

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



**ITEM: 3.22  
(ID # 30183)**

**MEETING DATE:**  
Tuesday, April 28, 2026

**FROM :** RUHS-PUBLIC HEALTH

**SUBJECT:** RIVERSIDE UNIVERSITY HEALTH SYSTEM – PUBLIC HEALTH: Approve Funding Allocations from the State of California Office of Traffic Safety (OTS) Be Wiser Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program for the Period of Performance of October 1, 2026, through September 30, 2027. All Districts [Total amount \$251,400; up to \$50,280 in additional compensation - 100% Federal]

**RECOMMENDED MOTION:** That the Board of Supervisors:

1. Approve Funding Allocations from the State of California Office of Traffic Safety for Be Wiser Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program (“Program”) for a total amount not to exceed \$251,400 for the period of performance of October 1, 2026, through September 30, 2027; and
2. Authorize the Director of Public Health, or designee, based on availability of fiscal funding and as approved as to form by County Counsel, to: (a) sign all certifications, assurances, or reports to implement the Program including, but not limited to, signing the Program Grant Agreement when it becomes available; (b) sign subsequent amendments to the Grant Agreement, including modifications to the statement of Work, that stay within the intent of the Grant Agreement; and (c) sign subsequent amendments to the Grant Agreement that do not exceed the sum total of twenty percent (20%) of the total aggregate amount.

**ACTION:A-30, Policy**

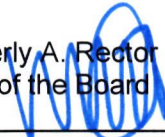
  
Kim Saruwatari, Director of Public Health 4/13/2026

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**MINUTES OF THE BOARD OF SUPERVISORS**

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

Ayes: Medina, Spiegel, Washington, Perez, and Gutierrez  
Nays: None  
Absent: None  
Date: April 28, 2026  
xc: RUHS-PH

Kimberly A. Rector  
Clerk of the Board  
By:   
Deputy

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

| <b>FINANCIAL DATA</b>                | <b>Current Fiscal Year:</b> | <b>Next Fiscal Year:</b> | <b>Total Cost:</b>                    | <b>Ongoing Cost</b> |
|--------------------------------------|-----------------------------|--------------------------|---------------------------------------|---------------------|
| <b>COST</b>                          | \$0                         | \$188,550                | \$251,400                             | \$0                 |
| <b>NET COUNTY COST</b>               | \$0                         | \$0                      | \$0                                   | \$0                 |
| <b>SOURCE OF FUNDS:</b> 100% Federal |                             |                          | <b>Budget Adjustment:</b> No          |                     |
|                                      |                             |                          | <b>For Fiscal Year:</b> 26/27 – 27/28 |                     |

**C.E.O. RECOMMENDATION:** Approve

**BACKGROUND:**

**Summary**

The Riverside University Health System of Public Health (RUHS-PH) Injury Prevention Services (IPS) applied for funding allocations from California Office of Traffic Safety to implement a comprehensive countywide Be Wiser Teen Impaired and Distracted Driving and Speeding and Occupant Safety Program. The program aims to increase education and awareness for middle and high school students, parents and staff about the dangers of impaired and distracted driving, speeding and occupant safety through in-person and virtual interactive activities. To assure sustainability of program efforts, interested peer leaders in each participating campus will be trained on how to conduct engagement activities in their campus for increased education and awareness among their community.

**Impact on Residents and Businesses**

The Be Wiser Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program will benefit County residents by ensuring drivers and passengers are knowledgeable of safe practicing behaviors to prevent injuries and fatalities due to impaired and distracted driving.

**Additional Fiscal Information**

This funding is awarded to RUHS-PH by the State of California. Future funding will be reported to Auditor Controller Office (ACO) on an annual basis.

**County Fiscal Year**

| <b>Fiscal Year</b> | <b>Amount</b>    |
|--------------------|------------------|
| FY26/27            | \$188,550        |
| FY27/28            | \$62,850         |
| <b>Total</b>       | <b>\$251,400</b> |

**Contract History and Price Reasonableness**

RUHS-PH submitted a grant application to the State of California Office of Traffic Safety for Be Wiser Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program on January 29, 2026. Funding has not yet been awarded, RUHS-PH is currently under consideration. As this is a competitive grant opportunity, no additional vendor quotations were required. At this time,

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STATE OF CALIFORNIA

the Board is being asked to authorize the Public Health Director to sign the Grant Agreement when it becomes available.

ATTACHMENTS:

ATTACHMENT A: Grant Application #27-007027 with the State of California

  
Douglas Ordóñez Jr. 4/20/2026

  
Gregg Gu, Chief of Deputy County Counsel 4/13/2026

# Application Information

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Application No: 27-007027

|                            |                                |                              |                                  |   |   |
|----------------------------|--------------------------------|------------------------------|----------------------------------|---|---|
| Application Type:          | General                        | Agency (City or County):     | <a href="#">Riverside County</a> | Department (Police Dept, DA Office, etc): | <a href="#">Riverside County Public Health Department</a> |
| Authorized Representative: | <a href="#">Kim Saruwatari</a> | Additional Contact Email:    |                                  | DUNS/SAM Number:                          | CERTDD6LKE95  |
| DUNS/SAM Expiration Date:  |                                | DUNS/SAM Registered Address: | 4080 Lemon St. Floor 11          | DUNS/SAM City:                            | Riverside   |
| DUNS/SAM ZIP+4:            | 92501-3609                     |                              |                                  |   |   |

# Application Summary

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

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Application Title:

Be Wiser: Teen Impaired/Distracted Driving & Speeding/Occupant Safety Program

Application Description:

The Riverside University Health System – Public Health (RUHS Public Health), Injury Prevention Services (IPS), aims to reduce teen fatalities and injuries caused by impaired and or distracted driving, speeding, and improper use of seat belt restraints by expanding the Be Wiser: Teen Impaired/Distracted Driving and Speeding/Occupant Safety Program (BW/SOS). Program expansion will include: 1) strengthening the Train-the-Trainer curriculum component for high school students, 2) expanding the middle school curriculum component to promote responsible passenger and safe driving behaviors, 3) conducting bilingual training for students, staff, parents, and local law enforcement explorer programs , 4) providing bilingual resources and awareness campaigns, 5) hosting a Youth Traffic Safety Summit in Riverside County to bring together community members and empower teens as traffic safety advocates for their peers.

Focus of Application: Alcohol-Impaired Driving

# Problem Statement

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Describe the problem(s) to be addressed utilizing current data-driven evidence. Be specific and focus on the issue that is relevant and significant within your community.

1. Describe the city, county, or jurisdiction this grant will impact.

## Problem Statement:

Riverside County, California, is a metropolitan region situated in the southern part of the state, encompassing 28 cities and 12 Native American tribal entities. The county has a population of approximately 2.52 million, making it the fourth-most populous county in California. Covering 7,209 square miles, a significant portion of the land remains unincorporated (Attachment 1, U.S. Census Bureau). The vast unincorporated areas, coupled with limited public transit options, particularly impact rural communities, magnifying their risk of traffic-related issues. These conditions underscore the need for targeted interventions to address the unique challenges faced by these communities.

The largest racial or ethnic group in Riverside County was Hispanic/Latino, comprising 52.5% of the population. The demographic breakdown reflects a diverse community, including 30.2% White (non-Hispanic), 8.3% Asian (non-Hispanic), 7.5% Black (non-Hispanic), 4% Multiracial (non-Hispanic), 2% American Indian/Alaskan Native (non-Hispanic), and 0.5% Native Hawaiian and Other Pacific Islander (non-Hispanic). The county experienced a 4.5% increase in residents from 2020 to 2024, adding approximately 109,966 people. Currently, 285,882 individuals or 11.3% of the population live below the poverty line (Attachment 1, U.S. Census Bureau). This population growth presents challenges, as the increase in residents and visitors has led to more teen impaired and distracted driving injuries and fatalities.

Among California's 58 counties, Riverside County ranks 30th for speed-related crashes, 34th for crashes involving drivers under 21 who had been drinking, and 37th for total traffic-related injuries and fatalities (Attachment 2, Office of Traffic Safety). The Inland Empire, which includes Riverside County, is ranked among the top 10 fastest growing regions in California, with people moving from neighboring counties. Home to 4.6 million people, the Inland Empire's population is 53% Latino and skews younger than most parts of California (Attachment 3, Office of Community Partnerships). Riverside County accounts for roughly 2.52 million of these residents, making it the largest share of the Inland Empire's population and a central driver of the region's growth. California has over 27.94 million active driver's licenses, with Riverside County accounting for 6% or 1.76 million licensed drivers (Attachment 4, California Open Data Portal). 70% of Riverside County's residents are licensed drivers, creating one of the largest concentrations of active motorists in the region. With such a high share of the population on the road, overall exposure to traffic activity increases, which in turn elevates the county's potential for motor vehicle collisions. These trends highlight the urgent need for a comprehensive safety education curriculum to reduce collisions and improve community safety.

Riverside County reported a 2.5% increase in fatal and non-fatal motor vehicle collisions over a three-year period, with 10,352 crashes in 2022 and 10,606 crashes in 2024. There was a 0.5% increase in non-fatal injuries resulting from collisions, with 14,809 victims in 2022 and 14,866 in 2024. 14 interstates and highways run through Riverside County, with 5 heavily trafficked (R-91, R-60, R-74, I-215, and R-111), totaling over 580 miles. R-91 runs through the cities of Corona and Riverside, R-60 runs through Jurupa Valley and Moreno Valley, R-74 runs through Lake Elsinore and Hemet, I-215 runs through Riverside and Perris, and R-111 runs through Palm Springs and Indio (Attachment 5, Geographic Information System). These highly trafficked areas make it a primary target for traffic fatalities. Riverside County reported a 16% increase in fatal and non-fatal traffic collisions on interstates and highways, from 1,550 in 2022 to 1,797 in 2024. There was a 12% increase in traffic injuries and fatalities resulting from a collision occurring on an interstate or highway, with 2,241 victims in 2022 and 2,503 victims in 2024 (Attachment 6, Statewide Integrated Traffic Records System).

Motor vehicle crashes among teens remain a major concern in Riverside County. Since 2015, RUHS Public Health has provided traffic safety education to middle and high school students, parents, staff, community members, and local law enforcement. With 23 school districts across the county, 24% of Riverside County's population is under 18, indicating a strong youth presence. Between 2022 and 2024, individuals aged 10-17 years accounted for 12% of the county's population and increased by 1% over the three-year period (Attachment 7, U.S. Census Bureau). This trend, combined with the overall population surge, will create a critical demand for expanded services and initiatives dedicated to safeguarding the well-being of all residents, especially vulnerable groups such as children and teens.

Unintentional injuries are a leading cause of death for teens in Riverside County, regardless of gender, race, or economic status. Between 2022 and 2024, injuries and fatalities among teens (ages 13-18) represented 9% of all motor vehicle crashes. During the same three-year period, injuries and fatalities increased among all racial and ethnic groups: Asian 24% (n=), Black 13% (n=), Hispanic 17% (n=), and White 30% (n=). In 2022, unincorporated areas (n=146), Riverside (n=104), Murrieta (n=54), and Corona (n=52) had the most reported teen victims killed or injured in a motor vehicle collision compared to all other cities in the county. In 2024, Moreno Valley (n=60) and Menifee (n=48) replaced Murrieta (n=45) and Corona (n=45) as the most reported cities with teen victims (Attachment 8, SWITRS). These injuries and fatalities depict a significant public health issue for teen residents, contributing to premature death and disability. Given the public health problem of injuries, local health departments play a critical role in protecting and improving community safety, in coordination with local, state, and national efforts.

2. Describe the problem(s) to be addressed, supported by current crash and/or other relevant data. (most recent calendar year data/stats)

**Problem Statement:**

Education and promotion of traffic safety best practices for passengers and drivers are a critical component of protecting the lives and wellbeing of children, teens, and young adults during motor vehicle travel. This need becomes even more critical when considering the behaviors most strongly linked to severe crashes among young passengers and teen drivers: impaired driving, distracted driving, unsafe speed, and improper use of seat belt restraints.

**Problem 1 – Rising Traffic Fatalities and Injuries in Riverside County**

A key driver of motor vehicle injuries and fatalities is the prevalence of high-risk behaviors among young drivers and passengers, including impaired driving, distracted driving, unsafe speed, and inconsistent or improper use of seat belt restraints. Teens are especially vulnerable due to inexperience, developmental factors, and social pressures that increase the likelihood of engaging in risky behaviors. Without proper education and awareness of traffic safety best practices, the severity of injuries increases significantly. This concern is reflected in the period from 2022 to 2024, when Riverside County experienced 2,744 fatal and non-fatal teen crashes, an 8% increase. The impact of these crashes is not evenly distributed as the northwest region (n=1,183), southwest region (n=555), and unincorporated communities (n=490) account for a disproportionate share of teen collisions compared to other areas of the county (Attachment 8, SWITRS). Together, these behavioral and geographic patterns underscore the urgent need for targeted, place-based interventions to reduce teen injuries and fatalities.

**Problem 2 – Teens Transitioning to Driving Without Adequate Safety Knowledge**

Data shows an average 4% increase in motor vehicle crashes in Riverside County from 2022 to 2024, with 2,696 non-fatal and 48 fatal motor vehicle collisions involving teens ages 13-18 (Attachment 8, SWITRS). This upward trend is especially concerning given that the teen population in Riverside County is projected to decline by 2028 (Attachment 9, RUHS Public Health). Fewer teens are accounting for a greater share of crashes, indicating that the risk per teen driver is increasing rather than stabilizing or decreasing. The transition from passenger to driver represents another critical vulnerability. Many teens begin driving without adequate preparation in safe driving behaviors, GDL requirements, or foundational knowledge of occupant protection. Without early, structured education, teens are more likely to engage in distracted driving, speeding, or riding unrestrained, which are behaviors that significantly increase crash risk during the early years of independent driving. Between 2022 and 2024, 8% (n=735) of teens who were involved in a collision received a Primary Collision Factor (PCF) Violation for unsafe speed, with 4% (n=547) resulting in fatalities or injuries (Attachment 10, SWITRS). The combination of rising crash numbers and a shrinking teen population underscores a widening gap in safety knowledge and preparedness. This trend highlights the urgent need for comprehensive, developmentally appropriate traffic safety education to ensure that new drivers are equipped to make safe decisions behind the wheel.

**Problem 3 – Reduced Access to Evidence-Based Traffic Safety Education**

Many families and schools lack access to comprehensive, evidence-based traffic safety programs that address the risks teens face. Without consistent education and community-level support, young drivers and passengers are less prepared to make safe decisions, increasing the likelihood of preventable crashes and injuries. In 2024, RUHS Public Health Epidemiology reported 423,950 students enrolled in Riverside County public schools K-12, representing 94% (n=423,950) of the county's population under age 18. Of these, 47% (n=200,990) were enrolled in grades 7-12, underscoring that middle and high schools are the most efficient and equitable settings for reaching teens with traffic safety education (Attachment 9, RUHS Public Health). Riverside County's diverse population further shows the need for accessible programming. 44% of families (n=1,050,204) speak a language other than English at home, and the average household income is \$93,172, with 11% of youth under 18 living below the poverty line. Transportation access also varies: 2% of working residents aged 16 and older lack access to a vehicle, while 51% have access to 3 or more vehicles, and 85% commute by car (Attachment 11, U.S. Census Bureau). Given the scale and impact of motor vehicle injuries in Riverside County, local health departments play a vital role in advancing community safety. Through coordinated efforts with schools, law enforcement, healthcare providers, and state and national partners, the county can implement effective prevention programs that reduce risky driving behaviors, increase seat belt use, and ultimately save lives. Investing in youth traffic safety education is essential to protecting the health and wellbeing of Riverside County's next generation.

**Problem 4 – Persistent Health Disparities in Traffic Safety**

Health disparities further compound teen crash risk in Riverside County. At-risk communities, including low-income neighborhoods, racially and ethnically diverse communities, and rural areas, experience

disproportionate exposure to dangerous road environments, limited access to driver education resources, and higher involvement in crashes linked to alcohol, drug impairment, and distraction. Disaggregated data show that Hispanic or Latino teens ages 13-18 experience significantly higher rates of fatal and non-fatal injuries compared to their peers. Between 2022 and 2024, Hispanic and Latino teens account for 51% of all teen crashes, including 1,390 crashes resulting in death or injury and 1,163 victims with fatal or non-fatal injuries (Attachment 10, SWITRS). Among alcohol-related crashes involving teen drivers, 69% (n=72) involved Hispanic or Latino teens. For drug-related crashes, 75% (n=14) involved Hispanic or Latino teens (Attachment 12, SWITRS). Crashes involving sleepy or fatigued teen drivers also showed disproportionate impact, with 66% (n=19) involving Hispanic or Latino youth (Attachment 13, SWITRS). These disparities mirror Riverside County's demographic profile, where Hispanic or Latino individuals of all ages make up 53% of the total population, yet their representation in teen crashes exceeds their population share. This overrepresentation underscores the urgent need for bilingual and culturally responsive traffic safety interventions tailored to the needs of these communities.

### **Problem 5 – Media Narratives Highlighting Teens in Preventable Crashes**

Local media coverage frequently highlights teen involvement in preventable collisions, reinforcing the urgency of addressing these issues. These collisions reflect broader systemic gaps in education, prevention, and community awareness rather than isolated events. They underscore the need for comprehensive, evidence-based strategies that equip teens, families, and communities with the skills and knowledge necessary to make safe decisions on the road.

On April 16, 2025, a 19-year-old male was arrested following a high-speed, fatal multi-vehicle crash in downtown Riverside, which resulted in one death and five injuries. He faces multiple felony charges, including murder, driving under the influence of drugs causing injury or death, felony hit and run causing injury or death, and resisting arrest with violence (Attachment 14, IE Community News).

On April 26, 2025, two 17-year-olds were ejected from an allegedly stolen car after a pursuit on the 91 Freeway. The car crashed and flipped off a freeway ramp, landing in a parking lot. The driver failed to stop after being pursued and lost control at the on-ramp when the car collided with a power box at a high rate of speed. The female driver and male passenger sustained injuries (Attachment 15, The Press Enterprise).

On August 23, 2025, a car crash on Interstate 15 in Temecula resulted in four fatalities, including two teenage soccer players. Authorities suspect the crash stemmed from an illegal street race in which a BMW crossed the median and hit an oncoming Nissan Sentra. The deceased include a 15-year-old male and a 14-year-old male, teammates for the SoCal Reds youth soccer club, along with a 22-year-old male and a 35-year-old male, the Nissan's driver. The BMW driver was critically injured and faced potential charges for vehicular manslaughter, child endangerment, and participating in a speed contest. Authorities from the California Highway Patrol state that reckless driving was a factor in the crash (Attachment 16, NBC 7).

On October 10, two juvenile boys were struck by an intoxicated driver who fled the scene while they were riding bicycles in La Quinta. One 14-year-old male died from his injuries two weeks later, while the second juvenile sustained major injuries but was released from the hospital. Authorities arrested a 47-year-old male, who was reportedly intoxicated and on probation for a prior DUI at the time of the crash, and linked him to an

earlier hit-and-run. Initial charges included vehicular manslaughter and DUI, but following the teen's death and considering the suspect's prior DUI and a legal warning, prosecutors upgraded the charges to include murder (Attachment 17, KTLA 5).

3. Define the target population the grant intends to serve and how they are affected by the problem(s). If the target population includes any at-risk populations, please include how this traffic safety grant will serve them.

Problem Statement:

RUHS Public Health aims to prevent injuries and death by promoting safe driving practices and adherence to traffic safety laws among vulnerable populations throughout Riverside County. BW/SOS focuses on the following groups:

#### **Population 1 – Middle School Students**

Middle school students are at a formative stage, beginning to ride with peers, walking or biking independently, and developing early perceptions of driving norms. They are highly vulnerable to unsafe road conditions and often lack foundational knowledge of seat belt use, distraction risks, and safe passenger behavior. Although they are not yet drivers, they are frequently exposed to unsafe behaviors such as riding with older peers who may speed, drive distracted, or fail to use seat belts consistently. They also observe adults engaging in alcohol or drug-impaired driving, texting behind the wheel, or driving aggressively. These early exposures shape their expectations of what “normal” driving looks like, making early intervention critical to shaping long-term safety habits before they transition into the driver’s seat.

#### **Population 2 – High School Students**

High school students are at a heightened risk of motorvehicle injury due to increased independence, peer influence, and exposure to high-risk behaviors such as distracted driving, speeding, and inconsistent seat belt use. Many are preparing for or actively participating in GDL requirements. This age group is more likely to experiment with alcohol or drugs, drive distracted by texting or social media, carry multiple peer passengers, and exceed safe speeds. Seat belt use is often inconsistent, especially when riding with friends. These combined risk factors significantly increase the likelihood of severe or fatal crashes. Without targeted education and support, this age group remains disproportionately represented in preventable crashes.

#### **Population 3 – Newly Licensed Drivers**

Newly licensed drivers experience the highest crash risk of any age group during the first 12–24 months of independent driving. Limited experience, overconfidence, and exposure to impaired or distracted driving significantly elevate crash risk. Distractions such as texting, social media notifications, and peer passengers further reduce reaction time and decisionmaking. Speeding is common among new drivers who underestimate stopping distances and overestimate their ability to control a vehicle. When seat belts are not used correctly, the severity of injuries in these crashes increases substantially. Strengthening occupant protection, reinforcing GDL requirements, and promoting safe decisionmaking are essential to reducing injuries among this group. Providing traffic safety education to high school students is vital to fostering safe driving habits early in life. As many teenagers begin driving during high school, they are at a critical stage when understanding traffic laws, the dangers of distracted or impaired driving, and the importance of seatbelt use can significantly impact their safety and others. Educating students about these key principles helps them develop a strong sense of responsibility behind the wheel and prepares them to navigate common driving challenges. Equipping young drivers with this knowledge can reduce collisions, promote safer communities, and instill lifelong habits that contribute to overall road safety.

#### **Population 4 – At-Risk Families**

Families facing socioeconomic challenges often have limited access to safe vehicles, driver education, reliable transportation, and safety resources or culturally relevant safety information. These disparities contribute to higher rates of unrestrained passengers, unsafe travel conditions, and increased vulnerability to severe injury in a crash. Limited resources can also contribute to lower seat belt use or improper child restraint installation. Without targeted support, these families remain disproportionately vulnerable to preventable injuries.

#### **Population 5 – Families with Limited Proficiency in English**

Language barriers can prevent families from accessing critical safety information, understanding GDL requirements, or navigating driver licensing systems. Without culturally appropriate education and resources, these families may struggle to support their teens in developing safe driving behaviors or ensuring proper seatbelt use. Providing multilingual, culturally responsive programming is essential to closing this gap.

## **Population 6 – Local Law Enforcement Explorer Programs**

Teens participating in Explorer programs are positioned to become peer leaders in traffic safety, yet they are still susceptible to the same risks as other teens. Exposure to alcohol or drug impairment, peer-related distractions, speeding, and inconsistent seat belt use can influence their own driving behaviors. Providing Explorer participants with advanced traffic safety knowledge empowers them to model safe behaviors, support enforcement messaging, and serve as credible messengers who reinforce prevention strategies within their schools and communities.

## **Population 7 – Tribal Communities**

Tribal communities often face unique transportation challenges, including rural road conditions, limited access to driver education, and higher rates of unrestrained travel. These factors contribute to disproportionate injury and fatality rates among Native youth. Culturally grounded, community-driven safety initiatives are essential to addressing these disparities and supporting safe travel for Native youth and families.

## **The Need for the BW/SOS Program**

When teens engage in risky behaviors without safety precautions, knowledge of preventative measures, understanding of the rules of the road, and consistent and correct restraint use, the likelihood of severe or fatal injury increases dramatically. Misunderstandings can also cause confusion and hesitation on the road, disrupting traffic flow and leading to unpredictable driving behavior. Therefore, it's crucial for all road users to understand traffic safety laws to ensure their own safety and others. As unintentional injuries continue to impose a significant public health problem, contributing to premature death and long-term disability across all demographic groups, local health departments play an essential role in advancing community safety. Through coordinated efforts with schools, law enforcement, healthcare providers, and state and national partners, Riverside County can strengthen evidence-based strategies that promote safe driving behaviors, increase seat belt use, and reduce the devastating impact of motor vehicle injuries on youth and families.

Between 2022 and 2024, there were 2,696 non-fatal and 48 fatal motor vehicle crashes involving drivers ages 13-18 in Riverside County (Attachment 8, SWITRS). Of these non-fatal collisions, 3.6% (n=98) involved teen drivers under the influence of alcohol, 0.6% (n=16) under the influence of drugs, and 1.1% (n=29) sleepy or fatigued. Of the fatal collisions, 12.5% (n=6) involved teen drivers impaired by alcohol and 6.3% (n=3) impaired by drugs (Attachment 12, SWITRS). Considering the percentage of the county's population under 18 and the alarming proportion of teen fatalities attributed to alcohol and other drugs, it is clear that more education around this topic is needed.

Seat belts are the single most effective tool for preventing death and serious injury in a crash. Yet teens have some of the lowest seat belt usage rates, especially when riding with peers. Improper or inconsistent seat belt use increases the dangers of impairment, distraction, and speeding. Promoting correct restraint use is a foundational strategy for reducing unintentional injuries among youth. Nationally, strong relationships have specifically been demonstrated between higher fatalities among teens and relatively lower seatbelt use in 16- to 24-year-olds, distracted driving, and speeding (Attachment 18, Insurance Information Institute). Between 2022 and 2024, 5 collisions and 4 victims were reported in Riverside County involving teens aged 13-18 who were not using a seat belt, harness, or restraint (Attachment 13, SWITRS).

Speeding remains one of the most common risky behaviors among young drivers. Higher speeds reduce the time available to avoid hazards and increase the force of impact during a collision. When teens speed without wearing seat belts, or while impaired or distracted, the risk of catastrophic injury rises dramatically. Misunderstanding traffic safety laws can result in unsafe practices that endanger drivers, pedestrians, and law enforcement personnel. If drivers are unaware of or misunderstand speed limits, they may inadvertently drive too fast or too slowly, increasing the risk of crashes. Speed management and occupant protection must be addressed together. Speeding affects teenagers more than any other age group. Nationally, teen drivers aged 13-19 and their passengers accounted for 43% of all traffic fatalities involving speeding (Attachment 18, III). Between 2022 and 2024, 8% (n=735) of teens who were involved in a collision received a PCF Violation for unsafe speed in Riverside County, with 4% (n=547) resulting in fatalities or injuries (Attachment 10, SWITRS).

Alcohol and drug impairment dramatically reduce reaction time, judgment, and coordination. For teens who already have limited driving experience, impairment magnifies crash risk. When impaired driving occurs alongside low seat belt use, the likelihood of fatal injury increases sharply. This makes occupant protection strategies, enforcement, and education essential components of injury prevention. The common teen perception that driving under the influence of marijuana is generally more acceptable than being under the influence of alcohol represents a significant area of needed education as well. Despite the decrease in teen drivers who drink and drive nationally, nearly a million high school students admitted they consumed alcohol before driving (Attachment 19, III). Between 2022 and 2024, 4% (n=131) of teens who were involved in a collision received a PCF Violation for driving or bicycling under the influence of alcohol or drugs in Riverside County, with 3% (n=134) resulting in fatalities or injuries (Attachment 10, SWITRS).

Teens are disproportionately affected by distractions such as texting, social media, and peer passengers.

Distracted driving is one of the leading contributors to unintentional teen injuries in Riverside County. Even momentary inattention can turn a survivable crash into a fatal one if seat belts are not used correctly. An OTS Public Opinion Survey found 71.4% of Californians identified distracted driving because of texting as one of their top traffic safety concerns on California roads (Attachment 20, OTS). Teen drivers spend 21% of each trip looking at their smartphone, and 27% of the time, their eyes are off the road for two seconds or longer, dramatically increasing crash risk (Attachment 21, U.S. News). Between 2022 and 2024, 29 collisions and 25 victims were reported in Riverside County involving teens aged 13-18 who were driving sleepy or fatigued. Teens represented 5% of the county's population who were involved in a collision caused by driving sleepy or fatigued. Teens ages 13-18 received 82 PCF Violations for inattention and distraction, such as cell phone use, texting, passenger and outside vehicle distraction, adjusting radio or climate controls, or daydreaming or lost in thought between 2022 and 2024 in Riverside County (Attachment 13, SWITRS).

BW/SOS aims to address critical gaps in motor vehicle safety education through highly targeted, developmentally appropriate health education efforts. By engaging young people during their formative driving years, the program promotes positive driving habits early, ultimately working to prevent future fatalities and injuries. Program survey data from 2024–2025 highlights a significant opportunity to expand motor vehicle safety education among Riverside County middle and high school students. The BW Program staff surveyed 580 students aged 12-18 across 14 school sites and 4 law enforcement explorer programs. The surveyed population is geographically diverse, representing multiple regions of Riverside County, including the Northwest/Inland Empire urban corridor, the Southwest/Temecula Valley region, the San Geronio Pass, the Central/Hemet-San Jacinto Valley, and the Eastern/Coachella Valley, demonstrating that data collection reflects a broad and representative crosssection of the county's regional landscapes.

Among participants, 52% had not yet begun driving, 24% anticipated starting within the next year, and 18% reported driving for one year or more. Motor vehicle crashes among teens stem from a range of factors, including inexperience, limited road safety knowledge, poor judgment, peer influence, distractions, speeding, and impairment due to alcohol, drugs, or fatigue. BW survey respondents identified the most common distractions among their peers as texting, checking social media, driving with passengers or friends, and driving while drowsy. 12% of surveyed youths reported receiving no prior education on impaired driving, distracted or drowsy driving, speeding, or seat belt safety (Attachment 22, BW/SOS PostSurvey Data).

The gains in knowledge following program participation were substantial. Before the presentation, 62% of students reported awareness of the California Zero Tolerance Law; afterward, 83% correctly defined and explained it. Program satisfaction was similarly high: 97% of participants found the presentation informative, easy to understand, and useful, and 98% reported a positive experience with program activities (Attachment 22). These increases in knowledge and overwhelmingly positive feedback underscore the effectiveness of education and awareness as essential tools for prevention.

Despite the many factors contributing to teen motor vehicle crashes, the consequences of risky driving behaviors carry longlasting physical and emotional impacts for families, communities, and loved ones.

BW/SOS continues to equip youth with the knowledge, awareness, and practical skills needed to make safer decisions behind the wheel. By strengthening early prevention and education, the program helps reduce the likelihood of dangerous driving behaviors that lead to collisions and fatalities.

**Traffic Data Summary:**

City Applicants: Complete the table below using the most current local data and update the 20XX years in the table (do not use the OTS Rankings).

County or State Applicants: Complete the table below using TIMS data and update the 20XX years in the table.

| Crash Type | 20XX    |         | 20XX    |         | 20XX    |         |
|------------|---------|---------|---------|---------|---------|---------|
|            | Crashes | Victims | Crashes | Victims | Crashes | Victims |
| Fatal      | 324     | 342     | 299     | 324     | 264     | 279     |
| Injury     | 10028   | 14809   | 10184   | 14853   | 10342   | 14866   |

Source: 2021-2024 SWITRS (2024 is provisional as of December 2025.)

## Proposed Solution

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**Strategies:**

Public Health is dedicated to protecting and improving the health of residents and visitors by creating healthy communities, promoting healthy behaviors, connecting with and investing in people, and improving access to services. Impaired and distracted driving, unsafe speed, and unrestrained occupants throughout Riverside County remain a top concern for Public Health.

Lowering the incidence of fatal motor vehicle crashes among adolescents is largely associated with the adoption of GDL laws, which intentionally postpone full licensure so young drivers can gain experience under lower-risk driving conditions. Nevertheless, despite these legislative efforts, motor vehicle collisions continue to be the leading cause of death among teenagers in the United States. RUHS Public Health recognizes the effectiveness of GDL laws and remains actively involved in developing, testing, and implementing teen traffic safety programs that address behavioral factors frequently associated with novice driver crashes. These behaviors include substance use (alcohol and drugs), distractions from mobile phones and peer passengers, fatigue, nighttime driving, low rates of seat belt use, and excessive speeding.

Research evidence indicates that community-based educational programs have shown effectiveness in prompting behavioral changes among this group. RUHS Public Health remains dedicated to integrating education, enforcement, and awareness initiatives to strengthen our comprehensive programs, including BW/SOS, which target distracted driving, impairment, excessive speed, and improper use of seat belt restraints among teen drivers.

Middle and high school adolescents are often less closely monitored and therefore more likely to engage in risky behaviors with peers. These actions include failing to wear seat belts, texting while driving, operating vehicles under the influence of alcohol or drugs, and speeding. As a result, peer-to-peer interventions are essential for providing teens with the skills needed to withstand peer pressure that can lead to unsafe and unhealthy behaviors.

RUHS Public Health recognizes middle and high school campuses, as well as safety-focused groups such as police Explorer programs, as key communities. The agency is committed to building partnerships that will support the effective implementation of the proposed interventions. Strategies are supported by local key partners as evidenced by Letters of Support.

### **Strategy Overview**

1. Support the Peer-to-Peer Approach
2. Support Outreach Events on Middle School and High School Campuses
3. Support School Administration, Parents and Guardians, and Community Members
4. Support Awareness Campaigns
5. Support Law Enforcement
6. Support At-Risk Communities
7. Evaluate Program Activities and Adjust as Needed

### **Strategy 1 - Support Peer-to-Peer Approach**

RUHS Public Health operates student-centered, peer-led programs designed to help adolescents recognize dangerous roadway habits while highlighting their power to inspire progress. This methodology is backed by several federal and global health agencies, such as the National Highway Traffic Safety Administration (NHTSA), the Centers for Disease Control and Prevention (CDC), the U.S. Department of Health and Human Services (HHS), the Substance Abuse and Mental Health Services Administration (SAMHSA), and the World Health Organization (WHO). These institutions value teenagers' ability to leverage their passion, innovation, and distinct viewpoints to teach their classmates proven methods for staying safe behind the wheel.

In Riverside County, youth ambassadors from secondary schools, junior highs, and law enforcement Explorer programs will participate in educational trainings covering critical topics such as highspeed racing, seat belt compliance, impaired and distracted driving, and overall passenger safety. These training courses are designed to equip young leaders with the knowledge and practical skills needed to promote safer driving behavior within their communities. Supplemental learning tools, such as impairment goggles, provide hands-on, controlled demonstrations of the signs and effects of intoxication and impairment, reinforcing key safety concepts through experiential learning.

Activities include:

- Traffic Safety Bingo
- Visual impairment goggle simulations
- Train-the-Trainer presentations
- Distribution of resources and information cards
- Bilingual English/Spanish workshops
- Student presentations to increase knowledge and awareness of the risk factors of injury and death due to impaired and distracted driving, unsafe speed, and improper use of seat belts
- Organize workshops covering safe driving practices, current laws on impairment and distractions, and available resources for novice drivers

### **Strategy 2 - Support Outreach Events on Middle School and High School Campuses**

RUHS Public Health plans to partner with student representatives to set up outreach booths on campuses, emphasizing road safety education. These activities will be carefully scheduled during the school term to align with seasons with higher rates of negligent or dangerous motoring. The program is intended to provide teenagers with information, resources, and materials to encourage responsible driving habits and seatbelt use.

RUHS Public Health will partner with local police departments, roadsafety organizations, and youth mentors to host an extensive Teen Summit designed to strengthen collaboration among students, caregivers, and trafficsafety professionals. The summit will highlight current research, statistical trends, and best practices for addressing dangerous driving behaviors among young motorists. It will also feature handson safety clinics and interactive workshops that equip attendees with practical skills to reduce hazardous driving patterns and tools to support effective advocacy campaigns. Beyond the summit, RUHS Public Health and its partners will continue sustained outreach at neighborhoodlevel events to share information about the risks associated with high speeds, lack of seatbelt use, and impaired or distracted driving. Supplemental resources, such as impairment goggles and other experiential activities, will provide safe, controlled demonstrations of visual impairment, while schoolbased educational campaigns will engage students and staff in creative ways to promote seatbelt use and sober driving within their communities.

Activities include:

- Actively participating in community events with interactive activities to highlight car crash prevention
- Conduct awareness campaigns
- Attend community events, health fairs, or expos where novice and teen drivers can access information and resources related to road safety

### **Strategy 3 - Support School Administration, Parents and Guardians, and Community Members**

In response to the identified deficit in transit security instruction among secondary and middle school personnel, RUHS Public Health will begin a series of regular newsletters. These electronic publications will circulate data specific to California and Riverside County, discuss relevant topics related to young adult road safety, and provide accessible materials for display in learning spaces and public areas on campus. The objective is to increase awareness of safe driving practices among scholars, their caregivers, faculty, and local participants through consistent communication.

Monthly newsletters will disseminate important information to youth and community members while highlighting diverse voices and experiences related to traffic safety. This initiative will ensure that all stakeholders feel included and informed, thereby promoting a sense of community and shared commitment to road safety. Through these comprehensive strategies, the agency aims to foster an environment of equity and inclusion, ensuring that all students and community members can participate meaningfully in efforts to raise awareness and promote road safety.

To facilitate beneficial dialogues about road safety, RUHS Public Health will host workshops for parents, guardians, and educators in both English and Spanish. These educational sessions are designed to equip households with the tools to involve their young people effectively in this vital topic. Workshops will provide opportunities for participants to share feedback and suggestions through surveys distributed after the events. By joining community or school activities, program members can discuss transit security concerns, share statistics, and offer practical safety advice to families and school associates. BW/SOS will help school leaders in sharing traffic safety awareness by providing appealing instructional items that can be simply positioned in academic surroundings, like vibrant posters and informational images, addressing road safety best practices, as well as creating awareness initiatives made for social media avenues that the campus community can utilize as teaching tools.

Engaging parents and community members through dedicated workshops will enhance inclusion by providing opportunities for families from all backgrounds to participate in discussions about traffic safety and responsible driving. The agency will consider language barriers by offering translations or interpretations as needed, ensuring broader participation. Collaboration with local law enforcement in the workshops with Explorer Programs will educate students about traffic safety while building understanding and creating equitable relationships between youth and law enforcement.

Activities include:

- Parent-Driver Planning Agreement
- Promote Parent-Teen involvement plan
- Promote monthly newsletter segments
- Conduct workshops for parents and their teens

### **Strategy 4 – Support Awareness Campaigns**

Community events and campaigns are among the most widely used tools for promoting and improving road safety and are an important component of road safety strategies in jurisdictions around the world. These initiatives have long been used to increase awareness of traffic laws and new legislation, safe driving practices, and to educate the public about road safety issues. The goal of youth-focused programs is to reduce the harmful consequences of risky driving among young people. RUHS Public Health plans to work with school leaders to implement targeted promotions at the affected school locations. These endeavors will enable pupils to take part in supporting secure driving and riding practices through numerous tasks, such as creating educational signs, using social media outlets for communication, setting up commitment displays, sharing traffic safety announcements in the mornings, and carefully placing campaign items, including lawn placards and visuals, all over school properties.

Proposed campaign models are:

- Super Bowl Fans Don't Let Fans Drive Drunk
- National Distracted Driving Awareness Month
- Global Youth Traffic Safety Month
- Fourth of July Buzzed Driving is Drunk Driving
- National Teen Driver Safety Week
- Holiday Impaired Driving Awareness

BW/SOS will team up with visible groups to tackle unsafe driving issues, including inattentive driving, driving while under the influence of substances, excessive speed, and the importance of staying safe inside the vehicle. The program initiatives will involve close collaboration with local civic groups, city governments, and police divisions to disseminate teaching materials via online platforms and successfully advocate responsible automotive practices.

Data points such as participation statistics, including impressions, appreciation clicks, comments, and emotional responses online, will be regularly monitored and reviewed to assess the success of awareness efforts and their impact on community opinions and behavior. This information-driven approach will guide continuous enhancements to the promotions, ensuring more effective advertising of safe driving habits among young adults. Collaborating with local organizations and media outlets to post related content on their social media pages will increase reach and awareness of traffic safety topics. The social media posts will increase community engagement to foster improved behavior change.

### **Strategy 5 - Support Law Enforcement**

Collaborating with law enforcement is a valuable approach to promote occupant safety within communities. Law enforcement agencies play a crucial role in enforcing car seat laws, conducting inspections, and educating the public. It is necessary for new and existing traffic officers to have a full understanding of current laws, how to identify violators, and provide referrals to local resources. Local law enforcement agencies will be invited to participate in planned strategies. BW/SOS will motivate local law enforcement Explorer Programs to take part in multiple training sessions, community events, high school campus activities, and practical engagement opportunities. By providing Explorer Program members with the skills and knowledge they require, BW/SOS seeks to empower them to assume leadership roles in educating their fellow students. This initiative is intended to build a strong culture of safe driving and responsible behavior among students within their individual high schools. Through workshops, interactive discussions, and community outreach, these young leaders will play a key role in spreading awareness about the importance of safe driving habits and the potential consequences of reckless behavior, ultimately helping create a safer environment for everyone.

Activities include:

- Reach out to local law enforcement agencies to express interest in collaborating on impairment and prevention safety initiatives
- Identify key contacts within the agency, such as community outreach officers or traffic safety officers
- Provide training sessions or informational materials for law enforcement explorers on the risks of impaired and distracted driving, unsafe speed, and improper use of seat belts
- Offer hands-on training sessions for law enforcement explorers

- Supply law enforcement agencies with educational materials, brochures, and resources that can be distributed to the community
- Collaborate on public awareness campaigns that highlight law enforcement's commitment to traffic safety
- Ensure that officers are well-informed about relevant laws and regulations

### **Strategy 6 – Support At-Risk Communities**

The BW/SOS initiative will address the needs of communities facing social vulnerabilities and health disparities linked to restricted access to resources. Its focus will include minority populations, economically disadvantaged families, geographically isolated individuals facing access challenges, first-generation or undocumented individuals, LGBTQ+ youth, and students with disabilities or those in foster care. Research indicates that individuals from lower socioeconomic strata are at an elevated risk for motorvehicle collisions relative to their more affluent counterparts. Given regional data highlighting unincorporated and southwest Riverside County, there is a critical need to concentrate trafficsafety interventions in underresourced areas while accounting for social determinants that influence impaired driving, distracted driving, excessive speeding, and improper seat belt use.

Obtaining commitments from service clubs or student groups across Riverside County's middle and high schools promotes inclusivity and representation. This strategy ensures that students from various socioeconomic backgrounds can actively participate in the program, fostering a sense of community and shared responsibility. Engaging with community and school sites will intentionally focus on locations serving underrepresented populations, increasing public awareness about the dangers of impaired, drugged, and distracted driving, excessive speeding, and inconsistent seat belt use, while ensuring that the messaging is culturally appropriate and relevant.

Activities include:

- Tailor education and outreach materials to be culturally sensitive and relevant
- Provide culturally appropriate education on the dangers of impaired and drugged driving, distracted driving, excessive speeding, and improper seat belt use
- Collaborate with community leaders, organizations, and healthcare providers to engage the community in discussions about teen and youngadult traffic safety
- Address common misconceptions or barriers that may exist within the community related to impaired driving, distraction, speeding, and seat belt use
- Address social determinants of health, such as economic disparities, transportation challenges, and limited access to safety resources, that influence risky driving behaviors
- Partner with local tribal communities to deliver culturally grounded trafficsafety education focused on impairment, distraction, speeding, and seat belt use
- Partner with the Riverside County Office of Education to integrate impaired and distracted driving prevention into the community
- Conduct communitybased trafficsafety outreach events that promote safe decisionmaking, proper seat belt use, and awareness of impairment and distraction risks

### **Strategy 7 - Evaluate Program Activities and Adjust as Needed**

Community empowerment and advocacy are central to the BW/SOS program. RUHS Public Health will create meaningful opportunities for students to collaborate with County partners, contribute to decisionmaking, and shape trafficsafety prevention efforts. Students will provide input on educational materials, oncampus campaigns, and outreach strategies to ensure programming reflects their needs and addresses the realworld risks they face, including impaired and distracted driving, excessive speeding, and improper seat belt use.

Ongoing evaluation will guide program improvement and ensure activities remain equitable and effective. Feedback from participating campuses will allow the program to adapt activities to better serve all students, fostering inclusive environments where diverse youth voices are represented. The Youth Traffic Safety Summit will continue to elevate student perspectives from across Riverside County, creating a platform for sharing experiences and developing strategies to reduce risky driving behaviors.

Evaluation is essential for determining whether trafficsafety initiatives are reducing dangerous behaviors and improving outcomes. The BW/SOS Post Survey and the Impact Sheet will serve as the primary evaluation tools, capturing students' knowledge, attitudes, and self-reported behaviors related to impairment, distraction, speeding, and seat belt use. These tools will also measure program reach, engagement, and changes in student confidence and awareness. Results will help identify successful strategies, highlight areas needing improvement, and ensure the program remains responsive to evolving youth behaviors and community needs.

Activities include:

- Regularly evaluate program effectiveness using the BW/SOS Post Survey, the Impact Sheet, participant feedback, and outcome data
- Adjust program activities based on evaluation findings and emerging community needs

Agency Qualifications:

Riverside University Health System – Public Health, Injury Prevention Services Branch has more than 31 years of experience developing, implementing, and managing comprehensive injury prevention and traffic safety programs. The agency has a proven track record of successfully administering state and federally funded grants, meeting reporting requirements, and achieving program objectives on time and within budget.

RUHS Public Health maintains extensive partnerships with local law enforcement agencies, community-based organizations, hospitals, schools, and colleges/universities throughout Riverside County. These collaborations enhance program reach and support coordinated, efficient efforts to reduce motor vehicle collisions and traffic-related injuries. In recent years, programs have successfully adapted to provide both virtual and in-person education, ensuring accessibility for diverse audiences.

### **Programmatic Experience and Capacity**

RUHS Public Health administers multiple traffic safety and injury prevention initiatives, demonstrating the capacity to manage the proposed grant activities concurrently. This includes:

#### **Impaired and Distracted Driving Programs**

##### **Be Wiser: Teen Impaired/Distracted Driving and Speeding/Occupant Safety Program (BW/SOS)**

- Curriculum development and updates addressing impaired and distracted driving, Train-the-Trainer presentations, Virtual and in-person peer educator trainings, Peer-to-Peer traffic safety education, Awareness and social media campaigns, Outreach events, Parent and school staff presentations, Youth Traffic Safety Summit

##### **College Communities Against Drunk, Drugged, and Distracted Driving (CADD)**

- Recruitment of local colleges and universities, Traffic safety educational presentations, Training and support of peer health educators, Digital newsletters and social media campaigns, Development and distribution of college toolkits, Program evaluation, Coordination of the Riverside County Traffic Safety College Collaborative

#### **Additional Traffic Safety Programs**

- **Occupant Protection/Child Passenger Safety (CPS):** Child safety seat distribution, check-ups, education classes, special needs consultations, NHTSA CPS certification and recertification courses, and CarFIT programs
- **Pedestrian and Bicycle Safety/Active Transportation:** Safe Routes for All, helmet distribution, pedestrian and bicycle safety curricula, bicycle rodeos, Pedestrian Safety Ambassador Program, and senior pedestrian safety education

This range of programming demonstrates the agency's infrastructure, experience, and administrative capacity to effectively manage the proposed grant.

#### **Staffing Capacity and Qualifications**

Staffing levels are adequate and appropriate to successfully complete all proposed activities. RUHS Public Health employs experienced programmatic and fiscal staff with clearly defined roles:

- **Program Chief (In-Kind):** Over 25 years of public health experience; provides fiscal oversight and facilitates contract execution.
- **Program Director (In-Kind):** Over 25 years of program management experience; provides technical assistance and ensures grant objectives and deliverables are met.
- **Program Coordinator:** Over 6 years of experience coordinating and implementing traffic safety programs.
- **Health Education Assistants:** Bilingual staff with more than 10 years of experience delivering traffic safety education and outreach.
- **Fiscal Accountant (In-Kind):** Over 5 years of experience preparing and submitting Office of Traffic Safety (OTS) claims and managing grant fiscal reporting.

When needed, staff receive ongoing training through internal professional development and external traffic safety-related training to ensure program quality and compliance.

### **Procurement and Contracting**

All grant agreements, contracts, and procurement activities are supported by RUHS–Public Health's established contract and administrative unit. Grant agreements and acceptance of funds require approval by the Riverside County Board of Supervisors following Public Health administrative approval. The estimated timeframe for contract approval and signature is 8–10 weeks.

Procurement requests are initiated by program staff and reviewed by the fiscal unit in accordance with county procurement policies. The estimated timeframe for receipt of grant-related items is 4–6 weeks.

## **Community Collaboration and Engagement**

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Provide a description of the community collaboration and engagement activities that will be conducted and/or participated in by your department to address traffic safety. Community collaboration and engagement allows for the appropriate department personnel to engage in conversations to both share information and receive input from the community members regarding traffic safety.

## Community Collaboration and Engagement:

Community collaboration and engagement allow the appropriate department personnel to engage in conversations to both share information and receive input from the community members regarding traffic safety. RUHS Public Health engages residents, partners, and stakeholders in twoway conversations that both share evidencebased information and gather meaningful input on local safety concerns.

RUHS Public Health maintains strong, longstanding partnerships with communitybased organizations, local school districts, the Riverside County Office of Education, Public Social Services, RUHS Behavioral Health, the RUHS Medical Center, California Highway Patrol, the Riverside County Sheriff's Department, local law enforcement agencies, and local community-based organizations. These collaborations support a shared mission to reduce injuries and fatalities caused by motorvehicle collisions.

Through inperson and virtual engagement, RUHS Public Health staff will educate the public on teen driver and passenger safety while gathering feedback on transportation challenges, safety concerns, and community needs. This input will guide outreach strategies, program locations, and service delivery throughout the grant period. The BW/SOS program will strengthen partnerships with schools and community organizations to deliver impactful educational campaigns focused on preventing impaired and distracted driving, reducing excessive speeding, and promoting consistent seat belt use.

Engagement activities will reflect Riverside County's diversity and leverage RUHS Public Health's strengths. Workshops, presentations, and awareness events will be offered in English and Spanish, supported by strategic socialmedia campaigns and outreach at schools and community gatherings. These efforts will expand the reach of trafficsafety messaging and ensure equitable access to resources.

Person-centered engagement remains fundamental to achieving long-term, sustainable improvements in traffic safety. RUHS Public Health will use tools such as surveys, student-centered campaigns, and community outreach activities to better understand local perceptions of safety and the challenges youth face related to impaired and distracted driving, excessive speeding, and improper seat belt use. These approaches create opportunities for students and community members to share their experiences, shape program priorities, and strengthen collective ownership of traffic safety solutions. Insights gathered through these activities will be shared across multiple communication channels to deepen community involvement and support collaborative, data-informed planning.

### **Education and Awareness Campaigns**

- Dissemination of campaign kits to schools and community partners
- Interactive visual impairment simulations conducted at school and community events

### **Public Workshops (In-Person and Virtual)**

- Teen driver and passenger safety–focused workshops for middle and high school students
- Parent or Guardian to teen driver–focused workshops conducted with local parent centers

### **Community Events**

- Participation in teen-focused and family-oriented community events to provide traffic safety education and resources

### **School-Based Programs**

- Interactive visual impairment simulations for students and families
- Bilingual workshops presented in collaboration with Parent Centers and English Learner Advisory Committee (ELAC) groups

Through these collaborative and engagement-driven activities, RUHS Public Health will foster meaningful partnerships, promote community input, and support a shared culture of traffic safety across Riverside County.

# Goals

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## Description

Reduce the number of persons killed in traffic crashes.

Reduce the number of persons injured in traffic crashes.

## Custom Description

# Objectives

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| Target Number | Description   |
|---------------|---|
| 1             | Issue a news release announcing the kick-off of the grant by December 31st. The kick-off news releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at <a href="mailto:pio@ots.ca.gov">pio@ots.ca.gov</a> , and copied to your OTS Coordinator, for approval 7 days prior to the issuance date of the release. |

| Included | Target Number | Description  |
|----------|---------------|--|
| Yes      | 4             | Identify grant funded, straight time personnel. Include any vacancies or staff changes that have occurred. For any vacancies, include the status of filling the vacancy.   |
| No       | 0             | Execute subcontracts referenced in the budget. Prior to finalizing the subcontract, grantee should work with the OTS to ensure all costs in the sub contract are allowable. Upon execution of subcontract, upload a copy of the subcontract and request a revision to the grant budget to add new budget line items for associated costs under contractual services. If not yet executed, provide ETA. |

| Included | Target Number | Custom Description  |
|----------|---------------|---|
| Yes      | 1             | BE WISER: Update and expand the Be Wiser training curriculum to assist students in developing and implementing awareness campaigns addressing impaired and distracted driving by December 31.   |
| Yes      | 14            | BE WISER: Obtain commitment from a service club or group of students at fourteen (14) middle and/or high school sites to implement Be Wiser program activities by December 31.  |
| Yes      | 14            | BE WISER: Conduct one (1) Train-the-Trainer presentation at participating middle and/or high school campuses that will provide student peer educators with the knowledge base and skills to create and implement impaired and distracted driving awareness campaigns by September 30. |
| Yes      | 28            | BE WISER: Conduct two (2) awareness campaigns at participating middle and/or high school campuses, addressing the topics of drunk, drugged, drowsy, and distracted driving, to reach 5,000 students by September 30.  |
| Yes      | 6             | BE WISER: Conduct six (6) parent and/or community presentations to increase awareness of teen drunk, drugged, and distracted driving risks, laws, and available resources by September 30.  |
| Yes      | 4             | BE WISER: Conduct four (4) presentations with local law enforcement Explorer Programs to increase awareness of teen drunk, drugged, and distracted driving risks, laws, and available resources by September 30.  |
| Yes      | 1             | BE WISER: Conduct an evaluation at participating middle and/or high school campuses, assessing students' attitudes and behavior towards impaired and distracted driving by September 30.  |
| Yes      | 1             | Conduct a virtual Youth Traffic Safety Summit impacting 200 Riverside County youth and youth-serving community members.   |
| Yes      | 12            | Create twelve (12) monthly newsletter segments to increase awareness of teen impaired and distracted driving, speeding, and occupant safety risks, laws, and available resources, to reach 300 people by September 30.  |
| Yes      | 10            | Engage with community pages to publish ten (10) social media posts to increase public awareness of impaired and distracted driving, speeding, and occupant safety risks, laws, and available resources, to reach 800 people by September 30.  |
| Yes      | 1             | 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 and occupant protection by December 31.   |
| Yes      | 6             | SOS: Obtain commitment from a service club or group of students at six (6) middle and/or high school sites to implement SOS program activities by December 31.  |
| Yes      | 6             | SOS: Conduct one (1) Train-the-Trainer presentation at participating middle and/or high school campuses that will provide student peer educators with the knowledge base and skills to create and implement speeding and occupant protection awareness campaigns by September 30.     |
| Yes      | 12            | SOS: Conduct two (2) awareness campaigns at participating middle and/or high school campuses, addressing the topics of speeding and occupant protection, to reach 1,000 students by September 30.   |
| Yes      | 1             | SOS: Conduct an evaluation at participating middle and/or high school campuses, assessing students' attitudes and behavior towards speeding and occupant protection by September 30.  |

## Method of Procedure

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## Phase 1 - Program Preparation:

- Develop operational plans to implement the “best practice” strategies outlined in the objectives section.
- Conduct all training needed to implement the program, in the first quarter.
- Purchase all grant related supplies and materials to implement the program, in the first quarter.
- Items with a unit cost of \$5,000 or more (including tax and shipping) must comply with the Buy America Act.

### Media Requirements

- Issue a news release approved by the OTS PIO announcing the kick-off of the grant by December 31 and after the grant is signed and executed, but no sooner than October 1, the start of the grant year. The kick-off release must be approved by the OTS PIO. If you are unable to meet the December 31 deadline to issue a kick-off press release, communicate the reasons to your OTS grant coordinator and OTS PIO.

## Phase 1 - Program Preparation Addendum:

### **Phase 1 - Program Preparation (1st Quarter of Grant Year)**

#### **Planning for Program Implementation**

- Complete and route all necessary forms to the Public Health Administration and Riverside County Board of Supervisors for approval of the grant agreement.
- Develop detailed operational plans to carry out the “best practice” strategies outlined in the objectives section.

#### **Training**

- Develop a database to capture all statistical information and track objective progress relevant to grant activities.
- Conduct a search for current, appropriate educational and resource materials.
- Conduct all training required for program implementation during the first quarter.

#### **Grant-Related Purchases**

- Complete all purchases necessary to implement the program within the first quarter.
- Establish an inventory process to accurately track purchases.

#### **Media Requirements**

- Issue a press release announcing the grant kick-off, approved by the OTS PIO.
- The release must be distributed no earlier than October 1 and no later than November 15.
- The press release can only be issued after the grant is fully signed and executed.
- If the November 15 deadline cannot be met, provide reasons to both your OTS grant coordinator and the OTS PIO.

#### **Addendum: Program Implementation Activities**

- Operational Planning
- Develop operational plans to implement the “best practice” strategies outlined in the objectives section.
- Complete and route all necessary forms to the RUHS Public Health Department Administration and Board of Supervisors for approval of grant activities.

#### **Training and Curriculum Development**

- Conduct all training required to implement the program during this quarter.
- Develop an educational plan to train high school peer educators on the BW/SOS curriculum.
- Update the BW/SOS training curriculum to help students develop and implement awareness campaigns that address the dangers of impaired and distracted driving, unsafe speed, and improper use of seat belts.

### **Resource and Material Preparation**

- Conduct a search for current, appropriate educational and resource materials for distribution at participating middle and high school campuses.
- Purchase all necessary equipment and supplies (educational materials and office supplies) to support grant-related activities.

### **Program Forms and Evaluation Tools**

- Develop all program forms and evaluation tools.
- Create acknowledgement forms to document agreement for piloting the program at each site.
- Create activity verification forms and establish a filing system to maintain records.
- Develop a filing system to monitor all grant activities and ensure adequate reporting to funding sources.
- Develop a database to capture demographic/statistical information and track objective progress relevant to grant activities.

### **School and Community Engagement**

- Obtain commitment from schools, cities, local law enforcement agencies, and community-based organizations/facilities to participate in the program.
- Identify a liaison at each site to communicate with Public Health regarding all BW/SOS activities.
- Create a master document containing school contact information and designated liaisons.
- Identify a pool of student educators and advocates on each campus responsible for developing and implementing their school's educational awareness campaigns.
- Obtain commitment from local law enforcement agencies to provide BW/SOS technical support, resources, and/or participation at each middle and high school campus.

### **Awareness Campaigns and Media**

- Create campaigns addressing teen impaired and distracted driving, unsafe speed, and improper use of seat belts.
- Create a master calendar scheduling all awareness campaigns.
- Identify media outlets in Riverside County to support program outreach.

### **Partnership and Events**

- Identify potential partnerships for a Youth Traffic Safety Summit.

Phase 2 - Program Operations:

### Media Requirements

The following requirements are for all grant-related activities:

- Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy your OTS grant coordinator. Optimum lead time would be 7 days before the scheduled release but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Send all PowerPoint presentations, online presentations and trainings for grant-related activities to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy your OTS grant coordinator. Certified training courses are EXEMPT from the approval process.
- The OTS PIO is responsible for the approval of the design and content of materials. The agency understands OTS PIO approval is not authorizing approval of budget expenditure or cost. Any cost approvals must come from the OTS grant coordinator.
- Pre-approval is not required when using any OTS-supplied template for media advisories, news releases, social media graphics, videos or posts, or any other OTS-supplied educational material. However, copy the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and your OTS grant coordinator when any material is distributed to the media and public, such as a news release, educational material, or link to social media post.
- If an OTS-supplied template, educational material, social media graphic, post or video is substantially changed, the changes shall be sent to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy your OTS grant coordinator.
- News releases, social media posts and alerts on platforms such as NextDoor and Nixle reporting immediate and time-sensitive grant activities (e.g. enforcement operations, day of event highlights or announcements, event invites) are EXEMPT from the OTS PIO approval process. The OTS PIO and your OTS grant coordinator should still be notified when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Enforcement activities such as warrant and probation sweeps, court stings, etc. that are embargoed or could impact operations by publicizing in advance are EXEMPT from the PIO approval process. However, announcements and results of activities should still be copied to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and your OTS grant coordinator with the 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.
- Social media posts highlighting state or national traffic safety campaigns (Distracted Driving Month, Motorcycle Safety Awareness Month, etc.), enforcement operations (DUI checkpoints, etc.), or any other grant-related activity such as Bicycle rodeos, presentations, or events, are highly encouraged but do not require prior approval.
- Submit a draft or rough-cut of all digital, printed, recorded or video material (brochures, posters, scripts, artwork, trailer graphics, digital graphics, social posts connected to an earned or paid media campaign grant objective) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy your OTS grant coordinator for approval prior to the production or duplication.
- Use the following standard language in all press, media, and printed materials, space permitting: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Space permitting, include the OTS logo on all grant-funded print materials, graphics and paid or earned social media campaign grant objective; consult the OTS PIO and copy your OTS grant coordinator for specifics, format-appropriate logos, or if space does not permit the use of the OTS logo.
- Email the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy your OTS grant coordinator at least 21 days in advance, or when first confirmed, a short description of any significant grant-related traffic safety event or program, particularly events that are highly publicized beforehand with anticipated media coverage so the OTS has sufficient notice to arrange for attendance and/or participation in the event. If unable to attend, email the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and your OTS grant coordinator brief highlights and/or results, including any media coverage (broadcast, digital, print) of the event within 7 days following significant grant-related event or program. The OTS PIO and your OTS grant coordinator should still be notified in advance when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Any news releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received OTS PIO approval in a prior grant year needs must be resubmitted for approval in the current grant year.
- For additional guidance, refer to the [OTS Grants Materials Approval Process Guidelines and FAQs](#).

- Email the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) or your OTS grant coordinator for consultation when changes from any of the above requirements might be warranted.

Phase 2 - Program Operations Addendum:

## Media Requirements

The following requirements are for all grant-related activities:

- Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy your OTS grant coordinator. Optimum lead time would be 7 days before the scheduled release but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Send all PowerPoint presentations, online presentations and trainings for grant-related activities to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy your OTS grant coordinator. Certified training courses are EXEMPT from the approval process.
- The OTS PIO is responsible for the approval of the design and content of materials. The agency understands OTS PIO approval is not authorizing approval of budget expenditure or cost. Any cost approvals must come from the OTS grant coordinator.
- Pre-approval is not required when using any OTS-supplied template for media advisories, news releases, social media graphics, videos or posts, or any other OTS-supplied educational material. However, copy the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and your OTS grant coordinator when any material is distributed to the media and public, such as a news release, educational material, or link to social media post.
- If an OTS-supplied template, educational material, social media graphic, post or video is substantially changed, the changes shall be sent to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) for approval and copy your OTS grant coordinator.
- News releases, social media posts and alerts on platforms such as NextDoor and Nixle reporting immediate and time-sensitive grant activities (e.g. enforcement operations, day of event highlights or announcements, event invites) are EXEMPT from the OTS PIO approval process. The OTS PIO and your OTS grant coordinator should still be notified when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Enforcement activities such as warrant and probation sweeps, court stings, etc. that are embargoed or could impact operations by publicizing in advance are EXEMPT from the PIO approval process. However, announcements and results of activities should still be copied to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and your OTS grant coordinator with the 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.
- Social media posts highlighting state or national traffic safety campaigns (Distracted Driving Month, Motorcycle Safety Awareness Month, etc.), enforcement operations (DUI checkpoints, etc.), or any other grant-related activity such as Bicycle rodeos, presentations, or events, are highly encouraged but do not require prior approval.
- Submit a draft or rough-cut of all digital, printed, recorded or video material (brochures, posters, scripts, artwork, trailer graphics, digital graphics, social posts connected to an earned or paid media campaign grant objective) to the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy your OTS grant coordinator for approval prior to the production or duplication.
- Use the following standard language in all press, media, and printed materials, space permitting: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Space permitting, include the OTS logo on all grant-funded print materials, graphics and paid or earned social media campaign grant objective; consult the OTS PIO and copy your OTS grant coordinator for specifics, format-appropriate logos, or if space does not permit the use of the OTS logo.
- Email the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and copy your OTS grant coordinator at least 21 days in advance, or when first confirmed, a short description of any significant grant-related traffic safety event or program, particularly events that are highly publicized beforehand with anticipated media coverage so the OTS has sufficient notice to arrange for attendance and/or participation in the event. If unable to attend, email the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) and your OTS grant coordinator brief highlights and/or results, including any media coverage (broadcast, digital, print) of the event within 7 days following significant grant-related event or program. The OTS PIO and your OTS grant coordinator should still be notified in advance when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Any news releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received OTS PIO approval in a prior grant year needs must be resubmitted for approval in the current grant year.
- For additional guidance, refer to the [OTS Grants Materials Approval Process Guidelines and FAQs](#).
- Email the OTS PIO at [pio@ots.ca.gov](mailto:pio@ots.ca.gov) or your OTS grant coordinator for consultation when changes from any of the above requirements might be warranted.

### Phase 3 - Data Collection:

1. Prepare and submit grant claim invoices (due January 30, April 30, July 30, and October 30)
2. Prepare and submit Quarterly Performance Reports (QPR) (due January 30, April 30, July 30, and October 30)
  - Collect and report quarterly, appropriate data that supports the progress of goals and objectives.
  - Provide a brief list of activity conducted, procurement of grant-funded items, and significant media activities. Include status of grant-funded personnel, status of contracts, challenges, or special accomplishments.
  - Provide a brief summary of quarterly accomplishments and explanations for objectives not completed or plans for upcoming activities.
  - Collect, analyze and report statistical data relating to the grant goals and objectives.

### Phase 3 - Data Collection Addendum:

#### **Data Collection & Reporting (Throughout Grant Year)**

##### **Data Collection**

- Steps will be taken throughout the grant year to collect data for each listed objective.

##### **Reporting Requirements**

- Grant claim invoices will be prepared and submitted on January 30, April 30, July 30, and October 30.
- Quarterly Performance Reports (QPR) will also be prepared and submitted on the same date. Each report will:
  - Collect and present quarterly data that demonstrates progress toward goals and objectives.
  - Provide a brief list of activities conducted, procurement of grant-funded items, and notable media activities.
  - Include updates on grant-funded personnel, contracts, challenges, and special accomplishments.
  - Summarize quarterly achievements and explain objectives not completed, along with plans for upcoming activities.
  - Collect, analyze, and report statistical data related to grant goals and objectives.

##### **Method of Evaluation**

- Using the data compiled during the grant year, the Grant Director will complete the Final Evaluation section in the fourth and final QPR. This evaluation will summarize accomplishments, challenges, and significant activities, and will indicate whether goals and objectives were met, exceeded, or provide an explanation for objectives not completed.

## Budget

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### Personnel Costs

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**Hourly Rates** - When requesting hours for personnel, enter them as straight time or overtime (for Enforcement Overtime, please use section below) and include the amount of hours that they will spend on grant operations. Example: Personnel getting paid 100% by the grant working a full year at \$41.00 per hour would be entered as Straight time, 2080 Units, \$41.00 Unit cost or Rate, and 100% Percent Paid by Grant. This gives a total of \$85,280.00 for the year.

**Benefits** – If requesting benefits for personnel, enter all benefits as a separate line item for each. Start the Item Name with the word 'Benefits', enter the corresponding straight time or overtime total amount in the Unit Cost or Rate, and enter the Benefits Rate to have the system calculate Benefit Costs. (Unit Cost) X (Benefits Rate) = Benefit Costs. To properly relate benefits to the correct personnel line item use the Display Order field, for example use 100.0 for Display Order for the personnel line item and 100.1 for Display Order for the associated Benefits.

| Display Order | Cost Category      | Item Name                               | Position Type | Benefit Rate | Unit Cost or Rate | Units | Percent Paid by Grant | Calculated Cost to Grant |
|---------------|--------------------|---|---------------|--------------|-------------------|-------|-----------------------|--------------------------|
| 100.0         | A. Personnel Costs | Program Coordinator                     | Straight time |              | \$39.71           | 1,248 | 100.00%               | \$49,558.08              |
| 100.1         | A. Personnel Costs | Benefits- Program Coordinator           | Straight time | 54.93%       | \$49,558.08       | 1     | 100.00%               | \$27,222.25              |
| 101.0         | A. Personnel Costs | Health Education Assistant- A           | Straight time |              | \$29.64           | 1,560 | 100.00%               | \$46,238.40              |
| 101.1         | A. Personnel Costs | Benefits- Health Education Assistant- A | Straight time | 54.93%       | \$46,238.40       | 1     | 100.00%               | \$25,398.75              |
| 102.0         | A. Personnel Costs | Health Education Assistant- B           | Straight time |              | \$29.64           | 728   | 100.00%               | \$21,577.92              |
| 102.1         | A. Personnel Costs | Benefits- Health Education Assistant- B | Straight time | 54.93%       | \$21,577.92       | 1     | 100.00%               | \$11,852.75              |
| 103.0         | A. Personnel Costs | Health Education Assistant- C           | Straight time |              | \$28.50           | 520   | 100.00%               | \$14,820.00              |
| 103.1         | A. Personnel Costs | Benefits- Health Education Assistant- C | Straight time | 54.93%       | \$14,820.00       | 1     | 100.00%               | \$8,140.63               |

| Display Order | Cost Category | Enforcement Activity | Item Name | Unit Cost or Rate | Units | Calculated Cost to Grant |
|---------------|---------------|----------------------|-----------|-------------------|-------|--------------------------|
|               |               |                      |           |                   |       |                          |

Personnel Costs: \$204,808.78

### Travel Expenses

| Display Order | Cost Category      | Item Name       | Unit Cost or Rate | Units | Calculated Cost to Grant |
|---------------|--------------------|-----------------|-------------------|-------|--------------------------|
| 200.0         | B. Travel Expenses | In State Travel | \$1,600.00        | 1     | \$1,600.00               |

Travel Expenses: \$1,600.00

### Contractual Services

**Do not include brand names or names of specific organizations.**

| Display Order | Cost Category           | Item Name            | Unit Cost or Rate | Units | Calculated Cost to Grant |
|---------------|-------------------------|----------------------|-------------------|-------|--------------------------|
| 300.0         | C. Contractual Services | Contractual Services | \$0.00            | 1     | \$0.00                   |

Contractual Services: \$0.00

### Equipment (must have Unit Cost of at least \$10,000 including tax and shipping)

**Do not include brand names or names of specific organizations.**

Please include an equipment quote in the Upload Documents Tab.

**NOTE :** When creating a new "Equipment" budget item, the *Standard Language Item* drop down list may not be available. When this is the case, complete only the required fields and save the budget item. Once saved, select the *Edit* button (pencil icon); the *Standard Language Item* drop down list will be available for selection. Alternatively, if not requesting a *Standard Language Item*, please utilize the *Custom Narrative* field to enter an appropriate narrative.

| Display Order | Cost Category | Item Name | Unit Cost or Rate | Units | Calculated Cost to Grant |
|---------------|---------------|-----------|-------------------|-------|--------------------------|
| 400.0         | D. Equipment  | Equipment | \$10,000.00       | 0     | \$0.00                   |

Equipment: \$0.00

### Other Direct Costs (must have Unit Cost of less than \$10,000, including tax and shipping)

**Do not include brand names or names of specific organizations.**

**NOTE :** When creating a new "Other Direct Cost" budget item, the *Standard Language Item* drop down list may not be available. When this is the case, complete only the required fields and save the budget item. Once saved, select the *Edit* button (pencil icon); the *Standard Language Item* drop down list will be available for selection. Alternatively, if not requesting a *Standard Language Item*, please utilize the *Custom Narrative* field to enter an appropriate narrative.

| Display Order | Cost Category         | Item Name  | Unit Cost or Rate | Units | Calculated Cost to Grant |
|---------------|-----------------------|--|-------------------|-------|--------------------------|
| 500.0         | E. Other Direct Costs | Impairment Simulation Goggles                    | \$3,000.00        | 1     | \$3,000.00               |
| 501.0         | E. Other Direct Costs | Educational Materials                            | \$2,500.00        | 1     | \$2,500.00               |
| 502.0         | E. Other Direct Costs | Office Supplies                                  | \$1,200.00        | 1     | \$1,200.00               |
| 503.0         | E. Other Direct Costs | Printing/ Duplication                            | \$1,500.00        | 1     | \$1,500.00               |
| 504.0         | E. Other Direct Costs | Youth Traffic Safety Summit                      | \$2,000.00        | 1     | \$2,000.00               |
| 505.0         | E. Other Direct Costs | BW/SOS Instruction, Event, and Training Supplies | \$2,000.00        | 1     | \$2,000.00               |

Other Direct Costs: \$12,200.00

### Indirect Costs

NOTE - Entry for Indirect Cost is different than prior years. Please read instructions carefully.

Item Name should indicate the % and the types of costs subject to the Indirect Cost Rate e.g. 15% of Salaries and Benefits. Enter one Unit Cost equal to the estimated Indirect Costs.

**Indirect Cost Rate must be supported by a federally approved indirect cost rate letter and uploaded to the application.**

| Display Order | Cost Category     | Item Name      | Units | Unit Cost or Rate | Calculated Cost to Grant |
|---------------|-------------------|----------------|-------|-------------------|--------------------------|
| 600.0         | F. Indirect Costs | Indirect Costs | 1     | \$32,791.32       | \$32,791.32              |

Indirect Costs: \$32,791.32

Total Requested Funding: \$251,400.10

## Narrative Review

### Review and update Narrative for Budget Items

| Cost Category      | Item                                  | Narrative | Custom Narrative   |
|--------------------|---------------------------------------|-----------|--|
| A. 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. |
| A. Personnel Costs | Benefits-Program Coordinator          |           | Benefits-Program Coordinator @ 54.93%- Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.   |
| A. Personnel Costs | Health Education Assistant-A          |           | Health Education Assistant (A) - Will work directly on all grant funded activities. This includes but is not limited to developing forms and curriculum, assisting with program training and outreach to partners.   |
| A. Personnel Costs | Benefits-Health Education Assistant-A |           | Benefits-Health Education Assistant (A) @ 54.93% - Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.   |
| A. Personnel Costs | Health Education Assistant-B          |           | Health Education Assistant (B)- Will work directly on all grant funded activities. This includes but is not limited to developing forms and curriculum, assisting with program training and outreach to partners.  |
| A. Personnel Costs | Benefits-Health Education Assistant-B |           | Benefits-Health Education Assistant (B) @ 54.93%- Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.  |

|                         |  |  |
|-------------------------|--|--|
| A. Personnel Costs      | Health Education Assistant-C                     | Health Education Assistant (C) - Will work directly on all grant funded activities. This includes but is not limited to developing forms and curriculum, assisting with program training and outreach to partners.   |
| A. Personnel Costs      | Benefits-Health Education Assistant-C            | Benefits- Health Education Assistant (C) @ 54.93% - Claimed amounts must reflect actual benefit costs for straight time hours charged to the grant.  |
| B. Travel Expenses      | In State Travel                                  | 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. 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.  |
| C. Contractual Services | Contractual Services                             | n/a  |
| D. Equipment            | Equipment  | n/a  |
| E. Other Direct Costs   | Impairment Simulation Goggles                    | Impairment Simulation 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 impairment, marijuana impairment, drug impairment, and distracted simulation) and approved activity kits. All purchases require approval from OTS.  |
| E. Other Direct Costs   | Educational Materials                            | Educational Materials - Costs of purchasing, developing, or printing brochures, pamphlets, fliers, coloring books, posters, signs, banners, and training materials associated with grant activities. Items shall include a traffic safety message and if space is available, the OTS logo. Draft materials must be submitted to OTS for approval. Additional items may be purchased if approved by OTS.  |
| E. Other Direct Costs   | Office Supplies                                  | 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. |
| E. Other Direct Costs   | Printing/Duplication                             | Printing/Duplication - Costs include the purchase of paper, production, printing and/or duplication of materials associated with daily grant operations.   |
| E. Other Direct Costs   | Youth Traffic Safety Summit                      | Youth Traffic Safety Summit - Costs associated with coordinating and hosting a one-day traffic safety summit. Grantee will work with OTS coordinator to ensure all costs are allowable.  |
| E. Other Direct Costs   | BW/SOS Instruction, Event, and Training Supplies | BW/SOS Instruction, Event, and Training Supplies - Supplies to conduct impaired and distracted driving, speeding, and seat belt education, training, classes, and events. Costs may include demonstration supplies, traffic cones, pop-up tents, tablecloths, rolling carts, tote carriers, personal protective equipment, and event signage. Costs may not include furniture such as but not limited to tables and chairs. Additional items may be purchased if approved by OTS. Grantee will work with OTS coordinator to ensure all costs are allowable.  |
| F. Indirect Costs       | Indirect Costs                                   | Indirect Cost - de minimis rate of 15% applied to Personnel, Travel, and Other Direct Costs  |

## Upload Documents (Optional)

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| Document Name   | Update Date/Time   |
|---|--------------------|
| Application Report 2026-01-29 18:59:35.pdf                                  | 1/29/2026 10:59 AM |
| FY26-27 BW Attachments FINAL.pdf  | 1/28/2026 4:39 PM  |
| BW LOS_Riverside University Health System Medical Center.pdf                | 1/28/2026 4:34 PM  |
| BW LOS_Riverside Police Department.pdf                                      | 1/28/2026 4:34 PM  |
| BW LOS_Riverside County Office of Education.pdf                             | 1/28/2026 4:33 PM  |
| BW LOS_Riverside Community Hospital.pdf                                     | 1/28/2026 4:33 PM  |
| BW LOS_Beaumont Unified School District Parent and Community Engagement.pdf | 1/28/2026 4:33 PM  |

## Evaluation, Support, and Submittal

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### Evaluation, Support, and Submittal

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#### Method of Evaluation:

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

#### Administrative Support:

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

#### Total Requested Funding:

\$251,400.10