

October 13, 2026

Board of Supervisors
Kern County Administrative Center
1115 Truxtun Avenue
Bakersfield, California 93301

**PROPOSED RETROACTIVE GRANT AGREEMENTS AND APPROPRIATE UNANTICIPATED REVENUE
WITH THE STATE OF CALIFORNIA OFFICE OF TRAFFIC SAFETY FOR CHILD PASSENGER
SAFETY PROGRAM AND PEDESTRIAN SAFETY PROGRAM
(Fiscal Impact: \$385,000 Revenue; Federal; Not Budgeted [\$54,905]; Discretionary)**

The purpose of this letter is to request your Board's approval of the proposed retroactive grant Agreements with the State of California Office of Traffic Safety for the Child Passenger Safety Program and Pedestrian Safety Program, from October 1, 2026 through September 30, 2027, in an amount not to exceed \$385,000 in revenue. These Agreements are retroactive due to a delay in receiving finalized documentation from the California Office of Traffic Safety.

The purpose of this combined initiative is to implement critical child passenger and pedestrian safety activities across the county. The department will deliver targeted public safety services through education, safety seat check-ups, pedestrian awareness training, and community events. By combining these efforts, the initiative directly addresses rising concerns regarding public safety by working to reduce the risk of traffic and pedestrian-related injuries and fatalities, fostering a safer environment for local families.

The Child Passenger Safety Program was included in the FY 2026-27 budget. The Pedestrian Safety Program is a newly awarded grant. To facilitate the award the department requests the appropriation of unanticipated revenue in Public Health's operating budget unit 1033CC, in the amount of \$54,905 into account 1230RC – Federal Aid-Health Administration; and into 1101SC – Professional & Specialized Services (PSS) in the amount of \$13,000, and into 1155SC – Special Departmental Expense (SDE) in the amount of \$41,905.

This Agreement has been reviewed and approved as to form by County Counsel.

Therefore, IT IS RECOMMENDED that your Board approve the proposed retroactive grant agreements with the California Office of Traffic Safety for the Child Passenger Safety program and Pedestrian Safety Program, and appropriate unanticipated revenue in an amount of \$54,905 from October 1, 2026 through September 30, 2027, in a total amount not to exceed \$385,000 in revenue and authorize Director of Public Health to sign.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Brynn Carrigan".
Brynn Carrigan
Director of Public Health Services

BNC:mm

Attachment

cc: County Administrative Office

Grounded in Health

1800 Mt. Vernon Ave., Bakersfield, CA. 93306 | 661.321.3000 | www.kernpublichealth.com



View Budget Amendment: Budget
Amendment: 2027 - Adopted Budget Structure
- Production/Gold Version on 10/13/2026 :
BUDAMD2700186

Company Kern County
Budget Template Adopted Budget Structure - Production/Gold Version : FY27 Operating Budget - Adopted
Budget FY27 Operating Budget - Adopted
Organizing Dimension Type
Amendment ID BUDAMD2700186
Amendment Date 10/13/2026
Description To recognize unanticipated revenue from State of California Office of Traffic Safety PEDS
Amendment Type Board Amendment
Balanced Amendment Yes
Entry Type Adopted
Status In Progress

Budget Amendment Entries

Period	*Ledger Account/Summary	Spend Category	Revenue Category	*Cost Center	Designation	*Additional Worktags	Debit Amount	Credit Amount	Memo	Exceptions
2027 Year (FY27 Operating Budget - Adopted)	6050:Services & Supplies	1155SC - Special Departmental Expense (SDE)		1033CC Department Of Public Health		Fund: 1000FD General Fund	\$41,905.00	\$0.00	Helmets, car seats and safety items	
2027 Year (FY27 Operating Budget - Adopted)	6050:Services & Supplies	1101SC - Professional & Specialized Services (PSS)		1033CC Department Of Public Health		Fund: 1000FD General Fund	\$13,000.00	\$0.00	For Instructor fees	
2027 Year (FY27 Operating Budget - Adopted)	4300:Intergovernmental Revenues		1230RC - Federal Aid-Health Administration	1033CC Department Of Public Health		Fund: 1000FD General Fund	\$0.00	\$54,905.00	To recognize unanticipated revenue for Pedestrian safety program	

BOS Letter Unanticipated Revenu 10.13.26.pdf

File Name BOS Letter Unanticipated Revenu 10.13.26.pdf
Content Type application/pdf
Updated By Kimberley Simmons
Upload Date 10/01/2026 03:09:34 PM
Comment

Process History

Process	Step	Status	Completed On	Due Date		All Persons	Comment
					Person (Up to 5)		
Budget Amendment Event	Budget Amendment Event	Step Completed	10/01/2026 03:09:34 PM	10/02/2026	Kimberley Simmons	1	



View Budget Amendment: Budget
Amendment: 2027 - Adopted Budget Structure
- Production/Gold Version on 10/13/2026 :
BUDAMD2700186

Process	Step	Status	Completed On	Due Date		All Persons	Comment
					Person (Up to 5)		
Budget Amendment Event	Approval by Cost Center Manager	Automatic Approval	10/01/2026 03:09:34 PM	10/02/2026	Kimberley Simmons (Cost Center Manager)	1	
Budget Amendment Event	Approval by Project Manager	Not Required		10/02/2026		0	
Budget Amendment Event	Approval by Project Hierarchy Manager	Not Required		10/02/2026		0	
Budget Amendment Event	Approval by Budget Manager	Awaiting Action		10/03/2026	Alejandro Alva (Budget Manager)	10	
					Amanda Ruiz (Budget Manager)		
					Antoinette Woods (Budget Manager)		
					Elsa Martinez (Budget Manager)		
					Eric Nisbett (Budget Manager)		

1. GRANT TITLE Pedestrian and Bicycle Safety Program	
2. NAME OF AGENCY Kern County	3. Grant Period From: 10/01/2026 To: 09/30/2027
4. AGENCY UNIT TO ADMINISTER GRANT Kern County Public Health Services	
5. GRANT DESCRIPTION Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving pedestrians and bicyclists. The funded strategies may include classroom education, bicycle rodeos, community events, presentations, and workshops. These countermeasures should be conducted in communities with high numbers of pedestrian and/or bicycle related crashes including at-risk communities, older adults, and school-aged children. Coordinated efforts such as Safe Routes to School initiatives, Safe System Approach, and working with community based organizations are highly encouraged to prevent fatalities and injuries of vulnerable non-motorized road users.	
6. Federal Funds Allocated Under This Agreement Shall Not Exceed: \$100,000.00 Allocation is contingent upon availability of federal funds.	
7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement: • Schedule A – Problem Statement, Goals and Objectives and Method of Procedure • Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable) • Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable) • Exhibit A – Certifications and Assurances • Exhibit B* – OTS Grant Program Manual • Exhibit C – Grant Electronic Management System (GEMS) Access *The item shown with an asterisk (*), is hereby incorporated by reference and made a part of this agreement as if attached hereto. This document can be viewed at the OTS home web page under Grants: www.ots.ca.gov. Use of OTS Grant Agreement template in lieu of the California Model Agreement (CMA) The California Office of Traffic Safety (OTS) utilizes its standardized OTS Grant Agreement template for awards. The format, structure, and uniformity of the OTS Grant Agreement template allows for processing through Grant Electronic Management System (GEMS). OTS's approach to using the OTS Grant Agreement template is consistent with the California Model Agreement (CMA) developed by University of California Office of the President (UCOP) and directed by the Department of General Service (DGS). For more information, please review the OTS Grant Program Manual. Pre-Agreement Work No work shall commence and no costs shall be incurred prior to the grant start date or the grant agreement being fully signed and executed. Any such costs are incurred at the grantee's own risk and may not be reimbursed.	

8. Approval Signatures

We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the grant terms and conditions described herein.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

A. GRANT DIRECTOR

NAME: Cassandra Mulder
TITLE: Supervising Public Health Nurse
EMAIL: mulderc@kerncounty.com
PHONE: (661) 868-0427
ADDRESS: 1800 Mt. Vernon Avenue
Bakersfield, CA 93306



Cassandra Mulder (Aug 19, 2026 14:17:09 PDT)

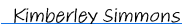
Aug 19, 2026

(Signature)

(Date)

C. FISCAL OFFICIAL

NAME: Kimberley Simmons
TITLE: Public Health Program Manager
EMAIL: simmons@kerncounty.com
PHONE: (661) 868-0160
ADDRESS: 1800 Mt. Vernon Avenue
Bakersfield, CA 93306



Kimberley Simmons (Aug 19, 2026 15:26:33 PDT)

Aug 19, 2026

(Signature)

(Date)

B. AUTHORIZING OFFICIAL

NAME: Brynn Carrigan
TITLE: Director of Public Health Services
EMAIL: brynn@kerncounty.com
PHONE: (661) 868-0299
ADDRESS: 1800 Mt. Vernon Avenue
Bakersfield, CA 93306



Brynn Carrigan (Aug 19, 2026 15:36:21 PDT)

Aug 19, 2026

(Signature)

(Date)

D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY

NAME: Stephanie Dougherty
TITLE: Director
EMAIL: stephanie.dougherty@ots.ca.gov
PHONE: (916) 509-3030
ADDRESS: 2208 Kausen Drive, Suite 300
Elk Grove, CA 95758



Sep 28, 2026

(Signature)

(Date)

E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY

NAME: Mary Khang
ADDRESS: 2208 Kausen Drive Suite 300
Sacramento, CA 95758

9. SAM INFORMATION

SAM #: ED62VXEJCS33
REGISTERED
ADDRESS: 1800 Mt. Vernon Avenue
CITY: Bakersfield
ZIP+4: 93306-3302

10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
402PS-27	20.600	0521-0890-101	2026	19/26	BA/26	\$100,000.00
				AGREEMENT TOTAL		\$100,000.00
				AMOUNT ENCUMBERED BY THIS DOCUMENT \$100,000.00		
<i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above, notwithstanding allocations contingent on availability of federal funds.</i>				PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT \$ 0.00		
				TOTAL AMOUNT ENCUMBERED TO DATE \$100,000.00		
OTS ACCOUNTING OFFICER'S SIGNATURE <i>Mary Khang</i>			DATE SIGNED Aug 19, 2026			

1. PROBLEM STATEMENT

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

Bakersfield and Kern County are home to resilient communities who live every day with the realities of fast-moving traffic, wide arterial roads, and limited safe options for walking and biking. This new pedestrian safety program will center on the city of Bakersfield while drawing on countywide experience and partnerships that have been built through other traffic safety programs within the county.

Bakersfield is the largest city in Kern County and the hub for work, school, shopping, and healthcare for many outlying communities, which means thousands of residents walk or cross major streets every day to meet basic needs. TIMS data show that from 2023 through 2025, Bakersfield recorded 283, 274, and 188 pedestrian crashes, resulting in 313, 301, and 207 pedestrian injuries. Recent CHP reports further indicate that State Route 99 and Union Avenue, a remaining segment of the original U.S. Route 99, together account for dozens of pedestrian and bicycle crashes, many of them fatal. Within Bakersfield, this program will prioritize these high-injury corridors and complex conflict points such as Union Avenue and entrances to SR 99 and 5, where people on foot navigate multiple lanes of high-speed traffic and turning movements to reach homes, schools, bus stops, and services.

Kern County's geography and economy shape risk for people walking and bicycling, with long travel distances, freight and agricultural traffic, and roadways designed primarily for vehicle throughput rather than safe crossings. Countywide bicycle crash data - 131 crashes in 2023, 145 in 2024, and 129 in 2025 – together with CHP-reported bicycle crashes and fatalities within its jurisdiction illustrate that people who ride also face ongoing risk, reinforcing the importance of limited but intentional bicycle safety education within a primarily pedestrian-focused effort. By situating the Bakersfield focused work within this broader county context, the program can align with regional traffic safety priorities while concentrating the most intensive activities where pedestrian harm is highest.

By aligning on the ground activities with local crash data and leveraging existing and established networking relationships, the program will help Bakersfield and the surrounding county it anchors move toward streets where children, seniors, and families can walk with confidence, not fear.

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

Bakersfield residents who walk are exposed to an ongoing pattern of traffic danger that shows up in the data as both frequent crashes and a steady stream of serious injuries year after year. The problem is not a one-time spike, but a chronic safety issue that affects children, working adults and older adults as they move through their own neighborhoods.

From 2023 to 2025, Bakersfield recorded 283, 274, and 188 pedestrian crashes, resulting in 313, 301, and 207 total pedestrian victims, with the 2025 figures representing only data through September 30th. Even with partial year data for 2025, the city has already experienced nearly 200 pedestrian crashes and more than 200 victims, showing that dangerous conditions for people on foot are firmly entrenched rather than temporary.

The TIMS data makes clear that these are not minor events, many pedestrians sustain serious, life-changing injuries. In 2023, Bakersfield's pedestrian crashes involved 61 suspected serious injuries and 108 suspected minor injuries, followed by 61 serious and 114 minor injuries in 2024, and 40 serious and 97 minor injuries in the first nine months of 2025. Over the three years, total injured victims reflect a sustained burden on families, healthcare systems, and community wellbeing.

Children under 15 appear consistently in the city's pedestrian crash data, which points to safety problems on everyday routes to school, parks, and after-school activities. In 2023, there were 31 pedestrian crashes involving children under 15, followed by 23 crashes in 2024 and 21 crashes in 2025 as of September

30th. These numbers show that dangerous conditions are not confined to isolated locations or unusual situations, they intersect directly with routine trips that families expect to be safe.

Recent CHP data further highlights how risk is concentrated along specific corridors. From January 1, 2023, to December 31, 2025, there were 31 pedestrian involved crashes on SR-99 (14 fatal) and 21 pedestrian involved crashes on Union Avenue (7 fatal), along with four bicycle crashes on SR-99 and eight on Union Avenue, two of which were fatal. Locations such as Union Avenue (part of the original US Route 99) and entrances to State Routes 99 and 5 require people on foot to cross multiple lanes of traffic, navigate turning vehicles, and negotiate intersections that were designed around vehicle movement rather than safe walking, contributing to both high crash counts and frequent near misses.

Countywide bicycle data shows that people who ride bicycles in Kern also experience regular crashes and injuries, with Kern County recording over a hundred bicycle crashes and victims each year from 2023 through 2025. Combined with the 134 total bicycle crashes (14 fatal) and 360 pedestrian crashes (67 fatal) investigated by Bakersfield CHP within its jurisdiction during the same period, these figures justify including bicycle safety education in community events and school based activities, especially in neighborhoods where children and adults walk and ride in the same high-risk corridors.

Bakersfield has an entrenched pedestrian injury problem, with consistent crash volumes, significant injury severity, and children regularly represented among the victims. There is not yet a coordinated, community-centered pedestrian safety effort that pairs data analysis with on the ground education, crossing guard support, walking field trips, and targeted outreach to vulnerable residents who spend many hours traveling on foot along high-speed corridors and near freeway interchanges.

This program is designed to respond directly to that gap by bringing prevention, education, and community-guided improvements to schools, neighborhoods, and locations where people are most at risk, ensuring pedestrian safety efforts include those who rely on walking the most.

Define the target population the grant intends to serve and how they are affected by the problem(s).

This program will primarily serve people in Bakersfield who walk along busy streets and intersections where crashes and near misses are common, with a special focus on children, seniors, and other vulnerable road users. These are the residents who feel the impact of unsafe streets most directly in their daily lives, and who stand to benefit the most from a coordinated, community-based pedestrian safety program.

The core target population is anyone who travels on foot in Bakersfield, especially along high-speed corridors and freeway access points where crashes are concentrated, such as Union Avenue (part of original US Route 99) and entrances to State Routes 99 and 5. From 2023-2025, the city saw substantial pedestrian crashes which means hundreds of people walking were hurt or killed simply trying to cross streets or move through their neighborhoods.

Within this broader group, children and school communities are a key priority because they are repeatedly represented in the crash data. From 2023-2025 (through 9/30/25), Bakersfield experienced 75 pedestrian crashes involving children under 15, with 109 child victims, indicating that everyday trips to school, parks, and after school activities carry real risk. The program will serve these children and their families through walking school buses, school-based presentations, and coordinated crossing guard support around campuses located near busy arterials and highway entrances.

Seniors and adults with mobility or vision challenges are also central to the target population because they are more vulnerable to severe outcomes when crashes occur. The program will engage them through guided pedestrian walking field trips and tailored education on safe crossing strategies. These activities will help older adults feel more confident while navigating the same streets where serious and minor pedestrian injuries have been documented.

Because Kern County's bicycle crash data show consistent risk for people who ride, and Bakersfield CHP has investigated more than a hundred bicycle crashes, this program will address bicyclists concurrently through combined pedestrian-bicycle safety education. Youth who both walk and bike in the same high risk corridors will be served through school presentations, community events where pedestrian safety is the primary focus with bicycle safety messages and materials are included.

This program will implement Bike/Walk Audits, Walking Field Trips, traffic safety fairs and outreach activities at local schools, recreation centers, and community events. Through these activities, trained personnel will provide hands-on instruction by educating these vulnerable road users about safe riding skills, traffic awareness, and helmet safety, while also properly fitting and distributing the helmets and pedestrian and bicycle reflective items to those who need them. Targeting these vulnerable road users aligns with the identified high injury ranking for incidents in these groups and allows for education in safe traffic behaviors. These at-risk populations will benefit from education and interaction designed to improve knowledge and safety behaviors for pedestrians and bicyclists. The program will rely on proven approaches, meeting people where they need us, using clear relatable education, and working hand in hand with trusted partners. This program will ensure that children, seniors, and those experiencing unsafe traffic conditions will be seen, heard, and supported with concrete tools to stay safer on Bakersfield's streets.

2. PERFORMANCE MEASURES

A. Goals:

1. Reduce the number of persons killed in traffic crashes.
2. Reduce the number of persons injured in traffic crashes.
3. Reduce the number of pedestrians killed in traffic crashes.
4. Reduce the number of pedestrians injured in traffic crashes.
5. Reduce the number of pedestrians killed under age 15 in traffic crashes.
6. Reduce the number of pedestrians injured under age 15 in traffic crashes.
7. Reduce the number of pedestrians killed over age 65 in traffic crashes.
8. Reduce the number of pedestrians injured over age 65 in traffic crashes.
9. Reduce the number of bicyclists killed in traffic crashes.
10. Reduce the number of bicyclists injured in traffic crashes.
11. Reduce the number of bicyclists under age 15 killed in traffic crashes.
12. Reduce the number of bicyclists under age 15 injured in traffic crashes.
13. Increase bicycle helmet usage.

B. Objectives:

Target Number

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 pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 7 days prior to the issuance date of the release.
2. Participate in traffic safety fairs and/or community events with an effort to reach individuals.
3. Collaborate with traffic safety stakeholders (government organizations, health care agencies, law enforcement agencies, and/or community-based organizations) to reach individuals.
4. Participate in the following campaigns: National Walk to School Day, National Bicycle Safety Month, California's Pedestrian Safety Month and National Pedestrian Safety Month.
5. Conduct pedestrian and/or bicycle safety presentations.
6. Develop a pedestrian and/or bicycle safety program and materials to be adopted as an on-going program in schools with an effort to reach students. Submit materials to PIO for approval and upload approved material.
7. Distribute pedestrian/bicycle safety items to increase safety and visibility at no cost to youth or community members in need, who received traffic safety education during bicycle rodeos, presentations, workshops, trainings, and community events. Report quarterly the dates and locations where pedestrian/bicycle safety items were distributed.
8. Distribute safety patrol and/or crossing guard safety items at no cost to schools for use by a Safety Patrol member or Crossing Guard.
9. Develop bicycle and pedestrian safety educational materials to be distributed during classroom presentations, workshops, and community events. Submit materials to PIO for approval and upload approved material.
10. Conduct pedestrian Walking Field Trips with an effort to reach adults.

1

6

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11. Conduct community outreach events with an effort to reach adults.	4
12. Conduct observational bicycle helmet usage surveys pre and post-grant activities. Observational bicycle helmet usage surveys should occur at the start and end of the grant. A pre-survey will be required to determine the base year helmet use rate and a post-survey will be required to determine the operational rate. Pre and post surveys should be conducted at the same location. Upload completed survey to GEMS.	2
13. Distribute and properly fit OTS funded bicycle helmets at no cost to community members in need who receive bicycle helmet safety education.	50
14. Purchase bicycle helmets.	50
15. Participate in quarterly meetings with countywide pedestrian and/or bicycle safety stakeholders to collaborate on events, share best practices, and leverage resources.	4
16. Conduct pedestrian Walking Field Trips or on-foot safety training with an effort to reach youth.	2
17. Conduct community engaged bicycle and/or walk audits at locations identified to have a high incidence of pedestrian and/or bicycle fatal or serious injury traffic crashes or "near misses".	3
18. 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.	4
19. Conduct bicycle helmet fitting and distribution events to fit pre-owned helmets and fit and distribute no-cost helmets to community members in need.	2
3. METHOD OF PROCEDURE A. <u>Phase 1 – Program Preparation</u> (1st Quarter of Grant Year) - 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. - Grantees shall establish and enforce a policy for all grant funded events requiring that attendees’ e-devices (including scooters, bicycles, and other micro mobility equipment) comply with all applicable laws and local regulations. If an individual arrives with an e-device that is illegal or does not meet legal definitions or safety requirements, the grantee must prohibit its use at the event and take appropriate steps to ensure safety and compliance. Continued participation may be denied if the device poses a risk or violates statutory requirements. <u>Media Requirements</u> - 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.	
B. <u>Phase 2 – Program Operations</u> (Throughout Grant Year) <u>Media Requirements</u> The following requirements are for all grant-related activities: - Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS 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 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 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 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 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 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 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 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 or your OTS grant coordinator for consultation when changes from any of the above requirements might be warranted.

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

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

4. METHOD OF EVALUATION

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

5. ADMINISTRATIVE SUPPORT

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

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
402PS-27	20.600	State and Community Highway Safety	\$100,000.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS				
<u>Straight Time</u>				
Health Education Assistant A	402PS-27	\$29.46	832	\$24,511.00
Health Education Assistant B	402PS-27	\$27.88	832	\$23,196.00
Senior Office Services Specialist	402PS-27	\$28.75	104	\$2,990.00
Benefits - HEA (A) & (B) and Senior OSS @ 82.00%	402PS-27	\$41,572.00	1	\$41,572.00
<u>Overtime</u>				\$0.00
Category Sub-Total				\$92,269.00
B. TRAVEL EXPENSES				
				\$0.00
				\$0.00
Category Sub-Total				\$0.00
C. CONTRACTUAL SERVICES				
				\$0.00
Category Sub-Total				\$0.00
D. EQUIPMENT				
				\$0.00
Category Sub-Total				\$0.00
E. OTHER DIRECT COSTS				
Bicycle Helmets	402PS-27	\$20.00	50	\$1,000.00
Pedestrian/Bicycle Safety Items	402PS-27	\$4,500.00	1	\$4,500.00
Educational Materials	402PS-27	\$2,231.00	1	\$2,231.00
Category Sub-Total				\$7,731.00
F. INDIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00
GRANT TOTAL				\$100,000.00

BUDGET NARRATIVE

PERSONNEL COSTS

Health Education Assistant A - Responsible for conducting pedestrian/bicycle safety education, participating in safety fairs and community events, conducting pedestrian safety inspections and participating in walking school buses, and walking field trips. Claim should reflect actual costs up to the rate specified.

Health Education Assistant B - Responsible for conducting pedestrian/bicycle safety education, participating in safety fairs and community events, conducting pedestrian safety inspections and participating in walking school buses, and walking field trips. Claim should reflect actual costs up to the rate specified.

Senior Office Services Specialist - Responsible for researching and identifying appropriate pedestrian/bicycle safety educational materials and pedestrian reflective safety gear and pedestrian safety items. Claim should reflect actual costs up to the rate specified.

Benefits - HEA (A) & (B) and Senior OSS @ 82.00% - Claimed amounts must reflect actual benefit costs for straight time hours charged to grant.

TRAVEL EXPENSES

-

CONTRACTUAL SERVICES

-

EQUIPMENT

-

OTHER DIRECT COSTS

Bicycle Helmets - Helmets to be distributed at no cost during bicycle rodeos and other bicycle safety related events. Cost per helmet not to exceed a Unit Cost of \$20, including shipping, handling, and tax. More expensive helmets may be purchased if approved by OTS.

Pedestrian/Bicycle Safety Items - Cost may include bicycle headlights/taillights, reflectors, and reflective items such as arm and leg bands, tape, or zipper pulls; to be distributed at no cost during bicycle rodeos, on-foot pedestrian trainings, presentations, workshops, community events and other pedestrian or bicycle traffic safety related events to increase safety and visibility. Additional items may be purchased if approved by OTS.

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.

INDIRECT COSTS

-

STATEMENTS/DISCLAIMERS

There will be no program income generated from this grant.

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

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

Nothing in this agreement shall be interpreted as a requirement, formal or informal, that a particular law enforcement officer issue a specified or predetermined number of citations in pursuance of the goals and objectives here under.

The OTS grant funded activities must be separate from other grant funded program activities and maintained under separate accounting tracking codes (example: the same DUI checkpoint may not be funded by both the CHP Cannabis Tax Fund and the OTS).

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

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants
(23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58)

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

GENERAL REQUIREMENTS

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (23 U.S.C. 324 et seq.), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794](#) et seq.), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101](#) et seq.), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#)

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT order 1050.2A) [\[U\]](#) in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the

form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

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

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

The Subgrantee will provide a drug-free workplace by:

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

rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

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

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

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and

its principals:

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

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

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

records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

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

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to subrecipients as well as States)**

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

INSTRUCTIONS FOR ADDING OR UPDATING GEMS USERS

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

GRANT DETAILS

Grant Number:	PS27059
Agency Name:	Kern County Public Health Services
Grant Title:	Pedestrian and Bicycle Safety Program
Agreement Total:	\$100,000.00
Authorizing Official:	Brynn Carrigan
Fiscal Official:	Kimberley Simmons
Grant Director:	Cassandra Mulder

CURRENT GEMS USER(S)

1. **Brandon Choate**

Title: Public Health Program Manager
Phone: (661) 868-0415
Email: choateb@kerncounty.com

Media Contact: No

2. **Jon Colocho**

Title: Public Health Program Manager
Phone: (661) 868-0570
Email: colochoj@kerncounty.com

Media Contact: No

3. **Adrianne Lancaster**

Title: Administrative Coordinator
Phone: (661) 868-0557
Email: noblea@kerncounty.com

Media Contact: No

4. **Cassandra Mulder**

Title: Supervising Public Health Nurse
Phone: (661) 868-0427
Email: mulderc@kerncounty.com

Media Contact: Yes

5. **Kimberley Simmons**

Title: Public Health Program Manager
Phone: (661) 868-0160
Email: simmonsk@kerncounty.com

Media Contact: No

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

GEMS User 1 Add/Change ☐ Remove Access ☐ Add as a media contact? Yes ☐ No ☐	
Name	Job Title
Email address	Phone number
GEMS User 2 Add/Change ☐ Remove Access ☐ Add as a media contact? Yes ☐ No ☐	
Name	Job Title
Email address	Phone number
GEMS User 3 Add/Change ☐ Remove Access ☐ Add as a media contact? Yes ☐ No ☐	
Name	Job Title
Email address	Phone number
GEMS User 4 Add/Change ☐ Remove Access ☐ Add as a media contact? Yes ☐ No ☐	
Name	Job Title
Email address	Phone number
GEMS User 5 Add/Change ☐ Remove Access ☐ Add as a media contact? Yes ☐ No ☐	
Name	Job Title
Email address	Phone number
Form completed by: <u>Jen Colacho</u> Date: Aug 19, 2026 Jon Colacho (Aug 19, 2026 13:39:30 PDT)	
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access. <u>Cassandra Mulder</u> Cassandra Mulder (Aug 19, 2026 14:17:09 PDT) Cassandra Mulder	
Signature	Name
Aug 19, 2026	Grant Director
Date	Title

Grant Agreement - PS27059

Final Audit Report

2026-09-28

Created:	2026-08-19
By:	Elsie Machado (elsie.machado@ots.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA3SdWKovPK5VmH_ZwdjDFMZot6SwYsUpS

"Grant Agreement - PS27059" History

-  Document created by Elsie Machado (elsie.machado@ots.ca.gov)
2026-08-19 - 8:35:10 PM GMT
-  Document emailed to colochoj@kerncounty.com for signature
2026-08-19 - 8:35:18 PM GMT
-  Email viewed by colochoj@kerncounty.com
2026-08-19 - 8:35:39 PM GMT
-  Signer colochoj@kerncounty.com entered name at signing as Jon Colocho
2026-08-19 - 8:39:28 PM GMT
-  Document e-signed by Jon Colocho (colochoj@kerncounty.com)
Signature Date: 2026-08-19 - 8:39:30 PM GMT - Time Source: server - Signature Appearance Selected: TYPE
-  Document emailed to mulderc@kerncounty.com for signature
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-  Email viewed by mulderc@kerncounty.com
2026-08-19 - 9:16:11 PM GMT
-  Signer mulderc@kerncounty.com entered name at signing as Cassandra Mulder
2026-08-19 - 9:17:07 PM GMT
-  Document e-signed by Cassandra Mulder (mulderc@kerncounty.com)
Signature Date: 2026-08-19 - 9:17:09 PM GMT - Time Source: server - Signature Appearance Selected: TYPE
-  Document emailed to simmons@kerncounty.com for signature
2026-08-19 - 9:17:11 PM GMT
-  Email viewed by simmons@kerncounty.com
2026-08-19 - 10:19:44 PM GMT



Signer simmons@kerncounty.com entered name at signing as Kimberley Simmons

2026-08-19 - 10:26:31 PM GMT



Document e-signed by Kimberley Simmons (simmons@kerncounty.com)

Signature Date: 2026-08-19 - 10:26:33 PM GMT - Time Source: server - Signature Appearance Selected: TYPE



Document emailed to brynn@kerncounty.com for signature

2026-08-19 - 10:26:35 PM GMT



Email viewed by brynn@kerncounty.com

2026-08-19 - 10:29:02 PM GMT



Signer brynn@kerncounty.com entered name at signing as Brynn Carrigan

2026-08-19 - 10:36:19 PM GMT



Document e-signed by Brynn Carrigan (brynn@kerncounty.com)

Signature Date: 2026-08-19 - 10:36:21 PM GMT - Time Source: server - Signature Appearance Selected: MOBILE_DRAW



Document emailed to Mary Khang (mary.khang@ots.ca.gov) for signature

2026-08-19 - 10:36:23 PM GMT



Document e-signed by Mary Khang (mary.khang@ots.ca.gov)

Signature Date: 2026-08-19 - 11:18:00 PM GMT - Time Source: server - Signature Appearance Selected: IMAGE



Document emailed to Stephanie Dougherty (stephanie.dougherty@ots.ca.gov) for signature

2026-08-19 - 11:18:02 PM GMT



Email viewed by Stephanie Dougherty (stephanie.dougherty@ots.ca.gov)

2026-09-17 - 1:07:28 AM GMT



Document e-signed by Stephanie Dougherty (stephanie.dougherty@ots.ca.gov)

Signature Date: 2026-09-28 - 11:48:58 PM GMT - Time Source: server - Signature Appearance Selected: IMAGE



Agreement completed.

2026-09-28 - 11:48:58 PM GMT

1. GRANT TITLE Child Passenger Safety Program	
2. NAME OF AGENCY Kern County	3. Grant Period From: 10/01/2026 To: 09/30/2027
4. AGENCY UNIT TO ADMINISTER GRANT Kern County Public Health Services	
5. GRANT DESCRIPTION Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving children under the age of sixteen years old. The funded strategies may include education, child safety seat check-ups, community events, presentations, and training. Other countermeasures may include education on how to install and fit a child safety seat, how to meet the 5-step test, properly fitting child safety seats, providing educational materials, and the distribution of child safety seats. Efforts should be conducted in at-risk communities and coordinated in collaboration with community-based organizations.	
6. Federal Funds Allocated Under This Agreement Shall Not Exceed: \$285,000.00 Allocation is contingent upon availability of federal funds.	
7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement: • Schedule A – Problem Statement, Goals and Objectives and Method of Procedure • Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable) • Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable) • Exhibit A – Certifications and Assurances • Exhibit B* – OTS Grant Program Manual • Exhibit C – Grant Electronic Management System (GEMS) Access *The item shown with an asterisk (*), is hereby incorporated by reference and made a part of this agreement as if attached hereto. This document can be viewed at the OTS home web page under Grants: www.ots.ca.gov. Use of OTS Grant Agreement template in lieu of the California Model Agreement (CMA) The California Office of Traffic Safety (OTS) utilizes its standardized OTS Grant Agreement template for awards. The format, structure, and uniformity of the OTS Grant Agreement template allows for processing through Grant Electronic Management System (GEMS). OTS's approach to using the OTS Grant Agreement template is consistent with the California Model Agreement (CMA) developed by University of California Office of the President (UCOP) and directed by the Department of General Service (DGS). For more information, please review the OTS Grant Program Manual. Pre-Agreement Work No work shall commence and no costs shall be incurred prior to the grant start date or the grant agreement being fully signed and executed. Any such costs are incurred at the grantee's own risk and may not be reimbursed.	

8. Approval Signatures

We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the grant terms and conditions described herein.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

A. GRANT DIRECTOR

NAME: Cassandra Mulder
TITLE: Supervising Public Health Nurse
EMAIL: mulderc@kerncounty.com
PHONE: (661) 868-0427
ADDRESS: 1800 Mt. Vernon Avenue
Bakersfield, CA 93306

Cassandra Mulder
Cassandra Mulder (Sep 11, 2026 08:26:43 PDT)

Sep 11, 2026

(Signature)

(Date)

C. FISCAL OFFICIAL

NAME: Kimberley Simmons
TITLE: Public Health Program Manager
EMAIL: simmons_k@kerncounty.com
PHONE: (661) 868-0160
ADDRESS: 1800 Mt. Vernon Avenue
Bakersfield, CA 93306

Kimberley Simmons
Kimberley Simmons (Sep 11, 2026 08:38:15 PDT)

Sep 11, 2026

(Signature)

(Date)

B. AUTHORIZING OFFICIAL

NAME: Brynn Carrigan
TITLE: Director of Public Health Services
EMAIL: brynn@kerncounty.com
PHONE: (661) 868-0299
ADDRESS: 1800 Mt. Vernon Avenue
Bakersfield, CA 93306

Brynn Carrigan
Brynn Carrigan (Sep 11, 2026 16:21:29 PDT)

Sep 11, 2026

(Signature)

(Date)

D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY

NAME: Stephanie Dougherty
TITLE: Director
EMAIL: stephanie.dougherty@ots.ca.gov
PHONE: (916) 509-3030
ADDRESS: 2208 Kausen Drive, Suite 300
Elk Grove, CA 95758

Stephanie Dougherty

Sep 29, 2026

(Signature)

(Date)

E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY

NAME: Mary Khang
ADDRESS: 2208 Kausen Drive Suite 300
Sacramento, CA 95758

9. SAM INFORMATION

SAM #: ED62VXEJCS33
REGISTERED
ADDRESS: 1800 Mt. Vernon Avenue
CITY: Bakersfield
ZIP+4: 93306-3302

10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
405b OP-27	20.616	0521-0890-101	2026	19/26	BA/26	\$285,000.00
				AGREEMENT TOTAL		\$285,000.00
				AMOUNT ENCUMBERED BY THIS DOCUMENT \$285,000.00		
<i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above, notwithstanding allocations contingent on availability of federal funds.</i>				PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT \$ 0.00		
				TOTAL AMOUNT ENCUMBERED TO DATE \$285,000.00		
OTS ACCOUNTING OFFICER'S SIGNATURE <i>Mary Khang</i>			DATE SIGNED Sep 15, 2026			

1. PROBLEM STATEMENT

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

The Kern County Car Seat Program serves all of Kern County, a large and diverse region in California's Central Valley with more than 900,000 residents spread across 8,161 square miles. While our services are available countywide, this grant is designed to deepen our impact in communities that face the greatest barriers to child passenger safety and access to resources. These include both incorporated cities and unincorporated areas where families often travel long distances on rural highways, have limited transportation options, and struggle with higher rates of poverty and fewer local services. Our primary focus includes Bakersfield, Lost Hills, Wasco and the Eastern Kern communities of Ridgecrest, Rosamond, California City, and Boron, along with surrounding unincorporated areas. Bakersfield, as the county seat, remains an important hub where many of our appointments and trainings occur, but it is also home to neighborhoods with significant economic hardship and high traffic volumes. Lost Hills and Wasco are agricultural communities with large numbers of low income and farmworker families who frequently rely on older vehicles, crowded carpools, and long commutes on high speed corridors. Ridgecrest and the Oasis Family Resource Center serve families in the northeast portion of the county, where distance, limited public transportation, and fewer local medical and social services increase risk when families must travel for care or work.

Eastern Kern communities such as Rosamond, California City, and Boron face particularly stark challenges. Rosamond has been identified as a Low Income Community Opportunity Zone, with a median household income of about 44,000 dollars and a poverty rate near 29 percent, both significantly worse than state averages. California City reports a poverty rate of approximately 24 percent, with many residents commuting long distances to employment centers or military bases, increasing their daily exposure to traffic risk. Boron, a small desert community anchored by mining operations, is even more isolated, with very limited local health and social services. Families in these areas often depend on Family Resource Centers, schools, and faith based organizations as primary points of support.

This grant will allow the Car Seat Program to work more intentionally with Family Resource Centers and other local partners across these communities, especially where prior funding losses have reduced their capacity to support families. By embedding child passenger safety education, car seat distribution, and inspection services into these trusted local hubs, we will extend our reach beyond Bakersfield and into the neighborhoods and towns where preventable injuries and deaths are most likely to occur. In doing so, the program will impact not just individual cities, but the broader fabric of Kern County's rural and semi rural communities that live at the intersection of traffic risk, economic hardship, and limited access to health and safety resources.

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

Kern County continues to experience a serious and persistent crash safety crisis that has a direct impact on infants and young children, particularly in communities already facing significant social and economic burdens. Crash data for recent years make this picture clear. Data from SWITRS shows that in 2023, Kern County recorded 168 fatal crashes resulting in 180 deaths, along with 3,767 injury crashes involving 5,848 victims. In 2024, fatal crashes decreased slightly to 165, but fatalities rose to 185, while 3,683 injury crashes resulted in 5,496 injured victims. Through June 30, 2025, there have already been 49 fatal crashes with 49 deaths, indicating that the county remains on track for another year of severe crashes. These trends show that while the number of crashes may fluctuate, the severity of those crashes is increasing. For children, the situation is especially troubling. The Kern County Child Death Review Team reported that motor vehicle crashes are the leading cause of preventable child deaths, and that crash related fatalities rose by 62.5 percent in 2024 compared with the earlier period they reviewed. Those losses are not spread evenly, Black children made up about 52 percent of preventable motor vehicle deaths and Hispanic children about 17 percent, even though these groups do not make up that large a share of the child population locally. Our staff see the same pattern during car seat checks where more than 90 percent of car seats checked were

installed incorrectly. Families in lower income neighborhoods and rural areas are more likely to be using second hand or incorrect seats and struggle with the complicated steps required to install them correctly.

Evidence confirms that when car seats are used correctly, they reduce the risk of fatal injury by 71 percent for infants and 54 percent for toddlers, and booster seats cut injury risk nearly in half for children four to eight years old. Research also shows that families with lower incomes or lower educational attainment are less likely to use age appropriate restraints and more likely to transition children to adult seat belts too early.

Taken together, the data and tragedies describe a clear and urgent problem in Kern County: preventable child deaths and injuries from motor vehicle crashes are concentrated in communities with the least access to resources. Responding to this situation takes more than one agency acting alone. CHP and local enforcement are working to reduce dangerous and impaired driving. The Car Seat Program's role is to focus on what families can control inside the vehicle. Our staff have been taking part in CHP's Bakersfield Crash Reduction and Safer Highways Task Force, which has helped us understand the need for coordinated outreach with their enforcement efforts. With this program, we plan to expand that work by bringing more education, more inspections, and more access to appropriate car seats into the communities that show up most often in our crash and child death data.

Define the target population the grant intends to serve and how they are affected by the problem(s).

The target population for this grant is families in Kern County with children from birth through age eight, with a specific focus on at-risk communities that bear the greatest burden of traffic injuries and deaths. This includes families living in Bakersfield neighborhoods with high poverty, as well as those in smaller cities and towns such as Lost Hills, Wasco, Ridgecrest, Rosamond, California City, and Boron. Many of these families are already connected to local support systems such as Family Resource Centers, Nurse Family Partnership, Federally Qualified Health Centers, and school based programs, but they often lack dedicated car seat education and resources. By working through these trusted partners, the grant will reach parents and caregivers who may not seek out stand alone traffic safety services but who are eager to keep their children safe when offered practical, respectful help.

Within this broader group, the grant is intentionally designed to serve several specific at risk populations. One key focus is families with young children living below or near the poverty line, who frequently struggle to afford appropriately sized car seats, especially as children grow and require new restraints. These families may rely on hand me down seats that are expired, recalled, or poorly fitted, or they may delay replacement when a child has outgrown a seat simply because there is no money for a new one. Another priority group is families in rural and semi rural areas such as Eastern Kern, where long travel distances on high speed roads are part of daily life and access to car seat technicians is extremely limited. In these communities, a single crash can have devastating consequences because emergency response times are longer and children are more likely to be unrestrained or improperly restrained.

Local child death data show that Black children account for more than half of preventable motor vehicle deaths and Hispanic children for a substantial share as well, even though they do not represent that proportion of the child population. Many of these families live in neighborhoods or communities that have endured generations of segregation, discrimination, and underinvestment. This program will serve them by bringing car seat education, installation support, and child safety seats into spaces where they already feel safe and welcomed, such as Family Resource Centers, community clinics, and partner programs like Oasis in Ridgecrest and Nurse Family Partnership home visits.

Finally, the grant will reach at-risk families experiencing additional vulnerabilities, including parents of medically fragile infants and children with developmental or physical challenges, foster youth caregivers, immigrant and mixed status families, and families with limited English proficiency. These groups often face multiple barriers at once: complex car seat needs, fear or mistrust of systems, transportation challenges, and language or literacy barriers. The Car Seat Program's bilingual CPSTs, together with trained partners at Family Resource Centers and NFP, will provide individualized education, hands on demonstrations, and culturally responsive support so that each family can choose and use a safe seating option that fits both their child and their circumstances. This program will also distribute child safety seats to members of the public.

The distribution is based on identified child passenger safety concerns and is designed to reach families and caregivers in communities with low usage rates or limited access to proper restraint systems. Seats will be provided during Child Passenger Safety (CPS) check-up events, CPS education classes, traffic safety fairs, outreach events, and individual car seat check-ups conducted by certified technicians. Each recipient will receive hands-on instruction on proper installation and use of the child safety seat, along with education on age-appropriate restraint systems, common misuse issues, and the importance of consistent seat use. In doing so, this traffic safety program will not only address crash statistics but will also help repair long standing gaps in trust, access, and opportunity for the families whose children are most at risk on Kern County's roads.

2. PERFORMANCE MEASURES

A. Goals:

1. Reduce the number of persons killed in traffic crashes.
2. Reduce the number of persons injured in traffic crashes.
3. Reduce the number of vehicle occupants killed under age sixteen.
4. Reduce the number of vehicle occupants injured under age sixteen.
5. Increase child safety seat usage.
6. Reduce child safety seat misuse.

B. Objectives:

Target Number

- | | |
|--|-----|
| 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 pio@ots.ca.gov , and copied to your OTS Coordinator, for approval 7 days prior to the issuance date of the release. | 1 |
| 2. Participate in National Child Passenger Safety Week and National Heatstroke Prevention Day. | 2 |
| 3. Conduct highly publicized child safety seat checkups at community locations such as shopping centers, car dealerships or preschools to educate and empower parents and caregivers to properly install and use an appropriate car seat for their child. Car seat checks must be conducted by NHTSA-Certified Child Passenger Safety Technicians (CPST). | 2 |
| 4. Conduct NHTSA Child Passenger Safety Technician Certification courses. | 2 |
| 5. Certify, recertify or renew staff as NHTSA Child Passenger Safety Technicians. | 16 |
| 6. Conduct child safety seat education classes with an effort to reach low-income residents, professionals transporting children, caregivers, and parents. | 2 |
| 7. Participate in traffic safety fairs and/or community events with an effort to reach individuals. | 6 |
| 8. Distribute OTS funded child safety seats at no-cost to families in need who receive child safety seat education. Car seat distributions must be conducted by NHTSA-Certified Child Passenger Safety Technicians (CPST). | 100 |
| 9. Purchase OTS funded child safety seats. | 100 |
| 10. Collaborate with traffic safety stakeholders (government organizations, health care agencies, law enforcement agencies, and/or community-based organizations) to reach individuals. | 4 |
| 11. Participate in quarterly meetings with countywide child passenger safety stakeholders to collaborate on events, share best practices, and leverage resources. | 4 |
| 12. Conduct "roll call" training sessions on occupant protection, including child passenger safety. | 3 |
| 13. Conduct individual child safety seat checkup by appointment to promote correct usage, with an effort to reach parents or caregivers. Car seat checks must be conducted by NHTSA-Certified Child Passenger Safety Technicians (CPST). | 200 |
| 14. 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. | 4 |
| 15. Participate in highly publicized child safety seat checkups hosted by other agencies at community locations such as shopping centers, car dealerships or | 1 |

preschools to educate and empower parents and caregivers to properly install and use an appropriate car seat for their child. Car seat checkers must: be NHTSA-certified Child Passenger Safety Technicians (CPST); check for car seat recalls, use a standardized form to collect child safety seat misuse data, record corrections made, record seats installed, and have access to car seat instructions and resource materials.	
16. Establish 2 new CPS Partnerships through training NHTSA-Certified Child Passenger Safety Technicians (CPST).	2
3. METHOD OF PROCEDURE A. <u>Phase 1 – Program Preparation</u> (1st Quarter of Grant Year) • 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. <u>Media Requirements</u> • 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.	
B. <u>Phase 2 – Program Operations</u> (Throughout Grant Year) <u>Media Requirements</u> The following requirements are for all grant-related activities: • Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS 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 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 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 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 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 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 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 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 or your OTS grant coordinator for consultation when changes from any of the above requirements might be warranted.

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

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

4. METHOD OF EVALUATION

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

5. ADMINISTRATIVE SUPPORT

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

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
405b OP-27	20.616	Occupant Protection	\$285,000.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS				
<u>Straight Time</u>				
Health Education Assistant A	405b OP-27	\$30.22	2,080	\$62,858.00
Health Education Assistant B	405b OP-27	\$30.22	2,080	\$62,858.00
Senior Office Services Specialist	405b OP-27	\$28.75	936	\$26,910.00
Grant Administrator	405b OP-27	\$79.55	104	\$8,273.00
Benefits - HEA (A) & (B), Senior OSS and Grant Admin @ 62.00%	405b OP-27	\$99,757.00	1	\$99,757.00
<u>Overtime</u>				\$0.00
Category Sub-Total				\$260,656.00
B. TRAVEL EXPENSES				
				\$0.00
				\$0.00
Category Sub-Total				\$0.00
C. CONTRACTUAL SERVICES				
				\$0.00
Category Sub-Total				\$0.00
D. EQUIPMENT				
				\$0.00
Category Sub-Total				\$0.00
E. OTHER DIRECT COSTS				
Child Safety Seats	405b OP-27	\$100.00	100	\$10,000.00
CPS Technician/Instructor Fees	405b OP-27	\$950.00	1	\$950.00
NHTSA Child Passenger Safety Training Certification Course Instructors - \$13,000	405b OP-27	\$13,000.00	1	\$13,000.00
Category Sub-Total				\$23,950.00
F. INDIRECT COSTS				
0.15101% of Salaries and Benefits	405b OP-27	\$394.00	1	\$394.00
Category Sub-Total				\$394.00
GRANT TOTAL				\$285,000.00

BUDGET NARRATIVE

PERSONNEL COSTS

Health Education Assistant A - Responsible for conducting child safety seat education classes, participating in traffic safety fairs and community events, conducting individual child safety seat checkup by appointment, and distribution of child safety seats to families in need. Claim should reflect actual costs up to the rate specified.

Health Education Assistant B - Responsible for conducting child safety seat education classes, participating in traffic safety fairs and community events, conducting individual child safety seat checkup by appointment, and distribution of child safety seats to families in need. Claim should reflect actual costs up to the rate specified.

Senior Office Services Specialist - Responsible for researching and identifying car seat providers with the best value, receiving quotes, and issuing purchase requisitions. Responsible for coordinating marketing and events. Claim should reflect actual costs up to the rate specified.

Grant Administrator - Responsible for creating and fostering relationships with other agencies, represent Car Seat Program and Kern County Public Health as part of the Regional Traffic Safety Taskforce. Claim should reflect actual costs up to the rate specified.

Benefits - HEA (A) & (B), Senior OSS and Grant Admin @ 62.00% - Claimed amounts must reflect actual benefit costs for straight time hours charged to grant.

TRAVEL EXPENSES

-

CONTRACTUAL SERVICES

-

EQUIPMENT

-

OTHER DIRECT COSTS

Child Safety Seats - Unit cost not to exceed \$140 per seat (including booster seats) including sales tax, shipping and handling. Seats to be distributed at no cost during CPS checkups, appointments, fitting stations and traffic safety presentations. Infant only seats are not an allowable expense.

CPS Technician/Instructor Fees - Certification, recertification or renewal fees for technicians who successfully complete the NHTSA Child Passenger Safety Technician Certification or Renewal course or biennial requirements to re-certify. Certification Course: \$95

Certified Technician/ IC Recertification: \$55

Certified Instructor Recertification: \$60

Renewal Testing Course for Expired Certifications: \$95

Instructor Candidacy Application: \$85

Technician Proxy Application: \$25

NHTSA Child Passenger Safety Training Certification Course Instructors - \$13,000 - Costs for Child Passenger Safety Technician Instructors to conduct NHTSA-certified Child Passenger Safety Technician course to certify technicians and provide training to class participants on the theory and practical application of car seat and booster seat usage and installation. The class will also provide website and other resources and procedures for continuous CPS education and updates. Two instructors per course, CPST Lead Instructor and CPST Additional Instructor.

INDIRECT COSTS

0.15101% of Salaries and Benefits - Indirect cost rate of 0.15101% of salaries and wages. Direct salaries and wages include vacation, holiday, sick pay and other paid absences but exclude all other fringe benefits.

STATEMENTS/DISCLAIMERS

There will be no program income generated from this grant.

Salaries may include wages, salaries, special compensations, or authorized absences such as annual leave and sick leave provided the cost for the individual employee is (a) reasonable for the services rendered, and

(b) follows an appointment made in accordance with state or local laws and rules and meets federal requirements.

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

Nothing in this agreement shall be interpreted as a requirement, formal or informal, that a particular law enforcement officer issue a specified or predetermined number of citations in pursuance of the goals and objectives here under.

The OTS grant funded activities must be separate from other grant funded program activities and maintained under separate accounting tracking codes (example: the same DUI checkpoint may not be funded by both the CHP Cannabis Tax Fund and the OTS).

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

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants
(23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58)

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

GENERAL REQUIREMENTS

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (23 U.S.C. 324 et seq.), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794](#) et seq.), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101](#) et seq.), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#)

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT order 1050.2A) [\[U\]](#) in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the

form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

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

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

The Subgrantee will provide a drug-free workplace by:

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

rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

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

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

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and

its principals:

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

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

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

records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

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

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to subrecipients as well as States)**

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

INSTRUCTIONS FOR ADDING OR UPDATING GEMS USERS

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

GRANT DETAILS

Grant Number:	OP27033
Agency Name:	Kern County Public Health Services
Grant Title:	Child Passenger Safety Program
Agreement Total:	\$285,000.00
Authorizing Official:	Brynn Carrigan
Fiscal Official:	Kimberley Simmons
Grant Director:	Cassandra Mulder

CURRENT GEMS USER(S)

1. **Brandon Choate**

Title: Public Health Program Manager
Phone: (661) 868-0415
Email: choateb@kerncounty.com

Media Contact: No

2. **Jon Colocho**

Title: Public Health Program Manager
Phone: (661) 868-0570
Email: colochoj@kerncounty.com

Media Contact: No

3. **Adrianne Lancaster**

Title: Administrative Coordinator
Phone: (661) 868-0557
Email: noblea@kerncounty.com

Media Contact: No

4. **Cassandra Mulder**

Title: Supervising Public Health Nurse
Phone: (661) 868-0427
Email: mulderc@kerncounty.com

Media Contact: Yes

5. **Kimberley Simmons**

Title: Public Health Program Manager
Phone: (661) 868-0160
Email: simmonsk@kerncounty.com

Media Contact: No

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

GEMS User 1 Add/Change ☐ Remove Access ☐ Add as a media contact? Yes ☐ No ☐	
Name	Job Title
Email address	Phone number
GEMS User 2 Add/Change ☐ Remove Access ☐ Add as a media contact? Yes ☐ No ☐	
Name	Job Title
Email address	Phone number
GEMS User 3 Add/Change ☐ Remove Access ☐ Add as a media contact? Yes ☐ No ☐	
Name	Job Title
Email address	Phone number
GEMS User 4 Add/Change ☐ Remove Access ☐ Add as a media contact? Yes ☐ No ☐	
Name	Job Title
Email address	Phone number
GEMS User 5 Add/Change ☐ Remove Access ☐ Add as a media contact? Yes ☐ No ☐	
Name	Job Title
Email address	Phone number
Form completed by: <u>Jen Colacho</u> Date: Sep 11, 2026 Jon Colacho (Sep 11, 2026 08:25:35 PDT)	
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access. <u>Cassandra Mulder</u> Cassandra Mulder (Sep 11, 2026 08:26:43 PDT) Cassandra Mulder	
Signature	Name
Sep 11, 2026	Grant Director
Date	Title

Grant Agreement - OP27033

Final Audit Report

2026-09-29

Created:	2026-09-10
By:	Alexis DeLeon (Alexis.DeLeon@ots.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAct00UUc6dZ01uJsTQg_rvEcHHY5aGxdL

"Grant Agreement - OP27033" History

-  Document created by Alexis DeLeon (Alexis.DeLeon@ots.ca.gov)
2026-09-10 - 4:43:50 PM GMT
-  Document emailed to colochoj@kerncounty.com for signature
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-  Email viewed by colochoj@kerncounty.com
2026-09-11 - 3:24:47 PM GMT
-  Signer colochoj@kerncounty.com entered name at signing as Jon Colocho
2026-09-11 - 3:25:33 PM GMT
-  Document e-signed by Jon Colocho (colochoj@kerncounty.com)
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-  Signer mulderc@kerncounty.com entered name at signing as Cassandra Mulder
2026-09-11 - 3:26:41 PM GMT
-  Document e-signed by Cassandra Mulder (mulderc@kerncounty.com)
Signature Date: 2026-09-11 - 3:26:43 PM GMT - Time Source: server - Signature Appearance Selected: TYPE
-  Document emailed to simmons@kerncounty.com for signature
2026-09-11 - 3:26:46 PM GMT
-  Email viewed by simmons@kerncounty.com
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Signer simmons@kerncounty.com entered name at signing as Kimberley Simmons

2026-09-11 - 3:38:13 PM GMT



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