State of California

OFFICE OF TRAFFIC SAFETY GRANT AGREEMENT

GRANT NUMBER
PT1021

PAGE 1 (To be completed by applicant Agency)

1. GRANT TITLE
SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP)

2. NAME OF APPLICANT AGENCY
CITY OF COSTA MESA

3. AGENCY UNIT TO HANDLE GRANT
POLICE DEPARTMENT

4. GRANT PERIOD
Month – Day - Year
From: 10/1/09
To: 9/30/10

5. GRANT DESCRIPTION (Provide an overview of the grant activities that will address the problem statement, in approximately 100 words. Space is limited to six lines.)

To reduce the persons killed and injured in crashes involving alcohol, speed, red light running, and other primary collision factors. "Best practice" strategies will be conducted by operations conducted on an overtime basis. The funded enforcement strategies include DUI/Driver's License checkpoints and DUI saturation patrols and Special enforcement operations to reduce the number of motorcyclists killed and injured in traffic collisions. This program will also develop a "Hot Sheet" program. Court "stings" operations that will focus on DUI offenders with a suspended or revoked driver license who get behind the wheel after leaving court. This program will also concentrate on speed, aggressive driving and seat belt enforcement. Additionally, enforcement operations will be directed to intersections with disproportionate numbers of traffic crashes. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.

6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED: $ 300,000.00

7. APPROVAL SIGNATURES

A. GRANT DIRECTOR

NAME: Rob Sharpnack
PHONE: (714) 754-4963
TITLE: Sergeant
FAX: (714) 754-4880
ADDRESS: 99 Fair Drive
Costa Mesa, CA 92626
E-MAIL: rsharpnack@ci.costa-mesa.ca.us

(Signature) (Date)

B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY

NAME: Chris Shawkey
PHONE: (714) 754-5117
TITLE: Chief of Police
FAX: (714) 754-4808
ADDRESS: 99 Fair Drive
Costa Mesa, CA 92626
E-MAIL: cshawkey@ci.costa-mesa.ca.us

(Signature) (Date)

C. FISCAL OR ACCOUNTING OFFICIAL

NAME: Marc Puckett
PHONE: (714) 754-5037
TITLE: City Finance Director
FAX: (714) 754-5040
ADDRESS: 77 Fair Drive
Costa Mesa, CA 92626
E-MAIL: mpuckett@ci.costa-mesa.ca.us

(Signature) (Date)

D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS

NAME: Finance Department
ADDRESS: 77 Fair Drive
Costa Mesa, CA 92626

GRANTS MADE EASY – STEP
Overtime
SCHEDULE A

GRANT NO: PT1021

GRANT DESCRIPTION

PROBLEM STATEMENT:

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

Collision Type	2005				2006				2007			
	Collisions		Victims		Collisions		Victims		Collisions		Victims	
Fatal	3		3		3		3		10		12	
Injury	679		926		651		896		678		910	
	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured	Fatal	Injury	Killed	Injured
Alcohol Involved	1	63	1	111	0	64	0	111	5	68	7	92
Hit & Run	0	51	0	74	0	76	0	98	0	38	1	46
Nighttime (2100-0259 hours)	0	102	0	157	1	96	1	148	2	79	2	116

Please provide detailed answers to the following questions as part of the Problem Statement:

1. **How many sobriety checkpoints did your department conduct between October 1, 2007 and September 30, 2008? (Include checkpoints from all funding sources, i.e. OTS grants or mini-grants, and department funded)**

   OTS Grant #: AL0726; # of Checkpoints: 10 (Not AVOID)
   OTS Grant #: _____; # of Checkpoints: _____ (Not AVOID)

   Mini-Grant #: _____; # of Checkpoints: _____

   # of AVOID Supported Checkpoints: _____ (In Your Jurisdiction)

   # of Department Funded Checkpoints: _____ (Not OTS Funded)

   Additional Information: The Costa Mesa Police Department has maintained an aggressive approach in detecting and removing impaired drivers from the roadway. We support this approach by utilizing a dedicated DUI team throughout each year. In addition, we complete saturation patrols to supplement our checkpoints. Our checkpoints have been at the forefront of our public education efforts. In addition, they have been benficial in reducing the number of drivers who travel through our city with unlicensed and/or suspended status.

2. **What is the average number of DUI arrests and vehicles impounded per checkpoint?**

   As a result of our DUI checkpoint operations, we arrested an average of 1 driver and towed an average of 5 vehicles per checkpoint. These vehicles were towed either pursuant to arrest, or impounded for unlicensed / supspended license statuses.

3. **Does your agency participate in an AVOID program? Yes**

   - AVOID the 28 DUI Campaign in Orange County

GRANT DESCRIPTION

4. **What percent of your total DUI arrests between October 1, 2007 and September 30, 2008 were made as a result of a collision?**

   In FFY 2008, we had a total of 1,059 DUI arrests. Of these, 253 arrests were made as a result of a collision, or 23.9% of our total DUI arrests.

5. **What percent of your total fatal and injury collisions October 1, 2007 and September 30, 2008 occurred at intersections?**

   In FFY 2008, 2 out of 6, or 33.3% of our fatal collisions occurred at intersections. With regard to injury collisions, 299 out of 698, or 42.8% occurred at intersections.

6. **Describe the problem caused by red light running in your city.**

   In compiling a list of our primary collision factors, red light running was fifth on the list of known causes. In FFY 2008, 168 collisions out of 1,882 (8.9%) were caused by red light violations. On occasions when red light violations result in collisions, severity can be significantly greater. In addition, we use a red light camera enforcement system. The system monitors 17 lane approaches at 4 intersections. In 2008, the system captured over 12,000 citable red light violations.

7. **Is illegal street racing a problem in your city? If illegal street racing is a problem in your city, has your department received training through San Diego Police Department's "DragNet" program on how to conduct inspections of vehicles suspected of being equipped with illegal street equipment?**

   Currently, illegal street racing does not appear to be a problem in the City of Costa Mesa. Each summer we deal with approximately 20 vehicles in the northern commercial area of our city. Our patrol division has managed to keep the problem to a minimum. Several members of our Traffic Safety Bureau team have attended "Drag Net" training presented by the Ontario Police Department. This training included common violations and recognition of illegal equipment during vehicle inspections. Our officers are very proactive in seeking out street racers and maintaining safe roadways for the public.

8. **What are your primary collision factors?**

   Unsafe speed is the primary collision factor in 21.6% of our traffic collisions, 491 out of 2,275. Unknown causes contribute to 17%, right of way violations (14.5%), improper turning (11.5%), DUI (10.6%), signal / sign violations (7.4%), unsafe start or backing (4..7%), unsafe lane change (3.48%), and wrong side of road (2.86%) follow respectively.

9. **Seat belt citations make up what percent of all hazardous citations issued?**

   In FFY 2008, seatbelt citations accounted for 23% of all hazardous citations. During this time period, we issued 13,092 hazardous citations, 3,011 of which were seatbelt citations.

10. **What is your current administrative recovery fee for vehicles impounded for up to 30 days and how much of the fee goes to the General Fund vs. a special Traffic Offender account? How is it used?**

    Our current administrative recovery fee for vehicle impounds is $200.00. A total of 100% of these funds goes to an existing Vehicle (Traffic) Offender Fund.

GRANT DESCRIPTION

PERFORMANCE MEASURES:

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

1. To reduce the number of persons killed in traffic collisions.
2. To reduce the number of person 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 hit & run fatal collisions.
6. To reduce hit & run injury collisions.
7. To reduce nighttime (2100 - 0259 hours) fatal collisions.
8. To reduce nighttime (2100 - 0259 hours) injury collisions.
9. To reduce fatal collisions at intersections.
10. To reduce injury collisions at intersections.
11. To reduce fatal collisions involving red light runners.
12. To reduce injury collisions involving red light runners.
13. To reduce fatal collisions where unsafe speed was the primary collision factor.
14. To reduce injury collisions where unsafe speed was the primary collision factor.
15. To increase seat belt use.
16. To reduce the number of motorcyclists killed in traffic collisions.
17. To reduce the number of motorcyclists injured in traffic collisions.
18. To reduce the number of motorcyclists killed in alcohol-involved collisions.
19. To reduce the number of motorcyclists injured in alcohol-involved collisions.

GRANT DESCRIPTION

Objectives: Objectives are the tasks or activities undertaken during the grant period to make the goals a reality. Objectives are designed to move you closer to achieving your overall goals. *Objectives are used to measure a grantee's success.*

1. To issue a press release announcing the kick-off of the grant by November 15, 2009. The press releases and media advisories, alerts, and materials must be forwarded to the OTS Public Information Officer at pio@ots.ca.gov and copy the OTS Coordinator for approval 14 days prior to the issuance date of the release.

2. 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."

3. To email a draft of all grant-related media releases, media advisories, alerts and materials 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 (media communications reporting the results of grant activities such as checkpoints and saturation patrols are exempt from this requirement).

4. To submit applications for the California Law Enforcement Challenge (http://www.chp.ca.gov/features/clec.html) by the deadlines of March 26, 2010 to OTS and:

   California Law Enforcement Challenge
   P.O. Box 942898
   Sacramento, CA 94298-0001
   Attention: Special Projects Section (052)

5. To conduct seat belt usage surveys during September 2010. (A pre-agreement survey will be required to determine the base year seat belt use rate. Go to http://www.ots.ca.gov/Grants/files/pdf/seatbelt/belt.pdf for survey methodology and forms.)

6. To conduct Standardized Field Sobriety Testing (SFST) training for __5__ officers by March 31, 2010.

GRANT DESCRIPTION

7. To conduct 12 DUI/DL checkpoints by September 30, 2010.

   Note: For combination DUI/DL checkpoints, departments must issue press releases that mention DL's will be checked at the DUI/DL checkpoint. Also, according to the Attorney General's Office all DUI/DL checkpoint operations must have signs reading "DUI/Driver's License Checkpoint Ahead."

   To maximize effectiveness, it may be necessary to conduct a checkpoint operation at more than one location on any given day/ night. Each checkpoint should be highly publicized and visible. No occupant restraint citations will be issued at the checkpoints. **OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval, will OTS fund checkpoint operations that begin prior to 1800 hours.**

8. To conduct 15 DUI saturation patrols by September 30, 2010.

9. To conduct 14 special enforcement operations targeting red light running enforcement by September 30, 2010.

10. To conduct 13 special enforcement operations at or near intersections with a disproportionate number of traffic collisions by September 30, 2010.

11. To conduct 14 special enforcement operations targeting drivers exhibiting excessive speed by September 30, 2010.

12. To conduct 4 highly publicized special 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 by September 30, 2009

13. To increase total department-wide seat belt citations as a percent of total hazardous or moving citations issued by 1 percentage points from the FFY 2008 base year rate (October 1, 2007 – September 30, 2008) of 23 % to 24 % by September 30, 2010.

14. To develop 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, 2009. Updated Hot Sheets will be distributed to patrol and traffic officers every three to four weeks.

15. To conduct 4 "Court Sting" operations to cite individuals driving from court after having their license suspended or revoked by September 30, 2010.

16. To increase the total department-wide number of vehicles impounded (30 day holds) by 5 % from the FFY 2008 base year total (October 1, 2007 – September 30, 2008) of 1,505 to1580 by September 30, 2010.

17. To increase the Department's enforcement index 5 points from the FFY 2008 base year rate (October 1, 2007 – September 30, 2008) of 27 to 32 by September 30, 2010.

    Note: To determine your department's appropriate hazardous citation level analyze your traffic enforcement index (total hazardous citations divided by fatal and injury collisions). Northwestern University teaches that a minimum traffic enforcement index of 25 is required to reach the citation threshold of effectiveness in reducing traffic collisions. If your city has a large number of out-of-town drivers, a traffic enforcement index in the 25-35 range may be more desirable. Out-of-town drivers are generally not reached through education and voluntary compliance programs. The recommended traffic enforcement index is a guide and not necessarily a rule.

    ***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 I: Program Preparation, Training, and Implementation (October 1, 2009 – December 31, 2009)

- 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.
- If necessary, an ordinance or resolution will be submitted to allow for the establishment of the "Vehicle Impound Program" administrative tow fee.
- All training needed to implement the program will be conducted this quarter.
- All grant related purchases needed to implement the program will be made this quarter.
- A seat belt survey will be conducted in September to determine the base year seat belt use rate.
- 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 a DUI conviction. 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 will be updated and distributed to traffic and patrol officers every three to four weeks.

GRANT DESCRIPTION

- The police department will meet with appropriate court personnel to help develop an operational plan to conduct court stings.
- Implementation of the STEP program will be accomplished by deploying on an overtime basis personnel at high collision locations. DUI/Driver's License checkpoint site locations will have a history of significant alcohol involved collisions and/or DUI arrests.

Phase II: 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.

Phase III: Data Gathering and Analysis (Throughout Grant Period)

- The police department will submit a Quarterly Performance Report (QPR) and Quarterly Evaluation Data Form, Schedule C, within 30 days following each calendar quarter.
- The final QPR, Schedule C, and Executive Summary are due to OTS by October 31, 2010.
- Reports shall be completed in accordance with OTS requirements specified in the Grant Program Manual, Chapter 7, and submitted in compliance with the signed Acceptance of Conditions and Certifications (OTS-33) included within this agreement.

METHOD OF EVALUATION:

The Office of Traffic Safety will use the QPR data to determine whether the grant was successful. OTS will also select grants for monitoring reviews to ensure the accuracy of claimed costs. For example, OTS will review claimed costs to ensure they are supported by time sheets, vouchers, invoices, purchases, etc.

ADMINISTRATIVE SUPPORT:

This program has full support of the City of Costa Mesa; effort will be made to continue the activities after the grant conclusion. The City Council has endorsed this grant by resolution.

GRANTS MADE EASY - STEP
Overtime
SCHEDULE B - PAGE 1
DETAILED BUDGET ESTIMATE

GRANT NO. PT1021

COST CATEGORY	FISCAL YEAR ESTIMATES			TOTAL COST TO GRANT
	FFY - 1 10/1/2009 Thru 9/30/2010			
A. PERSONNEL COSTS				
Overtime				
DUI/DL Checkpoints	$108,000.00			$108,000.00
DUI Saturation Patrols	39,968.00			39,968.00
Special Enforcement Operations	119,904.00			119,904.00
Court Stings	10,660.00			10,660.00
Category Sub-Total	**$278,532.00**			**$278,532.00**
B. TRAVEL EXPENSE				
In State	$2,000.00			$2,000.00
Category Sub-Total	**$2,000.00**			**$2,000.00**
C. CONTRACTUAL SERVICES				
NONE	$0.00			$0.00
Category Sub-Total	**$0.00**			**$0.00**

BUDGET NARRATIVE

PERSONNEL COSTS:

Overtime

Budgeted grant activities will be conducted by agency personnel on an overtime basis. Grant funded operations may be conducted by personnel such as an Officer, Lieutenant, Sergeant, Corporal, Deputy, Community Services Officer, Dispatcher etc., depending on the titles used by the agency. Personnel will be deployed as needed to accomplish the grant goals and objectives.

Costs are estimated based on an overtime hourly rate range of $13.06/hr to $83.69/hr.

Overtime reimbursement will reflect actual costs of the personnel conducting the appropriate operation up to the maximum range specified. Agency will contribute all benefits.

TRAVEL EXPENSE:

In-State

Costs are included for appropriate staff to attend conferences and training events supporting the grant goals, objectives and/or traffic safety. Funds may be used to attend OTS approved training. Anticipated travel and events include local mileage for grant activities and meetings, Grantee Operational Training and the Vehicle Homicide Seminar. *All conferences, seminars or training not specifically identified in the SCH B1 budget, must be approved by OTS. All travel claimed would 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.*

Note: To be eligible to attend the Vehicular Homicide Conference the grantee must have successfully completed the POST DWI Detection and SFST course along with completion of the Accident Scene Investigation course. The officer/detective selected to attend the Vehicle Homicide conference should be currently assigned to work on DUI fatal collisions for their agency.

CONTRACTUAL SERVICES:

None

EQUIPMENT:

Traffic Collision Reconstruction System - Includes a laptop computer with computer-aided-drawing and trigonometric calculation software that reduces the time required to sketch a collision scene and perform math calculations. The system may include an electronic transit and electronic distance measuring device, data recorders, sales tax, and other modifications, attachments, accessories or auxiliary apparatus necessary to make it usable for grant purposes.

BUDGET NARRATIVE

OTHER DIRECT COSTS:

Stealth Stat Device – (2) Stealth Stat Devices will assist officers in speed enforcement efforts. This speed-measuring device, is a small box typically attached to a light or other utility pole, and monitors traffic volume on a typical residential street, as well as recording the high, average and low speeds of motorists.

The Stealth Sat collects sorts and analyzes this speed data using a Doppler radar unit and computer. The data is then reviewed internally by the traffic officers and shared with any interested residents. The resulting speed data will undoubtedly prove invaluable to the Traffic Enforcement Unit in determining which residential streets require more monitoring and enforcement efforts.

PAS Flashlights - (2) Preliminary Alcohol Screening flashlights will assist officers in enhanced enforcement efforts related to DUI. This tool combines: a) high-intensity, super-beam flashlight technology with b) a dynamic sampling system and c) a miniature alcohol sensor. It "sniffs" ambient air, the breath, open containers, or enclosed spaces for the presence of alcohol. The P.A.S. functions as a non-intrusive "extension of the operator's nose.

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

INDIRECT COSTS:

None

PROGRAM INCOME:

There will be no program income generated from this grant.

STATE OF CALIFORNIA • OFFICE OF TRAFFIC SAFETY
ACCEPTANCE OF CONDITIONS AND CERTIFICATIONS
OTS-33 (Rev. 09/08)

APPLICANT AGENCY	OTS GRANT NUMBER
City of Costa Mesa	**PT1021**

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

1. OTS-38 – Page 1	5. Schedule C – Quarterly Evaluation Data (when required)
2. Schedule A – Grant Description	6. OTS-33 – Acceptance of Conditions and Certifications
3. Schedule B – Detailed Budget Estimate for Grant Costs	7. General Terms, Conditions, and Certifications (OTS Grant Program Manual (GPM), Exhibit 6A. GPM available on-line at www.ots.ca.gov)
4. Schedule B-1 – Budget Narrative	

TERMS AND CONDITIONS

It is understood and agreed by the Grantee that grant funds received as a result of this Agreement are subject to all applicable federal and state regulations governing grants and to the following applicable controls, terms and consideration expressed in the OTS Grant Program Manual which includes but is not limited to:

REPORTS/ CLAIMS FOR REIMBURSEMENT

1. Quarterly Performance Reports and Reimbursement Claims must be submitted by the Grantee to the Office of Traffic Safety (OTS) by January 30, April 30, July 30, and October 30, during each year of grant operation. The failure to timely submit complete and correct claims within sixty (60) days of their due dates may constitute Grantees irrevocable waiver of any right to thereafter recover from Grantor any part of those waived grant sums which may thereafter be reallocated or reverted by Grantor.

2. OTS will withhold or disallow grant payments, reduce or terminate grant funds, and/or deny future grant funding anytime a Grantee fails to comply with any applicable term or condition of this Grant Agreement or program guidelines (**GPM, Chapter 3.11**). This may include, but is not limited to, the following:

   - Failure to submit acceptable and timely reimbursements claims;
   - Failure to submit acceptable and timely quarterly performance reports;
   - Failure to submit an acceptable and timely Schedule C, Quarterly Evaluation Data (OTS-38g, applies only when a Schedule C has been required);
   - Failure to comply with requirement of the Single Audit Act (**GPM, Chapter 4.11**); and

3. By October 30, "continuing" grants must submit a September 30 claim and a written justification to support carrying forward the remaining grant year unexpended funds. September 30 claims and written justifications, supporting the carrying forward of these prior year unexpended funds submitted after November 30 may not be processed and the prior claim (i.e., June 30) will be considered the year-end claim in order to close out the federal fiscal year ending September 30. In addition, these unexpended funds will be de-obligated and allocated to new grants.

SUB-CONTRACTS

Grantee may enter into subcontract(s) to perform applicable provisions of this Grant Agreement. The Grantee is responsible for ensuring that all activities delegated to subcontractors are in support of this Grant Agreement.

A. Grantee is the responsible party and shall remain liable for the performance of the terms, conditions, assurances, and certifications of this Grant Agreement, without recourse to the State, regarding the settlement and satisfaction of all contractual and administrative issues arising out of subcontract agreement(s) entered into in support of this Grant Agreement, including disputes, claims, or other matters of a contractual nature as well as civil liability arising out of negligence or intentional misconduct of the subcontractor(s).

B. Nothing contained in this Grant Agreement shall create any contractual relation between the State and any subcontractors, and no subcontract shall relieve the Grantee of its responsibilities and obligations hereunder. Grantee agrees to be as fully responsible to the State for the acts and omissions of its subcontractors and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by the Grantee. The Grantee's obligation to pay its subcontractors is an independent obligation from the State's obligation to make payments to the Grantee. As a result, the State shall have no obligation to pay or to enforce the payment of any moneys to any subcontractor.

4. Consultants and/or sub-contractors shall be selected in accordance with the grantee agency procurement policies and procedures in order to comply with the terms of this agreement and in accordance with OTS GPM Chapter 6 Procurement & Contract Administration and Exhibit 6-A General Terms, Conditions, and Certifications.

   The Grantee, consultant, contractor and/or sub-contractor are subject to all applicable terms and conditions and are bound by the applicable certifications of the Grant Agreement and 49 CFR Part 18, and/or CFR Part 19 whichever is applicable.

   Grantor is not obligated to make any payment under any agreement prior to final execution or outside the terms of the sub-contract period. Contractor/Grantee Agency expenditures incurred prior to final sub-contract execution are taken at the risk of that Contractor/Grantee Agency and will be considered unallowable if that agreement/sub-contract is not executed.

AVAILABILITY OF FUNDS

5. If, during the term of the Grant award, federal funds become reduced or eliminated, OTS may immediately terminate or reduce the Grant award sum for allowable and uncancelable grant costs incurred following receipt of Grantor's written notice to the Grantee.

6. Funds Awarded under Catalog of Federal Domestic Assistance (CFDA) Number 20.600.

REVISIONS

7. Grant Agreement revisions are allowed in accordance with the guidelines detailed in the OTS GPM,

Chapter 3.9 and conforming to the revision examples provided in Chapter 3.8. All appropriate documentation required to request a grant revision requiring Grantor's approval (i.e. budget category increases, etc.) must be timely submitted to Grantor.

8. 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.

9. Those additional applicable terms and conditions identified in the OTS **GPM, Chapter 6, General Terms, Conditions, and Certifications (Exhibit 6-A)**, are incorporated herein by reference and made a part of this Agreement.

TRAFFIC ENFORCEMENT AGENCIES ONLY:

10. Full time Grantee traffic enforcement personnel and any equipment funded under this Grant shall be dedicated solely to Grant supported enforcement tasks unless a criminal offense is committed in the officer's presence and response to an officer in distress is initiated, and a riot requires that all available enforcement personnel be committed in response.

11. By signing this document the Grantee certifies that it is not suspended or debarred from doing business with the Federal Government.

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

GRANT DIRECTOR'S NAME Rob Sharpnack	EXECUTED IN THE COUNTY OF Orange
GRANT DIRECTOR'S SIGNATURE ➢	DATE EXECUTED
TITLE Sergeant	
AUTHORIZING OFFICIAL'S NAME Chris Shawkey	EXECUTED IN THE COUNTY OF Orange
AUTHORIZING OFFICIAL'S SIGNATURE ➢	DATE EXECUTED
TITLE Chief of Police	