

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



**ITEM: 3.51
(ID # 23687)**

MEETING DATE:

FROM : SHERIFF-CORONER-PA:

Tuesday, January 09, 2024

SUBJECT: SHERIFF-CORONER-PA: Accept the FY 2023-24 Selective Traffic Enforcement Program (STEP) Funding, from the State of California (State), Office of Traffic Safety (OTS) and Ratify and Approve Grant Agreement PT24161; All Districts. [Total Cost \$1,918,000, 100% Federal Grant Funding] [4/5 Vote Required].

RECOMMENDED MOTION: That the Board of Supervisors:

1. Accept the 2023-2024 STEP Grant funding in the combined amount of \$1,918,000, including federal funding provided by the United States Department of Transportation, passed through OTS for the grant period of October 1, 2023, through September 30, 2024; and
2. Ratify and approve Grant Agreements Number PT24161 (Agreement) with the State of California Office of Traffic Safety (OTS); and
3. Authorize the Sheriff, Undersheriff, Assistant Sheriff, Chief Deputy Sheriff, Deputy Director, Sheriff's Administrative Services, or Administrative Services Supervisor, to sign and execute the attached Agreement on behalf of the County and any related grant documents, including modifications, amendments, extensions, progress reports, and payment requests with the State that may be necessary for the completion of the project, as approved by County Counsel; and
4. Approve and direct the Auditor-Controller to make the budget adjustments on the attached Schedule A.

ACTION:4/5 Vote Required


Donald Sharp, Undersheriff 12/27/2023

MINUTES OF THE BOARD OF SUPERVISORS

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

Ayes: Jeffries, Spiegel, Washington, Perez and Gutierrez
Nays: None
Absent: None
Date: January 9, 2024
xc: Sheriff

Kimberly A. Rector
Clerk of the Board

By: 
Deputy

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FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ 1,043,494	\$ 874,506	\$ 1,918,000	\$ 0
NET COUNTY COST	\$ 0	\$ 0	\$ 0	\$ 0
SOURCE OF FUNDS: 100% Federal Funding from the US Department of Transportation through the Office of Traffic Safety			Budget Adjustment:	Yes
			For Fiscal Year:	23/24-24/25

C.E.O. RECOMMENDATION: Approve

BR# 24-031

BACKGROUND:

Summary

On September 27, 2023, the Riverside County Sheriff's Office was awarded Selective Traffic Enforcement Program (STEP) funding in the amount of \$1,918,000 to reduce the number of persons killed or injured in crashes involving alcohol and other primary collision factors.

The Office of Traffic Safety (OTS) provides funding to local law enforcement agencies 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.

Selective Traffic Enforcement Program

Each year since 2013, the Riverside County Sheriff's Office has administered the OTS STEP grant on behalf of its 16 contract cities. On November 29, 2022 (Minute Order 3.49) the Board of Supervisors approved acceptance of FY 2023 STEP funding in the amount of \$1,800,000. Because of this STEP funding, two full-time grant-funded positions are allocated to the office to oversee the management of the grant for the contract cities. Operations funded under the grant include DUI checkpoints, DUI saturation patrols; patrols focusing on bicycle and pedestrian safety, traffic enforcement, distracted driving, and special enforcement operations encouraging motorcycle safety. New to FY 2024 is funding for Street Racing Enforcement and Training. STEP uses best practice strategies to reduce the number of persons killed or injured in accidents involving alcohol and other primary crash factors.

STEP grant-funded operations include a "BOLO" program, which identifies repeat DUI offenders with a suspended or revoked license because 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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Budget Adjustments

The attached Schedule A includes current year budget adjustments in the amount of \$1,043,494. The performance period for STEP FY 2024 is from October 1, 2023, to September 30, 2024. The 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 2023-2024, the Riverside County Sheriff's Office estimates expending a total of \$1,043,494, including \$186,355 to fund two full-time positions to administer the grant, and \$857,139 to fund program operations to include personnel (overtime), field equipment, and training.

ATTACHMENTS:

1. Grant Agreements PT24161 (2 copies)
2. Schedule A - Budget Adjustment

SCHEDULE A.

**BUDGET ADJUSTMENT
FY 2023-2024**

ADMINISTRATIVE OPERATIONS

Increase Appropriations:

10000-2500200000-510040	Regular Salaries	\$114,614
10000-2500200000-518100	Budgeted Benefits	\$ 68,656
10000-2500200000-523700	Office Supplies	<u>\$ 3,085</u>
Total Increase in Estimated Appropriations		\$186,355

Increase Estimated Revenues:

10000-2500200000-767450	Federal-OTS Grants	<u>\$186,355</u>
Total Increase in Estimated Revenue		\$186,355

FIELD OPERATIONS

Increase Appropriations

10000-2500300000-510420	Overtime	\$ 718,120
10000-2500300000-518080	Other Budgeted Benefits	\$ 69,873
10000-2500300000-526910	Field Equipment-Non- Assets	\$ 35,025
10000-2500300000-528140	Conference/Registration Fees	\$ 6,329
10000-2500300000-528960	Lodging	\$ 4,746

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10000-2500300000-528980	Meals	\$ 3,164
10000-2500300000-529040	Private Mileage Reimbursement	\$ 1,582
10000-2500300000-546160	Equipment – Other	\$ <u>18,300</u>
Total Increase in Estimated Appropriations		\$ 857,139

Increase Estimated Revenues:

10000-2500300000-767450	Federal-OTS Grants	\$ 857,139
Total Increase in Estimated Revenue		\$ 857,139


 Brett Austin, Senior Accountant	12/26/2023	 Rebecca S Cortez, Principal Management Analyst	1/2/2024
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 Aaron Gettis, Deputy County Counsel	12/22/2023
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1. GRANT TITLE Selective Traffic Enforcement Program (STEP)	
2. NAME OF AGENCY Riverside County	3. Grant Period From: 10/01/2023 To: 09/30/2024
4. AGENCY UNIT TO ADMINISTER GRANT Riverside County Sheriff's Office	
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: \$1,918,000.00	
<p>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:</p> <ul style="list-style-type: none"> • Schedule A – Problem Statement, Goals and Objectives and Method of Procedure • Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable) • Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable) • Exhibit A – Certifications and Assurances • Exhibit B* – OTS Grant Program Manual • Exhibit C – Grant Electronic Management System (GEMS) Access <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: www.ots.ca.gov.</p> <p>We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions. IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>	
8. Approval Signatures	
<p>A. GRANT DIRECTOR</p> <p>NAME: Michelle Norris TITLE: Administrative Services Supervisor EMAIL: mmnorris@riversidesheriff.org PHONE: (951) 955-0892 ADDRESS: 4095 Lemon Street, 1st Floor Riverside, CA 92501-3600</p> <p><u>Michelle Norris</u> Sep 22, 2023 <small>Michelle Norris (Sep 22, 2023 10:28 PDT)</small> _____ (Signature) (Date)</p>	<p>B. AUTHORIZING OFFICIAL</p> <p>ADDRESS: Donald Sharp Undersheriff dsharp@riversidesheriff.org (951) 955-2400 4095 Lemon Street, 2nd Floor Riverside, CA 92501-3600</p> <p><u>Donald Sharp</u> Oct 3, 2023 <small>Donald Sharp (Oct 3, 2023 15:47 PDT)</small> _____ (Signature) (Date)</p>
<p>C. FISCAL OFFICIAL</p> <p>ADDRESS: Claudia Preciado-Arroyo Deputy Director, Sheriff Administrative Services cpreciad@riversidesheriff.org (951) 955-6152 4095 Lemon Street, 3rd Floor Riverside, CA 92501-3600</p> <p><u>Claudia Preciado-Arroyo</u> Sep 25, 2023 <small>Claudia Preciado-Arroyo (Sep 25, 2023 17:37 PDT)</small> _____ (Signature) (Date)</p>	<p>D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY</p> <p>ADDRESS: Barbara Rooney Director barbara.rooney@ots.ca.gov (916) 509-3030 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758</p> <p><u>Barbara L. Rooney</u> Oct 10, 2023 <small>Barbara L. Rooney (Oct 10, 2023 10:00 PDT)</small> _____ (Signature) (Date)</p>

FORM APPROVED COUNTY COUNSEL
 BY: AMRIT P. DHILLON DATE: 11/21/2023

E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758	9. SAM INFORMATION SAM #: VCDLA7V2ADE3 REGISTERED ADDRESS: 4095 Lemon St., 3rd floor CITY: Riverside ZIP+4: 92501-3691
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
402PT-24.1	20.600	0521-0890-101	2022	43/22	BA/22	\$239,156.00
164AL-24.1	20.608	0521-0890-101	2022	43/22	BA/22	\$412,964.00
402PT-24	20.600	0521-0890-101	2023	12/23	BA/23	\$464,244.00
164AL-24	20.608	0521-0890-101	2023	12/23	BA/23	\$801,636.00
					AGREEMENT TOTAL	\$1,918,000.00
					AMOUNT ENCUMBERED BY THIS DOCUMENT	
					\$1,918,000.00	
<i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.</i>					PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT	
					\$ 0.00	
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED	TOTAL AMOUNT ENCUMBERED TO DATE		
 <small>Carolyn Vu (Oct 3, 2023 16:04 PDT)</small>			Oct 3, 2023	\$1,918,000.00		

1. PROBLEM STATEMENT

The County of Riverside is located in the southern portion of California. As of the 2020 census, the population was nearly 2.5 million residents making it the fourth-most populous County in California and the 10th-most populous in the United States. Riverside County is one of the fastest-growing regions in the state, with significant numbers of people moving into the southwest and desert communities of Riverside County due to its low housing costs and proximity to tourist destinations, including Temecula wine county and the communities of Palm Springs and Indio. These areas attract significant populations due to various amenities and things to do, including a nightlife atmosphere and entertainment. The large amounts of drinking establishments in these areas have increased motorists driving under the influence of alcohol during evening hours.

SWITRS data indicates Riverside County has the dubious distinction of being amongst the top 10 counties with the most alcohol and drug-involved traffic fatalities in California. According to DUI crash data in Riverside County, alcohol and drug-impaired driving have risen significantly since 2019, with the highest number of DUIs occurring during the winter holidays, including the end of summer and Labor Day, Memorial Day, and Independence Day, Cinco de Mayo, and Super Bowl Sundays. As with many communities throughout California, Riverside County fatalities and injuries due to DUIs and traffic-related incidences have soared due to unsafe speed, which is Riverside County's top primary crash factor.

To reduce the number of traffic fatalities and injuries in the County, the Department will coordinate outreach efforts and education with community-based organizations and the media to raise awareness of the dangers of driving while impaired by alcohol or drugs. Additionally, the Department will conduct awareness campaigns and enforcement operations and partner with other law enforcement and regional and national agencies to reduce the number of DUI-related fatalities and injuries in the County.

In calendar year of 2022, Riverside County saw 66 fatalities and 4653 people injured while driving our roadways. The top primary crash factors for 2022 were Unsafe Speed which yielded 19 people killed and 1566 injured, Driving Under the Influence which yielded 11 people killed and 475 injured, and Traffic Signs & Signals violations with 4 people killed and 813 injured. Although not listed, Improper Turning also makes the list of top primary crash factors with 5 killed and 427 injured. Since 2020, fatalities have decreased slightly, however overall crashes have increased from 2615 in 2020, to 3032 in 2021, and 3074 in 2022. In 2020, the County saw 423 injured victims from alcohol involved crashes and rose to 569 in 2021, and 645 in 2022.

The Riverside County Sheriff's Department is applying for FY2024 STEP Grant funding on behalf of the following 16 contract cities: Calimesa, Canyon Lake, Coachella, Eastvale, Indian Wells, Jurupa Valley, La Quinta, Lake Elsinore, Moreno Valley, Norco, Palm Desert, Perris, Rancho Mirage, San Jacinto, Temecula, and Wildomar. Each applicant city has outlined the community's primary traffic problems to reduce the incidence of DUI/DUID and traffic-related crashes in their respective Problem Statements below.

CALIMESA

The city of Calimesa, California measures 14.87 square miles, and is home to about 11, 961 people. The city of Calimesa contracts with the Riverside Sheriff's Office for police service. The Cabazon Sheriff's Station serves the city of Calimesa. According to local crash data, the Cabazon Sheriff's Station wrote 246 crash reports from calendar years 2019 to 2022. This equated to about 7 written crash reports each month. In these crashes, 2 people were killed and 87 were injured. Alcohol and drugs were a factor in 12 of these crashes. During this period the Cabazon Sheriff's Station made 37 arrests for driving while impaired by alcohol or drugs. In 2020, Calimesa saw 18 crashes with 27 injured victims. In 2021, Calimesa had 22 crashes with 29 injured victims. In 2022, there were 22 crashes which included 2 fatalities and 31 injured victims. One fatality stemmed from DUI and the other was from unsafe speed. The top three primary crash factors were: Unsafe turning movement, Unsafe speed, and other improper driving. These three crash factor categories were determined to be the primary crash factor in over half of the crashes that occurred.

CANYON LAKE

The city of Canyon Lake contracts with the Riverside County Sheriff's Department for police services. Canyon Lake is a private, gated community of 11,166 citizens. It borders with the cities of Lake Elsinore and Menifee. Canyon Lake contracts services for one patrol deputy per shift. Since Canyon Lake is a private, gated community, traffic laws, i.e. infractions, are not enforced. Misdemeanor offenses, such as DUI and reckless driving, are enforceable under the California Vehicle Code within the gated community.

One of the contributing factors to the increase in DUI injury and fatal crashes is the use of golf carts. Canyon Lake residents use golf carts to patron local bars directly outside their gated community. Residents are under the false narrative that they are not subject to DUI laws while driving a golf cart. In addition, Canyon Lake residents believe DUI is not enforceable by law enforcement within their gated community. DUI is the second greatest primary crash factor for injury traffic crashes within the Canyon Lake community. In calendar year 2021, Canyon Lake had 11 crashes with three fatalities and 18 injured. In 2022, there were two fatalities and 18 injured out of the 12 crashes. Many of those injuries stemmed from unsafe speed.

The Canyon Lake Police Department will educate the Canyon Lake residents through high visibility DUI saturation enforcement. The three primary crash factors for Canyon Lake are Unsafe Speed, Driving Under the Influence, and Failure to use Turn Signal.

COACHELLA

The city of Coachella measures approximately 32 square miles and is home to approximately 44,953 permanent residents. The City of Coachella is home to multiple annual event and festivals that bring with them an influx in seasonal residents and tourists. Because the City of Coachella does not employ a full-time traffic team, this adds a strain on the Sheriff's Department and its ability to enforce the outrageous DUI problems and other traffic related issues, as these events bring with them an increase of DUI traffic issues whether it is DUI arrests or DUI crashes. This adds to safety concerns for the public travelling the city's local roadways.

January 01, 2018, also saw the implementation of recreational cannabis legislation which was passed in 2017. As with any new legislation, there is a certain learning curve as people adjust. An increase in drug related DUI's can be expected as drivers learn where their boundaries are.

In August 2022, the Coachella Community Action Team (Special Enforcement Team dedicated to the city of Coachella serviced by the Riverside County Sheriff's Department) with 2 sergeants, 12 deputies, and 3 Community Service Officers conducted a DUI/Driver License Checkpoint in the heart of the city. With 569 cars traveled through, it yielded; 8 unlicensed driver citations, 1 drug arrest, 1 possession of a firearm arrest, and 1 DUI alcohol and 1 DUI drug arrests. It is with that number of personnel the checkpoint was managed well to allow deputies to maintain vigilance on the line and identify the motorists driving through under the influence. This checkpoint alone is an example of the plague of DUI that ravages this city enriched in family and culture.

The top primary crash factors between 2020 - 2022 were unsafe speed, improper turning, and traffic signals and signs violations.

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 most other cities, and it will only increase with the further development of technology.

In calendar year 2020, there were 47 crashes, which resulted in 3 fatal and 100 injured. Alcohol was responsible for one of those killed, hit and run was another cause of fatality. In 2021, crashes doubled in Coachella from the previous year. Of those crashes, 4 people were killed, with one of them from DUI, and there were 115 people injured with 27 from alcohol. In 2022, crashes spiked again to 130 which includes two fatalities (caused by speed), and 172 injured (27% were due to excessive speed).

EASTVALE

The City of Eastvale incorporated on October 1, 2010. As of 2021, the population of Eastvale is 71,375 citizens and covers approximately 13 square miles. The City of Eastvale contracts with the Riverside County Sheriff's Department for law enforcement services.

The staff assigned and deployed to Eastvale includes 1 Captain, 1 Lieutenant, 2 Sergeants, 19 Officers and 4 Community Service Officers. The staff assigned to the Eastvale Traffic Team includes 1 Lieutenant, 1 Sergeant, 2 Crash Investigators, 4 Motorcycle Officers and 2 Community Service Officers. Staffing levels for the Traffic Team has grown by 4 Motorcycle Officers 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 and with the increase in population, there are more drivers on our roadways. From 2020 to 2022 the city has been consistent in traffic crashes during the day and nighttime hours, with the number of persons injured in traffic crashes decreasing over the last year.

Problem 1-Traffic Enforcement Operations:

During January 1, 2022, through December 31, 2022, The Eastvale Traffic Division responded to an increased number of injury traffic crash. Traffic crashes are preventable and occur when 1 or both drivers commit a traffic violation. The Eastvale Traffic Division tracks primary crashes factors (PCF) and locations where the majority of crashes occurred.

The Eastvale Traffic Division then 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, therefore, decreasing the number of crashes, injuries resulting from crashes, and deaths from traffic crashes.

If provided OTS funds to complete Traffic Enforcement Operations, the Eastvale Traffic Division will be able to provide focused enforcement in areas where the majority of crashes have occurred; therefore, decrease the amount of traffic crashes, injuries resulting from crashes, and deaths from traffic crashes. The traffic enforcement operations that will help the Eastvale Traffic Division accomplish this task and they include: Traffic Enforcement Operations, Distracted Driving Operations, Motorcycle Safety Enforcement Operations, and Pedestrian Safety Operations.

Problem 2-Court Sting Operation:

Court Sting Operations allow officers to contact persons who have just been advised via a Court Official that their driving privileges have been suspended or revoked. Officers then either arrest the offender for violating the court order or issue the offender a citation to reappear in court. Statistics show there are fewer crashes when both drivers have valid driver licenses. By arresting or issuing an offender a citation to go back to court, the chances are the offender will obtain their license, therefore, decrease the percentage the offender will be the cause of future traffic crashes. By providing the Eastvale Traffic Division with grant funds for Court Sting Operations, officers will be able to decrease the crash rate and injuries related to traffic crashes.

Problem 3-DUI Saturation Patrols:

During January 1, 2022, through December 31, 2022, The Eastvale Police Department continued to see a rise in traffic crashes resulting in injury being caused by driver's who were under the influence of alcohol and/or drugs. Statistics suggest hit and run crashes occur when the driver is either impaired or unlicensed. By providing grant funds to the Eastvale Police Department for DUI Saturation Patrols, officers will be able 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.

In 2020, there were two fatal crashes with a total of two people killed and both fatal crashes were alcohol related. Both of the crashes were during daytime hours and neither was a hit and run. There were 123 injury crashes with a total of 124 people injured. Three of the injury crashes were alcohol related and resulted in three victims. Three were hit and run crashes and resulted in three victims. There were four injury crashes that occurred during night time hours resulting in four victims.

In 2021, there were two fatal crashes with a total of two people killed and neither fatal crashes was alcohol related or hit and run. Both fatal crashes were during daytime hours. There were 133 injury crashes with a total of 194 people injured. Four of the injury crashes were alcohol related and resulted in five victims. Nine of the injury crashes were hit and run crashes and resulted in nine victims. There were 11 injury crashes that occurred during night time hours resulting in 12 victims.

In 2022, there were two fatal crashes with a total of two people killed and neither fatal crashes was alcohol related or hit and run. Both fatal crashes were during daytime hours. There were 142 injury crashes with a total of 188 people injured. 12 of the injury crashes were alcohol related and resulted in 17 victims. 14 of the injury crashes were hit and run crashes and resulted in 18 victims. There were 20 injury crashes that occurred during night time hours resulting in 23 victims.

The top three primary crashes factors for fatal and injury crashes was #1-Unsafe speed, #2-Unsafe turning movement, and #3-failure to yield. There was one fatal crash caused by unsafe speed with one victim. There were 38 injury crashes caused by unsafe speed with 40 victims. There zero fatal crashes caused by unsafe turning movements. There were 32 injury crashes caused by unsafe turning movements with 33 victims. There was one fatal crash caused by failure to yield with one victim. There were 28 injury crashes caused by failure to yield with 30 victims.

INDIAN WELLS

The City of Indian Wells, California, measures 14.59 square miles and is home to about 5,000 permanent residents. In addition, Indian Wells is a popular vacation destination to people from all over the world and has numerous golf courses and luxury resorts within its city limits and is host to the annual BNP Paribas Tennis Tournament hosted at the Indian Wells Tennis Gardens, the second largest tennis stadium in the world.

According to our local records, there were 284 traffic crashes reported (written) in the City of Indian Wells from January 01, 2020, to December 31, 2022. In these 284 crashes, 2 were fatal crashes and 92 were injury crashes. Alcohol and or drug impairment was a factor in 11.5% (33) of the total traffic crashes and 4.5% (13) of the injury traffic crashes. During this time, deputies of the Palm Desert Station Traffic Bureau arrested 45 drivers for driving while impaired by alcohol or drugs in the City of Indian Wells.

The top three primary crash factors in the calendar years of 2020-2022 were unsafe speed, driving under the influence, and unsafe lane change violations. These three crash factor categories were determined to be the primary crash factors in 176 (62%) of the 284 crashes that occurred during the calendar years of 2020-2022. Unsafe speed violations accounted for 110 (39%) of the crashes, driving under the influence accounted for 33 (19%) of the crashes, and unsafe lane change violations accounted for 33 (19%) of the crashes.

JURUPA VALLEY

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 current population of Jurupa Valley is estimated at 108,205 citizens, with an additional 3,500 workers entering the city for employment. The City of Jurupa Valley covers a 43.7-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 18 patrol Deputies. The staff assigned to the Jurupa Valley Traffic Team includes 1 lieutenant, 1 sergeant, 1 crash investigation Deputies, 1 crash investigation Deputies primarily targeting DUI offenders, 1 commercial enforcement officer, 3 motorcycle Deputies, and 3 Community Service Officers. Prior to the development of the Jurupa Valley Police Traffic Team, traffic services were provided by the California Highway Patrol.

Since the incorporation of Jurupa Valley, the city has seen the community grow, as well as school attendance have multiply. The community has seen an increase in restaurant establishments serving alcohol. In 2021, Jurupa Valley saw a decrease in traffic crash due to the Covid Pandemic. However, in 2022 the city has seen a rise in percentage of traffic crashes during the daytime and nighttime hours.

Problem 1-DUI Saturation Patrols:

During January 1, 2022, through December 31, 2022, The Jurupa Valley Traffic Team responded to 716 calls for service regarding intoxicated (drunk or drugged) drivers. Of those calls for service, 326 calls of the

suspected DUI drivers were between the hours of 6 p.m. and midnight, 177 calls were between 12:00 p.m. and 6:00 p.m., 59 calls were between 6:00 a.m. and 12:00 p.m., and 154 calls were between 12:00 a.m. and 6:00 a.m.

During this same time frame, there were 879 hit and run crashes. Statistics suggest hit and run crashes occur when the driver is either impaired or unlicensed. By providing grant funds to the Jurupa Valley Traffic Team for DUI saturation and traffic enforcement patrols, Deputies will be able to saturate the streets and decrease the percentage of suspected DUI drivers that are routinely not contacted due minimal staffing, and locate motorists involved in hit and run crashes, which will assist in decreasing these issues.

Problem 2-Traffic Enforcement Operations:

During January 1, 2022, through December 31, 2022, the Jurupa Valley Traffic Team responded to 1744 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 most crashes occurred.

The Jurupa Valley Traffic Team then monitored and wrote traffic citations in these areas for the most common violations, which related to the PCF associated with crashes. Although there is no validated traffic index, there is a correlation showing when Deputies write citations at locations where crashes have occurred, the crash rate decreases, therefore, decreasing the number of crashes, injuries resulting from crashes, and deaths from traffic crashes.

From January 1, 2022, to December 31, 2022, 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 646 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 average time it takes to investigate street racing activity is a minimum of 30 minutes, for a total of 150 man-hours. The Jurupa Valley Station requests grant funds to conduct operations targeting illegal street racing and reckless driving. This will also assist in reducing the number of crashes, injuries, and officer's time investigating this activity.

With additional Traffic Enforcement Operations, the Jurupa Valley Traffic Team will be able to provide focused enforcement in areas where most 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.

Problem 3-Warrant Service Operation:

Warrant Service Operations allow Deputies to respond to an offender's residence and either arrest the offender for their traffic-related warrant or issue a citation to appear in court. Statistics show there are fewer crashes when both drivers have a valid driver license. By arresting or issuing an offender a citation to go back to court, the chances are the offender will obtain their license, therefore, decrease the percentage the offender will be the cause of future traffic violations. By providing the Jurupa Valley Traffic Team with grant funds for Warrant Service Operations, it will force offenders to obtain a valid driver's license and educate them reducing traffic crashes.

From January 1, 2022, through December 31, 2022, the Jurupa Valley Station investigated 1,636 traffic related cases, 418 injury crashes, 508 hit and run crashes, and 8 fatal crashes. There is documented statistics showing traffic crashes are reduced when Deputies write moving violation traffic citations. The Jurupa Valley Police Department is requesting grant funds to conduct traffic enforcement operations, which in turn will reduce the amount of traffic crashes, injuries, and deaths.

The city of La Quinta is 36 square miles and home to 37,558 permanent residents. During the months of November through April, the number of residents increases to approximately 100,000 due to tourism and the return of seasonal residents. With the introduction of COVID-19 and government mandates, it was believed these numbers would have been lower; however, there has been an increase in home purchases and an increase in the number of vacationers to the city who desire to get away from the larger cities. This increase in population adds a strain on the sheriff's department, who serves the city of La Quinta, and its ability to enforce DUI problems and other traffic related issues. This influx of residents and tourists also brings with it an increase of DUI related traffic issues, such as DUI arrests and DUI crashes. This adds to the safety concerns for all those traveling on local roadways.

January 01, 2018, also saw the implementation of recreational cannabis legislation which was passed in 2017. As with any new legislation, there is a certain learning curve as people adjust. Since that time, members of the sheriff's department have noticed a significant increase in the possession and/or use of cannabis by drivers. To combat DUI related crashes, the city of La Quinta has allocated funds for two full time deputies whose sole purpose is DUI education and enforcement.

The top three primary crash factors in the calendar years of 2021-2022 were unsafe speed, unsafe lane change, and improper turning violations. These crash factors are commonly associated with distracted drivers which is believed to be an associated factor in many of these crashes. During the 2019 calendar year, we saw a sudden increase in fatal crashes. The 2019 and 2020 year each experienced one fatal crash, the 2021 year experienced four fatal crashes, and the 2022 year experienced two fatal crashes. Unfortunately, both 2022 fatal crashes were drug/alcohol related, and three of the four fatal crashes from 2021 were drug/alcohol related.

LAKE ELSINORE

The Lake Elsinore Police Department serves a community of over 60,000 residences, covers 43.5 square miles, 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 Riverside County Sheriff's Department – Lake Elsinore Station plans to address and reduce the number of traffic crashes resulting in injury and/or death. Lake Elsinore plans to increase the number of proactive patrols to reduce drunk driving and increase traffic enforcement to help reduce the number of traffic crashes resulting in injury and/or death.

The Riverside County Sheriff's Department – Lake Elsinore Station intends to serve the residents of the city through targeted operations that increase the safety of the general motoring public. The number of crashes in the city of Lake Elsinore has impacted its residents by increasing traffic delays due to road closure and lengthy traffic crash investigations. Our goal is to reduce these occurrences through increased traffic enforcement operations.

The city of Lake Elsinore annually keeps a record of fatal and injury crashes. In calendar year 2022, the city of Lake Elsinore had 3 fatal crashes resulting in 3 victims, and 189 injury crashes resulting in 280 injured parties. This is a decrease from 2021. In 2021 the city of Lake Elsinore had 5 fatal crashes resulting in 5 victims, and 202 injury crashes resulting in 306 injured parties. The number 1 primary crash factor within the city of Lake Elsinore was unsafe speed, which resulted in 51 injury crashes and 84 injured parties. The number 2 primary crash factor was Unsafe Turning Motion, which resulted in 28 injury crashes and 42 injured parties. The number 3 primary crash factor was driving under the influence, which resulted in 2 fatal crashes and 2 victims along with 20 injury crashes and 28 injured parties.

MORENO VALLEY

During the 2022 calendar year, the Moreno Valley Station Traffic Unit responded to 1483 traffic crashes requiring a written report. Of the 1483 documented traffic crashes, there were 18 fatal crashes, 744 injury

crashes, and 721 property damage only crashes. The three leading primary crash factors causing traffic crashes were unsafe speed, improper/unsafe turning movements, and DUI respectively. The funding provided by the OTS STEP grant is our sole source of funding to conduct directed operations for DUI and traffic enforcement. Additionally, our partnership with OTS allows us to fund the Know Your Limit awareness program and other efforts to educate the community to the dangers of impaired driving and unsafe driving practices.

Driving under the influence is a major cause of traffic fatalities in the city of Moreno Valley with 44% of the fatal crashes being the result of DUI. Of the 18 fatal traffic crashes which occurred during the 2022 calendar year, six were the result of driving under the influence of alcohol and two were the result of driving under the influence of drugs. Of the 744 documented injury crashes, 121 (16 %) were the result of impaired driving. The funding for DUI enforcement received through OTS is critical to our continued efforts in combating driving under the influence. During the 2022 calendar year, 553 DUI arrests were made in Moreno Valley.

Pedestrian safety continues to be a major concern in our community. Pedestrian fatalities accounted for 50 % of all fatalities. Hit-and-runs accounted for four of the 18 fatal crashes and 91 of the 744 injury crashes. We also saw a significant increase in motorcycle involved fatalities. Of the 18 fatal crashes, four involved motorcycles. Unsafe speed accounted for three of the fatal crashes.

Illegal street racing and sideshows continue to be a growing problem within the city of Moreno Valley. Funding received from OTS would allow specific enforcement operations focused on illegal street racing/sideshows, vehicle modification, and provide more officer training to combat the issue.

NORCO

The City of Norco is 14 square miles, has 110 miles of roadway, more than 120 miles of equestrian trails, 72 licensed alcohol sales establishments and a population of 26,626. Due to the large number of licensed alcohol establishments, one of the primary concerns is pedestrian/equestrian safety along roadways and intersections. The City's reputation as "Horsetown USA" comes in part from reports that there are more horses in Norco than people. Many Norco residents and visitors model their lives after the "cowboy" lifestyle which includes consumption of alcohol. The City's George Ingall's Equestrian Event Center is a facility which is used throughout the year for special events such as the Annual Fair and numerous Rodeos that draw thousands of people to the City of Norco. 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 that occurs in Norco.

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

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 the City of Norco. These habitual offenders have been arrested multiple times, some having multiple previous convictions. The Norco Sheriff's Office will continue to participate in the DUI "HotSheet" program used to identify habitual offenders with revoked and suspended drivers' licenses.

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

As a result of vehicle crashes in and around SilverLakes, Norco College, Norco High School, and other areas within the city, distracted driving enforcement, specifically the use of cellular phones and text messaging while operating a vehicle will be conducted.

The Norco Sheriff's Office will participate in community events to educate the public on the dangers of DUI and traffic safety, and continue to participate in outreach events put on by United Norconians for Life Over Alcohol and Drugs (UNLOAD), a community based organization focused on educating others about the dangers of drugs including Fentanyl and driving under the influence. 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.

Warrant Service Operations allow deputies to respond to a residence and either arrest the offender or issue a citation to appear in court for their traffic-related warrant. By arresting or issuing an offender a citation to appear in court, it's likely the offender will obtain their license. Statistics have shown that fewer crashes occur when both drivers have a valid driver's license. The Norco Sheriff's Office can utilize grant funding for Warrant Service Operations to help reduce repeat offenders, reduce crash rates, and ultimately reduce traffic crash injuries.

Over the course of the last three calendar years, 2020-2022, Norco responded to 178 crashes with five fatalities and 241 people injured. In 2020, Norco had one fatality from an alcohol involved crash. In 2021, Norco experienced 64 crashes in which 83 people were injured, and 2 people were killed during night-time hours of 2100-0259. In 2022, Norco reported 64 crashes with two fatalities and 93 people injured. Of those injured 26 (28%) were due to unsafe speed, and 19 were from failure to obey traffic signals and signs. Norco's primary crash factors are Improper turning, unsafe speed, and failure to obey signs and signals.

PALM DESERT

The City of Palm Desert, California, measures 27 square miles and is home to about 51,541 permanent residents. In addition, Palm Desert is a popular vacation destination to people from all over the world and has numerous golf courses, luxury resorts, and luxury restaurants within its city limits. According to our local records, there were 1,822 traffic crashes reported (written) in the City of Palm Desert from January 01, 2020, to December 31, 2022. In these 1,822 crashes, 9 were fatal crashes resulting in the loss of 10 lives, and 633 were injury crashes resulting in the injury of 959 people. Alcohol and or drug impairment was a factor in 9.6% (176) of the total traffic crashes and 6.7% (43) of the injury traffic crashes. During this time, deputies of the Palm Desert Station Traffic Bureau arrested 244 drivers for driving while impaired by alcohol or drugs in the City of Palm Desert.

The top three primary crash factors in the calendar years of 2020-2022 were unsafe speed, improper turning, and traffic signals and signs. These three crash factor categories were determined to be the primary crash factors in 977 (53%) of the 1,822 crashes that occurred during the calendar years of 2020-2022. Unsafe speed violations accounted for 462 (25%) of the crashes, improper turning accounted for 296 (16%) of the crashes, and traffic signals and signs accounted for 219 (12%) of the crashes.

PERRIS

The city of Perris contracts with the Riverside County Sheriff's Department for police services, serving a community spanning across 32 square miles and home to over 80,067 full time residents. During the calendar year of 2022, the city had a total of 716 traffic crashes which resulted in 488 injuries and 03 deaths. Since 2019, our officers have issued a total of 19,923 citations for traffic violations. Despite our continued efforts to reduce injury crashes, local data shows a downward/upward trend of fatal crashes, with a decrease in fatal crashes from the previous year 2021, which resulted in 488 total injuries and 03 deaths. A decrease of 15 deaths, with an increase of 71 injuries.

Alcohol-involved fatalities and alcohol-involved injuries have occurred in the city of Perris every year and are still relatively high for the population of the city. Through the help of OTS funded grant this is the first year any many years there was 0 alcohol related crash deaths. But since 2021, there has been a total of alcohol-

involved traffic crashes resulting in 92 injuries, an increase from the previous year. 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 2022 were Unsafe Speed, Driving Under the Influence and Traffic Signal/Sign violations. These three crash factor categories were determined to be the primary crash factor in 361 of the 716 crashes that occurred during the calendar year. Unsafe speed accounted for 1369 of the 3566 citations our officers issued in 2022. 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.

RACHO MIRAGE

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 746 traffic crashes reported in the City of Rancho Mirage from January 01, 2020, to December 31, 2022. In these 746 crashes, 2 were fatal crashes resulting in the loss of 3 lives and were injury crashes resulting in the injury of 255 people. Alcohol and or drug impairment was a factor in 4% (28) of the injury traffic crashes. During this time, officers of the Rancho Mirage Police Department arrested 125 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 2020-2022 were unsafe speed, Driving Under the Influence and improper turning. These three crash factor categories were determined to be the primary crash factors in 355 (57%) of the 625 crashes (written) that occurred during the calendar years of 2018-2020. Unsafe speed accounted for 203 (32%) of the crashes, improper turning accounted for 81 (13%) of the crashes, and automotive right-of-way violations accounted for 71 (11%) of the crashes. In calendar years of 2018-2020, the City of Rancho Mirage had eight (9) fatal traffic crashes, of which, three (3) were the result of alcohol and/or drug use. In 2022, Rancho Mirage experienced two fatalities, and 152 people injured from traffic crashes, of which 51 of those injured stemmed from unsafe speed and 23 were alcohol-involved.

SAN JACINTO

San Jacinto, California measures 26.1 square miles, and is home to 56,808 people. According to local crash data, the San Jacinto Sheriff's Station wrote 1601 crash reports from January 01, 2022, to December 31, 2022. This equated to more than 40 written crash reports each month. In these crashes, 13 people were killed, and 353 people were injured. Alcohol or drugs were a factor in 36 of these crashes. 83 crashes involved pedestrians or bicyclist resulting in 67 injuries and 8 fatalities. During this period the San Jacinto Sheriff's station arrested over 300 people for driving while impaired by alcohol or drugs. This is an average of 8 DUI's per month. The top three primary crash factors were: improper turning movements, unsafe speed and Driving Under the Influence (DUI). These three crash factor categories were determined to be the primary crash factor in 463 of the 1569 crash that occurred.

TEMECULA

The City of Temecula covers 37.28 square miles and serves a population of 113,187. Since 2020, Temecula has increased in population by 2.9%. For the year 2020, our city had a total of 312 traffic crashes, which resulted in injury or death. According to local data, in 2021, our city had 343 traffic crashes resulting in injury or death. In 2022, our officers wrote 11,371 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. The City of Temecula has 367 retail on & off sale alcohol licenses issued to businesses. Tourists frequent the Temecula Valley Wineries and numerous micro-breweries throughout the city. Patrons frequent several on-sale alcohol establishments in Temecula.

The Pechanga Resort and Casino is also located within the city limits of Temecula. The casino draws numerous visitors from outside the area on a daily basis. This creates more traffic coming to and from the casino, especially during large events. Traffic 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 warrants on DUI fugitives and delivering fugitives to the court for justice. Serving DUI warrants aids county prosecutors in avoiding defense motions for lack of prosecution in DUI cases.

In 2021, the City of Temecula had 21 victims injured in motorcycle crashes and 33 in 2022. Temecula had one fatality involving a motorcyclist in 2021 and one fatality in 2021. The City of Temecula is a frequented location for motorcyclists. Motorcyclists patronize businesses in old-town Temecula and two major motorcycle dealerships in Southwest Riverside County (Temecula Harley & Temecula Motorsports). Temecula is also home to custom motorcycle shops, motorcycle service/apparel shops, and scenic motorcycle ride routes. To the east of the Temecula city limits are the Temecula Valley Wineries, which attract motorcyclists traveling through the city of Temecula.

Deputies need to increase traffic and DUI enforcement involving motorcyclists. Deputies need to educate motorcyclists on California laws pertaining to motorcycling. To maintain the downward 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.

The Temecula Unified School District has 29 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 issues 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 top three primary crash factors for all the crashes in Temecula in 2022 were Unsafe Speed, Traffic Signals and Signs, and Driving Under the Influence. Fatal crashes doubled from 2 in 2020 and 2021 to 4 in 2022. The number of injury crashes also increased from 310 in 2020, to 341 in 2021, to 368 in 2022. Alcohol involved injuries increased from 2020 to 2021, but decreased in 2022 (50,75,62). Hit and Run injuries increased from 25 in 2020 and 2021 to 33 in 2022. Nighttime crash injuries also increased from 28 in 2020 and 2021 to 42 in 2022.

WILDOMAR

The Wildomar Police Department serves a community of over 36,000 residents within 23.7 square miles, and is a major thoroughfare for Riverside County with Interstate 15 passing through the city. Bundy Canyon Road is treacherous roadway with limited visibility and provides access from Menifee to the Interstate 15. Clinton Keith Road provides a main artery for residents of Murrieta and several unincorporated areas to Interstate 15. Officers will target the major thoroughfare locations with directed, speed, DUI, motorcycle safety and other hazardous driving enforcement.

The Riverside County Sheriff's Department - Wildomar plans to address and reduce the number of traffic crashes resulting in injury and/or death. Wildomar plans to increase the number of proactive patrols to reduce drunk driving and increase traffic enforcement to help reduce the number of traffic crashes resulting in injury and/or death.

The Riverside County Sheriff's Department – Wildomar, intends to serve the city through operations that increase the general safety of the general motoring public. The number of crashes in the city of Wildomar has impacted its residents and the residents of neighboring cities due to traffic delays from road closures

and lengthy traffic crash investigations. Our goal is to reduce these occurrences through increased traffic enforcement.

The city of Wildomar annually keeps a record of fatal and injury crashes. In calendar year 2022, the city of Wildomar had 1 fatal crash resulting in 1 victim, and 66 injury crashes resulting in 87 injured parties. In 2021 the city of Wildomar had 0 fatal crashes resulting in 0 victims, and 51 injury crashes resulting in 92 injured parties. The number 1 primary crash factor within the city of Wildomar was unsafe speed, which resulted in 16 injury crashes and 19 injured parties. The number 2 primary crash factor was driving under the influence, which resulted in 9 injury crashes and 14 injured parties. The number 3 primary crash factor was unsafe turning motion, which resulted in 8 injury crashes and 10 injured parties.

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 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; Quarter 1: National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization; Quarter 3: National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization; Quarter 4: NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	10
3. Develop (by December 31) and/or maintain a "DUI BOLO" 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 DUI BOLOs should be distributed to patrol and traffic officers monthly.	12
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	15
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	15
6. Send law enforcement personnel to the Drug Recognition Expert (DRE) training.	4
7. Send law enforcement personnel to the DRE Recertification training.	2
8. Send law enforcement personnel to SFST Instructor training.	1
9. Send law enforcement personnel to DRE Instructor training.	1
10. Conduct DUI/DL Checkpoints. A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the Summer Mobilization. To	35

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.	
11. Conduct DUI Saturation Patrol operation(s).	95
12. Conduct Warrant Service operation(s) targeting multiple DUI offenders who fail to appear in court.	7
13. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	58
14. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	35
15. 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.	10
16. 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.	17
17. Conduct Traffic Safety educational presentation(s) with an effort to reach community members. Note: Presentation(s) may include topics such as distracted driving, DUI, speed, bicycle and pedestrian safety, seat belts and child passenger safety.	4
18. Conduct Know Your Limit campaigns with an effort to reach members of the community.	7
19. Participate in highly visible collaborative DUI Enforcement operations.	3
20. Participate in highly visible collaborative Traffic Enforcement operations.	1
21. Send law enforcement personnel to DUI Checkpoint Planning and Management training.	12
22. Conduct specialized enforcement operations focusing specifically on street racing and sideshow activities.	11
23. Conduct Illegal Street Racing and Modified Vehicle training classes for law enforcement personnel.	2
24. Identify straight time personnel and report on activities completed. Include any vacancies or staff changes that have occurred.	2
25. Utilize the oral fluid drug screening device at roadside to assist with identifying drug use during DUI investigations. Report on the use, accomplishments, or challenges associated with the use of the oral fluid drug screening device.	1
3. METHOD OF PROCEDURE	
A. Phase 1 – Program Preparation (1st Quarter of Grant Year)	
<ul style="list-style-type: none"> • The department will develop operational plans to implement the “best practice” strategies outlined in the objectives section. • All training needed to implement the program should be conducted in the first quarter. • All grant related purchases needed to implement the program should be made in the first quarter. • In order to develop/maintain the “DUI BOLOs,” 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 DUI BOLO may include the driver’s name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. DUI BOLOs should be updated and distributed to traffic and patrol officers at least monthly. • Implementation of the STEP grant activities will be accomplished by deploying personnel at high crash locations. • Oral Fluid Drug Screening Devices – The Grantee agrees to ensure all personnel using road-side drug testing equipment, including oral fluid drug screening devices, purchased with grant funds 	

from this Grant Agreement, are trained to recognize alcohol and drug impairment. At a minimum, personnel using these devices should receive Standardized Field Sobriety Testing training. These personnel are also encouraged to attend Advanced Roadside Impaired Driving Enforcement and Drug Recognition Evaluator training. Prior to using these devices, the Grantee agrees to obtain permission from their local prosecutor's office, establish a policy ensuring appropriate use, and require the staff using these devices to receive appropriate training, which may include training from the manufacturer. This will help ensure the equipment is used appropriately. The Grantee shall advise the State (California Office of Traffic Safety) of any legal challenges or other items of significance that may affect the use or legal acceptance of these devices. Additionally, the State may request additional information about the performance of these devices, including information about their use, accuracy, and feedback from personnel using the devices.

Media Requirements Issue a press release approved by the OTS PIO announcing the kick-off of the grant by November 15, but no sooner than October 1. The kick-off release must be approved by the OTS PIO and only distributed after the grant is fully signed and executed. If you are unable to meet the November 15 deadline to issue a kick-off press release, communicate reasons to your OTS coordinator and OTS PIO.

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

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

Media Requirements

The following requirements are for all grant-related activities:

- Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS coordinator. Optimum lead time would be 7 days before the scheduled release but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- The OTS PIO is responsible for the approval of the design and content of materials. The agency understands OTS PIO approval is not authorizing approval of budget expenditure or cost. Any cost approvals must come from the Coordinator.
- Pre-approval is not required when using any OTS-supplied template for media advisories, press releases, social media graphics, videos or posts, or any other OTS-supplied educational material. However, copy the OTS PIO at pio@ots.ca.gov and your OTS coordinator when any material is distributed to the media and public, such as a press release, educational material, or link to social media post. The OTS-supplied kick-off press release templates and any kickoff press releases are an exception to this policy and require prior approval before distribution to the media and public.
- If an OTS-supplied template, educational material, social media graphic, post or video is substantially changed, the changes shall be sent to the OTS PIO at pio@ots.ca.gov for approval and copy to your OTS Coordinator. Optimum lead time would be 7 days prior to the scheduled release date, but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Press releases, social media posts and alerts on platforms such as NextDoor and Nixle reporting immediate and time-sensitive grant activities (e.g. enforcement operations, day of event highlights or announcements, event invites) are exempt from the OTS PIO approval process. The OTS PIO and your Coordinator should still be notified when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Enforcement activities such as warrant and probation sweeps, court stings, etc. that are embargoed or could impact operations by publicizing in advance are exempt from the PIO approval process. However, announcements and results of activities should still be copied to the OTS PIO at pio@ots.ca.gov and your Coordinator with embargoed date and time or with "INTERNAL ONLY: DO NOT RELEASE" message in subject line of email.

- Any earned or paid media campaigns for TV, radio, digital or social media that are part of a specific grant objective, using OTS grant funds, or designed and developed using contractual services by a subgrantee, requires prior approval. Please send to the OTS PIO at pio@ots.ca.gov for approval and copy your grant coordinator at least 3 business days prior to the scheduled release date.
- Social media posts highlighting state or national traffic safety campaigns (Distracted Driving Month, Motorcycle Safety Awareness Month, etc.), enforcement operations (DUI checkpoints, etc.), or any other grant-related activity such as Bicycle rodeos, presentations, or events, are highly encouraged but do not require prior approval.
- Submit a draft or rough-cut of all digital, printed, recorded or video material (brochures, posters, scripts, artwork, trailer graphics, digital graphics, social posts connected to an earned or paid media campaign grant objective) to the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator for approval prior to the production or duplication.
- Use the following standard language in all press, media, and printed materials, space permitting: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Space permitting, include the OTS logo on all grant-funded print materials, graphics and paid or earned social media campaign grant objective; consult your OTS Coordinator for specifics, format-appropriate logos, or if space does not permit the use of the OTS logo.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator at least 21 days in advance, or when first confirmed, a short description of any significant grant-related traffic safety event or program, particularly events that are highly publicized beforehand with anticipated media coverage so OTS has sufficient notice to arrange for attendance and/or participation in the event. If unable to attend, email the OTS PIO and coordinator brief highlights and/or results, including any media coverage (broadcast, digital, print) of event within 7 days following significant grant-related event or program. Media and program highlights are to be reflected in QPRs.
- Any press releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received PIO approval in a prior grant year needs to be resubmitted for approval in the current grant year.
- Contact the OTS PIO or your OTS Coordinator for consultation when changes from any of the above requirements might be warranted.

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

1. Prepare and submit grant claim invoices (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

PT24161

Schedule B

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT		
164AL-24	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$1,214,600.00		
402PT-24	20.600	State and Community Highway Safety	\$703,400.00		
COST CATEGORY		FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS					
Straight Time					
Sr. Administrative Services Analyst		164AL-24	\$42.22	1,248	\$52,691.00
Sr. Administrative Services Analyst		402PT-24	\$42.22	832	\$35,127.00
Benefits for 164AL - Sr. Administrative Services Analyst		164AL-24	\$52,691.00	1	\$30,940.00
Benefits for 402PT - Sr. Administrative Services Analyst		402PT-24	\$35,127.00	1	\$20,627.00
Administrative Services Analyst II		164AL-24	\$31.25	1,248	\$39,000.00
Administrative Services Analyst II		402PT-24	\$31.25	832	\$26,000.00
Benefits for 164AL - Administrative Services Analyst II		164AL-24	\$39,000.00	1	\$23,985.00
Benefits for 402PT - Administrative Services Analyst II		402PT-24	\$26,000.00	1	\$15,990.00
Overtime					
DUI/DL Checkpoints		164AL-24	\$10,943.71	35	\$383,030.00
DUI Saturation Patrols		164AL-24	\$5,100.00	95	\$484,500.00
Warrant Service Operations		164AL-24	\$6,200.00	7	\$43,400.00
Know Your Limit		164AL-24	\$2,900.00	7	\$20,300.00
Collaborative DUI Enforcement		164AL-24	\$4,000.00	3	\$12,000.00
Benefits for 164AL OT @ 9.73%		164AL-24	\$943,231.00	1	\$91,776.00
Traffic Enforcement		402PT-24	\$3,666.55	58	\$212,660.00
Distracted Driving		402PT-24	\$3,720.00	35	\$130,200.00
Motorcycle Safety		402PT-24	\$3,070.00	10	\$30,700.00
Pedestrian and Bicycle Enforcement		402PT-24	\$3,400.00	17	\$57,800.00
Street Racing and Sideshow Enforcement Operations		402PT-24	\$4,200.00	11	\$46,200.00
Collaborative Traffic Enforcement		402PT-24	\$4,250.00	1	\$4,250.00
Street Racing Training		402PT-24	\$2,000.00	2	\$4,000.00
Traffic Safety Education		402PT-24	\$1,800.00	4	\$7,200.00
Benefits for 402PT OT @ 9.73%		402PT-24	\$493,010.00	1	\$47,970.00
Category Sub-Total					\$1,820,346.00
B. TRAVEL EXPENSES					
In State Travel		402PT-24	\$23,731.00	1	\$23,731.00
					\$0.00
Category Sub-Total					\$23,731.00
C. CONTRACTUAL SERVICES					
					\$0.00
Category Sub-Total					\$0.00
D. EQUIPMENT					

Portable Light Tower	164AL-24	\$7,300.00	1	\$7,300.00
Radar Trailer	402PT-24	\$11,000.00	1	\$11,000.00
Category Sub-Total				\$18,300.00
E. OTHER DIRECT COSTS				
DUI Checkpoint Supplies	164AL-24	\$17,128.00	1	\$17,128.00
PAS Device/Calibration Supplies	164AL-24	\$900.00	4	\$3,600.00
Oral Fluid Drug Screening Device	164AL-24	\$4,950.00	1	\$4,950.00
Computer or Tablet	402PT-24	\$3,500.00	2	\$7,000.00
Lidar Device	402PT-24	\$3,300.00	4	\$13,200.00
Mobile Printer	402PT-24	\$1,500.00	2	\$3,000.00
Educational Materials	402PT-24	\$500.00	1	\$500.00
Office Supplies	402PT-24	\$3,085.00	1	\$3,085.00
Traffic Data Collection Device	402PT-24	\$3,160.00	1	\$3,160.00
Category Sub-Total				\$55,623.00
F. INDIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00
GRANT TOTAL				\$1,918,000.00

BUDGET NARRATIVE

PERSONNEL COSTS

Sr. Administrative Services Analyst - The Sr. Administrative Services Analyst 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.

Sr. Administrative Services Analyst - The Sr. Administrative Services Analyst 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 for 164AL - Sr. Administrative Services Analyst - Benefit breakdown:

WC 5.17
 Life Ins. 0.08
 Health Ins. 12.25
 SS 6.2
 Training Fund 0.03
 Medicare 1.45
 Retirement 32.74
 Pension 0.26
 LTD 0.33
 Unemployment 0.21
 Total benefits 58.72%

Benefits for 402PT - Sr. Administrative Services Analyst - Benefit breakdown:

WC 5.17
 Life Ins. 0.08
 Health Ins. 12.25
 SS 6.2
 Training Fund 0.03
 Medicare 1.45
 Retirement 32.74
 Pension 0.26
 LTD 0.33
 Unemployment 0.21
 Total benefits 58.72%

Administrative Services Analyst II - The Administrative Services Analyst II 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.

Administrative Services Analyst II - The Administrative Services Analyst II 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 for 164AL - Administrative Services Analyst II - Benefit breakdown:

WC 5.17
 Life Ins. 0.09
 Health Ins. 13.4
 SS 6.2
 Training Fund 0.03
 Health Sub 1.81
 Medicare 1.45
 Retirement 32.74
 Pension 0.29

Unemployment 0.32
Total benefits 61.5%

Benefits for 402PT - Administrative Services Analyst II - Benefit breakdown:

WC 5.17
Life Ins. 0.09
Health Ins. 13.4
SS 6.2
Training Fund 0.03
Health Sub 1.81
Medicare 1.45
Retirement 32.74
Pension 0.29
Unemployment 0.32
Total benefits 61.5%

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.

Warrant Service Operations - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

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

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

Benefits for 164AL OT @ 9.73% - Benefit breakdown:

Medicare 1.45
WC 5.178
Total benefit sworn 6.63%

Medicare 1.45
SS 6.2
WC 5.178
Total benefit classified: 12.83%

Traffic Enforcement - Overtime for grant funded law 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.

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

Street Racing and Sideshow Enforcement Operations - 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

Street Racing Training - Overtime for grant funded instructor training conducted by appropriate department personnel.

Traffic Safety Education - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.

Benefits for 402PT OT @ 9.73% - Benefit breakdown:

Medicare 1.45
WC 5.178
Total benefit sworn 6.63%

Medicare 1.45
SS 6.2
WC 5.178

Total benefit classified: 12.83%

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 the OTS Law Enforcement Forum and the California Traffic Safety Summit. 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

Portable Light Tower-High intensity light on a telescoping shaft and stabilized platform to illuminate a wide area for greater visibility during night time operations. Costs may include a generator, battery, cart, and accessories.

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

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/Calibration 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. Each item must have a unit cost of less than \$5,000 (including tax and shipping).

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

Oral Fluid Drug Screening Device - Device to collect oral fluid sample to detect the presence of some drug categories in DUI investigations. Costs may include oral fluid device, printer, power supply unit and cable, system carrying case, and accessories. Each item must have a unit cost of less than \$5,000 (including tax and shipping).

Computer or Tablet - For use in tracking or conducting grant activities and producing required reports. Costs may include a desktop computer, monitor, laptop, tablet, printer, software and accessories.

Lidar Device - Light detection and ranging device used to measure the speed of motor vehicles. This device will be used for speed enforcement. Costs may include lidar devices, batteries, tax, and shipping.

Mobile Printer - Mobile printers to be used with electronic citation devices for traffic officers to print the citation in the field. Costs include the purchase of the printer, accessories, and associated shipping and taxes.

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, flash drives, 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.

Traffic Data Collection Device - Traffic collection device to securely gather vehicle counts, speed volume, and additional data. Traffic data collection devices will upload and distribute traffic data and reports to help calm traffic and improve traffic safety.

INDIRECT COSTS

-

STATEMENTS/DISCLAIMERS

There will be no program income generated from this grant.

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.

Any non-grant funded vacancies created by reassignment to a grant-funded position must be filled at the expense of the grantee agency.

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.

Benefits for personnel costs can only be applied to straight time or overtime hours charged to the grant.

Certifications and Assurances for Fiscal Year 2024 Highway Safety Grants (23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58)

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

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [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 all subrecipients as well as States)

The State highway safety agency [and its subrecipients] 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);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *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* (preventing 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);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

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In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (c) of 49 CFR part 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
"The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review

upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The Subgrantee will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;
 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to all 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 all 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-awards 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 all 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

(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.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to all 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. The NHTSA website (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:	PT24161
Agency Name:	Riverside County Sheriff's Office
Grant Title:	Selective Traffic Enforcement Program (STEP)
Agreement Total:	\$1,918,000.00
Authorizing Official:	Donald Sharp
Fiscal Official:	Claudia Preciado-Arroyo
Grant Director:	Michelle Norris

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: Yes

Phone: (951) 955-4743

Email: sallopez@riversidesheriff.org

3. Jazlyn Singh

Title: Admin Analyst

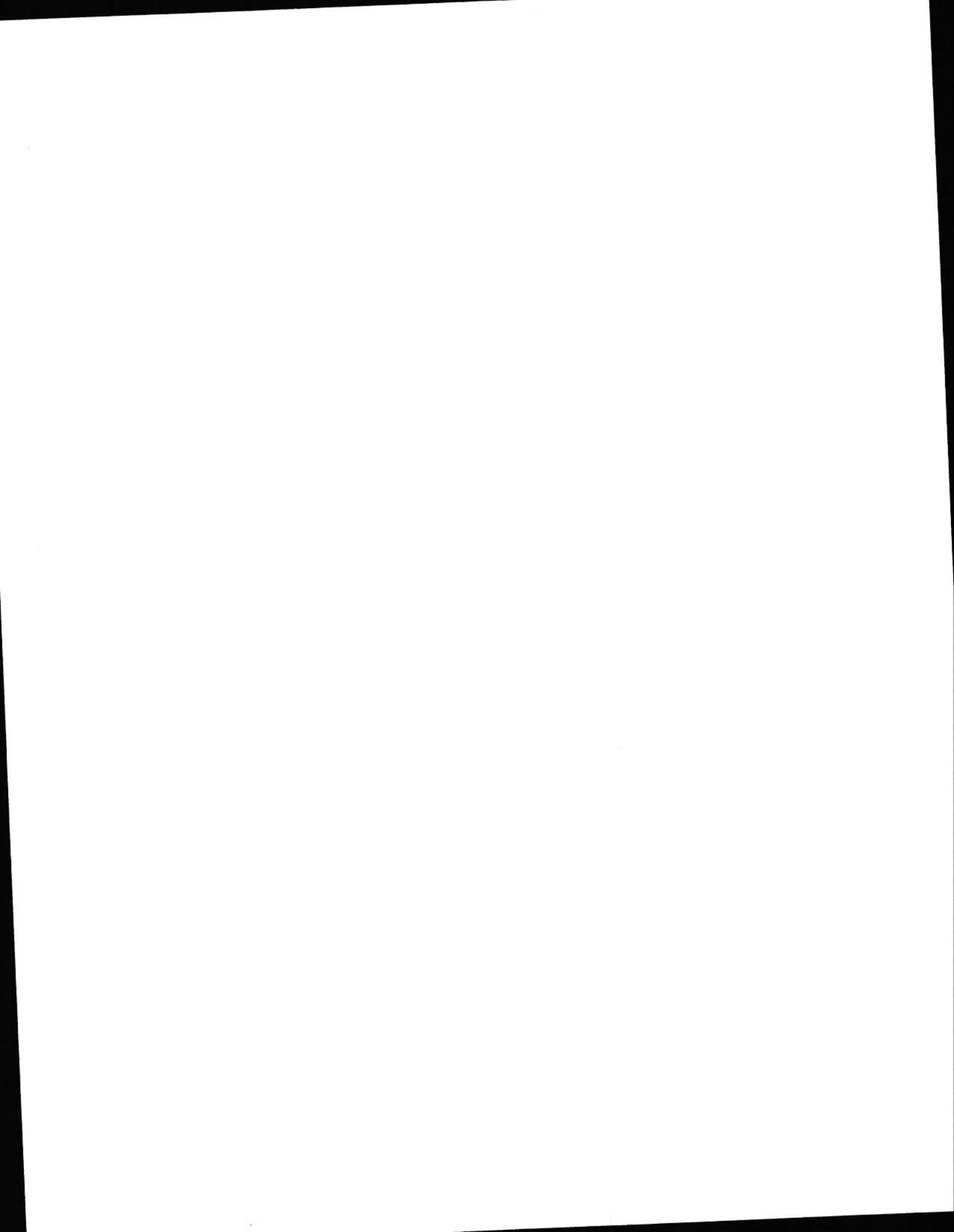
Media Contact: No

Phone: 951-955-1364

Email: jsingh@riversidesheriff.org

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

GEMS User 1		Add as a media contact? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Add/Change <input checked="" type="checkbox"/>	Remove Access <input type="checkbox"/>	
Sally Lopez		Sr. Administrative Services Analyst
Name	Job Title	
sallopez@riversidesheriff.org	(951) 955-4743	
Email address	Phone number	
GEMS User 2		Add as a media contact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Add/Change <input checked="" type="checkbox"/>	Remove Access <input type="checkbox"/>	
Jazlyn Singh		Administrative Services Analyst II
Name	Job Title	
jsingh@riversidesheriff.org	(951) 955-1364	
Email address	Phone number	
GEMS User 3		Add as a media contact? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Add/Change <input checked="" type="checkbox"/>	Remove Access <input type="checkbox"/>	
Michelle Norris		Administrative Services Supervisor
Name	Job Title	
mmnorris@riversidesheriff.org	(951) 955-0892	
Email address	Phone number	
GEMS User 4		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	
GEMS User 5		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>Sally Lopez</u> Date: Sep 22, 2023 <small>Sally Lopez (Sep 22, 2023 15:55 PDT)</small>		
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.		
<u>Michelle Norris</u> <small>Michelle Norris (Sep 22, 2023 16:26 PDT)</small>	Michelle Norris	
Signature	Name	
Sep 22, 2023	Grant Director	
Date	Title	














Grant Agreement - PT24161


Final Audit Report

2023-10-10

Created:	2023-09-21
By:	Kristen Mickey (kristen.mickey@ots.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAAVhbkzoxIT4mfi8PqfCz2XZLaJCAr1W

"Grant Agreement - PT24161" History

-  Document created by Kristen Mickey (kristen.mickey@ots.ca.gov)
2023-09-21 - 8:24:10 PM GMT
-  Document emailed to Sally Lopez (sallopez@riversidesheriff.org) for signature
2023-09-21 - 8:24:21 PM GMT
-  Email viewed by Sally Lopez (sallopez@riversidesheriff.org)
2023-09-22 - 2:42:39 PM GMT
-  Document e-signed by Sally Lopez (sallopez@riversidesheriff.org)
Signature Date: 2023-09-22 - 10:55:00 PM GMT - Time Source: server
-  Document emailed to mmnorris@riversidesheriff.org for signature
2023-09-22 - 10:55:02 PM GMT
-  Email viewed by mmnorris@riversidesheriff.org
2023-09-22 - 11:24:25 PM GMT
-  Signer mmnorris@riversidesheriff.org entered name at signing as Michelle Norris
2023-09-22 - 11:26:04 PM GMT
-  Document e-signed by Michelle Norris (mmnorris@riversidesheriff.org)
Signature Date: 2023-09-22 - 11:26:06 PM GMT - Time Source: server
-  Document emailed to Claudia Preciado-Arroyo (cpreciad@riversidesheriff.org) for signature
2023-09-22 - 11:26:08 PM GMT
-  Email viewed by Claudia Preciado-Arroyo (cpreciad@riversidesheriff.org)
2023-09-22 - 11:38:46 PM GMT
-  Document e-signed by Claudia Preciado-Arroyo (cpreciad@riversidesheriff.org)
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 Document e-signed by Donald Sharp (dsharp@riversidesheriff.org)

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 New document URL requested by Donald Sharp (dsharp@riversidesheriff.org)


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 Email viewed by Carolyn Vu (Carolyn.Vu@ots.ca.gov)

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 Document e-signed by Carolyn Vu (Carolyn.Vu@ots.ca.gov)

Signature Date: 2023-10-03 - 11:04:33 PM GMT - Time Source: server

 Document emailed to Barbara Rooney (barbara.rooney@ots.ca.gov) for signature

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2023-10-10 - 4:12:28 PM GMT

 Document e-signed by Barbara Rooney (barbara.rooney@ots.ca.gov)

Signature Date: 2023-10-10 - 4:12:46 PM GMT - Time Source: server

 Agreement completed.

2023-10-10 - 4:12:46 PM GMT