

1. GRANT TITLE Selective Traffic Enforcement Program (STEP)	
2. NAME OF AGENCY San Bernardino County	3. Grant Period From: 10/01/2023 To: 09/30/2024
4. AGENCY UNIT TO ADMINISTER GRANT San Bernardino County Sheriff's Department	
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: \$1,110,000.00	
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 ProcedureSchedule 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 AssurancesExhibit B* – OTS Grant Program ManualExhibit C – Grant Electronic Management System (GEMS) Access <p>*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto.</p> <p>These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov.</p> <p>We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.</p> <p>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>	
8. Approval Signatures	
A. GRANT DIRECTOR NAME: Horace Boatwright TITLE: Undersheriff EMAIL: hboatwright@sbcasd.org PHONE: (909) 387-3755 ADDRESS: 655 East 3rd Street San Bernardino, CA 92415 _____ (Signature) (Date)	B. AUTHORIZING OFFICIAL NAME: Shannon D. Dicus TITLE: Sheriff-Coroner EMAIL: sdicus@sbcasd.org PHONE: (909) 387-3671 ADDRESS: 655 East Third Street San Bernardino, CA 92415-0061 _____ (Signature) (Date)
C. FISCAL OFFICIAL NAME: Kelly Welty TITLE: Chief Deputy Director - Sheriff's Administration EMAIL: kwelty@sbcasd.org PHONE: (909) 387-0640 ADDRESS: 655 East Third Street San Bernardino, CA 92415-0061 _____ (Signature) (Date)	D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY NAME: Barbara Rooney TITLE: Director EMAIL: barbara.rooney@ots.ca.gov PHONE: (916) 509-3030 ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758 _____ (Signature) (Date)

E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758	9. SAM INFORMATION SAM #: MLBXC2C6AEX1 REGISTERED ADDRESS: 655 East Third Street CITY: San Bernardino ZIP+4: 92415-0061
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
164AL-24.1	20.608	0521-0890-101	2022	43/22	BA/22	\$285,600.00
402PT-24.1	20.600	0521-0890-101	2022	43/22	BA/22	\$91,800.00
164AL-24	20.608	0521-0890-101	2023	12/23	BA/23	\$554,400.00
402PT-24	20.600	0521-0890-101	2023	12/23	BA/23	\$178,200.00
				AGREEMENT TOTAL		\$1,110,000.00
				AMOUNT ENCUMBERED BY THIS DOCUMENT		\$1,110,000.00
<i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.</i>				PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT		\$ 0.00
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED		TOTAL AMOUNT ENCUMBERED TO DATE	
					\$1,110,000.00	

1. PROBLEM STATEMENT

The County of San Bernardino is comprised of fourteen cities that contract with the San Bernardino County Sheriff's Department for law enforcement services. Eleven of these cities are applying for the Office of Traffic Safety 23-24 STEP Grant. These cities include; Apple Valley, Chino Hills, Grand Terrace, Hesperia, Highland, Loma Linda, Rancho Cucamonga, Victorville, Yucaipa, Yucca Valley, and Twenty-Nine Palms.

Apple Valley

The Town of Apple Valley was incorporated in 1988 and is located in the southern edge of the Mojave Desert, area commonly known as the High Desert or Victor Valley area. In the late 1940s and 1950s, Apple Valley was a vacation destination for celebrities, with a population of 14,000 residents. It has since increased to over 75,700 residents, and is now the third largest town in the area. Apple Valley is primarily made up of residential neighborhoods with an increasingly commercial and industrial population.

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. In addition, State Highway 18 is a main thoroughfare through the town. The Highway 18 corridor is a mixed-used area and 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.

In 2021, California State Alcohol Beverage Control reported 65 on-site alcohol consumption licenses for restaurant, bars, and businesses within the Town of Apple Valley. In addition, there are 48 liquor stores, convenience stores, and grocery stores with off-site alcohol sales. In 2021, Apple Valley reported 69 DUI arrests. Current DUI statistics for 2022 are lower than reported in previous years possibly due to staffing issues.

Between January 1, 2018 and December 31, 2021, the 3 primary crash factors for Apple Valley were Unsafe Speed for Conditions with 455 collisions, Right-Of-Way violations with 342 crashes, and Traffic Signals and Signs with 169 crashes. The 2019 OTS statistics regarding crashes ranks Apple Valley 56/105 with 300 injury-related incidents, and 18/105 with 53 alcohol involved injury-related incidents.

Between January 1, 2022 and December 31, 2022, the top 3 primary crash factors for Apple Valley were Unsafe Speed for Conditions with 135 crashes, Right-Of-Way violations with 101 crashes, and Improper Turning violations with 49 crashes.

Apple Valley is proactive when it comes to DUI and traffic enforcement by training more deputies to detect impaired drivers, adding another deputy to the traffic division to enforce DUI and traffic laws, and educating the public by offering the Start Smart class to teen drivers and the Age Well, Drive Smart class to senior drivers. In 2022, Apple Valley Station reinstated the Start Smart and Age Well Drive Smart classes. Apple Valley continues to be proactive in continuing its mission in providing education to the public and has implemented "Traffic Tip Tuesday" social media video posts which highlight and describe different vehicle codes/traffic related problems in the town.

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 described above, and other 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, if awarded. The station has 37 sworn deputies who are trained in DUI enforcement and basic traffic crash investigations. Currently, the station has four deputies dedicated full-time to 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.

Apple Valley has maintained higher numbers in fatal crashes, mostly due to pedestrians in the roadway. With less vehicles on the roadway, vehicle speeds have continued to be Apple Valley's highest contributory factor in injury crashes. To date in 2022, overall injury crashes have increased from 2021.

Chino Hills

Due to its rolling hills topography, 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. At the time of incorporation of Chino Hills on December 1, 1991, the city recorded a population of approximately 42,000 residents. According to the April 2021 United States Census Bureau statistics, Chino Hills population has grown to 78,665.

Chino Hills is located on the furthest southwest portion of the San Bernardino County and borders Los Angeles, Riverside and Orange counties. Los Angeles County cities of Pomona and Diamond Bar are to the north. Riverside County city of Corona is to the southeast. Orange County cities of 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. Chino Hills is expecting over 1000 new residential units in the next two to three years, which will contribute to population growth. The additional population will increase traffic, thus creating more congestion in our roadways. A project to extend Pine Avenue into the city of Chino is scheduled for 2022-2023 (per city of Chino). The extension will cause more traffic on Pine Avenue and the surrounding roadways.

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, Limerick's Tavern, Chino Hills Brewery, Luchador's, Roscoe's Famous Deli, Buffalo Wild Wings, and several others keep law enforcement occupied with DUI related arrests. Because of the popularity of these establishments, DUI related arrests have been steadily increasing 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 dedicated to full-time traffic enforcement. There is an additional one Sergeant and one Corporal who oversee the day-to-day operations. Of the assigned personnel, four of the traffic deputies are investigators for the Major Accident Investigation Team (MAIT).

California State Alcoholic Beverage Control reports 83 on-site alcohol consumption licenses for restaurants, bars and businesses within Chino Hills. In addition, 29 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 2022.

The 2018 OTS statistics regarding crash ranks Chino Hills 88/106 with 96 injury related incidents. Another area where Chino Hills saw a significant increase was in pedestrian related crashes. OTS ranked Chino Hills as 88/106 as related to pedestrian related crashes.

In the previous years, Chino Hills received funds from the Office of Traffic Safety and used the funds to conduct enforcement with DUI operations, Primary Collision Factor, Distracted Driver, Bicycle / Pedestrian, Click it or Ticket and Motorcycle. In 2022, Chino hills conducted 9 DUI operations and arrested eight DUI drivers. We will continue to use the funds for enforcement for the 2022/2023 grant period.

Due to the increase in population in the city of Chino Hills, several areas of the city have been listed as problematic traffic areas. We have received many complaints from the residents of Chino Hills referencing drivers speeding and recklessly driving on Peyton Drive, Carbon Canyon Road, Chino Hills Parkway, Grand Avenue, and Butterfield Ranch Road. These main roadways are often used to bypass traffic congestion on the surrounding freeways. Many traffic collisions occur on or at the intersections of these roadways. Chino Hills residents often report vehicles racing and speeding on these roadways. The majority of the reckless driving reports originate from Carbon Canyon Road and often continue onto Chino Hills Parkway.

Grand Terrace

The city of Grand Terrace was incorporated on November 30, 1978. Originally known as Grand Terrace-Highgrove, and formally becoming Grand Terrace with the construction of the Gage Canal. The canal rapidly transformed Grand Terrace into an agricultural community featuring high quality citrus groves. After the severe "freeze" of 1913, destroying many of the groves, walnut and peach trees were planted as a replacement, quick-profit crop. To this day, Grand Terrace continues to flourish and grow. City traffic signals, stops signs and other traffic controls were erected to help maintain a safe driving community. Although safety signs, speed limits and other safety measures were taken, Grand Terrace commuters are still involved in traffic-related crashes. These include vehicle versus vehicle, vehicle versus pedestrian and vehicle versus bicycles.

Grand Terrace has a population of over 12,000 and is one of the county's most desirable communities to live in. From humble beginnings, Grand Terrace was named one of the "Top 100 Cities to Live In" by Money magazine in 2007. The city is primarily made up of residential neighborhoods with an ever-increasing commercial and industrial population. Grand Terrace is bordered by Loma Linda to the east which boasts one of the largest Medical Center Universities in the area. Although occupying only approximately 3.5 square miles and a relatively low population, Grand Terrace sees a large amount of traffic all hours of the day. With the Loma Linda University Medical Center (LLUMC), its satellite clinics, the Loma Linda Veteran's Administration Hospital, and the US Veteran's Affairs Department Office, Grand Terrace handles large amounts of traffic through the city's major arterial streets. In 2022, Grand Terrace reported 21 DUI arrests. Grand Terrace continues to be proactive when it comes to DUI enforcement.

In 2022, Grand Terrace experienced 12 injury crashes and 20 injured individuals. With grant funds, the Grand Terrace Traffic Division will enhance its DUI, Primary Collision Factors PCF and related traffic enforcement.

Currently, Grand Terrace has a total of 16 licensed Alcoholic Beverage Control liquor licenses. Two of which are for on-site alcohol beverage consumption (bars/nightclubs). Grand Terrace and the surrounding communities are anticipating significant growth. By 2040, Grand Terrace's expected growth rate is 16.39%, with Loma Linda's growth rate expected to be approximately 25.21% during the same period. In addition, the city of Colton is currently developing a master planned community on the border with Grand Terrace. The plan is for approximately 700 new homes with approximately 20,000 new residents. The planned roadway expansions will significantly impact major streets, such as Reche Canyon and Barton Road. Its anticipated residents to the new areas will forgo freeway routes in favor of city surface streets.

The city of Grand Terrace has identified traffic education and enforcement as an essential part of law enforcement and traffic safety within the 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, Suspended License Warrant Service Details, Courthouse Stings, Public and School Based Training Programs and the overall increase in visibility and presence of uniformed officers. These coordinated “best practice” programs and the partnership with OTS will result in a safer community.

The Grand Terrace Station serves as a fully functional Police Department for the City and has the desire and ability to successfully manage and implement this grant, if awarded. The station has one deputy assigned to patrol duties with overtime positions supplementing additional traffic enforcement and quality of life issues. An additional deputy was newly assigned and is being scheduled for continued traffic enforcement training. This would include additional DUI enforcement and advanced traffic crash investigations classes.

Hesperia

The City of Hesperia began as a small community, originally developed by the US & Santa Fe Railroad Company in the late 1800s. Their efforts to draw settlers didn't gain momentum until the completion of State Highway 395 in the 1920s, and later as Interstate 15 became a widely traversed artery of Southern California. However, by this time, most promotional activity came from private land developers, selling parcels and building the original Hesperia Inn and Hesperia Golf Course. This small trickle from the first half of the twentieth century pales in comparison to the true population boom the City saw in the 1980s and 90s. The small town of approximately 5,000 residents grew to over 60,000 within a twenty-year period. By mid-2021, the estimated population surpassed 100,000 residents. As a rare affordable housing option in Southern California, the City is likely to sustain this growth in both population and commercial development. By extrapolating recent trends from the US Census Bureau, Hesperia is expecting to see a 21.6% rise in population in the ten years, according to the City's online Housing Element Update.

Hesperia is nestled in the western Mojave Desert, just north of the San Bernardino Mountain Range. The City is about 73 square miles with both densely populated spots near the Interstate 15, its most traversed path to the Los Angeles basin, as well as sparsely populated regions flowing up into the foothills of the mountains. Running through the center of the City is both the California Aqueduct and a busy railroad line in addition to a small privately-owned airport to the south. These remain significant structures that greatly impact the flow of traffic. There are only a few routes through the City that do not dead-end at one of these landmarks, which often causes heavy traffic during commute hours to and from the Interstate.

In addition to the heavy traffic our thoroughfares see on a regular basis, other factors have resulted in Hesperia's traffic concerns. Two of the primary concerns Hesperia has are DUI and hit-and-run crashes, resulting in injuries and property damage. From October 2021 to October 2022, Hesperia Station reported 95 DUI crashes, in which at least 50 citizens were injured. In addition, the last fiscal year saw substantial numbers of hit-and-run crashes. Hesperia reported about 320 hit-and-runs in which 33 citizens were injured. Thankfully, our crash fatalities have decreased from last year's 23 deaths to 18 this fiscal year. Hesperia overall had approximately 1360 investigative reports drawn for crashes, with many more being logged for documentation only. The high volume of these occurrences supports the need for additional patrol. Currently, Hesperia Station has 46 sworn Deputy Sheriffs who are trained in DUI enforcement in addition to basic traffic crash investigations. Six of these positions are dedicated to full-time traffic enforcement.

Nationwide, we have seen anecdotes from various local jurisdictions describing similar trends. Poorer decisions are being made on the road this year. While the pandemic lockdowns in San Bernardino County initially saw a dramatic decrease in traffic, after a few months, roads went to pre-pandemic levels. To help combat this, the city of Hesperia is actively working with state and federal funds to alleviate congestion and improve traffic safety in the three busiest corridors in 2023. They are Main St, Ranchero Rd, and the Hesperia portion of Bear Valley Rd, as all three are expected to become ever more inundated with the anticipated population growth projections for the surrounding area. The need continues for the Hesperia Sheriff's Station's partnership with the NHTSA OTS grant program for both education and enforcement of traffic laws. In 2020, OTS ranked our city as a Group B city with a ranking of 12/61, compared to 53/105 in 2019. Hesperia hopes to improve these numbers, moving closer towards our safety goals. The ability to

stretch our force further will help to mitigate Hesperia's road safety concerns to hopefully save both lives and livelihoods.

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. With a population of over 54,000 residents, Highland 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.

Traffic crashes involving pedestrians have continued to be a substantial problem in the city. In 2020, Highland reported a total of 345 traffic crashes of which 17 crashes involved pedestrians. This year we recorded 8 fatal crashes which is up %100 from the previous year.

In 2021, Highland reported a total of 459 crashes of which 10 crashes involved pedestrians. We recorded 5 fatal crashes which is down 38% from the previous year.

In 2022, Highland reported a total of 386 crashes. Of the 386 crashes, 16 involved pedestrians which is up 61% from last year. We recorded 10 fatal crashes which has doubled from the prior year.

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 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, if awarded. The station has 23 sworn deputies who are trained in DUI enforcement, as well as basic to advanced traffic crash investigations. The station currently has one deputy dedicated to full-time traffic enforcement. In addition, the station also has one deputy as an investigator for the Major Accident Investigation Team.

Loma Linda

The city of Loma Linda was incorporated in 1970. Home of the once small medical school has 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, have given way to residential developments as the city continues to grow. City traffic signals, stops signs and other traffic controls were erected to help maintain a safe driving community. Although safety signs, speed limits and other safety measures have been implemented, Loma Linda commuters are still involved in traffic-related crashes. These include vehicle versus vehicle, vehicle versus pedestrian and vehicle versus bicycles.

Loma Linda has a population of over 24,000 and is one of the county's most desirable communities to live. 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 become hectic and congested during work hours.

In 2022, Loma Linda reported 41 DUI arrests. Loma Linda continues to be proactive when it comes to DUI enforcement. In 2022, Loma Linda was granted an OTS grant and experienced 38 injury crash and 42

injured parties. With these funds, the Loma Linda Traffic Division enhanced its DUI, PCF and related traffic enforcement.

The city of Loma Linda wants to continue increased traffic enforcement to reduce incidents of traffic crashes, injuries and fatalities. The City has identified traffic education and enforcement as an essential part of law enforcement and traffic safety within the 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 city and community 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 if awarded. 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, which will include additional DUI enforcement and advanced traffic crash investigations classes.

Rancho Cucamonga

In November 1977, the three communities of Cucamonga, Alta Loma and Etiwanda combined and incorporated into the city of Rancho Cucamonga. At that time, 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 2021 census, Rancho Cucamonga had a population of 175,142 residents. Rancho Cucamonga is the 25th largest city in California based on official 2019 estimates from the US Census Bureau. The city is approximately 40 square miles with an estimated population of almost 200,000. This number does not include 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, Punch Bowl Social, The State, Kings Fish House, Flemings, Lucille's BBQ, and others. 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 204 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 448 DUI arrests, with an OTS ranking of 46/59 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 leads the county in DUI arrests. In 2020, due to the decrease in drivers on the road as a result of the COVID-19 nationwide lockdown, Rancho Cucamonga DUI arrests decreased to 392. In 2021, Rancho Cucamonga saw a significant increase in DUI drivers with 635 DUI arrest. In 2022, as of December 19th, Rancho Cucamonga had 528 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 traveling population, Rancho Cucamonga's aggressive traffic enforcement, with the assistance of OTS, has led Rancho Cucamonga to decreasing its OTS ranking to 58/59 for the year of group "B" cities in injury crashes.

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 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 crashes, 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 which resulted in the arrest of several repeat offenders. In 2022, deputies conducted seven successful court room operation stings which resulted in 34 citations for repeat offender for driving while unlicensed or on a suspended driver's license.

Twenty-Nine Palms

The city of Twentynine Palms was incorporated in 1987 and has a population of approximately 26,000 people. Twentynine Palms is situated in the eastern portion of the Morongo Basin, approximately 22 miles east of the Town of Yucca Valley and approximately 48 miles north of Palm Springs. Twentynine Palms is approximately 59 square miles in size and consists of residential and commercially zoned areas. Twentynine Palms is accessible via State Route 62, with many travelers using this highway to access Highway 95, heading to Lake Havasu to the east, and travelers accessing the highway through Twentynine Palms headed to Highway 247.

In 1988, the department began providing law enforcement services to the City of Twentynine Palms. The department currently provides six patrol deputies who are trained in Driving Under the Influence Enforcement, as well as basic to advanced traffic crash investigations. In addition, one Deputy Sheriff is dedicated to conducting full time traffic enforcement within the city, one Sergeant oversees daily operations, along with four investigators assigned to the Major Accident Investigation Team.

Twentynine Palms borders the Joshua Tree National Park to the north which is the main entrance to the park. This is also the home of the Park's Headquarters and Oasis Visitor Center, which draws approximately three million visitors per year. The sheer volume of visitors severely increases traffic density on State Route 62, State Route 247, as well as other major streets through the city of Twentynine Palms.

In addition to Joshua Tree National Park, the Twentynine Palms Marine Corps Air Ground Combat Center is located within part of the city limits. The Combat Center is home to approximately 20,000 Marines and their families. In addition to the Combat Center's residents, approximately 50,000 Marines and Sailors visit the Combat Center annually for training and other activities. The Combat Center population also increases the daily density of traffic by military members and contractors traveling to and from the Combat Center to access other communities and retail establishments in Twentynine Palms.

Johnson Valley is located approximately 50 miles north of Twentynine Palms with State Route 247 as the main highway access for motor vehicle access. Johnson Valley has become a haven for off-road enthusiasts year-round. The area is known for sanctioned and non-sanctioned off-road events and competitions. The largest of these events is the annual Ultra 4 Racing "King of the Hammers" off-road racing event, which takes place each year during the last week of January into the first week of February. The event is held on the Means Dry Lakebed, where the event organizers construct a temporary town (Hammer Town) on the lakebed to host vendors and more than 300 race teams. In addition to Hammer Town, spectators and participants camp in the area in and around the lakebed. This is a multi-day event, drawing approximately 35,000 people who stay on the lakebed in RV's, in primitive campsites and in surrounding towns. On certain event days, the population in the area can balloon to upwards of 70,000 or more people as the event gets more popular every year. This transient population overflows into the city of Twentynine Palms with spectators and participants staying in local hotels, RV Parks, Air BnB's and shopping for supplies at local retail stores. This event alone causes significant increases in vehicle traffic, traffic crashes, and subjects driving under the influence.

With the legalization of marijuana in the State of California, the unincorporated areas of the Morongo Basin surrounding the Twentynine Palms, has been severely impacted with large scale marijuana grows that have

been constructed in a variety of ways. These marijuana grows have contributed to an increase in vehicle traffic by individuals driving through Twentynine Palms to access supplies and the locations of the marijuana grows. The individuals responsible for constructing, maintaining and cultivating the marijuana grows are also known to carry large amounts of fertilizer, construction supplies, and toxic chemicals, such as pesticides and herbicides. These individuals are often times under the influence of a controlled substance while driving to and from the marijuana grows.

California State Alcohol Beverage Control reports 33 on-site alcohol consumption licenses for restaurants, bars and businesses within Twentynine Palms. In addition, 16 liquor, convenience and grocery stores have off-site alcohol sale licenses, which are a contributing factor in traffic related crashes. In 2019, the California Office of Traffic Safety statistics ranked Twentynine Palms 17/94 in Group D cities with 23 driving under the influence arrests.

Alcohol, Drug and distracted driver related traffic crashes continue to be problematic for the Twentynine Palms. The City is constantly providing traffic enforcement in an effort to reduce these events. The 2019, OTS statistics regarding total fatal and injury crashes ranked Twentynine Palms as 60/94 for group D cities. Of these crashes, 60 victims were killed or injured during the crashes. Eight crashes involved motorcycles, seven were speed related, six occurred during nighttime hours and one was a hit-and-run collision with injuries. Twentynine Palms is further impacted by citizens who live and work in or frequent the unincorporated areas of the Morongo Basin.

In 2022, deputies assigned to the Twentynine Palms made 39 driving under the influence arrests, responded to 203 crashes, with four of those crashes ending in a fatality. The top Primary Collision Factors (PCF) for Twentynine Palms involving injury and fatal crashes were violations of California Vehicle Code Sections; CVC 22350 (Speeding), CVC 22107 (Unsafe Turning), and CVC 23152 (Driving Under the Influence).

Twentynine Palms 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 the partnership with OTS would result in a safer community and region as a whole.

The Twentynine Palms Station serves as a fully functional Police Department for the City and has the desire and ability to successfully manage and implement this grant if awarded. The station has six sworn deputies who are trained in DUI enforcement and basic traffic collision investigations. 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 four deputies as investigators for the Major Accident Investigation Team.

Victorville

The 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 2021 the Victorville Police Department serves an ever-increasing community of approximately 135,950 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. Additionally, Victorville is home to the Southern California Logistics Airport (S.C.L.A.). S.C.L.A. is a 2,300-acre service 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 the highways generate visitor traffic in large numbers traveling through the city of Victorville.

California State Alcoholic Beverage Control reports approximately 117 on-site alcohol consumption licenses for restaurants, bars and businesses within Victorville. In addition, approximately 91 liquor, convenience and grocery stores have off-site alcohol sales. In 2022, Victorville made approximately 250 DUI arrests. Alcohol and speed-related offenses continue to remain a consistent problem in the City as shown by its high numbers. Currently, Victorville station has 12 deputies dedicated to full-time traffic enforcement and one Sergeant who oversees the day-to-day operations.

The top five Primary Collision Factors (PCFs) for Victorville involving injury collisions were violations of California Vehicle Code Sections; CVC 22350 (Unsafe Speed), CVC 23152 (Driving under the influence), CVC 21954 (Pedestrian in the Roadway), CVC 22107 (Improper Turning), and CVC 21453(A) (Red light)

Yucaipa

The city of Yucaipa was incorporated in 1989 and is located at the foothills of the San Bernardino Mountains. The city covers 28 square miles, with a population of over 55,000 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. The city's current growth rate is at about 0.58% annually and in 2020 recorded a population of 54,542. The estimated population density is 1,950 people per square mile.

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-aged adults with children increased substantially. By 2010 an additional 25 percent increase occurred in the baby boom population, ages 45 to 64 years, making this group the largest age group in Yucaipa. Today the city's median age is 36.8 years, slightly above that of the County.

California Alcohol Beverage Control reports 58 on-site alcohol consumption licenses for restaurant, bars, and businesses within the city of Yucaipa. The redevelopment of the historic uptown area continues to spur economic development throughout the city. In addition, there are 44 liquor convenience and grocery stores with off-site alcohol sales. In 2022, Yucaipa had 95 DUI arrests. The last reported OTS statistics from 2020 rank Yucaipa as 51/106 for group C cities in "Alcohol Involved," indicating that impaired driving continues to be a serious concern.

The 2020, OTS statistics regarding total fatal and injury crashes ranks Yucaipa 84/106 for group C cities. Of the 133 reported fatal and injury crashes in 2020, four resulted in a fatality. In 2021, the city had four fatal traffic crashes, and in 2022 the city reported two fatal traffic crashes.

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 Geronio Wilderness. The San Geronio 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 Geronio 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 services 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 two deputies dedicated to full-time traffic enforcement and one Sergeant who oversees the day-to-day operations.

COVID-19 had noticeable impacts on traffic volume in 2021 and is likely responsible for lower than anticipated statistical data across multiple categories. Bar and restaurant closures, which began in March 2020, changed the patterns of life for many people and may have contributed to the decrease in DUI arrests in the beginning of the 2021 year. An increase in DUI arrests occurred after June 2021 as bar and restaurant closures were lifted.

Yucca Valley

The Town of Yucca Valley was incorporated in 1991 and has a population of approximately 22,000 people. Yucca Valley is situated in the middle of the Morongo Basin, approximately 17 miles west of Twentynine Palms and approximately 27 miles north of Palm Springs. Yucca Valley is approximately 40 square miles in size and consists of residential and commercially zoned areas. Yucca Valley is accessible through two major highways, which intersect in the Town of Yucca Valley. The two highways are California State Route 62, which runs east to west through the Town and State Route 247 (Old Woman Springs Highway), which runs north from State Route 62 into the communities of Landers and Johnson Valley.

In 1992, the Department began providing law enforcement services to the Town of Yucca Valley. The department currently provides three patrol deputies who are trained in Driving Under the Influence Enforcement, as well as basic to advanced traffic crash investigations. In addition, one Deputy Sheriff is dedicated to conducting full time traffic enforcement within the town, one Sergeant who oversees daily operations, along with five investigators assigned to the Major Accident Investigation Team.

Joshua Tree National Park, borders Yucca Valley to the southeast, which draws approximately three million visitors per year. The sheer volume of visitors severely increases traffic density on State Route 62, State Route 247, as well as other major streets through the Town of Yucca Valley.

In addition to Joshua Tree National Park, the Twentynine Palms Marine Corps Air Ground Combat Center is located approximately 17 miles east of Yucca Valley. The Combat Center is home to approximately 20,000 Marines and their families. In addition to the Combat Center residents, approximately 50,000 Marines and Sailors visit the Combat Center annually for training and other activities. The Combat Center's population also increases the daily density of traffic by military members and contractors traveling to and from the Combat Center to access other communities and retail establishments in the Town of Yucca Valley. Johnson Valley is located approximately 30 miles north of Yucca Valley with State Route 247 as the main highway access for motor vehicle access.

Johnson Valley has become a haven for off-road enthusiasts year-round. The area is known for sanctioned and non-sanctioned off-road events and competitions. The largest of these events is the annual Ultra 4 Racing "King of the Hammers" off-road racing event, which takes place each year during the last week of January into the first week of February. The event is held on the Means Dry Lakebed, where the event organizers construct a temporary town (Hammer Town) on the lakebed to host vendors and more than 300 race teams. In addition to Hammer Town, spectators and participants camp in the area in and around the lakebed. This is a multi-day event, drawing approximately 35,000 people who stay on the lakebed in RV's, in primitive campsites and in surrounding towns. On certain event days, the population in the area can balloon to upwards of 70,000 or more people as the event gets more popular every year. This transient population overflows into the Town of Yucca Valley with spectators and participants staying in local hotels, RV Parks, Air BnB's and shopping for supplies at local retail stores. This event alone causes significant increases in vehicle traffic, traffic crashes, and subjects driving under the influence.

With the legalization of marijuana in the State of California, the unincorporated areas of the Morongo Basin have been severely impacted with large scale marijuana grows that have been constructed in a variety of ways. These marijuana grows have contributed to an increase in vehicle traffic by individuals driving through

Yucca Valley to access supplies and the locations of the marijuana grows. The individuals responsible for constructing, maintaining and cultivating marijuana grows are known to carry large amounts of fertilizer, construction supplies, and large amounts of toxic chemicals, such as pesticides and herbicides. These individuals often drive under the influence of controlled substances, marijuana, or alcohol while driving to and from the marijuana grows.

California Department of Alcoholic Beverage Control reports 29 on-site alcohol consumption licenses for restaurants, bars and businesses within the Town of Yucca Valley. In addition, 32 liquor, convenience and grocery stores have off-site alcohol sale licenses, which are a contributing factor in traffic related crashes. In 2019, the California Office of Traffic Safety statistics ranked Yucca Valley 21/103 in Group E cities with 23 driving under the influence arrests.

Alcohol, drug, and distracted driver related traffic crashes continue to be problematic for the Town of Yucca Valley. The Town is constantly providing traffic enforcement in an effort to reduce these events. The 2019 OTS statistics regarding total fatal and injury crashes ranked Yucca Valley as 43/103 for group E cities. Of these fatal and injury crashes, ten involved motorcycles, ten involved alcohol, six were speed related and three occurred during nighttime hours. Yucca Valley is further impacted by citizens who live and work in or frequent the unincorporated areas of the Morongo Basin.

In 2022, Yucca Valley deputies made 60 driving under the influence arrests, responded to 333 crashes with two of those collisions ending in a fatality. The top PCF for the Town of Yucca Valley involving injury and fatal crashes were violations of California Vehicle Code Sections; CVC 22350 (Speeding), CVC 22107 (Unsafe Turning), and CVC 23152 (Driving Under the Influence).

The Town of Yucca 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 receiving partnership with OTS would result in a safer community and region as a whole.

The Yucca 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, if awarded. The station has six sworn deputies who are trained in DUI enforcement and basic traffic crash investigations. 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 five deputies as investigators for the Major Accident Investigation Team

2. PERFORMANCE MEASURES

A. Goals:

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

18. Reduce nighttime (2100 - 0259 hours) injury crashes.	
B. Objectives:	Target Number
1. Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.	1
2. Participate and report data (as required) in the following campaigns; Quarter 1: National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization; Quarter 3: National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization; Quarter 4: NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	110
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.	132
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	10
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	2
6. Send law enforcement personnel to the Drug Recognition Expert (DRE) training.	1
7. Send law enforcement personnel to DRE Instructor training.	1
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.	13
9. Conduct DUI Saturation Patrol operation(s).	140
10. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	51
11. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	34
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.	11
13. Conduct Nighttime (1800-0559) Click It or Ticket enforcement operation(s).	5
14. Conduct highly publicized pedestrian and/or bicycle enforcement operation(s) in areas or during events with a high number of pedestrian and/or bicycle crashes resulting from violations made by pedestrians, bicyclists, and drivers.	23
15. Conduct Traffic Safety educational presentation(s) with an effort to reach community members. Note: Presentation(s) may include topics such as distracted driving, DUI, speed, bicycle and pedestrian safety, seat belts and child passenger safety.	9
16. Conduct Know Your Limit campaigns with an effort to reach members of the community.	8
17. Participate in highly visible collaborative DUI Enforcement operations.	4
18. Participate in highly visible collaborative Traffic Enforcement operations.	4
19. Send law enforcement personnel to DUI Checkpoint Planning and Management training.	1

3. METHOD OF PROCEDURE

A. Phase 1 – Program Preparation (1st Quarter of Grant Year)

- The department will develop operational plans to implement the “best practice” strategies outlined in the objectives section.
- All training needed to implement the program should be conducted in the first quarter.
- All grant related purchases needed to implement the program should be made in the first quarter.
- In order to develop/maintain the “DUI BOLOs,” research will be conducted to identify the “worst of the worst” repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The DUI BOLO may include the driver’s name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. DUI BOLOs should be updated and distributed to traffic and patrol officers at least monthly.
- Implementation of the STEP grant activities will be accomplished by deploying personnel at high crash locations.

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

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

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

Media Requirements

The following requirements are for all grant-related activities:

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

OTS PIO at pio@ots.ca.gov and your Coordinator with embargoed date and time or with "INTERNAL ONLY: DO NOT RELEASE" message in subject line of email.

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

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

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

4. METHOD OF EVALUATION

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

5. ADMINISTRATIVE SUPPORT

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

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
164AL-24	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$840,000.00
402PT-24	20.600	State and Community Highway Safety	\$270,000.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS				
<u>Straight Time</u>				\$0.00
<u>Overtime</u>				
Grant Administration DUI	164AL-24	\$15,000.00	1	\$15,000.00
Fiscal Administration DUI	164AL-24	\$10,000.00	1	\$10,000.00
DUI/DL Checkpoints	164AL-24	\$14,670.00	13	\$190,710.00
DUI Saturation Patrols	164AL-24	\$3,138.00	140	\$439,320.00
Know Your Limit	164AL-24	\$4,590.00	8	\$36,720.00
Collaborative DUI Enforcement	164AL-24	\$3,138.00	4	\$12,552.00
Benefits for 164AL OT @ 10.33%	164AL-24	\$679,302.00	1	\$70,172.00
Grant Administration Traffic	402PT-24	\$15,000.00	1	\$15,000.00
Fiscal Administration Traffic	402PT-24	\$10,000.00	1	\$10,000.00
Traffic Enforcement	402PT-24	\$1,453.00	51	\$74,103.00
Distracted Driving	402PT-24	\$1,453.00	34	\$49,402.00
Motorcycle Safety	402PT-24	\$1,453.00	11	\$15,983.00
Night-time Click It Or Ticket	402PT-24	\$1,453.00	5	\$7,265.00
Pedestrian and Bicycle Enforcement	402PT-24	\$1,453.00	23	\$33,419.00
Traffic Safety Education	402PT-24	\$727.00	9	\$6,543.00
Street Racing and Sideshow Enforcement Operations	402PT-24	\$3,138.00	6	\$18,828.00
Collaborative Traffic Enforcement	402PT-24	\$2,412.00	4	\$9,648.00
Benefits for 402PT OT @ 10.33%	402PT-24	\$215,191.00	1	\$22,229.00
Category Sub-Total				\$1,036,894.00
B. TRAVEL EXPENSES				
In State Travel	402PT-24	\$7,580.00	1	\$7,580.00
				\$0.00
Category Sub-Total				\$7,580.00
C. CONTRACTUAL SERVICES				
Phlebotomist	164AL-24	\$75.00	50	\$3,750.00
Category Sub-Total				\$3,750.00
D. EQUIPMENT				
DUI Trailer	164AL-24	\$45,000.00	1	\$45,000.00
Category Sub-Total				\$45,000.00
E. OTHER DIRECT COSTS				
PAS Device/Calibration Supplies	164AL-24	\$2,298.00	1	\$2,298.00
DUI Checkpoint Supplies	164AL-24	\$14,478.00	1	\$14,478.00

Category Sub-Total				\$16,776.00
F. INDIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00
GRANT TOTAL				\$1,110,000.00

BUDGET NARRATIVE

PERSONNEL COSTS

Grant Administration DUI - Overtime for grant administration and monitoring activities for the funded contract cities. They will be the point of contact between the Sheriff's Department and OTS and will receive and compile the quarterly reporting data for the grant.

Fiscal Administration DUI - Overtime for fiscal reporting for the funded contract cities. They will collect payroll and fiscal documents to maintain grant records and back up documentation and will submit and provided documents for the quarterly claims.

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 for 164AL OT @ 10.33% -

Grant Administration Traffic - Overtime for grant administration and monitoring activities for the funded contract cities. They will be the point of contact between the Sheriff's Department and OTS and will receive and compile the quarterly reporting data for the grant.

Fiscal Administration Traffic - Overtime for fiscal reporting for the funded contract cities. They will collect payroll and fiscal documents to maintain grant records and back up documentation and will submit and provided documents for the quarterly claims.

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.

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

Street Racing and Sideshow Enforcement Operations - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

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

Benefits for 402PT OT @ 10.33% -

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 California Traffic Safety Summit and 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

Phlebotomist - To draw and collect blood samples during OTS funded grant operations from suspected DUI drivers on scene as evidence in support of DUI convictions in a court of law.

EQUIPMENT

DUI Trailer - Fully equipped trailer to transport DUI checkpoint supplies and to serve as a communication and command post during OTS operations. Costs may include the trailer, sales tax, delivery, installation costs, and other modifications and accessories or other items necessary to make the trailer usable for grant purposes, such as a generator, lighting, paint and graphics. The trailer cannot include any furniture or fixtures not affixed to the trailer.

OTHER DIRECT COSTS

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.

DUI Checkpoint Supplies - On-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), traffic counters (maximum of 2), generator, gas for generators, lighting, reflective banners, electronic flares, PAS Device/Calibration Supplies, heater, propane for heaters, fan, anti-fatigue mats, and canopies. Additional items may be purchased if approved by OTS. The cost of food and beverages will not be reimbursed. Each item must have a unit cost of less than \$5,000 (including tax and shipping).

INDIRECT COSTS

-

STATEMENTS/DISCLAIMERS

There will be no program income generated from this grant.

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

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

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

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

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

NONDISCRIMINATION

(applies to all subrecipients as well as States)

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

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, ([23 U.S.C. 324 et seq.](#)), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

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

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

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

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

The Subgrantee will provide a drug-free workplace by:

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

POLITICAL ACTIVITY (HATCH ACT)

(applies to all subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to all subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

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

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

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

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or

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

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS— PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or

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

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION— LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

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

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to all subrecipients as well as States)

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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