

**1. GRANT TITLE**

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP)

**2. NAME OF APPLICANT AGENCY**

CITY OF LOS ANGELES

**4. GRANT PERIOD**

From: 10/1/14

To: 9/30/15

**3. AGENCY UNIT TO HANDLE GRANT**

LOS ANGELES POLICE DEPARTMENT

**5. GRANT DESCRIPTION**

To reduce the number of persons killed and injured in crashes involving alcohol and other primary collision factors, "best practice" strategies will be conducted. The funded strategies may include: DUI checkpoints, DUI saturation patrols, warrant service operations, stakeouts operations, a "HOT Sheet" program, educational presentations, and court stings. The program may also concentrate on speed, distracted driving, seat belt enforcement, operations at intersections with disproportionate numbers of traffic crashes, and special enforcement operations encouraging motorcycle safety. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.

**6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED:**

\$ 3,750,000.00

**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:

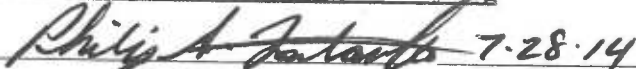
- Schedule A (OTS-38b) – Problem Statement, Goals and Objectives and Method of Procedure
- Schedule B (OTS-38d) – Detailed Budget Estimate and Sub-Budget Estimate (if applicable)
- Schedule B-1 (OTS-38f) – Budget Narrative and Sub-Budget Narrative (if applicable)
- Exhibit A – Certifications and Assurances
- Exhibit B\* - OTS Grant Program Manual

\*Items shown with an asterisk (\*), are hereby incorporated by reference and made a part of this agreement as if attached hereto. These documents can be viewed at the OTS home web page under Grants: [www.ots.ca.gov](http://www.ots.ca.gov).

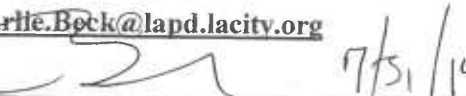
We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

**8. APPROVAL SIGNATURES****A. GRANT DIRECTOR**NAME: **Philip Fontanetta** PHONE: **213-486-0680**TITLE: **Captain** FAX: **213-486-0710**ADDRESS: **Emergency Operations Division  
100 West First Street, Room 469  
Los Angeles, CA 90012**E-MAIL: [Philip.Fontanetta@lapd.lacity.org](mailto:Philip.Fontanetta@lapd.lacity.org)

  
(Signature) 7-28-14 (Date)

**B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY**NAME: **Charlie Beck** PHONE: **213-486-0150**TITLE: **Chief of Police** FAX: **213-486-0168**ADDRESS: **100 West First Street  
Los Angeles, CA 90012**E-MAIL: [Charlie.Beck@lapd.lacity.org](mailto:Charlie.Beck@lapd.lacity.org)

  
(Signature) 7/31/14 (Date)

**C. FISCAL OR ACCOUNTING OFFICIAL**NAME: **Laura Luna** PHONE: **213-486-8590**TITLE: **Police Administrator** FAX: **213-486-0299**ADDRESS: **100 West First Street, Room 760  
Los Angeles, CA 90012**E-MAIL: [Laura.Luna@lapd.lacity.org](mailto:Laura.Luna@lapd.lacity.org)

  
(Signature) 7/30/14 (Date)

**D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS**NAME: **Grants Section**ADDRESS: **Information Technology Bureau  
100 West First Street, Room 842  
Los Angeles, CA 90012****9. DUNS NUMBER**DUNS #: **037848012**REGISTERED ADDRESS & ZIP: **100 West First Street, Room 842  
Los Angeles, CA 90012**

**GRANTS MADE EASY - STEP**  
**SCHEDULE A**  
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**1. PROBLEM STATEMENT**

The City of Los Angeles has experienced an upward trend in the following traffic collisions over the past year:

- Fatal traffic collisions have increased two percent from 195 in 2012 to 199 in 2013;
- Injury traffic collisions have increased six percent from 19,748 in 2012 to 20,907 in 2013;
- Hit and Run fatal traffic collisions have increased 64 percent from 25 in 2012 to 41 in 2013;
- Hit and Run injury traffic collisions have increased 16 percent from 3,210 in 2012 to 3,709 in 2013;
- Nighttime injury traffic collisions have increased four percent from 2,826 in 2012 to 2,936 in 2013;
- Right of Way injury traffic collisions have increased eight percent from 4,965 in 2012 to 5,366 in 2013;
- Speed-related injury traffic collisions have increased two percent from 3,567 in 2012 to 3,631 in 2013;
- Pedestrian fatal traffic collision have increased by three percent from 89 in 2012 to 92 in 2013;
- Pedestrian-involved injury traffic collisions have increased 18 percent from 2,462 in 2012 to 2,906 in 2013;
- Bicycle fatal traffic collisions have increased 143 percent from 7 in 2012 to 17 in 2013; and,
- Bicycle-involved injury traffic collisions have increased 14 percent from 2,074 in 2012 to 2,373 in 2013.

Although driving under the influence (DUI) related traffic collisions have decreased over the past year, the problem is still apparent as indicated by the increase in hit and run and nighttime traffic collisions. Nearly 1,000 people are killed or injured each year in Los Angeles as a result of negligent DUI drivers. As a result, increased DUI enforcement is critically needed to target the careless and irresponsible community members who consume excessive amounts of alcohol or narcotics and drive under the influence.

The City of Los Angeles population consists of 3.8 million community members as well as millions of people who work, visit and traverse through the city each day. When a fatal or injury traffic collision occurs, the impact is physically, emotionally and financially devastating. Consequently, increased traffic enforcement of primary collision factor (PCF) vehicle laws, such as speed, right of way and pedestrian, will complement existing traffic safety efforts to reduce the likelihood of traffic collisions and devastating effects they have on the community.

The City of Los Angeles has recently seen a tremendous increase in the number of community members who have opted to cycle or walk in lieu of driving. As a result, the number of traffic collisions involving bicycles and pedestrians has increased. In an effort to reduce the number of bicycle and pedestrian traffic collisions, increased traffic enforcement will complement existing educational and enforcement programs designed to ensure motorists are adhering to laws enacted to protect bicyclists and pedestrians while using the roadway. At the same time, increased enforcement will also ensure bicyclists and pedestrians are abiding by the law.

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**A. Traffic Data Summary:**

Collision Type	2011				2012				2013				
	Collisions		Victims		Collisions		Victims		Collisions		Victims		
Fatal	155		159		195		195		199		199		
Injury	19,157		19,744		19,748		19,748		20,907		20,907		
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	
Alcohol - Involved	15	985	16	988	28	927	28	927	16	903	16	903	
Hit & Run	45	4,837	45	4,838	25	3,210	25	3,210	41	3,709	41	3,709	
Nighttime (2100-0259 hours)	56	2,679	58	2,684	54	2,826	54	2,826	51	2,936	51	2,936	
<b>Top 3 Primary Collision Factors</b>									Fatal	Injury	Killed	Injured	
#1 -	Right of Way							26	5,366	26	5,366		
#2 -	Speed							48	3,631	46	3,631		
#3 -	Pedestrian							92	2,906	92	2,906		

**2. PERFORMANCE MEASURES**

**A. Goals:**

- 1) To reduce the number of persons killed in traffic collisions.
- 2) To reduce the number of persons injured in traffic collisions.
- 3) To reduce the number of persons killed in alcohol-involved collisions.
- 4) To reduce the number of persons injured in alcohol-involved collisions.
- 5) To reduce the number of persons killed in drug-involved collisions.
- 6) To reduce the number of persons injured in drug-involved collisions.
- 7) To reduce the number of motorcyclists killed in traffic collisions.
- 8) To reduce the number of motorcyclists injured in traffic collisions.
- 9) To reduce the number of motorcyclists killed in alcohol-involved collisions.
- 10) To reduce the number of motorcyclists injured in alcohol-involved collisions.
- 11) To reduce hit & run fatal collisions.



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- 12) To reduce hit & run injury collisions.
- 13) To reduce nighttime (2100 - 0259 hours) fatal collisions.
- 14) To reduce nighttime (2100 - 0259 hours) injury collisions.
- 15) To reduce the number of bicyclists killed in traffic collisions.
- 16) To reduce the number of bicyclists injured in traffic collisions.
- 17) To reduce the number of pedestrians killed in traffic collisions.
- 18) To reduce the number of pedestrians injured in traffic collisions.

**B. Objectives:**

- 1) To develop (by December 31) and/or maintain a "HOT Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated HOT sheets should be distributed to patrol and traffic officers monthly.
- 2) To send 50 law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hour) POST-certified training.
- 3) To send 100 law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.
- 4) To send 20 law enforcement personnel to the IACP Drug Recognition Expert (DRE) training.
- 5) To conduct 160 DUI/DL Checkpoints. *Note: A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the NHTSA Summer Mobilization.*
- 6) To conduct 150 DUI Saturation Patrol operation(s).
- 7) To conduct 52 Court Sting operation(s) to cite individuals driving from court after having their driver's license suspended or revoked.
- 8) To conduct 21 Traffic Enforcement operation(s), including but not limited to, primary collision factor violations.

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- 9) To conduct 26 Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.
- 10) To conduct 10 highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary collision factor violations by motorcyclists and other drivers.
- 11) To conduct 8 night-time (2100 - 0259 hours) Click It or Ticket enforcement operations.
- 12) To conduct 8 Traffic Safety educational presentations impacting 160 community members. *Note: Presentations may include topics such as distracted driving, DUI, speed, bicycle & pedestrian safety, seatbelts and child passenger safety.*
- 13) To conduct 52 bicycle and pedestrian enforcement operations in identified areas of high bicycle and pedestrian traffic.
- 14) To participate in the National Distracted Driving Awareness Month in April.
- 15) To participate in the NHTSA Click It or Ticket mobilization period in May.
- 16) To collaborate with the county's Avoid Lead Agency by: participating in planning/scheduling meetings and MADD/Avoid DUI Seminars; providing your agency's schedule of operations that occur during any Avoid campaign; and reporting your agency's DUI arrests & DUI fatality information during any Avoid campaign.
- 17) To collect and report DUI enforcement data for the NHTSA Winter and Summer Mobilizations.
- 18) To provide 26 Street Racing and Modified Vehicle field-certification training classes to 500 allied agency personnel.
- 19) To participate in the Pacific Coast Highway (PCH) Task Force meetings, conduct enforcement along the PCH corridor within LAPD jurisdiction, and report outcomes to the PCH Task Force.

***NOTE:** Nothing in this "agreement" shall be interpreted as a requirement, formal or informal, that a particular police officer issue a specified or predetermined number of citations in pursuance of the goals and objectives hereunder.*

***NOTE:** To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release for each checkpoint operation. 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 checkpoint operations should read "DUI/Driver's License Checkpoint"*

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*Ahead.” OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoint operations that begin prior to 1800 hours.*

**3. METHOD OF PROCEDURE**

**A. Phase 1 - Program Preparation, Training and Implementation (1<sup>st</sup> Quarter of Grant Year)**

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

**Media Requirements**

- 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](mailto:pio@ots.ca.gov), and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.

**B. Phase 2 - Program Operations (Throughout Grant Year)**

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

**Media Requirements**

- Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), with a copy to your OTS Coordinator.
  - a) If an OTS template-based press release is used, the OTS PIO and Coordinator should be copied when the release is distributed to the press. If an OTS template is not used, or is substantially

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changed, a draft press release should first be sent to the OTS PIO for approval. Optimum lead time would be 10-20 days prior to the release date to ensure adequate turn-around time.

- b) Press releases reporting the results of grant activities such as enforcement operations are exempt from the recommended advance approval process, but still should be copied to the OTS PIO and Coordinator when the release is distributed to the press.
  - c) Activities such as warrant or probation sweeps and court stings that could be compromised by advanced publicity are exempt from pre-publicity, but are encouraged to offer embargoed media coverage and to report the results.
- Use the following standard language in all press, media, and printed materials: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
  - Email the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy your OTS Coordinator at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has sufficient notice to arrange for attendance and/or participation in the event.
  - Submit a draft or rough-cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy your OTS Coordinator for approval 14 days prior to the production or duplication.
  - Include the OTS logo, space permitting, on grant-funded print materials; consult your OTS Coordinator for specifics.

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

- Agencies are required to collect and report quarterly, appropriate data that supports the progress of goals and objectives.
- Statistical data relating to the grant goals and objectives will be collected, analyzed, and incorporated in Quarterly Performance Reports (QPRs). QPRs for the quarter ending September 30 will include year-to-date comparisons of goals and objectives. If required, a separate quarterly data reporting form will be completed each quarter and submitted as part of the QPR.
- Reports will compare actual grant accomplishments with the planned accomplishments. They will include information concerning changes made by the Grant Director in planning and guiding the grant efforts.
- Reports shall be completed and submitted in accordance with OTS requirements as specified in the Grant Program Manual.

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**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 why objectives were not completed.

**5. ADMINISTRATIVE SUPPORT**

This program has full support of the City of Los Angeles. Every effort will be made to continue the activities after the grant conclusion.



**SCHEDULE B  
DETAILED BUDGET ESTIMATE  
GRANT NO. PT1551**

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
402PT	20.600	STATE AND COMMUNITY HIGHWAY SAFETY	\$ 563,520.00
164AL	20.608	MINIMUM PENALTIES FOR REPEAT OFFENDERS FOR DRIVING WHILE INTOXICATED	\$ 3,186,480.00

COST CATEGORY	FISCAL YEAR ESTIMATES			TOTAL COST TO GRANT
	CFDA	FY-1 10/1/14 thru 9/30/15		
<b>A. PERSONNEL COSTS</b>				
Positions and Salaries				
<b>Overtime</b>				
DUI/DL Checkpoints	20.608	\$ 2,201,600.00		\$ 2,201,600.00
DUI Saturations	20.608	\$ 732,000.00		\$ 732,000.00
Court Stings	20.608	\$ 222,560.00		\$ 222,560.00
Traffic Enforcement Operations	20.600	\$ 89,880.00		\$ 89,880.00
Distracted Driving Operations	20.600	\$ 111,280.00		\$ 111,280.00
Motorcycle Safety Enforcement Operations	20.600	\$ 48,800.00		\$ 48,800.00
Night-time Click It or Ticket Operations	20.600	\$ 34,240.00		\$ 34,240.00
Traffic Safety Educational Presentations	20.600	\$ 7,520.00		\$ 7,520.00
Bicycle and Pedestrian Operations	20.600	\$ 222,560.00		\$ 222,560.00
Street Racing and Modified Vehicle Training	20.600	\$ 31,200.00		\$ 31,200.00
Category Sub-Total		\$ 3,701,640.00		\$ 3,701,640.00
<b>B. TRAVEL EXPENSE</b>				
In-State	20.600	\$ 10,040.00		\$ 10,040.00
Out-of-State	20.600	\$ 8,000.00		\$ 8,000.00
Category Sub-Total		\$ 18,040.00		\$ 18,040.00
<b>C. CONTRACTUAL SERVICES</b>				
None				
<b>D. EQUIPMENT</b>				
None				
<b>E. OTHER DIRECT COSTS</b>				
DUI Checkpoint Supplies	20.608	\$ 6,320.00		\$ 6,320.00
PAS Device/Calibration Supplies	20.608	\$ 24,000.00		\$ 24,000.00
Category Sub-Total		\$ 30,320.00		\$ 30,320.00
<b>F. INDIRECT COSTS</b>				
None				
<b>GRANT TOTAL</b>		<b>\$ 3,750,000.00</b>		<b>\$ 3,750,000.00</b>

**SCHEDULE B-1**

**GRANT NO. PT1551**

**BUDGET NARRATIVE**

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**PERSONNEL COSTS**

**Overtime**

Overtime for grant funded law enforcement operations may be conducted by personnel such as a Lieutenant, Sergeant, Corporal, Deputy, Officer, Community Services Officer, Dispatcher, etc., depending on the titles used by the agency and the grantees overtime policy. Personnel will be deployed as needed to accomplish the grant goals and objectives.

Costs are estimated based on an overtime hourly rate range of \$35.00/hour to \$110.00/hour.

No benefits will be paid in this grant.

**TRAVEL EXPENSE**

**In State**

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 DUID Seminar. *All conferences, seminars or training not specifically identified in the Schedule B-1 (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.*

**Out-Of-State**

Appropriate staff may attend Lifesavers (Chicago, IL) and GHSA annual meeting (Nashville, TN) in support of the grant goals and objectives. *All out-of-state travel not specifically identified in the Schedule B-1 (Budget Narrative) must receive written approval from the OTS Director. 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**

None

**EQUIPMENT**

None

**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 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.*

SCHEDULE B-1

GRANT NO. PT1551

BUDGET NARRATIVE

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

**INDIRECT COSTS**

None

**PROGRAM INCOME**

There will be no program income generated from this grant.

## EXHIBIT A

### CERTIFICATIONS AND ASSURANCES

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

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:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

#### NONDISCRIMINATION

The Grantee Agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (88), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (101), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (100), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (92), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (91), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.



## EXHIBIT A

### CERTIFICATIONS AND ASSURANCES

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#### **BUY AMERICA ACT**

The Grantee Agency will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

#### **POLITICAL ACTIVITY (HATCH ACT)**

The Grantee Agency 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**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

**EXHIBIT A**  
**CERTIFICATIONS AND ASSURANCES**

**RESTRICTION ON STATE LOBBYING**

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**

Instructions for Primary Certification

1. By signing and submitting this Grant Agreement, the Grantee Agency official is providing the certification set out below.
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 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 Grantee Agency official 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 Grantee Agency official 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.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this Grant Agreement is submitted if at any time the Grantee Agency official learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *Grant Agreement*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this Grant Agreement is being submitted for assistance in obtaining a copy of those regulations.
6. The Grantee Agency official agrees by submitting this Grant Agreement 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.

## EXHIBIT A

### CERTIFICATIONS AND ASSURANCES

Page 4

7. The Grantee Agency official further agrees by submitting this Grant Agreement that it will include the clause titled "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.
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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
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 this transaction for cause or default.

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

- (1) The Grantee Agency official certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this Grant Agreement 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 record, 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/Grant Agreement had one or more public transactions (Federal, State, or local) terminated for cause or default.
- (2) Where the Grantee Agency official is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this Grant Agreement.



**EXHIBIT A**  
**CERTIFICATIONS AND ASSURANCES**

**Instructions for Lower Tier Certification**

1. By signing and submitting this Grant Agreement, the prospective lower tier participant is providing the certification set out below.
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 and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this Grant Agreement 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, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, Grant Agreement, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this Grant Agreement is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this Grant Agreement 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 Grant Agreement that it will include the clause titled "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. (See below)
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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
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



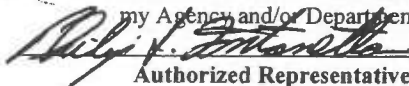
**EXHIBIT A**  
**CERTIFICATIONS AND ASSURANCES**

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 and/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 grant agreement, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction 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 grant agreement.

STATE OF CALIFORNIA \* OFFICE OF TRAFFIC SAFETY  
 OTS-136 Grant Application Cover Sheet and Budget  
 (New 12/13)

Cover Sheet for Traffic Safety Application Federal Fiscal Year 2015		OTS USE ONLY	
		Application #:	_____
		Coordinator:	_____
		Program Area:	_____
<b>Agency Name:</b> City of Los Angeles			
<b>Dept:</b> Los Angeles Police Department		<b>Dun and Bradstreet (DUNS) #:</b>	
<b>Application Title:</b> Selective Traffic Enforcement Program		03-784-8012	
<p><b>Application Summary:</b> (If using a GME template, copy and paste the appropriate application title above &amp; summary).          To reduce the number of persons killed and injured in crashes involving alcohol and other primary collision factors, "best practice" strategies will be conducted. The funded strategies may include: DUI checkpoints, DUI saturation patrols, a "HOT Sheet" program, educational presentations, and court stings. The program will also concentrate on speed, distracted driving, seat belt enforcement, operations at intersections with disproportionate numbers of traffic crashes, and special enforcement operations encouraging motorcycle safety. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.</p>			
<b>Equipment: (If applicable)</b>		<b>Requested Funding by Budget Category:</b>	
0		<b>Personnel:</b>	\$ 4,699,680.00
0		<b>Travel:</b>	\$ 20,000.00
0		<b>Contractual Services:</b>	\$ -
0		<b>Equipment:</b>	\$ -
0		<b>Other Direct Costs:</b>	\$ 30,320.00
0		<b>Indirect Costs:</b>	\$ -
<p><b>Authorized Representative</b></p> <p><b>First Name:</b> Philip  <b>Last Name:</b> Fontanetta  <b>Title:</b> Captain  <b>Address 1:</b> Emergency Operations Division  <b>Address 2:</b> 100 West First Street, Room 469  <b>Address 3:</b> _____  <b>City:</b> Los Angeles  <b>State:</b> California  <b>Zip Code:</b> 90012  <b>Phone #:</b> 213-486-0680  <b>Ext:</b> _____  <b>FAX #:</b> 213-486-0710  <b>Email:</b> Philip.Fontanetta@lapd.lacity.org</p>		<p>I verify that I am authorized to submit this application on behalf of my Agency and/or Department.</p> <p>  <b>Authorized Representative</b></p>	
		<b>Requested Funding</b>	
		<b>Federal Fiscal Year 2015</b>	\$ 4,750,000.00
		<b>Total</b>	\$ 4,750,000.00

STATE OF CALIFORNIA \* OFFICE OF TRAFFIC SAFETY  
 OTS-136 Grant Application Schedule B  
 (Revised 1/14)

<b>SCHEDULE B DETAILED BUDGET ESTIMATE</b>		
COST CATEGORY	FISCAL YEAR ESTIMATES	
	10/1/2014 thru 9/30/15	TOTAL COST TO GRANT
<b>A. PERSONNEL COSTS:</b>		
DUI & Driver's License Checkpoints	\$ 2,201,600.00	\$ 2,201,600.00
DUI Saturation Patrols	\$ 732,000.00	\$ 732,000.00
Court Stings	\$ 222,560.00	\$ 222,560.00
Traffic Enforcement Operations	\$ 453,680.00	\$ 453,680.00
Distracted Driving Enforcement Operations	\$ 453,680.00	\$ 453,680.00
Motorcycle Safety Enforcement Operations	\$ 78,080.00	\$ 78,080.00
Nighttime Click It or Ticket Enforcement Operations	\$ 85,600.00	\$ 85,600.00
Traffic Safety Educational Presentations	\$ 18,800.00	\$ 18,800.00
Speed Enforcement Operations - High Bicycle and Pedestrian Collision	\$ 453,680.00	\$ 453,680.00
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
<b>Category Sub-Total</b>	<b>\$</b>	<b>\$ 4,699,680.00</b>
<b>B. TRAVEL EXPENSE</b>		
In State	\$ 10,000.00	\$ 14,000.00
Out of State	\$ 6,000.00	\$ 6,000.00
<b>Category Sub-Total</b>	<b>\$</b>	<b>\$ 20,000.00</b>
<b>C. CONTRACTUAL SERVICES</b>		
	\$ -	\$ -
	\$ -	\$ -
<b>Category Sub-Total</b>	<b>\$</b>	<b>\$ -</b>
<b>D. EQUIPMENT</b>		
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
	\$ -	\$ -
<b>Category Sub-Total</b>	<b>\$</b>	<b>\$ -</b>
<b>E. OTHER DIRECT COSTS</b>		
Checkpoint Supplies	\$	6,320.00
PAS Equipment	\$	24,000.00
	\$	-
	\$	-
	\$	-
<b>Category Sub-Total</b>	<b>\$</b>	<b>\$ 30,320.00</b>
<b>E. INDIRECT COSTS</b>		
Personnel or Contractual Services @ _____%	\$	-
<b>Category Sub-Total</b>	<b>\$</b>	<b>\$ -</b>
<b>GRANT TOTAL</b>	<b>\$</b>	<b>\$ 4,750,000.00</b>

**SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP)  
GRANTS MADE EASY (GME) GRANT APPLICATION  
Federal Fiscal Year 2015  
(10/1/14 - 9/30/15)**

**APPLICATION TITLE:           SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP)**

**AGENCY:                       LOS ANGELES POLICE DEPARTMENT**

**1. PROBLEM STATEMENT**

The City of Los Angeles has experienced an upward trend in the following traffic collisions over the past year:

- Fatal traffic collisions have increased two percent from 195 in 2012 to 199 in 2013;
- Injury traffic collisions have increased six percent from 19,748 in 2012 to 20,907 in 2013;
- Hit and Run fatal traffic collisions have increased 64 percent from 25 in 2012 to 41 in 2013;
- Hit and Run injury traffic collisions have increased 16 percent from 3,210 in 2012 to 3,709 in 2013;
- Nighttime injury traffic collisions have increased four percent from 2,826 in 2012 to 2,936 in 2013;
- Right of Way injury traffic collisions have increased eight percent from 4,965 in 2012 to 5,366 in 2013;
- Speed-related injury traffic collisions have increased two percent from 3,567 in 2012 to 3,631 in 2013;
- Pedestrian fatal traffic collision have increased by three percent from 89 in 2012 to 92 in 2013;
- Pedestrian-involved injury traffic collisions have increased 18 percent from 2,462 in 2012 to 2,906 in 2013;
- Bicycle fatal traffic collisions have increased 143 percent from 7 in 2012 to 17 in 2013; and,
- Bicycle-involved injury traffic collisions have increased 14 percent from 2,074 in 2012 to 2,373 in 2013.

Although driving under the influence (DUI) related traffic collisions have decreased over the past year, the problem is still apparent as indicated by the increase in hit and run and nighttime traffic collisions. Nearly 1,000 people are killed or injured each year in Los Angeles as a result of negligent DUI drivers. As a result, increased DUI enforcement is critically needed to target the careless and irresponsible community members who consume excessive amounts of alcohol or narcotics and drive under the influence.

The City of Los Angeles population consists of 3.8 million community members as well as millions of people who work, visit and traverse through the City each day. When a fatal or injury traffic collision occurs, the impact is physically, emotionally and financially devastating. Consequently, increased traffic enforcement of primary collision factor (PCF) vehicle laws, such as speed, right of way and pedestrian, will complement existing traffic safety efforts to reduce the likelihood of traffic collisions and devastating effects they have on the community.



The City of Los Angeles has recently seen a tremendous increase in the number of community members who have opted to cycle or walk in lieu of driving. As a result, the number of traffic collisions involving bicycles and pedestrians has increased. In an effort to reduce the number of bicycle and pedestrian traffic collisions, increased traffic enforcement will complement existing educational and enforcement programs designed to ensure motorists are adhering to laws enacted to protect bicyclists and pedestrians while using the roadway. At the same time, increased enforcement will also ensure bicyclists and pedestrians are abiding by the law.

**A. Traffic Data Summary:**

The below chart provides an overview of various traffic collisions statistics that occurred in the City of Los Angeles from 2011 to 2013.

Collision Type	2011				2012				2013			
	Collisions		Victims		Collisions		Victims		Collisions		Victims	
Fatal	155		159		195		195		199		199	
Injury	19,157		19,744		19,748		19,748		20,907		20,907	
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol - Involved	15	985	16	988	28	927	28	927	16	903	16	903
Hit & Run	45	4,837	45	4,838	25	3,210	25	3,210	41	3,709	41	3,709
Nighttime (2100-0259 hours)	56	2,679	58	2,684	54	2,826	54	2,826	51	2,936	51	2,936
<b>Top 3 Primary Collision Factors</b>									Fatal	Injury	Killed	Injured
#1 -	Right of Way								26	5,366	26	5,366
#2 -	Speed								48	3,631	46	3,631
#3 -	Pedestrian								92	2,906	92	2,906

**2. PROPOSED SOLUTION**

**A. Strategies:**

The City of Los Angeles is approximately 500 square miles and is the second most populous city in the United States. However, the community is serviced by a police department that is less than 10,000 officers. In order to alleviate the traffic collision problems, increased enforcement is vital and needs to be conducted by expertly trained officers assigned to a traffic assignment. These officers have specialized training in traffic enforcement, traffic collision investigation and whose primary duty is traffic related. The Department will focus its grant-funded traffic enforcement details along streets and intersections that have been identified through a detailed analysis prior to each detail with high incidence of traffic collisions, traffic violations and traffic arrests for driving under the influence. Consequently, officers selected to work the details will be directed to concentrate their enforcement efforts at these identified locations.

The goal of sobriety checkpoints conducted in the City of Los Angeles is to educate the public and deter drivers from driving under the influence. As a result of the geographic size of Los Angeles, conducting one checkpoint at one location per weekend is futile. In order for a

checkpoint to act as a deterrent and be educationally effective, the Department needs to conduct multiple checkpoints each weekend at various locations throughout the City. As a result of the number and consistency of the checkpoints, the checkpoints will serve as a constant reminder that the Los Angeles Police Department is dedicated to serving the public through educating and arresting drivers who are endangering the community by driving under the influence.

Prior to conducting a checkpoint, the Department will prepare a press releases that will be posted on the Department's website and distributed to over 250 media outlets announcing the exact location. Although many law enforcement agencies are apprehensive of advertising the specific location of a checkpoint, the Department has garnered greater news coverage and support from the community. During specific national and State traffic safety campaigns (i.e. Winter Mobilization) and holidays often associated with driving under the influence (i.e. Saint Patrick's Day), the Department will schedule and notify the public of additional checkpoints.

The Los Angeles Police Department has found that an established selection criteria from a cadre of highly trained personnel is paramount for a successful checkpoint. Although any officer can assist in the educational purpose of a checkpoint, only highly trained officers can competently perform the duties necessary to enforce the DUI laws. At a minimum, only officers who have completed the 40-hour Impaired Driving Apprehension Program, which is approved by State of California - Peace Officers Standards and Training, will screen vehicles. Furthermore, to address the startling trend of DUI of drugs (DUID), the majority of checkpoints will be staffed with at least three Drug Recognitions Experts.

The DUI saturation patrols will supplement the Department's existing enforcement efforts. Currently, the Department deploys a unit called Deuce Watch at each traffic division. This unit typically consists of one motor sergeant and eight motor officers, and works Wednesday through Saturday. The grant-funded details will augment their efforts by providing additional coverage at locations that have a disproportionate number of DUI-related traffic collisions and arrests.

The Los Angeles Police Department recognizes that undercover investigations at the courts of community members who habitually are apprehended and sentenced for DUI has a tremendous value. These investigations are conducted by officers who are currently assigned to one of the Department's habitual offender details. The details will be conducted on dates that the court docket has a high number of habitual offenders scheduled to appear in court, which will greatly increase the likelihood of observing probation violations.

The grant-funded traffic enforcement details will be conducted on roadways identified as high risk locations. As mentioned above, supervisors planning each detail will be required to justify the enforcement locations. The supervisor of each detail will direct officers where to conduct their enforcement (directed enforcement) and officers will be held accountable for their enforcement efforts and time management. All enforcement details will be reviewed and audited by the Traffic Grant Coordinator to ensure locations selected were appropriate. To ensure the traffic enforcement details are a newsworthy event, the Grant Director will designate a specific day each month where the traffic divisions and Traffic Coordination Section will conduct a grant-funded detail. This will result in 30 officers focusing on a common issue on a specific date (i.e. pedestrian and right of way violations on Halloween). Finally, the Department

will increase specific traffic enforcement details that coincide with NHTSA enforcement months, such as increased seat belt enforcement details during the month of May.

**B. Agency Qualifications:**

The Grants Section is responsible for obtaining available grant awards from various State and Federal funding sources. The Grants Section performs the administrative aspects of the grant administration process, which includes liaison with the grant agencies and the fiscal responsibility of preparing and submitting reimbursement claims. The Grants Section maintains a close working relationship with Fiscal Operations Division (FOD), the Department's fiscal/accounting entity, for budgetary and accounting purposes. A grants analyst is assigned to oversee all OTS grants managed by the Traffic Coordination Section.

The Traffic Grant Coordinator is a police officer funded by the Department, assigned to Traffic Coordination Section. The coordination of the OTS grants is the officers' full-time duty and over the past 11 years the officer has managed 25 OTS grants with funds exceeding \$22 million. Throughout the years, multiple State and internal audits have been performed to ensure proper grant management has occurred and no discrepancies have been identified. The Traffic Grant Coordinator has the complete support from the Grants Section and FOD.

The Department does not anticipate involvement with youth programs involving non-sworn Department employees or volunteers.

**C. Program Sustainability:**

With the exception of the sobriety checkpoints, the enforcement details funded by OTS will complement existing enforcement endeavors performed by the Department. The requested grant funds would significantly augment the Department's existing efforts by funding overtime details that would be conducted during time periods and locations within the City that would lack enforcement by the Department.

During the past five years, the Department has received the following grants from OTS:

Selective Traffic Enforcement Program (STEP) - PT14119	\$1,500,000
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- October 1, 2013 through September 30, 2014
- Enforcement Areas: DUI saturation patrols, distracted driver, primary collision factor (PCF) and motorcycle safety details.
- Equipment: None

STEP - PT1330	\$1,000,000
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- October 1, 2012 through September 30, 2013
- Enforcement Areas: DUI saturation patrols, distracted driver, PCF and motorcycle safety details.
- Equipment: None

STEP - 20218	\$2,000,000
<ul style="list-style-type: none"><li>• October 1, 2011 through September 30, 2012</li><li>• Enforcement Areas: Sobriety checkpoints, DUI saturation patrols, court stings, speed, red-light and motorcycle safety details.</li><li>• Equipment: Sobriety checkpoint trailers (3) and a total station.</li></ul>	
DUI Enforcement and Awareness Program (DEAP) - AL1131	\$1,807,220
<ul style="list-style-type: none"><li>• October 1, 2010 through September 30, 2011</li><li>• Enforcement Areas: Sobriety checkpoints, DUI saturation patrols, court stings, speed, red-light and motorcycle safety details.</li><li>• Equipment: Sobriety checkpoint trailers (2)</li></ul>	
DEAP - AL09106	\$2,439,700
<ul style="list-style-type: none"><li>• October 1, 2008 through September 30, 2010</li><li>• Enforcement Areas: Sobriety checkpoints, DUI saturation patrols and court stings.</li><li>• Equipment: Speed and message board trailers (4).</li></ul>	
Speed Awareness and Motorcycle Safety Program - PT1006	\$700,000
<ul style="list-style-type: none"><li>• October 1, 2009 through September 30, 2010</li><li>• Enforcement Areas: Speed and motorcycle safety details.</li><li>• Equipment: Speed and message board trailer.</li></ul>	

As a result of these OTS grants, the following trends have been observed:

- Traffic collisions in Los Angeles have decreased 1 percent from 45,102 in 2009 to 44,608 in 2013.
- DUI-related traffic collisions have decreased 12 percent from 2,557 in 2009 to 2,275 in 2013.
- Hit and run traffic collisions have decreased five percent from 21,682 in 2009 to 20,578 in 2013.

### 3. PERFORMANCE MEASURES

#### A. Goals:

- 1) To reduce the number of persons killed in traffic collisions.
- 2) To reduce the number of persons injured in traffic collisions.
- 3) To reduce the number of persons killed in alcohol-involved collisions.



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

**B. Objectives:**

- 1) To develop and/or maintain a "HOT Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions by December 31, 2014. Updated "HOT Sheets" should be distributed to patrol and traffic officers monthly.
- 2) To send 50 law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) Training by March 31, 2015.
- 3) To send 100 law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training by March 31, 2015.
- 4) To send 20 law enforcement personnel to the IACP Drug Recognition Expert (DRE) training program by March 31, 2015.

- 5) To conduct a total of 160 DUI/DL Checkpoints as specified below:
  - a) 14 Avoid Winter Mobilization
  - b) 5 Avoid Memorial Day Campaign
  - c) 5 Avoid Independence Day Campaign
  - d) 14 Avoid Summer Mobilization
  - e) 122 Other dates during the grant year
- 6) To conduct a total of 150 DUI saturation patrols as specified below:
  - a) 10 Avoid Winter Mobilization
  - b) 5 Avoid Memorial Day Campaign
  - c) 5 Avoid Independence Day Campaign
  - d) 10 Avoid Summer Mobilization
  - e) 5 Avoid Halloween Campaign
  - f) 5 Avoid Super Bowl Sunday Campaign
  - g) 5 Avoid St. Patrick's Day Campaign
  - h) 5 Avoid Cinco de Mayo Campaign
  - i) 100 Other dates during the grant year
- 7) To conduct 52 Court Sting operation(s) to cite individuals driving from court after having their driver's license suspended or revoked.
- 8) To conduct 106 Traffic Enforcement operation(s), including but not limited to, primary collision factor violations.
- 9) To conduct 106 Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.
- 10) To conduct 16 highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary collision factor violations by motorcyclists and other drivers.
- 11) To conduct 20 night-time Click It or Ticket enforcement operations.

- 12) To conduct 20 Traffic Safety educational presentations impacting 400 community members.
- 13) To participate in the National Distracted Driving Awareness Month in April.
- 14) To participate in the Statewide Click It or Ticket mobilization period in May.
- 15) To conduct 106 speed enforcement operations in identified areas of high bicycle and pedestrian traffic.
- 16) To establish a comprehensive continuing public education program to reduce bicycle and pedestrian collisions.
- 17) To collaborate with the county's Avoid Coalition by: participating in all planning/scheduling meetings and MADD/Avoid DUI Seminars; providing your agency's schedule of operations that occur during any Avoid campaign; and reporting your agency's DUI arrests & DUI fatality information during any Avoid campaign.
- 18) To participate in the Pacific Coast Highway Safety Corridor project.

#### **4. METHOD OF PROCEDURE**

##### **A. Phase 1 - Program Preparation, Training and Implementation (1<sup>st</sup> Quarter of Grant Year)**

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

##### **Media Requirements**

- 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](mailto:pio@ots.ca.gov), and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.

**B. Phase 2 - Program Operations (Throughout Grant Year)**

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

**Media Requirements**

- Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at [pio@ots.ca.gov](mailto:pio@ots.ca.gov), with a copy to your OTS Coordinator.
  - a) If an OTS template-based press release is used, the OTS PIO and Coordinator should be copied when the release is distributed to the press. If an OTS template is not used, or is substantially changed, a draft press release should first be sent to the OTS PIO for approval. Optimum lead time would be 10-20 days prior to the release date to ensure adequate turn-around time.
  - b) Press releases reporting the results of grant activities such as enforcement operations are exempt from the recommended advance approval process, but still should be copied to the OTS PIO and Coordinator when the release is distributed to the press.
  - c) Activities such as warrant or probation sweeps and court stings that could be compromised by advanced publicity are exempt from pre-publicity, but are encouraged to offer embargoed media coverage and to report the results.
- Use the following standard language in all press, media, and printed materials: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Email the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy your OTS Coordinator at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has sufficient notice to arrange for attendance and/or participation in the event.
- Submit a draft or rough-cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy your OTS Coordinator for approval 14 days prior to the production or duplication.
- Include the OTS logo, space permitting, on grant-funded print materials; consult your OTS Coordinator for specifics.

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

- Agencies are required to collect and report quarterly, appropriate data that supports the progress of goals and objectives.



- Statistical data relating to the grant goals and objectives will be collected, analyzed, and incorporated in Quarterly Performance Reports (QPRs). QPRs for the quarter ending September 30 will include year-to-date comparisons of goals and objectives. If required, a separate quarterly data reporting form will be completed each quarter and submitted as part of the QPR.
- Reports will compare actual grant accomplishments with the planned accomplishments. They will include information concerning changes made by the Grant Director in planning and guiding the grant efforts.
- Reports shall be completed and submitted in accordance with OTS requirements as specified in the Grant Program Manual.

#### **5. METHOD OF EVALUATION**

Using the data compiled during the grant, the Grant Director will prepare the Executive Summary to accompany the final QPR. The Executive Summary will: (1) briefly state the original problem; (2) specify the most significant goals and objectives; (3) highlight the most significant activities that contributed to the success of the program and the strategies used to accomplish the goals and objectives; and (4) describe the program's accomplishments as they relate to the goals and objectives.

#### **6. ADMINISTRATIVE SUPPORT**

This program has full support of the City of Los Angeles. Every effort will be made to continue the activities after the grant conclusion.

## BUDGET NARRATIVE

The Budget Narrative should provide line item descriptions that include grant relationship and/or examples of costs. It covers all cost categories and individual line items in the same order as the Detailed Budget Estimate.

### 1. PERSONNEL COSTS

The following is estimation for each grant-funded activity:

- DUI and Driver's License Checkpoints: 1 lieutenant (\$105), 2 sergeants (\$85 each), 17 officers (\$75 each), 2 detention officers (\$60 each) and 1 civilian (\$50 each) X 8 hours = \$13,760 per checkpoint X 160 checkpoints = \$2,201,600.
- DUI Saturation Patrols: 1 sergeant (\$85) and 7 officers (\$75 each) X 8 hours = \$4,880 per patrol X 150 patrols = \$732,000.
- Court Stings: 1 sergeant (\$85) and 6 officers (\$75 each) X 8 hours = \$4,280 per court sting X 52 court stings = \$222,560.
- Traffic Enforcement Operations: 1 sergeant (\$85) and 6 officers (\$75 each) X 8 hours = \$4,280 per operation X 106 operations = \$453,680.
- Distracted Driver Enforcement Operations: 1 sergeant (\$85) and 6 officers (\$75 each) X 8 hours = \$4,280 per operation X 106 operations = \$453,680.
- Motorcycle Safety Enforcement Operations: 1 sergeant (\$85) and 7 officers (\$75 each) X 8 hours = \$4,880 per operation X 16 operations = \$78,080.
- Nighttime Click It or Ticket Enforcement Operations: 1 sergeant (\$85) and 6 officers (\$75 each) X 8 hours = \$4,280 per operation X 20 operations = \$85,600.
- Traffic Safety Educational Program: 1 sergeant (\$85) and 2 officers (\$75 each) X 4 hours = \$940 per program X 20 program = \$18,800.
- Speed Enforcement Operations – High Bicycle and Pedestrian Traffic: 1 sergeant (\$85) and 6 officers (\$75 each) X 8 hours = \$4,280 per operation X 106 operations = \$453,680.

### 2. TRAVEL EXPENSE

#### **In-State**

Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Anticipated travel includes the Vehicular Homicide Seminar and OTS Leadership and Training Seminar.

#### **Out-Of-State**

Appropriate staff may attend Lifesavers and Governors Highway Safety Association annual meeting in support of the grant goals and objectives.

### 3. CONTRACTUAL SERVICES

None

**4. EQUIPMENT (\$5,000 OR MORE PER UNIT)**

None

**5. OTHER DIRECT COSTS**

DUI Checkpoint Supplies – Supplies will be purchased to be used in support of the DUI Checkpoints. The supplies may include items such as cones, anti-fatigue mats, lights, generators and canopies.

PAS Equipment – 24 PAS devices will be purchased to be used in support of the DUI Checkpoints and DUI Saturation Patrols.

**6. INDIRECT COSTS**

None