



State of Rhode Island

Highway Safety Plan Annual Grant Application

Federal Fiscal Year 2024



PREPARED FOR

U.S. Department of Transportation
National Highway Traffic Safety Administration

PREPARED BY

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Acronym Guide

AAASNE	American Automobile Association, Southern New England	DUI	Driving Under the Influence
AR	Annual Report	DWI	Driving While Intoxicated
ARIDE	Advanced Roadside Impaired Driving Enforcement	EMT	Emergency Medical Technician
BAC	Blood Alcohol Concentration	EUDL	Enforcing the Underage Drinking Laws
BHDDH	Behavioral Healthcare, Developmental Disabilities, and Hospitals	FARS	Fatality Analysis Reporting System
BIARI	Brain Injury Association of Rhode Island	FAST Act	Fixing America's Surface Transportation Act
CARE	Combined Accident Reduction Effort	FFY	Federal Fiscal Year
CCF	Connecting for Children and Families, Inc.	FHWA	Federal Highway Administration
CCRI	Community College of Rhode Island	FMCSA	Federal Motor Carrier Safety Administration
CDL	Commercial Driver's License	GDL	Graduated Driver's Licensing
CDMS	Crash Data Management System	GHSA	Governor's Highway Safety Association
CIOT	Click It or Ticket	HS 1	Highway Safety Grant application
COZ	Child Opportunity Zone	HSM	Highway Safety Manual
CPS	Child Passenger Safety	HSP	Highway Safety Plan
CPST	Child Passenger Safety Technician	HVE	High-Visibility Enforcement
CSEA	Center for Southeast Asians	IACP	International Association of Chiefs of Police
CTW	Countermeasures That Work	IHSDM	Interactive Highway Design Model
DDACTS	Data-Driven Approaches to Crime and Traffic Safety	ILSR	Institute for Labor Studies and Research
DITEP	Drug Impairment Training for Educational Professionals	LEHSTC	Law Enforcement Highway Safety Training Coordinator
DNTL	Drive Now Text Later	LEL	Law Enforcement Liaison
DOC	Department of Corrections	MADD	Mothers Against Drunk Driving
DRE	Drug Recognition Expert	MAP-21	Moving Ahead of for Progress in the 21st Century
DSOGPO	Drive Sober or Get Pulled Over	MOU	Memorandum of Understanding

NHTSA	National Highway Traffic Safety Administration	RIPTIDE	Rhode Island Police Teaming for Impaired Driving Enforcement
NOPUS	National Occupant Protection Use Survey	RISP	Rhode Island State Police
OHS	Office on Highway Safety	SADD	Students Against Destructive Decisions
OSCAR	On-Line System Crash Analysis and Reporting	SAFETEA-	
PCL	Providence Community Library	LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
PEP	Performance Enhancement Plan	SFST	Standardized Field Sobriety Testing
RFP	Request for Proposal	SHSP	Strategic Highway Safety Plan
RIBHDDH	Rhode Island Department of Behavioral Healthcare, Developmental Disabilities, and Hospitals	SIDNE	Simulated Impaired Driving Experience
RIDOC	Rhode Island Department of Corrections	TOPS	Traffic Occupant Protection Strategies
RIDOT	Rhode Island Department of Transportation	TRCC	Traffic Records Coordinating Committee
RIDMV	Rhode Island Division of Motor Vehicles	TSRFT	Traffic Safety Resource Forensic Toxicologist
RIL	Rhode Island Interscholastic League	TSRP	Traffic Safety Resource Prosecutor
RIMPA	Rhode Island Municipal Police Academy	URI	University of Rhode Island
RIPCA	Rhode Island Police Chiefs Association	VMS	Variable Message Sign
		VMT	Vehicle Miles Traveled

Preamble

“A healthy and prosperous world begins with people who are safe from physical harm. People who can travel safely, free of dangerous conditions, tend to be more resilient, productive, healthier, and happier.”

INVESTING IN ROAD SAFETY A GLOBAL IMPERATIVE FOR THE PRIVATE SECTOR: Key Findings and Recommendations of the Together for Safer Roads Expert Panel. (n.d.)

By 1966, motor vehicle traffic crashes nationally claimed nearly 51,000 lives a year, or 26 deaths for every 100,000 Americans. Recognizing the need to reduce the carnage on the nation's roads, Congress passed the National Highway Safety Act, which provides for federal traffic safety funds to states.

At a news conference announcing the Highway Safety Act of 1966, President Lyndon B. Johnson said:

“ We know there is no one answer, there is no magic solution. But we are determined to examine every answer. We are going to cut down this senseless loss of lives. We are going to cut down the pointless injury. We are going to cut down the heartbreak. Through the Highway Safety Act, we are going to find out more about highway disease--and we are going to find out how to cure it.”

That may not have happened overnight, but the RI Department of Transportation and its Office of Safety remains resolute and steadfast in its goal to ZERO Fatalities. We are aware that to reach our goal we must continue to embrace the power of community. In 1966 the Highway Safety Act served

to support the strength and protection of *all* communities. RIDOT remains committed to that identical mission and goal. RIDOT will reinforce and encourage the power of community throughout our highway safety plans by applying a well-researched and balanced Safe Systems Approach. The Safe Systems approach embraces five complementary and cultural driven elements. The responsibility of road safety throughout this system is a shared responsibility and is based on:

- › Safer People.
- › Safer Roads.
- › Safer Vehicles.
- › Safer Speeds.
- › Post-Crash Care.

But what is the key to a strong safety culture? All Rhode Island road-users, including those who visit RI, must **want** safer roadways. Everyone must adopt a positive safety culture philosophy and a commitment to safety excellence. States or communities with a strong safety culture have citizens who understand the risks associated with transportation and choose to make safe choices when using the transportation system. Road users in a community with a strong safety culture are likely to use their safety devices (e.g., seat belts, child safety seats, helmets, etc.) voluntarily, obey traffic laws, limit distractions, and refrain from using the roads when impaired.

A strong safety culture provides the foundation for our main priorities and this plan – reaching ZERO traffic deaths and advancing the Safe System approach. The RI Department of Transportation harnesses the power of community and partnerships and encourages high safety standards as the “fuel” to keep people alive and safe.

In the spirit of building a stronger and more resilient safety culture, as well as, our traffic safety mission and vision, we are pleased to present our Highway Safety Plan (HSP) for the State of Rhode Island for the Federal Fiscal Year (FFY) 2024. Reaching ZERO traffic-related deaths and serious injuries demands innovative approaches, increased community partnerships and futuristic thinking. RI will be efficient in our approaches and chosen strategies applied to interconnected traffic safety issues. These issues require evaluative thinking. We need evidence to provide answers about how best to achieve effective and sustainable traffic safety measures that save lives. Creating strategic application methods that adhere to Rhode Island’s paradigm will be the key to absorbing a strong and valuable traffic safety culture based on a systems approach that is inclusive and equitable. All stakeholders should be involved in developing evaluation tools. Analyzed results, accumulated wisdom, and identified opportunities will be integrated into RI’s enhanced traffic safety culture and this HSP.

The strategies listed in our 2024 HSP are based on an assessment of the risk imposed by the prioritization of hazards and the capacity and resources of our organization to respond.

The planning steps of this document began early in FFY 2023. As difficult as it may be to navigate an annual process in the middle of our monitoring and financial responsibilities, we work diligently to get the plan right. Add a federal mandate to create a Triennial plan and during FFY 2023 we were balancing a new set of responsibilities and planning strategies. But the idea of looking ahead 3 years is a new approach that may help move our efforts forward with added diligence, resilience, and flexibility.

We use data to inform our efforts and the programs we choose as strong countermeasures to the crashes we witness and track in our state. Our ZERO Fatality philosophy and work ethic will be duplicated in FFY 2024. During FFY 2024 we will also continue to employ our ability to create and

facilitate virtual meetings and trainings. That ability has allowed us to maintain ongoing interest and efforts to support our mission.

We believe that the programs outlined in our plan, are all based on solid problem identifiers and that our planned activities continue to expand the equitable distribution of state NHTSA funds.

As we plan for FFY 2024 we continue to grow our advocacy efforts by increasing our community outreach efforts. As evidenced by our strong partnerships, such as the Traffic Safety Coalition, the Office on Highway Safety is consistently striving to engage diverse communities and the organizations that represent them, giving them a voice in the Rhode Island Highway Safety Plan.

Research on community and organizational transformation processes recommends that a coalition involving a variety of stakeholders is the most effective leadership structure to transform culture.

The recognition that multiple groups and stakeholders across the social environment influence road user behavior is the foundation of our strategic approach. As part of our people-centric focus we will create an interconnected collaboration that will demonstrate opportunities to employ transferable strategies which our stakeholders use for other issues. We will replicate those skills and voices to embrace our traffic safety campaigns.

Our strategies and our creative media elements will be directed by the belief that ultimately it takes collective voices and skills to change traffic safety culture. We all need to be good safety citizens.

Through funded and unfunded efforts, OHS will continue to work with partners on community programs that foster a more equitable Rhode Island. The programs and projects outlined in this report are aligned with the strategies in the state Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Plan (HSIP). The RI SHSP is coordinated and facilitated through the OHS. This ensures alignment of the HSP with the SHSP and emphasizes coordinated performance measures throughout all safety issue areas. The work to create Rhode Island's 2023-2027 SHSP began earlier during this fiscal year and was completed, approved and in place by October 1, 2022. That planning process also embraced an all-inclusive model that employs 5 E's: Enforcement, Education, Engineering, EMS, and Evaluation. In our new SHSP we added our 6th E, Equity.

Our 2024 HSP provides an opportunity for the Rhode Island transportation safety community to renew and strengthen its commitment to equity through safety investment in both infrastructure and behavioral initiatives. Through this HSP, Rhode Island plans to evolve the conversation around equity through prioritizing investment in affected communities, continuing to build and expand community partnerships, bringing greater transparency to the project prioritization process, and acting as a role model for addressing inequities that encourage the use of proven highway safety countermeasures.

During 2024 we will continue to implement a comprehensive prevention approach which includes media components, additional attention to dangerous driver behaviors, state public policies, and law enforcement strategies. We will continue to use our statewide safety message boards which run unique, yet direct, safety messages throughout the year. We will also layer our media programs and high visibility enforcement campaigns with our ongoing business education efforts. We will find creative, impactful ways, to remind everyone of the inherent dangers on our roadways and the positive actions they can take to make roads safer. It's a team effort, internally and externally, and we are proud that it is RIDOT's Office on Highway Safety that leads the way. The entire staff of the OHS, the leadership of RIDOT, and our safety partners remain committed to building the most comprehensive and effective traffic safety program in the country. We will stay the course TO ZERO Fatalities.

1

Updates to the Triennial HSP

1.1 Adjustments

1.1.1 Adjustments to Countermeasure Strategy for Programming Funds

Due to this being the first Triennial HSP, Rhode Island is on track to meet the targets established in the Triennial Highway Safety Plan 2024-2026. There are no adjustments needed to the proposed Triennial Highway Safety Plan 2024-2026 countermeasure strategies.

1.1.2 Changes to the Performance Plan

Due to this being the first Triennial HSP, the Rhode Island Performance Plan is consistent with the current problems and challenges identified by the state in the Triennial Highway Safety Plan 2024-2026. There are no adjustments needed to the proposed Triennial Highway Safety Plan 2024-2026 Performance Plan.

2

Project and Subrecipient Information

Section 2 shows what activities will take place in FFY 2023 by program area. Each section contains a description of the problem using state crash and demographic data that justifies inclusion of the program area and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Rhode Island.

2.1 Occupant Protection

Project Agreement No.: 402OP 24 01

Name: Municipalities/RISP Seat Belt Law Enforcement Patrols & Training

Subrecipient: RI Municipal Police Agencies

Promised Project? No

Associated Countermeasure Strategy: Decrease unrestrained motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: OP, Seatbelts

Organization Type: Municipal and State law enforcement agencies

P&A costs: NO

Location of activity: State and Municipal roadways

Budget includes: Police Details

Funding Source	Budget	Match	Local Expenditure
Section 402	\$331,739.53	\$66,347.90	\$331,739.53

Description

Every year roughly 50% of Rhode Island's roadway fatalities end up being unbelted occupants. NHTSA detail funds for Click It or Ticket enforcement enable local Rhode Island police departments to spread awareness on the lifesaving benefits of wearing a seatbelt through enforcement and education. All the participating 38 municipalities will also agree to participate in both local and national "Click It or Ticket" mobilization campaigns during the months of November, March, May, June, and September of the FY24 year. Cities and towns throughout Rhode Island will be reached throughout these detail efforts. The program will be carried out through the FFY 2024 beginning on October 1, 2023, and going through September 30, 2024. The driving public that lives in the 38 Rhode Island cities and towns will benefit from this program. At the conclusion of each fiscal year,

each department will complete a year-end report evaluating the effectiveness of their department's efforts throughout the fiscal year. Departments also agree to participate in monitoring visits with OHS during the fiscal year to go over any performance questions or concerns. During mobilizations, officers also hold pre and post seatbelt usage surveys to determine usage rates in certain areas, which further evaluates the program's effectiveness.

Project Agreement No.: 402OP 24 02

Name: Municipalities/RISP Child Passenger Safety (CPS) & Training

Subrecipient: Municipality Police Departments

Promised Project? No

Associated Countermeasure Strategy: Decrease unrestrained motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: CPS, Child passenger Safety

Organization Type: Municipal and State Agency Law enforcement

P&A costs: NO

Location of activity: State and Municipal Roadways

Budget includes: Law enforcement details and training

Funding Source	Budget	Match	Local Expenditure
Section 402	\$185,322.00	\$37,064.40	\$185,322.00

Description

Unfortunately, at the national level car crashes are a leading cause of death for children. Supporting local law enforcement municipalities to educate their communities on the proper installation of all types of Child Safety Seats is a proven safety countermeasure. NHTSA detail funds will support local RI police municipalities to hold seat checks and installation appointments for families at their departments by certified technicians throughout the fiscal year. These funds will also support training to get more officers certified to become Child Passenger Safety Technicians (CPST's). Cities and towns throughout Rhode Island will be reached throughout these detail efforts by local RI police municipalities. The program will be carried out through FFY 2024 beginning on October 1, 2023, and going through September 30th, 2024. The number of new CPST's trained or current techs maintaining their certification during the fiscal year will differ depending on the department. Families within the cities and towns of participating police municipalities with certified technicians will benefit from the dissemination of these funds and the education provided. At the conclusion of each fiscal year, each department will complete a year-end report evaluating the effectiveness of their department's efforts throughout the year. Departments also agree to participate in monitoring visits with the Office on Highway Safety during the fiscal year to go over any performance questions or concerns. All certified technicians also agree to utilize the National Digital Seat Check Form to submit the seats they have checked throughout the year, adding to a statewide data tool that is tracked.

Project Agreement No.: 402EM 24 05**Name:** EMS Crash Safety Equipment**Subrecipient:** Municipal**Promised Project?** No**Associated Countermeasure Strategy:** Decrease unrestrained motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Emergency After Crash Care**Organization Type:** EMS**P&A costs:** NO**Location of activity:** RI Communities (Various RI municipalities as requested)**Budget includes:** EMS equipment purchase

Funding Source	Budget	Match	Local Expenditure
Section 402	\$400,000.00	\$80,000.00	\$400,000.00

Description

Extrication equipment universally referred to in the fire/rescue service as the "Jaws of Life" consist of three major types of hydraulic tools known as spreaders, cutters, and rams. These extrication tools, powered by hydraulic pump system, are used to shear metal or pry open vehicles involved in motor vehicle crashes when there are victims still trapped inside. From the moment of impact seconds can mean the difference between life and death. Adequate tools arriving on the scene quickly and operated by skillfully trained fire personnel is essential to a positive outcome for the victims.

Rhode Island has several major highways running through it to include Routes 4, 1, 2, 138, 102, 146, 195, 95, 295 and 403. It is on these highways, where high impact motor vehicle crashes often occur, resulting in complicated and time-consuming extrication that require multiple sets of hydraulic tools being used simultaneously. Requests for mutual aid assistance, to provide additional tools and power units, often takes 15 to 20 minutes to arrive. Reducing extrication time is critical to a patient's survival of their injuries. With extrication becoming progressively more challenging as today's vehicles evolve with the latest innovations for passenger safety firefighters must be prepared with the tools, they need to win the race against the clock.

This equipment would improve the effectiveness and interoperability with neighboring communities when they are called upon to provide mutual aid assistance. The extrication equipment purchased with funding from NHTSA will expand the rescue capabilities and is not intended to replace any present equipment owned and operated by local fire departments.

All fire/rescue personnel on local fire departments are trained in the safe and proper use of extrication tools. Many are certified fire service instructors who provide both classroom and hands-on practical instruction and evaluate personnel through periodic training exercises. They also attend and participate in additional training when made available by other fire departments throughout the state. As new technologies and best practice strategies evolve instructors attend "train the trainer" education classes, to maintain the skills of personnel to a high level of competency We continue to support DOH's EMS efforts via our state's TRCC strategies.

This project will also consist of a training component where recipients will conduct an in-person training or create a video highlighting how speed, impaired driving, distracted driving, and not

wearing your seatbelt can lead to serious or fatal injuries. This training (either in person or virtually facilitated) will be offered to schools and businesses throughout the state but will be concentrated within the community which is awarded this equipment.

The DOH/EMS will add "time of extraction" to their EMS reporting system which would validate the importance of up to date extraction equipment to decrease traffic crash fatalities and also decrease the severity of This will begin a baseline for all extractions across the state. We need to create then evaluate extraction methods and equipment in order to save increased lives in RI.

Project Agreement No.: M2CPS24 01

Name: RI Hospital Child Passenger Safety in Rhode Island

Subrecipient: RI Hospital

Promised Project? No

Associated Countermeasure Strategy: Decrease unrestrained motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Provide community CPS services

Organization Type: Injury Prevention Center/ Non-Profit

P&A costs: NO

Location of activity: Municipal communities across state

Budget includes: Staff, car seats, supplies

Funding Source	Budget	Match	Local Expenditure
Section BIL 405b	\$157,649.28	\$31,529.86	-

Description

The Injury Prevention Center at Rhode Island Hospital has housed Safe Kids RI since 2008. Safe Kids RI is the agency that certifies Child Passenger Safety Technicians across the state of Rhode Island. In this role the IPC also assumed responsibility for all CPS training activities in the state of Rhode Island. They hold CPST certification classes, and renewal classes each year. They have certified over 400 individuals as CPSTs. The IPC has also served as the central resource for technicians to maintain their certification. They organize updates for technicians, so they can earn the continuing education credits (CEUs) needed for renewing their certifications. Representing children and young families across Rhode Island, Safe Kids RI helps represent, and educate families on the proper use of Child Passenger Seats to prevent injury and misuse across the state.

Project Agreement No.: M2PE 24 02**Name:** Genesis OP for Diverse Families**Subrecipient:** Genesis Center**Promised Project:** No**Associated Countermeasure Strategy:** Decrease unrestrained motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Provide community CPS services; Support low-income and underserved populations by educating caregivers**Organization Type:** non-profit**P&A costs:** NO**Location of activity:** underserved urban communities (located in Providence)**Budget includes:** staff, CPST training, copies, printing

Funding Source	Budget	Match	Local Expenditure
Section BIL 405b	\$24,992.99	\$4,998.60	-

Description

The target audience for this program are the adults and families enrolled in Genesis Center's programs. Their participants are primarily diverse, low-income Providence residents. Close to 90% of the residents in their community self-identify as a minority, and most are non-native speakers of English. Genesis Center is in a community whose inhabitants face several barriers to success, including higher rates of poverty and unemployment and lower levels of educational attainment. More than half of households in our neighborhood earn less than \$35,000 annually, and many earn far less than that amount.

In the coming year, they expect to serve more than a thousand people and their families through adult education, job training, and early learning. Almost all their program participants are minorities, including 74% who are Latino. Their participants represent some forty countries and speak a dozen different languages. Nearly 75% of their program participants are women, most of whom are parents. Genesis' programming includes services that target highly vulnerable populations, including SNAP and TANF recipients and State Pre-K and Early Head Start programming for our children.

This project is a year-long, multi-faceted outreach and education campaign to educate people in their community about the importance of occupant protection. Topics will include raising awareness of RI's primary seat belt law and child passenger safety regulations, using data to educate our community on how use of a passenger restraint can increase the chances of survival for themselves or a loved one, and informing parents of proper car seat use and misuse.

Project Agreement No.: M2OP 24 03

Name: CIOT DMV Intercept Survey

Subrecipient: Preusser Research Group

Promised Project? No

Associated Countermeasure Strategy: Decrease unrestrained motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Support OP data and information systems

Organization Type: Contracted vendor

P&A costs: NO

Location of activity: RI DMV

Budget includes: Contractor fees, survey development, facilitation and evaluation

Funding Source	Budget	Match	Local Expenditure
Section BIL 405b	\$15,000.00	\$3,000.00	-

Description

RIDOT continued its contracted partnership with Preusser Research Group (PRG) during the 2024 federal fiscal year. For years now, PRG has been responsible for surveying the entire state in their intercept seat belt surveys to obtain the annual seat belt usage rate for drivers and passengers on Rhode Island roadways and to understand driver attitudes around seat belt use. "Pre" and "Post" DMV office intercept surveys will be conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaigns conducted with the national mobilization. Survey locations will be at DMV offices. The survey will be revised to better understand the demographics of those individuals that do not recognize the CIOT slogan. This will allow OHS to better target media and campaign efforts in terms or communication medium, target audience, and funding required.

Project Agreement No.: M2OP 24 04

Name: CIOT Observational Surveys

Subrecipient: Preusser Research Group

Promised Project? No

Associated Countermeasure Strategy: Decrease unrestrained motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Support OP data and information systems

Organization Type: Contracted vendor

P&A costs: NO

Location of activity: Community level

Budget includes: collection of data, analysis and evaluation of data.

Funding Source	Budget	Match	Local Expenditure
Section BIL 405b	\$76,000.00	\$15,200.00	-

Description

RIDOT continued its contracted partnership with Preusser Research Group (PRG) during the 2024 federal fiscal year. For years now, PRG has been responsible for surveying the entire state in their observational seat belt surveys to obtain the annual seat belt usage rate for drivers and passengers on Rhode Island roadways. Preusser conducts their annual observational survey to obtain the statewide belt usage rate after the national CIOT campaign every year, and then provides us a final result of the rate in August.

Project Agreement No.: M2PE 24 05**Name:** RISP Rollover Simulator Demonstrations**Subrecipient:** Rhode Island State Police**Promised Project?** No**Associated Countermeasure Strategy:** Decrease unrestrained motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Train safety professionals and parents on OP/child restraints**Organization Type:** State law enforcement agency**P&A costs:** NO**Location of activity:** state and communities (where requested)**Budget includes:** Law Enforcement details to demonstrate seatbelt education

Funding Source	Budget	Match	Local Expenditure
Section BIL 405b	\$11,949.52	\$2,389.90	-

Description

Unfortunately, every year in Rhode Island roughly 50% of fatalities on roadways are unbelted. Yet, wearing a seatbelt while driving or as an occupant in a motor vehicle increases one's likelihood of surviving a crash by 45%. Rollover Simulator presentations held by trained officers from the Rhode Island State Police help educate the public at community events on the dangers of not wearing a seatbelt. The Rollover simulator mimics a 30-mph crash and what happens to occupants (dummies in the rollover) that don't wear a restraint in a crash. This presentation can be offered to several different types of community events or festivals and reach many different demographic audiences. NHTSA 405 B funds disseminated for this program will support Rollover Simulator presentations held by trained officers from the Rhode Island State Police to help educate the public at community events on the dangers of not wearing a seatbelt. Various communities in cities and towns across the state that request the rollover simulator will benefit from its message and educational content. This presentation will be offered throughout the federal fiscal year 2024 beginning on October 1, 2023, and going through September 30th, 2024. This presentation will benefit all ages and demographics that are present at the community events where the Rollover Simulator is being presented on. At the conclusion of each fiscal year, the Rhode Island State Police agrees to complete a year-end report evaluating the effectiveness of their program's efforts throughout the year. RISP also agrees to participate in monitoring visits with the Office on Highway Safety during the fiscal year to go over any performance questions or concerns.

Project Agreement No.: M2HVE 24 01**Name:** URI Seat Belt Law Enforcement Patrols**Subrecipient:** University of Rhode Island**Promised Project?** No**Associated Countermeasure Strategy:** Decrease unrestrained motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** High Visibility Enforcement (HVE) mobilizations**Organization Type:** State University law enforcement agency**P&A costs:** NO**Location of activity:** URI campus**Budget includes:** Details for detection of seatbelt use and all HVE OP mobilizations

Funding Source	Budget	Match	Local Expenditure
Section BIL 405b	\$3,762.00	\$752.40	-

Description

OHS will fund implementation of CIOT overtime enforcement patrols by the URI Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May to June 2024 and state mobilizations. URI has promised to increase patrols and adhere to all mandated mobilizations. The students at URI and neighboring residents within this community will benefit from these enforcement efforts. URI has also agreed to comply with yearly mandated monitoring visit(s) with the Office on Highway Safety, and the submission of an annual year-end report analyzing their enforcement program's effectiveness through the fiscal year.

Project Agreement No.: M2CSS 24 01**Name:** RI Hospital Low Community Distribution Car Seats**Subrecipient:** RI Hospital/Injury Prevention Center**Promised Project?** No**Associated Countermeasure Strategy:** Decrease unrestrained motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Support low-income and underserved populations by implementing programs to purchase/distribute child restraints**Organization Type:** Non-profit hospital/ Injury Prevention Center**P&A costs:** NO**Location of activity:** Distribution across RI (all recognized underserved communities)**Budget includes:** Car seats for distribution to underserved communities

Funding Source	Budget	Match	Local Expenditure
Section BIL 405b	\$49,947.11	\$9,989.42	-

Description

In the United States motor vehicle crashes are a significant source of morbidity and a leading cause of death for children. In 2020, there were 38,824 traffic fatalities in the United States. In that range 1,093 (3%) were children 14 and younger. Of the 23,824 passenger vehicle occupants killed in 2020 in

traffic crashes, 755 (3%) were children. Of these 755 child passenger vehicle occupants killed in traffic crashes, restraint use was known for 680, of whom 286 (42%) were unrestrained.

In their mission for ZERO traffic fatalities, Rhode Island Hospital’s Safe Kids and 4-Safety programs have developed programming specifically for child transportation safety with the dissemination of education and safety equipment by way of car seat education and distribution of child safety seats, bicycle safety education and distribution of bike helmets, as well as pedestrian safety education in their yearly partnership with RIDOT. The Injury Prevention Center at Rhode Island Hospital (IPC) has been a leader in the field of CPS and other injury prevention for 25 years. The IPC has served as the lead agency for Safe Kids Rhode Island since 2008. In this role the IPC assumed responsibility for all CPS, and other injury prevention training activities in the state of Rhode Island. They hold CPST certification classes and renewal classes each year and have certified over 500 individuals as CPST’s. In their programming for FY24 the following will be promised deliverables for their programs: Car Seat Fitting station with scheduled installations at the IPC, Bicycle Helmet Fitting stations at the IPC and community events, dissemination of injury prevention materials, community safety events held throughout the year (CPS, Ped/Bike safety focused), CPST certification/recertification classes, lead agency for RI’s Safe Kids Coalition, continue as Safe Kids World-wide’s state CPS contact, assist with instruction to new CPST’s on mandatory use of NDCF, and administering the pilot of the new statewide child safety seat distribution station for Law Enforcement across the state. For evaluation of the program, the National Digital Check Form (NDCF), will track year-round data and trends for the program in its online repository. RI Hospital also tracks the number of families that participate in/attend community events or schedule checks at the IPC.

Project Agreement No.: FDL*UNATTD 24 01 FLEX

Name: Vehicular Hyperthermia Awareness Program

Subrecipient: RIDOT

Promised Project? No

Associated Countermeasure Strategy: Decrease unrestrained motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Educating the public on child restraints

Organization Type: State DOT agency

P&A costs: NO

Location of activity: Across state via media venues

Budget includes: Media contracted services to include creative and media buys

Funding Source	Budget	Match	Local Expenditure
Section 405d low flex	\$100,000.00	\$20,000.00	-

Description

Over the past 25 years, more than 950 children have died of heatstroke, because they were left or became trapped in a hot car. It’s important for everyone to understand that children are more vulnerable to heatstroke and that all hot car deaths are preventable. RI will create a campaign that mirrors NHTSA’s “We’ve all forgotten something. DON’T forget SOMEONE. We’ll make the same notes that “cars get hot fast” and we’ll encourage everyone to check the back seat.

We'll create the program from January through May and run it throughout the summer months. We'll employ our website and social media partners to share it as many times as possible throughout the Summer and early months of Fall. We will share the program with our community traffic safety partners to reach every RI community.

Project Agreement No.: M8*PM 24 03 FLEX

Name: Paid Media Occupant Protection

Subrecipient: State Approved Media Vendor

Promised Project? No

Associated Countermeasure Strategy: Decrease unrestrained motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: High Visibility Enforcement (HVE) mobilizations

Organization Type: Contracted media vendor

P&A costs: NO

Location of activity: across state /community wide

Budget includes: Media development and media buy

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$200,000.00	\$40,000.00	-

Description

OHS will contract a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2023, March 2024, May 2024, and September 2024. *"Countermeasures That Work" rates Communications and Outreach Strategies for Older Children and Strategies for Child Restraint and Booster Seat Use as three stars for effectiveness.*

Following social equity best practices, media materials will be placed in both English and Spanish with the venues chosen based on market data for each audience. OHS will inform the public via paid media of all the steps of proper child restraint device use, including infant seats, convertible seats, forward facing seats, booster seats and safety belts. The media buy is expected to cover online and "out of home" (billboard/bus). This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning for the hearing impaired.

CIOT: November 2023, March 2024, May 2024, and September 2024. This campaign will target an audience of 16- to 34-year-old males.

CPS: September 2024 during "National Child Passenger Week." The target audience will be of parents and caregivers, with an emphasis on women between 18 and 40.

As stipulated by the Master Price Agreement contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. OHS will measure before and after message recognition This project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Project Agreement No.: M8*OP 24 01B FLEX

Name: Salaries (OP)

Subrecipient: Office on Highway Safety

Promised Project? Yes

Associated Countermeasure Strategy: Decrease unrestrained motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Support OP data and information systems

Organization Type: State DOT agency

P&A costs: NO

Location of activity: Community/state-wide

Budget includes: OP Program Coordinator Salary

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$325,000.00	\$65,000.00	-

Description

Staff Salaries dedicated to OP programming for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses

2.2 Impaired Driving

Project Agreement No.: 164ENF_AL 24 01

Name: RISP SPECIALIZED UNIT Impaired Driving Alcohol

Subrecipient: Rhode Island State Police

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: High-visibility enforcement (HVE) efforts

Organization Type: State Agency

P&A costs: NO

Location of activity: Dedicated patrols across the state to include municipal roadways, will be based on mapping data and requests of municipal leadership

Budget includes: Law Enforcement Details, command staff oversight, reconstruction of ID driving fatal crashes, and court attendance and monitoring of cases (alcohol)

Funding Source	Budget	Match	Local Expenditure
Section 164	\$933,883.31	-	\$933,883.31

Description

This fund is for the impaired driving enforcement patrols by the Rhode Island State Police's "Traffic safety unit". This unit is staffed by four (4) Troopers and one (1) patrol Sergeant and uses a data driven approach to target alcohol impaired drivers on the roadways of Rhode Island to reduce alcohol related crashes. Patrols are deployed to "hot spot" locations based upon data provided by RIDOT to maximize the general and specific deterrent effect of alcohol impaired driving. Operational members of this unit are SFST & ARIDE certified, and several members are also drug recognition experts.

This unit is overseen by a Captain who analyzes data and adjusts unit deployment accordingly with the latest data, an administrative sergeant who serves as a liaison between the Rhode Island State Police and the Office on Highway Safety and manages all aspects of this project, a prosecution officer to handle all arraignments related to arrests, an impaired driving coordinator who ensures certifications are maintained and equipment such as breathalyzers, PBT's and blood kits are kept operational, and crash reconstruction unit investigators who investigate and reconstruct alcohol related crashes involving serious bodily injury and deaths.

Project Agreement No.: 164ENF_DG 24 01**Name:** RISP SPECIALIZED UNIT Impaired Driving Drug**Subrecipient:** Rhode Island State Police**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** High-visibility enforcement (HVE) efforts**Organization Type:** State Law enforcement agency**P&A costs:** NO**Location of activity:** State and community roadways, will be based on mapping data and requests of municipal leadership**Budget includes:** Law enforcement details, court prosecution and monitoring, crash reconstruction for fatalities involving drugged driving

Funding Source	Budget	Match	Local Expenditure
Section 164	\$933,883.00	-	\$933,883.00

Description

This fund is for the impaired driving enforcement patrols by the Rhode Island State Police's "Traffic safety unit". This unit is staffed by four (4) Troopers and one (1) patrol Sergeant and uses a data driven approach to target alcohol impaired drivers on the roadways of Rhode Island to reduce alcohol related crashes. Patrols are deployed to "hot spot" locations based upon data provided by RIDOT to maximize the general and specific deterrent effect of alcohol impaired driving. Operational members of this unit are SFST & ARIDE certified, and several members are also drug recognition experts. This unit is overseen by a Captain who analyzes data and adjusts unit deployment accordingly with the latest data, an administrative sergeant who serves as a liaison between the Rhode Island State Police and the Office on Highway Safety and manages all aspects of this project, a prosecution officer to handle all arraignments related to arrests, an impaired driving coordinator who ensures certifications are maintained and equipment such as breathalyzers, PBT's and blood kits are kept operational, and crash reconstruction unit investigators who investigate and reconstruct alcohol related crashes involving serious bodily injury and deaths.

Project Agreement No.: 164ENF_AL 24 02**Name:** Municipalities Impaired Driving Law Enforcement Patrols & Training**Subrecipient:** Municipalities**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** High-visibility enforcement (HVE) efforts**Organization Type:** Municipal law enforcement agencies**P&A costs:** NO**Location of activity:** Communities across the state**Budget includes:** Law enforcement details

Funding Source	Budget	Match	Local Expenditure
Section 164	\$434,173.19	-	\$434,173.19

Description

Implementation of Drive Sober or Get Pulled Over (DSoGPO) overtime enforcement patrols by approximately 39 municipal police departments. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled. If those dates become flexible all agencies have promised to dedicate patrols accordingly once the OHS advises them of any changes. Patrols are conducted on Thursday, Friday, and Saturday evenings.

Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on an as-needed basis by various local police departments. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency. Every department is encouraged to run details on the weekends – Friday, Saturday into Sunday (Thursday night if clubs have concerts scheduled).

Departments follow the NHTSA statistical information on when most fatal and serious car crashes take place. Police Departments also use DDACTS to send out patrols where their individual community needs dictate different hours and days of week. In addition to the weekends police departments send out patrols for special and not so special holidays; St Patrick, Halloween, Thanksgiving, Christmas, New Year, super Bowl, Cinco de Mayo, sporting events, concerts, football games, start of school and end of school, etc.

Project Agreement No.: 164TOX_AL 24 03**Name:** Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence**Subrecipient:** Providence Police Department**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Alcohol Toxicology Support**Organization Type:** Law Enforcement**P&A costs:** NO**Location of activity:** BatMobile is located in Providence but serves all communities**Budget includes:** Impaired driving details and maintenance of the vehicle (fuel, washing etc)

Funding Source	Budget	Match	Local Expenditure
Section 164	\$77,000.00	-	\$77,000.00

Description

OHS will reimburse the Providence Police Department (PPD) for all necessary B.A.T. support and overtime for the PPD officers per day for each time the truck is utilized.

This tool will be employed in all communities throughout the state to assist with High Visibility Enforcement efforts regarding the detection and apprehension of impaired drivers. The staff on the truck shall schedule its usage and will assist with the processing and final disposition of any prisoners on the truck.

B.A.T. Mobile Mobilization Calendar: January- New Year's Day; February- Super Bowl; March- St. Patrick's Day; May- Cinco De Mayo and Memorial Day; June- High School and College Graduations; July- 4th of July; August- High Tourist Season; September- Labor Day; October- Halloween; November- Thanksgiving; December- Christmas/Holiday Parties, New Year's Eve

Project Agreement No.: 402PT 24 04**Name:** RIPCA Safety Partnership**Subrecipient:** Rhode Island Police Chiefs Association**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Traffic Enforcement Services**Organization Type:** non-profit**P&A costs:** NO**Location of activity:** across state, available to assist every community and the state's Traffic Safety Coalition**Budget includes:** Staffing, media, supplies

Funding Source	Budget	Match	Local Expenditure
Section 402	\$420,200.00	\$84,040.00	\$420,200.00

Description

RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety. Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (i.e., DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities.

Project Agreement No.: FDLCS 24 01

Name: RIAG TSRP

Subrecipient: RI Attorney General Office

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Impaired driving coordinator; Court Support; Development of impaired driving information systems; Training on screening and brief intervention, on impaired driving assessment programs or other tools related to recidivism and treatment

Organization Type: state government agency

P&A costs: NO

Location of activity: assisting in all communities and police training academy

Budget include: staffing and supplies

Funding Source	Budget	Match	Local Expenditure
Section 405d low	\$148,875.56	\$29,775.11	-

Description

OHS will pay 75% of the salary of a prosecuting attorney from the Attorney General's staff, to serve as the TSRP. The TSRP will:

- The TSRP will be an active member on the Traffic Safety Coalition and agree to attend monthly meetings. The TSRP will also be an active participant on several emphasis teams which deal with dangerous driving behavior. His/her presence and participation should be included on the Impaired Driving, Speeding, OP, and Young Driver teams.
- The TSRP will organize and lead a committee (to include the OHS) to review RI's Impaired Driving statute to create a list of agreed upon statute changes/enhancements.
- The TSRP will review RI's social host law and offer recommendations for changes and/or enhancements.
- The TSRP will obtain and share with OHS data on disposition of arrests for DUI and refusal, calculate conviction rates and compare rates of the AG's office and municipal solicitors.
- The TSRP will offer interlock data to include the number of interlocks installed monthly and annually.
- The TSRP will support and assist in judicial trainings and prosecution trainings in testimony, evidence, and prosecution.

- The TSRP will continue to train police officers and recruits at annual recertification classes for breathalyzer operators in DUI and Implied Consent Prosecution. The recruit training at will include lecture and mock trail exercises.
- The TSRP will participate on NHTSA TSRP focused webinars and teleconferences on behalf of the OHS.

Project Agreement No.: FDLBAC 24 02

Name: STATE DOH Forensic Toxicologist (TSRFT) and Preliminary Breath Testing

Subrecipient: Dept. of Behavioral Healthcare, Developmental Disabilities and Hospitals

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: 405d Low BAC Testing/Reporting

Organization Type: State Government agency

P&A costs: NO

Location of activity: Providence

Budget includes: Staffing, equipment, supplies

Funding Source	Budget	Match	Local Expenditure
Section 405d low	\$373,287.42	\$74,657.48	-

Description

OHS will reimburse 60% of the activities of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. We will also support 40% of the activities of a forensic scientist and 100% of activities of a senior laboratory technician. This project supports overtime in HEALTH’s Forensics Unit, the BAT Mobile deployments and Breath Analysis Section to calibrate Preliminary Breath Testers (PBT) to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab. Also, to download data from these instruments for reporting to OHS and to conduct associated tasks that arise with the implementation of these instruments. The Sr. Lab Technician position was a completely new position funded solely by federal monies. This was never a state funded position. This FTE provides monthly data on breath alcohol cases from the 9000 units as part of the reporting module within the program. They maintain all PBT’s for the federally funded DRE program and plays a critical role in transitioning the entire state to the new units purchased by federal funding. The lab technician duties are to implement, certify, and maintain monthly certification on the Intoxilyzer 9000 and PBT’s, all purchased solely with federal funds.

Project Agreement No.: FDLIDC 24 01**Name:** RIMPA Coordinator Impaired Driving, Trainings and Program Supplies**Subrecipient:** State & Local**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Training on screening and brief intervention, on impaired driving assessment programs or other tools related to recidivism and treatment**Organization Type:** State Government agency**P&A costs:** NO**Location of activity:** Community College of RI (CCRI)**Budget includes:** staff, supplies

Funding Source	Budget	Match	Local Expenditure
Section 405d low	\$320,500.40	\$64,100.08	-

Description

Funding was intended to sponsor officers to attend drugged driving in-service training events. We are hoping to facilitate 6 trainings with approximately 30 officers per training. The Office on Highway Safety shall facilitate, through the Rhode Island Municipal Police Academy, in-service training classes focusing on drug impaired driving highlighting the contemporary issues of driving while under the influence of controlled substances and prescription medications.

Cannabis, the Office on Highway Safety anticipates specialized training focusing on driving under the influence of Cannabis to be a definite topic of training. Rhode Island is also amid an opioid crisis and many operators involved in crashes are found with opioids in their system.

Project Agreement No.: M6OT 24 01**Name:** Sports Marketing Advocacy, Awareness, Education LEARFIELD**Subrecipient:** Learfield IMG**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Other based on Problem ID**Organization Type:** Contracted media vendor**P&A costs:** NO**Location of activity:** Providence**Budget includes:** Media services and promotion at key sites

Funding Source	Budget	Match	Local Expenditure
Section 405d low	\$82,500.00	\$16,500.00	-

Description

A study conducted by the University of Minnesota determined that 1 in every 12 fans leave a major sporting event while intoxicated. (Between URI, Amica Mutual Pavilion, Rhode Island Convention Center and the VETS, this messaging will reach over 1,500,000 local sports and entertainment event goers.)

Areas of emphasis will focus on event messaging for impaired driving. This is the perfect messaging for the fans that come through the arenas. The project will be implemented by Learfield local team at Providence Venues & Sports Properties and University of Rhode Island Sports Properties led by Brandon DiPaola with the creative assets needed provided by the RIDOT team. E). Assets with alcohol impaired driving will be in the form of (3) fixed position dasher board signs with the Providence Bruins, PC Hockey, URI Hockey, high visibility locations at ice level. Also, scoreboard messaging in-game with the P-Bruins and digital signage on the concourse which will run during all URI, P-Bruins, PC Friars, family shows, concerts, special events and conference at all events held in the Amica Mutual Pavilion, RI Convention Center, and the VETS during the 23-24 event season.

This will be a Statewide program, including Providence and South Kingstown and will take place October 2023 - September 2024 targeting 1,500,000 sports and entertainment event goers in RI.

The demos for the University of Rhode Island, Providence Bruins and Providence College Friars skew towards college aged to middle aged males which have shown to be a target audience for the Impaired Driving Messaging used by the program in the past.

Project Agreement No.: M6OT 24 02

Name: CCAP High School Education Program

Subrecipient: Comprehensive Community Action

Promised Project? NO

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Other based on Problem ID

Organization Type: non-profit

P&A costs: NO

Location of activity: Cranston and Coventry

Budget includes: staffing and media project costs

Funding Source	Budget	Match	Local Expenditure
Section 405d low	\$80,330.00	\$16,066.00	-

Description

The Cranston and the Coventry Substance Abuse Task Forces, under the leadership of Comprehensive Community Action Program (CCAP) will utilize DOT/OHS funding to address impaired driving for youth (alcohol/marijuana, other substances). It is known that youth can evidence higher rates of car accidents, higher rates of substance use due to cognitive development, peer influence, and risk-taking behavior. The target audience will be parents of middle and high school aged youth in Coventry and Cranston and these general communities. Specifically, CCAP will work to

provide opportunities for increased awareness and education and monitor available data measures and local DOT/Police reports to review success. They intend to promote awareness through development of a commercial to be aired on both Facebook and television. They will leverage local prevention funding to increase public service announcements (through social media and other communication channels) to broaden our reach. They will evaluate success by collecting post parent surveys, reviewing local and statewide student assessments, obtaining accident and offense data from police traffic stops//DOT, and the number of social media views and other digital marketing measures.

Project Agreement No.: M6OT 24 03

Name: Creative Media Impaired Driving

Subrecipient: State Approved Media Vendor

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Other based on Problem ID

Organization Type: Contracted media vendor

P&A costs: NO

Location of activity: across state via various media genres and venues

Budget includes: media costs associated with development

Funding Source	Budget	Match	Local Expenditure
Section 405d low	\$300,000.00	\$60,000.00	-

Description

These campaigns have offered increased awareness and education regarding traffic safety countermeasures targeting the reduction of impaired driving behavior. The campaigns specifically target alcohol related traffic behavior and fatalities. At the same time, OHS is collecting data on the traffic safety impact of cannabis legalization, which became effective on 12/1/22. Due to the unprecedented reach and frequency of the campaigns, the Ripple Effect has become branded in motorists' minds and our strategy is to move beyond the brand with continued innovative attention-catching appeals to motorists regarding impaired driving.

OHS will enter a contract with a public relations firm (listed on our State's Master Price Agreement list) for creative media to create and produce an impaired driving campaign that will move beyond our "Ripple Effect" efforts. The creative media will be developed, reviewed, and approved from October-December 2023. The target audience is 21-49-year-old adults.

The State-approved media vendor will conduct focus groups to assure our program goals and program community reach.

Project Agreement No: 402PM 24 01**Name:** Municipal Mobilization Media**Subrecipient:** South Kingstown Police/RIPCA**Promised project?** NO**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Paid and Creative media in support of HVE mobilizations**Organization Type:** Municipal law enforcement agency**P&A costs:** NO**Location of activity:** South Kingstown**Budget includes:** media related costs for development and sustainable paid media

Funding Source	Budget	Match	Local Expenditure
Section 402 PM	\$33,000.00	\$6600.00	\$33,000.00

The SKPD will create a wave of media messaging to increase outreach and awareness of traffic safety efforts as well as bring attention to law enforcement efforts throughout their community and spread it across the state in coordination with the RIPCA.

Project Agreement No.: FDLPEM 24 04**Name:** Paid Media Impaired Driving**Subrecipient:** State Approved Media Vendor**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Paid and earned media in support of HVE, training (SFST, ARIDE, and DRE), and equipment for enforcement**Organization Type:** Contracted media vendor**P&A costs:** NO**Location of activity:** across state in every community**Budget includes:** contracted media buys

Funding Source	Budget	Match	Local Expenditure
Section 405d low	\$500,000.00	\$100,000.00	-

Description

When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the "penetration of the target audience." Significantly, we will have 90+ reach and high frequency.

OHS will develop and implement a statewide paid media campaign for the DSoGPO campaigns in addition to supporting monthly sustained enforcement. The media buy is expected to cover print, online and "out of home (billboard/bus/movie theater). Following social equity best practices, media materials are produced in both English and Spanish and the venues are chosen based on market data

for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television ads include closed captioning.

We will target December 2023 and August/September 2024 in addition to supporting monthly sustained enforcement as our key times to purchase media and we will target 21-49-year-old adults.

As stipulated by the Master Price Agreement contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. There is a need to create more localized messages that highlight local stories, issues, strengths, and partners. We will increase our social media presence. OHS will also use our DMV surveys, and we rely on Providence media expertise to create media and to purchase media buys.

Project Agreement No.: FDL*AL 24 01 FLEX

Name: Community Conversation Andreozzi Foundation

Subrecipient: Tori Lynn Andreozzi Foundation

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Paid and earned media in support of HVE, training (SFST, ARIDE, and DRE), and equipment for enforcement

Organization Type: non-profit

P&A costs: NO

Location of activity: across state, offered to every community

Budget includes: staffing, supplies and videography

Funding Source	Budget	Match	Local Expenditure
Section 405d low flex	\$55,550.00	\$11,110.00	-

Description

There have been entirely too many senseless deaths and injuries on the roadways of Rhode Island. This project was born out of the anger and disgust that many residents feel after two high profile crashes which related in the deaths of two young adults and severely injured another.

These crashes are 100% preventable as a person must make a conscious effort to get behind the wheel in an impaired state. This project will hopefully bring all involved parties together so that common sense solutions to this lingering menace of an issue can be reduced or hopefully eliminated once and for all. The Community conversations that are planned are a great way to address how to get the State of Rhode Island to zero deaths on its roadways. From 2016-2020 (2020 is the most recent data on file) the national average of crashes nationwide that involve an impaired operator is 29.2%. Rhode Island's percentage of crashes involving an impaired operator for the same time period is 39.8% which is much higher than the rest of most of the country. This is unacceptable as impaired driving is totally preventable.

Another troubling statistic is that Rhode Island has a 70% rate of arrestees refusing to submit to chemical testing as it is common knowledge that they will be granted a hardship license and still be able to drive once an ignition interlock is installed in their vehicle.

This is a statewide program. Local high school auditoriums and community centers will be utilized in strategic locations to make it convenient for folks to attend an event within proximity to their community. This project is intended to be statewide and to be convenient for all residents of the state to be able to have a community conversation in their community. The program will be facilitated throughout fiscal year 2024.

The Tori Lynn Andreozzi Foundation will host a series of community forums where victims, highway safety professionals, legislators, prevention specialists, prosecutors, members of law enforcement, and the public can discuss ways to make the roadways in Rhode Island safer by eliminating impaired driving.

Project Agreement No.: FDL*AL 24 02 FLEX

Name: Salaries (Impaired Driving)

Subrecipient: Office on Highway Safety

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Support ID data and information systems

Organization Type: State Government agency

P&A costs: NO

Location of activity: across state at community level

Budget includes: OHS programming staffing costs

Funding Source	Budget	Match	Local Expenditure
Section 405d low flex	\$500,000.00	\$100,000.00	-

Description

Staff Salaries dedicated to Impaired Driving programming for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses, SFST, ARIDE and DRE training.

Project Agreement No.: FDLHVE 24 01

Name: URI State Agencies Alcohol Enforcement & Training

Subrecipient: URI Police

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: High-visibility enforcement (HVE) efforts

Organization Type: State University

P&A costs: NO

Location of activity: URI campus, South Kingstown

Budget includes: law enforcement details

Funding Source	Budget	Match	Local Expenditure
Section 405d low	\$1,003.20	\$200.64	-

Description

OHS will fund implementation of the "DSOGPO" impaired driving enforcement patrols by the University of Rhode Island Police. Patrols are conducted for 24 hours and there is mandatory participation in one annual enforcement period. The project will fund at least 160 plus enforcement hours. They will participate in all designated and mandatory impaired driving mobilizations. Dates will be publicized and offered within their OHS extended grant agreement included with every law enforcement agency's award.

Project Agreement No.: M6OT 24 04

Name: MADD Impaired MC program

Subrecipient: MADD RI

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Paid and earned media in support of HVE, training (SFST, ARIDE, and DRE), and equipment for enforcement; Development of impaired driving information systems

Organization Type: non profit

P&A costs: NO

Location of activity: all RI communities

Budget includes: staffing, billboard marketing, supplies

Funding Source	Budget	Match	Local Expenditure
Section 405d low	\$102,615.37	\$20,523.07	-

Description

Motorcyclists continue to be overrepresented in traffic-related fatalities, accounting for 14 percent of all traffic related fatalities, while representing only 3 percent of the entire registered motor vehicle

fleet. In 2019, preliminary statistics show that 61 percent of fatal motorcycle crashes in Rhode Island involved the presence of alcohol and/or drugs.

The program will focus on three main strategies: 1) Media, 2) Rider Education, 3) Information Dissemination.

This will be a Statewide program but focusing on Providence County and will be conducted throughout the federal fiscal year.

The target audience of this program will be prospective and registered motorcycle operators in Rhode Island. However, there will be a focus on three higher need populations 1) 25–62-year-olds, 2) Residents of Providence County and 3) males.

Program Goal and Anticipated Outcomes:

- › Increase perception of risk and harm of impaired motorcycling
 - MEASURE 1: Community survey data to show an increase in perception of risk and harm of impaired motorcycling.
 - MEASURE 2: Post test data from motorcycle class participants to show an increase in perception of risk and harm of impaired motorcycling.

Project Agreement No.: FDL*PT 24 01 FLEX

Name: RIMPA Law Enforcement Safe Communities Training and Support

Subrecipient: RI State Police

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: AL traffic enforcement services

Organization Type: State Government Agency

P&A costs: NO

Location of activity: Community College of RI, Law Enforcement academy

Budget includes: staffing, training, supplies

Funding Source	Budget	Match	Local Expenditure
Section 405d low flex	\$96,955.10	\$19,392.02	-

Description

OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses. OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator. DRE duties will include maintaining certifications for 72+ DRE’s as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training

Academy, Providence Police, and Rhode Island State Police. The grant period; October 1, 2022 through September 30, 2023 will include additional duties as the Rhode Island DRE Coordinator as well Rhode Island’s SFST Coordinator and will account for an additional percentage of the LEHSTC’s total time.

The primary responsibility of the LEHSTC is taking the lead role in promoting highway safety programs to the local cities and towns in Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other state safety advocates.

Project Agreement No.: M5IDC 24 01

Name: Mid ID Engagement Council

Subrecipient: RI Police Chiefs’ Association (RIPCA)

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Impaired driving coordinator

Organization Type: non-profit

P&A costs: NO

Location of activity: RI communities, RI businesses and RI community-based service clubs

Budget includes: staffing and supplies

Funding Source	Budget	Match	Local Expenditure
Section 405d mid	\$143,990.00	\$28,798.00	-

Description

Alcohol related crashes comprise a large percentage of the State's total crash fatalities and serious injuries. Rhode Island has been above the national average for the past five (5) years. In 2020, 33 percent of all fatalities in Rhode Island were alcohol-related, compared to 30 percent nationally. Rhode Island's percentage of alcohol-related fatalities remains a serious highway safety problem. After being deemed a “mid-range impaired driving state” the RI Police Chiefs Assn. has agreed to lead a statewide impaired driving coalition to respond to this problem. The Rhode Island Impaired Driving Coalition will be chartered as a subcommittee of the Rhode Island Traffic Safety Coalition (RITSC). Since its inception in 2007, the Traffic Safety Coalition has monitored Rhode Island's impaired driving environment and offered recommendations for improvements. Part-time

contractor will be tasked with creating and strengthening ongoing impaired driving programs that are developed by multiple stakeholders. This task force will work to implement an already developed and approved strategic plan which details specific tasks, goals and objectives focused on decreasing the incidences of impaired driving in RI. The coalition will work to increase positive influences via social media efforts developed by the coalition’s diverse membership. Although the coalition will be hosted by the RIPCA it will work to increase efforts beyond enforcement to increase an equity model supported by state and community leaders. It has been agreed that messaging and programs created and tracked will include outreach in Spanish. Leveraging the approved plan, dedicated and

knowledgeable members will serve to reinvigorate impaired driving efforts. In FFY 2022 RI legalized possession, recreational use, and sales of cannabis. It is called the "Rhode Island Cannabis Act". The coalition will be an important vehicle that steers our efforts to prevention and treatment practices when dealing with our state's challenges with impaired driving including drugged driving. The coalition will be "branded" and created as an all-inclusive group of dedicated safety advocates who advance and articulate their efforts based on data, plans, and available resources. The coalition is RI's opportunity to increase our influence based on proven impaired driving countermeasures.

Project Agreement No.: M5CS 24 01

Name: Judicial Training

Subrecipient: TBD

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Court support

Organization Type: TBD

P&A costs: NO

Location of activity: TBD

Budget includes: room rental, audio visual equipment rental, printed material, honorariums, lunch, flash drives

Funding Source	Budget	Match	Local Expenditure
Section 405d mid	\$100,000.00	\$20,000.00	-

Description

Members of the Judiciary will be educated on the effectiveness of Standardized Field Sobriety Testing and the Drug Recognition Expert Program. There have been many other states which have taken Judicial Notice regarding these two programs which law enforcement uses, and it is necessary to educate the judiciary on just how effective they are in identifying impaired drivers. These programs are excellent at identifying both alcohol and drug impaired drivers and use a good amount of science.

To accomplish this task a multimedia presentation will be produced by Highway Safety Professionals, and Law Enforcement Officers, showing the effectiveness of the SFST and DRE programs.

A summit will be conducted utilizing subject matter experts to include other Judges and Medical Doctors.

Several sessions will be conducted throughout the fiscal year to ensure all relevant members of the judiciary have an opportunity to partake in this educational undertaking.

Project Agreement No.: M5TR 24 02**Name:** RI Hospitality Association**Subrecipient:** RI Hospitality Assn**Promised Project?** NO**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Training on screening and brief intervention, on impaired driving assessment programs or other tools related to recidivism and treatment**Organization Type:** non-profit**P&A costs:** NO**Location of activity:** Cranston**Budget includes:** trainings costs

Funding Source	Budget	Match	Local Expenditure
Section 405d mid	\$11,352.00	\$2,270.40	-

Description

The RI Hospitality Association will partner with the OHS to deliver the SERV Safe Alcohol® training curriculum, developed by the National Restaurant Association in collaboration with experts who have firsthand experience with the risks associated with serving alcohol.

In comparison to the rest of the country, Rhode Island has much higher rates of impaired driving. Although driving under the influence (DUI) of alcohol is the most frequently discussed, all drugs that cause mental impairment are dangerous and can even be fatal. Rhode Island Young Adults ages 18-25 are the largest population who have encountered impaired driving in some way. According to the RIDOT, data brief on DUI in RI,

- › Nearly 1 out of 10 have driven while impaired by alcohol.
- › 32% have ridden with a drunk driver.
- › 50% have ridden with a driver under the influence of marijuana.
- › 41% of employees in the hospitality and food service industry are between the ages of 18 and 24.

These young adults are not only exposed to impaired driving in RI, but they are also our workforce who are serving alcohol to our patrons. This is just one illustration of how, in three separate situations, a lack of knowledge in this area might result in impaired driving.

In the State of Rhode Island, it is a requirement that all persons who sell or serve alcoholic beverages, anyone serving in a supervisory capacity over those who sell or serve alcoholic beverages, anyone whose job description entails the checking of identification for the purchase of alcoholic beverages and valet parking staff must receive Alcohol Server Training. RIHA proposes four training locations with a fifth online option.

1. Fall 2023 - Northern RI Area (30 attendees)
2. Winter 2023/24 - Providence Area (30 attendees)
3. Spring 2024 - Greater Newport Area (30 attendees)

4. Summer 2024 - Warwick Area (30 attendees)
5. Online option on demand - ServSafe.com (50 participants)

The mandatory training and legal standards are essential for serving alcohol responsibly. Less impaired drivers will be on the state's highways because of increased education in this area.

SERV Safe® Alcohol Certification requires the passage of a proctored examination. The course is delivered by a certified and approved instructor and examination proctor. Participants must complete a 40-question examination and earn a score of 75% or higher to earn certification. These examinations are submitted to the National Restaurant Association for scoring.

Project Agreement No.: B5DR 24 01

Name: Alcohol Survey

Subrecipient: Preusser Research Group

Promised Project? No

Associated Countermeasure Strategy: Decrease impairment-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Development of impaired driving information systems

Organization Type: contracted vendor

P&A costs: NO

Location of activity: State-wide, randomly chosen sites

Budget includes: data collection, survey development and application, evaluation and analysis

Funding Source	Budget	Match	Local Expenditure
Section 405d mid	\$11,425.00	\$2,285.00	-

Description

Preusser conducts attitudinal surveys on both impaired driving and seatbelt safety to gauge the public's perception on these two emphasis areas and the various campaigns we focus on throughout the year. During FFY2024, PRG will continue to collect intercept survey data similarly to how they have in past years. They will conduct three rounds on awareness surveys at local Rhode Island DMV's; one wave prior to the Memorial Day CIOT mobilization, the second wave after the CIOT campaign which would also serve as a post seatbelt and pre alcohol awareness survey, and the final wave after the September Labor Day impaired driving mobilization. Depending on DMV in person restrictions PRG may also utilize phone/internet surveying tools as well during these same listed times.

Project Agreement No.: M5OT 24 01B**Name:** Newport Gulls Drunk Driving Education**Subrecipient:** Newport Gull, Inc.**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Mid Other Based on Problem ID**Organization Type:** non-profit**P&A costs:** NO**Location of activity:** Newport**Budget includes:** Media services to promote impaired driving messaging at Newport Gulls park

Funding Source	Budget	Match	Local Expenditure
Section 405d mid	\$7,975.00	\$1,595.00	-

Description

Rhode Island is one of the most dangerous States for alcohol-impaired driving. The fatality rate is among the highest of any. The Newport Gulls Baseball Club's mission parallels that of the OHS. As a Baseball Team with significant reach and following, adding the Newport Gulls Alcohol-Impaired Driving Awareness Program to the OHS Multimedia Campaign will positively impact the campaign's effectiveness. As a tourist/party destination – particularly during the Summer - Newport experiences a high rate of alcohol consumption, which often results in impaired driving. This program helps educate about and prevent detrimental traffic outcomes resulting from alcohol consumption as well as educating the future young drivers in the fan base.

The strategies are planned for all year long via online media content but increase in May. Spring and Summer of 2024 is also when the community engagement will take place, i.e., hosting an event at Cardines Field June July of 2024.

The Newport Gulls evaluation plan will consist of reviewing statistics related to alcohol-impaired driving including but not limited to deaths, injuries, and arrests in 2024 as compared to the previous years. When executing the evaluation plan, heightened emphasis will be placed on the statistics surrounding DUI/DWI arrests, accidents, and fatalities, within Newport County targeting males aged 18-49.

2.3 Speed

Project Agreement No.: 402SC 24 05

Name: RISP SPEED Enforcement/Equipment/Training

Subrecipient: Rhode Island State Police (RISP)

Promised Project? No

Associated Countermeasure Strategy: Decrease speed-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: SC, Speed

Organization Type: state government

P&A costs: NO

Location of activity: state and community level

Budget includes: details, training, equipment, and supplies

Funding Source	Budget	Match	Local Expenditure
Section 402	\$120,464.08	\$24,092.82	\$120,464.08

Description

In Rhode Island, (2017-2021 data), speed was a likely factor in 60 percent of all traffic fatalities. That's a sharp rise compared with prior years (2012-2016) when the numbers averaged about 38 percent. Rhode Island saw an increase in speed-related fatalities in 2022 from 51% in 2021 to 66%. A higher percentage of speed-related crashes occur on non-highway roads; that being roads with speed limits of 30 mph or less or 50 mph or less. This is a statewide project targeting all road users found operating more than posted speed limits with a focus on the State Highway System throughout grant cycle.

OHS will fund for overtime patrols for speed enforcement to include mandatory participation in the "Obey the Sign or Pay the Fine "or other mobilizations and or campaign(s). Patrols can be conducted day and night and must focus on identified problem areas. OHS will fund speed enforcement related equipment such as lidars, radar guns, and pole mounted and portable Speed Data cameras and collectors in support of sustained enforcement efforts.

We have partnerships with local community groups, safety organizations and law enforcement agencies that are all working together to educate motorists and enforce speeding laws to change behaviors. This partnership is using a data-driven approach to identify speeding "hot spots" so media outreach and law enforcement efforts can target these areas accordingly.

Although we know speeding is a widespread concern, we ask that law enforcement take a deeper dive into their local data to find these hot spots. This provides an opportunity for a pre and post evaluation of hot spot efforts to gauge the effectiveness of their efforts to change behaviors within their community.

Our current advertising campaign is called "Know the Limits," it focuses on the consequences of speeding such as jail time or a higher likelihood of dying in a crash at excessive speeds. The State Police will also utilize the benefits of earned media to support enforcement and education efforts.

Project Agreement No.: 402SC 24 06**Name:** Municipalities SPEED Enforcement/Equipment/Training**Subrecipient:** Municipal Police Agencies**Promised Project?** No**Associated Countermeasure Strategy:** Decrease speed-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** SC, Speed**Organization Type:** Municipal Law Enforcement**P&A costs:** NO**Location of activity:** community level**Budget includes:** detail costs, some training and equipment costs

Funding Source	Budget	Match	Local Expenditure
Section 402	\$546,175.22	\$109,235.04	\$546,175.22

Description

In Rhode Island, (2017-2021 data), speed was a likely factor in 60 percent of all traffic fatalities. That's a sharp rise compared with prior years (2012-2016) when the numbers averaged about 38 percent. Rhode Island saw an increase in speed-related fatalities in 2022 from 51% in 2021 to 66%. A higher percentage of speed-related crashes occur on non-highway roads; that being roads with speed limits of 30 mph or less or 50 mph or less.

OHS will fund for overtime patrols for speed enforcement to include mandatory participation in the "Obey the Sign or Pay the Fine "or other mobilizations and or campaign(s). Patrols can be conducted day and night and must focus on identified problem areas. OHS will fund speed enforcement related equipment such as lidars, radar guns, and pole mounted and portable Speed Data cameras and collectors in support of sustained enforcement efforts.

We have partnerships with local community groups, safety organizations and law enforcement agencies that are all working together to educate motorists and enforce speeding laws to change behaviors. This partnership is using a data-driven approach to identify speeding "hot spots" so media outreach and law enforcement efforts can target these areas accordingly.

Although we know speeding is a widespread concern, we ask that law enforcement take a deeper dive into their local data to find these hot spots. This provides an opportunity for a pre and post evaluation of hot spot efforts to gauge the effectiveness of their efforts to change behaviors within their community.

Our current advertising campaign is called "Know the Limits," it focuses on the consequences of speeding such as jail time or a much higher likelihood of dying in a crash at excessive speeds. Agencies will also utilize the benefits of earned media to support enforcement and education efforts.

This project is statewide with a community level data driven approach and is continuous throughout grant cycle and will target all road users found to be operating more than the posted speed limits.

Performance measures will be monitored by OHS program coordinators from monthly invoicing. Requests for speed related equipment must show and demonstrate a need for the purchase of equipment to be supported with grant funding.

Project Agreement No.: M8*PM 24 02 FLEX

Name: Paid Media Speed

Subrecipient: State Approved Media Vendor

Promised Project? No

Associated Countermeasure Strategy: Decrease speed-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Paid Advertising

Organization Type: Contracted vendor

P&A costs: NO

Location of activity: state and community level

Budget includes: contracted costs for paid media purchases

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$200,000.00	\$40,000.00	-

Description

OHS will develop and implement statewide “Know the Limits – Never Speed” paid and earned media campaigns to support law enforcement mobilizations. As a social equity best practice, media materials will be produced in both English and Spanish and the outlets will be chosen based on market data for the audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning.

The campaign will run from July – August 2024 and the target audience will be 18 to 49-year-old males. As stipulated by the Master Price Agreement contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.

Project Agreement No.: M8*SC 24 01B FLEX

Name: Salaries (SPEED)

Subrecipient: Office on Highway Safety

Promised Project? Yes

Associated Countermeasure Strategy: Decrease speed-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Speed Management

Organization Type: State Agency

P&A costs: NO

Location of activity: state and community level

Budget includes: staff salaries dedicated to Speed programs

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$300,000.00	\$60,000.00	-

Description:

OHS staffing dedicated to SPEED programming for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and

promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses

Project Agreement No.: M8*SC 24 02B FLEX

Name: URI Speed Enforcement & Training

Subrecipient: University of Rhode Island Police Department (URI)

Promised Project? No

Associated Countermeasure Strategy: Decrease speed-related motor vehicles fatalities through education and enforcement activities

Eligible Use of Funds: Law enforcement costs related to enforcement of the distracted driving law

Organization Type: State college campus law enforcement agency

P&A costs: NO

Location of activity: College campus South Kingstown

Budget includes: officer details, equipment, and supplies

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$5,016.00	\$1,003.20	-

Description

In Rhode Island, (2017-2021 data), speed was a likely factor in 60 percent of all traffic fatalities. That's a sharp rise compared with prior years (2012-2016) when the numbers averaged about 38 percent. Rhode Island saw an increase in speed-related fatalities in 2022 from 51% in 2021 to 66%. A higher percentage of speed-related crashes occur on non-highway roads; that being roads with speed limits of 30 mph or less or 50 mph or less.

OHS will fund URI for overtime patrols for speed enforcement to include mandatory participation in the "Obey the Sign or Pay the Fine" or other mobilizations and or campaign(s). Patrols can be conducted day and night and must focus on identified problem areas. There is an emphasis throughout the grant cycle to target all road users found to be operating more than the posted speed limits. OHS may also fund speed enforcement related equipment such as lidars, radar guns, and pole mounted and portable Speed Data cameras and collectors in support of sustained enforcement efforts. The target area for this project is the URI campus and surrounding, authorized enforcement areas with a data driven approach.

We have partnerships with local community groups, safety organizations and law enforcement agencies that are all working together to educate motorists and enforce speeding laws to change behaviors. This partnership is using a data-driven approach to identify speeding "hot spots" so media outreach and law enforcement efforts can target these areas accordingly.

Although we know speeding is a widespread concern, we ask that law enforcement take a deeper dive into their local data to find these hot spots. This provides an opportunity for a pre and post evaluation of hot spot efforts to gauge the effectiveness of their efforts to change behaviors within their community.

Our current advertising campaign is called "Know the Limits," it focuses on the consequences of speeding such as jail time or a much higher likelihood of dying in a crash at excessive speeds. Agencies will also utilize the benefits of earned media to support enforcement and education efforts.

Performance measures will be monitored by OHS program coordinators from monthly invoicing. Requests for speed related equipment must show and demonstrate a need for the purchase of equipment to be supported with grant funding.

2.4 Distracted Driving

Project Agreement No.: 402DD 24 02

Name: RISP Distracted Driving & Training

Subrecipient: Rhode Island State Police (RISP)

Promised Project? No

Associated Countermeasure Strategy: Decrease distraction-related motor vehicles crashes and fatalities through education and enforcement activities

Eligible Use of Funds: DD, Distracted Driving

Organization Type: State Government Law Enforcement Agency

P&A costs: NO

Location of activity: State and community roadways

Budget includes: Law Enf details and training

Funding Source	Budget	Match	Local Expenditure
Section 402	\$31,004.16	\$6,200.83	\$31,004.16

Description

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving related crashes are severely underreported. While cell phone use is only one example of a distraction, it is a growing issue for Rhode Island and nationally. Rhode Island has been collecting cell phone-related crash information since 2011.

Overtime High Visibility Cell Phone and Text Messaging Enforcement. Patrols are conducted day and night and there is mandatory participation in one annual enforcement period during the month of April 2024 (*"National Distracted Driving Awareness Month"*). Members of the RISP attend the OHS's required training to offer consistent and complementary patrols. The RISP has also committed to using their OHS funded Distracted Driving Vehicle to increase outreach and patrols.

All cities and towns, especially Providence, Pawtucket and Lincoln will be covered, and the project will cover October 2023 - September 2024 *including for "National Distracted Driving Awareness Month," April 2024*

The RISP's targeted audience is all motorists, especially on Routes 95 and 146 in Providence, Pawtucket, and Lincoln. Each Quarter of the FFY, the RISP will review crash data to monitor progress of efforts to gauge if adjustments are required. A 1.25% reduction in the total number of distracted driving crashes per Quarter would result in achievement of the Goal of a 5% overall reduction in distracted driving crashes.

Project Agreement No.: 402DD 24 01**Name:** Municipal Distracted Driving Law Enforcement and Training**Subrecipient:** 37 RI Municipal Law Enforcement Agencies**Promised Project?** No**Associated Countermeasure Strategy:** Decrease distraction-related motor vehicles crashes and fatalities through education and enforcement activities**Eligible Use of Funds:** DD, Distracted Driving**Organization Type:** Municipal/ towns and cities**P&A costs:** NO**Location of activity:** Towns and cities/ community level**Budget includes:** law enf details

Funding Source	Budget	Match	Local Expenditure
Section 402	\$286,966.39	\$57,393.28	\$286,966.39

Description

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving related crashes are severely underreported. While cell phone use is only one example of a distraction, it is a growing issue for Rhode Island and nationally. Rhode Island has been collecting cell phone-related crash information since 2011.

Overtime High Visibility Cell Phone and Text Messaging Enforcement. Patrols are conducted day and night and there is mandatory participation in one annual enforcement period during the month of April 2024 (*"National Distracted Driving Awareness Month"*). Officers attend the OHS's required training developed and facilitated by RI's LEL to offer consistent and complementary patrols. The amounts allocated are based on the problem, need, liquidation rates, and the amount requested.

All municipalities except Exeter and New Shoreham will conduct these patrols from October 2023 - September 2024 *including for "National Distracted Driving Awareness Month," April 2024*. The patrols patrol all road users.

Each Quarter of the FFY, the agencies will review crash data to monitor progress of efforts to gauge if adjustments are required to achieve the Goals of reductions in distracted driving crashes and/or compliance with the "Hands Free" and "Texting" laws as measured by observational surveys.

Project Agreement No.: FDL*DD 24 01 FLEX**Name:** Salaries (Distracted Driving)**Subrecipient:** Office on Highway Safety**Promised Project?** No**Associated Countermeasure Strategy:** Decrease distraction-related motor vehicles crashes and fatalities through education and enforcement activities**Eligible Use of Funds:** 405d low distracted driving**Organization Type:** State Agency**P&A costs:** NO**Location of activity:** RIDOT/ state and local communities**Budget includes:** salaries

Funding Source	Budget	Match	Local Expenditure
Section 405d low flex	\$150,000.00	\$30,000.00	-

Description

OHS program staff support for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses

Project Agreement No.: M8DDLE 24 01**Name:** URI DD Enforcement & Training**Subrecipient:** University of Rhode Island Police Department**Promised Project?** No**Associated Countermeasure Strategy:** Decrease distraction-related motor vehicles crashes and fatalities through education and enforcement activities**Eligible Use of Funds:** Law enforcement costs related to enforcement of the distracted driving law**Organization Type:** state university**P&A costs:** NO**Location of activity:** URI campus**Budget includes:** Law Enf details

Funding Source	Budget	Match	Local Expenditure
Section 405e	\$3,762.00	\$752.40	-

Description

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving related crashes are severely

underreported. While cell phone use is only one example of a distraction, it is a growing issue for Rhode Island and nationally. Rhode Island has been collecting cell phone-related crash information since 2011.

OHS will fund implementation of specific Distracted Driving enforcement patrols by the URI Police on the University of Rhode Island Campus, South Kingstown.

Patrols are conducted day and night October 2023 - September 2024 and there is mandatory participation in one annual enforcement period during the month of April 2024 (NHTSA’s “National Distracted Driving Awareness Month”).

The patrols are intended to protect the University of Rhode Island students and faculty and visitors on campus in South Kingstown.

Each Quarter of the FFY, the URI Police Department will review crash data to monitor progress of efforts to gauge if adjustments are required. A percentage reduction in the total number of distracted driving crashes per Quarter would result in achievement of an overall percentage reduction in distracted driving crashes.

Project Agreement No.: M8PE 24 01

Name: Creative Media Distracted Driving

Subrecipient: State Approved Media Vendor

Promised Project? No

Associated Countermeasure Strategy: Decrease distraction-related motor vehicles crashes and fatalities through education and enforcement activities

Eligible Use of Funds: Educate public through advertising with information about the dangers of texting or using a cell phone while driving

Organization Type: contracted vendor

P&A costs: NO

Location of activity: state and community level

Budget includes: contracted media services

Funding Source	Budget	Match	Local Expenditure
Section 405e	\$200,000.00	\$40,000.00	-

Description

In 2019 OHS supported the creation of a distracted driving campaign that offered first-person stories from people who spoke to their friends and families asking them not to drive distracted. In FFY 2024, our plan is to extend that reach and educate the public that texting while driving is not the only type of distracted driving we are concerned about.

The new creative will follow the strategy of using an emotional appeal, as was used in the media developed when the “Hands-Free” Law first went into effect in 2018. In accordance with NHTSA regulation, the television spots will be closed-captioned for the hearing impaired.

The creative will support law enforcement, including National Distracted Driving Month in April 2024 as well as sustained enforcement throughout FFY 2024. The primary target audience will be adults between the ages of 18 and 49. Focus groups will be conducted to affirm the best creative direction to reach this group. We will track and evaluate components via surveys, polls, and social media contacts.

Project Agreement No.: M8PE 24 02

Name: Paid Media Distracted Driving

Subrecipient: State Approved Media Vendor

Promised Project? No

Associated Countermeasure Strategy: Decrease distraction-related motor vehicles crashes and fatalities through education and enforcement activities

Eligible Use of Funds: Educate public through advertising with information about the dangers of texting or using a cell phone while driving

Organization Type: Contracted vendor

P&A costs: NO

Location of activity: state and community levels

Budget includes: contracted media services

Funding Source	Budget	Match	Local Expenditure
Section 405e	\$200,000.00	\$40,000.00	-

Description

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving related crashes are severely underreported. While cell phone use is only one example of a distraction, it is a growing issue for Rhode Island and nationally. Rhode Island has been collecting cell phone-related crash information since 2011.

OHS will fund placement of media to support law enforcement mobilizations, including during National Distracted Driving Month. This project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

The media will be placed during National Distracted Driving Month (April 2024) as well as during sustained enforcement. Our primary target audience will be adults between 18 to 49 years old.

As stipulated by the Master Price Agreement contract, the selected vendor will conduct a comprehensive post-by analysis, which will serve as the evaluation for this project.

Project Agreement No.: M8*PM 24 01 FLEX**Name:** Work Zone Safety Media Awareness Campaign**Subrecipient:** State Approved Media Vendor**Promised Project?** No**Associated Countermeasure Strategy:** Decrease distraction-related motor vehicles crashes and fatalities through education and enforcement activities**Eligible Use of Funds:** Educate public through advertising with information about the dangers of texting or using a cell phone while driving**Organization Type:** contracted vendor**P&A costs:** NO**Location of activity:** state and local communities**Budget includes:** contracted media services

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$200,000.00	\$40,000.00	-

Description

This activity is needed to address recent increases in the number of crashes are occurring within a work zone. **2017:** 588, **2018:** 527, **2019:** 900, **2020:** 904. Rhode Island also had 5 fatal crashes that occurred in work zones in 2020. One of Rhode Island's Department of Transportation staff was severely injured by an impaired driver last year. Although RIDOT supports and implements safety plans and training for all workers associated with road safety construction sites, driving behavior continues to threaten all work zone safety staff.

This will be a Statewide program serving all RI road users and all working within Work Zones.

Measure awareness of move over law and how many road travelers become aware of challenges and dangers that Work Zones present to road users and work zone workers while driving on roadways.

Project Agreement No.: M8*PT 24 02 FLEX**Name:** VMS Message Boards and Cloud Services**Subrecipient:** All Traffic Solutions**Promised Project?** No**Associated Countermeasure Strategy:** Decrease distraction-related motor vehicles crashes and fatalities through education and enforcement activities**Eligible Use of Funds:** Traffic signs about distracted driving law of the State**Organization Type:** contracted vendor**P&A costs:** NO**Location of activity:** each municipality and state**Budget includes:** VMS boards and connection to Cloud services for each law enforcement partner

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$66,750.00	\$13,350.00	-

Description

This program consolidates cloud services for any law enforcement sub-grantee on up to three Portable Variable Message Signs (VMS) obtained with grant and or local funding. The services are provided through the sole source provider, All Traffic Solutions (ATS) with their TraffiCloud.

VMS add mobility and flexibility to the traffic management and enforcement toolbox. These ultra-portable sign trailers allow police to deploy them wherever and whenever they need them. They are used to calm traffic, increase speed awareness, communicate to motorists and pedestrians, conduct traffic studies, use in conjunction with HVE/Mobilizations, and provide additional safety to everyone when connected to the cloud for remote access. These valuable tools gather meaningful data that provides immediate insight into speed and volume trends to identify which areas require additional safety measures and provide meaningful statistics for effective planning.

TraffiCloud is patented traffic technology using a secure, web-based traffic management platform that makes it easy to access, monitor and manage all traffic devices and data within the subscription. It provides access from anywhere from any Internet-ready device for 24/7 access. This includes the ability to review and change sign messages that are live in under one minute, create real-time, interactive traffic maps, generate, and share ready-made reports from traffic data, and to set alerts for high speeding, low batteries, and tampering.

Up to \$66,750.00 will be allocated to cover cloud services for up to 80 VMS. The consolidation results in a cost savings of approximately \$40,000.00 per year if compared to individual subscription costs.

Agencies chosen to receive grant funding for these services shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages.

Furthermore, this Memorandum will cover the usage of these tools for both grant and sub-grantee funded VMS (under the consolidated cloud service program). It will make the subrecipient explicitly aware that the usage of grant funded signs is restricted to OHS/NHTSA approved traffic safety messages including alcohol, speed, occupant protection, distracted driving, and non-motorized messaging.

This is a statewide program that provides service throughout the grant fiscal year. Monthly reports are provided to OHS by All Traffic Solutions (ATS) for evaluation and monitoring.

The Office on Highway Safety shall monitor the usage of these message boards for compliance. These VMS boards will be Buy America compliant. The cloud service provides an access point to VMS to help with monitoring and management of the VMS program.

The consolidation program will not replace the requirements dictated within original HS1 grants for the purchase of VMS and its use. This program will provide the ability for OHS to manage and monitor the entire fleet of VMS under this contract. Police departments will sign and agree to an "MOU" to ensure the understanding of this program to them, OHS and traffic safety.

Project Agreement No.: M8*TSP 24 06B FLEX**Name:** RIIL Interscholastic League - Traffic Safety Is A Team Sport**Subrecipient:** Rhode Island Interscholastic League**Promised Project?** No**Associated Countermeasure Strategy:** Decrease distraction-related motor vehicles crashes and fatalities through education and enforcement activities**Eligible Use of Funds:** Educate public through advertising with information about the dangers of texting or using a cell phone while driving; Traffic signs about distracted driving law of the State**Organization Type:** Non-profit**P&A costs:** No**Location of activity:** The RIIL is involved with all schools, public and private**Budget includes:** media and programmatic dissemination of created traffic safety information

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$80,300.00	\$16,060.00	-

Description

This program is intended to further the achievement of OHS's younger driver, impaired driving, occupant protection, speed, and distracted driving performance targets. OHS will continue the strategic partnership with the Rhode Island Interscholastic League to assist in the goal of Zero Deaths. Between 2017 and 2021, approximately 25 percent of all roadway fatalities involved unbelted drivers. The Rhode Island seat belt use rate was 88.6 percent, compared to the national rate of 90.7 percent. Belt use rates for occupants between the ages of 16 to 24 tend to be lower than the use rates of other age groups. Between 2017 and 2021, approximately 30 percent of all roadway fatalities involved impaired drivers. Research finds positive results from direct interaction and engagement with parents to better equip them to supervise and manage their teens driving during the Graduated Driver License phase. Nationally, between 2010 and 2019, about 3,000 people die in distracted driving crashes.

The RIIL will educate and communicate to influence safe driving, helping foster a safety culture via highly visible A-frame and digital signage, Public Address system announcements, web banner ads, social media campaigns, digital program ads, radio and streaming television ads, and meeting with school leaders.

This is a Statewide program which will take place from October 2023 – September 2024, including during summer training. Anticipated community reach is 5000 coaches and 36,000 Student Athletes, with anticipated spectator attendance 67,000 persons at events statewide.

The RIIL will measure impressions and clicks for all web banner ads. The RIIL will conduct an analysis to determine the types of communication/campaigns that get the most interaction. Responses to the RIIL's request for coaches, athletic directors, and student athletes will be tracked to determined participation.

Project Agreement No.: M8*TSP 24 07B FLEX**Name: PrevCon Conference Program****Subrecipient: JSI Research and Training Institute****Promised Project? No****Associated Countermeasure Strategy:** Decrease distraction-related motor vehicles crashes and fatalities through education and enforcement activities**Eligible Use of Funds:** Educate prevention specialists on connections of substance abuse, mental health issues and dangerous driving behavior.**Organization Type:** non-profit**P&A costs:** NO**Location of activity:** community level**Budget includes:** information costs associated with educational programs, honorariums, conference educational material and printing, personnel

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$10,652.08	\$2,130.41	

Description:

The Rhode Island Prevention Conference was created in 2018 by a subcommittee of the PAC (Prevention Advisory Committee) which consists of certified prevention providers across Rhode Island, student assistance counselors, mental health providers, as well as national and state public health subject matter experts. The Rhode Island Prevention Conference (RI-PREVCAN) is a statewide prevention conference for all RI-based health professionals and community members. In addition to distracted driving and driving while under the influence of drugs and/or alcohol, the conference focuses on the most current issues and information pertaining to substance use and mental health disorders. JSI leads the planning and logistical coordination of the conference, working with other prevention providers who volunteer their time to help organize, plan, and bring the conference together. In FFY 2024, JSI Research and Training Institute will hold an in person PREVCAN conference on April 11th at the Crowne Plaza Hotel. JSI will offer an updated evaluation and follow through within a month of the conference. The OHS will facilitate an introduction to our PPE efforts so more community partners are aware of the linkage of prevention, substance abuse and road safety in every community.

2.5 Motorcycle Safety

Project Agreement No.: M8*PM 24 04 FLEX

Name: Paid Media Motorcycle

Subrecipient: State Approved Media Vendor

Promised Project? No

Associated Countermeasure Strategy: Decrease motorcyclist fatalities through education and enforcement activities

Eligible Use of Funds: Public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, including "share-the-road" safety messages

Organization Type: contracted vendor

P&A costs: NO

Location of activity: state and community level

Budget includes: contracted paid media services

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$200,000.00	\$40,000.00	-

Description

When OHS implements a media plan we receive reach and frequency numbers and impressions listed to determine the "penetration of the target audience."

OHS will contract with a State approved media vendor to purchase advertising space for Motorcycle Safety Awareness. The message will inform all motorists that "Motorcycle Safety Is a Two-Way Street." We will ensure that our creative media will be showcased via social media, TV ads, radio and out of home media such as billboards and bus sides.

We will target *May 2024 as our media buy implementation* time. Our primary target audience will be Adults 18 to 49 years of age. The State approved media consultant will conduct a post-buy media analysis to compare projected versus actual message delivery to the target audience.

Project Agreement No.: M8*MC 24 01B FLEX

Name: Salaries (Motorcycle)

Subrecipient: Office on Highway Safety

Promised Project? Yes

Associated Countermeasure Strategy: Decrease motorcyclist fatalities through education and enforcement activities

Eligible Use of Funds: Support MC data and information systems

Organization Type: State Agency

P&A costs: NO

Location of activity: RIDOT and all RI communities

Budget includes: salaries

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$100,000.00	\$20,000.00	-

Description

OHS salaries dedicated to promoting MC information and education for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses

Project Agreement No.: M11MA 24 01

Name: Motorcycle Awareness Program Media

Subrecipient: TBD

Promised Project? No

Associated Countermeasure Strategy: Decrease motorcyclist fatalities through education and enforcement activities

Eligible Use of Funds: Public Awareness, Public Service Announcements, and other outreach programs

Organization Type: contracted media vendor

P&A costs: NO

Location of activity: state and community level

Budget includes: contracted media services

Funding Source	Budget	Match	Local Expenditure
Section 405f	\$162,624.09	\$11,500.00	-

Description

OHS will enter a contract with a State approved media vendor to purchase advertising space for Motorcycle Safety Awareness. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to determine the "penetration of the target audience." Our primary target audience will be adults ages 18-49. The date of the campaign is May 2024, and the message will be to all motorists that "Motorcycle Safety Is a Two-Way Street." We will assure that our creative media be showcased via social media, TV ads, radio and out of home media such as billboards and bus sides.

2.6 Younger Driver

Project Agreement No.: M8*TSP 24 01B FLEX

Name: Salaries (Young Drivers)

Subrecipient: Office on Highway Safety

Promised Project? Yes

Associated Countermeasure Strategy: Decrease young driver vehicle occupant fatalities through education and enforcement activities

Eligible Use of Funds: Support MC data and information systems

Organization Type: State agency

P&A costs: NO

Location of activity: RIDOT and all communities

Budget includes: staff salaries

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$125,000.00	\$25,000.00	-

Description

OHS staff salaries dedicated to young driver programs for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses

Project Agreement No.: M8*TSP 24 02B FLEX

Name: Interactive High School Education Program

Subrecipient: TBD Contracted vendor

Promised Project? No

Associated Countermeasure Strategy: Decrease young driver vehicle occupant fatalities through education and enforcement activities

Eligible Use of Funds: Public education and awareness programs

Organization Type: Contracted vendor

P&A costs: NO

Location of activity: high schools at community level

Budget includes: contracted educational program

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$150,000.00	\$30,000.00	-

Description

Year after year, data repeatedly show that car crashes are a leading cause of death for teens and young drivers. It is crucial that this vulnerable demographic receive the proper education and awareness on highway safety. The OHS will contract with an interactive game show style program that blends critical highway safety messaging with pop culture to command youth's engagement and attention at high school and middle school assemblies. The production will offer education based on emphasis areas as Distracted Driving, Impaired Driving, Speeding, Occupant Protection, GDL (Graduated Driver's License) Laws, RI General Law, and Pedestrian/Bicycle Safety. The goal of the program is to empower Rhode Island middle and high school youth across the state to make more educated and safe decisions when on Rhode Island roadways as either an occupant or as a driver. Reaching up to 50 schools by the conclusion of each school year hitting grades 6-12, this program exposes youth to important targeted highway safety information with a strong retention rate. This program is held throughout the entirety of the fiscal year starting on October 1st, 2023 and going to September 30th, 2024. The chosen vendor will target Rhode Island Middle and High School youth (approximately 50 schools) in grades 6-12 looking to focus in on both young drivers and young vehicle occupants. To measure the success of the program throughout the school year, pre and post examinations are administered. This ensures the program's success by measuring youth's knowledge of traffic safety emphasis areas, and what areas each school or grade needs to focus in on. The results of these surveys are compiled and put into a formal report by the chosen company and sent to RIDOT's Office on Highway Safety. These results are featured in the OHS's Annual Report.

Project Agreement No.: M8*TSP 24 03B FLEX

Name: Community Athletic Educational Program

Subrecipient: Greater Providence YMCA

Promised Project? No

Associated Countermeasure Strategy: Decrease young driver vehicle occupant fatalities through education and enforcement activities

Eligible Use of Funds: Public education and awareness programs

Organization Type: non profit

P&A costs: NO

Location of activity: Providence and surrounding communities

Budget includes: staffing, program supplies, evaluation services

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$80,000.00	\$16,000.00	-

Description

Traffic safety is a significant issue in the United States. According to data from the National Highway Traffic Safety Administration (NHTSA), there were 38,680 traffic fatalities in the US in 2020. These statistics include all types of motor vehicles: cars, trucks, buses, and motorcycles. In terms of the number of deaths per mile traveled, motorcycles are much more dangerous than cars, with a fatality rate per mile traveled that is nearly 27 times higher than for cars. According to NHTSA, there were 846 bicyclist fatalities in the US in 2020. This represents a 5.8% increase from the previous year. Bicyclist fatalities accounted for approximately 2.2% of all traffic fatalities in 2020. While this

percentage is relatively small compared to other types of vehicles, it is still a significant number of deaths and highlights the need for improved safety measures for bicyclists on the road.

Several factors contribute to the national struggle with traffic safety, including a high number of vehicles on the road, outdated infrastructure, and inconsistent enforcement of traffic laws. Distracted driving, driving under the influence of drugs or alcohol, and speeding are the most significant contributors to traffic crashes and fatalities. The federal government and other organizations continue to work towards improving traffic safety through initiatives that include public awareness campaigns, funding for infrastructure improvements, and increased enforcement of traffic laws. There were an estimated 4.8 million people injured in motor vehicle crashes in the United States in 2020, a decrease from 4.9 million in 2019.

Rhode Island, like many other states, has struggled with traffic safety and the resulting fatalities in recent years. While the state has made some progress in reducing traffic fatalities, there is still much work to be done. According to NHTSA, there were 52 traffic fatalities in Rhode Island in 2020. This was a slight decrease from the 59 fatalities in 2019, but still represents a significant number of lives lost. There were 3 bicycle fatalities in RI in 2020, and there were 3,329 people injured in traffic crashes in 2020, according to data from the Rhode Island Department of Transportation (RIDOT). This represents a 23% decrease from the previous year, when there were 4,332 people injured. Certainly, efforts to improve traffic safety, including heightened public awareness and educational campaigns, can help to further reduce the number of injuries from traffic crashes.

Challenges facing Rhode Island's efforts to improve traffic safety include both impaired and distracted driving. In 2019, more than one-third of all traffic fatalities in the state involved a driver who was under the influence of alcohol or drugs. In recent years, there has been an increase in the number of crashes caused by drivers who were distracted by their phones or other devices. Rhode Island responded by passing laws that prohibit the use of handheld devices while driving and by launching public education campaigns to raise awareness about the dangers of distracted driving. In 2018, Rhode Island launched its "Rhode to Zero" campaign, aiming to eliminate all traffic fatalities by 2030. As part of this initiative, the state has committed to safety improvements such as roundabouts, pedestrian crossings, and bike lanes. Continued efforts to raise awareness about the importance of safe driving habits will be critical in achieving the goal of zero traffic fatalities in Rhode Island.

With regards to the positive impact of RIMBL, there is evidence to suggest that evening social programs can reduce traffic fatalities. A study published in the Journal of Safety Research in 2018 analyzed the impact of a statewide program in California that provided grants to cities and towns for the implementation of late-night transportation services, such as shuttle buses and ride-sharing programs. The researchers found that cities that participated in the program experienced a 6% reduction in alcohol-related traffic collisions during the hours when the transportation services were available. Additionally, evening social programs are one of many factors that can influence traffic safety. Community programs and activities such as midnight baseball leagues provide an alternative form of entertainment to potentially risky behaviors. RIMBL can play a role in promoting a safer community environment, which can indirectly contribute to reducing traffic fatalities. By providing opportunities for youth to engage in constructive activities, such programs can help to reduce unsafe behavior. Community activity coupled with proactive educational information provides a strong complement to public education campaigns.

The GPYMCA is developing a plan, in collaboration with community and state organizations, to reignite the midnight basketball league and reinforce the law enforcement and traffic safety component connections to the community. RIMBL is a unique athletic approach to community

collaboration. GPYMCA passionately believes that bringing together community members, agencies and businesses statewide will increase the understanding of and safety for the many cultures and religions throughout our 39 cities and towns. In addition to healthy community competitions, participants and family members are invited to attend workshops on different life skills associated with creating RIDOT’s goal to reach ZERO Fatalities on Rhode Island roadways.

Project Agreement No.: M8*TSP 24 04B FLEX

Name: Young Voices Keeping Young Drivers Safe

Subrecipient: Young Voices

Promised Project? No

Associated Countermeasure Strategy: Decrease young driver vehicle occupant fatalities through education and enforcement activities

Eligible Use of Funds: Public education and awareness programs

Organization Type: non profit

P&A costs: NO

Location of activity: Providence, Central Falls, Pawtucket

Budget includes: supplies, staff, evaluation

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$38,654.00	\$7,730.80	-

Description

Young Voices (YV) is eager to continue strengthening our decade-long partnership with the Rhode Island Department of Transportation (RIDOT). YV has been designing and delivering successful youth-led traffic safety education across Rhode Island since 2013. Our programs consistently respond to emphasis areas in the Highway Safety Plan including young drivers, pedestrians, and bicyclists.

This work must unfortunately continue because as of May 2023, there have been 29 traffic-related fatalities in Rhode Island, an alarming uptick from this same point last year. This tragic spike upsets a two-year downward trend in road deaths across our state, necessitating our initiatives for more education and support targeting high school-aged youth. Young Voices is committed to bringing student leadership and perspectives into traffic safety until we reach our statewide goal of zero fatalities on RI roadways.

As we look ahead to the 2023-2024 school year, it is critical that we expand upon our mission to advance young driver, cyclist, and pedestrian safety in Rhode Island. Based upon our findings and feedback from youth, we know that maintaining safe streets begins with educating our state’s future leaders in learning the best practices and applications of our own infrastructure. It is crucial that these knowledge systems are incorporated early into a child’s development and reinforced at regular touchpoints throughout their upbringing.

To advance this mission, Young Voices will again implement two distinct projects within the FFY24 grant cycle. The first will be a six-week Urban Development summer workforce program that incorporates the professional expertise of civil engineers, municipal officials, and city planners to provide youth with a deeply immersive experience in urban living and design. Youth will be exposed

to high-demand, high-wage careers in engineering and learn about how cutting-edge science can be used to address complex societal problems. The second will be an expansion of our Simon the Safer Street Sloth mascot to include an online media portal and corresponding app targeted toward elementary school-aged youth.

These projects are highly relevant to RIDOT OHS’ statewide efforts to influence sustained change in youth vehicular and pedestrian behaviors. Currently, most approaches focus on “action-oriented guidance,” such as the importance of Graduated Driver Licensing. But if youth are simply told of these outcomes by adults instead of their peers, they are more likely to ignore the information, no matter how well-meaning. Our Urban Development summer program will upend this arrangement by putting youth in direct contact with the same data and resources as our state’s civil engineers, allowing them to monitor the difference for themselves.

Young Voices will build upon our history of success in young pedestrian, cyclist, and driver education by coordinating our first-ever summer curriculum in Urban Development. As many as 15 low-income students from urban centers in Rhode Island including Providence, Pawtucket, Cranston, and Central Falls will analyze the structural deficits of Providence’s thoroughfares and, with the aid of experienced industry mentors, participate in hands-on workforce training to ideate and implement a series of recommended changes that promote equity, sustainability, and green living. We will also build out our informational storybook and animated PSA from the past two years into a full-fledged media portal and phone app that quizzes youth knowledge in the basics of pedestrian safety. Through these two parallel initiatives, Young Voices will be uniquely positioned to effectively influence sustained behavior change among low-income youth of color and their surrounding communities. Our concern areas of the NHTSA Countermeasures That Work will specifically focus on Young Drivers and Bicycle Users, Pre-School Age and Elementary Pedestrians, and Sharing the Road initiatives for bicyclists.

FY 2024: Young Voices Project Timeline will have a Project Period of October 1, 2023 - September 30, 2024. Monthly tasks: Weekly meetings with youth; monthly invoicing to RIDOT; attending Traffic Safety Coalition meetings; documenting work in timely narrative reports will all be conducted.

Project Agreement No.: M8*TSP 24 05B FLEX

Name: RISAS - Youth Driven program

Subrecipient: RISAS (RI Student Assistance Services)

Promised Project? No

Associated Countermeasure Strategy: Decrease young driver vehicle occupant fatalities through education and enforcement activities

Eligible Use of Funds: Public education and awareness programs

Organization Type: non profit

P&A costs: NO

Location of activity: community levels/schools

Budget includes: staffing, supplies, conference costs

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$137,940.00	\$27,588.00	-

Description

According to NHTSA's most recent data 42,795 people died on U.S. roads in 2022 which is a .3% drop from 2021 but it is still one of the largest numbers of fatalities since 2007. Students and families across Rhode Island have been impacted by traffic fatalities and Youth Driven participants are eager to continue making Rhode Island's roads safer to prevent any more tragedies from happening. Unintentional injury is the leading cause of death for teens 12–19-year-olds, according to the National Centers of Disease control and prevention (CDC). A large percentage of these deaths are traffic fatalities. In 2019, almost 2,400 teens in the United States (aged 13–19) were killed and about 258,000 were treated in emergency departments for injuries suffered in motor vehicle crashes. That means that every day, about seven teens died due to motor vehicle crashes, and hundreds more were injured. Statistics on teen fatalities are already too high when looking at speed, alcohol/drug impairment, underage drinking, distracted driving, and driving inexperience. The Youth Driven program, put forth by RISAS and supported by RIDOT's Office on Highway Safety assumes a comprehensive approach to ensure that this population of motorists are educated, enlightened and most importantly, safe while venturing out onto Rhode Island roadways. The Youth Driven annual summit and yearlong leadership program reaches students in 9-12th grades across the state of Rhode Island each year. There is a summer summit that happens at the end of July/beginning of August each year at a local college/university (this year it's Bryant University) and is followed up with year-long action plans that the attending students bring back to their schools/communities for the remainder of the fiscal year. The summit educates on various traffic safety emphasis areas including seatbelt safety, distracted driving, speed safety, and impaired driving. RISAS will utilize an evaluation service/contractor to determine the effectiveness of the youth safety program. Surveys will be administered at the beginning and end of training and workshops. The outside evaluator will measure changes in students' and adults' attitudes toward risky behaviors and their level of understanding of highway safety related topics at the beginning and end of the summit.

2.7 Pedestrians & Cyclists

Project Agreement No.: 402PS 24 03

Name: Municipalities Pedestrian/Bicycle Enforcement Patrols

Subrecipient: RI Municipal Police Departments

Promised Project? No

Associated Countermeasure Strategy: Decrease pedestrian and cyclist fatalities through education and enforcement activities

Eligible Use of Funds: *PS, Pedestrian Safety*

Organization Type: municipal law enf agencies

P&A costs: NO

Location of activity: community level

Budget includes: law enf details

Funding Source	Budget	Match	Local Expenditure
Section 402	\$126,090.15	\$25,218.03	\$126,090.15

Description

Every day more than 6 out of 10 people walk for transportation, exercise, or other activities. Many also travel by bicycle for the same benefits. At some point every day, most people are a pedestrian for even a short amount of time. Unfortunately, in recent years both nationally and at the local level there have been higher amounts of crashes that involve a pedestrian or a cyclist. NHTSA detail funds for local Rhode Island police municipalities aim to educate, and enforce the relevant laws to the motoring, walking, and cycling public. NHTSA detail funds for local Rhode Island police municipalities aim to educate on and enforce the relevant pedestrian and cyclist safety laws to the motoring, walking, and cycling public. Any department that wants to participate in this type of education and enforcement must first attend training held through the Rhode Island Municipal Police Academy. All Rhode Island communities throughout the state with trained officers and approved funds will benefit from this safety education and enforcement. The program will be carried out through FFY2024 beginning on October 1, 2023, and going through September 30th, 2024, for those departments that have undergone the necessary training. All those who drive, walk, or cycle in the cities and towns with trained officers will benefit from this program's funding. At the conclusion of each fiscal year, each department will complete a year-end report evaluating the effectiveness of their department's efforts throughout the year. Departments also agree to participate in monitoring visits with the Office on Highway Safety during the fiscal year to go over any performance questions or concerns.

Project Agreement No.: M8*PS 24 01B FLEX

Name: Salaries (Pedestrian/Bicycle)

Subrecipient: Office on Highway Safety

Promised Project? Yes

Associated Countermeasure Strategy: Decrease pedestrian and cyclist fatalities through education and enforcement activities

Eligible Use of Funds: Support PB data and information systems

Organization Type: state agency

P&A costs: NO

Location of activity: RIDOT and municipal community level

Budget includes: staff salaries

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$150,000.00	\$30,000.00	-

Description

Staff salaries dedicated to Ped/Bike programs at community level for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses

Project Agreement No.: M8*PS 24 02B FLEX

Name: Bike Newport Road Share Education

Subrecipient: Bike Newport

Promised Project? No

Associated Countermeasure Strategy: Decrease pedestrian and cyclist fatalities through education and enforcement activities

Eligible Use of Funds: Public education and awareness programs

Organization Type: non profit

P&A costs: NO

Location of activity: Newport

Budget includes: staffing, supplies, evaluation services

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$128,851.80	\$25,770.36	-

Description

The 2023-2027 Rhode Island Strategic Highway Safety Plan (SHSP) identifies bicyclists as vulnerable road users and recognizes that education and outreach to all users of the roads is paramount. The goal for the Rhode Island HSP is Toward Zero Deaths.

Bike Newport is a leader in improving road sharing behaviors and outcomes for all road users with the ultimate goal of zero fatalities. Safe road sharing is accomplished when all road users follow the rules and practice safe road sharing behaviors to reduce human mistakes and crash statistics. Bike Newport promotes these agreements in print, web-based, and recorded messages and educational materials offered in English and Spanish.

The location of the project is the city of Newport and will run throughout the FFY 2024.

Bike Newport’s Road Safety Education audiences include:

- Spanish-Language Bicyclists
- School-Age Youth
- Adults
- People in Need of Bicycles
- New and Returning Riders

The goal of FY 2024 is to continue to refine, enhance and optimize our programs to reach the people/communities we have not yet adequately served - with vital information about how to drive, cycle, and/or walk on shared roads. We will focus on the key efforts outlined below.

Instructor Training – Increase the number of trained safe cycling instructors: train additional 5 instructors

RIDOT information sessions – inviting RIDOT Highway Safety staff to a deliver bicycle and pedestrian safety information session for Bike Newport staff, volunteers, interns and interested community members.

Project Agreement No.: M8*PS 24 03B FLEX

Name: RI Bike Coalition - Statewide Smart Cycling Education

Subrecipient: Rhode Island Bike Coalition

Promised Project? No

Associated Countermeasure Strategy: Decrease pedestrian and cyclist fatalities through education and enforcement activities

Eligible Use of Funds: Public education and awareness programs; Data collection and maintenance of data systems

Organization Type: non profit

P&A costs: NO

Location of activity: Providence and surrounding communities

Budget includes: staff and training costs

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$12,419.00	\$2,483.80	-

Description

Several trends have converged to make bicycling to work, school and for other transportation and recreational needs more attractive than ever. Concern about climate change, increasing electric bicycle popularity, the need for fitness, emphasis on local shopping, the introduction of large-scale bike share programs and COVID-related program closures have significantly boosted bike use. In fact, even pre-COVID, Deloitte (2019) predicted a 1% increase in the proportion of people who bike to work from 2019 through 2022. In Rhode Island, Green Economy Bond funding, the Bike Mobility Plan and the Great Streets Initiative all aim to make biking safer and more available to residents. Bike counts done in 2017 show thousands of Rhode Islanders use the off-road trails and municipal streets for both recreation and basic transportation needs. Over the past two years, local bike shops have had trouble keeping bicycles and related supplies in stock and data collected and analyzed by Paths to Progress (2020) demonstrates that cycling is on the rise in the Ocean State, particularly among less experienced riders.

Unfortunately, biking education has not kept pace with the rise in cycling. Until recently, in Rhode Island, only two communities, Providence and Newport, had any bike safety education whatsoever and those programs reach a relatively small proportion of the state's population. Even with the newly developed state education program in public schools, there is a need for additional bike safety education in Rhode Island. According to Countermeasures That Work (2021) education focused on safe biking practices such as helmet and light use, knowledge of laws and skill development improve cyclist outcomes. This is just what we are proposing to provide.

For FFY 2024, we seek to expand on our successful Traffic Garden program and Light Up the Night. In FFY 2022, we expanded our education program and operated a series of innovative Traffic Gardens—essentially obstacle courses designed to allow students to safely practice in street conditions—with certified instructors offering advice and instruction. Traffic Gardens provide a central place for hands-on instruction and allow riders to implement their skills. Traffic Gardens allow riders to practice new skills in an appropriate setting, as recommended by Countermeasures That Work (2021). In addition, even when not actively being used for instruction, Traffic Gardens are attractive assets for communities. These gardens have proven popular with community and recreational centers.

We envision being able to deliver programming to individual adults, groups at senior centers, in congregate living settings, as well as popup programs at farmers' markets, neighborhood festivals and the like. We expect to continue to collaborate with local police and hospitals to provide bike safety educational services for road safety events and community gatherings throughout grant cycle.

The target audience for the proposed Cycling Education program is as varied as Rhode Island residents. We are proposing a free, flexible, and customizable program that is fully responsive to a wide variety of communities. First, we expect to be able to restart programming in public and private schools, as that has been the core of our educational work over many years. For the school age population, we will employ the standard League of American Bicyclists' curriculum which includes a classroom section as well as practical application outside where applicable. In addition to school children, we are actively reaching out to adult communities. Adults who have an interest in bicycling but have not ridden for some years benefit from structured instruction to brush up their physical skills, refresh their understanding of the relevant laws and boost their confidence.

Finally, in FFY 2024 we hope to design intergenerational programs so parents, guardians and grandparents can learn with and alongside young children. All the above would be a customized mix of formal teaching and practical on-bike experience. The overall aim of our education program is to

help people know how to cycle safely and have the confidence to use those skills to replace some car trips and have fun on their bikes.

Of course, program evaluation is the final step vital for realizing continuous quality improvement. Given the wide array of methods for delivering instruction, a variety of evaluation methods will be cultivated and utilized. Firstly, we will conduct a careful administrative evaluation by tracking how many teaching hours we have programmed, accounting for the various different constituencies we have reached, tracking, and following up on requests from agencies and individuals, inventorying and maintaining the equipment we purchase, and tracking monies spent carefully.

Second, we will employ the League of American Bicyclists' Smart Cycling pre and posttests for the standard courses. In addition, for the youth programs, we have developed and will conduct short interviews with young students' parents or guardians to obtain an adult perspective on youngsters' progress. Finally, we aim to develop and utilize a quick observational evaluation, based on the rubric developed by the League of American Bicyclists and an email-based questionnaire for our popup and drop in teaching opportunities.

Project Agreement No.: M8*PS 24 06B FLEX

Name: WRWC Youth Bike/Ped Safety Woonasquatucket River

Subrecipient: WRWC

Promised Project? No

Associated Countermeasure Strategy: Decrease pedestrian and cyclist fatalities through education and enforcement activities

Eligible Use of Funds: Public education and awareness programs; Data collection and maintenance of data systems

Organization Type: non-profit

P&A costs: NO

Location of activity: Community level, Providence and RI elementary schools

Budget includes: staffing, supplies and evaluation services

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$100,662.10	\$20,132.42	-

Description

Youth cyclist safety is a critical issue in Rhode Island and take very seriously by the Woonasquatucket River Watershed Council. According to the recent 2020 Statewide bicycle Mobility Plan, in 2020 cyclist fatalities as a percentage of total traffic fatalities were 25% higher than the national average, at 3% compared to 2.4% nationally. Local and regional governments have identified and prioritized youth cyclist safety as an issue requiring significant attention. The Woonasquatucket River Watershed Council's (WRWC) Red Shed youth cycling education programs offer a proven and effective method for increasing bicycle safety skills and knowledge among children. Fifth-grade students in six schools that participated in Rhode to Bicycle Safety programs increased their scores on an assessment of bicycle safety knowledge an average of 8.5 percent in their posttests as compared to their pretests. WRWC's Red Shed bicycle safety education programs primarily serve students between the ages of 8 and 12 years old, living in Rhode Island. Additionally, their Bike Camp and Rhode to Bicycle Safety

programs prioritize students living in Providence and Title I schools that serve a high proportion of low-income students. Students living in low-income families and neighborhoods are less likely to travel by car, and as a result, are more likely to rely on alternative transportation including bicycles. WRWC's bicycle education programs include Rhode to Bicycle Safety, a summer Bike Camp, an all-girls Bike Camp, Field Days at Riverside Park, Woonasquatucket River Adventurers for middle school students, and a High School bike mechanics course at the MET School in Providence. All these programs are evaluated and take place throughout the entire fiscal year. For the in-school R2BS program WRWC will continue to use the evaluation model developed during our successful 2019 pilot. Post-course evaluations will also be collected from teachers involved with the program at each school. Their camp and after-school programs also use pre/posttests to evaluate what campers have learned. In addition, their staff conducts observational evaluations of each camper's on-bike safety and handling skills.

Project Agreement No.: M8*PS 24 07B FLEX

Name: RI Hospital Bike Program

Subrecipient: Rhode Island Hospital

Promised Project? No

Associated Countermeasure Strategy: Decrease pedestrian and cyclist fatalities through education and enforcement activities

Eligible Use of Funds: Public education and awareness programs

Organization Type: non-profit

P&A costs: NO

Location of activity: Providence

Budget includes: bike helmets as part of their educational bike program

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$2,590.00	\$518.00	-

Description

In their mission for ZERO traffic fatalities, Rhode Island Hospital's Safe Kids and 4-Safety programs have developed programming specifically for child transportation safety with the dissemination of education and safety equipment by way of car seat education and distribution of child safety seats, bicycle safety education and distribution of bike helmets, as well as pedestrian safety education in their yearly partnership with RIDOT.

Project Agreement No.: M8*PS 24 08B FLEX**Name:** URI Pedestrian/Bike Enforcement Patrols**Subrecipient:** University of Rhode Island**Promised Project?** No**Associated Countermeasure Strategy:** Decrease pedestrian and cyclist fatalities through education and enforcement activities**Eligible Use of Funds:** Enforcement mobilizations and campaigns; Data collection and maintenance of data systems**Organization Type:** University law enf agnecy**P&A costs:** NO**Location of activity:** University Campus**Budget includes:** details

Funding Source	Budget	Match	Local Expenditure
Section 405e flex	\$1,254.00	\$250.80	-

Description

This task will provide funds to enable trained officers at the University of Rhode Island Police Department to conduct patrols aimed at enforcing the state's pedestrian/bicycle laws. This grant will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours due to high pedestrian and bicycle traffic. Specific times and locations will be based on local data and each community's needs. URI has agreed to recognize annual NHTSA bicycle and pedestrian safety days as well as monitor the success of their program in a year-end report presented to the Office on Highway Safety.

2.8 State Traffic Records

Project Agreement No.: F1906ER 24 01

Name: Data Analysis

Subrecipient: State Approved Vendor

Promised Project? Yes

Associated Countermeasure Strategy: OHS will continue to maintain and improve traffic records and their management systems in terms of completeness, accuracy, uniformity, and integration across agencies to support improved data-driven decision making in transportation safety.

Eligible Use of Funds: Collecting and maintaining data on traffic stops, Evaluating the results of the data

Organization Type: contracted vendor

P&A costs: NO

Location of activity: State and community level

Budget includes: staffing, supplies

Funding Source	Budget	Match	Local Expenditure
Section 1906	\$574,490.00	\$114,898.00	-

Description

OHS will fund to complete a voluntary analysis of statewide traffic stops and search data for 2020, 2021, and 2022 due to the State legislation sunset at the end of 2019. This will be a statewide analysis of the traffic stop data for agencies signing an MOA for inclusion. The goal is to complete analysis for 2020, 2021, and 2022 within the FY24 grant cycle.

A state approved vendor will conduct a detailed empirical analysis on the statewide traffic stop data collected by law enforcement agencies within the State that have signed an MOA to participate.

The vendor will conduct three separate annual traffic stop analyses and provide written reports to OHS. We estimate that each annual analysis will take approximately 16 weeks to complete from receipt of the final database of traffic stops. The vendor will be available to present findings after the final publication of each report.

Project deliverables for all components include copies of final reports, publications, databases, and all other products pertaining to the analysis.

Each report will include a section detailing the methodology and results for inclusion in Rhode Island's annual report. Resulting databases and computer programs will, upon request, be made available to the RIDOT after the completion of this phase of the project.

Project Agreement No.: F1906CMD 24 02**Name:** Consultant Reports/Maintenance**Subrecipient:** State Approved Vendor – LexisNexis Coplogic Solutions, Inc.**Promised Project?** Yes**Associated Countermeasure Strategy:** OHS will continue to maintain and improve traffic records and their management systems in terms of completeness, accuracy, uniformity, and integration across agencies to support improved data-driven decision making in transportation safety.**Eligible Use of Funds:** Collecting and maintaining data on traffic stops, Evaluating the results of the data**Organization Type:** contracted vendor**P&A costs:** NO**Location of activity:** RI state and community levels**Budget includes:** staffing and maintenance hours

Funding Source	Budget	Match	Local Expenditure
Section 1906	\$385,950.00	\$77,190.00	-

Description

OHS will contract with LexisNexis to manage and maintain IT requirements and/or data services relating to all Rhode Island law enforcement agencies traffic stop and search data to complete a statewide analysis of the traffic stop data from 2020 to 2022. Funds will also support RIDOT's MIS data maintenance and service requirements.

An analysis of statewide traffic stop data for agencies signing an MOA for inclusion. Data will be transmitted to RIDOT IT services. The goal is to complete analysis for 2020, 2021, and 2022 within the FY24 grant cycle.

Project Agreement No.: M3DA 24 03**Name:** DOH EMS Maintenance Contract Fee**Subrecipient:** EMS Departments**Promised Project?** No**Associated Countermeasure Strategy:** OHS will continue to maintain and improve traffic records and their management systems in terms of completeness, accuracy, uniformity, and integration across agencies to support improved data-driven decision making in transportation safety.**Eligible Use of Funds:** Equipment to improve the process for data identification, collation and reporting**Organization Type:** state agency**P&A costs:** NO**Location of activity:** Providence DOH**Budget includes:** contracted services and staffing

Funding Source	Budget	Match	Local Expenditure
Section 405c	\$123,462.80	\$24,692.60	-

Description

NHTSA funds will support the Rhode Island Emergency Medical Services Information System (RI-EMSIS), specifically to defray the cost for the state’s vendor Image Trend to host and maintain the system. Since its implementation in 2012, the Center for Emergency Medical Services (CEMS) has collected 881 electronic run reports, including 22,800 related to incidents involving motor vehicles and pedestrians.

Project Agreement No.: M3DA 24 04

Name: MIRE Data Enhancements Project

Subrecipient: Approved Consultant

Promised Project? Yes

Associated Countermeasure Strategy: OHS will continue to maintain and improve traffic records and their management systems in terms of completeness, accuracy, uniformity, and integration across agencies to support improved data-driven decision making in transportation safety.

Eligible Use of Funds: Software or applications to identify, collect, and report data, and to enter data into State core highway safety databases

Organization Type: contracted vendor

P&A costs: NO

Location of activity: Community level

Budget includes: staffing hours and researched data gathering

Funding Source	Budget	Match	Local Expenditure
Section 405c	\$318,000.00	\$63,600.00	-

Description

This project will continue to fund the collection of infrastructure data elements and supporting data on all eligible state roads. This year tasks will be a continuation of FFY2023 work, specifically, OHS will be working toward enhancing data inventory for MIRE Fundamental Design Elements and detailed signalized intersection attributes related to signal timing.

Having a more complete database of intersection features will help RIDOT advance their Roadway Departure and Intersection Mitigation programs by identifying, diagnosing, and prioritizing locations using a data-driven, systemic approach.

Project Deliverables:

- Data collection effort comprising of MIRE database review and manual collection of MIRE and other intersection elements on all state-maintained roadways.
- GIS database of all collected data.
- GIS analysis tool which prioritizes on risk of fatal or serious injury due to an intersection crash. This tool will be used to program projects based on a systemic, data-driven analysis.

Additionally, OHS will be supporting the use of crowdsourced data to inform, expand, and provide quality checks of field collected traffic volume data. By using crowd sourced data across the state footprint, historic traffic volume projections can be developed that will serve as a quality check on

field collected data or fill in gaps where field collected data are not readily available. Traffic volumes can inform safety priorities and roadway user exposure.

Project Agreement No.: B3TRP 24 01

Name: OHS Traffic Records Position Support

Subrecipient: Office on Highway Safety

Promised Project? No

Associated Countermeasure Strategy: OHS will continue to maintain and improve traffic records and their management systems in terms of completeness, accuracy, uniformity, and integration across agencies to support improved data-driven decision making in transportation safety.

Eligible Use of Funds: Hiring traffic records professionals to improve traffic information systems (FARS liaison)

Organization Type: state agency

P&A costs: NO

Location of activity: RI community level

Budget includes: staff salaries

Funding Source	Budget	Match	Local Expenditure
Section 405c	\$75,000.00	\$15,000.00	-

Description

OHS will conduct training for the updates to the crash report based on MMUCC requirements. This will include training and presentations to all law enforcement which can include PowerPoint or web-based training and handouts or brochures. Dash cards will be made to give to the departments to place into police cruisers as a quick reference for officers completing crash reports.

Project Agreement No.: B3DSA 24 01

Name: Data Dashboarding Updates

Subrecipient: Rhode Island Office on Highway Safety

Promised Project? No

Associated Countermeasure Strategy: OHS will continue to maintain and improve traffic records and their management systems in terms of completeness, accuracy, uniformity, and integration across agencies to support improved data-driven decision making in transportation safety.

Eligible Use of Funds: Enhance ability to observe and analyze trends; Supporting reporting related to emerging topics

Organization Type: contracted vendor

P&A costs: NO

Location of activity: RI communities

Budget includes: staffing hours and data

Funding Source	Budget	Match	Local Expenditure
Section 405c	\$200,000.00	\$40,000.00	-

Description

OHS will work with a consultant to conceptualize ultimately and implement a custom Safety Management System for use by RIDOT to manage data and facilitate data sharing to external users. The Safety Data Dashboard is a web-based application that would provide safety engineering staff, with advanced safety analysis tools for use in making data-driven decisions in the identification of roadway safety improvement projects. The Safety Management System implements the FHWA six-step highway safety management process, which includes network screening, diagnosis, countermeasure selection, economical appraisal, priority ranking and countermeasure evaluation. VHB was responsible for providing application development and database support on the roadway and intersection network screening, diagnosis, countermeasure selection, economic appraisal, project prioritization, and safety effectiveness evaluation modules.

2.9 Planning & Administration

Project Agreement No.: 402PA 24 00

Name: Audit Fees

Subrecipient: Rhode Island Office on Highway Safety

Promised Project? No

Associated Countermeasure Strategy: OHS aims to administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders and under-represented communities, and addresses state specific safety characteristics.

Eligible Use of Funds: PA. Program Administration Financial Management

Organization Type: state agency

P&A costs: YES

Location of activity: RIDOT Providence

Budget includes: associated auditing costs

Funding Source	Budget	Match	Local Expenditure
Section 402	\$5,408.36	\$3,610.74	-

Description

Fees charged by the State of Rhode Island based on cash receipts from NHTSA.

Project Agreement No.: 402PA 24 01

Name: Memberships and Dues

Subrecipient: Office on Highway Safety

Promised Project? No

Associated Countermeasure Strategy: OHS aims to administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders and under-represented communities, and addresses state specific safety characteristics.

Eligible Use of Funds: PA, Program Administration

Organization Type: state agency

P&A costs: YES

Location of activity: RIDOT Providence

Budget includes: costs associated with memberships and dues

Funding Source	Budget	Match	Local Expenditure
Section 402	\$30,000.00	\$30,000.00	-

Description

This project will allow RI's OHS to support their annual GHSA dues to remain active members. It will also support the growth and work of the WTS as we try to increase our leadership of advancing women in transportation safety. Both organizations are dedicated to creating a more diverse, inclusive, and equitable safety partnerships.

Project Agreement No.: 402PA 24 02**Name:** Office Equipment**Subrecipient:** Office on Highway Safety**Promised Project?** No**Associated Countermeasure Strategy:** OHS aims to administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders and under-represented communities, and addresses state specific safety characteristics.**Eligible Use of Funds:** PA. Program Administration**Organization Type:** State agency**P&A costs:** YES**Location of activity:** RIDOT Providence**Budget includes:** office equipment for office operations

Funding Source	Budget	Match	Local Expenditure
Section 402	\$35,000.00	\$35,000.00	-

Description

This project will fund OHS office copier/fax machine lease and maintenance. It will also offer the ability to purchase possible new IT equipment and software related to an OHS grants management system. Everything we purchase needs to support our remote working situation in relation to creating, implementing, and monitoring and evaluation our annual HSP projects and partners.

Project Agreement No.: 402PA 24 03**Name:** Office Supplies**Subrecipient:** Office on Highway Safety**Promised Project?** No**Associated Countermeasure Strategy:** OHS aims to administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders and under-represented communities, and addresses state specific safety characteristics.**Eligible Use of Funds:** PA, Program Administration**Organization Type:** State Agency**P&A costs:** YES**Location of activity:** RIDOT, Providence**Budget includes:** supplies for OHS operations

Funding Source	Budget	Match	Local Expenditure
Section 402	\$30,000.00	\$30,000.00	-

Description

Developing and monitoring RI's HSP requires the purchase of office supplies which support our computers systems, phone charges, and other various supplies which assist our daily tasks and responsibilities.

Project Agreement No.: 402PA 24 04

Name: Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities (VHB)

Subrecipient: Rhode Island Office on Highway Safety

Promised Project? No

Associated Countermeasure Strategy: OHS aims to administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders and under-represented communities, and addresses state specific safety characteristics.

Eligible Use of Funds: PA, Program Administration

Organization Type: state agency

P&A costs: YES

Location of activity: Providence

Budget includes: creation of plan

Funding Source	Budget	Match	Local Expenditure
Section 402	\$200,000.00	\$200,000.00	-

Description

OHS will contract for the development and production of the HSP and the AR required by NHTSA. The project will also fund the development of annual targets for fatalities, fatality rate, and serious injuries. These activities include a review of historic safety performance, estimates for the previous years, and discussion of trends observed to date and their implications on meeting targets. As an overview of various methods used to estimate a range of potential targets will be documented. The information gathered for these tasks was presented to various stakeholders within RIDOT and to the state MPO for review. This project also provides funds to assist with the development and execution of RI's SHSP. Specific tasks include annual refinement of all emphasis areas based on current data trends and execution of certain countermeasures identified such as pedestrian and bicycle education, DDACTS for impaired driving, etc.

Project Agreement No.: 402PA 24 05

Name: Travel and Training

Subrecipient: Rhode Island Office on Highway Safety

Promised Project? No

Associated Countermeasure Strategy: OHS aims to administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders and under-represented communities, and addresses state specific safety characteristics.

Eligible Use of Funds: PA, Program Administration

Organization Type: State Agency

P&A costs: YES

Location of activity: state and training sites

Budget includes: costs associated with travel and training

Funding Source	Budget	Match	Local Expenditure
Section 402	\$65,000.00	\$65,000.00	-

Description

Funding to support in-state and out-of-state travel for OHS employees to attend highway safety conferences and training sessions.

2.10 Cost Summary

The following tables includes a summary of the proposed projects per program fund.

Table 2.1 indicates the project award number and award description, value of funds budgeted to the project, funding share to local for NHTSA federal funds, and state funding match.

Table 2.2 lists all 38 municipalities and highlights funding to key program areas by municipality to show how funds are to be used statewide

2.10.1 NHTSA Equipment Approval

Rhode Island's total equipment needs, and the associated funding are unclear at the time of this submittal. The OHS will submit a letter to NHTSA requesting approval prior to any purchase.

Table 2.1 Cost Summary

Award Number	Award Name	Budget Amount	Local Expenditure	Pg #
164ENF_AL 24 01	RISP SPECIALIZED UNIT Impaired Driving Alcohol	\$933,883.31	\$933,883.31	16
164ENF_DG 24 01	RISP SPECIALIZED UNIT Impaired Driving Drug	\$933,883.00	\$933,883.00	17
164ENF_AL 24 02	Municipalities Impaired Driving Law Enforcement Patrols & Training	\$434,173.19	\$434,173.19	18
164TOX_AL 24 03	Municipalities Impaired Driving BAT Mobile Providence	\$77,000.00	\$77,000.00	19
	Total 164 Funds	\$2,378,939.50	\$2,378,939.50	
402PA 24 00	Audit Fees	\$5,408.36	-	69
402PA 24 01	Memberships and Dues	\$30,000.00	-	69
402PA 24 02	Office Equipment	\$35,000.00	-	70
402PA 24 03	Office Supplies	\$30,000.00	-	70
402PA 24 04	Prep. of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities	\$200,000.00	-	71
402PA 24 05	Travel and Training	\$65,000.00	-	71
402OP 24 01	Municipalities/RISP Seat Belt Law Enforcement Patrols & Training	\$331,739.53	\$331,739.53	5
402OP 24 02	Municipalities/RISP Child Passenger Safety (CPS) & Training	\$185,322.00	\$185,322.00	6
402PS 24 03	Municipalities Pedestrian/Bicycle Enforcement Patrols	\$126,090.15	\$126,090.15	57
402PT 24 04	RIPCA Safety Partnership	\$420,200.00	\$420,200.00	19
402SC 24 05	RISP SPEED Enforcement/Equipment/Training	\$120,464.08	\$120,464.08	35
402SC 24 06	Municipalities SPEED Enforcement/Equipment/Training	\$546,175.22	\$546,175.22	36
402PM 24 01	Municipal Mobilization Media	\$33,000.00	\$33,000.00	25
402EM 24 05	EMS Crash Safety Equipment	\$400,000.00	\$400,000.00	7
402DD 24 02	RISP Distracted Driving & Training	\$31,004.16	\$31,004.16	40
402DD 24 01	Municipal Distracted Driving Law Enforcement and Training	\$286,966.39	\$286,966.39	41
	Total 402 Funds	\$2,865,171.65	\$2,451,560.91	
F1906ER 24 01	Data Analysis	\$574,490.00	-	64
F1906CMD 24 02	Consultant Reports/Maintenance	\$385,950.00	-	65
	Total 1906 Funds	\$960,440.00	-	
M2CPS24 01	RI Hospital Child Passenger Safety in Rhode Island	\$157,649.28	-	8
M2PE 24 02	Genesis OP for Diverse Families	\$24,992.99	-	9
M2OP 24 03	CIOT DMV Intercept Survey	\$15,000.00	-	10
M2OP 24 04	CIOT Observational Surveys	\$76,000.00	-	10
M2PE 24 05	RISP Rollover Simulator Demonstrations	\$11,949.52	-	11
M2HVE 24 01	URI Seat Belt Law Enforcement Patrols	\$3,762.00	-	12
M2CSS 24 01	RI Hospital Low Community Distribution Car Seats	\$49,947.11	-	12
	Total 405B Low Funds	\$339,300.90	-	
M3DA 24 03	DOH EMS Maintenance Contract Fee	\$123,462.80	-	65

Award Number	Award Name	Budget Amount	Local Expenditure	Pg #
M3DA 24 04	MIRE Data Enhancements Project	\$318,000.00	-	66
B3TRP 24 01	OHS Traffic Records Position Support	\$75,000.00	-	67
B3DSA 24 01	Data Dashboarding Updates	\$200,000.00	-	67
	Total 405C Mid Funds	\$716,462.80	-	
FDLCS 24 01	RIAG TSRP	\$148,875.56	-	20
FDLBAC 24 02	STATE DOH Forensic Toxicologist (TSRFT) and Prelim. Breath Testing	\$373,287.42	-	21
FDLIDC 24 01	RIMPA Coordinator Impaired Driving, Trainings and Program Supplies	\$320,500.40	-	22
M6OT 24 01	Sports Marketing Advocacy, Awareness, Education LEARFIELD	\$82,500.00	-	22
M6OT 24 02	CCAP High School Education Program	\$80,330.00	-	23
M6OT 24 03	Creative Media Impaired Driving	\$300,000.00	-	24
FDLPEM 24 04	Paid Media Impaired Driving	\$500,000.00	-	25
FDL*AL 24 01 flex	Community Conversation Andreozzi Foundation	\$55,550.00	-	26
FDL*AL 24 02 flex	Salaries (Impaired Driving)	\$500,000.00	-	27
FDLHVE 24 01	URI State Agencies Alcohol Enforcement & Training	\$1,003.20	-	28
M6OT 24 04	MADD Impaired MC program	\$102,615.37	-	28
FDL*PT 24 01 flex	RIMPA Law Enforcement Safe Communities Training and Support	\$96,955.10	-	29
FDL*DD 24 01 flex	Salaries (Distracted Driving)	\$150,000.00	-	42
FDL*UNATTD 24 01 flex	Vehicular Hyperthermia Awareness Program	\$100,000.00	-	13
	Total 405D Low Funds	\$2,811,617.05	-	
M5IDC 24 01	Mid ID Engagement Council	\$143,990.00	-	30
M5CS 24 01	Judicial Training	\$100,000.00	-	31
M5TR 24 02	RI Hospitality Association	\$11,352.00	-	32
B5DR 24 01	Alcohol Survey	\$11,425.00	-	33
M5OT 24 01B	Newport Gulls Drunk Driving Education	\$7,975.00	-	34
	Total 405D Mid Funds	\$274,742.00	-	
M8DDLE 24 01	URI DD Enforcement & Training	\$3,762.00	-	42
M8PE 24 01	Creative Media Distracted Driving	\$200,000.00	-	43
M8PE 24 02	Paid Media Distracted Driving	\$200,000.00	-	44
M8*PM 24 01	Work Zone Safety Media Awareness Campaign	\$200,000.00	-	45
M8*PM 24 02	Paid Media Speed	\$200,000.00	-	37
M8*PM 24 03	Paid Media Occupant Protection	\$200,000.00	-	14
M8*PM 24 04	Paid Media Motorcycle	\$200,000.00	-	49
M8*PT 24 02	VMS Message Boards and Cloud Services	\$66,750.00	-	45
M8*MC 24 01B	Salaries (Motorcycle)	\$100,000.00	-	49
M8*OP 24 01B	Salaries (OP)	\$325,000.00	-	15
M8*PS 24 01B	Salaries (Pedestrian/Bicycle)	\$150,000.00	-	58
M8*SC 24 01B	Salaries (SPEED)	\$300,000.00	-	37
M8*TSP 24 01B	Salaries (Young Drivers)	\$125,000.00	-	51

Award Number	Award Name	Budget Amount	Local Expenditure	Pg #
M8*TSP 24 02B	Interactive High School Education Program	\$150,000.00	-	51
M8*TSP 24 03B	Community Athletic Educational Program	\$80,000.00	-	52
M8*TSP 24 04B	Young Voices Keeping Young Drivers Safe	\$38,654.00	-	54
M8*TSP 24 05B	RISAS - Youth Driven program	\$137,940.00	-	55
M8*TSP 24 06B	RILL Interscholastic League - Traffic Safety Is A Team Sport	\$80,300.00	-	47
M8*TSP 24 07B	PrevCon, Prevention Conference Program	\$10,652.08		48
M8*PS 24 02B	Bike Newport Road Share Education	\$128,851.80	-	58
M8*PS 24 03B	RI Bike Coalition - Statewide Smart Cycling Education	\$12,419.00	-	59
M8*PS 24 06B	WRWC Youth Bike/Ped Safety Woonasquatucket River	\$100,662.10	-	61
M8*PS 24 07B	RI Hospital Bike Program	\$2,590.00	-	62
M8*PS 24 08B	URI Pedestrian/Bike Enforcement Patrols	\$1,254.00	-	63
M8*SC 24 02B	URI Speed Enforcement & Training	\$5,016.00	-	38
	Total 405E Funds	\$3,018,850.98	-	
M11MA 24 01	Motorcycle Awareness Program Media	\$162,624.09	-	50
	Total 405F Funds	\$162,624.09	-	
	GRAND TOTAL	\$13,528,148.90	\$4,830,500.41	

Table 2.2 Cost Summary by Department

Department	Alcohol/ DRE	CIOT	CPS	Speed	Distracted Driving	Pedestrian/ Cyclist	Other	SFST	Rollover	Media	Batmobile	TOTAL
Barrington	\$8,402.94	\$7,352.58	\$3,676.29	\$10,503.68	\$10,503.68	\$3,151.10	\$390.00					\$43,980.27
Bristol	\$9,504.00	\$4,752.00	\$2,534.40	\$15,840.00	\$15,840.00	\$1,900.80	\$305.00					\$50,676.20
Burrillville	\$10,941.57	\$8,062.21	-	\$33,400.58	\$14,972.67		\$390.00					\$67,767.03
Central Falls	\$15,488.00	\$26,136.00	\$5,808.00	\$29,040.00	\$15,488.00	\$14,520.00	\$665.00					\$107,145.00
Charlestown	\$3,960.00	\$1,188.00	\$1,056.00	\$6,600.00	\$1,980.00		\$390.00					\$15,174.00
Coventry	\$6,979.28	\$6,979.28	\$11,964.48	\$9,970.40	\$6,979.28	\$2,991.12	\$385.00					\$46,248.84
Cranston	\$33,000.00	\$17,600.00	\$11,000.00	\$45,100.00	\$22,000.00	\$22,000.00						\$150,700.00
Cumberland	\$8,932.00	\$16,920.64	\$9,189.84	\$12,253.12	\$9,189.84	\$3,675.94		\$3,956.70				\$64,118.08
E. Greenwich	\$7,603.20	\$6,890.40	\$6,177.60	\$9,741.60	\$9,741.60		\$390.00					\$40,544.40
E. Providence	\$6,648.58	\$2,770.24	\$1,108.10	\$2,770.24	\$2,770.24	\$1,108.10						\$17,175.50
Foster	\$4,305.66	\$1,614.62	-	\$4,305.66	\$1,614.62							\$11,840.56
Glocester	\$1,307.28	\$3,377.14	-	\$2,233.27	\$2,233.27							\$9,150.96
Hopkinton	\$3,168.00	\$3,960.00	-	\$3,960.00	\$3,168.00							\$14,256.00
Jamestown	\$7,506.71	\$3,623.93	\$2,329.67	\$3,623.93	\$3,623.93		\$55.00					\$20,763.17
Johnston	\$1,092.61	\$3,277.82	\$4,097.28	\$3,277.82	\$3,277.82		\$445.00					\$15,468.35
Lincoln	\$9,684.40	\$9,684.40	\$6,124.80	\$9,684.40	\$3,062.40	\$3,062.40	\$195.00					\$41,497.80
Little Compton	\$2,860.00	\$2,640.00	\$880.00	\$2,640.00	\$2,640.00	\$440.00	\$195.00					\$12,295.00
Middletown	\$8,399.78	\$7,499.80	\$899.98	\$8,999.76	\$4,499.88							\$30,299.20
Narragansett	\$11,344.43	\$4,221.18	\$4,221.18	\$10,552.96	\$4,221.18		\$195.00					\$34,755.93
Newport	\$3,191.76	\$3,191.76	\$1,539.12	\$6,383.52	\$2,946.24	\$2,946.24						\$20,198.64
N. Kingstown	\$20,064.00	\$3,168.00	\$3,168.00	\$13,728.00	\$4,224.00		\$975.00					\$45,327.00
N. Providence	\$9,768.00	\$9,768.00	\$6,336.00	\$9,768.00	\$9,768.00		\$110.00					\$45,518.00
N. Smithfield	\$4,413.38	\$4,413.38	\$1,103.34	\$13,791.80	\$4,413.38							\$28,135.28
Pawtucket	\$7,910.85	\$7,678.18	\$7,678.18	\$55,375.94	\$6,980.16	\$1,861.38	\$220.00					\$87,704.69
Portsmouth	\$18,015.25	\$10,809.15	\$1,441.22	\$18,015.25	\$10,809.15	\$7,206.10	\$165.00					\$66,461.12
Providence	\$24,640.00	\$27,720.00	\$11,550.00	\$27,720.00	\$27,720.00	\$8,470.00	\$640.00				\$87,000.00	\$215,460.00
Richmond	\$2,000.00	\$2,000.00		\$2,000.00	\$2,000.00							\$8,000.00
Scituate	\$2,131.67	\$3,315.93	-	\$8,526.67	\$8,526.67							\$22,500.94
Smithfield	\$6,946.50	\$8,335.80	\$2,778.60	\$11,114.40	\$5,557.20		\$110.00					\$34,842.50

Department	Alcohol/ DRE	CIOT	CPS	Speed	Distracted Driving	Pedestrian/ Cyclist	Other	SFST	Rollover	Media	Batmobile	TOTAL
S. Kingstown	\$41,013.28	\$13,788.56	\$18,182.84	\$26,365.68	\$7,030.85	\$7,030.85	\$385.00			\$33,000.00		\$146,797.06
Tiverton	\$11,440.00	\$5,720.00	\$3,575.00	\$4,290.00	\$4,290.00	\$2,860.00	\$445.00					\$32,620.00
Warren	\$8,250.00	\$7,260.00	\$990.00	\$8,250.00	\$9,900.00	\$2,970.00						\$37,620.00
Warwick	\$76,230.00	\$43,120.00	\$26,565.00	\$76,615.00	\$30,030.00	\$30,030.00	\$220.00					\$282,810.00
W. Greenwich	\$2,917.73	\$1,215.72	-	\$4,862.88	\$1,215.72							\$10,212.05
W. Warwick	\$9,215.36	\$2,632.96	\$6,319.10	\$9,215.36	\$2,632.96	\$2,632.96	\$455.00					\$33,103.70
Westerly	\$17,226.00	\$9,646.56	\$14,125.32	\$9,991.08	\$4,823.28	\$4,823.28	\$250.00					\$60,885.52
Woonsocket	\$7,229.64	\$6,265.69	\$3,735.31	\$15,664.22	\$2,530.37	\$2,409.88	\$250.00					\$38,085.11
RI State Police	-	\$19,377.60	\$5,167.36	\$120,464.08	\$31,004.16		\$5,720.00		\$11,949.52			\$193,682.72
URI	\$1,003.20	\$3,762.00	-	\$5,016.00	\$3,762.00	1254.00	\$396.00					\$13,939.20
Municipal Totals	\$433,731.86	\$308,599.93	\$180,154.65	\$546,175.22	\$283,204.39	\$126,090.15	\$8,225.00	\$3,956.70	\$0.00	\$33,000.00	\$87,000.00	\$2,010,137.90
State Totals	\$1,003.20	\$23,139.60	\$5,167.36	\$125,480.08	\$34,766.16	\$1254.00	\$6,116.00	\$0.00	\$11,949.52	\$0.00	\$0.00	\$207,621.92
Overall Totals	\$434,735.06	\$331,739.53	\$185,322.01	\$671,655.30	\$317,970.55	\$126,090.15	\$14,341.00	\$3,956.70	\$11,949.52	\$33,000.00	\$87,000.00	\$2,217,759.82

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Grant Applications

For FFY 2024, Rhode Island is applying for the following 405 incentive grants programs:

- › Occupant Protection (23 U.S.C. 405(b)) (23 CFR 1300.21)
- › State Traffic Safety Information System Improvements (23 U.S.C. 405(c)) (23CFR 1200.22)
- › Impaired Driving Countermeasures (23 U.S.C. 405(d)) (23CFR 1300.23)
- › Distracted Driving (23 U.S.C. 405(e)) (23CFR 1300.24)
- › Motorcyclist Safety (23 U.S.C. 405(f)) (23 CFR 1200.25)

The 405 applications, which is signed by the Governor of Rhode Island Representative for Highway Safety includes the completed sections of the Appendix B to Part 1300 – Certification and Assurances for National Priority Safety Program Grants and the accompanying documentation, will be sent separately to NHTSA.

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Certifications and Assurances

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: RHODE ISLAND

Fiscal Year: 2024

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

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.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

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*;
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

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

GENERAL ASSURANCES

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) ^[1] 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 State 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.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

[Click here to validate form fields and permit signature](#)



Signature Governor's Representative for Highway Safety

6/6/23

Date

Peter Alviti, Jr., PE

Printed name of Governor's Representative for Highway Safety