

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



**ITEM: 3.38
(ID # 29074)**

MEETING DATE:

Tuesday, January 13, 2026

FROM : SHERIFF-CORONER-PA

SUBJECT: SHERIFF-CORONER-PA: Accept the FY 2025-26 Selective Traffic Enforcement Program (STEP) Funding from the State of California Office of Traffic Safety (OTS) and Ratify and Approve Grant Agreement PT26151; All Districts. [\$1,844,000 – 100% Federal Grant Funding] [4/5 Vote Required]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Accept the 2025-2026 STEP Grant funding in the combined amount of \$1,844,000, including federal funding provided by the United States Department of Transportation, passed through Office of Traffic Safety (OTS), for the grant period commencing October 1, 2025 through September 30, 2026;
2. Ratify and approve State of California Office of Traffic Safety Grant Agreement Number PT26151 (Agreement);
3. Authorize the Sheriff, Undersheriff, Assistant Sheriff, Chief Deputy Sheriff, Deputy Director of Sheriff's Administrative Services, or Administrative Services Supervisor, to execute the Agreement on behalf of the County, and any related grant documents, including but not limited to, modifications, amendments, extensions, progress reports, and payment requests with OTS that may be necessary for the completion of the project, as approved as to form by County Counsel; and
4. Approve and direct the Auditor-Controller to make the budget adjustments on the attached Schedule A.

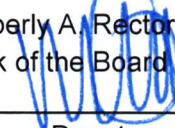
ACTION:4/5 Vote Required


Donald Sharp, Undersheriff 12/22/2025

MINUTES OF THE BOARD OF SUPERVISORS

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

Ayes: Medina, Spiegel, Washington, Perez, and Gutierrez
Nays: None
Absent: None
Date: January 13, 2026
xc: Sheriff

Kimberly A. Rector
Clerk of the Board
By: 
Deputy

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

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STATE OF CALIFORNIA**

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ 1,302,181	\$ 541,819	\$ 1,844,000	\$ 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:	25/26 – 26/27

C.E.O. RECOMMENDATION: Approve

BR# 26-056

Prev. Agn. Ref.: 1/14/25, 3.38

BACKGROUND:

Summary

On June 4, 2025, the Riverside County Sheriff’s Office (RSO) was awarded the State of California Office of Traffic Safety (OTS) Selective Traffic Enforcement Program (STEP) Grant funding in the amount of \$1,844,000 to reduce the number of persons killed or injured in crashes involving alcohol and other primary collision factors.

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 crashes, 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, RSO has administered the OTS STEP grant on behalf of its 16 contract cities. On January 14, 2025 (Minute Order 3.38) the Board of Supervisors approved acceptance of FY 2025 STEP funding in the amount of \$1,900,000. 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. STEP uses best practice strategies to reduce the number of persons killed or injured in accidents involving alcohol and other primary crash factors.

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

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.

Budget Adjustments

The attached Schedule A includes current year budget adjustments in the amount of \$1,302,181. The performance period for STEP FY 2026 is from October 1, 2025, to September 30, 2026. 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 2025-2026, RSO estimates expending a total of \$1,302,181, which includes \$214,475 to fund two full-time positions to administer the grant, and \$1,087,706 to fund program operations to include personnel (overtime), field equipment, and training.

ATTACHMENTS:

1. Grant Agreements PT26151 (2 copies)
2. Schedule A - Budget Adjustment

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

SCHEDULE A.

BUDGET ADJUSTMENT
FY 2025-2026

ADMINISTRATIVE OPERATIONS

Increase Appropriations:

10000-2500200000-510040	Regular Salaries	\$134,683
10000-2500200000-518100	Budgeted Benefits	\$ 77,792
10000-2500200000-528140	Conference/Registration Fees	\$ 740
10000-2500200000-528960	Lodging	\$ 800
10000-2500200000-528980	Meals	\$ 410
10000-2500200000-529040	Private Mileage Reimbursement	\$ 50
Total Increase in Estimated Appropriations		\$214,475

Increase Estimated Revenues:

10000-2500200000-767450	Federal-OTS Grants	<u>\$214,475</u>
Total Increase in Estimated Revenue		\$214,475

FIELD OPERATIONS

Increase Appropriations

10000-2500300000-510420	Overtime	\$ 965,878
10000-2500300000-518080	Other Budgeted Benefits	\$ 79,690
10000-2500300000-526910	Field Equipment-Non- Assets	\$ 25,597
10000-2500300000-528140	Conference/Registration Fees	\$ 6,617
10000-2500300000-528960	Lodging	\$ 4,964
10000-2500300000-528980	Meals	\$ 3,309
10000-2500300000-529040	Private Mileage Reimbursement	\$ 1,651
Total Increase in Estimated Appropriations		\$ 1,087,706

Increase Estimated Revenues:

10000-2500300000-767450	Federal-OTS Grants	<u>\$ 1,087,706</u>
Total Increase in Estimated Revenue		\$ 1,087,706


Brett Austin, Supervising Accountant

12/16/2025


Rebecca S. Cortez, Principal Management Analyst

1/6/2026


Aaron Gettis, Chief Deputy County Counsel

12/16/2025

RESOLUTION

BE IT RESOLVED by the Board of Supervisors of the County of Riverside, State of California, in regular session assembled on Tuesday, January 13, 2026, that the Chair is authorized and directed to execute on behalf of said County the Grant Agreement ID: PT26151 between Riverside County and the State of California Office of Traffic Safety (OTS) providing for: Accept the FY 2025-26 Selective Traffic Enforcement Program (STEP) Funding

ROLL CALL:

Ayes: Medina, Spiegel, Washington, Perez and Gutierrez

Nays: None

Absent: None

Abstain: None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on the date therein set forth.

KIMBERLY A. RECTOR, Clerk of the Board

BY: _____

Deputy

1. GRANT TITLE Selective Traffic Enforcement Program (STEP)	
2. NAME OF AGENCY Riverside County	3. Grant Period From: 10/01/2025 To: 09/30/2026
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: \$1,844,000.00 Allocation is contingent upon availability of federal funds.	
7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement: <ul style="list-style-type: none"> • Schedule A – 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. 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 Prager TITLE: Administrative Services Supervisor EMAIL: mmprager@riversidesheriff.org PHONE: (951) 955-0892 ADDRESS: 4095 Lemon Street, 1st Floor Riverside, CA 92501-3600</p> <p><u>Michelle Prager</u> <small>Michelle Prager (Oct 3, 2025 15:03:57 PDT)</small></p> <p>Oct 3, 2025</p> <p>_____ (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> <small>Claudia Preciado-Arroyo (Oct 3, 2025 15:49:26 PDT)</small></p> <p>Oct 3, 2025</p> <p>_____ (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> <small>Donald Sharp (Oct 6, 2025 16:16:26 PDT)</small></p> <p>Oct 3, 2025</p> <p>_____ (Signature) (Date)</p> <p>D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY</p> <p>ADDRESS: Stephanie Dougherty Director stephanie.dougherty@ots.ca.gov (916) 509-3030 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758</p> <p><u>Stephanie Dougherty</u> <small>Stephanie Dougherty (Oct 7, 2025 10:00:00 PDT)</small></p> <p>Oct 7, 2025</p> <p>_____ (Signature) (Date)</p>


FORM APPROVED COUNTY COUNSEL

10/3/2025 11:58:14 AM

BY: Aaron C. Gettis DATE: 11/13/2025

JAN 13 2026 3.38 Amrit P. Dhillon

<p>E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY</p> <p>NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758</p>	<p>9. SAM INFORMATION</p> <p>SAM#: VCDLA7V2ADE3 REGISTERED ADDRESS: 4095 Lemon St. FL 3RD CITY: Riverside ZIP+4: 92501-3691</p>
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
164AL-26.1	20.608	0521-0890-101	2024	22/24	BA/24	\$1,175,000.00
405e DDA-	20.616	0521-0890-101	2025	04/25	BA/25	\$182,000.00
405c TR-26	20.616	0521-0890-101	2025	04/25	BA/25	\$7,000.00
402PT-26	20.600	0521-0890-101	2025	04/25	BA/25	\$480,000.00
					AGREEMENT TOTAL	\$1,844,000.00
					AMOUNT ENCUMBERED BY THIS DOCUMENT	
					\$1,844,000.00	
<p><i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.</i></p>					PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT	
					\$ 0.00	
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED		TOTAL AMOUNT ENCUMBERED TO DATE	
 <small>Carolyn Vu Oct 6, 2025 10:12:31 PDT</small>			Oct 6, 2025		\$1,844,000.00	

1. PROBLEM STATEMENT

Describe the city, county, or jurisdiction this grant will impact.

The County of Riverside is in the southern portion of California. As of 2023, the population was 2.492 million residents and covers 7,303 square miles. Riverside County is 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 fast developing desert communities due to its low housing costs and proximity to tourist destinations, including Temecula wine county and the communities of Palm Springs, Palm Desert and Coachella. These areas attract significant populations due to various amenities and things to do, including a nightlife atmosphere, sports tournaments, and entertainment. The large amounts of drinking establishments in these areas have increased motorists driving under the influence of alcohol during evening hours.

Describe the problem(s) to be addressed, supported by current and relevant crash data. (most recent calendar year data/stats).

SWITRS ranks Riverside County as being amongst the top 10 counties with the most traffic related, alcohol and drug-involved traffic fatalities in California. According to local 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, Riverside County Sheriff's Office (RSO) 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, RSO 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 2024, Riverside County reported over 3000 traffic related crashes, which resulted in 69 people killed and over 4500 people injured. The number of fatalities continues to increase every year. In 2022, there were 24 people killed and 667 injured from alcohol-involved crashes. In 2023, that number increased to 27 killed and 825 injured. In 2024, 36 people were killed and 1057 injured from alcohol-involved crashes, which is the most ever reported within Riverside County.

The top primary crash factors for 2024 were Unsafe Speed, Traffic Signs & Signals, and Improper Turning violations. Although not listed, Driving Under the Influence also makes the list of top primary crash factors. While each city has their own unique Top 3 Primary Crash Factors, Unsafe Speed continues to hold the #1 spot for almost all of the 16 contracted cities with at least 8 killed and over 1500 injured.

CALIMESA

The city of Calimesa, California measures 14.8 square miles, and is home to approximately 11,000 people. The city of Calimesa contracts with the Riverside County Sheriff's Office for police services. The Cabazon Station services the city of Calimesa. Along with the population of Calimesa, the city gets an influx of traffic from the neighboring cities of Beaumont and Yucaipa due to local schools and shopping centers. Residents of Beaumont and Yucaipa travel through the city of Calimesa to reach the Interstate 10 Freeway which causes traffic on the streets during commute hours in the morning and evening time. The city of Calimesa has two commercial warehouses that will create commercial traffic on the city streets. There is a third warehouse on the border of the city which commercial traffic will travel through the city limits to access

Interstate 10 Freeway. The city is experiencing rapid economic growth while attempting to keep its rural charm.

During the calendar year of 2024, there were 73 reported crashes in the city of Calimesa. In these crashes, 0 people were killed, and 48 subjects were injured. Alcohol and drugs were a factor in crashes that injured 3 subjects. The city of Calimesa had 5 arrests made on subjects suspected of driving under the influence of drugs or alcohol. There were 45 reported calls for service during the calendar year regarding suspected impaired drivers. The top three crash factor categories were: Right of way violation, Unsafe speed, and Improper turning maneuver. The citizens of Calimesa make complaints weekly to the city staff and to deputies regarding traffic violations and the desire to have them enforced. Citizens complain about speed violations and stop sign violations throughout the city. There are also complaints regarding traffic enforcement in school zones and bicycle safety as a growing number of juveniles are riding unsafely on city streets. The city currently contracts for one deputy and one Problem Oriented Policing Deputy. The two deputies do not have the resources or time to continually enforce traffic and cover calls for service. The OTS grant will allow for additional resources and violation specific operations to help enforce traffic violations and minimize the number of crashes and injuries within the city. Additional resources and training will assist the department in obtaining a new Lidar to enforce speed and training to certify deputies on the device. The citizens of the community want to see a Bicycle safety class to assist juveniles and their parents learn how to be safe while riding their bicycles through the community.

Calimesa is comprised of young families and senior citizens. The families want their children to be outside and playing while the older community wants peace and quiet. The senior citizens drive slowly, while the younger families are in a hurry to get to the next place. Both groups of people want to see their community be a safe place to walk and drive. This grant will help the department enforce traffic laws such as speed violations to slow down vehicles and minimize injuries related to high-speed crashes. Distracted driving enforcement will help keep drivers' eyes on the road and make the city a safe place for children to walk/ride bicycles home from school. The bicycle safety course will help children and parents realize the hazards to look for and how to safely traverse the community they live in.

COACHELLA

The city of Coachella measures approximately 32 square miles and is home to approximately 45,000 permanent residents. The city of Coachella is home to multiple annual events and festivals that bring an influx in seasonal residents and tourists. Because the city of Coachella does not employ a traffic team to focus on reducing the occurrence of traffic related problems, the Sheriff's Department is strained in its ability to enforce the city's disreputable issues related to impaired driving, crashes, and other traffic matters. This lack of service to the citizens of Coachella adds to the safety concerns for all those who travel the city's roadways.

Over the last three years, the number of persons injured or killed in crashes in the city of Coachella has varied. In 2022, the number of persons killed in crashes was zero; however, 151 persons suffered various injuries. In 2023, four persons were killed in crashes and another 134 suffered various injuries. In 2024, five persons were killed in a crash and another 203 suffered various injuries.

The top primary crash factors between 2022 - 2024 were unsafe speed with 258, improper turning with 258, and traffic signals and signs with 153.

These crash factors are commonly associated with distracted driving which is believed to be an underreported factor in many of these crashes. Distracted driving continues to be an ongoing problem in the city of Coachella, as it is in most other cities, and it will only increase with the further development of technology and the lack of personnel dedicated to traffic enforcement.

EASTVALE

The City of Eastvale incorporated on October 1, 2010, and has a population of 70,510 citizens and covers 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 Traffic Team includes 1 Captain, 1 Lieutenant, 1 Sergeant, 18 Patrol Officers. The staff assigned to the Eastvale Traffic Team includes 1 Lieutenant, 1 Sergeant, 2 Crash Investigators, 4 Motorcycle Officers, 1 Commercial Enforcement Deputy, and 2 Community Service Officers.

Over the past 2 years, Eastvale has been consistent in traffic crashes. A majority of the city is residential. From 2023 to 2024 the city has been consistent in fatal traffic crashes and injury traffic crashes, without a significant increase or decrease. Eastvale has a huge retail shopping center that saw over 9 million visitors in 2024 and was among the top 100 visited shopping centers in the United States. Eastvale's growth in population and retail businesses has led to additional vehicles on the roadways. Outside of the large retail area, Eastvale uses several bicycle lanes throughout the city to help the community travel by bicycle. Bicycle crashes are very present throughout the city. The city of Eastvale also has several jogging areas and a lot of pedestrian traffic. Pedestrian crashes are present often throughout the city, especially in the retail areas.

The Eastvale Traffic Team will participate in DUI Saturation Patrols, Traffic Enforcement Operations, Warrant Service Operations, and other various traffic enforcement operations to help combat the above listed problems.

During the 2023 calendar year, Eastvale experienced the following:

- Fatal Crashes: 2
- Victims: 2
- Injury Crashes: 129
- Victims: 186
- Alcohol Involved Fatal Crashes: 0
- Alcohol Involved Injury Crashes: 14
- Alcohol Involved Fatal Victims: 0
- Alcohol Involved Injury Victims: 17
- Hit & Run Fatal Crashes: 1
- Hit & Run Injury Crashes: 14
- Hit & Run Fatal Victims: 1
- Hit & Run Injury Victims: 17
- Nighttime Fatal Crashes: 0
- Nighttime Injury Crashes: 19
- Nighttime Fatal Victims: 0
- Nighttime Injury Victims: 22

During the 2024 calendar year, Eastvale experienced the following:

- Fatal Crashes: 2
- Victims: 2
- Injury Crashes: 132
- Victims: 192

- Alcohol Involved Fatal Crashes: 0
- Alcohol Involved Injury Crashes: 12
- Alcohol Involved Fatal Victims: 0
- Alcohol Involved Injury Victims: 16
- Drug Involved Fatal Crashes: 2
- Drug Involved Injury Crashes: 3
- Drug Involved Fatal Victims: 2
- Drug Involved Injuries Victims: 8

- Hit & Run Fatal Crashes: 0
- Hit & Run Injury Crashes: 13
- Hit & Run Fatal Victims: 0
- Hit & Run Injury Victims: 15
- Nighttime Fatal Crashes: 1
- Nighttime Injury Crashes: 12
- Nighttime Fatal Victims: 1
- Nighttime Injury Victims: 15

Problem 1-DUI Saturation Patrols:

During 2024, Deputies assigned to Eastvale responded to 151 calls for service regarding alcohol and/or drug drivers and 94 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 Eastvale Traffic Team 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.

Problem 2-Traffic Enforcement Operations:

In 2023, Deputies assigned to the Eastvale station responded to 528 traffic crashes. Traffic crashes are preventable and occur when 1 or both drivers commit a traffic violation. The Eastvale Traffic Team tracks primary crash factors (PCF) and locations where most crashes occurred.

The Eastvale Traffic Team wrote traffic citations in these areas for the most common PCFs. Although there is no validated traffic index, there is a correlation showing when officers write citations at locations where crashes have occurred, the crash rate decreases, therefore, decreasing the number of crashes, injuries resulting from crashes, and deaths from traffic crashes.

In 2024, the city of Eastvale has seen a continued 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 dangerous to other motorists and increases the amount of traffic crashes.

During this time frame, there were 217 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. Grant funds are requested to conduct operations targeting illegal street racing and reckless driving. This will reduce the number of crashes, injuries, and officer's time investigating this activity.

If provided OTS funds to complete Traffic Enforcement Operations, the Eastvale Traffic Team will be able to provide focused enforcement in areas where most 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 3-Warrant Service Operation:

Warrant Service Operations allow officers to respond to a person's residence and either arrest the offender for their traffic-related warrant or issue the offender a citation to appear 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 Team with grant funds for Warrant Service Operations, officers will be able to decrease the crash rate and injuries related to traffic crashes.

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 365 traffic crashes reported (written) in the City of Indian Wells from January 01, 2022, to December 31, 2024. Out of these 365 crashes, 111 were injury crashes. Alcohol and/or drug impairment was a factor in 10.7% (39) of the total traffic crashes and 11.7% (13) of the injury traffic crashes. During this time, deputies of the Palm Desert Station arrested 107 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 2022-2024 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 212 (58%) of the 365 crashes that occurred during the calendar years of 2022-2024. Unsafe speed violations accounted for 134 (38%) of the crashes, driving under the influence accounted for 39 (11%) of the crashes, and unsafe lane change violations accounted for 39 (11%) of the crashes.

JURUPA VALLEY

The city of Jurupa Valley incorporated on July 1, 2011. As of 2023, the population of Jurupa Valley is 107,321 residents and encompasses approximately 44-square miles. Since its incorporation, Jurupa Valley has contracted with the Riverside County Sheriff's Office for its law enforcement services.

The staff assigned to and deployed as part of the traffic services provided to Jurupa Valley include: one Sheriff's Sergeant, three Deputy Sheriff's assigned to motorcycle enforcement, three Deputy Sheriff's assigned to crash/driving under the influence enforcement, two Deputy Sheriff's assigned to commercial motor vehicle enforcement, and three Community Service Officers. Prior to the incorporation of Jurupa Valley, law enforcement services were provided by the Riverside County Sheriff's Office and traffic services were provided by the California Highway Patrol.

Over the past three years, Jurupa Valley has been consistent with traffic crashes. Jurupa Valley today is a mix of high and low-density residential development, rural farming and other agricultural activities, and a mix of commercial retail and industrial activity. Between 2021 and 2023, fatal and injury traffic crashes increased each year. In 2024 we experienced three fewer fatal crashes and more specifically, we experienced a decrease in alcohol involved fatal crashes.

Several new residential communities have been developed in the northern end of the city, with several more currently in the planning stages. Several new commercial developments, both industrial and retail have been developed with the city. Several more are currently in the planning stages. These developments have led to additional vehicles on the roadways. Once the planned developments are completed, this will also inevitably result in additional vehicles, both passenger and large commercial trucks on the roadways.

Jurupa Valley will participate in driving under the influence saturation patrols, traffic enforcement operations, and other various traffic enforcement operations to help combat the above listed problems.

During the 2022 calendar year, Jurupa Valley experienced the following:

- Fatal Crashes: 15
- Victims: 15
- Injury Crashes: 404
- Victims: 573
- Alcohol Involved Fatal Crashes: 4
- Alcohol Involved Injury Crashes: 60
- Alcohol Involved Fatal Victims: 4
- Alcohol Involved Injury Victims: 86
- Hit & Run Fatal Crashes: 3
- Hit & Run Injury Crashes: 54
- Hit & Run Fatal Victims: 3
- Hit & Run Injury Victims: 63
- Nighttime Fatal Crashes: 5
- Nighttime Injury Crashes: 52
- Nighttime Fatal Victims: 5
- Nighttime Injury Victims: 76

During the 2023 calendar year, Jurupa Valley experienced the following:

- Fatal Crashes: 17
- Victims: 17
- Injury Crashes: 429
- Victims: 608
- Alcohol Involved Fatal Crashes: 6
- Alcohol Involved Injury Crashes: 71
- Alcohol Involved Fatal Victims: 6
- Alcohol Involved Injury Victims: 107
- Hit & Run Fatal Crashes: 4
- Hit & Run Injury Crashes: 50
- Hit & Run Fatal Victims: 4
- Hit & Run Injury Victims: 75
- Nighttime Fatal Crashes: 6
- Nighttime Injury Crashes: 63
- Nighttime Fatal Victims: 6
- Nighttime Injury Victims: 81

During the 2024 calendar year, Jurupa Valley experienced the following:

- Fatal Crashes: 14
- Victims: 15
- Injury Crashes: 393
- Victims: 573
- Alcohol Involved Fatal Crashes: 3

- Alcohol Involved Injury Crashes: 60
- Alcohol Involved Fatal Victims: 4
- Alcohol Involved Injury Victims: 88
- Hit & Run Fatal Crashes: 3
- Hit & Run Injury Crashes: 50
- Hit & Run Fatal Victims: 3
- Hit & Run Injury Victims: 63
- Nighttime Fatal Crashes: 5
- Nighttime Injury Crashes: 75
- Nighttime Fatal Victims: 6
- Nighttime Injury Victims: 99

PROBLEM #1 – DUI SATURATION PATROLS:

During the last calendar year (January 1, 2024 – December 31, 2024), deputies assigned to Jurupa Valley responded to 842 calls for service regarding drunk/drugged drivers and 825 hit and run traffic crashes. Statistics suggest that hit and run traffic crashes occur when the driver of the vehicle is either impaired or unlicensed. By providing grant funds to Jurupa Valley for driving under the influence saturation patrols, deputies will be able to saturate the streets and decrease the percentage of drivers suspected of being under the influence at the time of the crash who are not contacted due to low staffing levels. This will also allow for drivers to contact drivers involved in hit and run traffic crashes.

PROBLEM #2 – TRAFFIC ENFORCEMENT OPERATIONS:

During the last calendar year (January 1, 2024 – December 31, 2024), deputies assigned to Jurupa Valley responded to 2,539 traffic crashes. Traffic crashes are preventable and usually occur when one or both drivers commit a traffic violation. Jurupa Valley tracks primary crash factors (PCF) and locations where traffic crashes occur.

Deputies assigned to Jurupa Valley wrote citations in the areas for the most common PCF's. Although there is no validated traffic index, there is a correlation showing when deputies write citations at locations where crashes occur, the crash rate decreases, therefore decreasing the amount of traffic crashes, injuries, and deaths.

If provided OTS funds to complete traffic enforcement operations, Jurupa Valley will be able to provide focused enforcement in areas where the majority of traffic crashes occurred; therefore, decrease the amount of traffic crashes, and injuries and/or deaths resulting from traffic crashes. The traffic enforcement operations which will help Jurupa Valley accomplish this task includes, traffic enforcement operations, distracted driving operations, motorcycle safety enforcement operations and bicycle/pedestrian safety operations.

LA QUINTA

The City of La Quinta is approximately 36 square miles and is home to around 37,600 permanent residents. The mild Fall and Winter months have made La Quinta a popular destination for tourists and seasonal residents. The population of La Quinta can increase by up to 100,000 during the peak season. These fluctuations in population places a unique strain on the Riverside County Sheriff's Office, who are contracted

to provide law enforcement services to the City of La Quinta. The massive influx in population brings with it a concomitant increase in DUI related traffic incidents, to include DUI arrests and DUI crashes. During the peak season, the Riverside County Sheriff's Office ability to provide DUI traffic enforcement is strained. To address this ongoing problem, the City of La Quinta has allocated funds for one full-time Sheriff's Deputies to provide DUI education and enforcement and has increased the number of fulltime Motor Officers to 4.

The top three Primary Crash Factors (PCF) during the 2022-2024 calendar years were unsafe speed, traffic signals and signs, and improper turning violations. These PCFs are commonly associated with distracted or DUI drivers. During the 2022-2024 calendar years, there were seven fatal traffic crashes. Two of the fatal traffic crashes were drug/alcohol related.

The Highway 111 Corridor, which transects the City of La Quinta, is the primary artery residents use to access the commercial district of the city. Further, this roadway connects La Quinta to its adjacent cities. The massive flow of traffic on this corridor lends itself to an attendant increase in traffic crashes; this is especially true at the busy intersections with Adams Street, Dune Palms Road, and Costco Drive. Most traffic crashes occur during daytime hours when the businesses on the Highway 111 Corridor are open to the public. Around 8.5% of the traffic crashes which occurred in La Quinta during the evaluation period were attributed to Driving Under the Influence.

In calendar year 2022 and 2023 there were 2 fatal crashes each year and in 2024 there were 3 fatal crashes, for a combined total of 7 fatal crashes. Of the 7 fatal crashes, 2 were alcohol related with 2 occurring in 2023. From calendar year 2022 to 2024 there was a combined total of 1590 crashes of which there were 398 people who sustained injuries. In 2024 there were a total of 525 crashes with 127 injured parties. The top 3 crash factors in 2024 were unsafe speed, improper turning and traffic signals and signs that accounted for 233 of the 543 total crashes that year.

LAKE ELSINORE

The Riverside County Sheriff's Office – Lake Elsinore Station plans to address and reduce the number of traffic crashes resulting in injury and/or death. In 2024 the numbers increased from the year before. Fatal traffic crashes were 4 up from 3 the year prior. Injury crashes were 267 up from 248 the year prior. Alcohol involved injuries were 38 down from 39 the year prior including two of the fatal traffic crashes. Hit and Run injuries were 19 up from 10 the year before. Nighttime injuries were 36 up from 25 the year before. 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 Office – Lake Elsinore Station serves the city of Lake Elsinore which has approximately 71,000 residents and covers approximately 38.3 square miles with eight elementary schools, four middle schools, and three high schools. Lake Elsinore is in Southern California and home to a 3,000-acre natural lake which brings several visitors throughout the year. Lake Elsinore is also a major center for skydiving, hang-gliding, and other aerial sports.

The Riverside County Sheriff's Office – Lake Elsinore Station plans to address and reduce the number of traffic crashes resulting in injury and/or death. The Lake Elsinore Station 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 Office – 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. The goal of the Lake Elsinore Station is to reduce these occurrences through increased traffic enforcement operations.

MORENO VALLEY

During the 2024 calendar year, the Moreno Valley Station Traffic Bureau has identified several problem areas related to traffic safety within the city of Moreno Valley. The most alarming areas were related to fatal and injury traffic crashes, DUI enforcement, motorcycle safety and pedestrian safety.

The Moreno Valley Station Traffic Bureau responded to 1623 traffic crashes requiring a written report. Of those documented traffic crashes, there were 5 fatal crashes, 736 injury crashes, and 887 property damage only crashes. The three leading primary crash factors causing traffic crashes were unsafe speed, improper/unsafe turning movements, and Traffic Signals and Signs, respectively. Although alcohol as a Primary Crash Factor came in as the fourth common Primary Crash Factor, our alcohol involved injury crashes has risen almost 200% from the previous year. In 2023 it was 80 crashes. In 2024, that number rose to 170 injury crashes involving alcohol. 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 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 crashes in the city of Moreno Valley with 11% of crashes being the result of DUI. Of the 736 documented injury crashes, 170 (23 %) 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 2024 calendar year, there were 952 DUI calls for service were made in Moreno Valley.

Pedestrian and bicyclist safety continues to be a major concern in our community. Pedestrian and bicyclist fatalities accounted for 20% of all fatalities. Hit-and-runs accounted for 84 of the 736 injury crashes. Unsafe speed accounted 346 of the 1623 total crashes.

NORCO

The City of Norco incorporated on December 28, 1964, contracts with the Riverside County Sheriff's Office for all law enforcement services, including traffic enforcement. The City of Norco covers more than 110 miles of roadway, more than 120 miles of equestrian trails, 86 licensed alcohol sales establishments, and a population of 25,399. The daily staff assigned and deployed to the Norco sub-station includes, 1 lieutenant, 1 sergeant, 3 Special Enforcement deputies, 1 crash investigation deputy, 1 crash investigation deputy primarily targeting DUI offenders, 1 motorcycle deputy, and 4 community service officers.

With the large number of licensed alcohol establishments, one of the primary concerns is pedestrian and equestrian safety along roadways and intersections, as well as other drivers on the roadways. The Ingalls Event Center is a facility that offers four venues used throughout the year for special events such as the Annual Fair, numerous Rodeos, private events, etc. that draw in thousands of people to the City of Norco each year. These events include permits for the sale of alcohol which are issued by the State of California Alcohol Beverage Control (ABC). These numerous special events and the service of alcohol contribute to excessive drinking and driving in Norco.

In addition, the City of Norco hosts several City events that attract thousands of motorists to the area. These events include Boots in the Park concerts, which attracts anywhere between 10 to 20 thousand people,

rodeos, fairs, and other seasonal events where alcohol 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 are needed to prevent crashes.

The City of Norco also has a large equestrian 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 to avoid traffic are unfamiliar with the large equestrian lifestyle and lack awareness of the number of pedestrians and horses. The city has experienced several traffic crashes including hit and runs, speeding, traffic crashes involving horse trail fencing, people driving under the influence of alcohol, etc. Because of this reason, receiving OTS Grant Funds to provide additional enforcement throughout the City of Norco is extremely beneficial.

PALM DESERT

The City of Palm Desert, California, measures 27 square miles and is home to about 53,087 permanent residents. In addition, Palm Desert is a popular vacation destination for people from all over the world and has numerous golf courses, luxury resorts, and luxury restaurants within its city limits. In addition, Palm Desert is building large apartment complexes in the city that will dramatically increase the population and calls for service. According to our local records, there were 2,278 traffic crashes reported (written) in the City of Palm Desert from January 01, 2022, to December 31, 2024. In these 2,278 crashes, 16 were fatal crashes resulting in the loss of 19 lives, and 751 were injury crashes resulting in the injury of 1,082 people. Alcohol and or drug impairment was a factor in 10% (225) of the total traffic crashes and 13% (95) of the injury traffic crashes. During this time, deputies of the Palm Desert Station Traffic Bureau arrested 296 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 2022-2024 were unsafe speed, improper turning, and other improper driving. These three crash factor categories were determined to be the primary crash factors in 1,070 (47%) of the 2,278 crashes that occurred during the calendar years of 2022-2024. Unsafe speed violations accounted for 460 (20%) of the crashes, improper turning accounted for 325 (14%) of the crashes, and other improper driving for 285 (12.5%) of the crashes.

PERRIS

The city of Perris contracts with RSO for police services and serves a community 32 square miles and home to over 81,193 full time residents. During the Federal Fiscal calendar year of 2023/2024, the city had a total of 543 traffic crashes which resulted in 361 injuries and 08 deaths. This does not include traffic crashes reported through the City of Perris website. In 2024, our officers have issued a total of 4,532 citations for various traffic violations. Despite our continued efforts to reduce injury crashes, local data shows a downward/upward trend of fatal crashes, with a definite increase in fatal crashes from the previous year, which resulted in 380 total injuries and 03 deaths.

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 the City of Perris had 6 alcohol related fatal crashes. But since 2022, there has been a total of alcohol-involved traffic crashes resulting in 219 injuries, an increase from the previous three years. 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 Federal Fiscal calendar year of 2022/2023 were Unsafe Speed, Auto R/W Violations and Traffic Signal/Sign violations. These three crash factor categories were determined to be the primary crash factor in 422 of the 752 crashes that occurred during the calendar year. Unsafe speed accounted for 1,633 of the 4,812 citations our officers issued in 2023. There are documented statistics showing traffic crashes are reduced when officers write moving violations traffic citations. The Perris Police Department will use grant fund to conduct traffic enforcement operations to reduce the amount of traffic crashes, injuries, and deaths.

RANCHO MIRAGE

Rancho Mirage, California, measures approximately 25 square miles and is home to about 18,048 permanent residents and about 9,300 seasonal residents. 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 874 traffic crashes reported in the City of Rancho Mirage from January 01, 2022, to December 31, 2024. In these 874 crashes, 6 were fatal crashes resulting in the loss of 7 lives and were injury crashes resulting in the injury of 305 people. Alcohol and or drug impairment was a factor in 10% (104) of the injury traffic crashes. During this time, deputies of the Rancho Mirage Sheriff's Office arrested 148 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 2022-2024 were unsafe speed, Traffic Signals and Signs, and improper turning. These three crash factor categories were determined to be the primary factors in 431 (49%) of the 874 crashes (written) that occurred during the calendar years of 2022-2024. Unsafe speed accounted for 214 (24%) of the crashes, Traffic Signs and Signals for 113 (13%) of the crashes, and improper turning accounted for 104 (12%) of the crashes. In calendar years of 2022-2024, the City of Rancho Mirage had six (6) fatal traffic crashes, of which, one (1) were the result of alcohol and/or drug use.

SAN JACINTO

San Jacinto, California measures 26.2 square miles, and is home to 57,854 people and continuing to grow. According to local crash data, the San Jacinto Sheriff's Station responded to 1,448 traffic crashes and wrote 418 crash reports from January 01, 2024, to December 31, 2024. This equated to more than 35 written crash reports each month. In these crashes, 8 people were killed, and 298 people were injured. Alcohol or drugs were a factor in 62 of these crashes and 4 fatalities. 37 crashes involved pedestrians or bicyclist resulting in 30 injuries and 5 fatalities. During this period the San Jacinto Sheriff's station arrested over 118 people for driving while impaired by alcohol or drugs. This is an average of 10 DUI's per month. The top three primary crash factors were: unsafe speed, improper turning movements, and Driving Under the Influence (DUI). These three crash factor categories were determined to be the primary crash factor in 206 of the 418 injury crashes that occurred.

TEMECULA

The City of Temecula covers 37.19 square miles and has a projected population of 110,327 in 2025. For the year 2024, our city had a total of 797 traffic crashes, 369 of which were injury crashes, and 7 of which resulted in death. In 2023, our city had 892 crashes, 420 of which were injury crashes, and 4 of which resulted in death. In 2024, our officers wrote 7,055 hazardous violation citations. Although our efforts have reduced the total number of crashes, data shows an upward trend in fatal crashes in Temecula.

Alcohol-involved fatalities and/or alcohol-involved injury crashes have occurred every year. The City of Temecula has 384 retail on & off sale alcohol licenses issued to businesses, 11 more than the previous year. Tourists frequent the Temecula Valley Wineries, breweries, and other bars in the city. Temecula has an "old town" area which is a strip of bars and restaurants that stay open until 2 A.M on weekends and many of the DUI drivers that are apprehended come from Old Town.

The Pechanga Resort and Casino is also located within the city limits of Temecula. The casino draws numerous visitors from outside the area daily. The casino regularly hosts large concerts and comedy shows in their 1,200-seat onsite venue. They also have a 3,100-seat banquet room that hosts weddings, wine festivals and trade shows throughout the year. 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.

There are nearly 50 wineries in the Temecula valley. Besides daily wine tastings, these venues host weddings, concerts, and festivals. Majority of attendees must travel through the city of Temecula from state freeways, both to and from. Traffic crashes involving drivers coming from the wineries are often the result of drugs or alcohol.

There are numerous Temecula residents have warrants for DUI because they feel they do not need to show up for court. Deputies need to reduce the number of DUI warrants in the city by serving warrants on DUI fugitives and delivering them to the court for justice. Serving DUI warrants aids District Attorney's by getting these offenders prosecuted and to hopefully lower the recidivism rate of re-offenders.

Many residents also drive to and from court on suspended licenses. Even when admonished by the judge, these offenders get in their vehicles and drive away from the court, showing that they do not take the judicial system seriously. Court Stings help hold these subjects accountable and results in these drivers becoming properly licensed once again.

The City of Temecula is a popular location for motorcyclists. They will gather at businesses in Old Town Temecula and the two major motorcycle dealerships in Southwest Riverside County (Temecula Harley & Temecula Motorsports). Temecula is also home to several other custom motorcycle shops, motorcycle service/apparel shops, and scenic motorcycle ride routes. In 2024, 35 people were injured in motorcycle crashes and 3 person was killed, an increase from the year prior. Deputies need to increase traffic and DUI enforcement involving motorcyclists. Deputies need to educate motorcyclists on California laws pertaining to motorcycling. Deputies need to enforce state laws that prosecute motorcyclists without M1 endorsements and remove those motorcycles from the roadways.

Today, almost every driver owns a smart phone or other type of cellular device. Use of these devices while driving causes many crashes each year. Increased enforcement of state distracted driving laws and education of the dangers of distracted driving is necessary to reduce crashes.

Temecula has several state and private universities with satellite campuses in town. The Temecula Valley Unified School District has 33 school campuses in the Temecula Valley with 26,491 students. Each school zone has specific traffic safety problems, which tend to result in crashes involving pedestrians, bicyclists, and now more than ever, e-bikes. The Temecula Police Department issues citations in school zone areas daily. The top complaint from citizens regarding traffic issues in Temecula is school zone hazardous violations. Direct enforcement is necessary to reduce injury crashes in school zones.

The Riverside County Sheriff's Office – Lake Elsinore Station plans to address and reduce the number of traffic crashes resulting in injury and/or death. In 2024 the numbers decreased from the year before. Fatal traffic crash increased to 2 this year from 0 the year prior. Injury crashes were 92 down from 118 the year prior. Alcohol involved injuries were 10 down from 12 the year prior. Hit and Run injuries were 9 up from 5 the year before. Nighttime injuries were 4 down from 10 the year before. Lake Elsinore Station 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 Office – Lake Elsinore Station serves the city of Wildomar which has approximately 37,000 residents and covers approximately 23.7 square miles. 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.

Define the target population the grant intends to serve and how they are affected by the problem(s).

Grant funding will benefit the following 15 contract cities: Calimesa, Coachella, Eastvale, Indian Wells, Jurupa Valley, La Quinta, Lake Elsinore, Moreno Valley, Norco, Palm Desert, Perris, Rancho Mirage, San Jacinto, Temecula, and Wildomar. Each city has outlined their community's primary traffic problems and traffic-related crashes in their respective Problem Statements.

RSO will strengthen its ability to identify and address DUI drivers, as well as enforce vehicle violations that contribute to crashes involving pedestrians, cyclists, motorcyclists, and other drivers.

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 news release announcing the kick-off of the grant by December 31st. The kick-off news 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 7 days prior to the issuance date of the release.
2. Participate and report data (as required) in the following campaigns; Quarter 1: National Pedestrian Safety Month, National Walk to School Day, National Teen

1

12

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: National Speed Prevention Campaigns, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	
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 (classroom and field training must be completed).	3
7. Send law enforcement personnel to the DRE Recertification training.	2
8. Conduct DUI/DL Checkpoints. A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the Summer Mobilization. To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release and conduct social media activity for each checkpoint. For combination DUI/DL checkpoints, departments should issue press releases that mention DL's will be checked at the DUI/DL checkpoint. Signs for DUI/DL checkpoints should read "DUI/Driver's License Checkpoint Ahead." OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoints that begin prior to 1800 hours. When possible, DUI/DL Checkpoint screeners should be DRE- or ARIDE-trained.	34
9. Conduct DUI Saturation Patrol operation(s).	75
10. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	53
11. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	36
12. Conduct highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary crash factor violations by motorcyclists and other drivers.	7
13. 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.	8
14. 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.	2
15. Conduct Know Your Limit campaigns with an effort to reach members of the community.	9
16. Participate in highly visible collaborative DUI Enforcement operations.	4
17. Participate in highly visible collaborative Traffic Enforcement operations.	4
18. Send law enforcement personnel to DUI Checkpoint Planning and Management training.	15
19. Identify grant funded, straight time personnel. Include any vacancies or staff changes that have occurred. For any vacancies, include the status of filling the vacancy.	2
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. • Conduct all training needed to implement the program, in the first quarter. 	

- Purchase all grant related supplies and materials to implement the program, in the first quarter.
- Items with a unit cost of \$5,000 more (including tax and shipping) must comply with Buy America.
- 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.

Media Requirements

Issue a news release approved by the OTS PIO announcing the kick-off of the grant by December 31 and after the grant is signed and executed, but no sooner than October 1, the start of the grant year. The kick-off release must be approved by the OTS PIO. If you are unable to meet the December 31 deadline to issue a kick-off press release, communicate reasons to your OTS grant coordinator and OTS PIO.

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

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 grant 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.
- Send all PowerPoint presentations, online presentations and trainings for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Certified training courses are EXEMPT from the approval process.
- 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 OTS grant coordinator.
- Pre-approval is not required when using any OTS-supplied template for media advisories, news 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 grant coordinator when any material is distributed to the media and public, such as a news release, educational material, or link to social media post.
- 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 your OTS grant coordinator.
- News 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 OTS grant 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 OTS grant coordinator with the 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.
- 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 grant 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 the OTS PIO and copy your OTS grant 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 grant 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 news releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received OTS PIO approval in a prior grant year needs to be resubmitted for approval in the current grant year.
- For additional guidance, refer to the [OTS Grants Materials Approval Process Guidelines](#) and [OTS Grants Media Approval Process FAQs](#) on the OTS website.
- Contact the OTS PIO or your OTS grant 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.

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
405c TR-26	20.616	State Traffic Safety Information System Improvements	\$7,000.00
405e DDA-26	20.616	Distracted Driving Awareness	\$182,000.00
402PT-26	20.600	State and Community Highway Safety	\$480,000.00
164AL-26	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$1,175,000.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS				
Straight Time				
Sr. Administrative Services Analyst 164	164AL-26	\$47.74	849	\$40,531.00
Benefits-Sr. Administrative Services Analyst 164 @53.55%	164AL-26	\$40,531.00	1	\$21,704.00
Sr. Administrative Services Analyst 402	402PT-26	\$47.74	364	\$17,377.00
Benefit- Sr. Administrative Services Analyst 402 @53.55%	402PT-26	\$17,377.00	1	\$9,305.00
Administrative Services Analyst II 164	164AL-26	\$37.98	849	\$32,245.00
Benefits-Administrative Services Analyst II 164OT @ 63.07%	164AL-26	\$32,245.00	1	\$20,337.00
Administrative Services Analyst II 402	402PT-26	\$37.98	364	\$13,825.00
Benefits- Administrative Services Analyst II 402 @63.07%	402PT-26	\$13,825.00	1	\$8,719.00
Sr. Administrative Services Analyst 164	164AL-26	\$49.65	607	\$30,138.00
Benefits-Sr. Administrative Services Analyst 164 @53.55%	164AL-26	\$30,138.00	1	\$16,139.00
Sr. Administrative Services Analyst 402	402PT-26	\$49.65	260	\$12,909.00
Benefit- Sr. Administrative Services Analyst 402 @53.55%	402PT-26	\$12,909.00	1	\$6,913.00
Administrative Services Analyst II 164	164AL-26	\$38.89	607	\$23,606.00
Benefits-Administrative Services Analyst II 164OT @ 63.07%	164AL-26	\$23,606.00	1	\$14,888.00
Administrative Services Analyst II 402	402PT-26	\$38.89	260	\$10,111.00
Benefits- Administrative Services Analyst II 402 @63.07%	402PT-26	\$10,111.00	1	\$6,377.00
Overtime				
DUI/DL Checkpoints	164AL-26	\$12,000.00	34	\$408,000.00
DUI Saturation Patrols	164AL-26	\$5,720.00	75	\$429,000.00
Know Your Limit	164AL-26	\$3,300.00	9	\$29,700.00
Collaborative DUI Enforcement	164AL-26	\$5,500.00	4	\$22,000.00
Benefits-164OT @ 7.68% - 13.88%	164AL-26	\$888,700.00	1	\$73,318.00
Traffic Enforcement	402PT-26	\$4,500.00	53	\$238,500.00
Motorcycle Safety Enforcement	402PT-26	\$4,300.00	7	\$30,100.00
Pedestrian and Bicycle Enforcement	402PT-26	\$4,300.00	8	\$34,400.00
Collaborative Traffic Enforcement	402PT-26	\$5,000.00	4	\$20,000.00
Benefits-402OT @ 7.68% - 13.88%	402PT-26	\$323,000.00	1	\$26,648.00
Distracted Driving Enforcement	405e DDA-26	\$4,670.25	36	\$168,129.00

Benefits-405eOT @ 7.68% - 13.88%	405e DDA-26	\$168,130.00	1	\$13,871.00
Category Sub-Total				\$1,778,790.00
B. TRAVEL EXPENSES				
In State Travel	402PT-26	\$26,816.00	1	\$26,816.00
				\$0.00
Category Sub-Total				\$26,816.00
C. CONTRACTUAL SERVICES				
				\$0.00
Category Sub-Total				\$0.00
D. EQUIPMENT				
				\$0.00
Category Sub-Total				\$0.00
E. OTHER DIRECT COSTS				
DUI Checkpoint Supplies	164AL-26	\$8,894.00	1	\$8,894.00
Portable Light Tower	164AL-26	\$4,500.00	1	\$4,500.00
Lidar Device	402PT-26	\$3,000.00	6	\$18,000.00
Mobile Printer	405c TR-26	\$1,000.00	7	\$7,000.00
Category Sub-Total				\$38,394.00
F. INDIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00
GRANT TOTAL				\$1,844,000.00

BUDGET NARRATIVE	
PERSONNEL COSTS	
Sr. Administrative Services Analyst 164 - The Sr. Administrative Services Analyst assigned to OTS will be 100% dedicated to the grant from October 2025 through April 2026. This analyst will be responsible for performance reporting, and administrative support for the program, including program supervision, monitoring, and coordination of the OTS Selective Traffic Enforcement Program to ensure completion of all OTS grant goals and objectives. In addition, analyst will train newly assigned personnel over the STEP program and support staff of responsibilities for carrying out STEP program guidelines, requirements, and expectations.	
Benefits-Sr. Administrative Services Analyst 164 @53.55% - Sr. Administrative Service Analyst from October 2025 through April 2026	
Benefits Itemized:	
Unemployment Insurance 0.21%	
Social Security/FICA (OASDI) 6.20%	
Medicare 1.45%	
Life Insurance 0.07%	
Health Insurance 6.33%	
Long Term Disability 0.33%	
Retirement 32.96%	
Pension Plan 0.24%	
Training Fund 0.02%	
Worker's Compensation 5.74%	
Total Benefit Rate 53.55%	
Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.	
Sr. Administrative Services Analyst 402 - The Sr. Administrative Services Analyst assigned to OTS will be 100% dedicated to the grant from October 2025 through April 2026. This analyst will be responsible for performance reporting, and administrative support for the program, including program supervision, monitoring, and coordination of the OTS Selective Traffic Enforcement Program to ensure completion of all OTS grant goals and objectives. In addition, analyst will train newly assigned personnel over the STEP program and support staff of responsibilities for carrying out STEP program guidelines, requirements, and expectations.	
Benefit- Sr. Administrative Services Analyst 402 @53.55% - Sr. Administrative Service Analyst from October 2025 through April 2026	
Benefits Itemized:	
Unemployment Insurance 0.21%	
Social Security/FICA (OASDI) 6.20%	
Medicare 1.45%	
Life Insurance 0.07%	
Health Insurance 6.33%	
Long Term Disability 0.33%	
Retirement 32.96%	
Pension Plan 0.24%	
Training Fund 0.02%	
Worker's Compensation 5.74%	
Total Benefit Rate 53.55%	
Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.	
Administrative Services Analyst II 164 - The Administrative Services Analyst II assigned to OTS will be 100% dedicated to the grant from October 2025 through April 2026. This analyst will be responsible for processing claims, and fiscal support for the program, including fiscal supervision, procurement policy compliance, monitoring, and ensure completion and accuracy of all submitted claims. In addition, this analyst will train	

newly assigned personnel over the STEP program support staff of responsibilities for carrying out STEP program guidelines, requirements, and expectations.

Benefits-Administrative Services Analyst II 164OT @ 63.07% - Administrative Service Analyst II from October 2025 through April 2026

Benefits Itemized:

Unemployment Insurance 0.21%
Social Security/FICA (OASDI) 6.20%
Medicare 1.45%
Life Insurance 0.10%
Health Insurance 15.74%
Long Term Disability 0.33%
Retirement 32.96%
Pension Plan 0.31%
Training Fund 0.03%
Worker's Compensation 5.74%
Total Benefit Rate 63.07%

Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.

Administrative Services Analyst II 402 - The Administrative Services Analyst II assigned to OTS will be 100% dedicated to the grant from October 2025 through April 2026. This analyst will be responsible for processing claims, and fiscal support for the program, including fiscal supervision, procurement policy compliance, monitoring, and ensure completion and accuracy of all submitted claims. In addition, this analyst will train newly assigned personnel over the STEP program support staff of responsibilities for carrying out STEP program guidelines, requirements, and expectations.

Benefits- Administrative Services Analyst II 402 @63.07% - Administrative Service Analyst II from October 2025 through April 2026

Benefits Itemized:

Unemployment Insurance 0.21%
Social Security/FICA (OASDI) 6.20%
Medicare 1.45%
Life Insurance 0.10%
Health Insurance 15.74%
Long Term Disability 0.33%
Retirement 32.96%
Pension Plan 0.31%
Training Fund 0.03%
Worker's Compensation 5.74%
Total Benefit Rate 63.07%

Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.

Sr. Administrative Services Analyst 164 - The Sr. Administrative Services Analyst assigned to OTS will be 100% dedicated to the grant from May 2026 through September 2026. This analyst will be responsible for performance reporting, and administrative support for the program, including program supervision, monitoring, and coordination of the OTS Selective Traffic Enforcement Program to ensure completion of all OTS grant goals and objectives. In addition, analyst will train newly assigned personnel over the STEP program and support staff of responsibilities for carrying out STEP program guidelines, requirements, and expectations.

Benefits-Sr. Administrative Services Analyst 164 @53.55% - Sr. Administrative Service Analyst from May 2026 through September 2026

Benefits Itemized:

Unemployment Insurance 0.21%
Social Security/FICA (OASDI) 6.20%
Medicare 1.45%
Life Insurance 0.07%
Health Insurance 6.33%
Long Term Disability 0.33%
Retirement 32.96%
Pension Plan 0.24%

Training Fund 0.02%
Worker's Compensation 5.74%
Total Benefit Rate 53.55%

Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.

Sr. Administrative Services Analyst 402 - The Sr. Administrative Services Analyst assigned to OTS will be 100% dedicated to the grant from May 2026 through September 2026. This analyst will be responsible for performance reporting, and administrative support for the program, including program supervision, monitoring, and coordination of the OTS Selective Traffic Enforcement Program to ensure completion of all OTS grant goals and objectives. In addition, analyst will train newly assigned personnel over the STEP program and support staff of responsibilities for carrying out STEP program guidelines, requirements, and expectations.

Benefit- Sr. Administrative Services Analyst 402 @53.55% - Sr. Administrative Service Analyst from May 2026 through September 2026

Benefits Itemized:

Unemployment Insurance 0.21%
Social Security/FICA (OASDI) 6.20%
Medicare 1.45%
Life Insurance 0.07%
Health Insurance 6.33%
Long Term Disability 0.33%
Retirement 32.96%
Pension Plan 0.24%
Training Fund 0.02%
Worker's Compensation 5.74%
Total Benefit Rate 53.55%

Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.

Administrative Services Analyst II 164 - The Administrative Services Analyst II assigned to OTS will be 100% dedicated to the grant from May 2026 through September 2026. This analyst will be responsible for processing claims, and fiscal support for the program, including fiscal supervision, procurement policy compliance, monitoring, and ensure completion and accuracy of all submitted claims. In addition, this analyst will train newly assigned personnel over the STEP program support staff of responsibilities for carrying out STEP program guidelines, requirements, and expectations.

Benefits-Administrative Services Analyst II 164OT @ 63.07% - Administrative Service Analyst II from May 2026 through September 2026

Benefits Itemized:

Unemployment Insurance 0.21%
Social Security/FICA (OASDI) 6.20%
Medicare 1.45%
Life Insurance 0.10%
Health Insurance 15.74%
Long Term Disability 0.33%
Retirement 32.96%
Pension Plan 0.31%
Training Fund 0.03%
Worker's Compensation 5.74%
Total Benefit Rate 63.07%

Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.

Administrative Services Analyst II 402 - The Administrative Services Analyst II assigned to OTS will be 100% dedicated to the grant from May 2026 through September 2026. This analyst will be responsible for processing claims, and fiscal support for the program, including fiscal supervision, procurement policy compliance, monitoring, and ensure completion and accuracy of all submitted claims. In addition, this analyst will train newly assigned personnel over the STEP program support staff of responsibilities for carrying out STEP program guidelines, requirements, and expectations.

Benefits- Administrative Services Analyst II 402 @63.07% - Administrative Service Analyst II from May 2026 through September 2026

Benefits Itemized:

Unemployment Insurance 0.21%
Social Security/FICA (OASDI) 6.20%
Medicare 1.45%
Life Insurance 0.10%
Health Insurance 15.74%
Long Term Disability 0.33%
Retirement 32.96%
Pension Plan 0.31%
Training Fund 0.03%
Worker's Compensation 5.74%
Total Benefit Rate 63.07%

Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.

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.

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-164OT @ 7.68% - 13.88% - Benefit Breakdown

1.45% Medicare
6.23% W/C
7.68% Total Sworn Overtime Benefit Rate

1.45% Medicare
6.20% Social Sec
6.23% W/C
13.88% Total Non-Sworn Overtime Benefit Rate

Claimed amounts must reflect actual benefit costs for overtime hours charged to the grant.

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

Motorcycle Safety Enforcement - 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.

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

Benefits-402OT @ 7.68% - 13.88% - Benefit Breakdown

1.45% Medicare
6.23% W/C
7.68% Total Sworn Overtime Benefit Rate

1.45% Medicare
6.20% Social Sec
6.23% W/C
13.88% Total Non-Sworn Overtime Benefit Rate

Claimed amounts must reflect actual benefit costs for overtime hours charged to the grant.

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

Benefits-405eOT @ 7.68% - 13.88% - Benefit Breakdown

1.45% Medicare
6.23% W/C
7.68% Total Sworn Overtime Benefit Rate

1.45% Medicare
6.20% Social Sec
6.23% W/C
13.88% Total Non-Sworn Overtime Benefit Rate

Claimed amounts must reflect actual benefit costs for overtime hours charged to the grant.

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 Traffic Safety Law Enforcement Forum. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.

CONTRACTUAL SERVICES

-

EQUIPMENT

-

OTHER DIRECT COSTS

DUI Checkpoint Supplies - On-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), traffic counters (maximum of 2), generator, gas for generators, lighting, reflective banners, electronic flares, PAS Device Supplies, PAS 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.

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.

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.

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.

The OTS grant funded activities must be separate from the CHP Cannabis Tax Fund Grant Program activities and maintained under separate accounting/tracking/other codes (example: the same DUI checkpoint may not be funded by both the CHP and the OTS).

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

**Appendix A to Part 1300—Certifications and Assurances for 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 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](#)

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

GENERAL ASSURANCES

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) ^[1] 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 subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-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 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 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:	PT26151
Agency Name:	Riverside County Sheriff's Office
Grant Title:	Selective Traffic Enforcement Program (STEP)
Agreement Total:	\$1,844,000.00
Authorizing Official:	Donald Sharp
Fiscal Official:	Claudia Preciado-Arroyo
Grant Director:	Michelle Prager

CURRENT GEMS USER(S)

1. Sally Lopez

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

Media Contact: Yes

2. Michelle Prager

Title: Administrative Services Supervisor
Phone: (951) 955-0892
Email: mmprager@riversidesheriff.org

Media Contact: No

3. Jazlyn Singh

Title: Administrative Services Analyst II
Phone: 951-955-1364
Email: jsingh@riversidesheriff.org

Media Contact: No

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

GEMS User 1		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 2		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 3		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 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> <small>Sally Lopez (Oct 3, 2025 14:39:53 PDT)</small> Date: Oct 3, 2025			
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.			
<u>Michelle Prager</u> <small>Michelle Prager (Oct 3, 2025 15:03:57 PDT)</small>		Michelle Prager	
Signature		Name	
Oct 3, 2025		Grant Director	
Date		Title	












Grant Agreement - PT26151


Final Audit Report

2025-10-07


Created:	2025-10-03
By:	Mark Talan (mark.talan@ots.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAf86-TAsxXFejmRhB0J0cRzRKDPZKIH2I


"Grant Agreement - PT26151" History


-  Document created by Mark Talan (mark.talan@ots.ca.gov)
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-  Document emailed to Sally Lopez (sallopez@riversidesheriff.org) for signature
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-  Signer mmprager@riversidesheriff.org entered name at signing as Michelle Prager
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-  Document e-signed by Michelle Prager (mmprager@riversidesheriff.org)
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 Agreement completed.
2025-10-07 - 11:57:15 PM GMT