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LOS ANGELES, CA 90012-4112

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August 19, 2026

BPC #26-236

The Honorable Karen Bass
Mayor, City of Los Angeles
City Hall, Room 303
Los Angeles, CA 90012

The Honorable City Council
City of Los Angeles, Room 395
c/o City Clerk's Office

Dear Honorable Members:

RE: 2026-2027 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM

At the regular meeting of the Board of Police Commissioners held on Tuesday, August 18, 2026, the Board APPROVED the Department's report regarding the above-referenced matter.

Accordingly, this report is respectfully submitted for your consideration and approval.

Respectfully,

BOARD OF POLICE COMMISSIONERS

A handwritten signature in blue ink, appearing to read "Rebecca Munoz".

REBECCA MUNOZ
Commission Executive Assistant

Attachment

c: Chief of Police

INTRADEPARTMENTAL CORRESPONDENCE

85 8/12/26
26-286

August 5, 2026
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TO: The Honorable Board of Police Commissioners

FROM: Chief of Police

SUBJECT: TRANSMITTAL OF THE APPLICATION AND AWARD FOR THE
2026-27 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM

RECOMMENDED ACTIONS

1. That the Board of Police Commissioners (Board) REVIEW and APPROVE this report.
2. That the Board TRANSMIT the attached grant application and award for the 2026-27 Selective Traffic Enforcement Program (STEP) pursuant to Administrative Code Section 14.6(a), to the Mayor, Office of the City Administrative Officer (CAO), Office of the Chief Legislative Analyst, and to the City Clerk for Committee and City Council consideration.
3. That the Board TRANSMIT the attached grant award, pursuant to Executive Directive No. 3, Item 14.e, to the Mayor.
4. That the Board REQUEST the Mayor and City Council to:
 - A. AUTHORIZE the Chief of Police, or designee, to retroactively apply for and accept the grant award, after a review of the terms and conditions by the City Attorney, for the 2026-27 Selective Traffic Enforcement Program (STEP) in the amount of \$5,963,000, from the State of California, Office of Traffic Safety (OTS), for the period of October 1, 2026, through September 30, 2027;
 - B. AUTHORIZE the Chief of Police, or designee, to negotiate and enter into a grant awarded agreement for the 2026-27 STEP, subject to approval as to form by the City Attorney;
 - C. AUTHORIZE the Chief of Police, or designee, to execute a Professional Services Agreement with selected vendor(s) for a term within the applicable grant performance period, for a sum not to exceed \$70,000, for the provision of phlebotomist services as it relates to the grant program, subject to the approval as to form by the City Attorney;
 - D. AUTHORIZE the Los Angeles Police Department (LAPD) to spend up to the grant amount of \$5,963,000 in accordance with the grant award agreement;

- E. AUTHORIZE the LAPD to submit grant reimbursement requests to the grantor and deposit grant receipts in the Police Department Grant Fund No. 339, Department No.70;
- F. AUTHORIZE the LAPD to prepare Controller's instructions for any technical adjustments as necessary to implement Mayor and Council intentions, subject to the approval of the CAO, and AUTHORIZE the Controller to implement the instructions;
- G. AUTHORIZE the Controller to establish a grant receivable and appropriate \$5,963,000 to appropriation account, account number to be determined, within Fund No. 339, Department No. 70, for the disbursement of the 2026-27 STEP grant funds;
- H. AUTHORIZE the Controller to increase appropriations and transfer, on an as-needed basis, from the Police Department Grant Fund No. 339, Department No. 70, account number to be determined, to Fund No. 100, Department No. 70, account numbers and amounts as follows:

Account No. 001090	Overtime Civilian	\$ 259,787
Account No. 001092	Overtime Sworn	\$3,224,987
Account No. To Be Determined	Related Costs	\$ 399,355

- I. AUTHORIZE the City Clerk to place the following actions relative to the 2026-27 STEP on the City Council Agenda on July 1, 2027, or on the first meeting day thereafter:

AUTHORIZE the Controller to increase appropriations and transfer, on an as-needed basis, from the Police Department Fund No. 339, Department No. 70, account number to be determined, to Fund No. 100, Department No. 70, account numbers and amounts as follows:

Account No. 001090	Overtime Civilian	\$ 129,893
Account No. 001092	Overtime Sworn	\$1,612,493
Account No. To Be Determined	Related Costs	\$ 199,677

DISCUSSION

The LAPD was awarded \$5,963,000 for the 2026-27 STEP from the OTS for the period of October 1, 2026, through September 30, 2027. There are no matching funds required.

The OTS funds eligible entities to support activities that are related to one of the priority program areas which includes alcohol impaired driving, distracted driving, drug-impaired driving, emergency medical services, motorcycle safety, occupant protection, pedestrian and bicycle safety, police traffic services, communications and public affairs, and roadway safety and traffic records. Through the OTS funding, the LAPD proposes to implement the 2026-27 STEP in an effort to reduce the number of fatalities and personal injuries due to traffic collisions, through the following activities, and as coordinated by Traffic Coordination Division:

- DUI/Driver's License Checkpoints;
- DUI Saturation Patrols;
- Alcoholic Beverage Control Establishment Business Outreach;
- Collaborative DUI Enforcement;
- Know Your Limit;
- Traffic Enforcement;
- Motorcycle Safety Enforcement;
- Pedestrian and Bicycle Safety Enforcement;
- Street Racing and Sideshow Enforcement Operations;
- Illegal Street Racing Vehicle Seizures;
- Pacific Coast Highway Traffic Enforcement;
- Los Angeles Street Smarts Presentation;
- Street Racing Training;
- Bicycle Rodeo Workshops;
- Traffic Safety Educational Presentation;
- Distracted Driving Enforcement;
- Safe Traffic Stops Public Education;
- Community Collaboration Engagement; and
- Slow Down or Move Over Enforcement

The grant award will provide funding for sworn and civilian overtime and related fringe benefits, travel, equipment and other direct costs. In addition, a Professional Services Agreement will be executed to provide phlebotomist services at DUI checkpoints. The Request for Proposal No. 23-420-008 will be utilized in the selection for a phlebotomist contract.

Under the grant agreement, the OTS will reimburse the City for expenses incurred as follows:

Expense Category	Amount
Sworn Overtime	\$ 4,837,480
Civilian Overtime	\$ 389,680
Fringe Benefits	\$ 599,032
In-State Travel	\$ 10,210
Equipment – Radar Trailer	\$ 26,000
Contractual Services	\$ 70,000
Other Direct Costs	\$ 20,598
Total	\$ 5,963,000

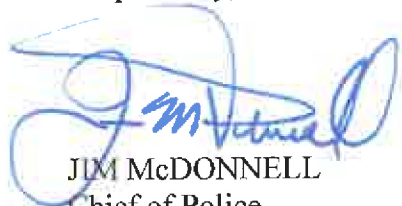
The Honorable Board of Police Commissioners

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If you require any additional information, please contact Senior Management Analyst II
Barbra Montesquieu, Officer in Charge, Grants Section, at (213) 486-0380.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jim McDonnell", is written over a light blue circular stamp.

JIM McDONNELL
Chief of Police

Attachments

**BOARD OF
POLICE COMMISSIONERS**
Approved *August 18, 2026*
Secretary *Rebecca Munoz*

1. GRANT TITLE Selective Traffic Enforcement Program (STEP)	
2. NAME OF AGENCY Los Angeles	3. Grant Period From: 10/01/2026 To: 09/30/2027
4. AGENCY UNIT TO ADMINISTER GRANT Los Angeles Police 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. The department will participate in community collaboration and engagement activities to engage in conversations regarding traffic safety with community members. In addition, the department will purchase e-digital alerting technology and educate the public about roadside safety.	
6. Federal Funds Allocated Under This Agreement Shall Not Exceed: \$5,963,000.00 Allocation is contingent upon availability of federal funds.	
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 – 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 *The item shown with an asterisk (*), is hereby incorporated by reference and made a part of this agreement as if attached hereto. This document can be viewed at the OTS home web page under Grants: www.ots.ca.gov Use of OTS Grant Agreement template in lieu of the California Model Agreement (CMA) The California Office of Traffic Safety (OTS) utilizes its standardized OTS Grant Agreement template for awards. The format, structure, and uniformity of the OTS Grant Agreement template allows for processing through Grant Electronic Management System (GEMS). OTS's approach to using the OTS Grant Agreement template is consistent with the California Model Agreement (CMA) developed by University of California Office of the President (UCOP) and directed by the Department of General Service (DGS). For more information, please review the OTS Grant Program Manual. Pre-Agreement Work No work shall commence and no costs shall be incurred prior to the grant start date or the grant agreement being fully signed and executed. Any such costs are incurred at the grantee's own risk and may not be reimbursed.	

8. Approval Signatures

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 grant terms and conditions described herein.

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

A. GRANT DIRECTOR

NAME: Yvonne Ortiz
TITLE: Captain
EMAIL: 31072@lapd.online
PHONE: (213) 486-0680
ADDRESS: 100 West 1st Street
Los Angeles, CA 90012

(Signature)

(Date)

C. FISCAL OFFICIAL

NAME: Barbra Montesquieu
TITLE: Sr. Management Analyst II
EMAIL: n3202@lapd.online
PHONE: (213) 486-0150
ADDRESS: 100 West 1st Street
Los Angeles, CA 90012

(Signature)

(Date)

B. AUTHORIZING OFFICIAL

NAME: Jim McDonnell
TITLE: Chief of Police
EMAIL: 23297@lapd.online
PHONE: (213) 486-1050
ADDRESS: 100 West 1st Street
Los Angeles, CA 90012

(Signature)

(Date)

D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY

NAME: Stephanie Dougherty
TITLE: Director
EMAIL: stephanie.dougherty@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: Mary Khang
ADDRESS: 2208 Kausen Drive Suite 300
Sacramento, CA 95758

9. SAM INFORMATION

SAM #: ZRXCMMNSUEJ1
REGISTERED
ADDRESS: 100 West 1ST Street Grants Section
CITY: Los Angeles
ZIP+4: 90012-4112

10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
				AGREEMENT TOTAL		\$5,963,000.00
				AMOUNT ENCUMBERED BY THIS DOCUMENT \$5,963,000.00		
<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, notwithstanding allocations contingent on availability of federal funds.</i>				PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT \$ 0.00		
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED	TOTAL AMOUNT ENCUMBERED TO DATE \$5,963,000.00		

1. PROBLEM STATEMENT

Describe the city, county, or jurisdiction this grant will impact.

The City of Los Angeles (City) has a population of approximately four million community members and covers 472 square miles of land. Within the City, there are approximately 7,500 miles of roadway, 10,750 miles of sidewalks and 40,000 intersections.

Describe the problem(s) to be addressed, supported by current and relevant crash data. (most recent calendar year data/stats).

For the third straight year, the number of community members killed in traffic crashes has surpassed the number of homicides. Last year, there were 290 traffic fatalities in comparison to 230 homicides. In 2024, the number of traffic fatalities was 307 traffic fatalities in comparison to the 284 homicides. Unfortunately, the number of traffic fatalities last year exceeded homicides by 60 deaths or 26%. When analyzing traffic crash statistics over the past two years, it was revealed that numerous traffic crash categories have increased. The City of Los Angeles experienced increases in the following crash categories and is delineated in Table 1:

- All fatal and suspected serious injury traffic crashes increased 8.3% (1,907 in 2024 to 2,066 in 2025);
- Bicyclists fatal and suspected serious injury traffic crashes increased 23.1% (160 in 2024 to 197 in 2025);
- Bicyclists all injury traffic crashes increased 1.2% (507 in 2024 to 539 in 2025);
- Motorcyclist fatal and suspected serious injury traffic crashes increased 0.9% (306 in 2024 to 309 in 2025)
- Motorcyclist all injury traffic crashes increased 13.1% (251 in 2024 to 284 in 2025)
- Speed-related fatal traffic crashes increased 0% (73 in 2022 to 73 in 2024);
- Speed related traffic crashes increased 11.5% (33,870 in 2022 to 37,768 in 2024)
- DUI-Related fatal and suspected serious injury traffic crashes increased 49.4.% (89 in 2024 to 133 in 2025);
- DUI-Related suspected serious injury traffic crashes increased 82% (67 in 2024 to 122 in 2025); and,
- Hit and Run suspected serious injury traffic crashes increased 3.3% (353 in 2024 to 365 in 2025).

Define the target population the grant intends to serve and how they are affected by the problem(s).

When analyzing the traffic crash statistics for the past three years (2023, 2024 and 2025), it revealed several significant traffic trends that endangers the lives of road users in the City of Los Angeles. Although there has been decreased in various categories, the ongoing crashes still have devastating impact on those involved parties and their loved ones cannot be ignored. The statistics depicted in Table 1 highlights the dangers to public safety and requires strategic strategies to improve the safety of all road users.

PEDESTRIANS, BICYCLISTS & MOTORCYCLISTS

Strategies must be developed that focus on the most vulnerable road users (pedestrian, bicyclist, and motorcyclist) who are most at-risk of being of being killed or severely injured in traffic crashes. In 2025,

pedestrian, bicyclist and motorcyclists involved traffic crashes accounted for 150, or 51.7%, of all traffic fatalities and 974, or 54.8%, of all suspected serious injuries. While pedestrian crashes accounted for 503, or 28.3%, and motorcycle crashes accounted for 284, or 24%, of all suspected serious injury traffic crashes. The statistics indicate a pressing need to enhance pedestrian, bicycle and motorcycle safety measures as well as targeted interventions to protect these vulnerable road users. Developing targeted safety initiatives for these road users that encompasses education and awareness programs, can help reduce the risks associated with these crashes.

SPEED RELATED

A vehicle's speed is one the leading determining factors in the type of injury sustained by those involved in the crash. The higher speeds that vehicle is traveling reduces the time it takes a driver to avoid a crash. Those community members who drive over the speed limit exacerbate the dangers to vulnerable road users, especially pedestrians and bicyclists. Speed-related fatal, suspected serious injury, and all injury traffic crashes has been the leading crash factor in the overwhelming majority of crashes. A top priority is addressing speeder through enforcement, education and awareness campaigns.

RIGHT OF WAY & TRAFFIC SIGNALS

Crashes involving a driver not yielding the right of way and failing to adhere to traffic control signals continue to contribute significantly to fatalities, suspected serious injuries and all crashes. Identifying the patterns, locations and implementing measures to ensure a police presence at these locations to enforce these types of violations can contribute to reducing these incidents.

DUI

Despite numerous efforts to raise awareness and readily available alternatives (rideshare and taxis) to travel on the roadways, community members continue to drive under the influence and become involved in traffic crashes. This irresponsible behavior continues to be a constant occurrence that endangers the lives of all road users. The number of DUI fatalities and suspected serious injury crashes provides insights into the extent of the problem. Implementing strategies that focuses on enforcement and education is needed to deter impaired driving and enhance public safety.

HIT AND RUN

Hit and run traffic crashes continue to occur at an alarming rate and is a troubling trend that plagues all communities throughout the City of Los Angeles. The number of hit and run fatal, suspected serious injury, and all injury traffic crashes have all increased. Analyzing the factors contributing to hit and run incidents and implementing measures to mandate accountability of all drivers will play a crucial role in reducing such occurrences. Various studies and reviews have revealed that suspects are generally unlicensed or driving with a suspended license, under the influence or lack insurance. In 2013, Assembly Bill 60 authorized all community members regardless of immigration status the ability to obtain a license. Despite the efforts by California to ensue all community members have a license, the number of community members driving without a license continues. As a result, increased enforcement is critical.

NIGHTTIME

During hours of darkness, the illumination of the roadways is substantially compromised and results in dangerous conditions particularly for vulnerable road users (bicyclists, pedestrians, and motorcyclists). Furthermore, during hours of darkness the hit and run crashes increases. In the nighttime, the number of vehicles on the roadways is reduced and driver behavior changes significantly. As a result of less vehicular traffic, the speeds of vehicles increase, and the rules of road are violated dramatically. Implementing measures through education and enforcement is critical to protecting the community.

ILLEGAL STREET RACING

Illegal street racing and sideshow events continues to be problems that attracts numerous participants and spectators. These activities create traffic safety issues, especially to those innocent community members who innocently drive upon these events. The sideshows often result in chaos and lawlessness behaviors that threatens traffic safety. A factor to stop this activity is increased enforcement and impounds.

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 news release announcing the kick-off of the grant by December 31st. The kick-off news releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov , and copied to your OTS Coordinator, for approval 7 days prior to the issuance date of the release.	1
2. Participate and report data (as required) in the following campaigns; Quarter 1: National Pedestrian Safety Month, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization; Quarter 3: National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization; Quarter 4: National Speed Prevention Campaigns, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	12
3. Develop (by December 31) and/or maintain a "DUI BOLO" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated DUI BOLOs should be distributed to patrol and traffic officers monthly. Report on the outcomes of the "DUI BOLO" program.	12
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	90
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	90
6. Send law enforcement personnel to the Drug Recognition Expert (DRE) training (classroom and field training must be completed).	30
7. Send law enforcement personnel to the DRE Recertification training.	30
8. Send law enforcement personnel to SFST Instructor training.	2
9. Send law enforcement personnel to DRE Instructor training.	2
10. 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.	135
11. Conduct DUI Saturation Patrol operation(s).	87
12. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	110
13. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	39

14. Conduct highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary crash factor violations by motorcyclists and other drivers.	12
15. 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.	25
16. 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.	21
17. Conduct Know Your Limit campaigns with an effort to reach members of the community.	14
18. Participate in highly visible collaborative DUI Enforcement operations.	9
19. Send law enforcement personnel to DUI Checkpoint Planning and Management training.	4
20. Conduct specialized enforcement operations focusing specifically on street racing and sideshow activities.	14
21. Conduct Illegal Street Racing and Modified Vehicle training classes for law enforcement personnel.	6
22. Participate in community collaboration and engagement activities to engage in conversations regarding traffic safety to both share information and receive input from the community members.	23
23. Conduct Vehicle Seizure Details targeting vehicles that have been identified as those used in illegal street racing events and ordered by a judge to be seized at a later time.	10
24. Conduct Traffic Enforcement operation(s), specifically on Pacific Coast Highway focusing on primary crash factor violations.	20
25. Conduct free to the public Safe Traffic Stops presentations regarding traffic stops.	98
26. Conduct Alcohol Establishment Business Outreach events with an effort to contact 360 businesses with GoSafely California DUI educational literature.	16
27. Conduct Slow Down or Move Over Enforcement operations.	16
28. Partner with Children's Hospital of Los Angeles (CHLA) to conduct LA Street Smarts pedestrian educational workshops at elementary schools.	5
29. Partner with CHLA to conduct Bicycle Rodeo educational workshops at elementary and middle schools.	4
30. Partner with Children's Hospital of Los Angeles to conduct Bicycle Rodeo educational workshops at elementary and middle schools.	4
3. METHOD OF PROCEDURE	
A. Phase 1 – Program Preparation (1st Quarter of Grant Year)	
- The department will develop operational plans to implement the “best practice” strategies outlined in the objectives section. - Conduct all training needed to implement the program, in the first quarter. - Purchase all grant related supplies and materials to implement the program, in the first quarter. - Items with a unit cost of \$5,000 more (including tax and shipping) must comply with the Buy America Act. - In order to develop/maintain the “DUI BOLOs,” research will be conducted to identify repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The DUI BOLO may include the driver’s name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. DUI BOLOs should be updated and distributed to traffic and patrol officers at least monthly. - Implementation of the STEP grant activities will be accomplished by deploying personnel at high crash locations.	
Media Requirements	
Issue a news release approved by the OTS PIO announcing the kick-off of the grant by December 31 and after the grant is signed and executed, but no sooner than October 1, the start of the grant year. The	

kick-off release must be approved by the OTS PIO. If you are unable to meet the December 31 deadline to issue a kick-off press release, communicate the reasons to your OTS grant coordinator and OTS PIO.

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

Media Requirements

The following requirements are for all grant-related activities:

- Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Optimum lead time would be 7 days before the scheduled release but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Send all PowerPoint presentations, online presentations and trainings for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Certified training courses are EXEMPT from the approval process.
- The OTS PIO is responsible for the approval of the design and content of materials. The agency understands OTS PIO approval is not authorizing approval of budget expenditure or cost. Any cost approvals must come from the OTS grant coordinator.
- Pre-approval is not required when using any OTS-supplied template for media advisories, news releases, social media graphics, videos or posts, or any other OTS-supplied educational material. However, copy the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator when any material is distributed to the media and public, such as a news release, educational material, or link to social media post.
- 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 your OTS grant coordinator.
- News releases, social media posts and alerts on platforms such as NextDoor and Nixle reporting immediate and time-sensitive grant activities (e.g. enforcement operations, day of event highlights or announcements, event invites) are EXEMPT from the OTS PIO approval process. The OTS PIO and your OTS grant coordinator should still be notified when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Enforcement activities such as warrant and probation sweeps, court stings, etc. that are embargoed or could impact operations by publicizing in advance are EXEMPT from the PIO approval process. However, announcements and results of activities should still be copied to the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator with the 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.
- Social media posts highlighting state or national traffic safety campaigns (Distracted Driving Month, Motorcycle Safety Awareness Month, etc.), enforcement operations (DUI checkpoints, etc.), or any other grant-related activity such as Bicycle rodeos, presentations, or events, are highly encouraged but do not require prior approval.
- Submit a draft or rough-cut of all digital, printed, recorded or video material (brochures, posters, scripts, artwork, trailer graphics, digital graphics, social posts connected to an earned or paid media campaign grant objective) to the OTS PIO at pio@ots.ca.gov and copy your OTS grant coordinator for approval prior to the production or duplication.
- Use the following standard language in all press, media, and printed materials, space permitting: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Space permitting, include the OTS logo on all grant-funded print materials, graphics and paid or earned social media campaign grant objective; consult the OTS PIO and copy your OTS grant coordinator for specifics, format-appropriate logos, or if space does not permit the use of the OTS logo.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS grant coordinator at least 21 days in advance, or when first confirmed, a short description of any significant grant-related traffic safety

event or program, particularly events that are highly publicized beforehand with anticipated media coverage so the OTS has sufficient notice to arrange for attendance and/or participation in the event. If unable to attend, email the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator brief highlights and/or results, including any media coverage (broadcast, digital, print) of the event within 7 days following significant grant-related event or program. The OTS PIO and your OTS grant coordinator should still be notified in advance when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).

- Any news releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received OTS PIO approval in a prior grant year must be resubmitted for approval in the current grant year.
- For additional guidance, refer to the [OTS Grants Materials Approval Process Guidelines and FAQs](#).
- Email the OTS PIO at pio@ots.ca.gov or your OTS grant coordinator for consultation when changes from any of the above requirements might be warranted.

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

1. Prepare and submit grant claim invoices (due January 30, April 30, July 30, and October 30)

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

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

4. METHOD OF EVALUATION

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

5. ADMINISTRATIVE SUPPORT

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

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
1906-27	20.611	Racial Profiling Prohibition Grants	\$107,000.00
405h PRD-27	20.616	Preventing Roadside Deaths	\$134,000.00
405e DDL-27	20.616	Distracted Driving Laws	\$308,000.00
405i DO-27	20.616	Driver and Officer Safety	\$320,000.00
402PT-27	20.600	State and Community Highway Safety	\$1,665,000.00
164ID-27	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$3,429,000.00

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	164ID-27	\$16,000.00	135	\$2,160,000.00
DUI Saturation Patrols	164ID-27	\$8,608.00	87	\$748,896.00
Collaborative DUI Enforcement	164ID-27	\$4,880.00	9	\$43,920.00
Alcohol Establishment Business Outreach	164ID-27	\$1,476.00	16	\$23,616.00
Know Your Limit	164ID-27	\$1,968.00	14	\$27,552.00
Benefits for 164ID OT @ 11.46%	164ID-27	\$3,003,984.00	1	\$344,257.00
Traffic Enforcement	402PT-27	\$7,056.00	110	\$776,160.00
Motorcycle Safety Enforcement	402PT-27	\$7,056.00	12	\$84,672.00
Pedestrian and Bicycle Enforcement	402PT-27	\$7,056.00	25	\$176,400.00
Street Racing and Sideshow Enforcement Operations	402PT-27	\$6,500.00	14	\$91,000.00
Illegal Street Racing Vehicle Seizure	402PT-27	\$6,500.00	10	\$65,000.00
PCH Traffic Enforcement	402PT-27	\$3,800.00	20	\$76,000.00
LA Street Smarts Presentations	402PT-27	\$8,160.00	5	\$40,800.00
Street Racing Training	402PT-27	\$5,800.00	6	\$34,800.00
Bicycle Rodeo Workshops	402PT-27	\$5,800.00	4	\$23,200.00
Traffic Safety Educational Presentations	402PT-27	\$2,293.00	21	\$48,153.00
Administrative/Audits	402PT-27	\$31,680.00	1	\$31,680.00
Benefits for 402PT OT @ 11.46%	402PT-27	\$1,447,865.00	1	\$165,925.00
Distracted Driving Enforcement	405e DDL-27	\$7,085.44	39	\$276,332.00
Benefits for 405e OT @ 11.46%	405e DDL-27	\$276,332.00	1	\$31,668.00
Safe Traffic Stops Public Education	405i DO-27	\$2,885.28	98	\$282,757.00
Benefits for 405i OT @ 11.46%	405i DO-27	\$282,757.00	1	\$32,404.00
Community Collaboration Engagement	1906-27	\$4,173.85	23	\$95,999.00
Benefits for 1906 OT @ 11.46%	1906-27	\$95,999.00	1	\$11,001.00
Slow Down or Move Over Enforcement	405h PRD-27	\$7,513.91	16	\$120,223.00
Benefits for 405h @ 11.46%	405h PRD-27	\$120,222.50	1	\$13,777.00
Category Sub-Total				\$5,826,192.00

B. TRAVEL EXPENSES				
In State Travel	402PT-27	\$10,210.00	1	\$10,210.00
				\$0.00
Category Sub-Total				\$20,210.00
C. CONTRACTUAL SERVICES				
Phlebotomist	164ID-27	\$70,000.00	1	\$70,000.00
Category Sub-Total				\$70,000.00
D. EQUIPMENT				
Radar Trailer	402PT-27	\$13,000.00	2	\$26,000.00
Category Sub-Total				\$26,000.00
E. OTHER DIRECT COSTS				
DUI Checkpoint Supplies	164ID-27	\$9,759.00	1	\$9,759.00
Printing/Duplication	405i DO-27	\$4,839.00	1	\$4,839.00
Educational Materials	402PT-27	\$5,000.00	1	\$5,000.00
PAS Device/Calibration Supplies	164ID-27	\$1,000.00	1	\$1,000.00
Category Sub-Total				\$20,598.00
F. INDIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00
GRANT TOTAL				\$5,963,000.00

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.	
Collaborative DUI Enforcement - Overtime for grant funded Collaborative DUI Enforcement operations conducted by appropriate department personnel	
Alcohol Establishment Business Outreach - Overtime for grant funded law enforcement outreach and education conducted by appropriate department personnel.	
Know Your Limit - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.	
Benefits for 164ID OT @ 11.46% - Claimed amounts must reflect benefit costs for overtime hours charged to the grant.	
Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
Motorcycle Safety Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
Street Racing and Sideshow Enforcement Operations - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
Illegal Street Racing Vehicle Seizure - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
PCH Traffic Enforcement - Overtime for grant funded Collaborative DUI Enforcement operations conducted by appropriate department personnel.	
LA Street Smarts Presentations - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.	
Street Racing Training - Overtime for grant funded instructor training conducted by appropriate department personnel.	
Bicycle Rodeo Workshops - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.	
Traffic Safety Educational Presentations - Overtime for grant funded traffic safety educational presentations conducted by appropriate department personnel.	
Administrative/Audits - Overtime for grant related administrative duties and to conduct grant-related audits.	
Benefits for 402PT OT @ 11.46% - Claimed amounts must reflect benefit costs for overtime hours charged to the grant.	
Distracted Driving Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
Benefits for 405e OT @ 11.46% - Claimed amounts must reflect benefit costs for overtime hours charged to the grant.	
Sworn benefit breakdown:	
Safe Traffic Stops Public Education - Overtime for appropriate personnel to conduct Safe Traffic Stops: Understanding the Law and Your Rights presentations.	
Benefits for 405i OT @ 11.46% - Claimed amounts must reflect benefit costs for overtime hours charged to the grant.	
Community Collaboration Engagement - Overtime for grant funded community collaborative engagement conducted by appropriate department personnel.	
Benefits for 1906 OT @ 11.46% - Claimed amounts must reflect benefit costs for overtime hours charged to the grant.	
Slow Down or Move Over Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	

Benefits for 405h @ 11.46% - Claimed amounts must reflect benefit costs for overtime hours charged to the grant.

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 Traffic Safety Law Enforcement Forum, OTS Traffic Safety Summit, GHSA Annual Meeting in Anaheim. 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.

Out-of-State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.

CONTRACTUAL SERVICES

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

EQUIPMENT

Radar Trailer - Trailer with radar to measure and display the speed of vehicles. Costs may include trailer, computer software, and modifications such as generator, paint, graphics and lighting.

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, PAS 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.

Printing/Duplication - Costs include the purchase of paper, production, printing and/or duplication of materials associated with daily grant operations.

Educational Materials - Costs of purchasing, developing, or printing brochures, pamphlets, fliers, coloring books, posters, signs, banners, and training materials associated with grant activities. Items shall include a traffic safety message and if space is available, the OTS logo. Draft materials must be submitted to OTS for approval. Additional items may be purchased if approved by OTS.

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

INDIRECT COSTS

-

STATEMENTS/DISCLAIMERS

There will be no program income generated from this grant.

Salaries may include wages, salaries, special compensations, or authorized absences such as annual leave and sick leave provided the cost for the individual employee is (a) reasonable for the services rendered, and (b) follows an appointment made in accordance with state or local laws and rules and meets federal requirements.

Any non-grant funded vacancies created by reassignment to a grant-funded position must be filled at the expense of the grantee agency.

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

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

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants
(23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58)

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

GENERAL REQUIREMENTS

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (23 U.S.C. 324 et seq.), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794](#) et seq.), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101](#) et seq.), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#)

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (c) of [49 CFR part 21](#) will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
"The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT order 1050.2A) [\[1\]](#) in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the

form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

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

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

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

The Subgrantee will provide a drug-free workplace by:

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

- rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

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

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and

its principals:

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

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of

records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

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

BUY AMERICA

(applies to subrecipients as well as States)

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

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to 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.

Application Information

Application No: 27-007077

Application Type:	STEP	Agency (City or County):	Los Angeles	Department (Police Dept, DA Office, etc):	Los Angeles Police Department
Authorized Representative:	Jim McDonnell	Additional Contact Email:	grants2@lapd.online	DUNS/SAM Number:	ZRXCMNNSUEJ1
DUNS/SAM Expiration Date:	4/2/2026	DUNS/SAM Registered Address:	200 N MAIN ST	DUNS/SAM City:	Los Angeles
DUNS/SAM ZIP+4:	90012-4112				

Application Summary

Grants Made Easy Application Titles and Descriptions are pre-populated. For General Grants, provide the Application Title and Application Description.

Application Title:

Selective Traffic Enforcement Program (STEP)

Application 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.

Problem Statement

Describe the problem(s) to be addressed utilizing current data-driven evidence. Be specific and focus on the issue that is relevant and significant within your community.

1. Describe the city, county, or jurisdiction this grant will impact.

Problem Statement:

The City of Los Angeles (City) has a population of approximately four million community members and covers 472 square miles of land. Within the City, there are approximately 7,500 miles of roadway, 10,750 miles of sidewalks and 40,000 intersections.

2. Describe the problem(s) to be addressed, supported by current crash and/or other relevant data. (most recent calendar year data/stats)

Problem Statement:

For the third straight year, the number of community members killed in traffic crashes has surpassed the number of homicides. Last year, there were 290 traffic fatalities in comparison to 230 homicides. In 2024, the number of traffic fatalities was 307 traffic fatalities in comparison to the 284 homicides. Unfortunately, the number of traffic fatalities last year exceeded homicides by 60 deaths or 26%. When analyzing traffic crash statistics over the past two years, it was revealed that numerous traffic crash categories have increased. The City of Los Angeles experienced increases in the following crash categories and is delineated in Table 1:

- All fatal and suspected serious injury traffic crashes increased 8.3% (1,907 in 2024 to 2,066 in 2025);
- Bicyclists fatal and suspected serious injury traffic crashes increased 23.1% (160 in 2024 to 197 in 2025);
- Bicyclists all injury traffic crashes increased 1.2% (507 in 2024 to 539 in 2025);
- Motorcyclist fatal and suspected serious injury traffic crashes increased 0.9% (306 in 2024 to 309 in 2025)
- Motorcyclist all injury traffic crashes increased 13.1% (251 in 2024 to 284 in 2025)
- Speed-related fatal traffic crashes increased 0% (73 in 2022 to 73 in 2024);
- Speed related traffic crashes increased 11.5% (33,870 in 2022 to 37,768 in 2024)
- DUI-Related fatal and suspected serious injury traffic crashes increased 49.4.% (89 in 2024 to 133 in 2025);
- DUI-Related suspected serious injury traffic crashes increased 82% (67 in 2024 to 122 in 2025); and,
- Hit and Run suspected serious injury traffic crashes increased 3.3% (353 in 2024 to 365 in 2025).

3. Define the target population the grant intends to serve and how they are affected by the problem(s). If the target population includes any at-risk populations, please include how this traffic safety grant will serve them.

Problem Statement:

When analyzing the traffic crash statistics for the past three years (2023, 2024 and 2025), it revealed several significant traffic trends that endangers the lives of road users in the City of Los Angeles. Although there has been decreased in various categories, the ongoing crashes still have devastating impact on those involved parties and their loved ones cannot be ignored. The statistics depicted in Table 1 highlights the dangers to public safety and requires strategic strategies to improve the safety of all road users.

PEDESTRIANS, BICYCLISTS & MOTORCYCLISTS

Strategies must be developed that focus on the most vulnerable road users (pedestrian, bicyclist, and motorcyclist) who are most at-risk of being killed or severely injured in traffic crashes. In 2025, pedestrian, bicyclist and motorcyclists involved traffic crashes accounted for 150, or 51.7%, of all traffic fatalities and 974, or 54.8%, of all suspected serious injuries. While pedestrian crashes accounted for 503, or 28.3%, and motorcycle crashes accounted for 284, or 24%, of all suspected serious injury traffic crashes. The statistics indicate a pressing need to enhance pedestrian, bicycle and motorcycle safety measures as well as targeted interventions to protect these vulnerable road users. Developing targeted safety initiatives for these road users that encompasses education and awareness programs, can help reduce the risks associated with these crashes.

SPEED RELATED

A vehicle's speed is one the leading determining factors in the type of injury sustained by those involved in the crash. The higher speeds that vehicle is traveling reduces the time it takes a driver to avoid a crash. Those community members who drive over the speed limit exacerbate the dangers to vulnerable road users, especially pedestrians and bicyclists. Speed-related fatal, suspected serious injury, and all injury traffic crashes has been the leading crash factor in the overwhelming majority of crashes. A top priority is addressing speeder through enforcement, education and awareness campaigns.

RIGHT OF WAY & TRAFFIC SIGNALS

Crashes involving a driver not yielding the right of way and failing to adhere to traffic control signals continue to contribute significantly to fatalities, suspected serious injuries and all crashes. Identifying the patterns, locations and implementing measures to ensure a police presence at these locations to enforce these types of violations can contribute to reducing these incidents.

DUI

Despite numerous efforts to raise awareness and readily available alternatives (rideshare and taxis) to travel on the roadways, community members continue to drive under the influence and become involved in traffic crashes. This irresponsible behavior continues to be a constant occurrence that endangers the lives of all road users. The number of DUI fatalities and suspected serious injury crashes provides insights into the extent of the problem. Implementing strategies that focuses on enforcement and education is needed to deter impaired driving and enhance public safety.

HIT AND RUN

Hit and run traffic crashes continue to occur at an alarming rate and is a troubling trend that plagues all communities throughout the City of Los Angeles. The number of hit and run fatal, suspected serious injury, and all injury traffic crashes have all increased. Analyzing the factors contributing to hit and run incidents and implementing measures to mandate accountability of all drivers will play a crucial role in reducing such occurrences. Various studies and reviews have revealed that suspects are generally unlicensed or driving with a suspended license, under the influence or lack insurance. In 2013, Assembly Bill 60 authorized all community members regardless of immigration status the ability to obtain a license. Despite the efforts by California to ensure all community members have a license, the number of community members driving without a license continues. As a result, increased enforcement is critical.

NIGHTTIME

During hours of darkness, the illumination of the roadways is substantially compromised and results in dangerous conditions particularly for vulnerable road users (bicyclists, pedestrians, and motorcyclists). Furthermore, during hours of darkness the hit and run crashes increases. In the nighttime, the number of vehicles on the roadways is reduced and driver behavior changes significantly. As a result of less vehicular traffic, the speeds of vehicles increase, and the rules of road are violated dramatically. Implementing measures through education and enforcement is critical to protecting the community.

ILLEGAL STREET RACING

Illegal street racing and sideshow events continues to be problems that attracts numerous participants and spectators. These activities create traffic safety issues, especially to those innocent community members who innocently drive upon these events. The sideshows often result in chaos and lawlessness behaviors that threatens traffic safety. A factor to stop this activity is increased enforcement and impounds.

Traffic Data Summary:

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Type of Crashes	Calendar Year		
	2025	2024	2023
Total Fatal Traffic Crashes	290	307	336
Total Suspected Serious Injury Traffic Crashes	1,776	1,600	1,589
Total All Injury Traffic Crashes	5,853	7,353	7,382
Pedestrian Fatal Traffic Crashes	115	171	179
Pedestrian Suspected Serious Injury Traffic Crashes	503	583	587
Pedestrian All Injury Traffic Crashes	1,278	1,715	1,709
Bicyclist Fatal Traffic Crashes	10	21	24
Bicyclist Suspected Serious Injury Traffic Crashes	187	139	145
Bicyclist All Injury Traffic Crashes	539	507	508
Motorcyclist Fatal Traffic Crashes	25	25	43
Motorcyclist Suspected Serious Injury Traffic Crashes	284	251	289
Motorcyclist All Injury Traffic Crashes	428	420	462
Speed-Related Fatal Traffic Crashes	46	73	75
Speed-Related Traffic Citations	26,285	37,768	42,319
Right of Way Fatal Traffic Crashes	16	40	27
Right of Way Suspected Serious Injury Traffic Crashes	277	318	280
Right of Way All Injury Traffic Crashes	800	921	927
Traffic Signal Fatal Traffic Crashes	19	26	32

Traffic Signal Suspected Serious Injury Traffic Crashes	130	154	129
Traffic Signal All Injury Traffic Crashes	629	761	604
DUI-Related Fatal Traffic Crashes	11	22	24
DUI-Related Suspected Serious Injury Traffic Crashes	122	67	53
DUI-Related All Injury Traffic Crashes	697	698	769
DUI Arrests	2,851	5,372	5,701
Hit and Run Fatal Traffic Crashes	71	99	107
Hit and Run Suspected Serious Injury Traffic Crashes	365	353	351
Hit and Run All Injury Traffic Crashes	2,874	3,470	3,518
Nighttime Fatal Traffic Crashes	79	135	140
Nighttime Suspected Serious Injury Traffic Crashes	361	582	384
Nighttime All Injury Traffic Crashes	1,383	2,507	1,811
Street Racing Fatalities	7	8	3
Street Racing Suspect Serious Injury Traffic Crashes	6	4	3
Street Racing All Injury Traffic Crashes	13	3	3
Street Racing Hit and Run Crashes	3	14	17

Proposed Solution

Strategies:

The City of Los Angeles continues to strive to achieve the goal of zero traffic deaths by prioritizing engineering improvements, education and enforcement. This goal seeks to align governmental agencies and private sector enterprises to collaborate and implement measures to improve road safety and protect all community members. In 2022, the United States Department of Transportation's (USDOT) published the National Roadway Safety Strategy (NRSS) and adopted the Safe Systems Approach (SSA), which sets a vision and goal of eliminating traffic crash fatalities on the Nation's highways, roads and streets. The SSA incorporates the following elements; Safer Road Users, Safer Speeds, Safer Vehicles, Safer Roads and Post-Crash Care.

The principles of the Safe System Approach rests on the following principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

The implementation of the Safe System Approach relies on the following five elements:

- Safer People
- Safer Roads
- Safer Vehicles
- Safer Speeds
- Post-Crash Care

When these elements work in unison, traffic safety dramatically improves, and community members are safe from the devastation that traffic crashes cause on the lives of those impacted. By focusing on the SSA principles and elements, the number of traffic fatalities, injuries and hit and run crashes are significantly decreased. Each element is dependent on the others to act as a redundant safety system. For instance, when an automobile manufacturer designs a vehicle that can change driver behavior with feedback or alerts the manufacturer is able to create a safer road user. When a vehicle manufacturer builds a safer vehicle with advanced technology and safety standards, the chance of crashes and/or injuries decrease. When the cities are given more authority over the speed limits and provides enforcement, it establishes safe speeds in the communities and ensures safe roads. As vehicles change and engineering improvements are made on the roadway, post-crash care will result in first responder being able to reduce response times that will allow care and extraction to be done quicker that will ensure better medical outcomes for those involved. Only by all the elements operating in conjunction with each other will the SSA be successful.

The LAPD will focus on the following SSA elements where meaningful contributions will be accomplished and where the LAPD will have the greatest impact on traffic safety:

SAFER ROAD USERS

Enforcement efforts that focus on pedestrians, bicycles, distracted driving, motorcycle safety, and traffic safety presentations are integral components of the SSA. By focusing on these critical aspects, the LAPD will strive to create a comprehensive safety framework. These initiatives contribute to reducing fatalities and injuries on the roads, aligning with the SSA's goal of creating responsible users through safer roads and safer speeds. Through targeted enforcement, education, and awareness, these efforts play a vital role in fostering a culture of responsible and safe road behavior, aligning with the overarching objective of the USDOT's commitment to enhancing overall road safety.

Bicycle and pedestrian safety are critical components of the SSA, acknowledging the vulnerability of these road users. Enforcement operations dedicated to the safety of bicyclists and pedestrians will enhance enforcing laws and regulations related to pedestrian crossings, cycling regulations, and driver behavior towards these vulnerable users. These operations will assist in promoting a culture of respect and adherence to traffic rules, ensuring that cyclists and pedestrians can navigate roads safely. By emphasizing responsible user behavior and enforcing traffic laws that protect vulnerable road users, these operations align with the SSA's principle of creating an environment where all users can travel safely.

Furthermore, distracted driving poses a significant threat to road safety that contributes to crashes and injuries. Distracted driving, especially through texting, is an unsafe activity that requires distracted driver enforcement operations. These operations will address this irresponsible behavior by actively enforcing laws that were enacted to prohibit this dangerous practice. By enforcing distracted driving laws, these operations contribute to the broader goal of creating a culture where drivers prioritize attention on the road, thus reducing the likelihood of crashes and fatalities.

Motorcycle safety is a vital aspect of the SSA and recognizes the vulnerability of motorcyclists on the road. Enforcement operations aim to enhance the protection of motorcycle riders through targeted measures such as helmet enforcement, awareness campaigns, and rider education programs seeks to protect motorcyclists. By focusing on safe vehicles and responsible users, these operations align with the principles of the SSA, striving to reduce the severity of crashes involving motorcycles. Ultimately, the goal is to create an environment where motorcyclists can safely share the road with other users, contributing to the broader vision of a safer transportation system.

Education and awareness are integral components of the SSA. Through traffic safety presentations and engaging with the community serves as powerful tool to gain voluntary compliance. These presentations aim to inform and educate road users about the risks associated with unsafe behaviors, such as speeding, not wearing seat belts, or driving under the influence. By promoting responsible user behavior and fostering a shared understanding of road safety principles, these presentations contribute to the Safe System Approach goal of creating a safety-conscious culture. Informed road users are more likely to make decisions that align with the principles of the SSA, leading to safer roads and reducing the likelihood of traffic crashes.

The USDOT has indicated the three most frequent and persistent behavioral safety factors in fatal traffic crashes involve impaired driving, speed and vehicle occupants not wearing seat belts.

Impaired Driving

Humans Make Mistakes is one of the principles of the SSA, but those community members who unnecessarily jeopardize public safety by driving under the influence must be held accountable for their actions. The LAPD will conduct sobriety checkpoints with the overall mission to increase awareness, education, and public safety by arresting those driving under the influence of alcohol, drugs or a combination of the two. Prior to conducting a checkpoint, press releases will be prepared and 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 exact location of a checkpoint, the LAPD has garnered greater news coverage and support from the community for our transparency. Furthermore, during specific national and State traffic safety campaigns (i.e. Winter Mobilization) and holidays that are often associated with an increase consumption of alcoholic beverages, the Department will schedule and notify the public of additional checkpoints.

The LAPD has found that an established selection criterion from a cadre of highly trained traffic personnel is paramount for a successful checkpoint. Although any officer can assist in the public awareness and educational aspect of a checkpoint, only highly trained officers can competently perform the duties necessary to enforce the DUI laws and coordinate a DUI checkpoint. Generally, only officers who have completed the Impaired Driver Apprehension Program (IDAP) and the Advanced Roadside Impaired Driving Enforcement (ARIDE) course, will screen vehicles at the DUI checkpoints. Furthermore, to address the increase in DUI drugs (DUID), the Department will make every attempt to staff each checkpoint with at least three Drug Recognition Expert (DREs).

The DUI saturation patrols will supplement existing enforcement efforts conducted by the LAPD. Currently, the Department assigns a cadre of officers to a unit called Deuce Watch at each traffic division. This unit typically consists of one motor sergeant and six motor officers, which work Wednesday through Saturday. The grant-funded details will augment their efforts by providing additional coverage at locations and time periods that have a disproportionate number of DUI-related traffic crashes and arrests.

Supporting the SSA principle of Safety is Proactive, the LAPD will conduct the following educational operations to inform the public of the perils of DUI:

The educational component of DUI/Driver License Checkpoints cannot be understated. In 2025, the Department conducted 137 checkpoints resulting in 191,889 vehicles driving through, 81,140 vehicles being screened, 624 Standardized Field Sobriety Tests (SFST) being performed, and 496 community members being arrested for DUI. The checkpoints served as a constant reminder to the community that the Department is dedicated to public safety through educating and arresting those individuals that chose to drive under the influence of alcohol and/or drugs.

The educational gains of the checkpoints will be complemented by "Know Your Limit" (KYL)" and business outreach operations conducted throughout the City. The KYL operations will be staffed by one supervisor and one officer to provide educational outreach to the patrons of licensed Alcohol, Beverage and Control (ABC) establishments and venues where an inordinate amount of alcohol is consumed.

The business outreach events will be staffed by one supervisor and one officer, which will present an educational opportunity between Department personnel and ABC locations, such as bars, restaurants and liquor stores. Personnel will educate the staff on the perils of DUI and provide educational material to be posted in the establishments or distributed to patrons. The business outreach event is modeled after a very successful and positive program conducted by the Department with cannabis dispensaries funded by the Cannabis Tax Fund Grant.

The goal of the KYL campaigns and business outreach events will be to educate the public on blood alcohol concentration levels, raise awareness and reduce the number of community members who drive under the influence.

Speed

To address speed-related fatalities, a comprehensive strategy will be developed, combining effective speed enforcement and targeted education initiatives. In terms of speed enforcement, deployment of officers for visible enforcement will act as a strong deterrent. Consistent enforcement is essential to establish a culture of compliance with speed limits, making drivers more aware of the consequences of speeding.

Increased speeds resulting in increased risks of suspected serious injury and death clearly prove that Humans are Vulnerable, which is one of the SSA's principles. Speed enforcement is an essential component in the effort to protecting all community members users, especially vulnerable road users, pedestrians and bicyclists. To improve the safety within the pedestrian and bicyclist community, the LAPD will primarily focus its efforts on enforcing statutes governing motorists, particularly speed-related violations. When encountering vulnerable road users, pedestrians or bicyclists who endanger themselves by violating the California Vehicle Code, officers will use their discretion, understanding Humans Make Mistakes, to determine whether the violators should be educated via a warning or receive a traffic citation.

The speed of a vehicle involved in a crash with a pedestrian is a significant factor on whether the pedestrian will be severely injured or die. The American Automobile Association (AAA) research indicates the risk of death for a pedestrian struck by a vehicle is the following:

- 10% at impact at 23 miles per hour (MPH)
- 25% at impact at 32 MPH
- 50% at impact at 42 MPH
- 75% at impact at 50 MPH
- 90% at impact at 58 MPH

Furthermore, the AAA indicates the risk of a Suspected Serious Injury for a pedestrian struck by a vehicle is the following:

- 10% at impact at 16 MPH
- 25% at impact at 23 MPH
- 50% at impact at 31 MPH
- 75% at impact at 39 MPH
- 90% at impact at 46 MPH

The study clearly proves the reduction of the speed of motorists will save lives.

On the education front, the educational campaigns will focus on raising awareness about the dangers of speeding and promoting responsible driving behavior. Educational will include public service announcements, social media postings, community engagement, and school-based campaigns. Emphasizing the real-life consequences of speed-related crashes, such as injuries and fatalities, can create a sense of empathy and encourage a collective commitment to safer driving practices.

By combining rigorous speed enforcement measures with targeted education campaigns, the LAPD can work towards reducing speed-related fatalities and creating a safer road environment for all road users.

Wearing Seat Belts

The importance of seat belt use in automobiles is paramount for enhancing overall road safety. As the Click It or Ticket campaign emphasizes, it only takes two seconds to buckle up. And those two seconds could literally save your life. Seat belts serve as the primary safety restraint system and playing a crucial role in protecting occupants during crashes. The fundamental principle of the SSA is to recognize that human errors are inevitable, and the road transport system should be designed to account for these errors without resulting in fatal or severe outcomes. In this context, seat belts act as a vital component in mitigating the consequences of crashes by preventing occupants from being ejected from the vehicle or crashing with the interior during a crash.

The use of seat belts aligns with the SSA emphasis on injury prevention. In the event of a crash, the force exerted on unrestrained occupants can lead to severe injuries or fatalities. Seat belts distribute this force across stronger parts of the body, such as the chest and pelvis, reducing the risk of critical injuries. By restraining occupants within the vehicle, seat belts contribute to creating a safer environment where the likelihood of life-threatening injuries is significantly diminished.

SAFER SPEEDS

Reducing speed-related traffic crashes in Los Angeles requires a multifaceted approach that combines effective police speed enforcement with comprehensive education initiatives. The LAPD will implement the following strategies to address this issue:

1. Strategic Speed Enforcement

- **Data-Driven Approaches:** Utilize data analysis to identify high-risk areas for speed-related crashes. Furthermore, enforcement efforts will be focused on locations where speeding is a prevalent issue.
- **Visibility and Deterrence:** Increase the visibility of police presence on roads known for speeding. Equipment permitting, the deployment of decoy marked patrol vehicles will be used to slow the speeds of vehicles on identified roadways to deter drivers from exceeding speed limits.
- **Targeted Enforcement Campaigns:** Conduct targeted enforcement campaigns during peak times and in areas with a history of speed-related incidents. This approach can send a clear message to the community about the commitment to traffic safety.

2. Community Engagement and Education

- **Public Awareness Campaigns:** Launch public awareness campaigns highlighting the dangers of speeding and the consequences of speed-related crashes. Utilize various media channels, including social media, to reach a broad audience.
- **Community Partnerships:** Collaborate with local community organizations, schools, and businesses to promote safe driving practices. Engage in outreach events that focus on educating residents about the importance of obeying speed limits.

3. Collaboration with Stakeholders

- **Collaborate with Transportation Agencies:** Work closely with the LADOT to assist in adjusting speed limits based on engineering and traffic surveys. Ensuring the speed limits are appropriate for road conditions is crucial for gaining public compliance.
- **Partnership with Advocacy Groups:** Collaborate with road safety advocacy groups to amplify messaging and promote a culture of responsible driving. Engage these groups in community events to foster a collective commitment to reducing speed-related crashes.

By combining robust police speed enforcement efforts with community educational solutions, the LAPD can create a comprehensive strategy to reduce speed-related traffic crashes in the City. This approach aims not only to enforce speed limits but also to change driver behavior through education and community involvement.

SAFER VEHICLES

Automobiles and motorcycles continually become safer each year with advancements in both the passive and active safety systems such as audio warning alerts, seat belts, child passenger seats, and motorcycle helmets, which are crucial safety measures designed to protect individuals during transportation. Seat belts secure occupants in the event of a crash, preventing them from being ejected and minimizing the risk of severe injuries or death. Child passenger seats are specifically crafted to safeguard young children during travel, providing proper restraint and protection tailored to their size and weight, reducing the likelihood of injury or death in traffic crashes.

Motorcycle helmets are vital in safeguarding riders by absorbing impact energy and shielding a rider's head during a crash. Helmets significantly reduce traumatic head injuries that can result in long-term disabilities or fatalities. Furthermore, helmets act as barriers against the forces generated during accidents, significantly reducing the potential harm to individuals and enhancing overall road safety. Adhering to this simple, protective measure is essential for mitigating the impact of crashes and ensuring a motorcyclist survives a crash.

During traffic safety presentations and enforcement details, the LAPD will emphasize the importance of utilizing seat belts, child passenger seats, and motorcycle helmets. In addition to the aforementioned elements of the SSA, the LAPD will also focus on the following principles of the SSA:

HUMANS ARE VULNERABLE

Pedestrian Education

Developed by the Children's Hospital of Los Angeles (CHLA), LA Street Smarts provides an interactive experience for children to learn pedestrian safety. A life-sized neighborhood is constructed within an open area on a school campus and students learn of the hazards associated with walking on or near roadways. The Department will provide officers who are experts in the field of traffic to complement the CHLA instructor cadre. By working together with the staff of CHLA, the Department will train students how to:

- Cross intersections at stop lights;
- Cross mid-block at a marked crosswalk;
- Avoid rescuing a ball or pet that happens to find itself in the street;
- Signal a driver who is backing up; and,
- Safely walk around motor vehicles.

Bicycle Education

Coordinated by the CHLA, Bicycle Rodeos provide hands-on experience for middle school aged children to learn bicycle safety. Using their own bicycles, children will learn how to ride safely on or near roadways. If a child is not equipped with a helmet due to financial hardship, one will be provided free of charge. The Department will provide bicycle instructor officers who are experts in the field of bicycle safety and instruction to complement the CHLA instructor cadre. By working together with the staff of CHLA, the Department will train students how to:

- Properly learn how to wear a bicycle helmet;
- Properly equip a bicycle with required equipment;
- Ride on the right side of the roadway with the flow of traffic; and,
- Obey traffic signals and signs.

Agency Qualifications:

Staffing Levels

The Department currently has 8,707 sworn personnel with 382 assigned to traffic divisions. Due to the specialty nature of the STEP Grant, a majority of the details will be staffed by personnel assigned to TRFG.

Program and Fiscal Staff Qualifications

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

The Traffic Grant Coordinator, assigned to TCS, is a sworn police officer funded by the Department, and has managed 41 OTS grants worth approximately \$91 million over the past 20 years. During this period, multiple State and internal audits have been performed to ensure proper grant management has occurred and no major discrepancies have been identified. The coordination and oversight of the OTS grants is the officer's primary duty. The Traffic Grant Coordinator has the complete support from the Grants Section and FG.

Youth Programs – Criminal Background Checks

All sworn Department personnel have been vetted through an extensive criminal background investigation upon being offered employment by the City. Additionally, personnel from CHLA have undergone a criminal background investigation upon being offered employment by the hospital.

Contract Procurement Program

During the 2024/25 STEP Grant, the LAPD completed a formal Request for Proposal (RFP) to identify and contract with a vendor(s) to provide phlebotomy services at DUI and driver license checkpoints and to respond to any location, such as a hospital or police station, within 20 miles of the City limits to perform a blood withdraw.

A provision in the contract allows for the identified vendor(s) to be used for up to five years without conducting a new RFP; therefore, there will be no lapse in the use of the phlebotomy vendor(s) upon approval of the grant by the City Council and Mayor.

Community Collaboration and Engagement

Provide a description of the community collaboration and engagement activities that will be conducted and/or participated in by your department to address traffic safety. Community collaboration and engagement allows for the appropriate department personnel to engage in conversations to both share information and receive input from the community members regarding traffic safety.

Community Collaboration and Engagement:

All traffic stops should be a safe and non-confrontational encounter between law enforcement and community members. Unfortunately, many instances have been reported by news media outlets and videos posted on social media depicting hostile and violent encounters that sometimes result in an injury and on rare occasions, death. A traffic stop that escalates to physical encounters, which could have been deescalated, resulting in an injury or death is unacceptable.

The LAPD has implemented a program that educates the public on the expectations and laws pertaining to traffic stops. The Safer Traffic Stop campaign is an interactive engagement between the LAPD and community members. The program is flexible in the way it is presented, ranging from presentations to newly licensed drivers at high schools to public events. In events that are similar to a classroom setting, the size of each class is limited to 20 to ensure interaction occurs between LAPD personnel and community members. At public events, LAPD personnel will distribute handout materials to community members where interactive dialog may occur. Furthermore, the handout material is made available to officers conducting traffic enforcement to be distributed to traffic violators who might benefit from the information documented on the handout. By the conclusion of the training, community members will know what is expected of them and the expectations they should have of the LAPD when encountered during a traffic stop. The program will cover the following legal requirements and recommended actions during a traffic stop:

- Actions when stopped by the police
- Law Enforcement requirement to advise reason for traffic stop
- Driver must produce driver license, registration and proof of insurance
- Driver may invoke fifth amendment right for self-incrimination
- Driver may be requested to exit the vehicle
- Search of person(s)
- Search of vehicle
- Requirement to sign citation and result in failing to do so
- Redress if dissatisfied with the citation
- Redress if the officer's conduct was not proper

Goals

Description

- Reduce the number of persons killed in traffic crashes.
- Reduce the number of persons injured in traffic crashes.
- Reduce the number of pedestrians killed in traffic crashes.
- Reduce the number of pedestrians injured in traffic crashes.
- Reduce the number of bicyclists killed in traffic crashes.
- Reduce the number of bicyclists injured in traffic crashes.
- Reduce the number of persons killed in alcohol-involved crashes.
- Reduce the number of persons injured in alcohol-involved crashes.
- Reduce the number of persons killed in drug-involved crashes.
- Reduce the number of persons injured in drug-involved crashes.
- Reduce the number of persons killed in alcohol/drug combo-involved crashes.
- Reduce the number of persons injured in alcohol/drug combo-involved crashes.
- Reduce the number of motorcyclists killed in traffic crashes.
- Reduce the number of motorcyclists injured in traffic crashes.
- Reduce hit & run fatal crashes.
- Reduce hit & run injury crashes.
- Reduce nighttime (2100 - 0259 hours) fatal crashes.
- Reduce nighttime (2100 - 0259 hours) injury crashes.

Custom Description

Objectives

Target Number	Description		
1	Issue a news release announcing the kick-off of the grant by December 31st. The kick-off news releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov , and copied to your OTS Coordinator, for approval 7 days prior to the issuance date of the release.		
12	Participate and report data (as required) in the following campaigns; Quarter 1: National Pedestrian Safety Month, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization; Quarter 3: National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization; Quarter 4: National Speed Prevention Campaigns, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.		
12	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. Report on the outcomes of the "DUI BOLO" program.		
20	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.		
6	Conduct Illegal Street Racing and Modified Vehicle training classes for law enforcement personnel.		
Included	<table> <tr> <th>Target Number</th><th>Description</th></tr> </table>	Target Number	Description
Target Number	Description		

Yes	90	Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.
Yes	90	Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.
Yes	30	Send law enforcement personnel to the Drug Recognition Expert (DRE) training (classroom and field training must be completed).
Yes	30	Send law enforcement personnel to the DRE Recertification training.
Yes	2	Send law enforcement personnel to SFST Instructor training.
Yes	2	Send law enforcement personnel to DRE Instructor training.
Yes	150	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.
Yes	125	Conduct DUI Saturation Patrol operation(s).
No	0	Conduct Court Sting operation(s) to cite individuals driving to and from the court after having their driver's license suspended or revoked.
No	0	Conduct Warrant Service operation(s) targeting multiple DUI offenders who fail to appear in court.
No	0	Conduct Stakeout operation(s) that employ law enforcement officers to observe repeat DUI offender probationers with suspended or revoked driver licenses.
Yes	140	Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.
Yes	40	Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.
Yes	20	Conduct highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary crash factor violations by motorcyclists and other drivers.
No	0	Conduct Nighttime (1800-0559) Click It or Ticket enforcement operation(s).
Yes	40	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.
Yes	48	Conduct Know Your Limit campaigns with an effort to reach members of the community.
Yes	8	Participate in highly visible collaborative DUI Enforcement operations.
No	0	Participate in highly visible collaborative Traffic Enforcement operations.
Yes	4	Send law enforcement personnel to DUI Checkpoint Planning and Management training.
Yes	30	Conduct specialized enforcement operations focusing specifically on street racing and sideshow activities.
No	0	Identify grant funded, straight time personnel. Include any vacancies or staff changes that have occurred. For any vacancies, include the status of filling the vacancy.
Yes	24	Participate in community collaboration and engagement activities to engage in conversations regarding traffic safety to both share information and receive input from the community members.
No	0	Utilize the oral fluid drug screening device at roadside to assist with identifying drug use during DUI investigations. Report on the use, accomplishments, or challenges associated with the use of the oral fluid drug screening device.
No	0	Send law enforcement personnel to a POST certified implicit bias training, such as; Implicit Bias and Community Policing, Principles Policing, or Beyond Bias.

Included	Target Number	Custom Description
Yes	10	Conduct vehicle seizure details targeting vehicles that have been identified as those used in illegal street racing events and ordered by a judge to be seized at a later time.
Yes	30	Conduct free to the public Safer Traffic Stops presentations regarding traffic stops.
Yes	20	Conduct community Traffic Safety educational presentations focused on: districted driving, DUI, speeding, bicycle and pedestrian safety, seat belts and child passenger safety.
Yes	40	Conduct Alcohol Establishment Business Outreach to contact 400 businesses with GoSafely California DUI education literature.
Yes	6	Conduct Illegal Street Racing and Modified Vehicle training classes for law enforcement personnel.
Yes	6	Partner with Children's Hospital of Los Angeles to conduct LA Street Smarts pedestrian educational workshops at elementary schools.
Yes	4	Partner with Children's Hospital of Los Angeles to conduct Bicycle Rodeo educational workshops at elementary and middle schools.

Method of Procedure

Phase 1 - Program Preparation:

- The department will develop operational plans to implement the "best practice" strategies outlined in the objectives section.
- Conduct all training needed to implement the program, in the first quarter.
- Purchase all grant related supplies and materials to implement the program, in the first quarter.
- Items with a unit cost of \$5,000 more (including tax and shipping) must comply with the Buy America Act.
- In order to develop/maintain the "DUI BOLOs," research will be conducted to identify repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The DUI BOLO may include the driver's name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. DUI BOLOs should be updated and distributed to traffic and patrol officers at least monthly.
- Implementation of the STEP grant activities will be accomplished by deploying personnel at high crash locations.

Media Requirements

Issue a news release approved by the OTS PIO announcing the kick-off of the grant by December 31 and after the grant is signed and executed, but no sooner than October 1, the start of the grant year. The kick-off release must be approved by the OTS PIO. If you are unable to meet the December 31 deadline to issue a kick-off press release, communicate the reasons to your OTS grant coordinator and OTS PIO.

Phase 1 - Program Preparation Addendum:

Phase 2 - Program Operations:

Media Requirements

The following requirements are for all grant-related activities:

- Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Optimum lead time would be 7 days before the scheduled release but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Send all PowerPoint presentations, online presentations and trainings for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Certified training courses are EXEMPT from the approval process.
- The OTS PIO is responsible for the approval of the design and content of materials. The agency understands OTS PIO approval is not authorizing approval of budget expenditure or cost. Any cost approvals must come from the OTS grant coordinator.
- Pre-approval is not required when using any OTS-supplied template for media advisories, news releases, social media graphics, videos or posts, or any other OTS-supplied educational material. However, copy the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator when any material is distributed to the media and public, such as a news release, educational material, or link to social media post.
- 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 your OTS grant coordinator.
- News releases, social media posts and alerts on platforms such as NextDoor and Nixle reporting immediate and time-sensitive grant activities (e.g. enforcement operations, day of event highlights or announcements, event invites) are EXEMPT from the OTS PIO approval process. The OTS PIO and your OTS grant coordinator should still be notified when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Enforcement activities such as warrant and probation sweeps, court stings, etc. that are embargoed or could impact operations by publicizing in advance are EXEMPT from the PIO approval process. However, announcements and results of activities should still be copied to the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator with the 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.
- Social media posts highlighting state or national traffic safety campaigns (Distracted Driving Month, Motorcycle Safety Awareness Month, etc.), enforcement operations (DUI checkpoints, etc.), or any other grant-related activity such as Bicycle rodeos, presentations, or events, are highly encouraged but do not require prior approval.
- Submit a draft or rough-cut of all digital, printed, recorded or video material (brochures, posters, scripts, artwork, trailer graphics, digital graphics, social posts connected to an earned or paid media campaign grant objective) to the OTS PIO at pio@ots.ca.gov and copy your OTS grant coordinator for approval prior to the production or duplication.
- Use the following standard language in all press, media, and printed materials, space permitting: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Space permitting, include the OTS logo on all grant-funded print materials, graphics and paid or earned social media campaign grant objective; consult the OTS PIO and copy your OTS grant coordinator for specifics, format-appropriate logos, or if space does not permit the use of the OTS logo.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS grant coordinator at least 21 days in advance, or when first confirmed, a short description of any significant grant-related traffic safety event or program, particularly events that are highly publicized beforehand with anticipated media coverage so the OTS has sufficient notice to arrange for attendance and/or participation in the event. If unable to attend, email the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator brief highlights and/or results, including any media coverage (broadcast, digital, print) of the event within 7 days following significant grant-related event or program. The OTS PIO and your OTS grant coordinator should still be notified in advance when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).

- Any news releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received OTS PIO approval in a prior grant year must be resubmitted for approval in the current grant year.
- For additional guidance, refer to the [OTS Grants Materials Approval Process Guidelines and FAQs](#).
- Email the OTS PIO at pio@ots.ca.gov or your OTS grant coordinator for consultation when changes from any of the above requirements might be warranted.

Phase 2 - Program Operations Addendum:

Phase 3 - Data Collection:

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

Phase 3 - Data Collection Addendum:

Budget

Personnel Costs

Hourly Rates - When requesting hours for personnel, enter them as straight time or overtime (for Enforcement Overtime, please use section below) and include the amount of hours that they will spend on grant operations. Example: Personnel getting paid 100% by the grant working a full year at \$41.00 per hour would be entered as Straight time, 2080 Units, \$41.00 Unit cost or Rate, and 100% Percent Paid by Grant. This gives a total of \$85,280.00 for the year.

Benefits – If requesting benefits for personnel, enter all benefits as a separate line item for each. Start the Item Name with the word 'Benefits', enter the corresponding straight time or overtime total amount in the Unit Cost or Rate, and enter the Benefits Rate to have the system calculate Benefit Costs. $(\text{Unit Cost}) \times (\text{Benefits Rate}) = \text{Benefit Costs}$. To properly relate benefits to the correct personnel line item use the Display Order field, for example use 100.0 for Display Order for the personnel line item and 100.1 for Display Order for the associated Benefits.

Display Order	Cost Category	Item Name	Position Type	Benefit Rate	Unit Cost or Rate	Units	Percent Paid by Grant	Calculated Cost to Grant
100.0	A. Personnel Costs	Grant Funded Position	Straight time		\$0.00	1	100.00%	\$0.00

Display Order	Cost Category	Enforcement Activity	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
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101.0	A. Personnel Costs	DUI/DL Checkpoints	DUI/DL Checkpoints	\$19,240.00	150	\$2,886,000.00
102.0	A. Personnel Costs	DUI Saturation Patrols	DUI Saturation Patrols	\$8,608.00	125	\$1,076,000.00
103.0	A. Personnel Costs	Collaborative DUI Enforcement	Collaborative DUI Enforcement	\$4,880.00	8	\$39,040.00
104.0	A. Personnel Costs	Know Your Limit	Know Your Limit	\$1,968.00	48	\$94,464.00
105.0	A. Personnel Costs	Other	Alcohol Establishment Business Outreach	\$1,476.00	40	\$59,040.00
106.0	A. Personnel Costs	Other	Benefits - AL	\$373,494.00	1	\$0.00
107.0	A. Personnel Costs	Traffic Enforcement	Traffic Enforcement	\$7,056.00	140	\$987,840.00
108.0	A. Personnel Costs	Distracted Driving Enforcement	Distracted Driving Enforcement	\$7,056.00	40	\$282,240.00
109.0	A. Personnel Costs	Motorcycle Safety Enforcement	Motorcycle Safety Enforcement	\$7,056.00	20	\$141,120.00
110.0	A. Personnel Costs	Pedestrian and Bicycle Enforcement	Pedestrian and Bicycle Enforcement	\$7,056.00	40	\$282,240.00
111.0	A. Personnel Costs	Other	Pacific Coast Highway Enforcement	\$3,820.00	40	\$152,800.00
112.0	A. Personnel Costs	Traffic Safety Educational Presentations	Traffic Safety Educational Presentations	\$2,292.00	20	\$45,840.00
113.0	A. Personnel Costs	Street Racing Training	Street Racing Training	\$5,880.00	6	\$35,280.00
114.0	A. Personnel Costs	Street Racing and Sideshow Enforcement Operations	Street Racing and Sideshow Enforcement Operations	\$6,528.00	30	\$195,840.00
115.0	A. Personnel Costs	Other	Street Racing Vehicle Seizures	\$6,528.00	10	\$65,280.00
116.0	A. Personnel Costs	Other	LA Street Smarts Education	\$8,160.00	6	\$48,960.00
117.0	A. Personnel Costs	Other	Bicycle Educational Presentations	\$5,880.00	4	\$23,520.00
118.0	A. Personnel Costs	Other	Administrative Duties	\$1,056.00	30	\$31,680.00
119.0	A. Personnel Costs	Other	Know Your Rights - Community Collaboration	\$2,880.00	20	\$57,600.00

120.0	A. Personnel Costs	Other	Benefits - 402PT	\$206,108.00	1	\$0.00
121.0	A. Personnel Costs	Other	405i - Benefits	\$5,178.00	1	\$5,178.00
122.0	A. Personnel Costs	Community Collaboration Engagement	Community Collaboration Engagement	\$4,056.00	24	\$97,344.00
123.0	A. Personnel Costs	Other	Benefits - 1906	\$8,751.00	1	\$0.00
Personnel Costs: \$6,607,306.00						

Travel Expenses

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
200.0	B. Travel Expenses	In-State Travel	\$10,000.00	1	\$10,000.00
201.0	B. Travel Expenses	Out-of-State Travel	\$10,000.00	1	\$10,000.00
Travel Expenses: \$20,000.00					

Contractual Services

Do not include brand names or names of specific organizations.

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
300.0	C. Contractual Services	Phlebotomist	\$70,000.00	1	\$70,000.00
301.0	C. Contractual Services	Drone Mapping System Services	\$99.00	250	\$24,750.00
Contractual Services: \$94,750.00					

Equipment (must have Unit Cost of at least \$10,000 including tax and shipping)

Do not include brand names or names of specific organizations.

Please include an equipment quote in the Upload Documents Tab.

NOTE : When creating a new "Equipment" budget item, the *Standard Language Item* drop down list may not be available. When this is the case, complete only the required fields and save the budget item. Once saved, select the *Edit* button (pencil icon); the *Standard Language Item* drop down list will be available for selection. Alternatively, if not requesting a *Standard Language Item*, please utilize the *Custom Narrative* field to enter an appropriate narrative.

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
400.0	D. Equipment	Speed Display Trailers	\$14,450.79	3	\$43,352.37
Equipment: \$43,352.37					

Other Direct Costs (must have Unit Cost of less than \$10,000, including tax and shipping)

Do not include brand names or names of specific organizations.

NOTE : When creating a new "Other Direct Cost" budget item, the *Standard Language Item* drop down list may not be available. When this is the case, complete only the required fields and save the budget item. Once saved, select the *Edit* button (pencil icon); the *Standard Language Item* drop down list will be available for selection. Alternatively, if not requesting a *Standard Language Item*, please utilize the *Custom Narrative* field to enter an appropriate narrative.

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
500.0	E. Other Direct Costs	DUI Checkpoint Supplies	\$10,000.00	1	\$10,000.00
501.0	E. Other Direct Costs	Printing/Duplication	\$5,000.00	1	\$5,000.00
502.0	E. Other Direct Costs	Educational Materials	\$5,000.00	1	\$5,000.00
503.0	E. Other Direct Costs	PAS Device/Calibration Supplies	\$1,000.00	1	\$1,000.00
504.0	E. Other Direct Costs	Speed Trailer Data Collector - Annual Fee	\$495.00	3	\$1,485.00
505.0	E. Other Direct Costs	True Vision Video LiDar Devices	\$6,910.00	2	\$13,820.00
Other Direct Costs:			\$36,305.00		

Indirect Costs

NOTE - Entry for Indirect Cost is different than prior years. Please read instructions carefully.

Item Name should indicate the % and the types of costs subject to the Indirect Cost Rate e.g. 15% of Salaries and Benefits. Enter one Unit Cost equal to the estimated Indirect Costs.

Indirect Cost Rate must be supported by a federally approved indirect cost rate letter and uploaded to the application.

Display Order	Cost Category	Item Name	Units	Unit Cost or Rate	Calculated Cost to Grant
600.0	F. Indirect Costs	Indirect Costs	1	\$0.00	\$0.00
Indirect Costs:			\$0.00		

Total Requested Funding: \$6,801,713.37

Narrative Review

Review and update Narrative for Budget Items

Cost Category	Item	Narrative	Custom Narrative
A. Personnel Costs	Grant Funded Position		
A. Personnel Costs	DUI/DL Checkpoints	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	DUI and Driver's License Checkpoints: 3 Supervisors (\$132/ea.), 15 officers (\$114/ea.), 2 detention officers (\$80/ea.) and 1 civilian (\$60) = \$2,405 per hour X 8 hours = \$19,240 per checkpoint X 150 checkpoints = \$2,886,000.
A. Personnel Costs	DUI Saturation Patrols	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	DUI Saturation Patrols: 1 supervisor (\$132), six officers (\$125), 1 officer (\$114), and 1 detention officer (\$80) = \$1,076 per hour X 8 hours = \$8,608 per patrol X 125 patrols = \$1,076,000.
A. Personnel Costs	Collaborative DUI Enforcement	Overtime for grant funded Collaborative DUI Enforcement operations conducted by appropriate department personnel	Collaborative DUI Operations: 1 supervisor (\$132), two officers (\$125), and two officers (\$114) = \$610 per hour X 8 hours = \$4,880 per operation X 8 operations = \$39,040.
A. Personnel Costs	Know Your Limit	Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.	Know Your Limit Program: 1 supervisor (\$132) and 1 officer (\$114) = \$246 per hour X 8 hours = \$1,968 per detail X 48 details = \$94,464.
A. Personnel Costs	Alcohol Establishment Business Outreach		Overtime for grant funded alcohol establishment business outreach conducted by appropriate department personnel. Alcohol Establishment Business Outreach: 1 supervisor (\$132) and 1 officer (\$114) = \$246 per hour X 6 hours = \$1,476 per detail X 40 details = \$59,040.
A. Personnel Costs	Benefits - AL		Medicare - 1.39% Workers Comp - 7.61% Unemployment Claims - 0.01% Share of Carry Forward - (0.2%) Total Benefits - 8.99%

A. Personnel Costs	Traffic Enforcement	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	Traffic Enforcement Operations: 1 supervisor (\$132/ea.) and 6 officers (\$125/ea.) = \$882 per hour X 8 hours = \$7,056 per operation X 140 operations = \$987,840.
A. Personnel Costs	Distracted Driving Enforcement	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	Distracted Driver Operations: 1 supervisor (\$132/ea.) and 6 officers (\$125/ea.) = \$882 per hour X 8 hours = \$7,056 per operation X 40 operations = \$282,240.
A. Personnel Costs	Motorcycle Safety Enforcement	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	Motorcycle Safety Operations: 1 supervisor (\$132/ea.) and 6 officers (\$125/ea.) = \$882 per hour X 8 hours = \$7,056 per operation X 20 operations = \$141,120.
A. Personnel Costs	Pedestrian and Bicycle Enforcement	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	Bicycle and Pedestrian Operations: 1 supervisor (\$132/ea.) and 6 officers (\$125/ea.) = \$882 per hour X 8 hours = \$7,056 per operation X 40 operations = \$282,240.
A. Personnel Costs	Pacific Coast Highway Enforcement		Overtime for grant funded law enforcement operations conducted by appropriate department personnel. Pacific Coast Highway Details: 1 supervisor (\$132), and 2 officers (\$125) = \$882 per hour X 10 hours = \$3,820 per operation X 40 operations = \$152,800.
A. Personnel Costs	Traffic Safety Educational Presentations	Overtime for grant funded traffic safety educational presentations conducted by appropriate department personnel.	Traffic Safety Educational Presentations: 1 supervisor (\$132) and 2 officers (\$125) = \$382 per hour X 6 hours = \$2,292 per presentation X 20 presentations = \$45,840.
A. Personnel Costs	Street Racing Training	Overtime for grant funded instructor training conducted by appropriate department personnel.	Illegal Street Racing/Modified Emissions Course: 1 supervisor (\$132), 4 officers (\$125) = \$588 per hour X 10 hours = \$5,880 per class X 6 classes = \$35,280.

A. Personnel Costs	Street Racing and Sideshow Enforcement Operations	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	Illegal Street Racing Details: 1 supervisor (\$132) and 6 officers (\$125) = \$816 per hour X 8 hours = \$6,528 per operation X 30 operations = \$195,840.
A. Personnel Costs	Street Racing Vehicle Seizures	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	Illegal Street Racing Vehicle Seizure Details: 1 supervisor (\$132) and 6 officers (\$125) = \$816 per hour X 8 hours = \$6,528 per operation X 10 operations = \$65,280.
A. Personnel Costs	LA Street Smarts Education	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	LA Street Smarts Pedestrian Educational Presentations: 1 supervisor (\$132) and 6 officers (\$125) = \$816 per hour X 10 hours = \$8,160 per presentation X 6 presentations = \$48,960.
A. Personnel Costs	Bicycle Educational Presentations	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	Bicycle Rodeos Details: 1 supervisor (\$132), and 4 officers (\$125) = \$588 per hour X 10 hours = \$5,880 per operation X 4 operations = \$23,520.
A. Personnel Costs	Administrative Duties	Overtime for grant funded law enforcement fraud audits, waste prevention, and other grant related administrative duties conducted by appropriate department personnel.	Administrative Costs: 1 supervisor (\$132) X 8 hours throughout the span of the grant = \$31,680.
A. Personnel Costs	Know Your Rights - Community Collaboration	Overtime for grant funded law enforcement traffic safety presentations or campaigns conducted by appropriate department personnel.	Know Your Rights Presentations/Community Collaboration: 1 supervisor (\$132) and 2 officers (\$114) = \$360 per hour X 8 hours = \$2,880 per presentation X 20 presentations = \$57,600.
A. Personnel Costs	Benefits - 402PT		Medicare - 1.39% Workers Comp - 7.61% Unemployment Claims - 0.01% Share of Carry Forward - (0.2%) Total Benefits - 8.99%
A. Personnel Costs	405i - Benefits		Medicare - 1.39% Workers Comp - 7.61% Unemployment Claims - 0.01% Share of Carry Forward - (0.2%) Total Benefits - 8.99%
A. Personnel Costs	Community Collaboration Engagement	Overtime for grant funded community collaborative engagement conducted by appropriate department personnel.	Overtime for grant funded law enforcement operations conducted by appropriate department personnel. Community Collaboration: 1 supervisor (\$132) and 3 officers (\$125) = \$507 per hour X 8 hours = \$4,056 per presentation X 24 presentations = \$97,344.

A. Personnel Costs	Benefits - 1906	Medicare - 1.39%
		Workers Comp - 7.61%
		Unemployment Claims - 0.01%
		Share of Carry Forward - (0.2%)
		Total Benefits - 8.99%
		Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.
B. 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. 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.
B. Travel Expenses	Out-of-State Travel	
		Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. 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.
C. Contractual Services	Phlebotomist	To draw and collect blood samples during OTS funded grant operations from suspected DUI drivers on scene as evidence in support of DUI convictions in a court of law.
C. Contractual Services	Drone Mapping System Services	Cost include the ability to utilize the mapping system services for fatal traffic crashes.
D. Equipment	Speed Display Trailers	Costs include the purchase of three speed feedback trailers that will be deployed to reduce vehicle speeds.
		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, PAS 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.
E. Other Direct Costs	DUI Checkpoint Supplies	
E. Other Direct Costs	Printing/Duplication	Costs include the purchase of paper, production, printing and/or duplication of materials associated with daily grant operations.
E. Other Direct Costs	Educational Materials	Costs of purchasing, developing, or printing brochures, pamphlets, fliers, coloring books, posters, signs, banners, and training materials associated with grant activities. Items shall include a traffic safety message and if space is available, the OTS logo. Draft materials must be submitted to OTS for approval. Additional items may be purchased if approved by OTS.
E. Other Direct Costs	PAS Device/Calibration Supplies	Preliminary alcohol screening device to detect the presence of alcohol in a person's breath and calibration supplies to ensure accuracy. Costs may include mouth pieces, gas and accessories.
E. Other Direct Costs	Speed Trailer Data Collector - Annual Fee	Cost includes the annual subscription to store speed data that will be utilized to conduct appropriate enforcement based on the data.
E. Other Direct Costs	True Vision Video LiDar Devices	Cost for two video LiDar devices to conduct speed enforcement that will video record the violation.. The video will strengthen officers testimony during judicial proceedings.
F. Indirect Costs	Indirect Costs	

Upload Documents (Optional)

Document Name	Update Date/Time
LAPD - Email Request 405h and 405i Funds.pdf	3/30/2026 1:49 PM
Application Report 2026-01-31 00:41:43.pdf	1/30/2026 4:41 PM

Evaluation, Support, and Submittal

Evaluation, Support, and Submittal

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.

Administrative Support:

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

Total Requested Funding:

\$6,801,713.37