

# Application Information

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Application No: 25-005738

Application Type:	STEP	Agency (City or County):	<a href="#">National City</a>	Department (Police Dept, DA Office, etc):	<a href="#">National City Police Department</a>
Authorized Representative:	<a href="#">Michael Shanahan</a>	DUNS/SAM Number:	DWSKT6H5J5F3	DUNS/SAM Expiration Date:	
DUNS/SAM Registered Address:	1243 National City Blvd	DUNS/SAM City:	San Diego	DUNS/SAM ZIP+4:	91950-4301

# Application Summary

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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 by providing the following:

1. Describe the city, county, or jurisdiction this grant will impact.
2. Describe the problem(s) to be addressed, supported by current and relevant crash data. (most recent calendar year data/stats)
3. Define the target population the grant intends to serve and how they are affected by the problem(s).
4. Do not include state or national information.

Problem Statement:

Drunk/Impaired driving remains a big concern for police because impaired driving increases the risk that driver's will get into traffic collisions and kill or injure themselves or others. Alcohol impairment is the primary factor in traffic fatalities in the United States, where drunk driving is among the most common type of arrest made by police. The number of alcohol related collision deaths is roughly the same as the number of homicide. In addition, vehicle collisions are the leading cause of death in young people ages 15-20; many of these are alcohol related.

Sources: Mother Against Drunk Driving (MADD) and Center for Problem Oriented Policing

The City of National City had eight fatal collisions in 2021, six fatal collisions in 2022 and four in 2023. The National City Police Department showed a slight decline over the past three years in fatal collisions in 2023, down from eight fatal collisions in 2021, six fatal collisions in 2022 to four fatal collision in 2023. Two of the fatal collisions from 2023 involved a bicycle versus a vehicle, one involved a pedestrian and one involved police pursuit. There were no DUI related fatal collisions in 2023. Although fatal collisions are down over the past two years in 2023 there were (254) injury collisions, (30) of these involved alcohol. 2023 showed a significant increase over 2021 and 2022 in injury collisions and a slight increase in DUI injury collisions. The collision data for National City in the calendar year 2022 shows there were 202 injury collisions, 28 of these collisions were alcohol related with one being a fatal collision. The calendar year 2021 indicated there were 233 injury collisions, 32 of which were alcohol related three being fatal collisions. The number of injury collision between 2022 and 2023 increased by 52 collisions (202 in 2022 and 254 in 2023). During the same period DUI injury collisions increased over 2022. Our DUI arrests have remained steady as we continue to place officers in proactive DUI enforcement roles thanks to the OTS grant, rather than just being reactive to collisions or radio calls. In 2022, department wide there were 149 DUI arrests and from 2023 there were 141 DUI arrests.

The National City Police Department continues to struggle with challenges created by the changes in California's controlled substance laws. The legalization of Marijuana and the de-felonization of methamphetamine, heroin and cocaine all contribute to an increase in impaired driving. It is increasingly more important to have qualified DRE officers in the field in order to properly recognize and evaluate individuals who may be driving under the influence of narcotics. It is extremely difficult to recruit and train these officers as it requires work above and beyond their normal patrol duties and they are not compensated for this extra work. Without properly trained DRE officers, many drug DUI arrests will either not be conducted or will not be prosecuted by the District Attorney's Office.

Long regarded as a factor contributing to collisions, speed can take two forms; ~~exceeding the posted speed limit, and speed unsafe for the conditions present, such as heavy traffic or poor weather conditions.~~ Speeding has been found to be directly related to the severity of vehicle collisions. As speed increases, the potential for injury also increases as the speeder has less time to react to hazards since the vehicle is covering greater distance than it would at slower speeds. Speed increases stopping distance. Speed is the number two factor in collisions in National City.

Pedestrian safety is also a huge concern in National City. After vehicle occupants, pedestrians represent the second largest category of motor vehicle deaths. In 2023 we experienced four fatal traffic collisions. Of the four fatal collisions one involved a pedestrian and two involved subjects on a bicycle.

In the areas listed above where there have been a decrease. I attribute this to the

Agency Qualifications:

The National City Police Department has a dedicated traffic unit that consists of three motor officers and one Sergeant. The Sergeant is also responsible for writing and managing the OTS S.T.E.P. grant. The traffic unit is currently at maximum staffing. Additionally, the traffic unit has one professional staff member that assists with day to day administration of the S.T.E.P. grant. She also assists with all clerical work at DUI/Driver's license checkpoints. The National City Police Department employs one community service officer, and one police operations assistant who assists with matters relating to finance.

The National City Police Department has a volunteer staff of two reserve officers and we currently have 8 Police Explorers. Our Explorer program had been decimated by the COVID pandemic but has since returned and is getting stronger. Because we are a smaller agency, we depend on our explorer program to assist with DUI/Driver's license checkpoints. We conducted three checkpoints during 2023.

Within the City of National City there are two accountants with the Finance Department who provide direct administration support in all finance related matters. Additionally, the City of National City's Community Services Division employs three full time Parking Enforcement Officers that assist with traffic related events.

Within the past nine years, the National City Police Department has received funding from the State of California Office of Traffic Safety to participate in traffic operations and educational programs as follows:

\$192,000	in 2016
\$70,000	in 2017
\$120,000	in 2018
\$100,000	in 2019
\$100,000	in 2020
\$101,500	in 2021
\$103,000	in 2022
\$150,000	in 2023
\$142,000	in 2024

Continued funding for traffic safety operations, equipment and educational programs continues to assist the National City Police Department's efforts in meeting yearly stated traffic safety objectives, and maintaining the overall safety of the National City community. Police administrators and city officials have identified DUI and Pedestrian safety as significant problems within our city. With our continued partnerships with OTS, the National City Police Department hopes to continue enforcement and educational efforts within our city.

## Community Collaboration and Engagement

Provide a description of the community collaboration and engagement activities that will be conducted by your department and addresses 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:

Our goal is to develop and implement a community gathering event at one of our local business partner such as Chick-Fila or Starbucks. Our goal would be to hold this event four times during the calendar year. The goal is to have open, two way communication with the members of our community and hear and address any traffic related concerns the community may have. We will use the information gathered at these events for strategic deployment of our resources with the goal to reduce injury and non-injury collisions. This will also help us spread the word on our "lights on" voucher program to provide assistance to motorists in need of lighting equipment repairs.

## Goals

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### 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

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Included	Target Number	Description
Yes	1	Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at <a href="mailto:pio@ots.ca.gov">pio@ots.ca.gov</a> , and copied to your OTS Coordinator, for approval 7 days prior to the issuance date of the release.
Yes	10	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.
Yes	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.
Yes	3	Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.
Yes	3	Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.
Yes	1	Send law enforcement personnel to the Drug Recognition Expert (DRE) training (classroom and field training must be completed).
Yes	1	Send law enforcement personnel to the DRE Recertification training.
Yes	1	Send law enforcement personnel to SFST Instructor training.
Yes	0	Send law enforcement personnel to DRE Instructor training.
Yes	6	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	30	Conduct DUI Saturation Patrol operation(s).
Yes	0	Conduct Court Sting operation(s) to cite individuals driving to and from the court after having their driver's license suspended or revoked.
Yes	0	Conduct Warrant Service operation(s) targeting multiple DUI offenders who fail to appear in court.
Yes	0	Conduct Stakeout operation(s) that employ law enforcement officers to observe repeat DUI offender probationers with suspended or revoked driver licenses.
Yes	32	Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.
Yes	20	Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.
Yes	15	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.
Yes	0	Conduct Nighttime (1800-0559) Click It or Ticket enforcement operation(s).
Yes	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.
Yes	2	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.

Yes	0	Conduct Know Your Limit campaigns with an effort to reach members of the community.
Yes	8	Participate in highly visible collaborative DUI Enforcement operations.
Yes	8	Participate in highly visible collaborative Traffic Enforcement operations.
Yes	4	Send law enforcement personnel to DUI Checkpoint Planning and Management training.
Yes	8	Conduct specialized enforcement operations focusing specifically on street racing and sideshow activities.
Yes	0	Conduct Illegal Street Racing and Modified Vehicle training classes for law enforcement personnel.
Yes	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	2	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.
Yes	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.
Yes	0	Send law enforcement personnel to a POST certified implicit bias training, such as; Implicit Bias and Community Policing, Principles Policing, or Beyond Bias.
Yes	0	Execute subcontracts referenced in the budget. Prior to finalizing the subcontract, grantee should work with the OTS to ensure all costs in the sub contract are allowable. Upon execution of subcontract, upload a copy of the subcontract and request a revision to the grant budget to add new budget line items for associated costs under contractual services. If not yet executed, provide ETA.
Included	Target Number	Custom Description

## Method of Procedure

### Phase 1 - Program Preparation:

- The department will develop operational plans to implement the "best practice" strategies outlined in the objectives section.
- All training needed to implement the program should be conducted in the first quarter.
- All grant related purchases needed to implement the program should be made in the first quarter.
- In order to develop/maintain the "DUI BOLOs," research will be conducted to identify the "worst of the worst" repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The 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 press release approved by the OTS PIO announcing the kick-off of the grant by November 15, but no sooner than October 1. The kick-off release must be approved by the OTS PIO and only distributed after the grant is fully signed and executed. If you are unable to meet the November 15 deadline to issue a kick-off press release, communicate reasons to your OTS grant coordinator and OTS PIO.

### Phase 1 - Program Preparation Addendum:

Phase 2 - Program Operations:

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

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](mailto: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](mailto: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, press releases, social media graphics, videos or posts, or any other OTS-supplied educational material. However, copy the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and your OTS grant coordinator when any material is distributed to the media and public, such as a press release, educational material, or link to social media post. The OTS-supplied kick-off press release templates and any kickoff press releases are an exception to this policy and require prior approval before distribution to the media and public.
- If an OTS-supplied template, educational material, social media graphic, post or video is substantially changed, the changes shall be sent to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy to your OTS grant coordinator. Optimum lead time would be 7 days prior to the scheduled release date, but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Press releases, social media posts and alerts on platforms such as NextDoor and Nixle reporting immediate and time-sensitive grant activities (e.g. enforcement operations, day of event highlights or announcements, event invites) are exempt from the OTS PIO approval process. The OTS PIO and your 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](mailto:pio@ots.ca.gov) and your OTS grant coordinator with embargoed date and time or with "INTERNAL ONLY: DO NOT RELEASE" message in subject line of email.
- Any earned or paid media campaigns for TV, radio, digital or social media that are part of a specific grant objective, using OTS grant funds, or designed and developed using contractual services by a subgrantee, requires prior approval. Please send to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy your grant coordinator at least 3 business days prior to the scheduled release date.
- Social media posts highlighting state or national traffic safety campaigns (Distracted Driving Month, Motorcycle Safety Awareness Month, etc.), enforcement operations (DUI checkpoints, etc.), or any other grant-related activity such as Bicycle rodeos, presentations, or events, are highly encouraged but do not require prior approval.
- Submit a draft or rough-cut of all digital, printed, recorded or video material (brochures, posters, scripts, artwork, trailer graphics, digital graphics, social posts connected to an earned or paid media campaign grant objective) to the OTS PIO at [pio@ots.ca.gov](mailto: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 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](mailto: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 OTS has sufficient notice to arrange for attendance and/or participation in the event. If unable to attend, email the OTS PIO and coordinator brief highlights and/or results, including any media coverage (broadcast, digital, print) of event within 7 days following significant grant-related event or program. Media and program highlights are to be reflected in QPRs.
- Any press releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received OTS PIO approval in a prior grant year needs to be resubmitted for approval in the current grant year.
- For additional guidance, refer to the [OTS Grants Materials Approval Process Guidelines](#) and [OTS Grants Media Approval Process FAQs](#) on the OTS website.
- Contact the OTS PIO 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
100.1	A. Personnel Costs	Benefit for Traffic Operations	Overtime	11.18%	\$126,634.24	1	100.00%	\$14,157.71
100.2	A. Personnel Costs	Benefit for DUI Operations	Overtime	11.18%	\$104,697.60	1	100.00%	\$11,705.19

Display Order	Cost Category	Enforcement Activity	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
1.0	A. Personnel Costs	DUI Saturation Patrols	DUI Saturation Patrols	\$1,495.68	30	\$44,870.40
2.0	A. Personnel Costs	DUI/DL Checkpoints	DUI/DL Checkpoints	\$9,971.20	6	\$59,827.20
3.0	A. Personnel Costs	Distracted Driving	Distracted Driving	\$1,495.68	20	\$29,913.60
4.0	A. Personnel Costs	Traffic Enforcement	Traffic Enforcement	\$1,495.68	32	\$47,861.76
5.0	A. Personnel Costs	Motorcycle Safety	Motorcycle Safety	\$1,495.68	15	\$22,435.20
6.0	A. Personnel Costs	Pedestrian and Bicycle Enforcement	Pedestrian and Bicycle Enforcement	\$1,495.68	15	\$22,435.20
7.0	A. Personnel Costs	Traffic Safety Education	Traffic Safety Education	\$997.12	4	\$3,988.48

Personnel Costs: \$257,194.74

### Travel Expenses

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
201.0	B. Travel Expenses	In State Travel	\$3,000.00	1	\$3,000.00

Travel Expenses: \$3,000.00

### 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	contractual services	\$0.00	1	\$0.00

Contractual Services: \$0.00

### Equipment (must have Unit Cost of at least \$5,000)

**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
401.0	D. Equipment	DUI Trailer	\$52,890.61	1	\$52,890.61

Equipment: \$52,890.61

Other Direct Costs (must have Unit Cost of less than \$5,000, 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
501.0	E. Other Direct Costs	DUI Checkpoint Supplies	\$3,000.00	1	\$3,000.00
Other Direct Costs:			\$3,000.00		

### Indirect Costs

Item Name should indicate the % and the Cost Category for Indirect Costs e.g. 15% of Salaries and Benefits. Use the Percent Paid by Grant for the Indirect Rate and the Unit Cost or Rate field to indicate the total amount for which Indirect Costs will be claimed. The system will calculate the Cost to Grant.

**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	Indirect Rate	Amount Subject to Indirect	Calculated Cost to Grant
600.0	F. Indirect Costs	indirect costs	0.00%	\$0.00	\$0.00
Indirect Costs:			\$0.00		

Total Requested Funding: \$316,085.35

## Narrative Review

Review and update Narrative for Budget Items

Cost Category	Item	Narrative	Custom Narrative
A. Personnel Costs	DUI Saturation Patrols	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
A. Personnel Costs	DUI/DL Checkpoints	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
A. Personnel Costs	Distracted Driving	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
A. Personnel Costs	Traffic Enforcement	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
A. Personnel Costs	Motorcycle Safety	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
A. Personnel Costs	Pedestrian and Bicycle Enforcement	Overtime for grant funded law enforcement operations conducted by appropriate department personnel.	
A. Personnel Costs	Traffic Safety Education		
A. Personnel Costs	Benefit for Traffic Operations		
A. Personnel Costs	Benefit for DUI Operations		
B. Travel Expenses	In State Travel		
C. Contractual Services	contractual services		
D. Equipment	DUI Trailer	Fully equipped trailer to transport DUI checkpoint supplies and to serve as a communication and command post during OTS operations. Costs may include the trailer, sales tax, delivery, installation costs, and other modifications and accessories or other items necessary to make the trailer usable for grant purposes, such as a generator, lighting, paint and graphics. The trailer cannot include any furniture or fixtures not affixed to the trailer.	
E. Other Direct Costs	DUI Checkpoint Supplies	On-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), traffic counters (maximum of 2), generator, gas for generators, lighting, reflective banners, electronic flares, PAS Device/Calibration Supplies, heater, propane for heaters, fan, anti-fatigue mats, and canopies. Additional items may be purchased if approved by OTS. The cost of food and beverages will not be reimbursed. Each item must have a unit cost of less than \$5,000 (including tax and shipping).	
F. Indirect Costs	indirect costs		

## Upload Documents (Optional)

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Please try to include all information in the application itself, but if necessary, upload additional documents here

Document Name	Update Date/Time
OTS Tentatively Approved Your Application 25-005738.pdf	7/8/2024 10:44 AM
Application Report 2024-01-26 18:53:36.pdf	1/26/2024 10:53 AM
DUI_trailer_Estimate 10031.pdf	1/25/2024 11:15 AM

## Evaluation, Support, and Submittal

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### 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:

\$316,085.35