

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



**ITEM: 3.44
(ID # 23646)**

MEETING DATE:
Tuesday, January 09, 2024

FROM : RUHS-PUBLIC HEALTH:

SUBJECT: RIVERSIDE UNIVERSITY HEALTH SYSTEM – PUBLIC HEALTH: Ratify and Approve Grant Agreement No. DD24005 with the State of California Office of Traffic Safety (OTS) for Be Wiser Teen Impaired and Distracted Driving and Speeding/Occupant Safety Program for the Period of Performance of October 1, 2023, through September 30, 2024. All Districts. [Total award amount: \$182,000 - 100% Federal]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Ratify and approve Grant Agreement No. DD24005 with the State of California Office of Traffic Safety (OTS) for the Be Wiser Teen Impaired and Distracted Driving and Speeding/Occupant Safety Program in the total amount of \$182,000 for the period of performance of October 1, 2023, through September 30, 2024;
2. Authorize the Director of Public Health, or designee, the Program Chief of Public Health Fiscal, and the Program Chief of Public Health's Injury Prevention Branch, to sign the Grant Agreement on behalf of the County; and
3. Authorize the Director of Public Health, or designee, based on the availability of fiscal funding and as approved as to form by County Counsel, to sign all reports, certifications, forms, other related documents required by OTS, and subsequent amendments to the Grant Agreement that exercise the options of the agreement, including modifications of the statement of work that stay within the intent of the Grant Agreement.

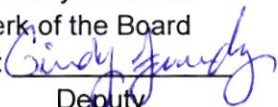
ACTION:Policy


Kim Saruwatari, Director of Public Health 12/18/2023

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Perez, seconded by Supervisor Jeffries and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Spiegel, Washington, Perez and Gutierrez
Nays: None
Absent: None
Date: January 9, 2024
xc: RUHS-PH

Kimberly A. Rector
Clerk of the Board
By: 
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$136,500	\$ 45,500	\$182,000	\$0
NET COUNTY COST	\$0	\$0	\$0	\$0
SOURCE OF FUNDS: 100% Federal			Budget Adjustment: No	
			For Fiscal Year: 23/24-24/25	

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

Riverside University Health System – Public Health's (RUHS-PH) Injury Prevention Branch has received funding from the State of California Office of Traffic Safety (OTS) as part of the Be Wiser Teen Impaired Distracted Driving & Speeding Occupant Safety Program (the Program). The Program seeks to reduce the number of persons killed or injured due to teen impaired and distracted driving as well as speeding. This will be achieved by expanding the existing Be Wiser Program. The expansion will include: 1) enhancing the train-the-trainer component for high school students to prepare them in providing traffic safety presentations for their peers; 2) broaden the middle school curriculum to teach the concept of responsible passenger behavior and its translation to safe driving behavior, including the consequences of speeding; 3) provide training to staff and parents on the dangers of alcohol, drug-impaired and distracted driving; and 4) conduct meaningful bilingual awareness campaigns educating youth and the community on the dangers of poor choices and the consequences surrounding impaired and distracted driving and speeding.

The state requires the official agency signatory identified in their Grant Electronic Management System (GEMS) to sign the agreement, which for the County of Riverside is the Director of Public Health. In addition, the agreement requires the signatory of the Fiscal official and Grant Director, which for the County of Riverside is the Program Chief of Public Health Fiscal and the Program Chief of Public Health's Injury Prevention Program. Only the individuals identified in GEMS will be able to sign agreements and amendments, as well as log into GEMS for all matters relating to the OTS grant, including, but not limited to, completing and submitting Quarterly Performance Reports (QPRs) and reimbursement claims.

Impact on Residents and Businesses

This Program will benefit County Residents by helping reduce the number of injuries and fatalities due to teen impaired and distracted driving.

Additional Fiscal Information

The total grant amount awarded to RUHS-PH is \$182,000. There is no impact to County General Funds. The funding will be distributed over the grant period as follows:

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

County Fiscal Year		Grant Fiscal Year	
Year	Amount	Year	Amount
FFY23/24	\$136,500	FFY23/24	\$182,000
FFY24/25	\$45,500		
Total	\$182,000	Total	\$182,000

Contract History and Price Reasonableness

For over 20 years, RUHS-PH has received grant funding on an annual basis from the California Office of Traffic Safety to address concerns related to traffic within Riverside County. The continued funding will provide education to teens and parents of Riverside County about the dangers of impaired and distracted driving with the goal of helping to reduce the number of injuries and fatalities related to impaired and distracted driving.

The Board of Supervisors approved the previous grant agreement on December 13, 2022, on Agenda Item 3.37 in the amount of \$230,000 for the grant period of October 1, 2022, through September 30, 2023.

ATTACHMENTS:

ATTACHMENT A. Grant Agreement No. DD24005 with the State of California Office of Traffic Safety


Douglas Ordóñez Jr. 1/2/2024


Aaron Gettis, Deputy County Counsel 12/20/2023

State of California – Office of Traffic Safety
GRANT AGREEMENT

WHEN DOCUMENT IS FULLY EXECUTED RETURN
GRANT NUMBER
CLERK'S COPY DD24005
 to Riverside County Clerk of the Board, Stop 1010
 Post Office Box 1147, Riverside, Ca 92502-1147

1. GRANT TITLE Be Wiser Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program	
2. NAME OF AGENCY Riverside County	3. Grant Period From: 10/01/2023 To: 09/30/2024
4. AGENCY UNIT TO ADMINISTER GRANT Riverside County Public Health Department	
5. GRANT DESCRIPTION The Riverside University Health System - Public Health (RUHS - Public Health), seeks to reduce the number of persons killed or injured due to teen impaired and distracted driving as well as speeding. This will be achieved by expanding the existing Be Wiser Program. Expansion will include 1) enhancing the train the trainer component for high school students to prepare them in providing traffic safety presentations for their peers, 2) broaden the middle school curriculum to teach the concept of responsible passenger behavior and its translation to safe driving behavior, including the consequences of speeding, 3) provide training to staff and parents on the dangers of alcohol, drug impaired and distracted driving, 4) conduct meaningful bilingual awareness campaigns educating youth and the community on the dangers of poor choices and the consequences surrounding impaired and distracted driving and speeding.	
6. Federal Funds Allocated Under This Agreement Shall Not Exceed: \$182,000.00	
7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement: <ul style="list-style-type: none"> • Schedule A – Problem Statement, Goals and Objectives and Method of Procedure • Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable) • Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable) • Exhibit A – Certifications and Assurances • Exhibit B* – OTS Grant Program Manual • Exhibit C – Grant Electronic Management System (GEMS) Access *Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto. These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov . We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions. IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.	
8. Approval Signatures	
A. GRANT DIRECTOR NAME: Julisa Alvizo-Silva TITLE: Program Chief II EMAIL: jalvizo@ruhealth.org PHONE: (951) 358-7171 ADDRESS: 4065 County Circle Drive Riverside, CA 92503 _____ (Signature) (Date)	B. AUTHORIZING OFFICIAL NAME: Kim Saruwatari TITLE: Director of Public Health EMAIL: ksaruwatari@ruhealth.org PHONE: (951) 358-7036 ADDRESS: 4065 County Circle Drive Riverside, CA 92503 _____ (Signature) (Date)
C. FISCAL OFFICIAL NAME: Yadira Romo TITLE: Program Chief II EMAIL: yromo@ruhealth.org PHONE: (951) 358-5996 ADDRESS: 4065 County Circle Drive Riverside, California 92503 _____ (Signature) (Date)	D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY NAME: Barbara Rooney TITLE: Director EMAIL: barbara.rooney@ots.ca.gov PHONE: (916) 509-3030 ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758 _____ (Signature) (Date)

8/24/2023 2:46:30 PM

FORM APPROVED COUNTY COUNSEL

BY:  GREGG M. GU

DATE: 12-6-23

JAN 9 2024 3.44

E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758	9. DUNS INFORMATION DUNS #: CERTDD6LKE95 REGISTERED ADDRESS: 4080 Lemon St. Fl. 11 CITY: Riverside ZIP+4: 92501-3609
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
					AGREEMENT TOTAL	\$182,000.00
					AMOUNT ENCUMBERED BY THIS DOCUMENT	
					\$182,000.00	
<i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.</i>					PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT	
					\$ 0.00	
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED	TOTAL AMOUNT ENCUMBERED TO DATE		
				\$182,000.00		

1. PROBLEM STATEMENT

Riverside County is the fourth most populated county in California. More than 2.4 million people call it home, with 24.9% of them being under the age of 18. With more than 7,200 square miles of diverse terrain, 28 incorporated cities and 23 school districts, it is home to many new adolescent drivers. Riverside County is directly divided by two heavily traveled freeways (R-91 and R-60) and two main highways (I-15 and I-10) that stretch over 200 miles. These highly trafficked areas make it a prime location for traffic fatalities. Data retrieved from SWITRS indicated that Riverside County experienced 7,059 motor vehicle crashes involving drivers under the age of 20 between 2019 and 2021. There were 13,189 victims that resulted from those accidents, with 13,192 injured and 197 killed. Of those motor vehicle crashes, 5,068 crashes involved teenage drivers aged between 13 and 20. A total of 9,399 victims resulted from those crashes, with 9,250 injured and 149 killed. (Attachment I-1) California Office of Traffic Safety (OTS) found it noteworthy to report in the 2023 CHSP that Riverside County, along with several other counties in California, ranks highest in the number of people killed or injured in motor vehicle crashes involving alcohol, drugs, motorcycles, pedestrians, bicycles, and distractions. (Attachment I-2) This data indicates that at a local level, teen impaired and distracted driving continue to remain a significant issue of dire concern.

Adolescence is the transitional stage of growth and development that occurs between childhood and adulthood. Children and adolescents navigating through this transitional phase begin to encounter various changes, both emotionally and physically, as well as socially. They experience and achieve “coming of age” milestones, such as acquiring their driver’s license, getting their first job, or graduating from high school. Learning to drive is one of an adolescent’s highest ranked achievements because it affords them a tremendous amount of responsibility and independence. This is the time for them to prepare for physical independence of becoming licensed drivers. Although every teenager must complete schooling, training, and hands-on practice in order to acquire a driver’s license, the requirements are merely the bare minimum. However, becoming a safe, well-rounded driver requires more than simply a basic driving education. It is critical to provide adequate and age-appropriate exposure to safe driving habits, ongoing practice, and safe messaging; all of these components are critical in training the next generation of skilled and safe drivers. Without these critical measures and interventions, inexperienced young drivers risk endangering themselves and others on the road.

Motor vehicle collisions are the leading cause of teen deaths in the United States, according to the Centers for Disease Control and Prevention (CDC). In 2020, nearly 2,800 teenagers aged 13 to 19 were killed in motor vehicle collisions, with an additional 227,000 injured. Taking that number into account, around 8 teens die in vehicle accidents every day, with hundreds more injured. (Attachment-1) According to the Insurance Institute for Highway Safety (IIHS), despite driving fewer miles than adults, teens have disproportionately higher collision and mortality rates. Based on police-reported crashes, teenagers aged 16 to 19 are roughly four times more likely to be involved in a crash compared to drivers aged 20 and older; the risk is highest among those aged 16. (Attachment A-2)

Teens are more likely than adults to engage in risky driving behaviors because they misjudge or underestimate dangerous situations and lack knowledge of safe driving practices. Driving a motor vehicle requires critical thinking abilities, and a miscalculation can have disastrous consequences. Many of these collisions and accidents occur as a result of crucial mistakes, such as not wearing a seat belt, speeding, texting, and a variety of other distractions. (Attachment B-1) The California Highway Safety Plan (CHSP) for 2020-2024 highlights 16 challenge areas where traffic safety efforts should be prioritized. Six of the challenge areas have been recognized as high priority in California, including impaired driving and speed management, because they have the greatest opportunity to reduce serious injuries and fatalities across the state. (Attachment B-2)

There are racial and ethnic disparities that exist in motor vehicle-related deaths, with American Indian children and youth aged 0 to 19 being disproportionately impacted. They are 2 to 5 times more likely than other racial and ethnic groups to be involved in a motor vehicle crash. When compared to other ethnic groups, the American Indian community has significantly lower infant, child, and teen restraint patterns. (Attachment B-3)

Teenagers, as both passengers and drivers, have the lowest prevalence of seat belt use of any age group, raising serious concerns about occupant safety. In 2019, the CDC found that 43% of high school students in the United States did not always wear a seat belt when traveling in a car driven by someone else. Over half

of teenage drivers and passengers killed in vehicle accidents the following year were not wearing a seat belt. (Attachment B-1) According to the 2020 National Occupant Protection Use Survey (NOPUS) Controlled Intersection research, seat belt use among adolescents and young adults aged 16 to 24 years old was only 87% that year, compared to 92% of adults aged 25 years and older within the same period. In the 2021 NOPUS, seat belt use among teenagers and young adults grew to 88%. (Attachment C-1) Even more troubling, when the teen driver involved in the fatal crash was unbuckled, nine out of ten of the passengers who died were also unbuckled. (Attachment C-2) Data received from the Fatality Analysis Reporting System (FARS) indicated that between 2019 to 2020, California reported a total of 157 unrestrained passenger vehicle occupants between the ages of 13 and 20 were killed. (Attachment C-3) Data retrieved from Statewide Integrated Traffic Records System (SWITRS) indicates that between 2019 to 2021, Riverside County recorded a total of 4 crashes where victims under the age of 20 were not wearing their seat belts; 1 victim was killed and 5 injured. Additionally, there were 3 crashes where victims between the ages of 13 to 20 were not wearing their seat belt; 1 victim was killed and 3 were injured. This includes all forms of restraint (lap belt, shoulder belt, or lap and shoulder belt). (Attachment C-4) People who do not wear their seat belt are 30 times more likely to be ejected from the vehicle during a crash. Seat belts, when used properly, lower the risk of fatal injury by 45% and the risk of moderate to critical injury by 50%. (Attachment C-5) In 2020, just approximately 76% of American Indians reported using a seatbelt, compared to the national average of 90%. Two out of every three passengers killed in collisions on reservations were not wearing their seat belts. Roughly 23-79% of children aged 7 or younger used proper restraints in the adolescent American Indian population. Child safety and booster seat use rates in the United States are substantially lower than in any other racial group. This information is shocking and should be taken into deeper consideration (Attachment C-6)

Teen Driver Source defines speeding as increasing the space between to vehicles while reducing the reaction time required to stop. They discovered that driving too fast for the existing road conditions caused 21% of incidents involving teenage drivers. However, a research study conducted by the Children's Hospital of Philadelphia revealed that not all speed-related crashes are intentional. Many of these incidents are caused by lack of road safety information and inexperience behind the wheel. (Attachment D-1) Data received from FARS indicates that between 2019 to 2020, California reported a total of 131 speeding drivers between the ages of 15 to 20 were killed. (Attachment D-2) CHSP reported that Riverside County, along with several other counties, had the highest number of speeding-related fatal and serious injuries. (Attachment D-3) Data received from SWITRS further indicates that between 2019 to 2021, Riverside County reported a total of 2,115 crashes occurred where victims were under the age of 20. There were 29 victims killed and 4,150 injured. Additionally, victims that were between the ages of 15 and 20 were involved in 1,326 crashes; 22 victims were killed and 2,495 were injured. (Attachment D-4) Young drivers would benefit from instruction on speed management based on road conditions.

By number, the 7 counties with the greatest number of fatal injuries in 2020 were concentrated in southern California, one of them including Riverside County. (Attachment E-1) Driving while distracted can make it incredibly difficult to react, especially for teen drivers. Texting or emailing while driving is more common among older teens than younger teens; even a higher percentage of drivers ages 15 to 20 were more distracted than drivers of any other age. A survey conducted by the 2019 CDC's Youth Risk Behavior Surveillance System revealed that 39% of high school students admitted to texting while driving in the last 30 days that the survey was given. (Attachment E-2) According to 2020 NHTSA Traffic Safety Facts, there were 354 fatal crashes reported as having cell phone use as a distraction. For these distraction-affected crashes, at least one of the involved drivers was talking on, listening to, or engaged in some other cell-phone related activity at the time of the crash. (Attachment E-3) Teenagers who text while driving are more likely to report additional high-risk behaviors, such as not wearing a seat belt, speeding, or drinking while driving. (Attachment E-4)

Car crashes are a leading cause of death for teens, and about a quarter of fatal crashes involve an underage drinking driver. Due to the impairing effects of alcohol on the adolescent body, attention, judgment, concentration, memory, self-control, coordination, balance, and reaction time are negatively affected. (Attachment F-1) According to the 2023 CHSP, 11,654 people were killed in alcohol-impaired crashes in 2020, which is a 14.3% increase from 10,196 in 2019. This means, on average, someone died from an alcohol-impaired driving crash every 45 minutes. (Attachment F-2) Results from the 2019 national Youth Risk Behavior Survey revealed that 5.4% U.S. high school drivers had admitted to drinking alcohol at least once during the 30 days before the survey. Furthermore, 16.7% of U.S. high school aged students rode with a driver who had been drinking alcohol. Even though it is illegal to drink alcohol or drive after drinking any alcohol for people aged under 21 years old, 2020 data from CDC revealed that 29% of drivers aged 15 to 20 who were killed in motor vehicle crashes had been drinking. (Attachment F-3) According to

NHTSA, 29% of young drivers 15 to 20 years old who were killed in crashes had blood alcohol concentrations (BACs) of .01% g/dL or higher. In addition, 17% of drivers in the same age groups who were involved in fatal motor vehicle crashes had a BAC of .08% or higher – a level that is illegal for adults in California. (Attachment F-1) It was reported that 62% of drivers aged 15 to 20 who were killed in crashes after drinking and driving were not wearing a seat belt. The 2020 Alcohol Fatality Facts from IIHS stated that 1,562 teenage drivers aged 16 to 20 were killed in car crashes with BACs greater than .08%. (Attachment F-3) CHSP reported that Riverside County, along with several other counties, had the highest number of alcohol-impaired fatal and serious injuries. (Attachment F-2) Further analysis from SWITRS indicates that between 2019 and 2021, Riverside County reported that 184 people under the age of 21 were involved in a collision while under the influence of alcohol, with 14 killed and 267 injured. (Attachment F-4)

The use of cannabis, prescription drugs, and other impairing drugs are increasingly prominent on roadways in the United States, where 25.3% of the nation's 38,824 fatalities in 2020 were related to drug-involved driving. CHSP indicated that 9,818 people nationwide were killed in drug-involved crashes in 2020 with 53.1% of those people testing positive for drugs – legal and illegal. (Attachment G-1) After alcohol, marijuana is the most common drug associated with impaired driving. Among U.S. high school students who drove, about 13% admitted to driving while using marijuana, according to results from the 2017 national Youth Risk Behavior Survey. (Attachment G-2) In California, there were 944 reported fatalities involving drug-related crashes with 55.2% of those people testing positive for drugs. Along with several other counties, Riverside County ranks highest in the number of fatalities and serious injuries in a drug-involved crash. (Attachment G-1) Further analysis from SWITRS indicates that between 2019 to 2021, Riverside County reported that 77 people under the age of 21 were involved in a collision while under the influence of drugs, with 21 killed and 118 injured. (Attachment G-2) It can be deduced that teenagers who participate in underage drinking and using drugs increase their likelihood of engaging in other dangerous and risky behaviors. These drug and alcohol-impaired driving traffic deaths were all preventable.

Distracted driving among adolescents can be caused by a variety of factors, including inexperience behind the wheel, a lack of road safety information, lack of judgment, peer pressure, or distractions. Despite the numerous reasons that contribute to distracted driving among teens, the repercussions of these reckless and dangerous behaviors are irreparable. There are long-lasting emotional costs that affect communities, families, and loved ones. On September 22, 2022, an 18-year-old Menifee teen, who was speeding in a Honda at approximately 90 mph and not wearing his seat belt, smashed into a Dodge Ram pickup truck. The crash impact caused the vehicles to spin out of control, and the teen suffered from major injuries after being ejected from his driver's side window, landing into the next lane over. The passengers in the pickup, who were wearing seatbelts, suffered minor injuries in the crash. (Attachment H-1) On December 22, 2022, a 19-year-old Menifee teen in a Ford accelerated past the speed limit while street racing in Moreno Valley, CA at night and slammed into an unsuspecting pickup truck. The teen driver was arrested and booked into a Riverside jail on suspicion of driving under the influence of drugs and engaging in a speed contest. The victim sustained major injuries and was transported to a local hospital. (Attachment H-2) On January 17, 2023, two teenagers aged 17 and 15 from Southwest Riverside County were both killed in a fiery freeway crash that was caused by a 21-year-old El Cajon woman driving under the influence. The teens were not wearing their seat belt and were ejected from the vehicle. Another 15-year-old teen in the vehicle wore her seat belt and was not ejected but died in the fiery wreckage. The suspect was hospitalized, arrested, and charged with vehicular manslaughter and driving under the influence (DUI). (Attachment H-3)

These tragic events not only affected the lives of the victim's loved ones, but it also impacted the young drivers forever. Educating youth about the serious consequences of hazardous driving behaviors and providing them with empowering safety education can result in a positive shift in their driving habits. Further consideration should be given to populations such as tribal communities, and culturally tailored educational engagement should be provided to help reduce the impact of motor vehicle injuries among adolescents.

2. PERFORMANCE MEASURES

A. Goals:

1. Reduce the number of persons killed in traffic crashes.
2. Reduce the number of persons injured in traffic crashes.

B. Objectives:

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.

Target Number

1

2. Identify straight time personnel and report on activities completed. Include any vacancies or staff changes that have occurred.	4
3. BE WISER: Update and expand the Be Wiser training curriculum that will assist students to develop and implement awareness campaigns addressing the topics of impaired and distracted driving by December 31, 2023.	1
4. BE WISER: Obtain commitment from a service club or group of students at a total of fourteen (14) middle and/or high school sites to implement Be Wiser program activities by December 31, 2023.	14
5. BE WISER: Engage with ten (10) community and/or school sites to increase public awareness about the dangers of drunk, drugged, and distracted driving to reach 1000 people by September 30, 2024.	10
6. BE WISER: Conduct one (1) training and/or workshop with each of the participating middle and high school campuses that will equip student peer educators and advocates with the knowledge base and skills to create and implement traffic safety education awareness campaigns by June 30, 2024.	14
7. BE WISER: Conduct two (2) awareness campaigns with each of the participating middle and high school campuses, addressing the topics of drunk, drugged, drowsy, and distracted driving, to reach 8000 students by September 30, 2024.	28
8. BE WISER: Conduct six (6) parent/community workshops.	6
9. BE WISER: Conduct four (4) workshops with local law enforcement Explorer Programs.	4
10. BE WISER: Conduct an evaluation with each of the participating middle and high school campuses and Explorer Programs assessing students' attitudes and behavior towards impaired and distracted driving.	1
11. SOS: Conduct one (1) training and/or workshop with each of the participating middle and high school campuses that will equip student peer educators and advocates with the knowledge base and skills to create and implement occupant protection and dangers of speeding campaigns by June 30, 2024.	6
12. SOS: Conduct two (2) awareness campaigns with each of the participating middle and high school campuses, addressing the topics of occupant protection and dangers of speeding while driving by September 30, 2024.	12
13. SOS: Conduct an evaluation with each of the participating middle and high school campuses assessing students' attitudes and behavior towards unsafe speed and occupant protection.	1
14. SOS: Obtain commitment from a service club or group of students at a total of six (6) middle and/or high school sites to implement Speed and Occupant Safety program activities by December 31, 2023.	6
15. SOS: Update and expand the Speeding and Occupant Safety (SOS) curriculum that will assist students to develop and implement awareness campaigns addressing the topics of speeding while driving and occupant protection by December 31, 2023.	1
3. METHOD OF PROCEDURE	
A. <u>Phase 1 – Program Preparation</u> (1st Quarter of Grant Year)	
<ul style="list-style-type: none"> 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. 	
<u>Media Requirements</u>	
<ul style="list-style-type: none"> 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. 	
B. <u>Phase 2 – Program Operations</u> (Throughout Grant Year)	
<u>Media Requirements</u>	

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 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.

C. Phase 3 – Data Collection & Reporting (Throughout Grant Year)

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.

4. 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.

5. ADMINISTRATIVE SUPPORT

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

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
402DD-24	20.600	State and Community Highway Safety	\$182,000.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS				
Positions and Salaries				
Straight Time				
Program Coordinator	402DD-24	\$44.83	208	\$9,325.00
Benefits -Program Coordinator	402DD-24	\$5,150.00	1	\$5,150.00
Health Education Assistant	402DD-24	\$25.09	1,560	\$39,140.00
Benefits - Health Education Assistant	402DD-24	\$21,617.00	1	\$21,617.00
Health Education Assistant	402DD-24	\$25.09	1,040	\$26,094.00
Benefits - Health Education Assistant	402DD-24	\$14,412.00	1	\$14,412.00
Executive Assistant I	402DD-24	\$29.13	728	\$21,207.00
Benefits - Executive Assistant I	402DD-24	\$11,713.00	1	\$11,713.00
Overtime				
				\$0.00
Category Sub-Total				\$148,658.00
B. TRAVEL EXPENSES				
In State Travel	402DD-24	\$1,499.00	1	\$1,499.00
				\$0.00
Category Sub-Total				\$1,499.00
C. CONTRACTUAL SERVICES				
				\$0.00
Category Sub-Total				\$0.00
D. EQUIPMENT				
				\$0.00
Category Sub-Total				\$0.00
E. OTHER DIRECT COSTS				
Office Supplies	402DD-24	\$3,000.00	1	\$3,000.00
Office Space	402DD-24	\$6,120.00	1	\$6,120.00
Communications	402DD-24	\$4,080.00	1	\$4,080.00
Printing/Duplication	402DD-24	\$6,000.00	1	\$6,000.00
Multi-media Presentation Supplies	402DD-24	\$1,000.00	1	\$1,000.00
Impaired Driving Activities	402DD-24	\$5,000.00	1	\$5,000.00
Educational Materials	402DD-24	\$6,643.00	1	\$6,643.00
Category Sub-Total				\$31,843.00
F. INDIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00
GRANT TOTAL				\$182,000.00

BUDGET NARRATIVE
PERSONNEL COSTS
Program Coordinator -
Benefits -Program Coordinator -
Health Education Assistant -
Benefits - Health Education Assistant -
Health Education Assistant -
Benefits - Health Education Assistant -
Executive Assistant I -
Benefits - Executive Assistant I -
TRAVEL EXPENSES
In State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. Anticipated travel may include the California Traffic Safety Summit. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.
CONTRACTUAL SERVICES
-
EQUIPMENT
-
OTHER DIRECT COSTS
Office Supplies - Used for standard office supplies to support grant related activities, grant monitoring and reporting. Costs may include paper, toner, ink cartridges, CDs/DVDs, flash drives, and desk top supplies such as pens, pencils, binders, folders, flip charts, easels, and clips. Excludes office furnishings and fixtures such as but not limited to the following: desk, chair, table, shelving, coat rack, credenza, book, filing cabinet, floor covering, office planter, storage cabinet, portable partition, picture, wall clock, draperies and hardware, and fixed lighting/lamp. Additional items may be purchased if approved by OTS.
Office Space -
Communications -
Printing/Duplication - Costs include the purchase of paper, production, printing and/or duplication of materials associated with daily grant operations.
Multi-media Presentation Supplies -
Impaired Driving Activities -
Educational Materials - Costs of purchasing, developing or printing brochures, pamphlets, fliers, coloring books, posters, signs, and banners associated with grant activities, and traffic safety conference and training materials. Items shall include a traffic safety message and if space is available the OTS logo. Additional items may be purchased if approved by OTS.
INDIRECT COSTS
-
STATEMENTS/DISCLAIMERS
There will be no program income generated from this grant.

Salaries may include wages, salaries, special compensations, or authorized absences such as annual leave and sick leave provided the cost for the individual employee is (a) reasonable for the services rendered, and (b) follows an appointment made in accordance with state or local laws and rules and meets federal requirements.

Any non-grant funded vacancies created by reassignment to a grant-funded position must be filled at the expense of the grantee agency.

Benefits for personnel costs can only be applied to straight time or overtime hours charged to the grant.

CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

The officials named on the grant agreement, certify by way of signature on the grant agreement signature page, that the Grantee Agency complies with all applicable Federal statutes, regulations, and directives and State rules, guidelines, policies and laws in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are not limited to, the following:

GENERAL REQUIREMENTS

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The Subgrantee-

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of,

or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

"During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and sub agreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of

any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)**

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person

who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered in to. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the

department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal

funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)





The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

1. GRANT TITLE Be Wiser Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program	
2. NAME OF AGENCY Riverside County	3. Grant Period From: 10/01/2023 To: 09/30/2024
4. AGENCY UNIT TO ADMINISTER GRANT Riverside County Public Health Department	
5. GRANT DESCRIPTION The Riverside University Health System - Public Health (RUHS - Public Health), seeks to reduce the number of persons killed or injured due to teen impaired and distracted driving as well as speeding. This will be achieved by expanding the existing Be Wiser Program. Expansion will include 1) enhancing the train the trainer component for high school students to prepare them in providing traffic safety presentations for their peers, 2) broaden the middle school curriculum to teach the concept of responsible passenger behavior and its translation to safe driving behavior, including the consequences of speeding, 3) provide training to staff and parents on the dangers of alcohol, drug impaired and distracted driving, 4) conduct meaningful bilingual awareness campaigns educating youth and the community on the dangers of poor choices and the consequences surrounding impaired and distracted driving and speeding.	
6. Federal Funds Allocated Under This Agreement Shall Not Exceed: \$182,000.00	
7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement: <ul style="list-style-type: none"> • Schedule A – Problem Statement, Goals and Objectives and Method of Procedure • Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable) • Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable) • Exhibit A – Certifications and Assurances • Exhibit B* – OTS Grant Program Manual • Exhibit C – Grant Electronic Management System (GEMS) Access <p>*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto.</p> <p>These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov.</p> <p>We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.</p> <p>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>	
8. Approval Signatures	
A. GRANT DIRECTOR NAME: Julisa Alvizo-Silva TITLE: Program Chief II EMAIL: jalvizo@ruhealth.org PHONE: (951) 358-7171 ADDRESS: 4065 County Circle Drive Riverside, CA 92503  _____ (Signature) <p style="text-align: right;">Jan 18, 2024 _____ (Date)</p> C. FISCAL OFFICIAL ADDRESS: Yadira Romo Program Chief II yromo@ruhealth.org (951) 358-5996 4065 County Circle Drive Riverside, California 92503  _____ (Signature) <p style="text-align: right;">Jan 20, 2024 _____ (Date)</p>	B. AUTHORIZING OFFICIAL ADDRESS: Kim Saruwatari Director of Public Health ksaruwatari@ruhealth.org (951) 358-7036 4065 County Circle Drive Riverside, CA 92503  _____ (Signature) <p style="text-align: right;">Jan 25, 2024 _____ (Date)</p> D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY ADDRESS: Barbara Rooney Director barbara.rooney@ots.ca.gov (916) 509-3030 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758  _____ (Signature) <p style="text-align: right;">Jan 31, 2024 _____ (Date)</p>



State of California – Office of Traffic Safety
GRANT AGREEMENT

WHEN DOCUMENT IS FULLY EXECUTED RETURN
 GRANT NUMBER
CLERK'S COPY DD24005
 to Riverside County Clerk of the Board, Stop 1010
 Post Office Box 1147, Riverside, Ca 92502-1147
 Thank you.

1. GRANT TITLE Be Wiser Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program	
2. NAME OF AGENCY Riverside County	3. Grant Period From: 10/01/2023 To: 09/30/2024
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5. GRANT DESCRIPTION The Riverside University Health System - Public Health (RUHS - Public Health), seeks to reduce the number of persons killed or injured due to teen impaired and distracted driving as well as speeding. This will be achieved by expanding the existing Be Wiser Program. Expansion will include 1) enhancing the train the trainer component for high school students to prepare them in providing traffic safety presentations for their peers, 2) broaden the middle school curriculum to teach the concept of responsible passenger behavior and its translation to safe driving behavior, including the consequences of speeding, 3) provide training to staff and parents on the dangers of alcohol, drug impaired and distracted driving, 4) conduct meaningful bilingual awareness campaigns educating youth and the community on the dangers of poor choices and the consequences surrounding impaired and distracted driving and speeding.	
6. Federal Funds Allocated Under This Agreement Shall Not Exceed: \$182,000.00	
7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement: <ul style="list-style-type: none"> • Schedule A – Problem Statement, Goals and Objectives and Method of Procedure • Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable) • Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable) • Exhibit A – Certifications and Assurances • Exhibit B* – OTS Grant Program Manual • Exhibit C – Grant Electronic Management System (GEMS) Access <p>*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto.</p> <p>These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov.</p> <p>We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.</p> <p>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>	
8. Approval Signatures	
A. GRANT DIRECTOR NAME: Julisa Alvizo-Silva TITLE: Program Chief II EMAIL: jalvizo@ruhealth.org PHONE: (951) 358-7171 ADDRESS: 4065 County Circle Drive Riverside, CA 92503 _____ (Signature) (Date)	B. AUTHORIZING OFFICIAL NAME: Kim Saruwatari TITLE: Director of Public Health EMAIL: ksaruwatari@ruhealth.org PHONE: (951) 358-7036 ADDRESS: 4065 County Circle Drive Riverside, CA 92503 _____ (Signature) (Date)
C. FISCAL OFFICIAL NAME: Yadira Romo TITLE: Program Chief II EMAIL: yromo@ruhealth.org PHONE: (951) 358-5996 ADDRESS: 4065 County Circle Drive Riverside, California 92503 _____ (Signature) (Date)	D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY NAME: Barbara Rooney TITLE: Director EMAIL: barbara.rooney@ots.ca.gov PHONE: (916) 509-3030 ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758 _____ (Signature) (Date)

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FORM APPROVED COUNTY COUNSEL


BY:  GREGG M. GU

DATE: 12-6-23

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<p>E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY</p> <p>NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758</p>	<p>9. SAM INFORMATION</p> <p>SAM #: CERTDD6LKE95 REGISTERED ADDRESS: 4080 Lemon St. Fl. 11 CITY: Riverside ZIP+4: 92501-3609</p>
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
402DD-24.1	20.600	0521-0890-101	2022	43/22	BA/22	\$61,880.00
402DD-24	20.600	0521-0890-101	2023	12/23	BA/23	\$120,120.00
					AGREEMENT TOTAL	\$182,000.00
					AMOUNT ENCUMBERED BY THIS DOCUMENT \$182,000.00	
<p><i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.</i></p>					PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT \$ 0.00	
					TOTAL AMOUNT ENCUMBERED TO DATE \$182,000.00	
OTS ACCOUNTING OFFICER'S SIGNATURE 			DATE SIGNED Jan 25, 2024			

1. PROBLEM STATEMENT

Riverside County is the fourth most populated county in California. More than 2.4 million people call it home, with 24.9% of them being under the age of 18. With more than 7,200 square miles of diverse terrain, 28 incorporated cities and 23 school districts, it is home to many new adolescent drivers. Riverside County is directly divided by two heavily traveled freeways (R-91 and R-60) and two main highways (I-15 and I-10) that stretch over 200 miles. These highly trafficked areas make it a prime location for traffic fatalities. Data retrieved from SWITRS indicated that Riverside County experienced 7,059 motor vehicle crashes involving drivers under the age of 20 between 2019 and 2021. There were 13,189 victims that resulted from those crashes, with 13,192 injured and 197 killed. Of those motor vehicle crashes, 5,068 crashes involved teenage drivers aged between 13 and 20. A total of 9,399 victims resulted from those crashes, with 9,250 injured and 149 killed. California Office of Traffic Safety (OTS) found it noteworthy to report in the 2023 CHSP that Riverside County, along with several other counties in California, ranks highest in the number of people killed or injured in motor vehicle crashes involving alcohol, drugs, motorcycles, pedestrians, bicycles, and distractions. This data indicates that at a local level, teen impaired and distracted driving continue to remain a significant issue of dire concern.

Adolescence is the transitional stage of growth and development that occurs between childhood and adulthood. Children and adolescents navigating through this transitional phase begin to encounter various changes, both emotionally and physically, as well as socially. They experience and achieve “coming of age” milestones, such as acquiring their driver’s license, getting their first job, or graduating from high school. Learning to drive is one of an adolescent’s highest ranked achievements because it affords them a tremendous amount of responsibility and independence. This is the time for them to prepare for physical independence of becoming licensed drivers. Although every teenager must complete schooling, training, and hands-on practice in order to acquire a driver’s license, the requirements are merely the bare minimum. However, becoming a safe, well-rounded driver requires more than simply a basic driving education. It is critical to provide adequate and age-appropriate exposure to safe driving habits, ongoing practice, and safe messaging; all of these components are critical in training the next generation of skilled and safe drivers. Without these critical measures and interventions, inexperienced young drivers risk endangering themselves and others on the road.

Motor vehicle crashes are the leading cause of teen deaths in the United States, according to the Centers for Disease Control and Prevention (CDC). In 2020, nearly 2,800 teenagers aged 13 to 19 were killed in motor vehicle crashes, with an additional 227,000 injured. Taking that number into account, around 8 teens die in vehicle crashes every day, with hundreds more injured. According to the Insurance Institute for Highway Safety (IIHS), despite driving fewer miles than adults, teens have disproportionately higher crash and mortality rates. Based on police-reported crashes, teenagers aged 16 to 19 are roughly four times more likely to be involved in a crash compared to drivers aged 20 and older; the risk is highest among those aged 16.

Teens are more likely than adults to engage in risky driving behaviors because they misjudge or underestimate dangerous situations and lack knowledge of safe driving practices. Driving a motor vehicle requires critical thinking abilities, and a miscalculation can have disastrous consequences. Many of these crashes occur as a result of crucial mistakes, such as not wearing a seat belt, speeding, texting, and a variety of other distractions. The California Highway Safety Plan (CHSP) for 2020-2024 highlights 16 challenge areas where traffic safety efforts should be prioritized. Six of the challenge areas have been recognized as high priority in California, including impaired driving and speed management, because they have the greatest opportunity to reduce serious injuries and fatalities across the state.

There are racial and ethnic disparities that exist in motor vehicle-related deaths, with American Indian children and youth aged 0 to 19 being disproportionately impacted. They are 2 to 5 times more likely than other racial and ethnic groups to be involved in a motor vehicle crash. When compared to other ethnic groups, the American Indian community has significantly lower infant, child, and teen restraint patterns. Teenagers, as both passengers and drivers, have the lowest prevalence of seat belt use of any age group, raising serious concerns about occupant safety. In 2019, the CDC found that 43% of high school students in the United States did not always wear a seat belt when traveling in a car driven by someone else. Over half of teenage drivers and passengers killed in vehicle crashes the following year were not wearing a seat belt. According to the 2020 National Occupant Protection Use Survey (NOPUS) Controlled Intersection research, seat belt use among adolescents and young adults aged 16 to 24 years old was only 87% that

year, compared to 92% of adults aged 25 years and older within the same period. In the 2021 NOPUS, seat belt use among teenagers and young adults grew to 88%. Even more troubling, when the teen driver involved in the fatal crash was unbuckled, nine out of ten of the passengers who died were also unbuckled. Data received from the Fatality Analysis Reporting System (FARS) indicated that between 2019 to 2020, California reported a total of 157 unrestrained passenger vehicle occupants between the ages of 13 and 20 were killed. Data retrieved from Statewide Integrated Traffic Records System (SWITRS) indicates that between 2019 to 2021, Riverside County recorded a total of 4 crashes where victims under the age of 20 were not wearing their seat belts; 1 victim was killed and 5 injured. Additionally, there were 3 crashes where victims between the ages of 13 to 20 were not wearing their seat belt; 1 victim was killed and 3 were injured. This includes all forms of restraint (lap belt, shoulder belt, or lap and shoulder belt). People who do not wear their seat belt are 30 times more likely to be ejected from the vehicle during a crash. Seat belts, when used properly, lower the risk of fatal injury by 45% and the risk of moderate to critical injury by 50%. In 2020, just approximately 76% of American Indians reported using a seatbelt, compared to the national average of 90%. Two out of every three passengers killed in collisions on reservations were not wearing their seat belts. Roughly 23-79% of children aged 7 or younger used proper restraints in the adolescent American Indian population. Child safety and booster seat use rates in the United States are substantially lower than in any other racial group. This information is shocking and should be taken into deeper consideration

Teen Driver Source defines speeding as increasing the space between to vehicles while reducing the reaction time required to stop. They discovered that driving too fast for the existing road conditions caused 21% of incidents involving teenage drivers. However, a research study conducted by the Children's Hospital of Philadelphia revealed that not all speed-related crashes are intentional. Many of these incidents are caused by lack of road safety information and inexperience behind the wheel. Data received from FARS indicates that between 2019 to 2020, California reported a total of 131 speeding drivers between the ages of 15 to 20 were killed. CHSP reported that Riverside County, along with several other counties, had the highest number of speeding-related fatal and serious injuries. Data received from SWITRS further indicates that between 2019 to 2021, Riverside County reported a total of 2,115 crashes occurred where victims were under the age of 20. There were 29 victims killed and 4,150 injured. Additionally, victims that were between the ages of 15 and 20 were involved in 1,326 crashes; 22 victims were killed and 2,495 were injured. Young drivers would benefit from instruction on speed management based on road conditions.

By number, the 7 counties with the greatest number of fatal injuries in 2020 were concentrated in southern California, one of them including Riverside County. Driving while distracted can make it incredibly difficult to react, especially for teen drivers. Texting or emailing while driving is more common among older teens than younger teens; even a higher percentage of drivers ages 15 to 20 were more distracted than drivers of any other age. A survey conducted by the 2019 CDC's Youth Risk Behavior Surveillance System revealed that 39% of high school students admitted to texting while driving in the last 30 days that the survey was given. According to 2020 NHTSA Traffic Safety Facts, there were 354 fatal crashes reported as having cell phone use as a distraction. For these distraction-affected crashes, at least one of the involved drivers was talking on, listening to, or engaged in some other cell-phone related activity at the time of the crash. Teenagers who text while driving are more likely to report additional high-risk behaviors, such as not wearing a seat belt, speeding, or drinking while driving.

Car crashes are a leading cause of death for teens, and about a quarter of fatal crashes involve an underage drinking driver. Due to the impairing effects of alcohol on the adolescent body, attention, judgment, concentration, memory, self-control, coordination, balance, and reaction time are negatively affected. According to the 2023 CHSP, 11,654 people were killed in alcohol-impaired crashes in 2020, which is a 14.3% increase from 10,196 in 2019. This means, on average, someone died from an alcohol-impaired driving crash every 45 minutes. Results from the 2019 national Youth Risk Behavior Survey revealed that 5.4% U.S. high school drivers had admitted to drinking alcohol at least once during the 30 days before the survey. Furthermore, 16.7% of U.S. high school aged students rode with a driver who had been drinking alcohol. Even though it is illegal to drink alcohol or drive after drinking any alcohol for people aged under 21 years old, 2020 data from CDC revealed that 29% of drivers aged 15 to 20 who were killed in motor vehicle crashes had been drinking. According to NHTSA, 29% of young drivers 15 to 20 years old who were killed in crashes had blood alcohol concentrations (BACs) of .01% g/dL or higher. In addition, 17% of drivers in the same age groups who were involved in fatal motor vehicle crashes had a BAC of .08% or higher – a level that is illegal for adults in California. It was reported that 62% of drivers aged 15 to 20 who were killed in crashes after drinking and driving were not wearing a seat belt. The 2020 Alcohol Fatality Facts from IIHS stated that 1,562 teenage drivers aged 16 to 20 were killed in car crashes with BACs greater than .08%. CHSP reported that Riverside County, along with several other counties, had the highest number of

alcohol-impaired fatal and serious injuries. Further analysis from SWITRS indicates that between 2019 and 2021, Riverside County reported that 184 people under the age of 21 were involved in a collision while under the influence of alcohol, with 14 killed and 267 injured.

The use of cannabis, prescription drugs, and other impairing drugs are increasingly prominent on roadways in the United States, where 25.3% of the nation's 38,824 fatalities in 2020 were related to drug-involved driving. CHSP indicated that 9,818 people nationwide were killed in drug-involved crashes in 2020 with 53.1% of those people testing positive for drugs – legal and illegal. After alcohol, marijuana is the most common drug associated with impaired driving. Among U.S. high school students who drove, about 13% admitted to driving while using marijuana, according to results from the 2017 national Youth Risk Behavior Survey. In California, there were 944 reported fatalities involving drug-related crashes with 55.2% of those people testing positive for drugs. Along with several other counties, Riverside County ranks highest in the number of fatalities and serious injuries in a drug-involved crash. Further analysis from SWITRS indicates that between 2019 to 2021, Riverside County reported that 77 people under the age of 21 were involved in a collision while under the influence of drugs, with 21 killed and 118 injured. It can be deduced that teenagers who participate in underage drinking and using drugs increase their likelihood of engaging in other dangerous and risky behaviors. These drug and alcohol-impaired driving traffic deaths were all preventable. Distracted driving among adolescents can be caused by a variety of factors, including inexperience behind the wheel, a lack of road safety information, lack of judgment, peer pressure, or distractions. Despite the numerous reasons that contribute to distracted driving among teens, the repercussions of these reckless and dangerous behaviors are irreparable. There are long-lasting emotional costs that affect communities, families, and loved ones. On September 22, 2022, an 18-year-old Menifee teen, who was speeding in a Honda at approximately 90 mph and not wearing his seat belt, smashed into a Dodge Ram pickup truck. The crash impact caused the vehicles to spin out of control, and the teen suffered from major injuries after being ejected from his driver's side window, landing into the next lane over. The passengers in the pickup, who were wearing seatbelts, suffered minor injuries in the crash. On December 22, 2022, a 19-year-old Menifee teen in a Ford accelerated past the speed limit while street racing in Moreno Valley, CA at night and slammed into an unsuspecting pickup truck. The teen driver was arrested and booked into a Riverside jail on suspicion of driving under the influence of drugs and engaging in a speed contest. The victim sustained major injuries and was transported to a local hospital. On January 17, 2023, two teenagers aged 17 and 15 from Southwest Riverside County were both killed in a fiery freeway crash that was caused by a 21-year-old El Cajon woman driving under the influence. The teens were not wearing their seat belt and were ejected from the vehicle. Another 15-year-old teen in the vehicle wore her seat belt and was not ejected but died in the fiery wreckage. The suspect was hospitalized, arrested, and charged with vehicular manslaughter and driving under the influence (DUI).

These tragic events not only affected the lives of the victim's loved ones, but it also impacted the young drivers forever. Educating youth about the serious consequences of hazardous driving behaviors and providing them with empowering safety education can result in a positive shift in their driving habits. Further consideration should be given to populations such as tribal communities, and culturally tailored educational engagement should be provided to help reduce the impact of motor vehicle injuries among adolescents.

2. PERFORMANCE MEASURES

A. Goals:

1. Reduce the number of persons killed in traffic crashes.
2. Reduce the number of persons injured in traffic crashes.

B. Objectives:

Target Number

- | | |
|--|----|
| 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. | 1 |
| 2. Identify straight time personnel and report on activities completed. Include any vacancies or staff changes that have occurred. | 4 |
| 3. BE WISER: Update and expand the Be Wiser training curriculum that will assist students to develop and implement awareness campaigns addressing the topics of impaired and distracted driving by December 31, 2023. | 1 |
| 4. BE WISER: Obtain commitment from a service club or group of students at a total of fourteen (14) middle and/or high school sites to implement Be Wiser program activities by December 31, 2023. | 14 |

5. BE WISER: Engage with ten (10) community and/or school sites to increase public awareness about the dangers of drunk, drugged, and distracted driving to reach 1000 people by September 30, 2024.	10
6. BE WISER: Conduct one (1) training and/or workshop with each of the participating middle and high school campuses that will equip student peer educators and advocates with the knowledge base and skills to create and implement traffic safety education awareness campaigns by June 30, 2024.	14
7. BE WISER: Conduct six (6) parent/community workshops.	6
8. BE WISER: Conduct four (4) workshops with local law enforcement Explorer Programs.	4
9. BE WISER: Conduct an evaluation with each of the participating middle and high school campuses and Explorer Programs assessing students' attitudes and behavior towards impaired and distracted driving.	1
10. BE WISER: Conduct two (2) awareness campaigns with each of the participating middle and high school campuses, addressing the topics of drunk, drugged, and distracted driving, to reach 8000 students by September 30, 2024.	2
11. SOS: Conduct one (1) training and/or workshop with each of the participating middle and high school campuses that will equip student peer educators and advocates with the knowledge base and skills to create and implement occupant protection and dangers of speeding campaigns by June 30, 2024.	6
12. SOS: Conduct two (2) awareness campaigns with each of the participating middle and high school campuses, addressing the topics of occupant protection and dangers of speeding while driving by September 30, 2024.	12
13. SOS: Conduct an evaluation with each of the participating middle and high school campuses assessing students' attitudes and behavior towards unsafe speed and occupant protection.	1
14. SOS: Obtain commitment from a service club or group of students at a total of six (6) middle and/or high school sites to implement Speed and Occupant Safety program activities by December 31, 2023.	6
15. SOS: Update and expand the Speeding and Occupant Safety (SOS) curriculum that will assist students to develop and implement awareness campaigns addressing the topics of speeding while driving and occupant protection by December 31, 2023.	1
<p>3. METHOD OF PROCEDURE</p> <p>A. <u>Phase 1 – Program Preparation</u> (1st Quarter of Grant Year)</p> <ul style="list-style-type: none"> • 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. <p><u>Media Requirements</u></p> <ul style="list-style-type: none"> • 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. <p><u>Addendum</u></p> <ol style="list-style-type: none"> 1. Distribute all necessary forms to the RUHS – PH Department Administration and Board of Supervisors for prior approval before implementation of any grant activities. 2. Research and obtain appropriate educational and resource materials to distribute to participating middle and high school campuses to aid with trainings. 3. Review and update all curriculums including Be Wiser and Speeding and Occupant Safety Program (SOS) to bring awareness to students that address the dangers of impaired and distracted driving, unrestrained occupants, and speeding. 4. Perform outreach to middle and high schools and Police Explorer Programs to participate in Be Wiser and SOS program activities. 	

5. Identify and designate a school site liaison that will be a point of contact with Public Health on all activities.
6. Consult and coordinate with school administration to implement pilot project requiring parent and student participation in workshop prior to receiving on-campus parking permit.
7. Prepare and execute operational plans to implement the "best practices" strategy in order to fulfill the outlined objective.
8. Establish and implement a plan for all grant related purchases to be made this quarter.
9. Establish and implement all necessary program forms and evaluation tools to distribute.
10. Create and implement a master calendar for all activities that staff can use as reference.

B. Phase 2 – Program Operations (Throughout Grant Year)

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 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.

Addendum

1. Arrange and distribute necessary campaign materials to participating school sites and Explorer Programs.
2. Manage and Implement train the trainer presentations at participating school sites.
3. Manage and lead student and parent/student workshops with participating school sites.
4. Manage and lead Police Explorer Program workshops with participating enforcement offices.
5. Create and provide social media campaigns for participating school sites to use as part of their trainings.
6. Manage and lead staff briefings with participating advisors at the appropriate locations.

C. Phase 3 – Data Collection & Reporting (Throughout Grant Year)

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.

4. 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.

5. ADMINISTRATIVE SUPPORT

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

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT		
402DD-24	20.600	State and Community Highway Safety	\$182,000.00		
COST CATEGORY		FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS					
<u>Straight Time</u>					
Program Coordinator	402DD-24	\$44.83	208	\$9,325.00	
Benefits -Program Coordinator	402DD-24	\$5,150.00	1	\$5,150.00	
Health Education Assistant	402DD-24	\$25.09	1,560	\$39,140.00	
Benefits - Health Education Assistant	402DD-24	\$21,617.00	1	\$21,617.00	
Health Education Assistant	402DD-24	\$25.09	1,040	\$26,094.00	
Benefits - Health Education Assistant	402DD-24	\$14,412.00	1	\$14,412.00	
Executive Assistant I	402DD-24	\$29.13	728	\$21,207.00	
Benefits - Executive Assistant I	402DD-24	\$11,713.00	1	\$11,713.00	
<u>Overtime</u>					
					\$0.00
Category Sub-Total					\$148,658.00
B. TRAVEL EXPENSES					
In State Travel	402DD-24	\$1,499.00	1	\$1,499.00	
					\$0.00
Category Sub-Total					\$1,499.00
C. CONTRACTUAL SERVICES					
					\$0.00
Category Sub-Total					\$0.00
D. EQUIPMENT					
					\$0.00
Category Sub-Total					\$0.00
E. OTHER DIRECT COSTS					
Office Supplies	402DD-24	\$3,000.00	1	\$3,000.00	
Office Space	402DD-24	\$6,120.00	1	\$6,120.00	
Communications	402DD-24	\$4,080.00	1	\$4,080.00	
Printing/Duplication	402DD-24	\$6,000.00	1	\$6,000.00	
Multi-media Presentation Supplies	402DD-24	\$1,000.00	1	\$1,000.00	
Impaired Driving Activities	402DD-24	\$5,000.00	1	\$5,000.00	
Educational Materials	402DD-24	\$6,643.00	1	\$6,643.00	
Category Sub-Total					\$31,843.00
F. INDIRECT COSTS					
					\$0.00
Category Sub-Total					\$0.00
GRANT TOTAL					\$182,000.00

BUDGET NARRATIVE
PERSONNEL COSTS
Program Coordinator - Program Coordinator - Acts as a liaison between RUHS-Public Health and its partners and participates in all grant-funded activities. Responsible for the day-to-day implementation of the program. Ensures program deliverables are met, trains and supervises program staff, completes required reporting, reviews and approves developed materials, and coordinates directly with OTS Program Coordinator and PIO. Claim should reflect actual costs up to the rate specified.
Benefits -Program Coordinator - Claimed amounts must reflect actual benefit costs for straight time or overtime hours charged to the grant.
Health Education Assistant - Participates in all grant-funded activities, including, but not limited to, setting up meetings, assisting with training and meetings, co-teaching presentations, preparing informational materials, ordering educational/outreach supplies, and monitoring/maintaining all grant-funded inventory. Claim should reflect actual costs up to the rate specified.
Benefits - Health Education Assistant - Claimed amounts must reflect actual benefit costs for straight time or overtime hours charged to the grant.
Health Education Assistant - Participates in all grant-funded activities, including, but not limited to, setting up meetings, assisting with training and meetings, co-teaching presentations, preparing informational materials, ordering educational/outreach supplies, and monitoring/maintaining all grant-funded inventory. Claim should reflect actual costs up to the rate specified.
Benefits - Health Education Assistant - Claimed amounts must reflect actual benefit costs for straight time or overtime hours charged to the grant.
Executive Assistant I - Provides administrative assistance for all grant-funded programs which includes, but is not limited to, working with fiscal to ensure all personnel, materials and supplies purchased through the grant are captured and tracked accordingly as well as reviewing all orders, timesheets and mileage forms. Claim should reflect actual costs up to the rate
Benefits - Executive Assistant I - Claimed amounts must reflect actual benefit costs for straight time or overtime hours charged to the grant.
TRAVEL EXPENSES
In State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. Anticipated travel may include the California Traffic Safety Summit. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.
CONTRACTUAL SERVICES
-
EQUIPMENT
-
OTHER DIRECT COSTS
Office Supplies - Used for standard office supplies to support grant related activities, grant monitoring and reporting. Costs may include paper, toner, ink cartridges, CDs/DVDs, flash drives, and desk top supplies such as pens, pencils, binders, folders, flip charts, easels, and clips. Excludes office furnishings and fixtures such as but not limited to the following: desk, chair, table, shelving, coat rack, credenza, book, filing cabinet, floor covering, office planter, storage cabinet, portable partition, picture, wall clock, draperies and hardware, and fixed lighting/lamp. Additional items may be purchased if approved by OTS.
Office Space - Costs include rent and utilities associated with grant goals and objectives. Charges to the grant will be in accordance with the following formula or rate: 1.7 FTE x 12 months x \$300. Reimbursement will be claimed on an actual cost basis and proportional to the grant-related use of the space.
Communications -

Costs of telephone service, cellular data for a tablet or laptop, mail/messenger service (excluding overnight priority mail) and communications services. Formula 1.7 FTE x 12 months x \$200

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

Multi-media Presentation Supplies -

Funds to purchase virtual training delivery supplies such as microphone, webcam and computer software. Purchase may include monthly Zoom and monthly Survey Monkey subscription fees. Additional items may be purchased upon approval from OTS.

Impaired Driving Activities -

Supplies to assist in demonstrations that give the attendees an understanding of the amplified impairments that occur while driving impaired. Items may include simulation goggles (alcohol and marijuana impairment, and distracted simulation) and approved activity kits. All purchases require approval from OTS.

Educational Materials - Costs of purchasing, developing or printing brochures, pamphlets, fliers, coloring books, posters, signs, and banners associated with grant activities, and traffic safety conference and training materials. Items shall include a traffic safety message and if space is available the OTS logo. Additional items may be purchased if approved by OTS.

INDIRECT COSTS

-

STATEMENTS/DISCLAIMERS

There will be no program income generated from this grant.

Salaries may include wages, salaries, special compensations, or authorized absences such as annual leave and sick leave provided the cost for the individual employee is (a) reasonable for the services rendered, and (b) follows an appointment made in accordance with state or local laws and rules and meets federal requirements.

Any non-grant funded vacancies created by reassignment to a grant-funded position must be filled at the expense of the grantee agency.

Benefits for personnel costs can only be applied to straight time or overtime hours charged to the grant.

Certifications and Assurances for Fiscal Year 2024 Highway Safety Grants (23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58)

The officials named on the grant agreement, certify by way of signature on the grant agreement signature page, that the Grantee Agency complies with all applicable Federal statutes, regulations, and directives and State rules, guidelines, policies, and laws in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are not limited to, the following:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

NONDISCRIMINATION

(applies to all subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d et seq.](#), 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, ([23 U.S.C. 324 et seq.](#)), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

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In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (c) of [49 CFR part 21](#) will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
"The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review

upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The Subgrantee will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;
 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to all subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to all subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., “grassroots”) lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to all subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—
PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to all subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

INSTRUCTIONS FOR ADDING OR UPDATING GEMS USERS

1. Each agency is allowed a total of **FIVE (5) GEMS Users**.
2. GEMS Users listed on this form will be authorized to login to GEMS to complete and submit Quarterly Performance Reports (QPRs) and reimbursement claims.
3. Complete the form if adding, removing or editing a GEMS user(s).
4. The Grant Director must sign this form and return it with the Grant Agreement.

GRANT DETAILS	
Grant Number:	DD24005
Agency Name:	Riverside County Public Health Department
Grant Title:	Be Wiser Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program
Agreement Total:	\$182,000.00
Authorizing Official:	Kim Saruwatari
Fiscal Official:	Yadira Romo
Grant Director:	Julisa Alvizo-Silva

CURRENT GEMS USER(S)

1. Rebecca Antillon

Title: Program Coordinator II
Phone: (951) 358-7171
Email: rantillon@ruhealth.org

Media Contact: No

2. Erin Malone

Title: Program Coordinator
Phone: (951) 358-7171
Email: emalone@ruhealth.org

Media Contact: No

3. Lorri Morris

Title: Accountant II
Phone: (951) 358-5688
Email: l.morris@ruhealth.org

Media Contact: No

4. Valerie Rodrigues

Title: Program Coordinator II
Phone: (951) 358-7190
Email: v.rodrigues@ruhealth.org

Media Contact: No

5. Rene Serna

Title: Accountant II
Phone: (951) 358-5451
Email: reserna@ruhealth.org

Media Contact: No

Complete the below information if adding, removing or editing a GEMS user(s)

GEMS User 1		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input checked="" type="checkbox"/>	Remove Access <input type="checkbox"/>		
Rebecca Antillon		Program Director	
Name		Job Title	
rantillon@ruhealth.org		951-358-7171	
Email address		Phone number	
GEMS User 2		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
GEMS User 3		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
GEMS User 4		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
GEMS User 5		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Add/Change <input type="checkbox"/>	Remove Access <input type="checkbox"/>		
Name		Job Title	
Email address		Phone number	
Form completed by: <u>Rebecca Antillon</u> <small>Rebecca Antillon (Jan 17, 2024 11:22 PST)</small>		Date: Jan 17, 2024	
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.			
<u>Julisa Alvizo-Silva</u> <small>Julisa Alvizo-Silva (Jan 18, 2024 13:44 PST)</small>		Julisa Alvizo-Silva	
Signature		Name	
Jan 18, 2024		Grant Director	
Date		Title	












Grant Agreement - DD24005












Final Audit Report

2024-01-31

Created:	2023-09-26
By:	Dallas Saputra (dallas.saputra@ots.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAJBxqtNoXof9CDVjow_a7RGMm1qJ-riXM

"Grant Agreement - DD24005" History

-  Document created by Dallas Saputra (dallas.saputra@ots.ca.gov)
2023-09-26 - 4:15:23 PM GMT
-  Document emailed to rantillon@ruhealth.org for signature
2023-09-26 - 4:15:32 PM GMT
-  Email viewed by rantillon@ruhealth.org
2023-10-03 - 4:22:36 PM GMT
-  Email viewed by rantillon@ruhealth.org
2023-10-10 - 4:21:53 PM GMT
-  Email viewed by rantillon@ruhealth.org
2023-10-17 - 4:23:20 PM GMT
-  Email viewed by rantillon@ruhealth.org
2023-10-24 - 4:53:03 PM GMT
-  Email viewed by rantillon@ruhealth.org
2023-10-31 - 4:39:39 PM GMT
-  Email viewed by rantillon@ruhealth.org
2023-11-14 - 5:33:13 PM GMT
-  Email viewed by rantillon@ruhealth.org
2024-01-12 - 0:55:42 AM GMT
-  New document URL requested by rantillon@ruhealth.org
2024-01-12 - 0:56:03 AM GMT
-  Email viewed by rantillon@ruhealth.org
2024-01-17 - 7:21:13 PM GMT


-  Signer rantillon@ruhealth.org entered name at signing as Rebecca Antillon
2024-01-17 - 7:22:12 PM GMT
-  Document e-signed by Rebecca Antillon (rantillon@ruhealth.org)
Signature Date: 2024-01-17 - 7:22:14 PM GMT - Time Source: server
-  Document emailed to jalvizo@ruhealth.org for signature
2024-01-17 - 7:22:15 PM GMT
-  Email viewed by jalvizo@ruhealth.org
2024-01-18 - 9:42:06 PM GMT
-  Signer jalvizo@ruhealth.org entered name at signing as Julisa Alvizo-Silva
2024-01-18 - 9:44:21 PM GMT
-  Document e-signed by Julisa Alvizo-Silva (jalvizo@ruhealth.org)
Signature Date: 2024-01-18 - 9:44:23 PM GMT - Time Source: server
-  Document emailed to yromo@ruhealth.org for signature
2024-01-18 - 9:44:24 PM GMT
-  Email viewed by yromo@ruhealth.org
2024-01-21 - 0:18:48 AM GMT
-  Signer yromo@ruhealth.org entered name at signing as Yadira Romo
2024-01-21 - 0:19:06 AM GMT
-  Document e-signed by Yadira Romo (yromo@ruhealth.org)
Signature Date: 2024-01-21 - 0:19:08 AM GMT - Time Source: server
-  Document emailed to ksaruwatari@ruhealth.org for signature
2024-01-21 - 0:19:09 AM GMT
-  Email viewed by ksaruwatari@ruhealth.org
2024-01-23 - 5:57:04 PM GMT
-  Email viewed by ksaruwatari@ruhealth.org
2024-01-25 - 6:44:12 PM GMT
-  Signer ksaruwatari@ruhealth.org entered name at signing as Kim Saruwatari
2024-01-25 - 6:44:30 PM GMT
-  Document e-signed by Kim Saruwatari (ksaruwatari@ruhealth.org)
Signature Date: 2024-01-25 - 6:44:32 PM GMT - Time Source: server
-  Document emailed to Carolyn Vu (Carolyn.Vu@ots.ca.gov) for signature
2024-01-25 - 6:44:34 PM GMT

 Email viewed by Carolyn Vu (Carolyn.Vu@ots.ca.gov)

2024-01-25 - 6:45:07 PM GMT

 Document e-signed by Carolyn Vu (Carolyn.Vu@ots.ca.gov)

Signature Date: 2024-01-25 - 6:45:15 PM GMT - Time Source: server

 Document emailed to Barbara Rooney (barbara.rooney@ots.ca.gov) for signature

2024-01-25 - 6:45:17 PM GMT

 Email viewed by Barbara Rooney (barbara.rooney@ots.ca.gov)

2024-01-31 - 9:52:12 AM GMT

 Document e-signed by Barbara Rooney (barbara.rooney@ots.ca.gov)

Signature Date: 2024-01-31 - 10:54:28 PM GMT - Time Source: server

 Agreement completed.

2024-01-31 - 10:54:28 PM GMT