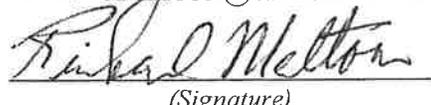
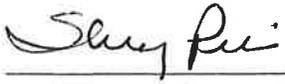


1. GRANT TITLE Selective Traffic Enforcement Program	
2. NAME OF APPLICANT AGENCY City of Napa	4. GRANT PERIOD From: 10/1/2012 To: 9/30/2013
3. AGENCY UNIT TO HANDLE GRANT Police Department	
5. GRANT DESCRIPTION Time tested and best practice strategies will be used on an overtime basis to reduce the number of persons killed and injured in crashes involving alcohol, speed, red light running, and other primary collision factors. The funded strategies may include: DUI saturation patrols to apprehend impaired drivers; warrant service operations targeting repeat DUI violators who failed to appear in court or violate probation; stakeout operations for repeat DUI offenders; and the use of 'HOT Sheets' to help law enforcement identify and apprehend the 'worst of the worst' DUI offenders. Court sting operations may also be used to arrest offenders who drive from court after having their license suspended or revoked. Law enforcement personnel will receive specialized training to detect and apprehend drivers under the influence of drugs (legal and illegal). Also, special patrols will be used to enforce CA's hand held and texting while driving laws. The program may also concentrate on speed, aggressive driving, seat belt enforcement, intersection operations with disproportionate numbers of traffic crashes and special enforcement operations encouraging motorcycle safety. The grant funded strategies are designed to earn media attention, thus enhancing the overall deterrent effect.	
6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED: \$65,000.00	
The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement: <ul style="list-style-type: none"> • Page 2 (OTS-38a) • Schedule A (OTS-38b) – Problem Statement, Goals and Objectives and Method of Procedure • Schedule B (OTS-38d) – Detailed Budget Estimate and Sub-Budget Estimate (if applicable) • Schedule B-1 (OTS-38f) – Budget Narrative and Sub-Budget Narrative (if applicable) • Schedule C (OTS-38g) – Quarterly Evaluation Data Form (if applicable) • Exhibit A – Federal Certifications and Assurances • Exhibit B* - OTS Grant Program Manual *Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto. These documents can be viewed at: www.ots.ca.gov/Grants/Grant_Administration/Program_Manual.asp .	
We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.	
7. APPROVAL SIGNATURES	
A. GRANT DIRECTOR Name: JOHN KOSTELAC PHONE: 707-257-9569 TITLE: TRAFFIC COORDINATOR FAX: 707-257-9281 ADDRESS: 1539 FIRST STREET NAPA, CA 94559 E-MAIL: JKOSTELAC@CITYOFNAPA.ORG  9/11/12 _____ (Signature) (Date)	B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY NAME: RICHARD MELTON PHONE: 707-257-9550 TITLE: CHIEF OF POLICE FAX: 707-257-9208 ADDRESS: 1539 FIRST STREET NAPA, CA 94559 E-MAIL: RMELTON@CITYOFNAPA.ORG  09/11/2012 _____ (Signature) (Date)
C. FISCAL OR ACCOUNTING OFFICIAL NAME: SHIRLEY PERKINS PHONE: 707-257-9284 TITLE: ADMINISTRATIVE OFFICER FAX: 707-257-9208 ADDRESS: 1539 FIRST STREET NAPA, CA 94559 E-MAIL: SPERKINS@CITYOFNAPA.ORG  9/11/12 _____ (Signature) (Date)	D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS NAME: POLICE ADMINISTRATION ADDRESS: 1539 FIRST STREET NAPA, CA 94559

GRANTS MADE EASY – STEP
(Overtime)SCHEDULE A
Grant No. PT13110
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GRANT DESCRIPTION

PROBLEM STATEMENT

In 2010, California's traffic fatalities decreased 11.9 percent (3,081 vs. 2,715) -- reaching their lowest level since the federal government began recording traffic fatalities in 1975. California 2009 Mileage Death Rate (MDR) -- fatalities per 100 million miles traveled is 0.95, and marks the first time California has been below 1.0. California is much better than the national 1.14 MDR. Although the fatality rates have dropped for four consecutive years (2007-2010), total fatalities are projected to be up 3.5% in 2011.

Alcohol-impaired driving fatalities (fatalities in crashes involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or greater) dropped by 14.4 percent from 924 in 2009 to 791 in 2010. The 2010 figure is the lowest DUI death total ever. As a percent of total fatalities, alcohol-impaired fatalities decreased from 30 percent in 2009 to 29 percent in 2010. Unfortunately, this number has remained virtually unchanged in the past five years and DUI arrests have dropped in 2010 to 195,879 as compared to 208,531 in 2009. The 2010 DUI arrest figure represents more DUI arrests than any year between 1997-2005.

For the second year in row, OTS commissioned an observational survey of cell phone use by drivers within the state, looking for hand-held and hands-free talking as well as texting and other use of mobile devices while driving. The overall rate was 10.8 percent of drivers on the road using cell phones at any given daylight time, up from 7.3 percent in 2012. Although observed cell phone use increases were seen across all age groups, 16 to 25 year olds showed a dramatic rise, doubling from 9 percent to 18 percent.

The problem of drugged driving continues to rise. Based on data from the National Highway Traffic Safety Administration, 30 percent of all drivers who were killed in motor vehicle crashes in California in 2010 tested positive for legal and/or illegal drugs, a percentage that has been increasing since 2006.

Motorcycle fatalities decreased 10.7 percent from 394 in 2009 to 352 in 2010, but projections indicated over 400 motorcyclists were killed in 2011.

GRANTS MADE EASY – STEP
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GRANT DESCRIPTION

Primary Collision Factor: Over the years, approximately 60 to 75 percent of fatal and injury-combined collisions involved various Primary Collision Factors (PCF) such as, DUI, speed, right-of-way, traffic signals and signs, pedestrian violations, and improper turning.

Statewide Primary Collision Factors	2010	
	Fatal	Injury
1. Improper Turning	512	21,764
2. Driving Under the Influence	470	12,477
3. Speed	394	48,999
4. Traffic Signals & Signs	362	5,460
5. Right of Way	167	24,897
Total	1,905	113,597
Total Fatal and Injury Collisions	162,569	

Using local data (not OTS Rankings or SWITRS), complete the table below.

Collision Type	2009				2010				2011			
	Collisions		Victims		Collisions		Victims		Collisions		Victims	
Fatal	2		2		2		2		2		2	
Injury	319		383		246		314		262		304	
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol Involved	1	8	1	10	1	9	1	11	0	3	0	6
Hit & Run	0	21	0	29	0	11	0	13	0	11	0	17
Nighttime (2100-0259 hours)	0	24	0	31	0	41	1	44	0	25	0	31
Top 3 Primary Collision Factors									Fatal	Injury	Killed	Injured
# 1	Speed								0	115	0	128
#2	Red Light								1	23	1	26
#3	Right of Way								0	34	0	48

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GRANT DESCRIPTION

OFFICE OF TRAFFIC SAFETY - 2010 RANKINGS

The OTS Rankings provide individual cities a way to compare their city's traffic safety statistics to those of other cities with similar-sized populations. Cities can use these comparisons to see what traffic safety areas they may have problems in and which they were doing well in. Identifying emerging or on-going traffic safety problem areas help cities plan how to combat the problems. It should be noted that OTS rankings are only indicators of potential problems; there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.

The OTS Rankings are determined by the following: (1) Victim and collision data for the rankings is taken from the latest available California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) data; (2) Victim and collision rankings are based on rates of victims killed and injured or fatal and injury collisions per "1,000 daily-vehicle-miles-of-travel" (Caltrans data) and per "1,000 average population" (Department of Finance data) figures. This more accurately ensures proper weighting and comparisons when populations and daily vehicle miles traveled vary; (3) DUI arrest totals and rankings are calculated for cities only and are based on rates of non-CHP DUI arrests (Department of Justice data). This is so that local jurisdictions can see how their own efforts are working; and (4) Counties are assigned statewide rankings, while cities are assigned population group rankings.

NOTE: City rankings are for incorporated cities only. County Rankings include all roads – state, county and local – and all jurisdictions – CHP, Sheriff, and Police.

AGENCY	NCIC COUNTY	GROUP POPULATION (AVG)	DVMT	
Napa	2802 NAPA COUNTY	C	77,151	643,427
<u>TYPE OF COLLISION</u>	VICTIMS KILLED AND INJURED	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION	
Total Fatal and	328	26/103	35/103	
Alcohol	54	7/103	10/103	
HBD Driver	4	25/103	34/103	
HBD Driver 21-	15	14/103	14/103	
Motorcyclists	17	8/103	15/103	
Pedestrians.....	24	31/103	39/103	
Pedestrians	5	32/103	39/103	
Pedestrians	2	45/103	49/103	
Bicyclists.....	24	33/103	43/103	
Bicyclists	2	67/103	78/103	
Composite		23/103	27/103	
	COLLISIONS			
Speed	58	24/103	35/103	
Nighttime.....	16	67/103	83/103	
Hit and	17	36/103	45/103	
DUI ARRESTS	345	0.75 %	80/103	

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GRANT DESCRIPTION

PERFORMANCE MEASURES

GRANT GOALS

1. To reduce the number of persons killed in traffic collisions.
2. To reduce the number of persons injured in traffic collisions.
3. To reduce the number of persons killed in alcohol-involved collisions.
4. To reduce the number of persons injured in alcohol-involved collisions.
5. To reduce the number of persons killed in drug-involved collisions.
6. To reduce the number of persons injured in drug-involved collisions.
7. To reduce the number of motorcyclists killed in traffic collisions.
8. To reduce the number of motorcyclists injured in traffic collisions.
9. To reduce the number of motorcyclists killed in alcohol-involved collisions.
10. To reduce the number of motorcyclists injured in alcohol-involved collisions.
11. To reduce hit & run fatal collisions.
12. To reduce hit & run injury collisions.
13. To reduce nighttime (2100 – 0259 hours) fatal collisions.
14. To reduce nighttime (2100 – 0259 hours) injury collisions.

GRANT OBJECTIVES

1. To issue a press release announcing the kick-off of the grant by November 15 of the first grant year. The press releases and media advisories, alerts, and materials should be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.
2. To include, when appropriate, that an at fault driver was suspected of or was in fact drug impaired (if possible not the drug involved, e.g., marijuana, prescription drugs, etc.) when reporting to the media the details from a crash or crash investigation.
3. To send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at pio@ots.ca.gov, with a copy to your OTS Coordinator. If an OTS template-based press release is used, the OTS PIO and Coordinator should be copied when the release is distributed to the press. If an OTS template is not used, or is substantially changed a draft press release should first be sent to the OTS PIO for approval. Drafts should be sent for approval as early as possible to ensure adequate turn-around time. Optimum lead time would be 10-20 days prior to the operation. Media communications reporting the results of grant activities such as enforcement operations are exempt from the recommended advance approval process, but still should be copied to the OTS PIO and Coordinator when

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the release is distributed to the press. Activities such as warrant or probation sweeps and court stings that could be compromised by advanced publicity are exempt from pre-publicity, but are encouraged to offer embargoed media coverage and to report the results.

4. To use the following standard language in all press, media, and printed materials: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
5. To issue a press release prior to each motorcycle safety enforcement operation to raise awareness about motorcycle safety in general and to draw attention to the motorcycle safety enforcement operations. If you (grantee) choose not to use the OTS template, the press releases and media advisories, alerts, and materials should be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.
6. To email the OTS Public Information Officer at pio@ots.ca.gov, and copy your OTS Coordinator, at least 30 days in advance a short description of any significant grant related traffic safety event or program so that OTS has enough notice to arrange for attendance and/or participation in the event.
7. To submit a draft or rough-cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.), which is meant for general public use, to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 14 days prior to the production or duplication.
8. To include the OTS logo, space permitting, on grant funded print materials; consult your OTS Coordinator for specifics relating to this grant.
9. To develop and maintain a “Hot Sheet” program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions by December 31 of the first grant year. Updated Hot Sheets should be distributed to patrol and traffic officers every three to four weeks.
10. To conduct Standardized Field Sobriety Testing (SFST) training for 6 officers by January 31.
11. To send 4 law enforcement personnel to the NHTSA “Advanced Roadside Impaired Driving Enforcement” (ARIDE) 16 hour POST-Certified training by January 31.
12. To submit (not required but encouraged by OTS) a California Law Enforcement Challenge application to CHP according to instructions on the CHP website <http://www.chp.ca.gov/features/clec.html> and submit a copy of the application to CHP and the Office of Traffic Safety by the last Friday of March.
13. To conduct 8 DUI Saturation Patrols.
14. To conduct 4 highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning and other primary collision factor violations by motorcyclists and other drivers.
15. To conduct 4 Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.

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(Overtime)**

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GRANT DESCRIPTION

16. To participate in the National Distracted Driving Awareness Month in April.
17. To participate in the statewide Click It or Ticket mobilization period in May.
18. To conduct 4 Traffic Enforcement operation(s), including but not limited to, primary collision factor violations.
19. To conduct 1 Warrant Service operation(s) targeting multiple DUI offenders who violate probation terms or fail to appear in court.
20. To conduct 1 Court Sting operation(s) to cite individuals driving from court after having their driver's license suspended or revoked.
21. To collaborate with the county's "Avoid DUI Coalition" by: participating in all planning and scheduling meetings and MADD/Avoid DUI Seminars; providing your county Avoid Coordinator (Host) with your agency's schedule of operations that occur during any Avoid operational campaign period; and reporting daily, during holiday Avoid efforts, to the county Avoid Coordinator your agency's DUI arrests & DUI fatality information for the Avoid media campaign.

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

METHOD OF PROCEDURE

Phase 1 – Program Preparation, Training and Implementation (1st Quarter of the Grant Year)

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

Phase 2 – Community Awareness (Throughout Grant Period)

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

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Phase 3 – Data Collection & Reporting (Throughout Grant Period)

- The police department will submit a Quarterly Performance Report (QPR) and a separate quarterly Schedule C within 30 days following each calendar quarter.
- The final QPR, Schedule C, Claim and Executive Summary are due to OTS 30 days following the end of the grant period.
- Reports shall be completed and submitted in accordance with OTS requirements specified in the Grant Program Manual.

METHOD OF EVALUATION

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

ADMINISTRATIVE SUPPORT

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

OTS-38d (Rev. 6/12)

SCHEDULE B
DETAILED BUDGET ESTIMATE
GRANT NO. PT13110

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION
164 AL	20.608	MINIMUM PENALTIES FOR REPEAT OFFENDERS FOR DRIVING WHILE INTOXICATED
402 PT	20.600	STATE AND COMMUNITY HIGHWAY SAFETY

COST CATEGORY	FISCAL YEAR ESTIMATES			TOTAL COST TO GRANT
	CFDA	FY-1 10/1/12 thru 9/30/13		
A. PERSONNEL COSTS				
Positions and Salaries				
<u>Overtime</u>				
DUI Saturations	20.608	\$ 25,000.00		\$ 25,000.00
Warrant Service Operations	20.608	\$ 5,336.00		\$ 5,336.00
Court Sting Operations	20.608	\$ 2,200.00		\$ 2,200.00
Benefits @ 0.0757	20.608	\$ 2,464.00		\$ 2,464.00
Traffic Enforcement Operations	20.600	\$ 8,367.00		\$ 8,367.00
Motorcycle Operations	20.600	\$ 8,366.00		\$ 8,366.00
Distracted Driving Operations	20.600	\$ 8,366.00		\$ 8,366.00
Benefits @ 0.0757	20.600	\$ 1,901.00		\$ 1,901.00
Category Sub-Total		\$ 62,000.00		\$ 62,000.00
B. TRAVEL EXPENSE				
In-State	20.600	\$ 3,000.00		\$ 3,000.00
Out-of-State				\$ -
Category Sub-Total		\$ 3,000.00		\$ 3,000.00
C. CONTRACTUAL SERVICES				
None				\$ -
Category Sub-Total		\$ -		\$ -
D. EQUIPMENT				
None				\$ -
Category Sub-Total		\$ -		\$ -
E. OTHER DIRECT COSTS				
None				\$ -
Category Sub-Total		\$ -		\$ -
F. INDIRECT COSTS				
None				\$ -
Category Sub-Total		\$ -		\$ -
GRANT TOTAL		\$ 65,000.00		\$ 65,000.00

SCHEDULE B-1

GRANT NO. PT13110**BUDGET NARRATIVE**

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PERSONNEL COSTSOvertime

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

Costs are estimated based on an overtime hourly rate range of \$36.24/hour to \$87.23/hour.

Overtime reimbursement (OT hourly rate and benefit) will reflect actual costs of the personnel conducting the appropriate operation up to the maximum range specified.

Maximum Overtime Benefit Rate

Workers Compensation	7.57%
Total Benefit Rate	7.57%

TRAVEL EXPENSE

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 Governors Highway Safety Association annual meeting. *All conferences, seminars or training not specifically identified in the SCH B1 budget, 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

None

EQUIPMENT

None

OTHER DIRECT COSTS

None

INDIRECT COSTS

None

PROGRAM INCOME

There will be no program income generated from this grant.