

GRANT AGREEMENT

PT25119

1. GRANT TITLE Selective Traffic Enforcement Program (STEP)	
2. NAME OF AGENCY Ventura County	3. Grant Period From: 10/01/2024 To: 09/30/2025
4. AGENCY UNIT TO ADMINISTER GRANT Ventura 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: \$530,000.00	
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: Daniel Gonzales TITLE: Sergeant EMAIL: daniel.gonzales@ventura.org PHONE: (805) 388-5132 ADDRESS: 800 South Victoria Avenue Ventura, CA 93009 _____ (Signature) (Date)	B. AUTHORIZING OFFICIAL NAME: Eric Buschow TITLE: Commander EMAIL: eric.buschow@ventura.org PHONE: (805) 662-6878 ADDRESS: 800 South Victoria Avenue Ventura, CA 93009 _____ (Signature) (Date)
C. FISCAL OFFICIAL NAME: Ewelina Malejewska TITLE: Accounting Manager I EMAIL: ewelina.malejewska@ventura.org PHONE: (805) 654-3169 ADDRESS: 800 South Victoria Avenue Ventura, CA 93009 _____ (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 #: Z2LKEQMP7RY8 REGISTERED ADDRESS: 800 S Victoria Avenue CITY: Ventura ZIP+4: 93009-0002
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
<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>				AGREEMENT TOTAL		\$530,000.00
				AMOUNT ENCUMBERED BY THIS DOCUMENT		\$530,000.00
				PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT		\$ 0.00
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED		TOTAL AMOUNT ENCUMBERED TO DATE \$530,000.00	

1. PROBLEM STATEMENT

The Ventura County Sheriff's Office is contracted for police services by five of the ten cities in our county. This application is being submitted by the Sheriff's Office for all five of our contract cities.

The following problem statement applies to the City of Camarillo:

The City of Camarillo contracts with the Ventura County Sheriff's Office to provide police services for their residents of about 71,000. Camarillo is a forward looking community and is currently known as a shopper's heaven due to the Camarillo Premium Outlet Mall. Camarillo has become home for a large senior citizen community known as Leisure Village. According to the US Census Bureau, as of July 2023, 21.2% of Camarillo's population is 65 years or older compared to Ventura County at only 17.5%. California State University Channel Islands is just a few miles outside of Camarillo's city limits.

The Sheriff's Office, City Manager and City Council are committed to traffic safety through education first then enforcement. An example of this commitment is the five member traffic division the city employs. In addition to administration support, they have two traffic engineers, one traffic technician and two traffic signal operations staff.

The Camarillo Police Department Traffic Bureau includes: one sergeant, one senior deputy, four sworn traffic investigators, two sworn motorcycle enforcement officers and three traffic cadets. Administration staff assigned to the station assists the Traffic Bureau with clerical support.

Our number one traffic safety concern is the high number of crashes that result in injuries or death. In 2023, Camarillo had one fatal crashes and 215 crashes resulting in injuries. These statistics are for vehicle related crashes only. The City of Camarillo during the same year had 18 pedestrians, 17 bicyclists, and 8 motorcyclists injured in traffic crashes.

Another area of concern that leads to traffic crashes are impaired drivers. In 2023, The City of Camarillo had 17 persons injured as the result of crashes involving alcohol and/or drugs. Camarillo made a total of 8 DUI/ DUID arrests from the grant funded operations.

The Outlet Mall brings in thousands of shoppers each year from other countries who are not familiar with driving in the California or in the United States. Our top two primary crash factors for injury crashes are in part caused by the large number senior and non-licensed drivers along with an influx of college students who drive into the city limits. The City of Camarillo has used grant funds towards educating the public, by holding classes targeting the above listed drivers, such as; Senior Driving and Start Smart.

The following problem statement applies to the City of Thousand Oaks:

Thousand Oaks is a progressive community of approximately 123,977 people. The city is recognized for being one of the most desirable places in California to live, work, recreate and raise a family. The Sheriff's Office, City Manager and City Council are all committed to traffic safety through enforcement, education, and engineering.

The traffic bureau consists of 2 Traffic Sergeants (one Motorcycle Sergeant and one Administrative Traffic Sergeant) 7 motorcycle officers, 2 traffic cars, 1 senior investigator and 7 civilian report writers as well as 2 civilian clerical staff.

The primary responsibility of the bureau is to investigate and document all traffic crashes that occur within the city and to conduct traffic and parking enforcement when available. The traffic personnel, including motorcycle officers, handle approximately 90% of the crash investigations that occur within the city of Thousand Oaks. Additionally, they support patrol operations when the need arises. On average, this bureau investigates approximately 1,500 traffic crashes per year, including over 200 hit and runs. In addition, 400 of these crashes were injury related. DUI was listed as the primary crash factor in 88 of our crashes. As a

result, the amount of time dedicated strictly to enforcement is always competing with investigations and is limited.

The crash problem is similar to any other city that is the same size. We have a high number of crashes that require investigation and documentation.

In 2023, 9 people were killed in traffic crashes that occurred within the city limits of Thousand Oaks. The suffering incurred by the family members of these victims, not to mention the public at large, is immeasurable. Furthermore, the city of Thousand Oaks pays an over \$3,000,000.00 for its police traffic bureau annually. A large portion of these funds could be used for other police services if the city's traffic problems were reduced.

In addition to responding and investigating the crashes described above, the Thousand Oaks Police Department also made 272 DUI arrests. Driving under the influence continues to affect the safety and quality of life issues within the city of Thousand Oaks and enforcement is a priority. Also, in this same reporting period, 8,110 citations were issued. 4617 of these citations were for hazardous or moving violations, including distracted driving.

The Thousand Oaks Police Department will continue having traffic deputies deployed on busy roadways at peak traffic times focusing on DUI enforcement and hazardous traffic violations that commonly cause crashes.

The following problem statement applies to the city of Fillmore:

The Ventura County Sheriff's Office provides law enforcement services to the City of Fillmore, under contract, as well as the surrounding unincorporated areas. The station's staff consists of 1 captain/chief of police, 1 administrative sergeant, 4 patrol sergeants, 2 detectives (senior deputies), 1 patrol senior deputy, 18 patrol deputies, 2 cadets, and 1 professional staff member. Those assigned to patrol duties work a 12-hour/84-hour-per-payperiod schedule, with one deputy assigned to each of the City of Fillmore's two beats each shift and one deputy assigned to each of the two unincorporated beats.

Due to budget cuts several years ago, the City of Fillmore has been unable to fund a dedicated, full-time traffic position. Nearly all traffic enforcement and crash investigation is conducted by patrol staff. With calls for service and other police duties, it is difficult to provide effective traffic enforcement and crash mitigation on a regular basis.

The City of Fillmore is located along the Santa Clara River in the Santa Clara Valley, with the City of Santa Paula to the west, City of Moorpark to the south, and the City of Santa Clarita to the east. It covers approximately 3.4 square miles and, per the US Census Bureau, has an estimated population of 16,657 people in 2022. A noticeable percentage of the population is unlicensed and/or uninsured.

In addition to the traffic created by local residents each day, thousands of vehicles travel through the area via the two state highways that are the city's only access.

- SR 126 (Ventura St./Telegraph Rd.), the primary thoroughfare in Fillmore, is an east-west, four-lane, rural highway with a center median from I-5 in the City of Santa Clarita, through the City of Fillmore, and to Hallock Drive in the City of Santa Paula. At Hallock Drive, SR 126 is an east-west, four-lane freeway, with limited median access, that joins northbound US 101 in the City of Ventura. Southbound access to US 101 is made via Victoria Ave. in the City of Ventura.
- SR 23 (Grimes Canyon Rd.) is a north-south, two-lane, winding, rural highway that runs from the SR 23/SR 118 interchange in the City of Moorpark to the City of Fillmore, where it terminates at SR 126. SR 23 is regularly used to access two rock quarries with access to the highway: Grimes Rock, Inc. at 3500 Grimes Canyon Rd. and Wayne J. Sand & Gravel. Grimes Rock, Inc. is currently permitted a maximum of 460 truck trips per day, Monday - Friday. Wayne J. Sand and Gravel is currently permitted a maximum of 72 truck trips per day, Monday - Friday. Cemex, a third quarry located in the vicinity, is currently permitted a maximum of 980 truck trips per day, Monday – Friday, and 276 truck trips on Saturday. Together, these three quarries are permitted 28,816 truck trips per month, and the vast majority of these trucks utilize SR 23 to travel to SR

118 or SR 126 during peak hours, Monday through Friday, and to stage alongside city streets and SR 23 to await loads.

New housing developments in Fillmore, Santa Paula, Piru, and Newhall Ranch areas are not only adding to the traffic concerns on SR 126, SR 23, and side streets along the highways through Fillmore, but are demanding additional police services in general and lessening the amount of time patrol deputies have to conduct dedicated traffic enforcement. In Fillmore, more than 800 single-family homes and apartments have been built and occupied, or are currently under construction, and add an estimated 3200 additional residents to the city, an increase of approximately twenty percent (20%). Additionally, in 2019 during the wildfire- and Public Safety Power Shutdown (PSPS)-related emergencies, all traffic on the Golden State Freeway (I-5) was diverted through the small town of Fillmore, overwhelming local resources and requiring assistance from other stations and agencies.

Historically, the city's traffic crashes have injured or killed a high number of people for the city of this size and population, and this trend appears to have continued in 2023. With SR 126 as the main roadway through the city of Fillmore, and with SR 23 as the secondary route in and out of town, a high number of injury crashes, 26, and injured victims, 39, are state highway-related in 2023 and accounted for a little over 50% of all the injury crashes in the city of Fillmore which had a total of 50. Many of the injury crashes occurring on SR 126 and SR 23 in 2023 were due to failing to obey traffic signals and signs (6 of 25) and unsafe speed (4 of 25) and resulted in approximately 40% of all injured victims. Additionally, there were 145 total crashes in the city of Fillmore, with 37 of these being hit and run crashes. 13 crashes were related to drivers who were driving under the influence, of which 6 of these crashes resulted in injuries. In all, deputies in Fillmore made 48 DUI related arrests in 2023.

Fillmore Police Department will continue having traffic deputies deployed on busy roadways at peak traffic times focusing on DUI enforcement and hazardous traffic violations that commonly cause crashes.

The following problem statement applies to the city of Moorpark:

The City of Moorpark contracts with the Ventura County Sheriff's Office to provide police services for approximately 39,000 residents. The Sheriff's Office, City Manager, and City Council are unified and committed to traffic safety through enforcement, education, and engineering.

The City of Moorpark currently funds the Moorpark Police Department's Traffic Bureau which consists of one sheriff's sergeant, three deputy sheriffs, and two part time non-sworn traffic cadets.

One sergeant and one deputy are assigned as full-time motorcycle enforcement officers. The remaining two deputies are assigned to traffic enforcement during the evening hours with a focus on DUI enforcement and crash reduction. Administrative staff assigned to the Moorpark Police Station also assist the Traffic Bureau with clerical / administrative support.

The Moorpark Traffic Bureau's primary responsibility is to prevent traffic crashes in addition to crash investigations. The Traffic Bureau responds to and investigates approximately 85% of all crashes occurring in the city.

The Traffic Bureau Deputies and Cadets conduct both traffic and parking enforcement, in addition to providing support for patrol operations. Due to Moorpark Station being one of the smaller stations with a high call volume, traffic deputies are often dispatched to priority calls or in-progress crimes.

The Traffic Bureau Sergeant also supervises all major injury and fatal traffic crash investigations, in addition to reviewing and approving all crash reports. The Traffic Bureau Sergeant also reviews parking citation appeals and maintains traffic crash data and parking citation archives.

The Traffic Bureau Sergeant also schedules and plans all traffic operations, and reviews traffic permits for all special events occurring in the city of Moorpark. One of the Traffic Bureau Deputies is a certified DRE expert who routinely assists station deputies with DUI drug investigations.

In 2023, the City of Moorpark experienced 219 reported crashes, resulting in 106 injuries. Twenty-four of those crashes involved alcohol, resulting in 8 injuries. The three main Primary Crash Factors include Unsafe

Speed 18.43%, Improper Turning 17.51%, and Driving Under the Influence 11.06%. Previous grant funding allowed the Moorpark Station to purchase and outfit the Traffic Bureau with upgraded Lidars, resulting in a 30% reduction in speed related crashes.

Impaired driving continues to be an area of concern and Driving Under the Influence was involved in (11.06%) of all traffic crashes. In 2023, Moorpark Station Deputies made 113 arrests for impaired driving. The Moorpark Police Station is one of the smaller stations of the Ventura County Sheriff's Office, but it is often the most productive in terms of DUI arrests. Three Moorpark Station Deputies were recognized by MADD for the number of DUI arrests made.

Moorpark Police Department plans to focus on DUI enforcement, DRE certification, conduct extra traffic enforcement by deploying deputies at peak traffic times, reduce crashes / injuries caused by distracted driving and participate in education campaigns.

The following problem statement applies to the city of Ojai:

The Ventura County Sheriff's Office provides law enforcement services to the City of Ojai, under contract, as well as the surrounding unincorporated areas. The station's staff consists of 1 captain/chief of police, 1 administrative sergeant, 4 patrol sergeants, 2 detectives (senior deputies), 2 patrol senior deputies, 18 patrol deputies, 2 part time cadets, and 1 SST. Those assigned to patrol duties work a 12-hour/84-hour-per-payperiod schedule, with one deputy assigned to each of the City of Ojai's two beat areas each shift. Due to budget cuts several years ago, the City of Ojai has been unable to fund a dedicated traffic position. Nearly all traffic enforcement and crash investigation is conducted by patrol staff. With calls for service and other police duties, it is difficult to provide effective traffic enforcement and crash mitigation on a regular basis. The City of Ojai is situated in a small west/east eponymous valley, north of Ventura and east of Santa Barbara. The city of Santa Paula is to the southeast. The Los Padres National Forest borders the north. The Ojai Valley lies within the Topa Topa Mountains. It covers approximately 4 square miles and has an estimated population of 7,400 people. In addition to the traffic created by local residents each day, thousands of vehicles travel through the area via the two state highways that are the city's only access. SR 150 (Ojai/Santa Paula Rd.), the primary thoroughfare in the City of Ojai, is an east-west, two-lane, winding, mountainous rural highway running north out of the City of Santa Paula, through the City of Ojai, and to the SR 101 Freeway in the unincorporated area of Santa Barbara County known as Carpinteria. SR 101 is a north-south, multiple-lane freeway, with limited median access, that travels along the west coast of Ventura County.

SR 33 (Ventura Rd./Maricopa Hwy) is a north-south, two-lane, winding, mountainous rural highway that runs from the SR 101/SR 33 interchange in the City of Ventura to the City of Ojai, where it passes the only high school in the city: Nordhoff High School, 1401 Maricopa Hwy. SR 33 continues north into the Los Padres National Forest into Santa Barbara County. SR 33 is regularly used to access one rock quarry with access to the highway: Mosler Rock, Inc. at 15558 Maricopa Hwy. Mosler Rock quarry is located adjacent to this highway and is prominently visible. This mining facility has been in operation for more than 80 years and is part of the existing historic conditions in this area. Mosler Rock, Inc. is currently permitted a maximum of 40 truck trips per day, Monday - Friday. Truck haul routes are limited to SR 33 and loaded trucks are prohibited from driving through the City of Ojai between the hours of 6 AM and 7 PM on weekdays and 8 AM – 7 PM on Saturday.

Both SR 150 and SR 33 are designated as scenic highways. These picturesque highways are an escape for motorists from all over Southern California and travel against the dramatic backdrop of the beautiful Topa Topa Mountains. The City of Ojai and surrounding unincorporated areas are famous for these scenic highways making the Ojai Valley a top destination for tourism, bicyclists, car and motorcycle enthusiast/clubs alike. Both highways are mainly rural, windy, mountainous roadways. They are traveled by thousands of motorists and bicyclists annually. Traffic related to tourism, car and motorcycle enthusiast greatly impact traffic flow and public safety. This increase in traffic has caused, directly or indirectly, an increase in the number of traffic crashes, and are demanding additional police services in general, which lessens the amount of time patrol deputies have to conduct dedicated traffic enforcement.

Additionally, over the past several years and during the winter of 2023, storms causing heavy flooding and snow, natural disasters such as wildfire - and public safety power outage-related emergencies, has forced a

portion of the traffic on the Golden State Freeway (I-5) to be diverted through the small town of Ojai, overwhelming local resources and requiring assistance from other stations and agencies. The city's traffic crashes have injured a high number of people for a city of this size and population. Our number one traffic safety concern is the number of crashes that resulted in injury, which can be attributed to the high volume of tourism, bicyclists, car and motorcycle enthusiasts/clubs traveling through the City of Ojai. The City of Ojai is a tourist destination and attracts thousands of motorists and bicyclists annually, who are unfamiliar with the posted speed limits and roadway signage. Our top three primary crash factors for injury crashes are in part caused by the large number and influx of tourists that increase the amount of motorists on the city roads. This increase in traffic on the roadways will increase the amount of potential traffic crashes if extra enforcement is not accomplished.

During the calendar year of 2023 in the City of Ojai, the following volume of traffic crashes occurred:

Total Injury Crashes 23

Total Traffic Injuries - Victims 26

Alcohol Involved Injury Crashes 0

Alcohol Involved Injuries - Victims 0

Hit and Run Injury Crashes 2

Hit and Run Injuries - Victims 2

Nighttime (2100 - 0259 HRS) Injury Crashes 2

Nighttime (2100 - 0259 HRS) Injuries - Victims 2

Motorcycle Injuries - Victims 1

Pedestrian Injuries - Victims 3

Bicyclist Injuries - Victims 2

Total PCF Unsafe Speed Injury Crashes 16

Total DUI Arrests 20

Total Seatbelt Citations 1

Total Seatbelt Violations 1

Seatbelt Citations as a Percent of Total Hazardous Citations .00%

Seatbelt Violations as a Percent of Total Hazardous Violations .00%

As stated above, several years ago the City of Ojai has been unable to fund a dedicated traffic position. We plan to increase enforcement by deploying deputies at peak times so they may enforce traffic laws, focus on DUI, distracted driving and additional hazardous traffic violations that commonly cause traffic crashes and public safety concerns

2. PERFORMANCE MEASURES

A. Goals:

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

B. Objectives:	Target Number
1. Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 7 days prior to the issuance date of the release.	1
2. Participate and report data (as required) in the following campaigns; Quarter 1: National Pedestrian Safety Month, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization; Quarter 3: National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization; Quarter 4: National Speed Prevention Campaigns, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	12
3. Develop (by December 31) and/or maintain a "DUI BOLO" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated DUI BOLOs should be distributed to patrol and traffic officers monthly.	12
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	10
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	10
6. Conduct DUI/DL Checkpoints. A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the Summer Mobilization. To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release and conduct social media activity for each checkpoint. For combination DUI/DL checkpoints, departments should issue press releases that mention DL's will be checked at the DUI/DL checkpoint. Signs for DUI/DL checkpoints should read "DUI/Driver's License Checkpoint Ahead." OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoints that begin prior to 1800 hours. When possible, DUI/DL Checkpoint screeners should be DRE- or ARIDE-trained.	11
7. Conduct DUI Saturation Patrol operation(s).	51
8. Conduct Court Sting operation(s) to cite individuals driving to and from the court after having their driver's license suspended or revoked.	2
9. Conduct Warrant Service operation(s) targeting multiple DUI offenders who fail to appear in court.	7
10. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	33
11. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	9
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.	4
13. Conduct highly publicized pedestrian and/or bicycle enforcement operation(s) in areas or during events with a high number of pedestrian and/or bicycle crashes resulting from violations made by pedestrians, bicyclists, and drivers.	10
14. Conduct Traffic Safety educational presentation(s) with an effort to reach community members. Note: Presentation(s) may include topics such as distracted driving, DUI, speed, bicycle and pedestrian safety, seat belts and child passenger safety.	11
15. Participate in highly visible collaborative DUI Enforcement operations.	4
16. Participate in highly visible collaborative Traffic Enforcement operations.	5
17. Conduct specialized enforcement operations focusing specifically on street racing and sideshow activities.	4
3. METHOD OF PROCEDURE	

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

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

Media Requirements:

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

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

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

Media Requirements

The following requirements are for all grant-related activities:

- Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Optimum lead time would be 7 days before the scheduled release but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Send all Powerpoint presentations, online presentations and trainings for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Certified training courses are EXEMPT from the approval process.
- The OTS PIO is responsible for the approval of the design and content of materials. The agency understands OTS PIO approval is not authorizing approval of budget expenditure or cost. Any cost approvals must come from the OTS grant coordinator.
- Pre-approval is not required when using any OTS-supplied template for media advisories, 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 grant 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 grant 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 OTS grant coordinator should still be notified when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).

- Enforcement activities such as warrant and probation sweeps, court stings, etc. that are embargoed or could impact operations by publicizing in advance are exempt from the PIO approval process. However, announcements and results of activities should still be copied to the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator with 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 grant coordinator for approval prior to the production or duplication.
- Use the following standard language in all press, media, and printed materials, space permitting: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Space permitting, include the OTS logo on all grant-funded print materials, graphics and paid or earned social media campaign grant objective; consult your OTS grant coordinator for specifics, format-appropriate logos, or if space does not permit the use of the OTS logo.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS grant coordinator at least 21 days in advance, or when first confirmed, a short description of any significant grant-related traffic safety event or program, particularly events that are highly publicized beforehand with anticipated media coverage so OTS has sufficient notice to arrange for attendance and/or participation in the event. If unable to attend, email the OTS PIO and coordinator brief highlights and/or results, including any media coverage (broadcast, digital, print) of event within 7 days following significant grant-related event or program. Media and program highlights are to be reflected in QPRs.
- Any press releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received OTS PIO approval in a prior grant year needs to be resubmitted for approval in the current grant year.
- For additional guidance, refer to the [OTS Grants Materials Approval Process Guidelines](#) and [OTS Grants Media Approval Process FAQs](#) on the OTS website.
- Contact the OTS PIO or your OTS grant coordinator for consultation when changes from any of the above requirements might be warranted.

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

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

4. METHOD OF EVALUATION

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

5. ADMINISTRATIVE SUPPORT

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

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
164AL-25	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$305,000.00
402PT-25	20.600	State and Community Highway Safety	\$225,000.00

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>				
DUI/DL Checkpoints	164AL-25	\$10,400.00	11	\$114,400.00
DUI Saturation Patrols	164AL-25	\$2,400.00	51	\$122,400.00
Court Stings	164AL-25	\$2,000.00	2	\$4,000.00
Warrant Service Operations	164AL-25	\$2,000.00	7	\$14,000.00
Collaborative DUI Enforcement	164AL-25	\$2,000.00	4	\$8,000.00
Benefits for 164AL OT @ 12.98%	164AL-25	\$262,800.00	1	\$34,111.00
Traffic Enforcement	402PT-25	\$2,500.00	33	\$82,500.00
Distracted Driving	402PT-25	\$2,500.00	9	\$22,500.00
Motorcycle Safety	402PT-25	\$2,500.00	4	\$10,000.00
Pedestrian and Bicycle Enforcement	402PT-25	\$2,500.00	10	\$25,000.00
Street Racing and Sideshow Enforcement Operations	402PT-25	\$3,500.00	4	\$14,000.00
Collaborative Traffic Enforcement	402PT-25	\$2,400.00	5	\$12,000.00
Traffic Safety Educational Presentations	402PT-25	\$800.00	11	\$8,800.00
Administration/ Auditing	402PT-25	\$6,200.00	1	\$6,200.00
Benefits for 402PT OT @ 12.98%	402PT-25	\$181,000.00	1	\$23,494.00
Category Sub-Total				\$501,405.00
B. TRAVEL EXPENSES				
In State Travel	402PT-25	\$18,506.00	1	\$18,506.00
				\$0.00
Category Sub-Total				\$18,506.00
C. CONTRACTUAL SERVICES				
				\$0.00
Category Sub-Total				\$0.00
D. EQUIPMENT				
				\$0.00
Category Sub-Total				\$0.00
E. OTHER DIRECT COSTS				
DUI Checkpoint Supplies	164AL-25	\$8,089.00	1	\$8,089.00
Collaborative Meetings	402PT-25	\$500.00	4	\$2,000.00
Category Sub-Total				\$10,089.00
F. INDIRECT COSTS				
				\$0.00

Category Sub-Total				\$0.00
GRANT TOTAL				\$530,000.00

BUDGET NARRATIVE

PERSONNEL COSTS

DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Court Stings - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Warrant Service Operations - Overtime for grant funded Warrant Service Operations 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 @ 12.98% - Claimed amounts must reflect actual benefit costs for overtime hours charged to the grant.

Sworn benefits breakdown:

Medicare 1.45%

In Lieu 1.5%

WC 8.19%

Total benefits 11.14%

Non-Sworn benefit breakdown:

OASDI 6.2%

Medicare 1.45%

WC 5.33%

Total benefits 12.98%

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

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

Motorcycle Safety - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

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

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

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

Traffic Safety Educational Presentations - Overtime for grant funded traffic safety educational presentations conducted by appropriate department personnel.

Administration/ Auditing - Overtime for grant related administrative duties and to conduct grant-related audits.

Benefits for 402PT OT @ 12.98% - Claimed amounts must reflect actual benefit costs for overtime hours charged to the grant.

Sworn benefits breakdown:

Medicare 1.45%

In Lieu 1.5%

WC 8.19%

Total benefits 11.14%

Non-Sworn benefit breakdown:

OASDI 6.2%

<p>Medicare 1.45%</p> <p>WC 5.33%</p> <p>Total benefits 12.98%</p>
<p>TRAVEL EXPENSES</p> <p>In State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. Anticipated travel may include Lifesavers in Long Beach and the OTS Traffic Safety Law Enforcement Forum. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.</p>
<p>CONTRACTUAL SERVICES</p> <p>-</p>
<p>EQUIPMENT</p> <p>-</p>
<p>OTHER DIRECT COSTS</p> <p>DUI Checkpoint Supplies - On-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), traffic counters (maximum of 2), generator, gas for generators, lighting, reflective banners, electronic flares, PAS Device/Calibration Supplies, heater, propane for heaters, fan, anti-fatigue mats, and canopies. Additional items may be purchased if approved by OTS. The cost of food and beverages will not be reimbursed. Each item must have a unit cost of less than \$5,000 (including tax and shipping).</p> <p>Collaborative Meetings - Costs for law enforcement agencies to discuss traffic safety trends and plan collaborative operations. Costs may include food and beverages for attendees, additional costs may be included if approved by OTS. Adequate records including an agenda must be maintained.</p>
<p>INDIRECT COSTS</p> <p>-</p>
<p>STATEMENTS/DISCLAIMERS</p> <p>There will be no program income generated from this grant.</p> <p>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.</p> <p>The OTS grant funded activities must be separate from the CHP Cannabis Tax Fund Grant Program activities and maintained under separate accounting/tracking/other codes (example: the same DUI checkpoint may not be funded by both the CHP and the OTS).</p> <p>Benefits for personnel costs can only be applied to straight time or overtime hours charged to the grant.</p>

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

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

GENERAL REQUIREMENTS

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

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

NONDISCRIMINATION

(applies to all subrecipients as well as States)

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

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

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

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

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

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

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

The Subgrantee will provide a drug-free workplace by:

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

POLITICAL ACTIVITY (HATCH ACT)

(applies to all subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to all subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

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

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

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

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

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

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

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

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

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

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

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

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

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

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

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

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

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

BUY AMERICA

(applies to subrecipients as well as States)

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

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to all subrecipients as well as States)

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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