

Application Information

Application No: 23-003900

Application Type:	EMS	Agency (City or County):	Paso Robles	Department (Police Dept, DA Office, etc):	Paso Robles Department of Emergency Services
Authorized Representative:		DUNS/SAM Number:	QFFHRGHT2BJ2	DUNS/SAM Expiration Date:	11/28/2222
DUNS/SAM Registered Address:	900 Park St	DUNS/SAM City:	Paso Robles	DUNS/SAM ZIP+4:	93446-2541

Application Summary

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

Application Title:

Regional Crash Response and Extrication Improvement Program

Application Description:

The city/county/fire protection district will serve as the lead agency for a regional extrication equipment distribution grant for their county. The extrication equipment is used by first responders to safely extricate victims trapped in traffic crashes. Best practice strategies will be used to reduce the response time for the arrival of appropriate extrication equipment to traffic crash scenes and the time to extricate the victims of traffic crashes, thus increasing survivability. The grant will provide funding for new equipment and training for fire departments without extrication equipment or those that have existing equipment that has reached the end of its usable lifespan and is in need of replacement.

Problem Statement:

Paso Robles Fire & Emergency Services (PRFES) is requesting \$114,497 to purchase auto extrication equipment that will replace our 20-year-old, outdated extrication tools that have exceeded their service life. Due to PRFES budget constraints, without grant assistance we are unable to purchase the auto extrication tools necessary to replace outdated equipment and continue to provide rapid and efficient removal of victims from vehicle crashes.

Exhibit B

PRFES is an all-risk fire department that serves a large geographic area within San Luis Obispo County. PRFES operates three first-out fire engines from two fire stations, each engine is staffed with three full-time firefighters. PRFES crews also cross-staff a ladder truck at fire station 1 and a medium rescue vehicle at fire station 2 equipped with 15-year-old vehicle stabilization struts, 20-year-old hydraulic spreaders, and 20-year-old airbags.

PRFES protects 20 square miles within the City of Paso Robles and provides automatic aid for an additional 75 square miles of neighboring jurisdictions. Automatic aid agencies include the City of Atascadero, Atascadero State Hospital, Cal Fire San Luis Obispo County, Santa Margarita Volunteer Fire Department, and Templeton Fire & Emergency Services. In 2020, our two closest auto aid agencies, Atascadero FD and Templeton FD, received grant awards from the Office of Traffic Safety to purchase auto extrication equipment that is vastly superior to PRFES' decades-old extrication equipment.

PRFES response area includes the busy intersection of Highway 101 and Highway 46. As a world-famous wine region, our city experiences a high volume of tourists who regularly travel these highways on their way to nearby wineries, breweries, and large-scale events such as the Paso Robles Mid-State Fair. CalTrans estimates that an average of 10,000 vehicles travel through the 101/46 corridor daily, which results in a substantial number of crashes, injuries, and fatalities each year. In fact, in 2021, PRFES responded to 95 vehicle crashes with 105 significantly injured patients treated by our personnel.

Highway 101 is a main corridor with large open stretches allowing for speeds that far exceed posted speed limits. The region experiences inclement weather including rain, freezing temperatures, fog and gusty winds, which create deadly conditions when combined with high-speed travel. Vehicle accidents on highway 101 often result in head-on collisions or vehicles off the roadway down steep embankments. Highway 46 is the main artery for travelers from California's central valley, and due a long history of deadly crashes, it has earned the nickname, "Blood Alley". PRFES regularly responds to vehicle crashes requiring extrication and involving loss of life.

Because Paso Robles is geographically the northern most city in our county, our firefighters typically work at vehicle crashes for extended periods of time with outdated and ineffective equipment before additional resources arrive with adequate extrication tools. Longer response times for our auto aid partners greatly impacts the survivability of vehicle crash victims in our response area.

The outdated tools PRFES depends on for vehicle extrication and stabilization are rarely reliable enough to cut on newer vehicle technology. Our tools were purchased more than 20 years ago and are often unable to cut through the ultra-high-strength materials utilized in modern vehicles. Additionally, our bulky Hurst power units weigh over 100 pounds and require two personnel to safely move them to vehicle crash sites. The hydraulic tools and hoses are heavy and cumbersome and require significant time to set up for each operation. The added weight decreases mobility and creates delays in extricating victims which negatively impacts victim outcomes.

Unfortunately, due to the department's limited operating budget, PRFES is forced to explore grant opportunities to provide critical needs such as auto extrication equipment. If this grant were to be funded, it would allow PRFES to replace our old and ineffective extrication tools and purchase adequate vehicle stabilization equipment and air bags. Lighter, more powerful extrication equipment will allow our personnel to move tools to

Exhibit B

the accident site faster minimizing delays in patient extrication, treatment, and transport. New auto extrication tools will result in faster extrication, better patient outcomes, and fewer fatalities.

Traffic Data Summary:

Data: Complete the table below using local data, do not use the OTS Rankings or SWITRS.

Include all data for each **agency/location** that will receive equipment from this grant.

REGIONAL TRAFFIC CRASH EXPERIENCE OVER THE PAST THREE YEARS HAS BEEN:

Crash Type	2019		2020		2021	
	Crashes	Victims	Crashes	Victims	Crashes	Victims
Fatal	4	3	2	1	3	2
Injury	113	81	86	93	93	105

For each station requesting equipment, explain the following under Problem Description: whether the station is located in a rural or urban area (list the community or city), the type of crashes (high speed, curvy roadway, over the side), and any section of highway(s) involved. Also indicate whether the station currently has extrication equipment and the age of the equipment. If the station doesn't have equipment, indicate the nearest equipment and estimated time of arrival.

Ensure there are statistics for each station included in the application. Copy and paste chart for each additional station requesting equipment.

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Station Name and Number: Paso Robles Fire & Emergency Services Station #1
Problem Description: Outdated and Limited Extrication Equipment

Fire Station 1 is located in downtown Paso Robles near the intersection of Highway 101 and 46 and 2 fire engines are staffed from this station. In 2021, Station 1 engines responded to 54 vehicle crashes including several high-speed crashes requiring extrication tools to remove occupants. Extrications along highway 101 included a head on collision from a wrong-way driver and numerous vehicles that left the roadway at a high rate of speed. Vehicle crashes and extrications that occur along highway 46 typically involve excessive speeds in straight sections and vehicles over-the-roadway down steep embankments.

Both engines out of station 1 are assigned a 20-year-old Hurst combination paladin with heavy power units that have surpassed their useful life. The medium rescue that is cross staffed from station 1 also contains 20-year-old hydraulic spreaders and cutters and three 24-year-old extension rams. PRFES extrication tools frequently have mechanical issues and have become unreliable and ineffective when used on many modern vehicle materials. The increasing use of ultrahigh tensile strength steel is quickly becoming a challenge for our older extrication tools. Decades old cutters were simply not designed for these materials and are often incapable of cutting through these materials. These older tools require extended extrication times and negatively impacts patient extrication times and survival of crash victims.

Another unique challenge facing station 1 is that response times for some automatic aid areas can take as long as 15 minutes for our units to arrive. In 2021, 9 percent of all station 1 responses for vehicle crashes were in our auto aid areas, and when our firefighters arrived, they often did not have adequate tools to perform extrications. Unfortunately for our auto aid partners, PRFES is an unreliable partner when auto extrications are involved.

The requested auto extrication equipment would replace aged, unreliable, and cumbersome extrication equipment on frontline engines and on our medium rescue vehicle. Furthermore, the requested tools would enhance our current stabilization complement allowing for quicker and safer vehicle stabilization. This would allow for more rapid tool deployment and increased efficiency on scene, decreasing victim extrication time and reducing crash fatalities.

STATISTICS	2019	2020	2021
Total Number Of Responses (All Calls For Service)	1,934	2,034	2,527
Total Number Of Traffic Crash Related Calls	98	61	54
Number Of Traffic Crash Victims Requiring Extrication In Region	11	6	8
Number Of Victims Where Mutual Aid Extrication Services Were Provided To Other Jurisdictions	U/A	U/A	U/A
Average Extrication Time (Arrival At Site To Transport)	U/A	U/A	U/A

Ensure there are statistics for each station included in the application. Copy and paste chart for each additional station requesting equipment.

Exhibit B

Station Name and Number: Paso Robles Fire & Emergency Services Station #2
Problem Description: Outdated and Limited Extrication Equipment

Fire Station 2 is located on the eastern side of Paso Robles closest to Highway 46. In 2021, station 2 responded to 41 vehicle crashes often along the long stretch of highway that provides access for travelers from the central valley of California. Thousands of vehicles travel this thoroughfare each day and high-speed collisions occur frequently. This same stretch of road, often called “Blood Alley” by residents, is notorious for multiple injury collisions during inclement weather including heavy rain, freezes and gusty winds. Recent extrications in station 2 district included a 3-vehicle head-on crash that required heavy extrication and several significantly injured victims were flown to trauma centers by air ambulance.

Due to its distance from station 1, it is not uncommon for station 2 firefighters to work for extended periods with inadequate equipment before another unit arrives. Station 2 is assigned a 20-year-old Hurst spreader-cutter combination hydraulic powered extrication tool that has become unreliable and ineffective on new vehicles. This outdated combination tool is incapable of cutting through ultrahigh tensile strength steel used in many modern vehicles and causes extended extrication times leading to poorer patient outcomes.

As with station 1, a unique challenge facing station 2 is that response times for some automatic aid areas can take as long as 10 minutes for our units to arrive. In 2021, 7 percent of all station 2 responses for vehicle crashes were in auto aid areas, and when our firefighters arrived, they often did not have adequate tools to perform extrications. Unfortunately for our auto aid partners, PRFES is an unreliable partner when auto extrications are involved.

The requested portable extrication equipment would replace old and undependable extrication equipment, and it would enhance PRFES’ ability to stabilize vehicles more safely before additional resources arrive. Modern extrication equipment will lead to increased efficiency on scene and decreased victim extrication time.

STATISTICS	2019	2020	2021
Total Number Of Responses (All Calls For Service)	1,995	1,774	1,721
Total Number Of Traffic Crash Related Calls	45	24	41
Number Of Traffic Crash Victims Requiring Extrication In Region	8	4	3
Number Of Victims Where Mutual Aid Extrication Services Were Provided To Other Jurisdictions	U/A	U/A	U/A
Average Extrication Time (Arrival At Site To Transport)	U/A	U/A	U/A

Proposed Solution

Exhibit B

Equity:

Given that our current extrication equipment is between 15 - 24 years old, PRFES is unable to adequately extricate victims of vehicle crashes from any demographic in an equitable manner. The requested extrication equipment will benefit all persons traveling on our roadways.

As of December 2021, the City of Paso Robles has a population of 32,212. Thirty-eight percent of the population is Hispanic or Latino, 2 percent Asian, 1.1 percent Black or African American, 1.1 percent Native American, and the remaining 57.8 percent identify as White, or not Hispanic or Latino. Approximately 9.4 percent of our population lives below the poverty line, which equates to 3,028 men, women, and children living in poverty.

While the Paso Robles Fire & Emergency Services has not historically gathered specific data on the ethnicity of our patients, anecdotally, our firefighters respond to vehicle crashes that involve residents from a wide range of income levels, ethnicities, and education levels. As the public safety experts in our community, the firefighters at PRFES take our duty to educate drivers about safe driving seriously. PRFES is dedicated to community outreach such as public education programs and multi-lingual services.

Strategies:

This grant award will have an immediate impact on the Paso Robles community and on our automatic aid partners. For \$114,497, PRFES would be able to purchase a complete complement of modern cutters, spreaders, rams, airbags, and stabilizers. All of our first-out engines and the rescue vehicle would be capable of providing rapid extrication of victims in any type of vehicle, new or old.

If this grant were to be awarded, PRFES would replace all of our 20-year-old extrication tools, which we regularly use to service roadways in our city and in our automatic aid areas. By providing new extrication equipment on frontline engines and the rescue vehicle, arrival times of effective equipment will be drastically reduced to all vehicle crashes. More efficient tools will reduce on-scene time, result in quicker extrication time, and improve victim outcome.

The requested extrication equipment is much lighter than existing equipment and is easily transportable. By replacing the old, malfunctioning tools with dramatically more mobile equipment, PRFES firefighters will be able to quickly reach vehicles far from the roadway or over-the-side of steep embankments. This added mobility equates to quicker extrication times, improved victim outcomes, and an overall reduction in the time to treatment and transport.

State-of-the-art extrication equipment would maximize PRFES ability to provide the best possible service to victims of vehicle crashes in and around our city. Ultimately, all victims of crashes on our regional roadways will benefit from PRFES' improved extrication capabilities.

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Agency Qualifications:

Paso Robles Fire & Emergency Services has successfully managed several State and Federal grant awards in the past and is aware of the administrative work that is required if successful. If this grant were to be awarded, PRFES would ensure that all requested equipment is purchased and operational within the stated period of performance.

PRFES will ensure that all equipment remains in-service, operational, and efficiently deployed. All PRFES personnel will be formally trained on proper use of the tools prior to placing them in service. Ongoing training on tool care and maintenance will be provided to maximize tool capability and longevity.

The requested tools would not only benefit our own community, but they would greatly benefit our auto aid partners, as well. We understand that our auto aid partners often rely on us to arrive with the appropriate equipment to provide safe and effective victim extrication, and with this award, we can provide exceptional service to our community and to our neighboring agencies, as well.

Goals

Description

Reduce the number of persons killed in traffic crashes.

Reduce the number of persons injured in traffic crashes.

Decrease the average extrication time, from the time of arrival at the crash site to transport.

Custom Description

Replace 15 - 20-year-old extrication equipment

Objectives

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 pio@ots.ca.gov , and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.
Yes	0	Develop Memorandums of Understanding (MOUs) with recipient agencies which contain the following: a list and description of equipment; an explanation of the submission of data collection and quarterly reporting; the responsibility of maintaining equipment; and the reporting of the fair market value of equipment every other year.
Yes	2	Purchase and place fully equipped extrication systems in strategic locations within the jurisdiction.
Yes	2	Purchase and place pieces of specialized rescue equipment in strategic locations within the jurisdiction.
Yes	33	Train firefighters in the use of the new equipment.
Yes	1	Conduct traffic safety presentations with an effort to reach persons and communities.
Yes	1	Display the OTS funded equipment during Public Safety Fairs, community festivals and or other Department or community events.
Yes	1	Report on the number of times the grant-funded equipment is used during an extrication, provide a brief overview of the incident and include if the equipment was used to save a life.
Included	Target Number	Custom Description

Method of Procedure

Phase 1 - Program Preparation:

- Determine specific equipment requirements.
- Request equipment vendor price quotation for the required equipment per host agency requirement.
- Submit purchase orders to equipment vendors for purchase of the equipment.
- Prepare and execute Memorandums of Understanding (MOU) with recipient agencies.

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 coordinator and OTS PIO.

Phase 1 - Program Preparation Addendum:

- Determine specific equipment requirements.
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Phase 2 - Program Operations:

- Inventory the new equipment following delivery.
- Disperse equipment to identified recipient agencies.
- Plan a media event announcing the grant funded equipment.
- Recipient agencies will identify training needs and objectives and coordinate instructional staff to conduct a high quality training program for their respective agency.
- Recipient agencies will develop a preventive maintenance schedule for the new equipment following manufacturers' recommendations.

Media Requirements

The following requirements are for all grant-related activities:

Exhibit B

- Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS 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.
- 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 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 and your OTS 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 for approval and copy to your OTS 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 Coordinator should still be notified when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Enforcement activities such as warrant and probation sweeps, court stings, etc. that are embargoed or could impact operations by publicizing in advance are exempt from the PIO approval process. However, announcements and results of activities should still be copied to the OTS PIO at pio@ots.ca.gov and your 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 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 and copy your OTS 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 Coordinator for specifics, format-appropriate logos, or if space does not permit the use of the OTS logo.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS 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 PIO approval in a prior grant year needs to be resubmitted for approval in the current grant year.
- Contact the OTS PIO or your OTS Coordinator for consultation when changes from any of the above requirements might be warranted.

Phase 2 - Program Operations Addendum:

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Exhibit B

Phase 3 - Data Collection:

1. Prepare and submit invoice claims (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:

1. Prepare and submit invoice claims (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.
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 - Collect, analyze and report statistical data relating to the grant goals and objectives.

Budget

Travel Expenses

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
0.0	B. Travel Expenses	None	\$0.00	0	\$0.00

Travel Expenses: \$0.00

Contractual Services

Do not include brand names or names of specific organizations.

Equipment (must have Unit Costs of at least \$5000)

Do not include brand names or names of specific organizations.

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Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
1.0	D. Equipment	Combi-tool	\$13,683.00	1	\$13,683.00
2.0	D. Equipment	eDraulic Spreader (Small)	\$14,319.00	1	\$14,319.00
3.0	D. Equipment	eDraulic Spreader (Large)	\$14,828.00	1	\$14,828.00
4.0	D. Equipment	eDraulic Cutter	\$13,570.00	2	\$27,140.00
5.0	D. Equipment	eDraulic Rams	\$10,988.00	2	\$21,976.00
6.0	D. Equipment	Air Bag Lift System	\$10,688.00	1	\$10,688.00

Equipment: \$102,634.00

Other Direct Costs (must have Unit Cost of less than \$5000, including tax and shipping)

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
1.0	E. Other Direct Costs	Stabilization Kit	\$3,745.00	2	\$7,490.00
2.0	E. Other Direct Costs	Extrication Items	\$979.00	2	\$1,958.00
3.0	E. Other Direct Costs	Extrication Items	\$33.00	4	\$132.00
4.0	E. Other Direct Costs	Extrication Items	\$761.00	3	\$2,283.00

Other Direct Costs: \$11,863.00

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
0.0	F. Indirect Costs	None	0.00%	\$0.00	\$0.00

Indirect Costs: \$0.00

Total Requested Funding: \$114,497.00

Narrative Review

Review and update Narrative for Budget Items

Cost Category	Item	Narrative	Custom Narrative
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B. Travel Expenses	None	None	
F. Indirect Costs	None	None	
D. Equipment	Combi-tool	Combi-tools are a hydraulically actuated, light-weight, combination cutting, spreading, pulling and pinching tool used for extrication incidents. It includes every piece of equipment, modifications, attachments, accessories, and auxiliary apparatus necessary to make it usable for the purpose it was acquired, and costs \$5,000 or more (including tax, shipping, and installation).	Replace 20-year-old hydraulic combination tool
E. Other Direct Costs	Stabilization Kit	Stabilization kits are generally comprised of hydraulic and manual rescue jacks, struts, braces, chocks, cribbing, wedges, tripods, ratchet straps and chains, used for stabilizing vehicles while performing extrications. It includes equipment, modifications, attachments, accessories, and auxiliary apparatus necessary to make it usable for the purpose it was acquired, and costs less than \$5,000 (including tax, shipping, and installation).	Replace 15-year-old vehicle stabilization struts
D. Equipment	eDraulic Spreader (Small)	Fully equipped extrication systems are generally comprised of a hydraulic pump, fluid, hoses, control valves, and hydraulically actuated spreaders and cutters used primarily for vehicle extrication incidents as well as edraulic tools. It includes every piece of extrication equipment, modifications, attachments, accessories, and auxiliary apparatus necessary to make it usable for the purpose it was acquired, and costs \$5,000 or more (including tax, shipping, and installation).	Replace 20-year-old hydraulic spreader
E. Other Direct Costs	Extrication Items	Grantee Agency may purchase and distribute to various locations extrication items which may include the following: airbags and accessories, axes, combi-tools, cribbing, cutters, driver-side airbag covers, extrication gloves, generators, hoses, portable lights, rams and supports, rescue saws, rescue struts and plates, retrofit kits, ropes, sawzalls, and step chocks. Additional items may be purchased if approved by OTS. Each item must have a unit cost of less than \$5,000 (including tax, shipping and installation). Each extrication item must operate independent of a grant-funded power unit.	Charging adapter for eDraulic extrication equipment
D. Equipment	eDraulic Spreader (Large)	Fully equipped extrication systems are generally comprised of a hydraulic pump, fluid, hoses, control valves, and hydraulically actuated spreaders and cutters used primarily for vehicle extrication incidents as well as edraulic tools. It includes every piece of extrication equipment, modifications, attachments, accessories, and auxiliary apparatus necessary to make it usable for the purpose it was acquired, and costs \$5,000 or more (including tax, shipping, and installation).	Replace 20-year-old hydraulic spreader
E. Other Direct Costs	Extrication Items	Grantee Agency may purchase and distribute to various locations extrication items which may include the following: airbags and accessories, axes, combi-tools, cribbing, cutters, driver-side airbag covers, extrication gloves, generators, hoses, portable lights, rams and supports, rescue saws, rescue struts and plates, retrofit kits, ropes, sawzalls, and step chocks. Additional items may be purchased if approved by OTS. Each item must have a unit cost of less than \$5,000 (including tax, shipping and installation). Each extrication item must operate independent of a grant-funded power unit.	2" Rescue Safety straps for rescue stabilization kit
D. Equipment	eDraulic Cutter	Fully equipped extrication systems are generally comprised of a hydraulic pump, fluid, hoses, control valves, and hydraulically actuated spreaders and cutters used primarily for vehicle extrication incidents as well as edraulic tools. It includes every piece of extrication equipment, modifications, attachments, accessories, and auxiliary apparatus necessary to make it usable for the purpose it was acquired, and costs \$5,000 or more (including tax, shipping, and installation).	Replace 20-year-old hydraulic cutters

Exhibit B

E. Other Direct Costs	Extrication Items	Grantee Agency may purchase and distribute to various locations extrication items which may include the following: airbags and accessories, axes, combi-tools, cribbing, cutters, driver-side airbag covers, extrication gloves, generators, hoses, portable lights, rams and supports, rescue saws, rescue struts and plates, retrofit kits, ropes, sawzalls, and step chocks. Additional items may be purchased if approved by OTS. Each item must have a unit cost of less than \$5,000 (including tax, shipping and installation). Each extrication item must operate independent of a grant-funded power unit.	High-visibility portable LED lighting for vehicle extrication
D. Equipment	eDraulic Rams	Fully equipped extrication systems are generally comprised of a hydraulic pump, fluid, hoses, control valves, and hydraulically actuated spreaders and cutters used primarily for vehicle extrication incidents as well as edraulic tools. It includes every piece of extrication equipment, modifications, attachments, accessories, and auxiliary apparatus necessary to make it usable for the purpose it was acquired, and costs \$5,000 or more (including tax, shipping, and installation).	Replace 2 24-year-old hydraulic rams
D. Equipment	Air Bag Lift System	Air Bag Lift Systems are generally comprised of a high pressure regulator, dual air controller, inline relief valves, high pressure hoses, and high pressure lifting bags (high tonnage rated) used for lifting vehicles or heavy objects in extrication incidents. It includes equipment, modifications, attachments, accessories, and auxiliary apparatus necessary to make it usable for the purpose it was acquired, and costs \$5,000 or more (including tax, shipping, and installation).	Replace 20-year-old high-pressure airbag kit

Upload Documents (Optional)

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

Document Name	Update Date/Time
EM23010 Tentative Award Email.pdf	6/23/2022 3:19 PM
Application Report 2022-01-04 00:42:09.pdf	1/3/2022 4:42 PM

Evaluation, Support, and Submittal

Evaluation, Support, and Submittal

Method of Evaluation:

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

Administrative Support:

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

Total Requested Funding:

\$114,497.00