EVERY GROUPS STORY DESERVES TO BE FOUND

2027 NATIONAL OUTREACH TOUR

Corporate Sponsorship & Fundraising Prospectus

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Executive Overview

sobr-IT proposes an independently organized, six-month, multi-state outreach pilot beginning with December 2026 visits to Seattle and the Deception Pass area, followed by a Washington–Oregon–California route and additional states as resources and community invitations permit. The project will help participating recovery-related community organizations improve digital access and fundraising infrastructure while documenting responsible use of driver-assistance and navigation technology.

Established service platform: sobr-IT already describes services for sober living homes, AA groups, fellowship clubs, Al-Anon groups and rehabilitation facilities, including websites, local search visibility, online reputation care, NFC/QR donation cards, signage and custom embroidery. The 2027 tour would extend this existing service mission into a documented national outreach pilot.

Origin and demonstrated work: The initiative began after a cashless coffee purchase prompted the idea of easier giving at a recovery clubhouse. The website features the Fellowship Club of Will County as its first published client story, highlighting a searchable schedule of 24 weekly meetings and tap-to-give access.

Sponsor proposition: underwrite practical, trackable service projects and an educational road-safety media series. Sponsor visibility will be provided through approved project channels, not through Alcoholics Anonymous endorsement or affiliation.

Mission and Pilot Deliverables

- Recovery access: offer participating organizations assistance with accurate public resource listings, website updates and accessible meeting information.
- Technology: support secure websites, donation pages and training with explicit permission from each participating organization.
- Road safety: produce supervised, law-compliant educational demonstrations of driver-assistance systems and route-planning tools; never portray these systems as self-driving unless legally and technically appropriate.
- Community capacity: connect interested organizations with local partners and explore sober-living feasibility without promising housing placements or funding.

Illustrative pilot targets (subject to partners and consent): 12–18 community visits; 8–12 website or information upgrades; 4–8 secure donation-platform implementations; 12 short educational videos; six monthly sponsor updates; one final outcomes report. These are goals, not achieved results.

Proposed Timeline and Route

Period	Activities
January 2026	Seattle and Deception Pass introductory visits; vehicle and equipment setup; confirm host organizations
February 2027	Washington pilot visits; begin digital projects and filming
March–April 2027	Oregon
May–June 2027	California and Follow-up work, additional visits, project handoffs and sponsor impact reporting

Exact stops and dates will be finalized only after host participation, insurance, travel logistics and funding are confirmed. Six-month pilot dates may shift depending on the actual launch date.

Sponsorship Opportunities

Level	Suggested commitment	Proposed recognition and participation
Presenting Partner	$100,000+	Primary campaign recognition (subject to agreement); featured sponsor profile; quarterly leadership briefing; approved co-branded outreach content
National Partner	$50,000	Prominent project website and vehicle-wrap recognition where available; monthly progress reporting; collaborative content opportunity
Regional Partner	$25,000	Regional campaign recognition; designated community visit or technology workstream update; quarterly reporting
Community Partner	$10,000	Project website recognition; periodic impact summaries; approved digital acknowledgments
Supporting Sponsor	$5,000	Sponsor listing and final outcomes summary
In-kind Partner	Fair-market value negotiated	Equipment, vehicle use, charging, hosting, production, lodging or travel services; recognition proportional to value and agreement

Recognition is subject to written sponsorship terms, editorial independence, platform rules, venue permissions and AA traditions. No sponsor is promised a tax deduction, guaranteed media reach, exclusive category rights or endorsements by third-party recovery groups.

Illustrative Six-Month Budget

Cost category	Planning estimate
Vehicle lease / use, insurance and maintenance	$30,000
Charging, parking and tolls	$9,000
Lodging (field travel)	$27,000
Meals and incidentals	$10,800
Video, audio and connectivity equipment	$14,500
Production, editing and content distribution	$18,000
Website, hosting, security and software	$12,000
Community technology assistance / pilot grants	$24,000
Vehicle wrap and printed outreach materials	$8,000
Family return airfare (six trips)	$4,800
Administration, compliance and accounting	$14,000
Contingency reserve	$17,900
TOTAL	$190,000

These are preliminary U.S.-dollar assumptions, not supplier quotations. Budget includes a modest contingency but does not include a guaranteed salary for the organizer. In-kind sponsorships may offset cash needs; sponsor agreements should specify valuation and use restrictions. Family-return airfare is disclosed separately so sponsors can choose whether to fund it.

Funding Plan and Controls

Illustrative funding mix: one presenting partner ($100,000), one national partner ($50,000), one regional partner ($25,000), and one community partner ($10,000) would raise $185,000. The remaining $5,000 could be met by a supporting sponsor or approved in-kind savings. No commitments are assumed.

Impact measurement and sponsor reporting

- Track visits, participating organizations, permissions and service hours.
- Log website and donation-platform deliverables, ownership handoffs and basic training completed.
- Report content produced, distribution metrics and documented safety education topics without guaranteeing reach.
- Publish monthly expense summaries by category and an end-of-pilot outcomes and lessons-learned report.
- Use consent-based interviews; protect anonymity and avoid identifying AA members or recovery participants without explicit, informed permission.

Risk management and independence

SOBR-IT is an independent initiative and is not an official AA program. AA groups and service entities are autonomous and generally avoid outside contributions and commercial endorsements. Sponsorship should support SOBR-IT's independent activities, not imply that AA accepts corporate sponsorship. Driving content must be captured with fixed equipment or a passenger/operator; the driver must not manipulate phones or video equipment while driving. Driver-assistance technology requires the level of attention specified by the manufacturer and law.

Corporate call to action

We invite an introductory 30-minute conversation to discuss a cash or in-kind commitment, appropriate recognition, pilot geography, reporting needs and next steps. A tailored statement of work and budget can be supplied before any agreement is signed.

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