402PT-21	\$2,528.00	12	\$30,336.00
Motorcycle Safety	402PT-21	\$3,857.00	3	\$11,571.00
Night-time Click It Or Ticket	402PT-21	\$3,242.00	5	\$16,210.00
Pedestrian and Bicycle Enforcement	402PT-21	\$2,363.00	11	\$25,993.00
Benefits OT @ 6.72%	402PT-21	\$218,935.00	1	\$14,712.00
Category Sub-Total				\$1,058,768.00
<b>B. TRAVEL EXPENSES</b>				
In State Travel	402PT-21	\$6,173.00	1	\$6,173.00
				\$0.00
Category Sub-Total				\$6,173.00
<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>				
DUI Checkpoint Supplies	164AL-21	\$20,068.00	1	\$20,068.00
Educational Materials	402PT-21	\$500.00	1	\$500.00
Office Supplies	402PT-21	\$2,091.00	1	\$2,091.00
Zebra Portable Citation Printer <i>2 Co, 5 LQ</i>	405c TR-21	\$1,000.00	7	\$7,000.00
Getac T800 Mini Tablet MDC <i>2 LQ</i>	405c TR-21	\$4,200.00	2	\$8,400.00
Bosch CDR 900 Upgrade Kit <i>1 RM</i>	405c TR-21	\$4,000.00	1	\$4,000.00
EDR Kit for Tesla Vehicles <i>1 RM</i>	405c TR-21	\$1,400.00	1	\$1,400.00
Category Sub-Total				\$43,459.00
<b>F. INDIRECT COSTS</b>				
				\$0.00
Category Sub-Total				\$0.00
<b>GRANT TOTAL</b>				<b>\$1,108,400.00</b>



**BUDGET NARRATIVE**

**PERSONNEL COSTS**

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, compile, and submit all the quarterly reporting data for the grant.

Benefits-Administrative Services Analyst @ 54.90% - Benefits @ 54.90%

- Unemployment Insurance 0.20%
- Social Security/FICA (OASDI) 6.20%
- Medicare 1.45%
- Short-Term Disability 0.76%
- Life Insurance 0.09%
- Health Insurance 15.54%
- Healthy Subsidy 0.59%
- Retirement 24.44%
- Pension Plan 0.33%
- Training Fund 0.03%
- Worker's Compensation 5.27%

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- Medicare 1.45%
- Short-Term Disability 0.76%
- Life Insurance 0.09%
- Health Insurance 15.54%
- Healthy Subsidy 0.59%
- Retirement 24.44%
- Pension Plan 0.33%
- Training Fund 0.03%
- Worker's Compensation 5.27%

Accounting Technician - The Accounting Technician will work with the funded contract cities to collect the information for submission of quarterly claims and all required back up documentation. The Accounting Technician will compile all the quarterly financial claim data for the grant.

Benefits-Accounting Technician @ 53.42% - Benefits @ 53.42%

- Unemployment Insurance 0.20%
- Social Security/FICA (OASDI) 6.20%
- Medicare 1.45%
- Long-Term Disability 0.60%
- Life Insurance 0.08%
- Health Insurance 14.47%
- Retirement 24.44%
- Pension Plan 0.31%

Training Fund 0.03%  
Health Subsidy 0.37%  
Worker's Compensation 5.27%

Accounting Technician - The Accounting Technician will work with the funded contract cities to collect the information for submission of quarterly claims and all required back up documentation. The Accounting Technician will compile all the quarterly financial claim data for the grant.

Benefits-Accounting Technician @ 53.42% - Benefits @ 53.42%

Unemployment Insurance 0.20%  
Social Security/FICA (OASDI) 6.20%  
Medicare 1.45%  
Long-Term Disability 0.60%  
Life Insurance 0.08%  
Health Insurance 14.47%  
Retirement 24.44%  
Pension Plan 0.31%  
Training Fund 0.03%  
Health Subsidy 0.37%  
Worker's Compensation 5.27%

DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Collaborative DUI Enforcement - Overtime for grant funded Collaborative DUI Enforcement operations conducted by appropriate department personnel

Know Your Limit - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.

Benefits OT @ 6.72% - Benefits-Enforcement Activity OT @ 6.72%

Medicare 1.45%  
Worker's Comp 5.27%

Sworn personnel have a benefit rate of 6.72%, classified personnel have a rate of 12.92%

Medicare 1.45%  
Worker's Comp 5.27%  
Social Security 6.20%

Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Collaborative Traffic Enforcement - Overtime for grant funded Collaborative Traffic Enforcement operations conducted by appropriate department personnel

Distracted Driving - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Motorcycle Safety - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.



Night-time Click It Or Ticket - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Benefits OT @ 6.72% - Benefits-Enforcement Activity OT @ 6.72%

Medicare 1.45%  
Worker's Comp 5.27%

Sworn personnel have a benefit rate of 6.72%, classified personnel have a rate of 12.92%

Medicare 1.45%  
Worker's Comp 5.27%  
Social Security 6.20%

#### TRAVEL EXPENSES

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 Lifesavers conference. 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.

#### CONTRACTUAL SERVICES

-

#### EQUIPMENT

-

#### OTHER DIRECT COSTS

DUI Checkpoint Supplies - On-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), 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.

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

Office Supplies - Used for standard office supplies to support grant related activities, grant monitoring and reporting. Costs may include paper, toner, ink cartridges, CDs/DVDs and desk top supplies such as pens, pencils, binders, folders, flip charts, easels and clips. Excludes office furnishings and fixtures such as but not limited to the following: desk, chair, table, shelving, coat rack, credenza, book, filing cabinet, floor covering, office planter, storage cabinet, portable partition, picture, wall clock, draperies and hardware, and fixed lighting/lamp. Additional items may be purchased if approved by OTS.

Zebra Portable Citation Printer - Printers will assist with primary crash factor enforcement by expediting the stop and will help in calculating the primary crash factor data. Zebra ZQ520 Citation Printers: The La Quinta Traffic Team is currently utilizing Zebra RW420 Citation Printers which have been discontinued by Zebra. The equipment is between 10 and 15 years old and have recently begun to degrade to point where they are unable to be used.

Getac T800 Mini Tablet MDC - With the availability of the Getac Mini Tablet, our motorcycle enforcement officers will be able to utilize the department's CAD function to conduct driving history and criminal history investigations on traffic stops yielding more suspended driver and warrant arrests. This also allows motorcycle enforcement officers to be viewed on our departments AVL which shows the real time location of units. This is imperative in response to recent motorcycle enforcement officer deaths in the area.

Bosch CDR 900 Upgrade Kit - Bosch CDR 900 Upgrade Kit. "The CDR 900 Upgrade Kit is essential for the coming support of new vehicle model years and EDR systems; including the addition of new OEM vehicle support and General Motors active safety system event data readout." The purchase includes all necessary power cables and on-board Diagnostic Data (OBD) cables and adapters. Currently we have two deputies trained and able to use this technology as part of our reconstruction investigation.

EDR Kit for Tesla Vehicles - EDR Retrieval Hardware Kit for Tesla vehicles including a Tesla Model S EDR Cable. This kit contains all the hardware required to download the Event Data Recorder (EDR) data that may be stored in Tesla Model 3, Model S and Model X vehicles. This kit would be necessary in the investigation of any collision involving a Tesla.

**INDIRECT COSTS**

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**STATEMENTS/DISCLAIMERS**

Program Income default statement:

There will be no program income generated from this grant.

Salaries default statement:

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.

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.



**CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS**  
(23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

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:

**GENERAL REQUIREMENTS**

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

**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 Subgrantee-

- 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—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. 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;
- c. 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;
- d. 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
- e. 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 in to. 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.

### **POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.



**INSTRUCTIONS FOR ADDING OR UPDATING GEMS USERS**

1. Each agency is allowed a total of **FIVE (5) GEMS Users**.
2. GEMS Users listed on this form will be authorized to login to GEMS to complete and submit Quarterly Performance Reports (QPRs) and reimbursement claims.
3. Complete the form if adding, removing or editing a GEMS user(s).
4. The Grant Director must sign this form and return it with the Grant Agreement.

GRANT DETAILS	
Grant Number:	PT21042
Agency Name:	Riverside County Sheriff's Department
Grant Title:	Selective Traffic Enforcement Program (STEP)
Agreement Total:	\$1,108,400.00
Authorizing Official:	Chad Bianco
Fiscal Official:	Antonio Saldana
Grant Director:	Laronte Groom

**CURRENT GEMS USER(S)**

**1. Madeleine Dom**

Title: Accounting Technician II  
Phone: (951) 955-4742  
Email: mdom@riversidesheriff.org

Media Contact: No

**2. Sally Lopez**














Title: Administrative Services Analyst II  
Phone: (951) 955-4743  
Email: sallopez@riversidesheriff.org

Media Contact: No

\* Complete the below information if adding, removing or editing a GEMS user(s)

<b>GEMS User 1</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 2</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 3</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 4</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
<b>GEMS User 5</b>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
Form completed by: <u>Laronte Groom</u> Date: Sep 29, 2020			
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.			
<u>Laronte Groom</u>		Laronte Groom	
Signature		Name	
Sep 29, 2020		Grant Director	
Date		Title	



-  Document emailed to Antonio Saldana (asaldana@riversidesheriff.org) for signature  
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