

1. GRANT TITLE Selective Traffic Enforcement Program (STEP)	
2. NAME OF AGENCY San Bernardino County	3. Grant Period From: 10/01/2021 To: 09/30/2022
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: \$520,000.00	
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 Procedure• Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable)• Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable)• Exhibit A – Certifications and Assurances• Exhibit B* – OTS Grant Program Manual• Exhibit C – Grant Electronic Management System (GEMS) Access <p>*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto.</p> <p>These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov.</p> <p>We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.</p> <p>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>	
8. Approval Signatures	
A. GRANT DIRECTOR 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)	B. AUTHORIZING OFFICIAL NAME: Curt Hagman TITLE: Chairman Board of Supervisors EMAIL: curt.hagman@bos.sbcounty.gov PHONE: (909) 387-3725 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-22.1	20.608	0521-0890-101	2020	6/20	BA/20	\$350,000.00
402PT-22	20.600	0521-0890-101	2021	21/21	BA/21	\$170,000.00
				AGREEMENT TOTAL		\$520,000.00
<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>				AMOUNT ENCUMBERED BY THIS DOCUMENT		
				\$520,000.00		
				PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT		
					\$ 0.00	
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED		TOTAL AMOUNT ENCUMBERED TO DATE	
					\$520,000.00	

1. PROBLEM STATEMENT

San Bernardino County has seen an increase in children outdoors riding bicycles over the last year in a half due to the Covid-19 pandemic. With an increase in children with new bicycles we have seen an increase in children not wearing helmets or wearing helmets that do not fit properly. The San Bernardino County Sheriff's Department plans to use Office of Traffic Safety Grant Funds to purchase 200 bicycle helmets. These helmets will be distributed to children at Bicycle Rodeos sponsored by the San Bernardino County Sheriff's Department. The helmets will be properly fitted to each child at these events. The ultimate purpose of the bicycle rodeos are to educate the public, both children and adults, about bicycle safety.

APPLE VALLEY

The Town of Apple Valley was incorporated in 1988. Before incorporation and going back to the late 1940s and 1950s, Apple Valley was a vacation destination for celebrities. Back then, Apple Valley only had a population of 14,000 residents. It has since increased to over 73,600 residents. Apple Valley is primarily made up of residential neighborhoods with an increasingly commercial and industrial population as well. The town has two major retail distribution centers located within its borders. It is bordered by Interstate 15, and town roads are increasingly used by commercial vehicles traveling through the region.

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

In 2020, California State Alcohol Beverage Control reports 53 on-site alcohol consumption licenses for restaurant, bars, and businesses within the Town of Apple Valley. In addition, there are 46 liquor convenience and grocery stores with off-site alcohol sales. In 2019, Apple Valley reported 76 DUI arrests. Current DUI statistics for 2020 are lower than reported in 2019, possibly due to COVID-19.

Between January 1, 2018, and December 1, 2020, the top 3 primary crash factors for Apple Valley were Unsafe Speed for Conditions with 334 crashes, Right-Of-Way violations with 260 crashes, and Traffic Signals and Signs with 126 crashes. The 2018 OTS statistics regarding crashes ranks Apple Valley 90/102 with 210 injury-related incidents.

Apple Valley is proactive when it comes to DUI and traffic enforcement by training more deputies to detect impaired drivers, adding more deputies 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. With COVID-19, we were able to provide classes in early 2020, but these classes have since been temporarily suspended. With the suspension of the Start Smart and Age Well, Drive Smart classes, Apple Valley has been 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 36 sworn deputies who are trained in DUI enforcement and basic traffic crash investigations. Currently, the station has four deputies dedicated to full-time traffic enforcement and one sergeant who oversees the day to day operations. The station also has six deputies as investigators for the Major Accident Investigation Team.

COVID-19 has affected numerous aspects of life including traffic crashes. Apple Valley has seen an increase in fatal crashes, mostly due to pedestrians in the roadway. With less vehicles on the roadway, vehicle speeds have increased which contribute to injury crashes. To date in 2020, overall injury crashes have decreased from 2019.

CHINO HILLS

Due to its topography of rolling hills, Chino Hills was primarily rural prior to the mid-1970s. Most land was utilized for equestrian purposes and dairies. Rapid and extensive housing developments followed throughout the 1980s and early 1990s, and the city continues to increase population in recent years. Most neighborhoods are arranged in a village-type format with strategically placed shopping centers and parks designed to be within walking distance of nearby homes. In 1982 there were approximately 4,000 homes and 12,000 residents in Chino Hills. During the incorporation of Chino Hills on December 1, 1991, the city recorded a population of approximately 42,000 residents. According to the July 2019 United States Census Bureau statistics, Chino Hills population grew to 83,853.

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

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

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

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

California State Alcoholic Beverage Control reports 82 on-site alcohol consumption licenses for restaurants, bars and businesses within Chino Hills. In addition, 32 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

26 DUI related arrests made in 2020. The amount of DUI related arrest reduced as a result of the Covid-19 restrictions in place.

The 2018 OTS statistics regarding crashes ranks Chino Hills 100/102 with 101 injury-related incidents. Another area where Chino Hills saw a significant increase was pedestrians related crashes. OTS ranked Chino Hills as 99/102 as related to pedestrian related crashes.

In the previous years, Chino Hills received funds from the Office of Traffic Safety. Chino Hills used the OTS funds to conduct enforcement with DUI operations, Primary Crash Factor, Distracted Driver, Bicycle / Pedestrian, Click it or Ticket and Motorcycle. In 2020, Chino hills conducted 14 DUI operations and arrested three DUI drivers. We will continue to use the funds for enforcement for the 2021/2022 grant period.

Due to the rise 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 reference drivers speeding and recklessly driving on Peyton Drive, Carbon Canyon Road, Chino Hills Parkway, Grand Avenue, and Butterfield Ranch Road. These main roadways are roadways drivers often use to bypass traffic congestion on the surrounding freeways. Many traffic crashes occur on or at the intersections of these roadways. Numerous Chino Hills residents often report vehicles racing and speeding on Carbon Canyon Road. Majority of the reckless driving reports originated from Carbon Canyon Road and often continue onto Chino Hills Parkway.

HESPERIA

The City of Hesperia began as a small community, originally developed by the US & Santa Fe Railroad Company beginning in the late 1800s. Their efforts to draw settlers didn't really 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 around 5,000 grew to over 60,000 within about twenty years. By 2020, the estimated population reached roughly 98,000 citizens. As a rare affordable housing option in Southern California, the city is likely to sustain this growth in regards to 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 span of 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 areas of sparsely populated regions flowing up into the foothills of the mountains. Running through the middle 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 in that they greatly impact the flow of traffic. There are only a few routes through the city that do not dead end at one of these obstacles, which often causes heavy traffic during commuter hour to and from the Interstate.

In addition to the heavy traffic our thoroughfares see on a regular basis, several other factors have resulted in Hesperia's traffic concerns. Amidst the ongoing need for the city to increase safety measures, such as four-way stops in place of two-way and additional crosswalks in high-pedestrian areas of downtown, we continue to see significant DUI and hit-and-run crash data, resulting in injuries and property damage. By December 15th, Hesperia Station reports 84 DUI crashes, in which at least 32 citizens were injured. Compared to many other jurisdictions in San Bernardino County, DUIs have been an especially prolific concern in Hesperia. In addition, 2020 saw substantial numbers of hit-and-run crashes. By mid-December, Hesperia reported 175 hit-and-runs, in which 15 citizens were injured. Thankfully, our crash fatalities have decreased in recent years from 15 deaths in 2018 to 10 this year. Hesperia overall had roughly 880 reports drawn for crashes, with many more being logged for documentation only. The sheer propensity of these occurrences exhibits the need for any additional patrol we can provide. Currently, Hesperia Station has 42 sworn deputy sheriffs, who are trained in DUI enforcement in addition to basic traffic crash investigations, five of which 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 became just as busy, if not more so than before and many with drivers who don't have safety in the forefront of their mind. As optimistic as our law enforcement remains, we hope these trends don't continue into 2021. We hope that, with a potential return to nationwide normalcy, folks will likewise turn their attention back to what's right in front of them on the road. However, the need remains to continue our partnership with the NHTSA grant program through both education and enforcement of traffic laws. In 2018, OTS ranked our city as a Group B city with a ranking of 45/102, up from 32/106 in 2017. Hesperia hopes to improve these numbers, moving 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. Highland has a population of over 54,000 and is one of the county's most desirable communities to live in. The city is primarily made up of residential neighborhoods with an ever-increasing commercial and industrial population as well.

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

Alcohol related incidents and impaired driving continue to be problematic for the city of Highland. In 2018, Highland had an OTS ranking of 62/102 for alcohol involved crashes and in 2017 Highland had an OTS ranking of 21/106 for DUI arrests. In 2019, Highland reported 46 DUI arrests. DUI arrests increased 60% to 74 in 2020.

In 2019, Highland reported 370 traffic crashes, a 29% decrease from the 480 reported in 2018 and a 13% decrease from the 420 reported in 2017. In 2020, Highland reported 404 traffic crashes, an increase of 9%. Fatal traffic crashes in the city decreased 83% in 2020, from 11 to 6. As of 2018, Highland had an OTS ranking of 72/102 for group C cities.

Traffic crashes involving pedestrians have continued to be a substantial problem in the city. In 2019, Highland reported 8 traffic crashes involving pedestrians. In 2020, Highland reported 12 pedestrian crashes an increase of 50% from the prior year. Of the 12-reported pedestrian involved traffic crashes, 3 (or 25%) were fatal.

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

The Highland Police Station serves as a fully functional Police Department in the city of Highland and will continue to successfully manage and implement this grant 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, with one detective and one sergeant who oversee the daily operations. The station also has one deputy and one detective as investigators for the Major Accident Investigation Team.

LOMA LINDA

The City of Loma Linda was incorporated in 1970. 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. With safety signs, speed limits and other safety measures taken, Loma Linda commuters are still involved in traffic-related crashes. These include vehicle versus vehicle, vehicle versus pedestrian and even vehicle versus bicycles.

Loma Linda has a population of over 24,000 and is one of the county's most desirable communities to live. The city is primarily made up of residential neighborhoods with an ever-increasing commercial and industrial population as well. It has one of the largest Medical Center Universities in the area. With this influx of workers and patients, the streets of Loma Linda get very hectic and congested during work hours.

In 2020, Loma Linda reported twenty-seven (27) DUI arrests. Loma Linda continues to be proactive when it comes to DUI enforcement. In 2020, Loma Linda was granted an OTS grant. With these funds, the Loma Linda Traffic Division enhanced its DUI, PCF and related traffic enforcement. Despite this funding by OTS, Loma Linda has experienced an increase in injury related crashes by 30%. The City of Loma Linda wants to continue increased traffic enforcement to reduce incidents of traffic crashes, injuries and fatalities.

The City of Loma Linda has identified traffic education and enforcement as an essential part of law enforcement and traffic safety within 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 community and region as a whole.

The Loma Linda Station serves as a fully functional Police Department for the City and has the desire and ability to successfully manage and implement this grant 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. This would 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. Back then Rancho Cucamonga was a small community of 44,000 residents with large open areas and grape vineyards. Rancho Cucamonga quickly flourished and is now the third largest city in San Bernardino County.

As of the national 2019 Census, Rancho Cucamonga had a population of 177,603 residents. Rancho Cucamonga, California is the 26th largest city in California based on official 2019 estimates from the US Census Bureau. The current city is approximately 40 square miles with an estimated daily population over 200,000. This number includes the thousands of people who visit, shop, or work in the city every day.

In 2004 the Victoria Gardens Retail Center opened adjacent to the I-15 freeway on the east side of the city. Victoria Gardens is a 1.5 million square foot outdoor shopping center which brings a large number of shoppers and visitors into the city on a daily basis. Victoria Gardens hosts many popular restaurants and bars such as The Cheesecake Factory, Yard House, Slaters 50/50 and many more. Vehicular and pedestrian traffic is extremely congested in the retail center and in the surrounding streets. DUI-related crash and arrests from the many bars and restaurants around the center keep deputies extremely busy. The Rancho Cucamonga Station has a police substation in Victoria Gardens Retail Center to accommodate the abundance of pedestrian and vehicular traffic in the area. In addition to Victoria Gardens, Rancho Cucamonga has several retail businesses across Foothill Blvd. and Fourth St.

Loan Mart Field is located in Rancho Cucamonga and is the home of the Minor League Baseball team, The Rancho Cucamonga Quakes. The Rancho Cucamonga Quakes is a Minor League baseball team owned by the Los Angeles Dodgers. During the regular baseball season the stadium hosts approximately 70 home games which draws an abundance of pedestrian and vehicular traffic in the surrounding areas. During the off season, Loan Mart field is used to host large events like the annual Fourth of July fireworks show, which brings approximately 10,000 pedestrians to the field and surrounding areas.

Rancho Cucamonga supports four large high schools that each accommodate more than 3,500 students. Rancho Cucamonga is also home to Chaffey Community College. The college has over 29,000 students who attend every year, bringing vehicular and pedestrian congestion throughout the surrounding neighborhoods around the schools. High school and college age drivers brings the challenge of new and inexperienced drivers on the roadway. The Rancho Cucamonga Station hosts the CHP sponsored Smart Start course for teen drivers to reach out to the community and help prevent accidents and poor driving habits with teen drivers. With 2020 being an exception due to the pandemic and schools being closed, in years past, deputies in Rancho Cucamonga conducted extra traffic control around the beginning and end of the school day looking for vehicle code violations.

California State Alcoholic Beverage Control reports 196 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 2017 Rancho Cucamonga reported 560 DUI arrests, with an OTS ranking of 52/58 for the year of Group "B" cities. Alcohol related offenses continue to remain a consistent problem in the city as shown by its high numbers. Rancho Cucamonga has three sworn deputies strictly assigned to DUI enforcement. The OTS ranking would not be possible without the nightly enforcement of the deputies assigned to DUI enforcement and the OTS grant funds provided to conduct saturations. Rancho Cucamonga leads the County of San Bernardino Sheriff's Department in DUI arrests.

Despite a large traveling population, Rancho Cucamonga's aggressive traffic enforcement, with the assistance of OTS, Rancho Cucamonga decreased its OTS ranking to 58/59 for the year of 2018 for Group B cities in injury and fatal crashes. This has been accomplished even though Rancho Cucamonga is one of the largest cities in San Bernardino County, which has an OTS ranking of 16/58 for injury and fatal traffic 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 a 21 mile walking, jogging and bicycle trail that traverses 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 county's larger cities and agencies send their citations and DUI cases to this courthouse which translates to 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 two successful sting operations at the courthouse resulting in the arrest of several repeat unlicensed and suspended license offenders.

The City of Rancho Cucamonga 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 a continued partnership with OTS, results in a safer community and region as a whole.

The Rancho Cucamonga 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 twenty five

sworn deputies who are trained in DUI enforcement and basic traffic crash investigations. Currently, the station has fifteen deputies dedicated to full-time traffic enforcement, three of which are assigned to DUI enforcement. The city has one sergeant and one corporal who oversee the day-to-day operations of the Traffic Division. The station also has ten deputies assigned as investigators for the Major Accident Investigation Team.

TWENTYNINE 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 San Bernardino County Sheriff's 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 town, 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 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'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 the 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 that occurs every year is the Ultra 4 Racing "King of the Hammers" off road racing event. King of the Hammers takes place each year during the last week of January into the first week of February. The event is held on Means Dry Lake Bed, where the event organizers construct a temporary town (Hammer Town) on the lake bed 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 lake bed. This is a multi-day event, drawing approximately 35,000 people staying on the lake bed 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 single 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 City of 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. These individuals are responsible for constructing, maintaining and cultivating these marijuana grows are also known to carry large amounts of fertilizer, construction supplies, and large amounts of 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 28 on-site alcohol consumption licenses for restaurants, bars and businesses within the City of 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 2017, the California Office of Traffic Safety statistics ranked Yucca Valley 13/92 in Group D cities with 26 driving under the influence arrests.

Alcohol and distracted driver related traffic crashes continue to be problematic for the City of Twentynine Palms. The city is constantly providing traffic enforcement in an effort to reduce these events. The 2017 OTS statistics regarding total fatal and injury crashes ranked Twentynine Palms as 89/94 for group D cities. Of these crashes, 45 victims were killed or injured during the crashes. Four crashes involved motorcycles, five were speed related, five occurred during nighttime hours and two were hit-and-run crashes with injuries. The City of Twentynine Palms is further impacted by citizens who live and work in or frequent the unincorporated areas of the Morongo Basin.

In 2020, deputies assigned to the City of Twentynine Palms made 87 driving under the influence arrests, responded to 231 crashes, with three of those crashes ending in a fatality. The top Primary Crash Factors (PCF) for the City of 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).

The City of 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 receiving 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 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 four deputies as investigators for the Major Accident Investigation Team.

VICTORVILLE

The San Bernardino County Sheriff's Department has provided police services to the city of Victorville since 1962. The geographical area of Victorville is made up of approximately 74 square miles of residential and commercial area. According to the U.S. Census Bureau, in 2020 the Victorville Police Department serves an ever-increasing community of approximately 122,870 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 120 on-site alcohol consumption licenses for restaurants, bars and businesses within Victorville. In addition, approximately 88 liquor, convenience and grocery stores have off-site alcohol sales. In 2020, Victorville made 157 DUI arrests. Alcohol and speed-related offenses continue to remain a consistent problem in the city as shown by its high numbers. Currently, the station has eight patrol deputies dedicated to full-time traffic enforcement and one sergeant who oversees the day to day operations. The station also has seven deputies as investigators for the Major Accident Investigation Team.

The top five Primary Crash Factors (PCFs) for Victorville involving injury crashes were violations of California Vehicle Code Sections; CVC 23152 (Driving under the influence), CVC 22350 (Unsafe Speed), CVC 21800 (Automobile Right-Of-Way), CVC 22107 (Improper Turning), and CVC21453(A) (Red light).

YUCAIPA

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

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

California Alcohol Beverage Control reports 51 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 42 liquor convenience and grocery stores with off-site alcohol sales. In 2020, Yucaipa had 54 DUI arrests. The last reported OTS statistics from 2018 rank Yucaipa as 74/102 for group C cities in "Had Been Drinking Driver 21-34," indicating that impaired driving continues to be a serious concern.

The 2018, OTS statistics regarding total fatal and injury crashes ranks Yucaipa 83/102 for group C cities. Of the 157 reported fatal and injury crashes in 2018, two resulted in a fatality. In 2019, the city had just one fatal traffic crash, and in 2020 the city reported four fatal 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 Gorgonio Wilderness. The San Gorgonio Wilderness has over 28 designated camps, 8 US Forest Service campgrounds, numerous public hiking trails and dry camp locations. This area, which is home to the highest peak in Southern California (San Gorgonio Peak), can have an influx of over 10,000 campers on any given day. These motorists often travel through Yucaipa because the city is located between the I-10 freeway and the mountain areas.

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

COVID-19 had noticeable impacts on traffic volume in 2020 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 2020.

YUCCA VALLEY

The Town of Yucca Valley was incorporated in 1991 and has a population of approximately 21,000 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 San Bernardino County Sheriff's Department began providing law enforcement services to the Town of Yucca Valley. The department currently provides two 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 four 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 that occurs every year is the Ultra 4 Racing "King of the Hammers" off road racing event. King of the Hammers takes place each year during the last week of January into the first week of February. The event is held on Means Dry Lake Bed, where the event organizers construct a temporary town (Hammer Town) on the lake bed 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 lake bed. This is a multi-day event, drawing approximately 35,000 people staying on the lake bed 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 single 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. These individuals responsible for constructing, maintaining and cultivating these marijuana grows are also known to carry large amounts of fertilizer, construction supplies, and large amounts of 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 23 on-site alcohol consumption licenses for restaurants, bars and businesses within the Town of Yucca Valley. In addition, 30 liquor, convenience and grocery stores have off-site alcohol sale licenses, which are a contributing factor in traffic related crashes. In 2017, the

California Office of Traffic Safety statistics ranked Yucca Valley 37/94 in Group E cities with 41 driving under the influence arrests.

Alcohol 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 2017 OTS statistics regarding total fatal and injury crashes ranked Yucca Valley as 62/101 for group E cities. Of these fatal and injury crashes, seven involved motorcycles, eight involved alcohol, six were speed related and six 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 2020, Yucca Valley deputies made 87 driving under the influence arrests, responded to 274 crashes with five of those crashes ending in a fatality. The top Primary Crash Factors (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 four 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:

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.
2. Distribute and properly fit bicycle helmets at bicycle rodeos, schools, workshops, and community events.

Target Number

1

200

3. Purchase bicycle helmets	200
4. Participate and report data (as required) in the following campaigns, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization, National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	100
5. Develop (by December 31) and/or maintain a "HOT Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated HOT sheets should be distributed to patrol and traffic officers monthly.	120
6. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	10
7. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	2
8. Send law enforcement personnel to the Drug Recognition Expert (DRE) training.	2
9. Conduct DUI Saturation Patrol operation(s).	101
10. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	43
11. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	30
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.	13
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.	10
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.	4
16. Conduct Know Your Limit campaigns with an effort to reach members of the community.	3
17. Conduct highly visible collaborative DUI Enforcement operations	2
18. Conduct highly visible collaborative Traffic Enforcement operations	2
3. METHOD OF PROCEDURE	
A. <u>Phase 1 – Program Preparation (1st Quarter of Grant Year)</u>	
<ul style="list-style-type: none"> The department will develop operational plans to implement the "best practice" strategies outlined in the objectives section. All training needed to implement the program should be conducted this quarter. All grant related purchases needed to implement the program should be made this quarter. In order to develop/maintain the "Hot Sheets," research will be conducted to identify the "worst of the worst" repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The Hot Sheets may include the driver's name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. Hot Sheets should be updated and distributed to traffic and patrol officers at least monthly. Implementation of the STEP grant activities will be accomplished by deploying personnel at high crash locations.<u>Media Requirements</u> Issue a press release 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. <u>Phase 2 – Program Operations (Throughout Grant Year)</u>	

- 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 invoice claims (due January 30, April 30, July 30, and October 30).

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

- Collect and report quarterly, appropriate data that supports the progress of goals and objectives.
- Provide a brief list of activity conducted, procurement of grant-funded items, and significant media activities. Include status of grant-funded personnel, status of contracts, challenges, or special accomplishments.
- Provide a brief summary of quarterly accomplishments and explanations for objectives not completed or plans for upcoming activities.
- Collect, analyze and report statistical data relating to the grant goals and objectives.

4. METHOD OF EVALUATION

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

5. ADMINISTRATIVE SUPPORT

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

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
164AL-22	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$350,000.00
402PT-22	20.600	State and Community Highway Safety	\$170,000.00

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	164AL-22	\$7,000.00	1	\$7,000.00
Grant/fiscal Administration	164AL-22	\$5,500.00	1	\$5,500.00
Grant Administration	402PT-22	\$7,000.00	1	\$7,000.00
Grant/Fiscal Administration	402PT-22	\$5,500.00	1	\$5,500.00
DUI Saturation Patrols	164AL-22	\$2,793.00	101	\$282,093.00
Know Your Limit	164AL-22	\$2,777.00	3	\$8,331.00
Collaborative DUI Enforcement	164AL-22	\$2,777.00	2	\$5,554.00
Benefits for 164AL OT @ 8.78%	164AL-22	\$295,978.00	1	\$25,987.00
Traffic Enforcement	402PT-22	\$1,294.00	43	\$55,642.00
Distracted Driving	402PT-22	\$1,294.00	30	\$38,820.00
Motorcycle Safety	402PT-22	\$1,294.00	13	\$16,822.00
Night-time Click It Or Ticket	402PT-22	\$1,294.00	5	\$6,470.00
Pedestrian and Bicycle Enforcement	402PT-22	\$1,294.00	10	\$12,940.00
Traffic Safety Education	402PT-22	\$647.00	4	\$2,588.00
Collaborative Traffic Enforcement	402PT-22	\$2,131.00	2	\$4,262.00
Benefits for 402PT OT @ 8.78%	402PT-22	\$137,544.00	1	\$12,076.00
Category Sub-Total				\$496,585.00
B. TRAVEL EXPENSES				
In State Travel	402PT-22	\$5,880.00	1	\$5,880.00
				\$0.00
Category Sub-Total				\$5,880.00
C. CONTRACTUAL SERVICES				
Phlebotomist	164AL-22	\$52.00	101	\$5,252.00
Category Sub-Total				\$5,252.00
D. EQUIPMENT				
				\$0.00
Category Sub-Total				\$0.00
E. OTHER DIRECT COSTS				
PAS Device/Calibration Supplies	164AL-22	\$514.15	20	\$10,283.00
Bicycle Helmets	402PT-22	\$10.00	200	\$2,000.00
Category Sub-Total				\$12,283.00
F. INDIRECT COSTS				
				\$0.00

Category Sub-Total				\$0.00
GRANT TOTAL				\$520,000.00

BUDGET NARRATIVE

PERSONNEL COSTS

Grant Administration - Overtime for the Grant Administration position who will administer and monitor the grant for all of the funded contract cities and will be the point of contact between the Sheriff's Department and OTS. The Grant Administrator will receive and compile all the quarterly reporting data for the grant.

Grant/fiscal Administration - Overtime for the Grant / Fiscal Administration position who will work with the funded contract cities to collect the information for the submittal of quarterly claims and all required back up documentation.

Grant Administration - Overtime for the Grant Administration position who will administer and monitor the grant for all of the funded contract cities and will be the point of contact between the Sheriff's Department and OTS. The Grant Administrator will receive and compile all the quarterly reporting data for the grant.

Grant/Fiscal Administration - Overtime for the Grant / Fiscal Administration position who will work with the funded contract cities to collect the information for the submittal of quarterly claims and all required back up documentation.

DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel. Can include overtime costs for dispatcher services on an as needed basis only.

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 @ 8.78% - Medicare 1.45%
 Workers comp 7.33%

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.

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

Benefits for 402PT OT @ 8.78% - Medicare 1.45%
 Workers comp 7.33%

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. 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 from suspected DUI drivers on scene as evidence in support of DUI convictions in a court of law.

EQUIPMENT

-

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.

Bicycle Helmets - Helmets to be distributed during bicycle rodeos and other bicycle safety related events. Cost per helmet not to exceed a maximum average price of \$10, before adding shipping, handling and tax. More expensive helmets may be purchased if preapproved by OTS.

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.

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

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

GENERAL REQUIREMENTS

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

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

The Subgrantee-

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of,

or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

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

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

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

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

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

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

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

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

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

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

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person

who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

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

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

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

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

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

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

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

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

Instructions for Lower Tier Participant Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered in to. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the

department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

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

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

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

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

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

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

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

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

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

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

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