



State of California
Business, Transportation & Housing Agency
OFFICE OF TRAFFIC SAFETY
TRAFFIC SAFETY PROJECT AGREEMENT

Approved 8-6-96

PROJECT NUMBER _____

PAGE 1 (To be completed by applicant Agency)

1. PROJECT TITLE

COMPREHENSIVE COMMUNITY POLICING TRAFFIC SAFETY PROGRAM

2. NAME OF APPLICANT AGENCY

CITY OF REDLANDS

3. AGENCY UNIT TO HANDLE PROJECT

REDLANDS POLICE DEPARTMENT

4. PROJECT PERIOD

Month - Day - Year

FROM: 10 - 01 - 96

TO: 12 - 31 - 98

5. PROJECT DESCRIPTION (Summarize the project plan covering the goals, objectives, method of procedure, and evaluation in approximately 100 words. Space is limited to 10 lines.)

The Redlands Police Department will create a dedicated traffic safety unit within the Community Policing Bureau consisting of two motorcycle officers, assisted by other Community Policing Officers to develop and implement a program focusing on education and enforcement efforts. Main goals of the program are to reduce alcohol involved fatal and injury collisions, to increase bicycle helmet, seat belt, and child seat compliance. Traffic safety education programs will be presented to community and public groups, all city elementary, middle and high schools. A low-cost bicycle helmet program will be initiated. There will be monthly DUI checkpoints and enhanced traffic safety enforcement. Project will focus on prosecution and conviction of drivers arrested for driving with no drivers license and driving on a suspended or revoked license. This will be accomplished by funding a half time Deputy District Attorney to specialize in the handling of these cases. Department will address failures to appear on arrests for driving with no license or driving with a suspended or revoked license through funding of overtime for police officers to serve arrest warrants for these violations. The program will also fund overtime for police officers to impound vehicles being driven by people with suspended or revoked licenses.

6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED \$226,838.63

7. APPROVAL SIGNATURES

A. PROJECT DIRECTOR

NAME: Lewis W. Nelson PHONE (909) 798-7621

ADDRESS: 30 Cajon Street
Redlands, CA 92373

SIGNATURE

DATE 9-17-96

TITLE Chief of Police

B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY

NAME: Swen Larson PHONE: (909) 798-7510

ADDRESS: 35 Cajon Street, Suite #200
Redlands, CA 92373

SIGNATURE

DATE 9/17/96

TITLE Mayor

C. FISCAL OR ACCOUNTING OFFICIAL

NAME: Steve M. Chapman PHONE (909) 798-7543

ADDRESS: 35 Cajon Street, Suite #10
Redlands, CA 92373

SIGNATURE

DATE 9/18/96

TITLE Finance Director

D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS

NAME: Michael Reynolds, City Treasurer

ADDRESS: 35 Cajon Street, Suite #15B
Redlands, CA 92373

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BACKGROUND

A. GENERAL CHARACTERISTICS -

The City of Redlands is located in the center of one of the fastest growing areas in the United States. San Bernardino County had a 48.5% increase in population from 1985 to 1995; the second largest growth rate area of all Southern California counties. It has a population of 67,284 and consists of 30 square miles and has the fourth largest population of the surrounding nine cities, and is the second largest in square miles. The Redlands Police Department has not been awarded a traffic grant since 1976.

B. STREETS and HIGHWAYS -

The roadway system in Redlands has a total of 282.6 miles of paved roadway. The city is traversed by two freeways - Interstate 10, which runs through the center of the city east to west, and the SR-30 "Cross-Town" freeway which traverses the city north to south through the west end of the city. Additionally, the city is traversed by State Highway 38 (Lugonia Avenue) which is a main east west access road to the San Bernardino mountains.

There are a total of 94.2 miles of arterial roadway conforming to the grid plan that connects to roadways of a similar nature in those cities and areas bordering Redlands. The remaining 188.4 miles of paved roadways is made up of collector and residential streets.

C. OPERATING DEPARTMENTS -

The Redlands Police Department consists of 112 total personnel, including 37 non-sworn personnel. Due to a need to meet minimum patrol staffing requirements associated with a reorganization of the police department to meet community policing goals the traffic unit was disbanded as a separate entity in March of 1993, and the traffic officers were assigned to patrol teams.

Prior to the disbanding of the traffic unit it consisted of one sergeant and five traffic officers. The traffic unit's primary responsibility was enforcement of traffic laws, investigation of all traffic accidents, DUI enforcement, public education and all special events such as the Redlands Bicycle Classic and parades.

D. EXISTING SYSTEMS -

Presently each of the departments five patrol teams has one officer that has received basic traffic accident investigation training. Their primary responsibility is to investigate injury traffic accidents, with a secondary responsibility of responding to patrol calls for service. Traffic and DUI enforcement is handled on an as-time-available basis. DUI arrests are processed at the Redlands Police Department and normally held five hours before they are released on their own recognizance. Arrest data is entered into our central automated data processing system. The system is compatible with SWIRTS and contains all data elements used by the CHP.

PROBLEM STATEMENT

During the period 1985 through 1995 the City of Redlands experienced a population growth of 34.7%, while the police department staffing only increased 22.9%. During the same time period the departments calls-for-service rose 58.5%. The departments calls-for-service during the three year study period have risen 30% (39,497 in 1993 to 51,447 in 1995). This department's ability to answer calls-for-service was severely affected by the new ratio of patrol calls-for-service to available patrol officers. This significant increase in calls-for-service caused the

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department to drastically cut back its proactive activities, primarily of traffic officers, and re-assign its resources to patrol responsibilities. The Department was forced to disband its traffic bureau in September of 1992 to accomplish this reorganization of resources. Since that date there has been no independent unit dedicated solely to the enforcement of traffic laws. The Department has adopted a department-wide community policing philosophy throughout all of its units. Management recognizes that the only way to accomplish its mission and goals is to develop a community participation and partnerships whenever applicable, and possible. Currently, the traffic function is one of the few areas within the scope of the department's responsibilities that is not formally organized along these community policing lines.

The City of Redlands has experienced an increase during the three year study period (1993-1995) in a significant number of serious traffic related incidents. Specific areas of concern include;

- Injury traffic collisions (2.6% increase, 312 in 1993 to 320 in 1995);
- Fatal traffic collisions (400% increase, 1 in 1993 to 5 in 1995);
- Traffic collisions involving alcohol (38.2% increase, 34 in 1993 to 47 in 1995);
- DUI misdemeanor arrests (105% increase, 160 in 1993 to 328 in 1995);
- DUI felony arrests (66.6% increase, 9 in 1993 to 15 in 1995);
- Hazardous citations (68% increase, 2832 in 1993 to 4757 in 1995);
- Seat belt violations (150% increase, 121 in 1993 to 303 in 1995);
- Child seat restraint violations (264% increase, 25 in 1993 to 91 in 1995); and
- 1995 Department enforcement index of 13.65 compared to state average of 25.

1995 TRAFFIC COLLISION PROBLEM AREAS

LOCATION	NUMBER OF COLLISIONS	HIGHEST OCCURANCE DAYS	HIGHEST OCCURANCE TIME RANGE	MOST COMMONLY OCCURRING PCF
Citrus/University	22	Sat/Wed/Thu/Fri	1400-1900	21453/21801/2182/ DUI
Alabama/Redlands Blvd	19	Wed/Thu/Fri	1400-1800	21703/21453/ 21804/22350/ 23703/DUI
Alessandro/San Timoteo Cyn. Rd..	17	Mon/Fri/Sat	1500-1900	22350/22107/DUI

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Colton/Orange	16	Tue/Wed/Thu	1800-1900	21801
Citrus/Redlands	15	Thu/Fri	1200-1700	21801/22107/ 21703
Redlands/Sixth	15	Tue/Wed/Thu	1200-1600	21801/DUI
Colton/Tennessee	14	Wed/Thu/Fri	1000-1900	21802/21453/21995 /21703/22350/ DUI
Alabama/IS-10	13	Tue/Thu/Fri	0900-1400	21703
Colton/Texas	11	Tue/Wed/Thu/Fri	1100-1800	21453/DUI
University/IS-10	11	Wed/Thu/Fri	(0700) 1500-1900	21801/DUI
Orange/Redlands	11	Thu/Fri/Sat	0900-1700	21703
Lugonia Ave	(9-DUI)	Tue/Fri/Sat	1800-2400	DUI
Redlands Blvd	(6-DUI)	All week	0800-2400	DUI

The department has seen a significant increase in the number of DUI arrests, yet the average blood alcohol concentration for all the DUI arrests in 1995 was .147%, which is unacceptable considering the current .08% blood alcohol limit.

According the "Collision Rankings" developed by OTS and State Department of Finance, Redlands rankings for total fatal and injury collisions and alcohol involved collisions are high. The rankings include 1994 Statewide Integrated Traffic Records System (SWIRTS) data for non-CHP jurisdiction collisions. The collision rankings for 475 cities are based on collision rates by population. Cities have been assigned population category and statewide rankings for seven collision "types" or "categories" i.e., alcohol involved, hit-and-run, etc.

In 1994 the City of Redlands ranked 19 of 85 cities for total fatal and injury collisions within their population category (50,000 to 100,000). This means the city had the 19th highest fatal and injury collision ranking of 85 cities in the population category. A ranking of 1 of 85 cities is assigned to the city with the highest collision rate.

The city's alcohol-involved fatal and injury collision ranking was 17 of 85 within their population category (50,000 to 100,000). This means the city had the 17th highest alcohol-involved fatal and injury collision ranking of 85 cities in their population category. A ranking of 1 of 85 cities is assigned to the city with the highest collision rate.

Another ranking developed by OTS and the State Department of Finance includes "DUI Arrest Rates" for 475 cities based on 1994 non-CHP DUI arrests per the average number of licensed drivers. A ranking of 1 of 85 is assigned by the city with the highest DUI arrest rate among cities with a population of 50,000 to 100,000. The City of Redlands population category DUI arrest ranking is 52 of 85 cities and the statewide ranking is 214 of 475 cities. The rankings indicate the city is making too few DUI arrests.

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The Department, in its enforcement efforts in regards to the intoxicated driver, conducted no DUI checkpoints, only one saturation patrol for the apprehension of the intoxicated driver and made no publicized effort in the attempt to reduce the number of the intoxicated drivers through the perceived threat of possible arrest.

In addition to the aforementioned increase, the greater San Bernardino Inland Empire region has seen a tremendous increase in the manufacture, sale and use of methamphetamine and other controlled substances. The East Valley Street Enforcement Team, a partnership between the Redlands Police Department and the San Bernardino County Sheriff's Department to fight illegal street level drug usage, seized 66 clandestine methamphetamine labs during 1995. These labs have increased the availability of controlled substances to the thriving street-gang drug economy, as well as the casual drug user. Arrests by the Redlands Police Department of persons being under the influence of a controlled substance have risen 167% during the study period (411 in 1993 to 1099 in 1995). Despite this, in 1995 and 1994 only 2 people, and in 1993 only 3 people were arrested for being under the influence of a controlled substance after being involved in a traffic collision.

The San Bernardino County District Attorney's Office is responsible for prosecuting local violations of CVC sections dealing with people driving with suspended or revoked drivers licenses. Due to the large number of priority criminal cases being handled by the District Attorney's Office they have authorized local police departments to file all citations dealing with these sections directly with the court. It is because of this backlog of priority criminal cases that the District Attorney's Office is unable to give license violations any priority for vertical prosecution. Vertical prosecution would require the services of a deputy district attorney to research the cases of violators who do not plead guilty at arraignment in order to prove the violation during a court trail.

Like many cities in California the City of Redlands has experienced a serious budget crisis. The city is feverishly seeking commercial development in the areas of business/shopping complexes and entertainment facilities in order to meet funding of essential services. Recent court decisions negatively affecting the enactment of a local utility tax have severely restricted the city's options to gather necessary revenue, and has only fueled the development of the commercial developments. The existence of these developments have, and will continue to increase the number of vehicles using the city streets. Maneuverability during business hours for the purpose of traffic enforcement becomes a real issue of concern. Redlands has a downtown core area estimated at six square miles. This is highly congested business area which presents safety problems when trying to conduct selective traffic enforcement. There are also nine elementary schools, two public middle schools, three public high school campuses and numerous private schools located within Redlands. Each of these institutions is located in high traffic volume areas, and demand considerable selective traffic enforcement. Maneuverability in and out of traffic using a full size patrol vehicle is hazardous to both the public and enforcing traffic officers. There is a demonstrated need to implement a safer and more effective method of full-time traffic enforcement.

The compilation of traffic statistics, analysis of statistics for purposes of mapping and special enforcement, as well as the effort to decrease the amount of time necessary to write collision reports and diagrams are cumbersome and time consuming activities without the benefit of modern technology. The advent of a comprehensive community policing plan for the Redlands Police Department will significantly increase the amount of data being collected by every aspect of the traffic function, including educational functions, as well as enforcement functions. The department has a limited number of desk top computers available for use by department personnel, all of which are currently assigned other full time functions within the department.

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The department has made a commitment to implement a laptop/mobile data terminal computer driven field report writing system for patrol officers in stages as funds allow. Currently the technology is available to issue these laptop/mobile data terminal computers to traffic officers with software which would significantly reduce the amount of time necessary to complete traffic investigations, including DUI arrests, and traffic collision investigations. The laptop/mobile data terminals allow the officers to complete their reports in the field and transmit their reports to the station from the field via the laptop/mobile data terminal. Increasing demands to complete more report forms associated with traffic enforcement has resulted in less time for actual enforcement activities. There is no funding available to provide the laptop/MDT computers to traffic personnel. Priority on the laptop/MDT computers has gone to patrol officers and civilian report writers who respond to calls-for-service. Computerized ticket writers are also available which would also greatly reduce the amount of manual writing necessary to issue tickets, allowing more time for actual enforcement activities.

Currently there is no formal bicycle/pedestrian safety instruction taught to students attending any elementary, middle or high school in the City of Redlands. There are currently 9,581 elementary level students, and approximately 3,700 students of driving age. The Redlands Police Department has, for over ten years, provided some traffic safety instruction of juveniles through the use of an electronically controlled talking police car, "Officer Otto". Organized groups, such as the Boy Scouts, utilize the talking patrol car during tours of the department. This vehicle is now experiencing maintenance troubles associated with its long term use, and is in desperate need of an updated program.

The Redlands Police Department is responsible for the investigation of all fatal and injury traffic collisions occurring within the city's jurisdiction. With the recent significant increase in fatal collisions, many of which occurred at night in remote areas and demand a sophisticated method of investigation, the department has found itself under-equipped to process major traffic scenes. The department needs a trailer equipped with the necessary tools and accessories necessary to conduct traffic investigations, and check points in remote areas at all hours of the day or night.

There is a strong argument supported by statistical evidence that each of the areas of concern can be affected through the utilization of a comprehensive traffic safety program that involves a multi-dimensional effort to educate the public, and enforce traffic laws.

ATTEMPTS TO SOLVE THE PROBLEM

1. Safe Haven Program: Community policing officers participate in a partnership with the Boys and Girls Club, and school district to pair at risk juveniles with police officers in a mentor type program that encourages resistance to drug and alcohol abuse.
2. Drug Abuse Resistance Education (DARE) Program: The Redlands Police Department has one DARE officer who works with elementary level students to provide resistance to alcohol/drug, and gang involvement.
3. Speed Trailers: The Redlands Police Department purchased two portable speed trailers for daily placement on city streets to increase driver awareness of their vehicles' speed. The intent of the speed trailers is to decrease the normal speed of vehicles traversing city streets through awareness.

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4. Attack Drunk Driving Task Force (ADD): The Redlands Police Department joined this effort to combat drunk driving, and plans to continue its involvement as resources allow.
5. Alcohol-Buy Programs: Programs are routinely conducted to cite businesses that sell alcohol to minors.
6. Selective Enforcement: Selective enforcement has been used by patrol unit as time permits. High collision locations have been identified and the data is provided to the police department for enforcement purposes. This has had limited success due to limited patrol time constraints and difficulty in enforcement at some of the locations.

PROJECT GOALS

Goals serve as the foundation upon which the project is built. Goals are what you hope to accomplish by implementing a traffic safety grant program.

1. To reduce speed related fatal and injury collisions by 15% from the 1995 base year total of 90 to 77 by December 31, 1997, and an additional 10% to 69 by December 31, 1998.
2. To reduce alcohol involved fatal and injury collisions by 15% from the 1995 base year total of 47 to 40 by December 31, 1997 and an additional 10% to 36 by December 31, 1998.
3. To reduce total fatal and injury collisions by 10% from the 1995 base year total of 346 to 309 by December 31, 1997, and an additional 10% to 278 by December 31, 1998.
4. To reduce nighttime (2100-0300) fatal and injury collisions by 15% from the 1995 base year total of 33 to 28 by December 31, 1997, and an additional 115 to 25 by December 31, 1998.
5. To increase seat belt compliance by 12 percentage points from the 1996 base year survey rate of 60% to 72% by December 31, 1997 and an additional 11 percentage points to 83% by December 31, 1998.
6. To increase child safety seat compliance by 10 percentage points from the 1996 base year survey rate of 505 to 60% by December 21, 1997 and an additional 12 percentage points to 72% by December 31, 1998.
7. To increase bicycle helmet compliance for children (ages 5-15) by 10 percentage points from the 1996 base year survey rate of 71% to 81% by December 31, 1997, and an additional 7 percentage points to 88% by December 31, 1998.
8. To reduce bicycle fatalities and injuries among children under the age of 15 by 18% from the 1995 base year total of 11 to 9 by December 31, 1997, and an additional 11% to 8 by 1998.
9. To increase the prosecution rate of CVC section 14601 cases as misdemeanors by 10 percentage points from the calendar 1995 base year rate of 805 to 88% by December 31, 1997, and an additional 8 percentage points to 96% by December 31, 1998.

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10. To increase the conviction rate for CVC 14601 (driving with a suspended or revoked license) cases as misdemeanors by 8 percentage points from the calendar 1995 base year rate of 80% to 88% by December 31, 1997, and an additional 8 percentage points to 96% by December 31, 1998.
11. To increase the prosecution rate for drivers with a suspended or revoked license with prior DUI convictions (CVC section 14601.3a, habitual offenders) cases by 8 percentage points from the calendar year 1995 base rate of 80% to 88% by December 31, 1997, and an additional 8 percentage points to 96% by December 31, 1998.

PROJECT OBJECTIVES

Objectives are the tasks or activities undertaken during the project period to make the goal(s) a reality. Objectives are designed to move you closer to achieving your overall goal(s).

1. To increase DUI arrests by 20% from the 1995 base year total of 343 to 412 by December 31, 1997, and an additional 15% to 474 by December 31, 1998.
2. To conduct a minimum of 12 sobriety checkpoints by December 31, 1997, and an additional 10 sobriety checkpoints by December 31, 1998.
3. To increase hazardous citations by 20% from the 1995 base year total of 4,757 to 5,708 by December 31, 1997, and an additional 10% by 6,278 by December 31, 1998.
4. To conduct at least 100 educational presentations impacting 7,500 students by December 31, 1998. The presentations include seat belts and child restraints, DUI, pedestrian and bicycle safety.
5. To conduct at least 100 traffic safety presentations impacting 2,500 people in civic and community groups by December 31, 1998. The presentations could also include exhibits at traffic safety fairs and other special events.
6. To issue seat belt citations equaling at least 20% to total hazardous citations and child restraint citations equaling at least 5% of total hazardous citations.
7. To establish a traffic safety advisory group comprised of the public and private sectors to explore innovative traffic management methods using community involvement to reduce traffic fatalities and injuries. This group will meet at least 10 times per year.
8. To conduct bicycle helmet usage surveys for children ages 5 to 15, seat belt and child safety seat surveys during the months of March and September of each grant year.
9. To conduct 6 bicycle rodeos by December 31, 1997, and an additional 7 rodeos by December 31, 1998.
10. To track the number of children or adults "saved by the child safety seat, seat belt or bicycle helmet" and to report each case to OTS. Specific notation will be made of those cases involving an OTS funded child seat or bicycle helmet.

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11. To establish a mandatory department tow policy (No License, No Car, No Exception) directing the impound of vehicles being driven by people with a suspended or revoked license (CVC 14602.6a) by December 31, 1996.
12. To establish an "administrative tow fee" of \$75.00 to ensure the vehicle impound program will become self-sustaining after the grant ends. A separate fund will be established to track funds generated from the administrative tow fees. These funds can only be used to further the program's goals and objectives and is subject to an OTS financial audit.
13. To increase the number of vehicles impounded from drivers that are unlicensed (CVC 12500) and who are driving on a suspended or revoked license (CVC 14601a, 14601.2a, 14601.3a and 14601.5a) by 30% from the calendar year 1995 base year of 182 to 236 by December 31, 1997, and an additional 20% to 283 by December 31, 1998.
14. To increase the number of impounded vehicles of drivers with a suspended and/or revoked license by 30% from the calendar 1995 base year total of 117 to 152 by December 31, 1997, and an additional 20% to 182 by December 31, 1998.
15. To increase the number of drivers arrested with a suspended or revoked license for a prior DUI conviction by 20% from the calendar 1995 base year total of 175 to 210 by December 31, 1997, and an additional 15% to 241 by December 31, 1998.
16. To create a data base to measure the grant's impact on crime by tracking non-traffic related arrests arising from vehicle impounds. Some of the crime statistics to be recovered may include: felony arrests, felony warrant arrests, the recovery of stolen vehicles, and the confiscation of loaded or stolen weapons.
17. To increase the number of warrants served for those drivers cited for driving on a suspended or revoked license that fail to appear in court by 30% from the calendar 1995 base year total of 124 to 161 by December 31, 1997, and an additional 25% to 201 by December 31, 1998.
18. To create vertical prosecution with the District Attorney's Office to facilitate the prosecution of unlicensed drivers and drivers with a suspended or revoked license by December 31, 1996.
19. To conduct 6 special enforcement operations aimed at the persistent drinking driver and those that continue to drive with a suspended or revoked license by December 31, 1997, and an additional 6 operations by December 31, 1998.
20. To conduct an aggressive public information and education campaign to stress the consequences of driving without a license or with a suspended or revoked license.
21. To develop and implement a "Vehicle Impound" training program for patrol and traffic officers by December 31, 1996, the training program may include reviewing DMV print-outs (C/ID/<JA); service codes, report writing; and various sections of CVC 14601 and CVC 12500.

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22. To increase the number of vehicles registered as a result of the "Vehicle Impound" public awareness and education campaign by 2.5% from the calendar 1995 base year total 50,168 to 51,416 by December 31, 1997, and an additional 2.8% to 52,851 by December 31, 1998.
23. To increase the number of drivers applying for a license as a result of the "Vehicle Impound" public awareness and education campaign by 5% from the calendar 1995 base year total of 45,884 to 48,178 by December 31, 1997, and an additional 55 to 50,587 by December 31, 1998.
24. To conduct a press conference or media event by December 31, 1996 to kick-off or publicize the grant. The event may require the assistance of OTS Public Information Officer, Freda Radich.
25. To fax OTS, at least two weeks in advance, a short description of any new traffic safety event or program.
26. To determine the feasibility of creating a method for notifying other jurisdictions regarding the violation of existing court probation by violators in the City of Redlands who have subsequent DUI/suspended or revoked convictions, in order to promote enhanced penalties for repeat offenders.

METHOD OF PROCEDURE

Preparation Phase

Phase I (October 1, 1996 - December 31, 1996)

Two Traffic Staff Officers will attend the OTS Police Traffic Services Seminar to gather ideas and methods from OTS staff and project personnel from other agencies.

A Traffic Unit will be formed consisting of two motor officers, and one half-time traffic sergeant. Two motorcycles will be funded by the OTS Project Grant.

We will develop a training program for all department personnel to outline the goals and objectives and methods of the project. One major thrust of this training will be the necessary support by all patrol personnel in the meeting of goals and objectives.

We will develop a strong community awareness campaign through local newspapers, radio stations, cable television, city newsletter and other available media, informing the public of our efforts in combination with the Office of Traffic Safety to create a safer traffic environment in our city. The community will be advised of our goals and objectives and solicited to become involved in reducing the problem(s). In addition, processes will be put into place to provide current enforcement location information to the media, specifically targeting the commuter audience.

We will develop responsibilities of each program member and patrol officers as they relate to the project.

We will procure all materials and equipment.

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Project goals and objectives will be reviewed and implementation of procedures will be put into place by department staff.

Enforcement techniques and scheduling for project personnel will be developed by the traffic lieutenant and sergeant.

Develop the qualification criteria and procedures for distribution of bicycle helmets to bicycle rodeo participants.

Necessary computer software modifications to capture pertinent data and generate timely, accurate and relevant reports will be identified by department and project staff. The modifications will be completed by the information systems technician.

The District Attorney's Office will select and train a Deputy District Attorney II for vertical prosecution of CVC 14601 and 12500a type license violations.

Phase II - Preliminary Training (October 1, 1996 - December 31, 1996)

During this phase we will implement the training program for the team members as set up in Phase I.

We will provide specialized training for the motorcycle team members including attending a two-week motorcycle riding school. Coordinate with other local police departments utilizing motorcycle units to obtain follow-up field training to assure safe and proper riding techniques.

We will coordinate with the District Attorney's Office to obtain their conception of a DUI arrest and report which lends itself to successful criminal prosecution.

Phase III - Implement Comprehensive Community Policing Traffic Safety Program (CCPSTP) (January 1, 1997)

Implementations of the Comprehensive Community Policing Traffic Safety Project will be accomplished by deploying the CCPTSP personnel during the peak traffic flow times at locations identified as high collision locations.

The CCPTSP will also be deployed in areas identified by complaint or public demand. In addition, the visible display radar trailer will be deployed by project personnel in areas where speed has been identified as a primary collision factor. Immediately upon deployment, data will be collected and evaluation will begin.

The first month the community policing analyst will receive training and become familiar with the computer mapping program and begin statistical analysis for evaluation of the CTSP effects.

Impounding of motor vehicles will increase with the onset of overtime enforcement patrols.

The District Attorney's Office will increase prosecution of drivers license violations, and implement vertical prosecution of these violations.

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DUI checkpoints conducted once per month for the first 12 months. No occupant restraint citations will be issued at the checkpoints and drivers licenses will not be routinely checked at the checkpoint screening area.

Community Policing Officers stationed at satellite sub-stations will begin directed radar traffic enforcement in areas identified as problems by community members during neighborhood advisor meetings.

Phase IV - Community Involvement (Throughout Project Period)

We will provide public information through specially prepared literature and public service announcements on traffic safety, DUI, and protection.

We will provide articles on project goals and objectives, progress, and traffic safety to the city newsletter which is distributed to every city employee on a quarterly basis. We will also provide regular press release updates to local newspapers and reports to local radio stations. The radio station reports will include the areas and types of violations that will be targeted by CCPTSP personnel for a given period. The radio releases will target the commuter audience.

We will produce at least two public service cable television segments to be aired on local cable vision stations relevant to traffic safety, DUI, and occupant protection.

We will prepare public service announcements to coincide with specific statewide traffic safety programs, holidays and other times drivers need to be aware of increased hazards or priorities.

We will publish the availability of personnel to speak to community groups about traffic safety, CCPTSP, DUI, and occupant protection in the local newspaper and strive to meet those requests.

We will coordinate with local schools to provide bicycle training programs, pedestrian safety programs, and general traffic safety programs. We will coordinate with high school driver education instructors to allow a traffic officer to speak at least once in each class per semester.

Phase V - Data Gathering and Analysis (Throughout Project Period)

Statistical data relating to the project goals and objectives will be collected, analyzed, and incorporated in Quarterly Reports. Quarterly Reports for the quarter ending September 30 will include year-to-date comparisons of goals and objectives. The Evaluation Data - Schedule C form will be completed each quarter and submitted as part of the Quarterly Report.

These reports will compare actual project accomplishments with the planned accomplishments. They will include information concerning changes made by the Project Director in planning and guiding his project efforts. The following are some of the methods to be used in constant monitoring and evaluation of the project:

A. Computerized Reports

Statistical information concerning data listed in the project goals and objectives will be available on a timely basis throughout the project. In addition, the computer mapping program will provide automated pin-maps

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with layering capabilities to compare enforcement efforts with traffic collision data by location. This information will provide an ongoing evaluation to measure project goals and objectives and to aid in proper deployment of resources.

B. Activity Logs

The Redlands Police Department has in place, a sophisticated Computer Aided Dispatch System that will keep accurate activity logs of project personnel. This system will allow the city to measure the number of traffic stops, disposition (verbal warning, citation, arrest), and gather data about time expended on various activities. This information will be used to evaluate the effectiveness of project personnel.

C. Supervision

Close supervision of the project and project personnel will be maintained by the CCPTSP Sergeant who will deploy personnel to maintain maximum program effectiveness. The Redlands Police Department also encourages ideas from all employees. The project will be expected to provide suggestions for improvement throughout the project.

Phase VI

January 1, 1999 through February 28, 1999 prepare final project report.

METHOD OF EVALUATION

Using the data compiled in Phase V, the project manager will evaluate how well the project goals and objectives were accomplished. The following questions will be addressed:

Project Goals

1. Were speed related fatal and injury collisions reduced by 15% from 1995 base year total of 90 to 77 by December 31, 1997, and an additional 10% to 69 by December 31, 1998?
2. Were alcohol involved fatal and injury collisions reduced by 15% from the 1995 base year total of 47 to 40 by December 31, 1997, and an additional 10% to 36 by December 31, 1998?
3. Were total fatal and injury collisions reduced by 10% from the 1995 base year total of 346 to 309 by December 31, 1997, and an additional 10% to 278 by December 31, 1998?
4. Were nighttime (2100-0300) fatal and injury collisions reduced 15% from the 1995 base year total of 33 to 28 by December 31, 1997, and an additional 11% to 25 by December 31, 1998?
5. Was seat belt compliance increased by 12 percentage points from the 1995 base year total of 60% to 72% by December 31, 1997, and an additional 11 percentage points to 83% by December 31, 1998?

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6. Was child safety seat compliance increased by 10 percentage points from the 1996 base year survey rate of 50% to 60% by December 31, 1997, and an additional 12 percentage points to 72% by December 31, 1998?
7. Was bicycle helmet compliance for children under the age of 15 increased by 10 percentage points from the 1996 base year survey of 71% to 86% by December 31, 1997, and an additional 7 percentage points to 94% by December 31, 1998?
8. Were bicycle fatalities and injuries among children under the age of 15 reduced by 18% from the 1995 base year total of 11 to 9 by December 31, 1997, and an additional 11% to 8 by December 31, 1998?
9. Was the prosecution rate for CVC 14601 cases as misdemeanors increased by 8 percentage points from the 1995 base year total of 80% by December 31, 1997, and an additional 8 percentage points to 96% by December 31, 1998?
10. Was the conviction rate for CVC 14601 (driving with a suspended or revoked license) as misdemeanors increased by 8 percentage points from the 1995 base year total of 80% to 88% by December 31, 1997, and an additional 8 percentage points to 96% by December 31, 1998?
11. Was the prosecution rate for drivers with a suspended or revoked license with prior DUI convictions (CVC 14601.3a habitual offenders) cases increased by 8 percentage points from the 1995 base year total 80 to 88 by December 31, 1997, and an additional 8 percentage points to 96% by December 31, 1998?

Project Objectives

1. Were DUI arrests increased by 20% from the 1995 base year total of 343 to 412 by December 31, 1997, and an additional 15% to 474 by December 31, 1998?
2. Were a minimum of 12 sobriety checkpoints conducted by December 31, 1997, and an additional 10 sobriety checkpoints by December 31, 1998?
3. Were hazardous citations increased by 20% from the 1995 base year total of 4,757 to 5,708 by December 31, 1997, and an additional 10% to 6,278 by December 31, 1998?
4. Were at least 100 educational safety presentations impacting 7,500 students conducted by December 31, 1998?
5. Were at least 100 safety presentations impacting 2,500 people in civic and community groups conducted by December 31, 1998?
6. Were seat belt citations equaling at least 20% of total hazardous citations, and child restraint citations totaling at least 5% of total hazardous citations issued each year?
7. Was a traffic safety advisory board comprised of public and private sectors to explore innovative traffic management methods using community involvement to reduce traffic congestion, with the ultimate goals of reducing traffic collisions established? Did the group meet at least 10 times a year?

SCHEDULE A

PROJECT NO. _____

PROJECT DESCRIPTION

PAGE 14

8. Were surveys conducted on seat belts, child safety seat, and bicycle usage in March and September of each grant year?
9. Were 13 bicycle rodeos conducted by December 31, 1998?
10. Was the number of children or adults "saved by the child safety seat, seat belt or bicycle helmet" reported to OTS?
11. Was a mandatory department tow policy (No License, No Car, No Exception) directing the impound of vehicles driven by people with suspended or revoked licenses (CVC section 14602.6a) established by December 31, 1996?
12. Was an "administrative tow fee" of \$75.00 established to ensure the vehicle impound program will become self-sustaining by December 31, 1996? Was a separate fund established to track the funds, and were the funds only used to further the goals and objectives of the program?
13. Were the number of vehicles impounded from drivers that are unlicensed (CVC 12500) and who are driving on a suspended or revoked license (CVC 14601a, 14601.2a, 14601.3a and 14601.5a) increased by 30% from the 1995 base year total of 182 to 236 by December 31, 1997, and an additional 20% to 283 by December 31, 1998?
14. Were the number of impounded vehicles of drivers with a suspended and/or revoked license increased by 30% from the 1995 base year total of 117 to 152 by December 31, 1997, and an additional 20% by December 31, 1998?
15. Were the number of drivers arrested with a suspended or revoked license for a prior DUI conviction increased by 20% from the 1995 base year total of 175 to 210 by December 31, 1997, and an additional 15% to 241 by December 31, 1998?
16. Was the grant's impact on crime measured by tracking non-traffic related arrests that initiated from a grant activity?
17. Were the number of warrants served for those drivers cited for driving on a suspended or revoked license that failed to appear in court increased by 30% from the 1995 base year total of 124 to 161 by December 31, 1997, and an additional 255 to 201 by December 31, 1998?
18. Was vertical prosecution with the District Attorney's Office to facilitate the prosecution of unlicensed drivers and drivers with a suspended or revoked license created by December 31, 1996?
19. Were 6 special enforcement operations aimed at the persistent drinking driver and those that drive with a suspended or revoked license conducted by December 31, 1997, and an additional 6 operations by December 31, 1998?
20. Was information and educational material to increase community awareness of traffic safety issues distributed and coordinated with local media?

SCHEDULE A

PROJECT NO. _____

PROJECT DESCRIPTION

PAGE 15

21. Was a "Vehicle Impound" training program for patrol officers developed and implemented by December 31, 1996?
22. Were the number of vehicles registered as a result of the "Vehicle Impound" program public awareness and education campaign increased by 2.5% from the 1995 base year total of 50,168 to 51,416 by December 31, 1997, and an additional 2.8% to 52,851 by December 31, 1998?
23. Were the number of drivers applying for a license as a result of the "Vehicle Impound" public awareness and education campaign increased by 5% from the 1995 base year total of 45,884 to 48,178 by December 31, 1997, and an additional 5% to 50,587 by December 31, 1998?
24. Was a press conference or media event conducted to kick-off or publicize the grant? Was the event coordinated with OTS Public Information Officer?
25. Were faxes sent to OTS, at least two weeks in advance, with a brief description of any traffic safety program or event?
26. Was a method for notifying other jurisdictions regarding the violation of court probation by violators in the City of Redlands who have convictions for subsequent DUI/suspended or revoked drivers license in order to promote enhanced penalties of repeat offenders developed?

STATEMENT OF INTENT

We have considered the continuing operational costs of implementing this program, and it is the intent of this community to continue the Comprehensive Traffic Safety Program developed by this project as a part of the community's ongoing operational activity. The city intends to absorb the entire cost of this project after the expiration date.

The San Bernardino County District Attorney's Office is committed to vertical prosecution of people driving with a suspended or revoked drivers license and intends to absorb the cost of the half-time Deputy District Attorney position after the expiration of the grant.

SCHEDULE A-1

PROJECT NO. _____

ADMINISTRATIVE SUPPORT STATEMENT - Explain what type of priority this project has in your jurisdiction.

The Redlands City Council has endorsed this project by resolution and by budgeting funds as shown below for support of the program. The Chief of Police is dedicated to the goal of traffic collision reduction and fully intends to meet the goals and objectives of this project.

AGENCY CONTRIBUTION - Explain what services or funds are being contributed by your agency in support of this project.

The City of Redlands will provide services necessary for coordinator, supervision, administration and evaluation of the project. The two year contribution will be as follows:

2 Motorcycle Officers	100%	255,752
1 Program Manager	30%	66,924
1 Traffic Sergeant Supervision	15%	54,592
Clerk Typist	15%	12,348
3 Community Policing Officers	30%	115,088
2 Multiple Enforcement Officers	20%	57,544
3 Fully Equipped Police Cars		97,200
Vehicle Operation and Maintenance		33,750
Officers Overtime (average 3 hours per week, per officer, 7 officers)		84,000
Court and Special Duty Pay (7 officers)		34,560
Motorcycle Training and Safety Equipment		
2 Officers		2,902
Maintenance on Computers		2,000
Radar Maintenance and Calibration		1,440
Western Nurse Specialists, Inc		18,000

SCHEDULE B
PAGE 1
DETAILED BUDGET ESTIMATE

PROJECT NO. _____

Office Expense (phone, mailing, etc.)

1,800

TOTAL AGENCY CONTRIBUTION

\$831,506

COST CATEGORY	FISCAL YEAR ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10-01-96 09-30-97	FY-2 10-01-97 09-31-98	FY-3 10-01-98 12-31-98	FY-4	
A. PERSONNEL COSTS					
<u>Positions and Salaries</u>					\$0.00
One Deputy District Attorney					21,970.98
9 Months @ 4882.44 @ 50%	21,970.98				7,323.66
3 Months @ 4882.44 @ 50%		7,323.66			21,970.98
9 Months @ 4882.44 @ 50%		21,970.98			7,323.66
3 Months @ 4882.44 @ 50%			7,323.66		2,000.00
Peace Officer Overtime pay for Warrant Service Program	2,000.00				20,000.00
Peace Officer Overtime pay for Vehicle Impound Program	9,000.00	9,000.00	2,000.00		15,320.00
Employee Benefits @ 20.73%	5,745.00	7,660.00	1,915.00		
Category Sub-Total	\$38,715.98	\$45,954.64	\$11,238.66	\$0.00	\$95,909.28
B. TRAVEL EXPENSE					
OTS Summits and OTS Seminars	3,000.00	3,000.00	1,500.00		7,500.00
Category Sub-Total	\$3,000.00	\$3,000.00	\$1,500.00	\$0.00	\$7,500.00
C. CONTRACTUAL SERVICES					
Automated Ticket Writer Computer Program	\$5,000.00				\$5,000.00
					0.00
Category Sub-Total	\$5,000.00	\$0.00	\$0.00	\$0.00	\$5,000.00

SCHEDULE B
PAGE 2
DETAILED BUDGET ESTIMATE

PROJECT NO. _____

COST CATEGORY	FISCAL YEAR ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10-01-96 09-30-97	FY-2 10-01-97 09-31-98	FY-3 10-01-98 12-31-98	FY-4	
D. NON-EXPENDABLE PROPERTY					
Fully equipped/Sobriety checkpoint trailer, Mighty Mover, Model 31091-01	\$12,680.00				\$12,680.00
2-Fully equipped police motorcycles	19,754.86				19,754.86
2 Autocite Ticket Writers, Model Series TM, hand held w/automated traffic ticket writer package	21,032.00				21,032.00
Category Sub-Total	\$53,466.86	\$0.00	\$0.00	\$0.00	\$53,466.86
E. OTHER DIRECT COSTS					
Cable TV video program	\$1,080.00	\$1,000.00			\$2,080.00
100 "Safe Moves", bicycle helmets @ \$14.00	1,508.00				1,508.00
Printing	7,500.00	500.00			8,000.00
Promotional items	540.00	500.00			1,040.00
2 Toshiba notebook computers, mod T-100-CS, w/Motorola MDT/RF modem, mod VRM600, radio modem w/antenna and software	12,098.00				12,098.00
Bicycle rodeo equipment	540.00				540.00
1 Gateway 2000 computer, mod P5-200XL	3,885.00				3,885.00
1 Portable display board, 8X10, mod Classic	2,980.00				2,980.00
1 19" Magnavox, portable TV/VCR combination	387.00				387.00
10 Traffic radars; Kustom Signals; (2) Golden Eagle; (8) Cordless Falcon, hand-held	20,844.25				20,844.25
2 Motorcycle radios	4,061.24				4,061.24
1 HP Laser Jet 5N	1,615.00				1,615.00
2 Portable evidentiary breathalizers; (1) Intoximeter, mdl RBT IV; (1) Intoximeter Alco Sensor IV P1012	5,524.00				5,524.00
Installation of motorcycle radios	400.00				400.00
Category Sub-Total	\$62,962.49	\$2,000.00	\$0.00	\$0.00	\$64,962.49
F. INDIRECT COSTS					
					0
Category Sub-Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PROJECT TOTAL	\$163,145.33	\$50,954.64	\$12,738.66	\$0.00	\$38.6

SCHEDULE B-1

PROJECT NO. _____

BUDGET NARRATIVE

Page 1

The agency requires a total of \$226,838.63 implement the program. The funds will be used as follows.

PERSONNEL COSTS

The Redlands Police Department will contract with the San Bernardino County District Attorney's Office for the services of one Deputy District Attorney who will provide vertical prosecution of CVC 14601 and 12500a misdemeanor cases. The funds will be used to pay 50% of the salary for duration of grant. The salary category represents the attorney's base salary and established county benefit of 20.73% consisting of:

- Retirement 14.1%
- Survivor benefit .04%
- Worker's Comp .48%
- Life insurance .10%
- Benefit plan 4.46%
- Medicare 1.15%
- Bar dues per MOU .40%

The Redlands Police Department will utilize overtime pay to provide officers specifically assigned to impounding vehicles being driven by people who's license has been suspended or revoked.

The police department will utilize overtime pay to provide officers specifically assigned to serve arrest warrants on people who fail to appear on a citation or arrest for the violation of driving with a suspended or revoked license.

TRAVEL EXPENSE

Travel will be utilized for travel and per diem to attend the annual OTS Summit and Police Traffic Services Seminar. Travel funds may be utilized to attend OTS seminars. All travel claimed will be at the City of Redlands approved rate.

CONTRACTUAL SERVICES

The Redlands Police Department will utilize the services of a computer programmer/consultant to make the computer programming adaptations necessary to integrate the citation information down loaded from the automated ticket writers into the department's Records Management System.

NON-EXPENDABLE PROPERTY

The department will purchase a fully equipped sobriety checkpoint trailer for use during the 13 sobriety checkpoints to be conducted during the grant.

SCHEDULE B-1

PROJECT NO. _____

BUDGET NARRATIVE

PAGE 2

The department will purchase two fully equipped police motorcycles for the expressed purpose of traffic enforcement duty.

The department will purchase two automated ticket writers to increase the productivity and accuracy of the two officers assigned full-time to motorcycle traffic enforcement. This equipment will significantly decrease the amount of time allocated for support personnel to input ticket information into the department's Records Management System.

OTHER DIRECT COSTS

100 Bicycle helmet will be purchased to give to Bicycle Rodeo participants who would not be able to otherwise participate due to lack of an approved helmet.

Props and equipment utilized to facilitate bicycle/pedestrian safety during rodeos and seminars will be purchased.

Promotional and educational items will be purchased and printed for use in educational seminars.

A portable display board and TV/VCR combination will be purchased to facilitate traffic safety issues during student/civic educational seminars.

Cable TV supplies will be purchased and utilized by a department volunteer to produce traffic safety programs for viewing on community TV channels.

Ten traffic radars, 8 hand held at \$1,709.25 each and 2 vehicle mounted at \$3,585.00 each, will be purchased for traffic enforcement by all members of the department's Community Policing Bureau and patrol officers.

Two lap-top computers with MDT/RD modems will be installed in patrol vehicles utilized for traffic enforcement/DUI/vehicle impounding to reduce officers needs to leave the field to complete their investigations at the station.

A desk top computer will be purchased to be used in the collection, input and creation of all grant statistical information. The computer will also act as the portal for down loading of all citation information from the automated ticket writers and access to the Records Management System.

Two portable evidentiary breathalysers will be purchased for use by the Community Policing Bureau and patrol officers during DUI enforcement.

PROGRAM INCOME

Program income generated as a result of this project will be utilized by the Redlands Police Department to further the objectives of the Vehicle Impound project. The estimate for program income is \$25,000.00. All program income must be accounted for separately.

I. ACCEPTANCE OF CONDITIONS

COMPANY ORGANIZATION NAME

City of Redlands Police Department

The following are included herein and constitute a part of this Agreement:

OTS-38	Page 1	Schedule B-1	Budget Narrative
Schedule A	Project Description	Schedule C	Initial Evaluation Data Form
Schedule A-1	Administrative Support & Contribution	OTS-33	Acceptance of Conditions and Certifications
Schedule B	Detailed Budget Estimate	STD. 21	Drug-Free Workplace Certification

It is understood and agreed by the Project Director and Authorizing Official that any grant received as a result of this Agreement is subject to all federal and state regulations governing grants and to those controls expressed in the California Traffic Grant Program Manuals which include, but are not limited to:

- Only verified participating costs resulting from activities described in this Agreement will be eligible for reimbursement;
- Progress Reports and Reimbursement Claims must be submitted by the Project Director to the Office of Traffic Safety on January 30, April 30, July 31, and October 31, during each year of project operation;
- Failure to submit completed, correct, and timely Quarterly Reports and Reimbursement Claims may result in the withholding or disallowance of grant funds, the reduction or termination of grant funds, and/or the denial of future grant funding.
- Claims submitted for the period ending September 30 must be received no later than December 10. If a September 30 claim is submitted after December 10, OTS will consider the prior claim as the year end claim in order to close out the Federal Fiscal Year.
- All project accounting records and supporting documents must be retained for audit purposes, for at least three (3) years after receipt of final payment;
- A final project report must be submitted to the Office of Traffic Safety within 60 days after the termination date of the project;
- All federal assistance projects shall have an audit in accordance with the requirements of Public Law 98-502, also known as the "Single Audit Act of 1984". Local governments contracting for a single audit shall include a clause in the contract with the audit firm to permit access by the State to the working papers of the independent auditor. The contracts should also require that audit working papers be retained and accessible for a minimum of three (3) years.

No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto. OTS will not consider a request for a grant period time extension unless all necessary paperwork is submitted prior to the existing grant termination date. The obligation of grant funds for successive fiscal years of multi-year projects is subject to the availability of federal funds.

II. GENERAL CERTIFICATIONS

EQUAL OPPORTUNITY ASSURANCE

Pursuant to the requirements of Title VI provisions of the Civil Rights Act of 1964, the certifying applicant acting through its chief administrative officer, desiring to avail itself of the benefits of Chapter 1, Title 23, United States Code, and as a condition to obtaining the approval of the Secretary of Transportation and Governor of California of any highway safety projects as provided for in Title 23, United States Code, Section 105(a), hereby gives its assurance that all provisions of Equal Opportunity Assurance with regard to the Highway Safety Program will be complied with fully.

MINORITY AND WOMEN BUSINESS ENTERPRISE

- "Policy.** It is the policy of the Office of Traffic Safety and the certifying applicant that minority and women business enterprises as defined in 49 CFR Part 23 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement. Consequently, the MWBE requirements of 49 CFR Part 23 apply to this agreement."
- "MWBE Obligation.** The certifying applicant or its contractor agrees to ensure that minority and women business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard the certifying applicant and all contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that minority and women business enterprises have the maximum opportunity to compete for and perform contracts. The certifying applicant and its contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT assisted contracts."

SECTION 504. REHABILITATION ACT OF 1973

Pursuant to Section 504 of the Rehabilitation Act of 1973, no qualified handicapped person shall, because of a certifying applicant's facilities are inaccessible to or unusable by, handicapped persons, be denied the benefits of, be excluded from participation in, or otherwise be subjected to discrimination under any program or activity funded under the Highway Safety Act of 1966 (U.S. Code, Title 23, Section 402 et. seq.).

HATCH ACT

All employees of this certifying applicant whose principal employment is in connection with any Highway Safety Project financed in whole or in part by loans or grants under the Highway Safety Act of 1966 have been made aware of the provisions of Section 12(a) of the Hatch Act (5.U.S.C. 118k(a)).

NON-DUPLICATION OF GRANT FUND EXPENDITURE

The certifying applicant has no ongoing or completed projects under agreement with TOPICS, CCCJ (LEAA), HEW, or other Federal fund sources, which duplicate or overlap any work contemplated or described in this Traffic Safety Project.

It is further agreed that any pending or proposed request for other Federal grant funds which would duplicate or overlap work under this Traffic Safety Project, will be revised to exclude any such duplication of grant fund expenditures.

It is understood that any such duplication of Federal fund expenditures subsequently determined by audit will be subject to recovery by the Office of Traffic Safety.

LOBBYING RESTRICTIONS

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

- (a) 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 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.
- (b) 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.
- (c) 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, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients 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.

RECYCLING

At intervals designated by the State, contractor shall certify in writing, under penalty of perjury, the minimum, if not exact, percentage of recycled content of materials, goods or supplies offered or products used in the performance of the contract, pursuant to the requirements of Public Contract Code Section 10223. Contractor may certify that the product contains zero recycled content. Definitions of recycled content are contained in Public Contract Code Sections 12161 and 12200.

CERTIFICATION

We, the officials named below, hereby swear that we are duly authorized legally, to bind the contractor or grant recipient to the above described conditions and certifications. Executed on the date and in the county below, and is made under penalty of perjury under the laws of the State of California.

PROJECT DIRECTOR'S NAME

Lewis W. Nelson

DATE EXECUTED

9-17-96

EXECUTED IN THE COUNTY OF

San Bernardino

PROJECT DIRECTOR'S SIGNATURE

TITLE

Chief of Police

AUTHORIZING OFFICIAL'S NAME

Swen Larson

DATE EXECUTED

9/17/96

EXECUTED IN THE COUNTY OF

San Bernardino

AUTHORIZING OFFICIAL'S SIGNATURE

TITLE

Mayor

DRUG-FREE WORKPLACE CERTIFICATION
STD 21 (New 11-90)

COMPANY/ORGANIZATION NAME

City of Redlands Police Department

The contractor or grant named above hereby certifies compliance with Government Code Section 8355 in matters relating to providing a drug-free workplace. The above named contractor or grant recipient will:

1. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by government Code Section 8355(a).
2. Establish a Drug-Free Awareness Program as required by government Code Section 8355(b), to inform employees about all of the following:
 - (a) The dangers of drug abuse in the workplace,
 - (b) Any available counseling, rehabilitation and employee assistance programs, and
 - (c) Any available counseling, rehabilitation and employee assistance programs, and
 - (d) Penalties that may be imposed upon employees for drug abuse violations.
3. Provide as required by Government Code Section 8355 (c), that every employee who works on the proposed contract or grant:
 - (a) Will receive a copy of the company's drug-free policy statement, and
 - (b) will agree to abide by the terms of the company's statement as a condition of employment on the contract or grant.

CERTIFICATION

I, the official named below, hereby swear that I am duly authorized legally to bind the contractor or grant recipient to the above described certification. I am fully aware that this certification, executed on the date and in the county below, is made under penalty of perjury under the laws of the State of California.

OFFICIAL'S NAME

Lewis W. Nelson

DATE EXECUTED

9-17-96

EXECUTED IN THE COUNTY OF
San Bernardino

CONTRACTOR OR GRANT RECIPIENT SIGNATURE



TITLE

Chief of Police

FEDERAL I.D. NUMBER

EVALUATION DATA FORM - SCHEDULE C

Project No. _____

	Base Year 1995 Jan 1, 1995 - Dec 31 1995				1st FFY Grant Year 19____				2nd FFY Grant Year 19____				3rd FFY Grant Year 19____			
	Jan 1 Mar 31	Apr 1 Jun 31	Jul 1 Sep 30	Oct 1 Dec 31	Jan 1 Mar 31	Apr 1 Jun 31	Jul 1 Sep 30	Oct 1 Dec 30	Jan 1 Mar 31	Apr 1 Jun 31	Jul 1 Sep 30	Oct 1 Dec 30	Jan 1 Mar 31	Apr 1 Jun 31	Jul 1 Sep 30	Oct 1 Dec 30
FATAL AND INJURY COLLISIONS**																
Total	77	91	67	90												
Alcohol Involved	11	10	6	11												
Speed Related	13	12	11	6												
Hit and Run	5	3	9	9												
Nighttime (9pm-3am)	7	8	7	11												
Bicycle	3	11	10	6												
Bicycle (under 15)	1	6	3	2												
Pedestrian (Pedestrians)	6	5	6	5												
Pedestrians (under 15)	2	2	3	0												
Children (under 4)	0	0	1	1												
COMPLIANCE RATES																
Seat Belts				50%												
Child Safety Seats				60%												
Child Safety Seat mis-use				65%												
Bicycle Helmet (under 15)				71%												
ENFORCEMENT - PTS																
DUI Arrests	113	77	68	85												
Seat Belts	71	59	82	91												
Child Restraints	19	22	20	30												
Hazardous Citations	1172	1385	947	1253												
TOTAL HAZARDOUS CITES	1375	1543	1117	1459	0	0	0	0	0	0	0	0	0	0	0	0
AGENCY ENFORCEMENT INDEX	17.86	16.96	16.67	16.21	??	??	??	??	??	??	??	??	??	??	??	??

* (FFY) Federal Fiscal Year Oct 1 - Sep 30

** Record all Fatal and Injury Collisions for each category

Data to complete the Schedule C will be collected from the agency's internal records and not by SWITRS.

This form must be submitted with all Quarterly Reports. Failure to timely complete the Evaluation Data - Schedule C form may result in the withholding or disallowance of grant funds,

the reduction or termination of grant funds, and/or the denial of future grant funding.

?? Calculated field. ?? will be replaced with a number once data is entered in the correct cells