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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
164 AL-21	20.608	0521-0890-101	2020	2020	BA/20	\$308,400.00
402PT-21	20.600	0521-0890-101	2020	2020	BA/20	\$157,600.00
					AGREEMENT TOTAL	\$466,000.00
					AMOUNT ENCUMBERED BY THIS DOCUMENT	
					\$466,000.00	
					PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT	
					\$ 0.00	
OTS ACCOUNTING OFFICER'S SIGNATURE		DATE SIGNED		TOTAL AMOUNT ENCUMBERED TO DATE		
				\$466,000.00		

1. PROBLEM STATEMENT

CHINO HILLS

Due to its topography of rolling hills, Chino Hills was primarily rural prior to the mid-1970s. Most land was utilized for equestrian purposes and dairies. Rapid and extensive housing developments followed throughout the 1980s and early 1990s, and the city continues to increase population in recent years. Most neighborhoods are arranged in a village-type format with strategically placed shopping centers and parks designed to be within walking distance of nearby homes. In 1982 there were approximately 4,000 homes and 12,000 residents in Chino Hills. During the incorporation of Chino Hills on December 1, 1991, the city recorded a population of approximately 42,000 residents. According to the July 2018 United States Census Bureau statistics, Chino Hills population grew to 83,447.

The city of Chino Hills is located on the furthest southwest portion of the County of San Bernardino. Chino Hills City is attached to Los Angeles, Riverside and Orange counties. Los Angeles County cities Pomona and Diamond Bar are to the north. Riverside County city of Corona is to the southeast. Orange County cities Yorba Linda, Brea and unincorporated portions of Orange County are to the south and southwest, respectively.

The eastern border of Chino Hills roughly follows the Chino Valley Freeway (SR 71), which offers access to the Pomona Freeway (SR 60) to the north and the Riverside Freeway (SR 91) to the south. Canyon and hills form the western border, which also serves as the San Bernardino – Orange County line. Because this area is mostly undeveloped, there is only one road directly connecting Chino Hills and Orange County, Carbon Canyon Road (SR 142).

Several residential developments have been completed in Chino Hills, thus increasing the population by several thousand residents. Approximately 20,000 residential developments and more than 1,000,000 square feet of commercial development have been approved and completed in the neighboring cities (Chino and Ontario). With the expectation of increased population and work force in the surrounding communities, it was noticed traffic increased on Carbon Canyon Road (SR 142) as a thoroughfare to commuters traveling between Chino Hills to Orange County to avoid congestion on the surrounding freeways.

In 2008 the Shoppes at Chino Hills opened adjacent to the SR-71 freeway on the east side of the city. The Shoppes at Chino Hills is a 375,000-square foot outdoor shopping center which brings thousands of shoppers and visitors into the city daily, thus severely increasing traffic into Chino Hills. The Shoppes hosts many prominent restaurants and bars such as Yard House Bar and Grill, Limerick's Tavern, P.F. Chang's China Bistro, and the Wood Ranch BBQ and Grill. In addition to the establishments at the Shoppes, several other popular establishments such as Chaparral 300 Bowling, Roscoe's Famous Deli, and Buffalo Wild Wings keep law enforcement occupied with DUI related arrests. Because of the popularity of these establishments, DUI related arrests have been steady in Chino Hills. With the increased population in Chino Hills and neighboring communities and the popularity of several of the dining establishments, it is predicted DUI's will increase considerably in Chino Hills. Currently, the station has four deputies and one corporal dedicated to full-time traffic enforcement. There is an additional one sergeant who oversees the day to day operations. Of the assigned personnel, three deputies and one corporal are investigators for the Major Accident Investigation Team.

California State Alcoholic Beverage Control reports 87 on-site alcohol consumption licenses for restaurants, bars and businesses within Chino Hills. In addition, 31 liquor, convenience and grocery stores have off-site alcohol sales. Alcohol-related offenses continue to remain a consistent problem in the city as shown by the 91 DUI related arrests made in 2018. OTS ranked Chino Hills as 27/97 as related to DUI arrests.

The 2018 OTS statistics regarding collisions ranks Chino Hills 100/106 with 121 injury-related incidents. Another area where Chino Hills saw a significant increase was pedestrians related collisions. OTS ranked Chino Hills as 97/106 as related to pedestrian related collisions.

In the previous years, Chino Hills received funds from the Office of Traffic Safety. Chino Hills used the OTS funds to conduct enforcement with DUI operations, Primary Collision Factor, Distracted Driver, Bicycle / Pedestrian, Click it or Ticket and Motorcycle. In 2019, Chino hills conducted 15 DUI operations and arrested 11 DUI drivers. We will continue to use the funds for enforcement for the 2020/2021 grant period.

HIGHLAND

The city of Highland was founded in 1891 and was an important contributor to the citrus industry. Many of the buildings constructed during the town's early era are still in use which is helping to preserve the sense of community and transition into the Highland of today.

Highland incorporated on November 24, 1987. The city is nestled against the foothills of the San Bernardino Mountains. Highland has a population of over 54,000 and is one of the county's most desirable communities to live in. The city is primarily made up of residential neighborhoods with an ever-increasing commercial and industrial population as well.

California State Alcohol Beverage Control reports 27 on-site alcohol consumption licenses for restaurants, bars and businesses within the city of Highland. In addition, there are 34 liquor stores, convenience and grocery stores with off-site alcohol sales.

Alcohol related incidents and impaired driving continue to be problematic for the city of Highland. In 2017, Highland had an OTS ranking of 11/106 for alcohol involved collisions, 21/106 for DUI arrests and 40/106 in "Had Been Drinking Driver 21-34," in the Group 'C' cities. In 2018, Highland reported 92 DUI arrests. DUI arrests decreased 50% to 46 in 2019.

In 2018, Highland reported 480 traffic collisions, a 14% increase from the 420 reported in 2017 and an 18% increase from the 406 reported in 2016. In 2019, Highland reported 320 traffic collisions a decrease of 33%. Fatal traffic collisions in the city increased 83% in 2019, from 6 to 11.

Traffic collisions involving pedestrians have continued to be a substantial problem in the city. In 2018, Highland reported 16 traffic collisions involving pedestrians. In 2019, Highland reported 8 pedestrian collisions. A reduction of 50% from the year prior. Of the 8-reported pedestrian involved traffic collisions, 3 (or 37.5%) were fatal.

The city of Highland continues to be proactive when it comes to traffic safety and has made traffic education and enforcement a top priority within the community. The continuous partnership with OTS has allowed Highland to implement education and enforcement programs including DUI patrol saturation, DUI/suspended license warrant service operations, pedestrian/bicycle enforcement operations, distracted driving enforcement and school-based training patrol programs. The city of Highland will continue these programs to reduce and combat traffic offenses, injuries, fatalities and to make the community a safer place.

The Highland Police Station serves as a fully functional Police Department in the city of Highland and will continue to successfully manage and implement this grant. The station has 23 sworn deputies who are trained in DUI enforcement, as well as basic to advanced traffic collision investigations. The station currently has one deputy dedicated to full-time traffic enforcement, with one detective and one sergeant who oversee the daily operations. The station also has one deputy and one detective as investigators for the Major Accident Investigation Team.

LOMA LINDA

Loma Linda incorporated in 1970. The early-days medical school had grown into Loma Linda University, a health-science University with Schools of Medicine, Dentistry, Nursing, Allied Professionals and Public Health. Loma Linda orange groves, once the predominant land use, are giving way to residential developments as the city continues to grow. City streets stop signs and other traffic controls have been erected to help maintain a safe driving community. Even with these safety signs, speed limits and other safety measures taken, Loma Linda commuters still get involved in traffic-related collisions. These include vehicle versus vehicle, vehicle versus pedestrian and even vehicle versus bicycles.

Loma Linda has a population of over 24,000 and is one of the county's most desirable communities to live in. The city is primarily made up of residential neighborhoods with an ever-increasing commercial and

industrial population as well. It has one of the largest Medical Center Universities in the area. With this influx of workers and patients, the streets of Loma Linda get very hectic and busy during work hours.

In 2019, Loma Linda reported ten (10) DUI arrests. Loma Linda continues to be proactive when it comes to DUI enforcement. In 2019, Loma Linda was granted an OTS grant. With these funds, the Loma Linda Traffic Division enhanced its DUI, PCF and related traffic enforcement. Despite this funding by OTS, Loma Linda has experienced an increase in all the listed categories except fatal collisions. Even with this decline in this category, Loma Linda still had one fatal collision in 2019.

The city of Loma Linda wants to continue increased traffic enforcement to reduce incidents of traffic collisions, injuries and fatalities.

The city of Loma Linda has identified traffic education and enforcement as an essential part of law enforcement and traffic safety within its community. Education and enforcement have been shown to reduce traffic offenses, injuries and fatalities. Locally embraced education and enforcement programs include but are not limited to Driving Under the Influence (DUI) Saturation Patrols, Pedestrian and Bicycle Traffic Enforcement Operations, Distracted Driving Enforcement, DUI and Suspended License Warrant Service Details, Courthouse Stings, Public and School Based Training Programs and the overall visibility and presence of uniformed officers. These coordinated "best practice" programs and continuing partnership with OTS have resulted in a safer community and region as a whole.

The Loma Linda Station serves as a fully functional Police Department for the City and has the desire and ability to successfully manage and implement this grant. The station has one sergeant, one corporal and two deputies assigned to traffic duties. One deputy was newly assigned and is being scheduled for continued traffic enforcement training. This would include additional DUI enforcement and advanced traffic collision investigations classes.

HESPERIA

The city of Hesperia was initially founded and designed by land developers and the Santa Fe Railroad in the late 1800's. As time progressed several major construction projects began to boost the population, primarily I-15 Freeway which runs north and south on the west side of Hesperia and major railroad projects that intersect the city.

Hesperia was incorporated on July 1, 1988. The city sits along the north slopes of the San Bernardino Mountain range, just north of the Cajon Pass. Hesperia has a population of about 95,274, encompasses about 73 square miles, and is an affordable location from which to live and commute to larger areas south along the I-15. Hesperia is primarily made up of residential neighborhoods, from planned communities to more custom homes with large properties. Hesperia is intersected by a multi-line railroad which runs north and south through the city. In the recent past, there were only two routes to get from one side of the tracks to the other, which caused heavy traffic and a large amount of collisions as most people needed to get to the I-15 Freeway to commute for work. The population of Hesperia is dispersed almost equally on each side of the railroad tracks.

A housing development has recently been approved and is in the final stages of design that could potentially add over 15,000 homes in the years to come. This will have a major impact on infrastructure and could boost commercial activity in the region. With the expectation of this project, Rancho Road was redesigned to alleviate the traffic congestion as a third route to get from one side of the railroad tracks to the other. With the addition of this alternative route, we have found that traffic has greatly increased as it is another way of getting to neighboring cities, including the Town of Apple Valley and the county areas of Apple Valley. This has brought in commercial properties and new businesses, adding to the congestion and new traffic-related issues.

As of January 2020, the California State Alcohol Beverage Control reports about 70 on-site consumption licenses for restaurants, bars and other businesses in Hesperia. There are about 70 liquor stores and grocery stores with off-site sales of alcohol in Hesperia. In 2018, Hesperia reported about 46 alcohol-related injury collisions and in 2017, reported about 40 alcohol-related injury collisions, indicating the alcohol-related collision issue continues to be a public safety problem for Hesperia. In 2019, Hesperia had at least 9 alcohol-related injury collisions.

The ongoing concern continues related to reported traffic collisions in Hesperia. As of December 31, 2019, the total number of reported collisions was about 1414 which included 13 fatal traffic collisions. Several of the traffic collisions involved pedestrians with 5 pedestrian fatalities. Hesperia recently finished large construction projects along the main roadways, which has led to significant traffic issues and demanded more time from the Hesperia Traffic Division. The primary collision factor for collisions in the Hesperia jurisdiction continues to focus on DUI, speed and stop sign violations.

The Hesperia Station has 41 sworn deputies who are trained in DUI enforcement and basic traffic collision investigations. Currently, Hesperia Station has five deputies dedicated to full-time traffic enforcement and one to full-time DUI enforcement. Hesperia Station and the OTS partnership has been a proactive effort to combat traffic enforcement and DUI related issues. The continued partnership will combat these ongoing issues, and we believe continued enforcement and education efforts will assist in lowering traffic collisions to making Hesperia a safer community.

APPLE VALLEY

The Town of Apple Valley was incorporated in 1988. Before incorporation and going back to the late 1940s and 1950s, Apple Valley was a vacation destination for celebrities. Back then, Apple Valley only had a population of 14,000 residents. It has since increased to over 73,500 residents. Apple Valley is primarily made up of residential neighborhoods with an increasingly commercial and industrial population as well. The town has two major retail distribution centers located within its borders. It is bordered by Interstate 15, and town roads are increasingly used by commercial vehicles traveling through the region.

The town is located in the southern edge of the Mojave Desert; this area is commonly referred to as the High Desert or Victor Valley area. Apple Valley is the third largest town in the area and State Highway 18, is a main thoroughfare through the town. The Highway 18 corridor is a mixed-used area. It has both major and arterial roadways which intersect it, along with outer highways on both sides. Speed limits on State Highway 18 reach 60 miles per hour, which results in a high number of injury and fatal collisions.

California State Alcohol Beverage Control reports 49 on-site alcohol consumption licenses for restaurant, bars, and businesses within the Town of Apple Valley. In addition, there are 45 liquor stores, convenience and grocery stores with off-site alcohol sales. In 2017, Apple Valley reported 83 DUI arrests and an OTS ranking of 25/106 in Group 'C' cities. Current DUI statistics for 2019 are lower than reported in 2017. Apple Valley continues to be proactive when it comes to DUI enforcement by training more deputies to detect impaired drivers, adding more deputies to the traffic division to enforce DUI laws, and educating the public by offering the Start Smart class to teen drivers and the Age Well, Drive Smart class to senior drivers.

Between January 1, 2017, and December 31, 2019, the top 3 primary collision factors for Apple Valley were Unsafe Speed for Conditions with 328 collisions, Right-Of-Way violations with 277 collisions, and Traffic Signals and Signs with 117 collisions. The 2017 OTS statistics regarding collisions ranks Apple Valley 90/106 with 207 injury-related incidents.

The Town of Apple Valley has identified traffic education and enforcement as an essential part of law enforcement and traffic safety within its community. Education and enforcement have been shown to reduce traffic offenses, injuries, and fatalities. Locally embraced education and enforcement programs include but are not limited to DUI Saturation Patrols, Pedestrian and Bicycle Traffic Enforcement Operations, Distracted Driving Enforcement, DUI and Suspended License Warrant Service Details, Courthouse Stings, Public and School-Based Training Programs and the overall visibility and presence of uniformed officers. These coordinated "best practice" programs and continuing partnership with OTS have resulted in a safer community and region as a whole.

The Apple Valley Station serves as a fully functional Police Department for the town and has the desire and ability to successfully manage and implement this grant. The station has 36 sworn deputies who are trained in DUI enforcement and basic traffic collision investigations. Currently, the station has four deputies dedicated to full-time traffic enforcement and one sergeant who oversees the day to day operations. The station also has six deputies as investigators for the Major Accident Investigation Team.

YUCAIPA

The city of Yucaipa was incorporated in 1989 and is located in the foothills of the San Bernardino Mountains. The city covers 27 square miles, with a population of over 54,000 citizens. Population growth in Yucaipa is outpacing both the state and county average, with many new homes coming on the market. Between 2000 and 2010, Yucaipa's population increased 25 percent due to the real estate boom and building of new subdivisions.

Located within the city are 14 city-operated parks, an equestrian center, as well as a State Park and a County Regional Park. Crafton Hills College is also located in the city. Demographically, Yucaipa's population has seen a gradual change in the age of residents. In 1970 the median age of Yucaipa residents was 56 years old due in part to the significant number of mobile home parks built for seniors. For decades Yucaipa was marketed to seniors as a retirement community. At its peak Yucaipa's senior residents made up 38 percent of all residents. During the 1990s and 2000s, the number of younger and middle-age adults with children increased substantially. By 2010 a further 25 percent increase in the baby boom population, ages 45 to 64 years, made this group the largest age group in Yucaipa. Today the city's median age is 38 years, slightly above that of the county.

California Alcohol Beverage Control reports 53 on-site alcohol consumption licenses for restaurant, bars and businesses within the city of Yucaipa. This number increased by six in the last year as redevelopment of the historic uptown area continues to spur economic development throughout the city. In addition, there are 41 liquor stores, convenience and grocery stores with off-site alcohol sales. In 2019, Yucaipa had 67 DUI arrests. The last reported OTS statistics from 2017 rank Yucaipa as 41/106 for group C cities in "Had Been Drinking Driver 21-34," indicating that impaired driving continues to be a serious concern.

The 2016, OTS statistics regarding total fatal and injury collisions ranks Yucaipa 93/106 for group C cities. Of the 107 reported fatal and injury collisions in 2017, six resulted in a fatality. In 2018, the city had four fatal traffic collisions. To date in 2019, the city has reported just one fatal collision.

Yucaipa traffic conditions are further impacted by citizens who live in or frequent the unincorporated areas that surround the city. This includes the mountain communities of Oak Glen, Forest Falls, Angelus Oaks and the San Gorgonio Wilderness. The San Gorgonio Wilderness has over 28 designated camps, 8 US Forest Service campgrounds, numerous public hiking trails and dry camp locations. This area, which is home to the highest peak in Southern California (San Gorgonio Peak), can have an influx of over 10,000 campers on any given day. These motorists often travel through Yucaipa because the city is located between the I-10 freeway and the mountain areas.

With the passing of Assembly Bill 109, Proposition 47, 57 and 64, there has been an increased demand on law enforcement personnel throughout the state. This additional demand on law enforcement has diminished the amount of proactive time officers spend on traffic enforcement. Thus, obtaining this grant will aid in the enforcement and education of all traffic laws throughout the city. Currently, the station has one deputy dedicated to full-time traffic enforcement and one sergeant who oversees the day to day operations. The station also has two deputies as investigators for the Major Accident Investigation Team.

RANCHO CUCAMONGA

In November 1977 the three communities of Cucamonga, Alta Loma and Etiwanda combined and incorporated into the city of Rancho Cucamonga. Back then Rancho Cucamonga was a small community of 44,000 residents with large open areas and grape vineyards. Rancho Cucamonga quickly flourished and is now the third largest city in San Bernardino County.

As of the national 2018 census, Rancho Cucamonga had a population of 177,751 residents. Rancho Cucamonga, California is the 25th largest city in California based on official 2019 estimates from the US Census Bureau. The current city is approximately 40 square miles with an estimated daily population of almost 200,000. This number includes the thousands of people who visit, shop or work in the city every day.

In 2004 the Victoria Gardens Retail Center opened adjacent to the I-15 freeway on the east side of the city. Victoria Gardens is a 1.5 million square foot outdoor shopping center which brings a large number of shoppers and visitors into the city on a daily basis. Victoria Gardens hosts many popular restaurants and bars such as The Cheesecake Factory, Yard House, Slaters 50/50. Vehicular, pedestrian traffic and DUI-related arrests from the many stores, bars and restaurants around the center keep deputies extremely busy

California State Alcoholic Beverage Control reports 143 on-site alcohol consumption licenses for restaurants, bars and businesses within Rancho Cucamonga. In addition, 92 liquor, convenience and grocery stores have off-site alcohol sales. In 2019 Rancho Cucamonga reported 442 DUI arrests, with a 0.50% rate and an OTS ranking of 42/58 for the year of Group "B" cities. Alcohol-related offenses continue to remain a consistent problem in the city as shown by its high numbers. Rancho Cucamonga deputies lead the county in DUI arrests.

Rancho Cucamonga supports four large high schools and a community college within the city limits in addition to its many retail businesses. Despite a large travelling population, Rancho Cucamonga's aggressive traffic enforcement, with the assistance of OTS, has led Rancho Cucamonga to decreasing its OTS ranking to 54/58 for the year of group "B" cities in injury collisions. This has been accomplished even though Rancho Cucamonga is one of the largest cities in San Bernardino County which has an OTS ranking of 11/58 for injury collisions.

The city is very proud to be a walkable/livable community with an emphasis on alternative transportation, health and recreation. The Pacific Electric Trail is a 21 miles walking, jogging and bicycle trail that covers the city from east to west. Hundreds of people use the trail daily and at all hours of the day and night. The trail crosses 13 major intersections as it traverses through the community. These intersections are often congested with vehicular traffic causing adverse interactions between pedestrians, bicyclists and vehicles. Deputies have recently seen an increase in these interactions and collisions, prompting an emphasis on pedestrian, bicycle and motorcycle enforcement on the trail.

The city of Rancho Cucamonga is host to the second largest courthouse in the county and one of only three locations handling criminal offenses. Every month, hundreds of DUI's and citations for driving on a suspended or revoked license are adjudicated here. Many of the counties larger cities and agencies send their citations and DUI cases to this courthouse which translates into a large number of unlicensed drivers entering the city. The courthouse is located at the center of the city exposing residents, businesses and visitors to those violators. In 2019 deputies conducted a successful sting at the courthouse resulting in the arrest of several repeat offenders.

VICTORVILLE

The San Bernardino County Sheriff's Department has provided police services to the city of Victorville since 1962. The geographical area of Victorville is made up of approximately 74 square miles of residential and commercial area. According to the U.S. Census Bureau, in 2019 the Victorville Police Department serves an ever-increasing community of approximately 122,312 residents. Victorville is the center of the Victor Valley area with surrounding communities of Adelanto, Apple Valley, Hesperia, Lucerne Valley, Oak Hills, Phelan and Wrightwood.

Within the city of Victorville, there are approximately 6,550 acres zoned for commercial use. Victorville has many retail facilities for consumers and is home to the largest enclosed regional shopping center between San Bernardino and Las Vegas, The Mall of Victor Valley. Victorville is home to the Southern California Logistics Airport (S.C.L.A.). S.C.L.A. is a 2,300-acre logistics hub that brings ground, rail and air transportation to the global market. An estimated 60% of all goods moving into and out of Southern California travel through Victorville. S.C.L.A. along with additional industrial and commercial properties within the city have contributed to a large influx of commercial and commuter traffic on weekdays during business hours. Estimates suggest that Victorville's population more than doubles during business hours to accommodate the needs of the 335,000 people who live in the Victor Valley area.

The city of Victorville is divided by the I-15 freeway with approximately one third of the city on the east side of the freeway. Highway 395 runs north/south along the west city border. Highway 18 runs west from the I-15 freeway past Highway 395. National Trails Highway (also known as Route 66) runs north from I-15 into Helendale. All of the highways generate visitor traffic in large numbers traveling through the city of Victorville.

California State Alcoholic Beverage Control reports approximately 128 on-site alcohol consumption licenses for restaurants, bars and businesses within Victorville. In addition, approximately 89 liquor, convenience and grocery stores have off-site alcohol sales. In 2019, Victorville made 148 DUI arrests. Alcohol and

speed-related offenses continue to remain a consistent problem in the city as shown by its high numbers. Currently, the station assigned six patrol deputies dedicated to full-time traffic enforcement and one sergeant who oversees the day to day operations. The station also has four deputies as investigators for the Major Accident Investigation Team.

The top four Primary Collision Factors (PCFs) for Victorville involving fatal collisions were violations of California Vehicle Code Sections; CVC 23152, (Driving under the influence), CVC 22350 (Unsafe Speed), CVC 21954 (Pedestrian out of crosswalk), and CVC21453(A) (Red light).

2. PERFORMANCE MEASURES

A. Goals:

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

B. Objectives:

	Target Number
1. Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov , and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.	1
2. Participate and report data (as required) in the following campaigns, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization, National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	80
3. Develop (by December 31) and/or maintain a "HOT Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated HOT sheets should be distributed to patrol and traffic officers monthly.	96
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	6
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	4
6. Send law enforcement personnel to the Drug Recognition Expert (DRE) training.	2
7. Send law enforcement personnel to SFST Instructor training.	1
8. Conduct DUI Saturation Patrol operation(s).	101
9. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	40
10. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	35
11. Conduct highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or crashes resulting from	10

unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary crash factor violations by motorcyclists and other drivers.	
12. Conduct Nighttime (1800-0559) Click It or Ticket enforcement operation(s).	4
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.	15
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.	5
15. Conduct highly visible collaborative DUI Enforcement operations	5
16. Conduct highly visible collaborative Traffic Enforcement operations	5
3. METHOD OF PROCEDURE	
A. Phase 1 – Program Preparation (1st Quarter of Grant Year)	
<ul style="list-style-type: none"> • The department will develop operational plans to implement the “best practice” strategies outlined in the objectives section. • All training needed to implement the program should be conducted this quarter. • All grant related purchases needed to implement the program should be made this quarter. • In order to develop/maintain the “Hot Sheets,” research will be conducted to identify the “worst of the worst” repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The Hot Sheets may include the driver’s name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. Hot Sheets should be updated and distributed to traffic and patrol officers at least monthly. • Implementation of the STEP grant activities will be accomplished by deploying personnel at high crash locations. <u>Media Requirements</u> • Issue a press release announcing the kick-off of the grant by November 15, but no earlier than October 1. If unable to meet the November 15 date, communicate reasons to your OTS Coordinator. The kick-off press releases and any related media advisories, alerts, and materials must be emailed for approval to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, 14 days prior to the issuance date of the release. 	
B. Phase 2 – Program Operations (Throughout Grant Year)	
<ul style="list-style-type: none"> • The department will work to create media opportunities throughout the grant period to call attention to the innovative program strategies and outcomes. <u>Media Requirements</u> • Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at pio@ots.ca.gov, with a copy to your OTS Coordinator. The following requirements are for grant-related activities and are different from those regarding any grant kick-off release or announcement. • If an OTS-supplied, template-based press release is used, there is no need for pre-approval, however, the OTS PIO and Coordinator should be copied when at the same time as the release is distributed to the press. • If an OTS-supplied template is not used, or is substantially changed, a draft press release shall be sent to the OTS PIO for approval. Optimum lead-time would be 10 days prior to the release distribution date, but should be no less than 5 working days prior to the release distribution date. • Press releases reporting the immediate and time-valued results of grant activities such as enforcement operations are exempt from the recommended advance approval process, but still should be copied to the OTS PIO and Coordinator when the release is distributed to the press. • Activities such as warrant or probation sweeps and court stings that could be compromised by advanced publicity are exempt from pre-publicity, but are encouraged to offer embargoed media coverage and to report the results. • Use the following standard language in all press, media, and printed materials: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. • Email the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has sufficient notice to arrange for attendance and/or participation in the event. 	

- Submit a draft or rough-cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator for approval 14 days prior to the production or duplication.
- Space permitting, include the OTS logo, on grant-funded print materials; consult your OTS Coordinator for specifics and format-appropriate logos.
- Contact the OTS PIO or your OTS Coordinator, sufficiently far enough in advance of need, for consultation when deviation from any of the above requirements might be contemplated

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

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

4. METHOD OF EVALUATION

Using the data compiled during the grant, the Grant Director will complete the “Final Evaluation” section in the fourth/final Quarterly Performance Report (QPR). The Final Evaluation should provide a brief summary of the grant’s accomplishments, challenges and significant activities. This narrative should also include whether goals and objectives were met, exceeded, or an explanation of why objectives were not completed.

5. ADMINISTRATIVE SUPPORT

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

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
164AL-21	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$308,400.00
402PT-21	20.600	State and Community Highway Safety	\$157,600.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS				
Positions and Salaries				
<u>Straight Time</u>				
				\$0.00
<u>Overtime</u>				
Grant Administration	164AL-21	\$7,500.00	1	\$7,500.00
Grant/Fiscal Administration	164AL-21	\$5,000.00	1	\$5,000.00
Grant Administration	402PT-21	\$7,500.00	1	\$7,500.00
Grant/Fiscal Administration	402PT-21	\$5,000.00	1	\$5,000.00
DUI Saturation Patrols	164AL-21	\$2,520.00	101	\$254,520.00
Collaborative DUI Enforcement	164AL-21	\$2,520.00	5	\$12,600.00
Benefits OT @ 8.65%	164AL-21	\$267,120.00	1	\$23,106.00
Traffic Enforcement	402PT-21	\$1,152.00	40	\$46,080.00
Distracted Driving	402PT-21	\$1,152.00	35	\$40,320.00
Motorcycle Safety	402PT-21	\$1,152.00	10	\$11,520.00
Night-time Click It Or Ticket	402PT-21	\$1,152.00	4	\$4,608.00
Pedestrian and Bicycle Enforcement	402PT-21	\$1,152.00	15	\$17,280.00
Collaborative Traffic Enforcement	402PT-21	\$1,152.00	5	\$5,760.00
Benefits OT @ 8.65%	402PT-21	\$125,568.00	1	\$10,862.00
Category Sub-Total				\$451,656.00
B. TRAVEL EXPENSES				
In State Travel	402PT-21	\$2,990.00	1	\$2,990.00
				\$0.00
Category Sub-Total				\$2,990.00
C. CONTRACTUAL SERVICES				
				\$0.00
Category Sub-Total				\$0.00
D. EQUIPMENT				
				\$0.00
Category Sub-Total				\$0.00
E. OTHER DIRECT COSTS				
Lidar Device	402PT-21	\$2,840.00	2	\$5,680.00
PAS Device/Calibration Supplies	164AL-21	\$567.40	10	\$5,674.00
Category Sub-Total				\$11,354.00
F. INDIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00

GRANT TOTAL

\$466,000.00

GRANT AGREEMENT

Schedule B-1

BUDGET NARRATIVE
PERSONNEL COSTS
Grant Administration - Overtime for the Grant Administration position who will administer and monitor the grant for all of the funded contract cities and will be the point of contact between the Sheriff's Department and OTS. The Grant Administrator will receive and compile all the quarterly reporting data for the grant.
Grant/Fiscal Administration - Overtime for the Grant / Fiscal Administration position who will work with the funded contract cities to collect the information for the submittal of quarterly claims and all required back up documentation.
Grant Administration - Overtime for the Grant Administration position who will administer and monitor the grant for all of the funded contract cities and will be the point of contact between the Sheriff's Department and OTS. The Grant Administrator will receive and compile all the quarterly reporting data for the grant.
Grant/Fiscal Administration - Overtime for the Grant / Fiscal Administration position who will work with the funded contract cities to collect the information for the submittal of quarterly claims and all required back up documentation.
DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Collaborative DUI Enforcement - Overtime for grant funded Collaborative DUI Enforcement operations conducted by appropriate department personnel
Benefits OT @ 8.65% - Benefit Rate / DUI Operations Medicare 1.45 & Workers comp 7.20 = 8.65%
Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Distracted Driving - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Motorcycle Safety - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Night-time Click It Or Ticket - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Collaborative Traffic Enforcement - Overtime for grant funded Collaborative Traffic Enforcement operations conducted by appropriate department personnel
Benefits OT @ 8.65% - Benefit Rate / DUI Operations Medicare 1.45 & Workers comp 7.20 = 8.65%
TRAVEL EXPENSES
In State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. Anticipated travel may include Lifesavers conference. All conferences, seminars or

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

CONTRACTUAL SERVICES

-

EQUIPMENT

-

OTHER DIRECT COSTS

Lidar Device - Light detection and ranging device used to measure the speed of motor vehicles. This device will be used for speed enforcement.

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

INDIRECT COSTS

-

STATEMENTS/DISCLAIMERS

Program Income default statement:

There will be no program income generated from this grant.

Enforcement Grant Quota Disclaimer:

Nothing in this "agreement" shall be interpreted as a requirement, formal or informal, that a particular law enforcement officer issue a specified or predetermined number of citations in pursuance of the goals and objectives here under.

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

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

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

GENERAL REQUIREMENTS

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 49 CFR Part 18- Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

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

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

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING (applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

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

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

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

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

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

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

Instructions for Lower Tier Participant Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. 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:	PT21048
Agency Name:	San Bernardino County Sheriff's Department
Grant Title:	Selective Traffic Enforcement Program (STEP)
Agreement Total:	\$466,000.00
Authorizing Official:	Curt Hagman
Fiscal Official:	Carolyn Bondoc
Grant Director:	John McMahon

CURRENT GEMS USER(S)

1. Melissa Harrison

Title: Deputy Sheriff
Phone: (909) 477-2800
Email: mharrison@sbcasd.org

Media Contact: No

2. Yvonne Perez

Title: Staff Analyst
Phone: (909) 387-3445
Email: yperez@sbcasd.org

Media Contact: No

3. Alex Zapata

Title: Deputy Sheriff
Phone: (909) 477-2800
Email: azapata@sbcasd.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 checked="" type="checkbox"/>	
Alex Zapata		Deputy Sheriff
Name		Job Title
azapata@sbcasd.org		909-477-2800
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:		Date:
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.		
John McMahon, Sheriff-Coroner		
Signature	Name	
	Grant Director	
Date	Title	