

1. GRANT TITLE Selective Traffic Enforcement Program (STEP)	
2. NAME OF AGENCY Ventura County	3. Grant Period From: 10/01/2022 To: 09/30/2023
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: \$492,000.00	
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) 371-8323 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 Ave. CITY: Ventura ZIP+4: 93009-0001
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
				AGREEMENT TOTAL		\$492,000.00
				AMOUNT ENCUMBERED BY THIS DOCUMENT		\$492,000.00
<i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.</i>				PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT		\$ 0.00
				TOTAL AMOUNT ENCUMBERED TO DATE		\$492,000.00
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED			

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 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 2021, 20.8% of Camarillo's population is 65 years or older compared to Ventura County at only 16.2%. 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. This can be attributed to elderly drivers, new drivers who illegally transport passengers, under aged and young drivers who drink and drive, and the increase of DUID drivers using marijuana and prescription medication. The Outlet Mall brings in thousands of shoppers each year from other countries who have 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 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), 3 patrol senior deputies, 16 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 accident investigation is conducted by patrol staff. With calls for service and other police duties, it is difficult to provide effective traffic enforcement and accident 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 15,604 people in 2020. 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, during recent (2019) 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 2019. 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 very high number of injury crashes (25 of 49) and injured victims (41 of 55) are state highway-related in 2019. Many of the injury crashes occurring on SR 126 in 2019 were due to unsafe speed (16 of 49) and resulted in approximately 50% of all injured victims (27 of 55). Additionally, approximately one-fourth of all crashes with the city are hit-and-runs.

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 36,000 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 Traffic Sergeant (motorcycle officer), three Deputy Sheriff's and one part time non-sworn traffic cadet. One of the three deputies is assigned as a fulltime motorcycle enforcement officer, the other two deputies work the evening hours and are focused on DUI enforcement and traffic crash investigation.

The Moorpark Traffic Bureau's primary responsibility is to investigate and document all traffic crashes that occur within Moorpark. Currently the Traffic Bureau responds to and investigates approximately 80% of all crashes that occur within the city. Moorpark averages approximately 280 crashes annually.

In 2021, there were 16 DUI related traffic crashes, resulting in 8 injuries. Moorpark Station Deputies made 185 DUI arrests in 2021, an all-time station record and an increase from the 171 DUI arrests made in 2020.

The Traffic Bureau and cadets conduct both traffic and parking enforcement in addition to providing support for patrol operations as they respond to priority calls for service or in-progress crimes. The Traffic Sergeant manages all police towing contracts for the City of Moorpark. This includes record keeping for vehicles towed and in person DMV vehicle impound hearings relating to vehicle releases.

The Traffic Sergeant also manages and reviews/approves traffic crash reports, parking citation appeals and maintains traffic crash and parking citation archives. The Traffic Sergeant also plans and schedules traffic

operations for all special events. One of the traffic deputies is assigned as a case manager/detective for handling all hit-and-run crashes occurring within Moorpark.

Moorpark Community College is in the City of Moorpark. This also directly contributes to traffic congestion as the daytime population and commuter population in Moorpark swells significantly resulting in an increase in traffic crashes, traffic violations, and calls for service.

Funding from this grant will allow the Moorpark Police Department to conduct extra traffic enforcement by deploying deputies at peak traffic times so they may focus on DUI, distracted driving, and additional hazardous traffic violations that commonly cause traffic crashes and public safety concerns.

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), 3 patrol senior deputies, 19 patrol deputies, 1 cadet, and 2 professional staff members. 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 accident investigation is conducted by patrol staff. With calls for service and other police duties, it is difficult to provide effective traffic enforcement and accident 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 8 AM and 9 AM on weekdays.

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, winter 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 high number of crashes that resulted in injury, which can be attributed to the high volume of tourism, bicyclists, car and motorcycle enthusiast/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 two 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.

Funding from this STEP grant will allow for increased 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.

The following problem statement applies to the City of Thousand Oaks

Thousand Oaks is a progressive community of approximately 128,683 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 traffic car sergeant) 7 motorcycle officers, 1 traffic car ,1 senior investigator and 6 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 almost 200 hit and runs. As a result, the amount of time dedicated strictly to enforcement is limited.

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

In 2020, seven 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.

Funding from this grant will allow the Thousand Oaks Police Department to continue having traffic deputies deployed on busy roadways at peak traffic times focusing on DUI enforcement and hazardous traffic violations that commonly cause crashes. Additionally, the funding will be used to host well publicized DUI checkpoints, conduct directed patrols and aggressively pursue repeat DUI drivers with suspended licenses.

2. PERFORMANCE MEASURES

A. Goals:

1. Reduce the number of persons killed in traffic crashes.
2. Reduce the number of persons injured in traffic crashes.
3. Reduce the number of pedestrians killed in traffic crashes.
4. Reduce the number of pedestrians injured in traffic crashes.
5. Reduce the number of bicyclists killed in traffic crashes.

6. Reduce the number of bicyclists injured in traffic crashes. 7. Reduce the number of persons killed in alcohol-involved crashes. 8. Reduce the number of persons injured in alcohol-involved crashes. 9. Reduce the number of persons killed in drug-involved crashes. 10. Reduce the number of persons injured in drug-involved crashes. 11. Reduce the number of persons killed in alcohol/drug combo-involved crashes. 12. Reduce the number of persons injured in alcohol/drug combo-involved crashes. 13. Reduce the number of motorcyclists killed in traffic crashes. 14. Reduce the number of motorcyclists injured in traffic crashes. 15. Reduce hit & run fatal crashes. 16. Reduce hit & run injury crashes. 17. Reduce nighttime (2100 - 0259 hours) fatal crashes. 18. Reduce nighttime (2100 - 0259 hours) injury crashes.	
B. Objectives:	Target Number
1. Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.	1
2. Participate and report data (as required) in the following campaigns; Quarter 1: National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization; Quarter 3: National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization; Quarter 4: NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	10
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. Send law enforcement personnel to the Drug Recognition Expert (DRE) training.	3
7. Send law enforcement personnel to the DRE Recertification training.	2
8. Conduct DUI/DL Checkpoints. A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the Summer Mobilization. To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release and conduct social media activity for each checkpoint. For combination DUI/DL checkpoints, departments should issue press releases that mention DL's will be checked at the DUI/DL checkpoint. Signs for DUI/DL checkpoints should read "DUI/Driver's License Checkpoint Ahead." OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoints that begin prior to 1800 hours. When possible, DUI/DL Checkpoint screeners should be DRE- or ARIDE-trained.	12
9. Conduct DUI Saturation Patrol operation(s).	56
10. Conduct Warrant Service operation(s) targeting multiple DUI offenders who fail to appear in court.	8
11. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	27
12. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	7
13. Conduct highly publicized pedestrian and/or bicycle enforcement operation(s) in areas or during events with a high number of pedestrian and/or bicycle crashes resulting from violations made by pedestrians, bicyclists, and drivers.	8

14. Conduct Traffic Safety educational presentation(s) with an effort to reach community members. Note: Presentation(s) may include topics such as distracted driving, DUI, speed, bicycle and pedestrian safety, seat belts and child passenger safety.	11
15. Send law enforcement personnel to DUI Checkpoint Planning and Management training.	1
16.	3
3. METHOD OF PROCEDURE A. Phase 1 – Program Preparation (1st Quarter of Grant Year) <ul style="list-style-type: none"> The department will develop operational plans to implement the “best practice” strategies outlined in the objectives section. All training needed to implement the program should be conducted this quarter. All grant related purchases needed to implement the program should be made this quarter. In order to develop/maintain the “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 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. 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. <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. Phase 2 – Program Operations (Throughout Grant Year) <ul style="list-style-type: none"> The department will work to create media opportunities throughout the grant period to call attention to the innovative program strategies and outcomes. <u>Media Requirements</u> The following requirements are for all grant-related activities: <ul style="list-style-type: none"> 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-23	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$300,000.00
402PT-23	20.600	State and Community Highway Safety	\$192,000.00

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-23	\$9,500.00	12	\$114,000.00
DUI Saturation Patrols	164AL-23	\$1,800.00	56	\$100,800.00
Warrant Service Operations	164AL-23	\$1,800.00	8	\$14,400.00
Benefits for 164AL OT @ 21.05%	164AL-23	\$229,200.00	1	\$48,247.00
Traffic Enforcement	402PT-23	\$3,000.00	27	\$81,000.00
Distracted Driving	402PT-23	\$2,900.00	7	\$20,300.00
Pedestrian and Bicycle Enforcement	402PT-23	\$2,900.00	8	\$23,200.00
Traffic Safety Education	402PT-23	\$700.00	11	\$7,700.00
Administration / Auditing	402PT-23	\$7,000.00	1	\$7,000.00
Benefits for 402PT OT @ 21.05%	402PT-23	\$139,200.00	1	\$29,302.00
Category Sub-Total				\$445,949.00
B. TRAVEL EXPENSES				
In State Travel	402PT-23	\$13,498.00	1	\$13,498.00
				\$0.00
Category Sub-Total				\$13,498.00
C. CONTRACTUAL SERVICES				
				\$0.00
Category Sub-Total				\$0.00
D. EQUIPMENT				
Portable Light Tower	164AL-23	\$7,000.00	2	\$14,000.00
Category Sub-Total				\$14,000.00
E. OTHER DIRECT COSTS				
DUI Checkpoint Supplies	164AL-23	\$8,553.00	1	\$8,553.00
Lidar Device	402PT-23	\$2,500.00	4	\$10,000.00
Category Sub-Total				\$18,553.00
F. INDIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00
GRANT TOTAL				\$492,000.00

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.

Warrant Service Operations - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Benefits for 164AL OT @ 21.05% - Benefit breakdown:

OASDI 6.2%

MEDI 1.45%

UIB .15%

WC 13.25%

Total benefits 21.05%

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.

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.

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

Benefits for 402PT OT @ 21.05% - Benefit breakdown:

OASDI 6.2%

MEDI 1.45%

UIB .15%

WC 13.25%

Total benefits 21.05%

TRAVEL EXPENSES

In State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. Anticipated travel may include the OTS Law Enforcement Traffic Safety Forum. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.

CONTRACTUAL SERVICES

-

EQUIPMENT

Portable Light Tower - High intensity light on a telescoping shaft and stabilized platform to illuminate a wide area for greater visibility during night time operations. Costs may include a generator, cart, and accessories.

OTHER DIRECT COSTS

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

Lidar Device - Light detection and ranging device used to measure the speed of motor vehicles. This device will be used for speed enforcement. Costs may include lidar devices, batteries, tax, and shipping.

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.

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

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

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 all 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 subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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 signed 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 all 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 ACT

(applies to all 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 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.