



State of Rhode Island

# Highway Safety Plan

# Annual Grant Application

Federal Fiscal Year 2025



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

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## Acronym Guide

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

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
RIIL	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

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## Preamble

Making the world a safer place begins with the internal belief that things can change, that people do matter, and that the urgency in roadway safety practices is not only warranted, but also necessary to support the world's public health. Principle #2 of U.S. DOT's Roadway Safety Plan states "The greatest potential for reducing crashes lies in the difficult task of transforming public and personal attitudes toward roadway safety. Citizens should consider roadway deaths along with the attendant suffering and economic costs as unacceptable rather than inevitable. A shift in safety culture will bring us closer to making these changes. DOT can support the needed change by targeting at risk-operators and users through education and enforcement".

That may not happen 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. That power is reinforced and encouraged throughout this annual plan by our application of the Safe Systems Approach. The Safe Systems approach embraces five complementary and cultural driven elements.

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

Ruth Bader Ginsburg once said, "Real change, enduring change, happens one step at a time".

Taking that first step is the key to a strong safety culture. All Rhode Island Road users, including those who visit RI, must want safer roadways, must want to take that first step to ZERO FATALITIES. 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.

Transportation Safety is intentional. State and Federal Plans that promote safer driving, safer roadways, safer vehicles, reducing speeds, and improving emergency medical services at all crash sites lend themselves to creating a paradigm that embraces strategies to increase good safety citizenship. Older paradigms assumed that driving on the roads was safe and that targeted solutions to risk centric populations such as youth, seniors, and anyone driving distracted or impaired should be offered specific messaging, education, and programs. The new paradigm we suggest today recognizes that well designed and evaluated roadway safety programs influence how people will use the roadways and that multiple factors contribute to death and serious injuries. To that end Rhode Island has created this plan that includes multiple strategies that are deployed together in one interconnected systematic approach with active and committed stakeholders.

A key step to successful planning to increase traffic safety for all road users is to weave sustainable strategies and performance targets based on a strong and positive Traffic Safety Culture into our Strategic Highway Plan (SHSP) and our annual Highway Safety Plan. Each of these plans have been created to address community-specific traffic safety issues. By doing this, road safety can benefit from the growing momentum towards socially responsible investment.

And so we invest in Vision ZERO as our target, Safe Systems as our approach to reach that target and building a strong and committed traffic safety culture that is shared by stakeholders and which will ensure that Rhode Island succeeds. We shift from the traditional driver safety approach to shared responsibility.

People come to safety through various windows and doorways. But all come for the same reason. They come because they realize that dangerous driving behaviors are equalizers of life. Those behaviors affect everyone, whether they are 90 years old on their way to a nursing home, a small infant on the way to their new home with their Mom and Dad or a person walking to school or church services. Safety advocates and their supporters quickly learn that no one life is more important than another and no one life is worth less. Safety is a total community connection and to make it “work” requires a complete and dedicated community commitment. There’s nothing “easy” about it but it IS possible.

RI’s Office on Highway Safety plans to employ NHTSA’s Traffic Safety Institute (TSI) to train stakeholders in Instructor Development so communication of safety messages is consistent and well presented. We will work to increase our law enforcement mobilization efforts and enhance all law enforcement collaboration efforts. During FFY 2025 we have included an Impaired Driving Summit to ensure the newest impaired driving safety countermeasures are understood, evaluated and

increased. We will maintain close watch on Cannabis driving data and work to protect everyone about this newly legalized drug by increasing our community knowledge information efforts.

Rhode Island recently applied for NHTSA funding through their State Electronic Data Collection grant. If the funds we requested are realized we will upgrade our data collection and include our partners in post-crash care, toxicology and forensic work and we will be compliant with MMUCC six by the end of the grant period. We are very excited about this possible opportunity to enhance our work and that of our collaborating partners.

A smart woman named Eleanor Roosevelt once stated, "The future belongs to those who believe in the beauty of their dreams". Saving lives and convincing people that roadway safety impacts all families in order to inspire and motivate their roadway behavior is a dream worth making a reality. This plan offers actionable steps that map out another year to create change and save lives in Rhode Island.

RIDOT OHS safety decision-making will be guided by the Triennial Highway Safety Plan. Figure 1 to 3 below provide background on demographics in Rhode Island.



Figure 1 shows population estimates for Rhode Island compared to the nation.

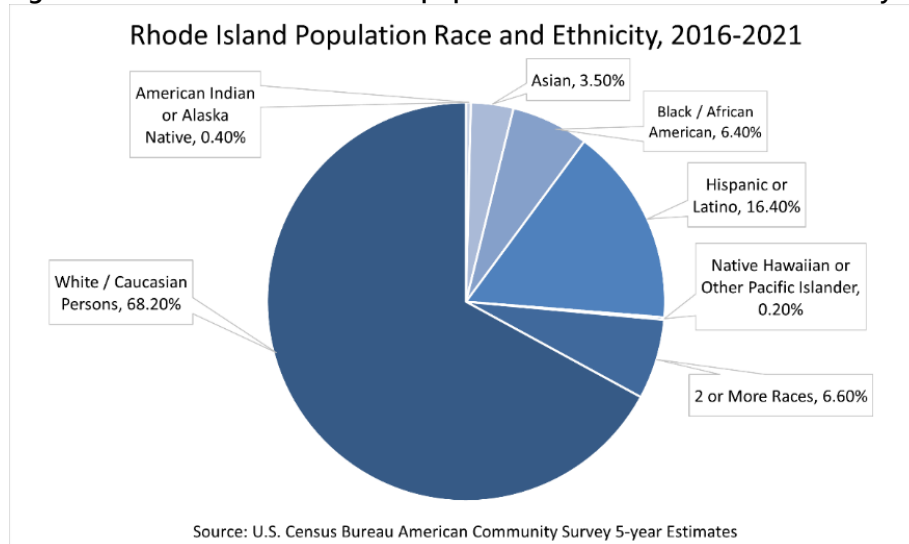
	Rhode Island	USA
<b>Population Estimate (2022)</b>	1,093,734	333,297,557
<b>Under 5 Years Old (2022)</b>	4.9%	5.7%
<b>Under 18 Years Old (2022)</b>	19.1%	22.2%
<b>65 Years and Older (2022)</b>	18.1%	16.8%
<b>American Indian or Alaska Native</b>	1.2%	1.3%
<b>Asian</b>	3.7%	6.1%
<b>Black/African American</b>	8.8%	13.6%
<b>Hispanic or Latino</b>	17.1%	18.9%
<b>Native Hawaiian or Other Pacific Islander</b>	0.2%	0.3%
<b>Two or More Races</b>	3.0%	2.9%
<b>White/Caucasian Persons</b>	83.1%	75.8%

Source: U.S. Census Bureau American Community Survey 5-year estimates.

Figure 2 depicts Rhode Island’s population distribution by county.



Figure 3 illustrates Rhode Island’s population based on race and ethnicity.



# 1

## Updates to the Triennial HSP

### 1.1 Public Participation & Engagement

The Bipartisan Infrastructure Law requires that State Highway Safety Office activity programs result from meaningful public participation and engagement from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities. This section summarizes our FY 2024 efforts and offers a glimpse of ongoing PP&E and some early results witnessed.

#### 1.1.1 Engagement Planning

Following the Uniform Procedures for State Highway Safety Grant Programs Final Rule dated February 6, 2023, the Office on Highway Safety initiated planning and outreach for Listening Sessions in Affected Communities in Rhode Island to complement ongoing partner and stakeholder outreach efforts. During FY 24 the Office on Highway Safety revisited our crash data to assure that undeserved communities were being reached and assisted in traffic safety efforts. In reviewing our data we identified two communities which highlighted a need for attention and assistance.

#### **Partner & Stakeholder Engagement**

The first community was RI's community of motorcyclists. We worked with the Motorcycle Alliance of RI to gain insights and assistance with engaging this community. The second was Older Drivers and those influencers in senior lives that were hoping to help older drivers navigate changing driving abilities and habits.

In advancing our energies into these two communities we never lost focus on the outcomes and results from our initial PP &Es we held in FY 2023. We paid close attention to lessons learned and recommendations offered in our first PP&E sessions, and we relied on the expertise of our traffic safety partners to meet some of the desired outcomes and create new strategies to meet noted key takeaways. We won't offer any direct outcomes within this plan since the FY is only half complete and much work is in transition.

Before FY 2024 began the OHS decided to mandate that all sub recipients of NHTSA grant funds attend four meetings of RI's Traffic Safety Coalition which meets each month. The goal of these meetings is to assure a growing network of Traffic Safety advocates and to align the coalition with a stronger mentality of true community collaboration. Although the year is not complete, we believe this collaboration engagement has been strengthened and supported. An example of this is when AAA offered their newly created Older, Wiser Driver program to coalition members and many of the members asked that the program come to their city/town to increase the knowledge base of senior drivers in their community.

Another example is when a representative from the Department of Health's EMS division gave a detailed example of post-crash care to members of our Traffic Records Coordinating Committee. The example shared and information offered carefully and directly tied the Safe System approach to what we do in all communities regarding our traffic safety efforts.

## 1.1.2 Engagement Strategies

Prior to the documented engagement requirements of the BIL, the Office on Highway Safety has consistently offered an annual in-person meeting for program partners and stakeholders to discuss potential planning activities and learn about the grant application process. This annual meeting is open to partners and stakeholders statewide. During this fiscal year all community partners and stakeholders attended and actively participated in discussions following the grant instructional portion of the training.

This annual meeting was also followed by one-on-one meetings with partners and stakeholders as requested to better formulate potential activities for the upcoming fiscal year.

Prior to this annual meeting the OHS staff reviewed recent crash trends and emerging issues, gathered input on safety problems, and discussed effective countermeasures being implemented by our department and other agencies. We also discussed the capacity reality of potential sub-recipients.

## 1.1.3 Engagement Goals Updates

### Goal #1

OHS will continue to conduct outreach to new, current, and prior partners and partner agencies to spread the OHS vision and continue to program impactful and diverse activities that will contribute to a reduction in fatalities and serious injuries in Rhode Island.

*This goal is the exact reason why the OHS revisited data and found that our crashes were demonstrating a trend of senior drivers and pedestrians, and motorcyclists were overrepresented in our serious injury and fatality data. It is why we have invested into a senior driver/pedestrian safety program with AAA. It is also the reason why we met with representatives of the RI Motorcycle Alliance to develop a list of concerns and possible safety remedies to address the latest trend.*

## Goal #2

OHS will use public engagement to improve our understanding of how the public consumes media to improve the delivery of safety messaging.

*During FY 24 the OHS supported the creation of three new media strategies. One strategy was in partnership with a southern based college town's Law Enforcement agency. This agency asked to work with a state approved vendor to develop a continuum of social media, press releases and in person presentations to town residents depicting the identified traffic safety issues along with a resolute determination of active community participation based on law enforcement protection and community responsibility collaboration.*

*The OHS also worked with the RI Police Chiefs' Association to increase planned mobilization messages for all RI Law Enforcement Agencies to share and highlight. The NHTSA Communications Calendar is being used as the guiding document of message timing and is helping to create a stronger line of one voice safety messaging that aligns with our neighboring states.*

*Recently we participated in a collaborative July 4th media event that held victim voices, law enforcement leadership and community advocates speaking to the general public regarding impaired drivers. It was the first time we had collaborated with RI's Department of Environmental Management. The DEM is responsible for boating and waterway safety which is a large concern for our Ocean State. We continue to recognize that once people leave the waterways via their own boat or from one of our several ferries they immediately head onto our roadways. A strong effort to maximize the general public's recognition of how responsible behavior on a boat serves to also protect our roads is a significant message which aligns with our strategies and our desired outcomes.*

*We also employed new Motorcycle Safety media messaging with our community partner, MADD RI.*

*Billboards developed with messaging warnings to NEVER operate a Motorcycle while impaired was offered as another visual display of safety messaging. Added to MADD's increased social media mirrored messaging is helping to spread that message even deeper into the knowledge base of all who choose to operate a motorcycle.*

## Goal #3

OHS will build new relationships in geographies that are identified as Affected Communities to begin a longer dialogue about transportation safety concerns and needs in those communities.

*We are making strong efforts in FY 24 to increase our partnerships, our community outreach, as well as, increasing networking strategies between our natural safety focused partners. Our office is not overly staffed at any time so we rely on the goodwill and strength of our most active and engaged community partners. We've increased our programmatic safety ability through an enhanced partnership with the RI Police Chiefs' Association, AAA, MADD, Youth Driven, the Tori Lynn Andreozzi Foundation, Young Voices and the Motorcycle Alliance. We also continue to support our strong bicycling advocates in WRWC, Bike Newport and the RI Bike Coalition. Each partnership helps us strengthen our promised delivered and efforts to reach ZERO fatalities. We not only understand that, but we are also honored that our partners are so engaged and active. Their open willingness to invest in the work we do offers us continued motivation to adjust our strategies and remain on track to create a true network of advocates which support Safe System approach.*

## 1.1.4 Outcomes and Ongoing Engagement

Ongoing Engagement is the exact intention of our State's Traffic Safety Coalition which maintains a high level of activity and participation. During FY 25 we will work with the TSC membership to create new strengths and new activities that will increase our efforts to LISTEN and review ongoing traffic safety threats and solutions to meet those threats.

The motorcyclists shared three concerns that are engineering based. All stated concerns were shared with RIDOT's Safety Engineering unit and are being weighed and discussed so that positive action steps can be created and implemented. Those concerns were:

1. *The alliance prefers that RIDOT's construction folks NEVER do linear cracks when repairing roads since it takes a bike and throws it around. They ask us to consider employing horizontal or cross cuts.*
2. *Do the feds dictate a specific and acceptable speed limit for any roads that use speed bumps? They consider speed bumps very dangerous to MC operators.*
3. *Are there reflective signs that you can spot BEFORE someone gets to a speed bump as a warning or even better a reflected painted speed bumps?*

The Alliance also asked that we consider a Driver's Education program from a Southern state that highlights a new driver's responsibility towards motorcycle operators who share the road and updated information as they consider being a Motorcyclist as well down the road. The alliance is retrieving that information or our consideration and assistance. As a team we believe it will be a useful program that enhances our new driver education efforts.

We are also hoping to create a strong bond that supports collaborative efforts between this Alliance and the Alliance for Highway Safety.

During this fiscal year we have also been involved with North Main Street Safety Task Force in Providence. Our unit was part of a Road Safety Assessment with task force members and we are in the midst of creating goals and action steps as this plan is being produced. Once again it will be a combination of community and state collaboration and action. It will also highlight both engineering and behavioral best practices and will be based in a Safe System Approach. This task force was created following four pedestrian fatalities, some involving driver impairment. Community advocates and political leaders invited RIDOT to be on the task force as active members and we are excited to have been invited as community safety leaders.

Since our data demonstrated an increase in dangerous road behavior that involved older drivers and older pedestrians we are proud of the "Older and Wiser Driver" program that we support through the efforts of AAA. They spoke, we listened and we worked together to create a program that all municipal agencies can host and implement. It's exciting!

In FY 2025 we will be working with a community advocacy group to implement an older driver program which will highlight impaired driving, both alcohol and drugged related. It's a new opportunity to highlight the need to change road culture with a population who has heard traffic safety messaging for most of their lives.

I would be remiss not to mention our collaborative efforts with the RI Attorney General's office in supporting a piece of impaired driving policy that has been "waving in the wind" for several years but we believe will support our ultimate goal of Zero Fatalities. The Rhode Island General Assembly

passed a bill in June that will extend the period of time during which a driver convicted of a second or subsequent DUI violation can face enhanced penalties from five to 10 years. The additional time, known as a “lookback” period, is an effort to deter repeat offenders, who are often subject to harsher penalties due to the escalating nature of their crimes. Impaired driving is a major public safety issue in Rhode Island. In 2022, nearly 43% of all traffic-related fatalities involved alcohol impairment, ranking the state among the worst in the country for this percentage. The Rhode Island Department of Transportation (RIDOT) reports that approximately 3,000 drivers are arrested for driving under the influence every year. In 2022, nearly 70% of those arrested refused to submit to chemical testing, with many having a blood alcohol content well over the legal limit. The new law will also serve as a reminder to law enforcement and prosecutors to crack down on repeat offenders and ensure that they are held accountable to the fullest extent of the law. It is hoped that this deterrent effect will encourage those who drive under the influence to take responsibility for their actions and refrain from engaging in this dangerous and destructive behavior.

The passage of this legislation represents a significant victory in the fight against impaired driving in Rhode Island. It is hoped that the additional time will serve as a deterrent to repeat offenders and encourage those who drive under the influence to take responsibility for their actions. This effort is a true example of collaboration of state, local and community leaders and advocates on behalf of traffic safety and our goal to keep people safe and alive.

We have been approached by the Department of Health’s Communication and Education Office asking that we connect them to a local Cannabis dispensary. The DOH asked the dispensary for their assistance to promote an in-person survey to dispensary customers. DOH’s goal is to retrieve information from cannabis users that will assist them in developing educational and prevention programs regarding Cannabis use. Although the dispensary is interested discussing using Highway Traffic Safety messages on their bagged customer packages, we are aware that NHTSA funds are unable to support this type of purchase and activity. Since we assisted in making this new state agency connection and DOH is using State Cannabis tax revenues to support their efforts, we are hoping that DOH will agree to fund the package messaging project we’d like to see come to fruition. Our next step would be to also ask that messaging could be placed in view within the dispensary using these same funds. Now that cannabis has been legalized in our state for recreational use, we need to find acceptable and allowable ways to send strong safety messages to those parties who are using cannabis.

We are continuously seeking new partnerships which will help grow and enhance the voice of traffic safety. We would be remiss if we didn’t mention that Public Participation and Engagement has ruled RI’s safety world for several decades now. Because of the Federal Government’s call to enhance those PP&E efforts and wrap them into the Safe System model we have reinvigorated the general public’s attention and responsibility to solving some of our most challenging roadway issues. Listening sessions allow us to count our accomplishments and serve to move us to the next action steps we need to pursue and employ collaboratively.

## 1.2 Performance Adjustments

As of July 18, 2024, fatal and serious injury crash trends are largely in line with the proposed 2024 targets set through the Triennial Highway Safety Plan in July 2023. The key 2024 target that is not trending toward achieving the target is bicycle fatalities (C-11). Exhibit 1.1 summarizes recent crash data and 2024 trends.

Exhibit 1.1 Projections for Meeting FFY 2024 Performance Targets

Performance Measure	Performance Targets (2019-2023)	Realized <sup>1</sup>
<b>OHS Program Goals</b>		
C-1 Reduce Traffic Fatalities	(2017-2021) Baseline: 66 (2023 report) Target: 63	2019-2023: 62 – Target Met 2024 YTD: 24 – On Target Trend
C-2 Reduce Serious Injuries	(2017-2021) Baseline: 306 (2023 Report) Target: 301	2019-2023: 279 – Target Met 2024 YTD: 54 <sup>2</sup> – On Target Trend
C-3 Reduce the Rate of Traffic Fatalities per 100 M Vehicle Miles Traveled.	(2017-2021) Baseline: 0.88 (2023 Report) Target: 0.83	2019-2023: 0.82 – Target Met 2024 YTD: 0.63 – On Target Trend
<b>Occupant Protection</b>		
C-4 Reduce Unrestrained Occupant Fatalities	(2017-2021) Baseline: 18 (2023 Report) Target: 17	2019-2023: 20 Target Not Met 2024 YTD: 6 – On Target Trend
B-1 Increase Observed Seat Belt Use	(2017-2021) Baseline: 89% (2023 Report) Target: 90%	2023: 89% Target Not Met
Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always”	(FY 2022) Baseline: 35% (FY 2023) Target: 45%	2023: 33% Target Not Met
Increase awareness of “Click It, or Ticket” slogan	(FY 2022) Baseline: 86% (FY 2023) Target: 92%	2023: 89% Target Not Met
Increase belt use among pickup truck drivers	(FY 2022) Baseline: 75% (FY 2023) Target: 80%	2023: 81% Target Met
<b>Impaired Driving</b>		
C-5 Reduce Alcohol-Impaired Driving Fatalities Involving Drive or Motorcycle Operator with a Blood Alcohol Content (BAC) of 0.08 or Greater	(2017-2021) Baseline: 27 (2023 Report) Target: 24	2019-2023: 20 Target Met 2024 YTD: N/D
Increase perception of being arrested by law enforcement after drinking and driving “always” or “nearly always”	(FY 2022) Baseline: 47% (FY 2023) Target: 60%	2023: 51% Target Not Met

Performance Measure	Performance Targets (2019-2023)	Realized <sup>1</sup>
Increase recognition of "Driver Sober or Get Pulled Over" impaired driving enforcement slogan	(FY 2022) Baseline: 60% (FY 2023) Target: 65%	2023: 62% Target Not Met
<b>Speed</b>		
C-6 Reduce Speed-Related Fatalities	(2017-2021) Baseline: 29 (2023 Report) Target: 29	2019-2023: 27 Target Met 2024 YTD: 9 – On Target Trend
<b>Motorcycles</b>		
C-7 Reduce Motorcycle Fatalities	(2017-2021) Baseline: 14 (2023 Report) Target: 14	2019-2023: 13 Target Met 2024 YTD: 6 – On Target Trend
C-8 Reduce Unhelmeted Motorcyclist Fatalities	(2017-2021) Baseline: 7 (2023 Report) Target: 6	2019-2023: 7 Target Not Met 2023 YTD: 5
<b>Young Drivers</b>		
C-9 Reduce the Number of Drivers Age 20 or Younger Involved in Fatal Crashes	(2017-2021) Baseline: 8 (2023 Report) Target: 7	2019-2023: 5 Target Met 2024 YTD: 1 – On Target Trend
<b>Pedestrians</b>		
C-10 Reduce the Number of Crash Fatalities Among Pedestrians	(2017-2021) Baseline: 12 (2023 Report) Target: 12	2019-2023: 10 Target Met 2024 YTD: 3 – On Target Trend
Reduce the number of pedestrian fatalities with a BAC of 0.08 or greater	(2017-2021) Baseline: N/D (2023 Report) Target: 2	2019-2023: N/D 2023 YTD: N/D
<b>Bicycles</b>		
C-11 Reduce the Crash Fatalities Among Cyclists to Zero	(2017-2021) Baseline: 1 (2023 Report) Target: 1	2019-2023: 1 Target Met 2024 YTD: 3 – Exceeding Target
<b>Citations</b>		
A-1 Speeding Citations	2022: 11,291	2023: 11,776
A-2 Seat Belt Citations	2022: 4,387	2023: 3,670
A-3 Impaired Driving Arrests	2022: 600	2023: 589
<b>Distracted Driving</b>		
Increase the number of DMV survey respondents who never talk on a handheld cellular phone	(FY 2022) Baseline: 56% (FY 2023) Target: 75%	2023: 55% Target Not Met
<b>Traffic Records</b>		
Increase the number of systems that access State EMS Data	(FY 2022) Baseline: 8  (FY 2023) Target: 9	2023: 8 Target Not Met

N/D – No Data

- All values are preliminary. Values reported for 2024 are through July 18, 2024.
- Serious Injury data are preliminary. Values are reported through March 31, 2024



### 1.2.1 Adjustments to Countermeasure Strategy for Programming Funds

No adjustments needed to the proposed Triennial Highway Safety Plan 2024-2026 countermeasure strategies. Rhode Island will continue to build their close working relationships with cyclist advocacy groups to enhance programming to support cycling programs such as RI Bike, Woonasquatucket River Watershed Council, and Bike Newport.

Throughout 2024 RI is relying on evidence based and proved strategies that are highlighted in the Safe Systems Approach and have worked in several states in Region 1.

The Office on Highway Safety is pleased to report its **highest ever** recorded seatbelt usage rate for fiscal year 2024, **90.5% across Rhode Island**. In recent years, the state has come close to reaching a 90% seatbelt usage compliance but hadn't been able to reach it. For example, the usage rate in 2023 was 89.1%, 87.1% in 2022, and 89.4% in 2021. This new rate is a win for traffic safety in Rhode Island but doesn't diminish the fact that unbelted fatalities are still occurring on our roadways. We may not have met our target to have operators recognize the CIOT messaging but with our continued work within all communities and increasing partnerships that target will soon be met too.

### 1.2.2 Changes to the Performance Plan

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 2025 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 25 01

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

**Subrecipient:** Municipal/URI/RISP Law Enforcement 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, State University, and State Law Enforcement Agencies

**P&A costs:** NO

**Location of activity:** State and Municipal roadways, URI Campus

**Budget includes:** Police details

Funding Source	Budget	Match	Local Expenditure
Section 402	\$299,799.11	-	\$299,799.11

#### Description

##### Description - RISP

Every year roughly 50% of Rhode Island's roadway fatalities are designated as unbelted occupants crashes. NHTSA detail funds for Click It or Ticket enforcement enable the Rhode Island State Police to spread awareness on the lifesaving benefits of wearing a seatbelt through enforcement and education. The Rhode Island State Police 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 FY25 year. With the help of the State Police, RIDOT's OHS hopes to surpass FY23's seatbelt usage rate of 89.1%. Highways throughout Rhode Island will be reached during these detail efforts by the State Police. The enforcement program will be carried out through the federal fiscal year 2025 beginning on October 1, 2024, and going through September 30th, 2025. The driving public that

traverses Rhode Island highways will benefit from this program. At the conclusion of each fiscal year, RISP will complete a year-end report evaluating the effectiveness of their 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 regarding their CIOT efforts. 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.

#### **Description – Municipal Police**

Every year roughly 50% of Rhode Island's roadway fatalities are designated as unbelted occupants. NHTSA detail funds for Click It or Ticket enforcement efforts enable local Rhode Island police departments to spread awareness on the lifesaving benefits of wearing a seatbelt through enforcement and education. All 38 participating police municipalities 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 FFY25 year. With the help of the police municipalities, RIDOT's OHS hopes to surpass FY23's seatbelt usage rate of 89.1%. Cities and towns throughout Rhode Island will be included in these detail efforts. The program will be deployed through the federal fiscal year 2025 beginning October 1, 2024, and going through September 30, 2025. The driving public that lives in all 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 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 regarding CIOT enforcement initiatives. 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.

#### **Description – URI**

The Office on Highway Safety will fund the implementation of Click It or Ticket overtime enforcement patrols by the URI Police Department. Patrols will be conducted during both daytime and nighttime hours in the 2025 fiscal year, including mandatory participation for the national mobilization in May-June 2025, as well as three local mobilizations in November, March, and September. URI has promised to increase patrols and adhere to all mandated mobilizations through this grant program. With their help, RIDOT's OHS hopes to surpass FY23's seatbelt usage rate of 89.1%. 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.

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**Project Agreement No.: 402OP 25 02****Name:** Municipalities/RISP/URI Child Passenger Safety (CPS) & Training**Subrecipient:** Municipal/URI/RISP Law Enforcement Agencies**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, State University, and State Law Enforcement Agencies**P&A costs:** NO**Location of activity:** State and Municipal Roadways, URI Campus**Budget includes:** Law enforcement details and training

Funding Source	Budget	Match	Local Expenditure
Section 402	\$192,218.55	-	\$192,218.55

**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 car seat safety checks and installation appointments for families at their departments by certified technicians throughout the fiscal year. These funds will also support funding for 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 the federal fiscal year 2025 beginning on October 1, 2024, and going through September 30<sup>th</sup>, 2025. 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 regarding their CPS efforts. 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.: 402UNATTD 25 01****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 402	\$55,000.00	-	\$5,000.00

**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 note 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'll share the program with our community traffic safety partners to reach every RI community.

**Project Agreement No.: B2CPS\_US****Name:** RI Hospital Child Passenger Safety in Rhode Island**Subrecipient:** Rhode Island Hospital/Injury Prevention 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 and provide support to low-income and underserved populations by implementing programs.**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 405B LOW	\$180,034.38	36,006.87	-

## Description

In the United States motor vehicle crashes are a significant source of morbidity and a leading cause of death for children. In their mission to support getting to ZERO traffic fatalities, Rhode Island Hospital's Safe Kids program has developed programming and training specifically focused on child transportation safety. With the dissemination of education and safety equipment by way of car seat education and distribution of child safety seats, in their yearly partnership with RIDOT RI Hospital helps ensure that children and families are safe on our roadways. 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 FY25, the following will be promised deliverables with trackable performance measures: Car Seat Fitting station with scheduled installations at the IPC, dissemination of injury prevention education materials, community safety events held throughout the year across the state (seat check/installations focused), and CPST certification/recertification classes. RI Hospital's Safe Kids RI program at the IPC will continue as the lead agency for RI's Safe Kids Coalition and will also continue as Safe Kids world wide's state CPS contact. Safe Kids Program Coordinator will continue to assist with instruction of new CPST's on mandatory use of NDCF and administering the second year of the pilot of the statewide child safety seat distribution program for Law Enforcement and community organizations 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 during the entirety of the fiscal year. The OHS is looking forward to another year of partnership with RI Hospital.

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**Project Agreement No.: M2OP 25 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 405B LOW	\$11,750.00	-	-

**Description**

RIDOT continued its contracted partnership with Preusser Research Group (PRG) during the 2025 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 of communication medium, target audience, and funding required.

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**Project Agreement No.: M2OP 25 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 405B LOW	\$86,500.00	-	-

**Description**

RIDOT continued its contracted partnership with Preusser Research Group (PRG) during the 2025 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 25 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 405B LOW	\$29,160.37	\$5,071.37	-



## Description

The target audience for this proposal are the adults and families enrolled in Genesis Center's programs. Our participants are primarily diverse, low-income Providence residents.

This project is a year-long, multi-faceted outreach and education campaign to educate people in our 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.

We propose to achieve the following improvements to individual behaviors over the course of the grant period:

1. Increase seat belt use and knowledge of seat belt laws by 20% for 380 adults.
2. Increase car seat usage habits by 30% among 55 parents with at least one child aged 5 or younger.

This project will evaluate data in the following ways:

1. Pre-and post-survey results that measure initial usage trends for seat belts and car seats among adults and parents in the Genesis Center community. These anonymous and varied survey formats will be administered to 380 adults, including a minimum of 55 parents participating in Genesis Center programs. Following outreach and education efforts, all data will be analyzed to determine how participants changed their behavior regarding the use of seat belts and child restraints. Goal outcomes include an increased seat belt usage and knowledge of laws of 20% among adults, and improved car seat usage of 30% among children/parents.
2. Car seat distribution tracking will allow us to measure the number of families who were not equipped with a car seat (or an appropriate car seat) but were provided with a seat through the program.

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### Project Agreement No.: M2PE 25 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 405B LOW	\$14,210.24	2842.05	-

## Description

Rollover Simulator presentations held by trained officers from the Rhode Island State Police 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 is offered at a number of different types of community events and festivals and reach many different demographic community audiences. NHTSA 402 funds disseminated for this program will support Rollover Simulator presentations held by trained officers from the Rhode Island State Police. 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 2025 beginning on October 1, 2024, and going through September 30<sup>th</sup>, 2025. This presentation will benefit all ages and demographics that are present at the community events where the Rollover Simulator is being presented. 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.

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### Project Agreement No.: 402OD 25 01

**Name:** AAA RI's Older and Wiser Driver

**Subrecipient:** AAA

**Promised Project?** No

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

**Eligible Use of Funds:** Senior driving awareness and education program

**Organization Type:** Non-profit

**P&A costs:** NO

**Location of activity:** Statewide

**Budget includes:** Staffing, printing, and supplies

Funding Source	Budget	Match	Local Expenditure
Section 402	\$27,934.49	\$5,586.89	-

## Description

This proposed continuation and expansion of the statewide program, titled *The Rhode Island Older and Wiser Driver*, addresses one of the planned strategies and action items within the state's 2023-2027 Strategic Highway Safety Plan in the older driver emphasis area. Older drivers are defined as motorists aged 65 and older. Approximately 18% of roadway fatalities involved older drivers between 2017-2021. 22% of fatal pedestrian crashes involved an older driver, and 48% of pedestrians killed on Rhode Island roadways between 2012-2021 were over age 60. AAA Northeast seeks to expand education for this target audience, characterized as Rhode Island drivers 65 and older.

*The Rhode Island Older and Wiser Driver* program, which launched in 2024, includes: 1) tips for practical modifications older drivers can make to reduce crash risk based on the top five causes of crashes for older adults; 2) suggestions to improve awareness of pedestrian and cycling safety; 3) information on developing a plan for mobility once driving becomes problematic; and 4) information

on local resources and services that promote safe driving and local transportation options. The *Rhode Island Older and Wiser Driver* guidebook was developed and is distributed to program participants throughout the state. A digital "e-book" copy of the handbook has been shared with state agencies and stakeholders.

For the second year of the program, a *Rhode Island Older and Wiser Driver* summit is planned to gather older Rhode Island drivers, traffic safety stakeholders and community advocates together for presentations, panel discussions and direct access to resources for older drivers. Approximately 125 people will be invited, including directors of senior centers and senior housing facilities, bicycle and pedestrian safety advocacy groups, traffic safety coalition and Rhode Island Police Chief's Association members; legislators and healthcare workers that work with seniors.

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**Project Agreement No.: M8\*OP 25 01B**

**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:** YES

**Location of activity:** Community/state-wide

**Budget includes:** OP Program Coordinator Salary

Funding Source	Budget	Match	Local Expenditure
Section 405E FLEX	\$325,000.00	-	-

**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, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses.

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**Project Agreement No.: 402PM 25 04****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 402	\$150,000.00	-	-

**Description**

OHS will contract a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2024, March 2025, May 2025, and September 2025. "Countermeasures That Work" rates Communication Strategies for Low-Belt-Use Groups as Part of HVE as four 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 2024, March 2025, May 2025, and September 2025. This campaign will target an audience of 16- to 34-year-old males. CPS: September 2025 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 recognition. This project will be evaluated based on the criteria set out in the 402 Advertising Space Guidance.

## 2.2 Impaired Driving

**Project Agreement No.:** 164ENF\_AL 25 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 Law Enforcement 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	\$933,883.56	-	\$933,883.56

### 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 25 02****Name:** Municipalities Impaired Driving Law Enforcement Patrol & Training**Subrecipient:** RI Municipal Police Agencies**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:** Statewide**Budget includes:** Law enforcement details

Funding Source	Budget	Match	Local Expenditure
Section 164	\$375,769.74	-	\$375,769.74

**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.: 164ENF\_DG 25 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	\$933,883.56	-	\$933,883.56

**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 drug impaired drivers on the roadways of Rhode Island to reduce drug related crashes. Patrols are deployed to "hot spot" locations based upon data provided by RIDOT to maximize the general and specific deterrent effect of drug 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 blood kits are kept operational, and crash reconstruction unit investigators who investigate and reconstruct drug related crashes involving serious bodily injury and deaths.

**Project Agreement No.: 164TOX\_AL 25 03****Name:** Municipalities Impaired Driving BAT 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:** Statewide**Budget includes:** Impaired driving details and maintenance of the vehicle (fuel, washing, etc.)

Funding Source	Budget	Match	Local Expenditure
Section 164	\$75,241.50	-	\$75,241.50

**Description**

OHS will reimburse the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD at two officers per day for each time the truck is utilized. This tool will be employed in all communities throughout the state to support and create 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.: 402PM 25 01****Name:** Municipal Mobilization Media**Subrecipient:** South Kingstown Police Department**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	\$37,950.00	\$7,590.00	\$37,950.00



**Description**

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.: B5DR 25 01**

**Name:** Alcohol Survey

**Subrecipient:** Preusser Research Group, Inc.

**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:** Statewide

**Budget includes:** Data collection, survey development and application, evaluation and analysis

Funding Source	Budget	Match	Local Expenditure
Section 405D MID	\$11,750.00	-	-

**Description**

OHS will contract the facilitation and analysis of a survey, targeting the general public, which will effectively gauge the level of risk of arrest for Driving Under the Influence of Alcohol that persons perceive while using the State's roadways. The survey is created using a scientific approach by a reputable state contracted company experienced in polling and conducting surveys. This survey will help OHS in planning a strategic plan to address the public's perception and alleviate any fears or concerns that are not based upon data or statistics.

Survey locations will be at RI's DMV offices in Cranston, Woonsocket and Middletown with pre-surveys taking place in late-July 2025 and post surveys in early September 2025, to align with the State's participation in the national "Drive Sober or Get Pulled Over" national Labor Day HVE Mobilization.

**Project Agreement No.: B8A\*AL 25 01****Name:** Salaries (Impaired Driving)**Subrecipient:** Office on Highway Safety**Promised Project?** Yes**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Decrease impaired driving-related motor vehicles fatalities through education and enforcement activities**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 405E FLEX	\$400,000.00	-	-

**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, 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.: M5BAC 25 01****Name:** STATE DOH Forensic Toxicologist (TSRFT) and Preliminary Breath Testing**Subrecipient:** RI Department of Health, Forensics Laboratory**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 MID	\$368,093.87	73,618.77	-

**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. The lab maintains 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 to implement, certify, and maintain monthly certification on the Intoxilyzer 9000 and PBT's, all purchased solely with federal funds.

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**Project Agreement No.: M5CS 25 01**

**Name:** Judicial Training

**Subrecipient:** State Contracted Event Planner

**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	\$50,000.00	\$10,000.00	-

**Description**

Members of the Judiciary will be provided education 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 state contacted media experts, state highway safety professionals, community advocates, and trained law enforcement officers, showing the effectiveness of the SFST and DRE programs in RI communities.

A webinar will also be created within this initiative that allows judicial members and their associated staff members a virtual format to ensure they all have an opportunity to partake in this educational program.

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**Project Agreement No.: M5CS 25 02****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 MID	\$152,550.14	30,510.03	-

**Description**

The Traffic Safety Resource Prosecutor ("TSRP") at the Rhode Island Department of Attorney General is tasked with: (1) oversight and prosecution of impaired driving cases, (2) providing trainings related to impaired driving for police agencies, (3) providing training and technical assistance for state prosecutors and city solicitors in impaired driving cases, and (4) participating in community outreach programs related to motor vehicle safety issues.

This TSRP's prosecution responsibility includes managing an active caseload of felony motor vehicle matters (DUI with death or serious bodily injury resulting, reckless driving with death or serious bodily injury resulting, leaving the scene of an accident with death or serious bodily injury resulting, etc.). The work often includes involvement at the initial stages of a crash, reviewing police investigations to determine if charges should be brought, and prosecution of those cases involving criminal driving offenses.

The RI TSRP provides advisory support for police departments for DUI cases and related issues. The TSRP is "on call" for inquiries from police agencies about the law pertaining to motor vehicle infractions during regular office hours and after hours to receive such calls. The RI TSRP is also available after-hours to assist with serious motor vehicle cases as they unfold in the investigative stage. Since January of 2019, we continue to average about 10 calls a month for assistance on fatal and serious injury investigations. This has included providing warrants to obtain blood, warrants to obtain phone records, warrants to obtain CDR information, contacting hospitals to assist with the seizure of blood, and providing legal guidance to law enforcement.

In the area of law enforcement training, the RI TSRP provides lectures at annual recertification classes for breathalyzer operators in the area of DUI and Implied Consent Prosecution, and at the yearly in-service trainings at police departments. These presentations usually include an overview of the recent caselaw in impaired or reckless driving, recent changes in the law, report writing and courtroom mechanics (testimony). These training classes take a multi-disciplinary approach (a legal block of instruction, an evidence collection block of instruction for breath and blood, and a Standardized Field Sobriety Testing block).

**Project Agreement No.: M5IDC 25 01****Name:** RIPCA Mid ID Engagement Council and Coordinator**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	\$127,400.00	\$25,480.00	-

**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.: M5OT 25 01****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	\$7,579.65	1,515.93	-

**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 2025 is also when the community engagement will take place, i.e., hosting an event at Cardines Field June July of 2025.

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 2025 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.

**Project Agreement No.: M5OT 25 02 / M8PE 25 03****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 and South Kingstown**Budget includes:** Media services and promotion at key sites

Funding Source	Budget	Match	Local Expenditure
Section 405D MID	\$82,500.00	\$16,500.00	-
Section 405E	\$27,500.00	\$5,500.00	-

**Description**

While watching sporting events, an average of 3.7 alcoholic drinks are consumed per person. Additionally, it's reported that 41% of NCAA Sports of Fans binge while watching sports events. Drivers between the ages of 35 to 44 represent the largest segment of that group (27%). 38% of the Fans attending Providence Venues Events are 35-44 and are predominately male. Between URI, Amica Mutual Pavilion, Rhode Island Convention Center, the VETS, Providence College and Brown University, this messaging will reach over more than 15,00,000 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 Brad Medeiros with the creative assets needed provided by the RIDOT team. Assets with alcohol impaired/distracted driving will be in the form of (3) fixed position dasher board signs with the Providence Bruins, PC Hockey, URI Hockey at 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 and Vets. Advertising at URI Football and Football, Brown Football, Basketball, Soccer and Lacrosse will be added to the comprehensive sports marketing program in FFY 2025. The demos for the University of Rhode Island, Providence Bruins and Providence College Friars skew towards college aged to middle aged males which have showed appropriate for the Impaired Driving messaging used by the program. The program will be evaluated with a recap in which Learfield will provide live action photos of all assets deployed as well as attendance data and digital and social reach on assets where it's included.

**Project Agreement No.: M5OT 25 04****Name:** MADD Traffic Safety Impaired Driving Program**Subrecipient:** Mothers Against Drunk Driving R.I. Chapter**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Impaired Driving based on problem ID**Organization Type:** Non-profit**P&A costs:** NO**Location of activity:** Statewide**Budget includes:** Staffing, billboard marketing, supplies

Funding Source	Budget	Match	Local Expenditure
Section 405D MID	\$118,870.90	\$23,774.18	-

**Description**

MADD RI will conduct 12 community presentations across the state targeting 21-50 year olds in an attempt to educate them on the dangers of impaired driving. When feasible MADD will partner with either a state or local police officer to be a part of these presentations.

Social media messaging and short videos will also be created and distributed throughout the federal fiscal year.

**Project Agreement No.: M5PEM 25 02****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 MID	\$400,000.00	-	-

**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 2024. 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.

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**Project Agreement No.: M5PEM 25 03**

**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 MID	\$500,000.00	-	-

**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 ensuring that all television ads include closed captioning. We will target December 2024 and August/September 2025 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.: M5TR 25 02****Name:** RI Hospitality Association**Subrecipient:** RI Hospitality Association**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education 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	\$18,486.25	\$3,697.25	-

**Description**

The RI Hospitality Association will partner with the OHS to deliver the ServSafe® Alcohol Training curriculum, developed by the National Restaurant Association in collaboration with experts who have firsthand experience with the risks associated with serving alcohol. Compared to the rest of the country, Rhode Island has much higher rates of impaired driving. Although DUI of alcohol is the most frequently discussed, all drugs that cause 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 serving alcohol to 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 should receive Alcohol Server Training. The training and legal standards are essential safety educational elements for serving alcohol responsibly. Fewer impaired drivers will be on the state's roadways because of increased education. ServSafe® 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.: M5OT 25 03****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:** Other based on Problem ID**Organization Type:** Nonprofit:**P&A costs:** NO**Location of activity:** Statewide**Budget includes:** Staffing, supplies and videography

Funding Source	Budget	Match	Local Expenditure
Section 405D MID	\$53,447.14	\$10,695.43	-

**Description**

RI has an unacceptable rate of impaired driving crashes.

A series of Bi-annual meetings will continue to be held at various locations across the state. Two conversations and connections are planned for FY25 in different communities featuring a panel of members representing highway safety, victim impact, medical perspective, legal aspects, along with prevention and community resources.

Six other sessions will target Senior Centers and Assisted Living Complexes will be the site of presentations that provide education, engagement, and fun to older adults. A PowerPoint presentation will be used to present facts along with a narrative of the ripple effect of impaired driving consequences. This presentation will be punctuated with games and music to create a robust environment. Timed tasks, presented in game-like fashion such as Wheel of Fortune and/or Bingo, along with seated, skills task utilizing two sets of intoxication goggles.

Presentations will be spaced out throughout the federal fiscal year to meet capacity of audiences.

Both pre and post survey codes for attendees to complete and develops questions in coordination with the grant applicant with input from each community hosting the event. An analysis for each is then produced reflecting the outcomes of the surveys. Additionally, a year-end analysis for all locations will be provided.

**Project Agreement No.: M5TR 25 04****Name:** Impaired Driving Training Summit**Subrecipient:** OHS**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities**Eligible Use of Funds:** Education on impaired driving**Organization Type:** TBD**P&A costs:** NO**Location of activity:** Statewide**Budget includes:** Meeting space, audio visual and travel and stipends for presenters

Funding Source	Budget	Match	Local Expenditure
Section 405D MID	\$100,000.00	\$20,000.00	-

**Description**

OHS will host a two-day Impaired Driving Summit based on the problem identification that RI is an outlier in best practices for certain Impaired Driving countermeasures in laws and policies (e.g. sobriety checkpoints, administrative license revocation, DUI courts, ignition interlock devices, technology, sanctions, e-warrants, cannabis, etc.). Agencies responsible for administering various aspects of the DUI system from prevention, law enforcement (SFST/DRE and arrest), toxicology, prosecution, sanctions, and treatment need to work together in a more integrated fashion to improve our overall impaired driving system. A two-day conference featuring multi-media presentations from expert area presenters from NHTSA, law enforcement, toxicology, prosecution, driver licensing, corrections, prevention and treatment, youth access to alcohol and drugs, education, communications, victim-advocacy, hospitality, data collection/integration and research will present best practices, which will allow for development of a blueprint and action items regarding how we may work towards fulfillment of best practices and encourage agency personnel to work collaboratively to improve RI's impaired driving system. The Safe System and Community Collaboration will be strongly featured as strategies to be employed to lower our rate of Impaired driving fatalities and serious injuries. Attendant surveys will be used to evaluate the program.

**Project Agreement No.: 402PM 25 02**

**Name:** Work Zone Safety Media Awareness Campaign

**Subrecipient:** State Approved Media Vendor

**Promised Project?** No

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

**Eligible Use of Funds:** Educate public through advertising with information about the dangers of texting while operating a motor vehicle, crossing at intersections, or bicycling.

**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 402	\$100,000.00	-	-

**Description**

This activity is needed to address recent increases in the number of crashes occurring within a work zone: 2020: 1,899, 2021: 1,633, 2022: 1,633, 2023: 1,960. Rhode Island also had 2 fatal crashes that occurred in work zones during this period (one in 2020 and one in 2023). One of Rhode Island's Department of Transportation staff was severely injured by an impaired driver in 2023. 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. During FFY 2024, OHS worked collaboratively with RIDOT's Office of Communications to secure the services of a pre-approved State Vendor to assist with media purchase and placement in advance of the upcoming annual Work Zone Safety Awareness Week (April 15 -19). RIDOT is making every effort to encourage safe driving through highway works zones. The key message is for drivers to use extra caution, and this was accomplished through use of video featuring RIDOT employees discussing the goal of making sure everyone gets home safe to their families at the end of each day.

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**Project Agreement No.: 402PT 25 04**

**Name:** RIPCA Safety Partnership Program

**Subrecipient:** Rhode Island Police Chiefs Association

**Promised Project?** No

**Associated Countermeasure Strategy:** Decrease impaired, speed, OP, and distracted related 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	\$810,540.00		\$810,540.00

**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. Law Enforcement mobilization campaigns will be a key feature of RIPCA’s media efforts.

**Project Agreement No: 402PT 25 05**

**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 402	\$287,170.00	-	\$287,170.00

**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, 2024 through September 30, 2024 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.

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**Project Agreement No.: 402PT 25 06**

**Name:** SKPD TSU Pilot Project

**Subrecipient:** South Kingstown Police Department

**Promised Project?** No

**Associated Countermeasure Strategy:** Decrease all dangerous driving behaviors and crashes through education and dedicated enforcement efforts

**Eligible Use of Funds:** Law Enforcement directed patrol unit

**Organization Type:** Municipal Law Enforcement Agency

**P&A costs:** NO

**Location of activity:** South Kingstown

**Budget includes:** Law enforcement activities dedicated to traffic safety unit

Funding Source	Budget	Match	Local Expenditure
Section 402	\$125,000.00	-	\$125,000.00

**Description**

In fiscal year 2025, the Office on Highway Safety will provide funds to the South Kingstown Police Department for the implementation of a new pilot Traffic Safety Unit. This unit will consist of one dedicated traffic officer who will cover multiple emphasis areas, including impaired driving, seatbelt patrols, speed patrols, distracted driving patrols and ped/bike patrols. This dedicated officer will also be a trained Child Passenger Safety Technician if the need for installation should ever arise. Patrols will be deployed to "hot spot" locations based upon South Kingstown's data and problem identification for each area. Detailed monthly reports will be submitted to the highways safety office to monitor the programs success, and the department agrees to comply with the need for monitoring visits throughout this FY2025 fiscal year.

## 2.3 Speed

**Project Agreement No.:** 402SC 25 05

**Name:** Municipalities/URI/RISP SPEED Enforcement/Equipment/Training

**Subrecipient:** RISP/Municipal Police Agencies/URI Police

**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, State, and State College Campus Law Enforcement Agencies

**P&A costs:** NO

**Location of activity:** State and community level, including college campus in South Kingstown

**Budget includes:** Officer details, training, equipment, and supplies

Funding Source	Budget	Match	Local Expenditure
Section 402	\$587,218.27	-	\$587,218.27

### 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 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/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 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 efforts to change behaviors within communities. 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 the grant cycle and will focus on 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 purchase of related equipment must demonstrate eligibility to be supported with grant funding.



**Project Agreement No.: 402PM 25 03****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 402	\$150,000.00	-	-

**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 2025 and the target audience will be 18 to 49-year-old males. As stipulated by contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.

**Project Agreement No.: 402PT 25 01****Name:** VMS Message Boards and Cloud Services**Subrecipient:** All Traffic Solutions**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:** 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 402	\$100,000.00	\$20,000.00	-

## 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 ultraportable 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 \$100,000.00 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.

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**Project Agreement No.: M8\*SC 25 01B**

**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:** YES

**Location of activity:** State and community level

**Budget includes:** Staff salaries dedicated to Speed programs

Funding Source	Budget	Match	Local Expenditure
Section 405E	\$300,000.00	-	-

**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, contract reviews, emphasis area expert representatives at all NHTSA meetings. Facilitate trainings in emphasis areas for subrecipients, schools and local businesses. ,

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## 2.4 Distracted Driving

**Project Agreement No.:** M8DDLE 25 01

**Name:** Municipalities/RISP/URI Distracted Driving Law Enforcement and Training

**Subrecipient:** Municipal/URI/RISP 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, State University, and State Law Enforcement Agencies

**P&A costs:** NO

**Location of activity:** State and Municipal roadways, URI Campus

**Budget includes:** Law enforcement details

Funding Source	Budget	Match	Local Expenditure
Section 405E	\$269,936.36	-	\$269,936.36

### Description

#### Description - RISP

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 2025 (*"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 2024 - September 2025 *including for "National Distracted Driving Awareness Month," April 2025*. The RISP's enforces the distracted driving laws among 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 a 5% overall reduction in distracted driving crashes.

#### Description – Municipal Police

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 2025. 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 compliance with the "Hands Free" and "Texting" laws as measured by observational surveys.

### Description – URI

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 2024 - September 2025 and there is mandatory participation in one annual enforcement period during the month of April 2025 (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.

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### Project Agreement No.: B8L\*DD 25 01

**Name:** Salaries (Distracted Driving)

**Subrecipient:** Office on Highway Safety

**Promised Project?** Yes

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

**Eligible Use of Funds:** Support DD data and information systems

**Organization Type:** State Agency

**P&A costs:** YES

**Location of activity:** RIDOT/ state and local communities

**Budget includes:** Salaries

Funding Source	Budget	Match	Local Expenditure
Section 405E FLEX	\$150,000.00	-	-

### 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 RI Traffic Safety Coalition meetings, Invoice training and tracking, year-end reports, contract reviews, emphasis area expert representative at all NHTSA trainings in emphasis areas for sub recipients, schools and local businesses.

**Project Agreement No.: M8PE 25 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	\$400,000.00	-	-

**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 2025, 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 went into effect in 2019. In accordance with NHTSA regulations, the television spots will be closed-captioned for the hearing impaired. The creative will support law enforcement, including National Distracted Driving Month in April 2025 as well as sustained enforcement throughout FFY 2025. 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.

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**Project Agreement No.: M8PE 25 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	\$400,000.00	-	-

**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 2025) as well as during sustained enforcement. Our primary target audience will be adults between 18 to 49 years old. As stipulated by contract, the selected vendor will conduct a comprehensive post-by analysis, which will serve as the evaluation for this project.

## 2.5 Motorcycle Safety

**Project Agreement No.:** M11MA 25 01

**Name:** RIPCA Motorcycle Awareness Program Media

**Subrecipient:** RIPCA

**Promised Project?** YES

**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:** Non-profit

**P&A costs:** NO

**Location of activity:** State and community level

**Budget includes:** Contracted media services

Funding Source	Budget	Match	Local Expenditure
Section 405F	\$50,000.00	-	-

### 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 2025, and the message will be to all MV operators 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.

**Project Agreement No.:** 402MC 25 01

**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 402	\$75,000.00	-	-



**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, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses.

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## 2.6 Younger Driver

**Project Agreement No.:** M5PEM 25 01

**Name:** CCAP High School Education Program

**Subrecipient:** Comprehensive Community Action Inc.

**Promised Project?** No

**Associated Countermeasure Strategy:** Decrease young driver vehicle occupant 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 MID	\$93,129.62	\$18,625.92	-

### Description

The Cranston and the Coventry Substance Abuse Prevention Community Task Forces, under the leadership of Comprehensive Community Action Program (CCAP) will utilize NHTSA funding to address impaired driving by youth (alcohol/marijuana, other substances). We know that youth can evidence higher rates of car crashes, higher rates of substance use due to cognitive development, peer influence, and risk-taking behavior. The program's target audience will be parents of middle and high school aged youth in Coventry and Cranston communities. Specifically, the program will provide opportunities for increased awareness and education and monitor available data measures and local DOT /Police reports to review success. The program intends to promote awareness through development of a media piece which will be aired on both Facebook and television. The program will leverage local prevention funding to increase public service announcements (through social media and other communication channels) to broaden its reach. Its evaluated success will be documented by collecting post parent surveys, reviewing local and statewide student assessments, obtaining crash and offense data from police traffic stops, and the number of social media views and other digital marketing measures. Fatal vision goggles will also be utilized to further awareness of how substances impair people.

**Project Agreement No.: M8\*TSP 25 01****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 YD 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	\$125,000.00	-	-

**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, 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.: 402TSP 25 01****Name:** Interactive High School Education Program**Subrecipient:** TJohn E. Productions**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 402	\$150,000.00	\$30,000.00	-

**Description**

Year after year, data repeatedly shows 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. Think Fast Interactive, created by TJohn E Productions, is 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 educates on multiple safety emphasis areas including Distracted Driving, Impaired Driving, Speeding, Occupant Protection, GDL (Graduated Driver’s License) Laws, RI General Law, and Pedestrian/Bicycle Safety. The goal of ThinkFast 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, 2024 and going to September 30th 2025 for the FY25 program year. ThinkFast targets Rhode Island Middle and High School aged youth (approximately 50 schools) in grades 6-12 looking to focus in on both young drivers and young occupants in vehicles. In order 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 TJohn E Productions and sent to RIDOT’s Office on Highway Safety annually. These results are featured in the OHS’s Annual Report.

**Project Agreement No.: 402TSP 25 02**

**Name:** Young Voices Keeping Young Drivers Safe

**Subrecipient:** Young Voices

**Promised Project?** Yes

**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 402	\$40,016.18	\$7,825.39	-

**Description**

Young Voices (YV) is eager to continue strengthening our decade-long partnership with 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 HSP including young drivers, pedestrians, and bicyclists. This work must continue. As of June 13, 2024, there have been 13 traffic fatalities in Rhode Island. A necessary countermeasure is YV’s initiatives to educate high school-aged youth beyond basic drivers ed. YV 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 2024-2025 school year, it is critical that we expand upon our mission to advance young driver, cyclist, and pedestrian safety in Rhode Island. Based on findings and feedback from youth, maintaining safe streets begins with educating future leaders in best practices regarding use of

infrastructure. It is crucial that these knowledge systems are incorporated early into child development and reinforced at regular touchpoints. To advance this mission, Young Voices will again implement two distinct projects within the FFY25 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 OHS statewide efforts to influence sustained change in youth vehicular and pedestrian behaviors. 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 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 create 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 three 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 diverse low-income youth and their surrounding communities. Specific focus is placed on Young Drivers and Bicycle Users, Pre-School Age and Elementary Pedestrians, and Sharing the Road initiatives for bicyclists. FFY 2025 Young Voices Project Timeline: October 1, 2024 - September 30, 2025; monthly tasks: invoicing to RIDOT; attending Traffic Safety Coalition meetings; documenting work in timely narrative reports.

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**Project Agreement No.: 402TSP 25 03**

**Name:** RISAS - Youth Driven Program

**Subrecipient:** Rhode Island Student Assistance Services (RISAS)

**Promised Project?** Yes

**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 402	\$159,145.63	\$31,829.13	-

## Description

According to NHTSA's most recent data 42,795 people died on U.S. roads in 2022, 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. 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. 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. Youth Driven's annual summit and yearlong leadership program reaches students in 9-12th grades across the state of Rhode Island. There is a summer summit that happens at the end of July/beginning of August each year at a local college/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. This year the summit is being held at Bryant University, July 30th- August 1st, 2024. In 2025 the dates will be similar to those in 2024 pending availability of the college and speaker schedules. 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.

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### Project Agreement No.: 402TSP 25 04

**Name:** RIIIL Interscholastic League - Traffic Safety Is A Team Sport

**Subrecipient:** RIIIL Interscholastic League

**Promised Project?** No

**Associated Countermeasure Strategy:** Decrease young driver vehicle occupant 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:** All Schools, Public and Private

**Budget includes:** Media and programmatic dissemination of created traffic safety information

Funding Source	Budget	Match	Local Expenditure
Section 402	\$124,331.93	\$24,866.39	-

## 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 89.1 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. 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.

The RIIIL will educate and communicate safe driving, helping to 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 2024 – September 2025, including during summer training. Anticipated community reach is 5,000 coaches and 36,000 Student Athletes, with anticipated spectator attendance 67,000 persons at events statewide. The RIIIL will measure impressions and clicks for all web banner ads. The RIIIL will conduct an analysis to determine the types of communication/campaigns that get the most interaction. Responses to the request for coaches, athletic directors, and student athletes will be tracked to determine participation.

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**Project Agreement No.: 402TSP 25 05**

**Name:** "In the Driver's Seat"-Impaired Driving Education for High Schoolers

**Subrecipient:** Bristol Prevention Coalition

**Promised Project?** NO

**Associated Countermeasure Strategy:** Decrease young driver vehicle occupant fatalities through education and outreach

**Eligible Use of Funds:** Public education and awareness programs

**Organization Type:** Non-profit

**P&A costs:** NO

**Location of activity:** Bristol County, Rhode Island

**Budget includes:** Contracted educational program

Funding Source	Budget	Match	Local Expenditure
Section 402	\$17,380.00	\$3,476.00	-

**Description**

The Bristol Prevention Coalition will deliver impaired driving education to students in Bristol County high schools throughout the school year. The program, "In the Driver's Seat" takes a hands-on approach to impaired driving education through fatal vision kits which will allow students to wear goggles that simulate what it would be like to drive impaired both under the influence of alcohol and cannabis. They will then try to go through different obstacles to see the dangers and difficulties that come with impairment. This program will be evaluated throughout the year with pre and post surveys and the Bristol Prevention Coalition will share those results in their detailed monthly invoice reports to the OHS.

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## 2.7 Pedestrians & Cyclists

**Project Agreement No.:** 402PS 25 03

**Name:** Municipalities/URI Pedestrian/Bicycle Enforcement Patrols

**Subrecipient:** RI Municipal Police Agencies

**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:** Municipal and University Law Enforcement Agencies

**P&A costs:** NO

**Location of activity:** Community Level and University Campus

**Budget includes:** Law enforcement details

Funding Source	Budget	Match	Local Expenditure
Section 402	\$173,061.40	-	\$173,061.40

### 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, many people become pedestrians for a short amount of time. Unfortunately, in recent years both nationally and at the local level there have been increasing 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. Any department that chooses 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 the federal fiscal year 2025 beginning on October 1, 2024, and going through September 30th, 2025, for those departments that have undergone the necessary training. 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 regarding their pedestrian safety efforts.



**Project Agreement No.: BGSP 25 01 / FHPE 25 01****Name:** WRWC Red Shed Bicycle Safety Programs for Youth**Subrecipient:** Woonasquatucket River Watershed Council (WRWC)**Promised Project?** Yes**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 405G	\$134,642.13	\$30,208.42	-
Section 405H (FastAct)	\$5,111.37	\$1,022.27	-

**Description**

Youth cyclist safety is a critical issue in Rhode Island and taken 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. A total of 1,058 fifth-grade students throughout 18 schools and 9 districts have participated in the statewide Rhode to Bicycle Safety (R2BS) program so far in the FY24 program year, an increase from the 2023 grant program year. R2BS is a four day, in school, on bike education program that teaches Rhode Island fifth graders the basics of bicycle riding and safety. 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 program 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, and a High School bike mechanics course at the MET School in Providence. All of 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 the 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/post tests to evaluate what campers have learned. In addition, their staff conducts observational evaluations of each camper's on-bike safety and handling skills throughout the programs. The OHS is looking forward to another successful year in FY2025, helping youth gain access to such important cyclist safety education.

**Project Agreement No.: M8\*PS 25 01B****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:** YES**Location of activity:** RIDOT and municipal community level**Budget includes:** Staff salaries

Funding Source	Budget	Match	Local Expenditure
Section 405E FLEX	\$150,000.00	-	-

**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, 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.: 402PS 25 02****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 402	\$118,581.79	23,716.36	-

**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 2025.

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 2025 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.

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**Project Agreement No.: 402PS 25 01**

**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 402	\$18,653.00	\$3,730.60	-

## Description

Even with the state education program, the Rhode to Bicycle Safety, in public schools, there is a need for additional bike safety education in Rhode Island. According to *Countermeasures That Work* (2023) education focused on “basic bicycle handling skills, traffic signs and signals, how to ride on streets with traffic present, proper helmet use, bicycle safety checks, and bicycle maintenance” (10-29) improve cyclist outcomes.

The target audience for the proposed Cycling Education program includes various age groups from multiple communities. This program is a flexible and customizable program that is fully responsive to a wide variety of communities. For the school age population and adults new to cycling, we will employ the standard League of American Bicyclists’ three- or five-day curriculum which includes a classroom section, as well as, practical application outside where possible. 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. We will deliver programming to individual adults, groups at senior centers, in congregate living settings, as well as popup programs at farmers’ markets, and neighborhood festivals. We will also continue to collaborate with local police, Parks and Recreation Departments and hospitals to provide bike safety educational services for road safety events and other community gatherings. *Countermeasures That Work* (2023) emphasizes the importance of providing training through such community groups as doing so may allow “greater flexibility in tailoring a program to meet the needs of specific target groups” (10-29). Finally, in FFY 2025 we will design and deliver intergenerational programs so parents, guardians and grandparents can learn with and alongside young children. All of the above will be a customized mix of formal teaching and practical on-bike experience. The overall aim of this 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.

Also, for FFY 2025, we seek to expand on our successful Traffic Garden program. Traffic Gardens provide a central place for hands-on instruction and allow riders to implement their skills. Traffic Gardens are another name for the “cycling skills clinics, bicycle safety fairs, and bicycle rodeos” (10-31) called out in *Countermeasures That Work* (2023). The purpose of these events is to “teach children on-bicycle skills such as starting, stopping, weaving to avoid objects, the meaning of traffic signs and signals, some traffic laws and how to ride defensively in various traffic conditions” (10-31). In addition, the events generally include helmet fit checks, maintenance assistance and written literature for older children and caregivers.

Along with traffic garden expansion, we hope to extend our programming down the age range to include very young children on balance bikes. Balance bicycles provide developmentally appropriate cycling instruction for very young children. Balance bikes successfully separate the physical skills needed to learn to ride—balance and pedaling. By focusing first on balance alone, children can begin training much earlier and never require training wheels. Once they have mastered the balance part bike riding, pedals are introduced, and the children can build on their skills to transition to a traditional bike. Also, since they are small, balance bike programs require much less space than traditional biking programs and can provide much needed gross motor activity inside even during inclement weather. We expect this expansion of our education program will prove quite popular. Actually, we already do have one inquiry about such a program for FFY2025. We expect to move to a physical location late in 2024 in a building which also houses a childcare center and they have

expressed an interest in collaborating with us on a preschool balance bike program. We are excited by this new educational opportunity.

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 created and utilized. The program will conduct an administrative evaluation by tracking how many teaching hours are programmed, accounting for the various constituencies/communities we have reached, tracking and following up on requests from agencies and individuals, inventorying and maintaining the equipment we purchase, and tracking funds spent carefully. Second, the program will employ the League of American Bicyclists' Smart Cycling pre and posttests for the standard courses. In addition, the youth programs will include short interviews with young students' parents/guardians to obtain adult perspectives on youngsters' progress. Additionally, 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.

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## 2.8 State Traffic Records

**Project Agreement No.:** B3SA 25 01/ 402TR 25 01 **Name:** RISP State RMS/CAD

**Subrecipient:** RI State Police

**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:** Collecting and maintaining data on traffic stops, Evaluating the results of the data

**Organization Type:** State Agency **P&A costs:** NO

**Location of activity:** State and community level

**Budget includes:** Staffing, supplies, software, and training

Funding Source	Budget	Match	Local Expenditure
Section 405C	\$500,000.00	\$100,000.00	-
Section 402	\$501,146.03	-	\$501,146.03

### Description

Today, Rhode Island law enforcement agencies are entering data into stand-alone records management systems within each agency. The use of these independent systems has created data silos making statewide analysis of traffic data cumbersome, unreliable, inaccurate, and inefficient. The creation of a statewide System allows agencies to follow a standardized approach to data collection and reporting in one centralized database. The System will allow for more timely and accurate data sharing with internal and external stakeholders, including the Rhode Island Department of Transportation (RIDOT). Today, there can often be a significant delay (ranging from hours to days) in notifying the Office of Highway Safety of collisions that involve fatalities and serious injuries. The System will be configured in such a way that it will support the immediate notification to one or many stakeholders when this type of incident occurs.

The Statewide CAD and Records Management System will serve as an invaluable tool to collect data on parties involved in traffic related incidents, including their place of residence, age, sex, race, and/or ethnicity. Using this data, agencies will be able to better identify if a "population, demographic, road user group, or geography is disproportionately impacted from the deaths, injuries, and property damage that are an outcome of a crash" (Rhode Island Department of Transportation, 2023). With RIDOT's expected implementation of MMUCC 6 Standards, the Statewide CAD and RMS project will implement the newest version of the Rhode Island crash report when it becomes available, further enhancing the data that is collected by agencies across the state.

With the Statewide CAD System, RIDOT's Traffic Management Center will automatically receive digitized and standardized incident-related data in real-time, reducing the amount of time and effort spent monitoring and manually entering information. By sharing the CAD System's standardized and statewide incident data with the TMC, the quality, consistency, and comprehensiveness of such data will be improved at RIDOT, providing enhancements to traffic incident management across the state.

With earlier verification of incidents, the TMC will be able to alert road users of traffic-related incidents sooner, which in turn will allow motorists to adjust their travel patterns/plans to avoid incident areas and will increase road user awareness of lane blockages ahead. These important improvements are expected to contribute to a decrease in secondary crashes throughout the State.

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**Project Agreement No.: B3TRP 25 01**

**Name:** Salaries 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	-	-

**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.

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**Project Agreement No.: M3DA 25 03**

**Name:** DOH EMS Maintenance Contract Fee

**Subrecipient:** DOH/CEMS

**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:** Equipment to improve the process for data identification, collation and reporting

**Organization Type:** State Agency

**P&A costs:** NO

**Location of activity:** Statewide

**Budget includes:** Contracted services and staffing

Funding Source	Budget	Match	Local Expenditure
Section 405C	\$184,596.87	\$36,919.37	-

## Description

OHS will continue to maintain and improve traffic records and management systems via support of agencies to improve data-driven decision making in traffic safety. NHTSA funds will support the Rhode Island Emergency Medical Services Information System (RI- EMSIS), specifically to supplement the state's vendor, Image Trend, which hosts and maintains the system by improving data identification, collation, and reporting. In 2023, approximately 233,366 NEMSIS v.3 records were submitted from RIEMSIS, of which 10,999 were motor vehicle-related incidents.

### Project Agreement No.: M3DA 25 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	\$100,000.00	\$20,000.00	-

## 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 FFY2024 work, specifically, OHS will be working toward enhancing data inventory for MIRE Fundamental Design Elements and detailed unsignalized intersection attributes correlated with transportation safety. Having a more complete database of intersection features will help RIDOT advance their Intersection Mitigation programs by identifying, diagnosing, and prioritizing locations using a data-driven, systemic approach.

Additionally, OHS will be supporting the use of empirical and crowdsourced data to inform, expand, and provide quality checks of field collected traffic volume data across modes. These data will help extrapolate 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.

OHS will also 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.



## 2.9 Planning & Administration

**Project Agreement No.:** 402PA 25 01

**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	-	-

### Description

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

**Project Agreement No.:** 402PA 25 02

**Name:** Memberships and Dues

**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:** RIDOT Providence

**Budget includes:** Costs associated with memberships and dues

Funding Source	Budget	Match	Local Expenditure
Section 402	\$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 25 03****Name:** Office Equipment**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:** RIDOT Providence**Budget includes:** Office equipment for office operations

Funding Source	Budget	Match	Local Expenditure
Section 402	\$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 25 04****Name:** Office Supplies**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:** RIDOT Providence**Budget includes:** Supplies for OHS operations

Funding Source	Budget	Match	Local Expenditure
Section 402	\$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 25 05**

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

**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:** RIDOT Providence

**Budget includes:** Creation of plan

Funding Source	Budget	Match	Local Expenditure
Section 402	\$275,000.00	-	-

**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. We are also including our PPE activities and TRCC support activities in this program.

**Project Agreement No.: 402PA 25 06****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	-	-

**Description**

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

**Project Agreement No.: 402PA 25 07****Name:** Grant Management Application Forms and Training**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:** PA. Program Administration**Organization Type:** State Agency**P&A costs:** YES**Location of activity:** RIDOT Providence**Budget includes:** Costs associated with developing web-based tools for improved grants management

Funding Source	Budget	Match	Local Expenditure
Section 402	\$150,000.00	-	-

**Description**

Funding to make web-based digital forms for subrecipient grant submissions and reporting.

## 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 25 01	RISP SPECIALIZED UNIT Impaired Driving Alcohol	\$933,883.56	\$933,883.56	24
164ENF_DG 25 01	RISP SPECIALIZED UNIT Impaired Driving Drug	\$933,883.56	\$933,883.56	26
164ENF_AL 25 02	Municipalities Impaired Driving Law Enforcement Patrol & Training	\$375,769.74	\$375,769.74	25
164TOX_AL 25 03	Municipalities Impaired Driving BAT Mobile Providence	\$75,241.50	\$75,241.50	27
	<b>Total 164 Funds</b>	<b>\$2,318,778.36</b>	<b>\$2,318,778.36</b>	
402PA 25 01	Audit Fees	\$5,408.36	-	68
402PA 25 02	Memberships and Dues	\$30,000.00	-	68
402PA 25 03	Office Equipment	\$35,000.00	-	69
402PA 25 04	Office Supplies	\$30,000.00	-	69
402PA 25 05	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities	\$275,000.00	-	70
402PA 25 06	Travel and Training	\$65,000.00	-	71
402PA 25 07	GMS Revised Applications Forms and Training	\$150,000.00	-	71
402OP 25 01	Municipalities/RISP/URI Seat Belt Law Enforcement Patrols & Training	\$299,799.11	\$299,799.11	14
402OP 25 02	Municipalities/RISP/URI Child Passenger Safety (CPS) & Training	\$192,218.55	\$192,218.55	16
402PS 25 01	RI Bike Coalition - Statewide Smart Cycling Education	\$18,653.00	-	62
402PS 25 02	Bike Newport Road Share Education	\$118,581.79	-	61
402PS 25 03	Municipalities/URI Pedestrian/Bicycle Enforcement Patrols	\$173,061.40	\$173,061.40	59
402PT 25 01	VMS Message Boards and Cloud Services	\$100,000.00	-	44
402PT 25 04	RIPCA Safety Partnership Program	\$810,540.00	\$810,540.00	41
402PT 25 05	RIMPA Law Enforcement Safe Communities Training and Support	\$287,170.00	\$287,170.00	41
402PT 25 06	SKPD TSU pilot project	\$125,000.00	\$125,000.00	42
402SC 25 05	Municipalities/URI/RISP SPEED Enforcement/Equipment/Training	\$587,218.27	\$587,218.27	43
402PM 25 01	Municipal Mobilization Media	\$37,950.00	\$37,950.00	27
402UNATTD 25 01	Vehicular Hyperthermia Awareness Program	\$55,000.00	\$5,000.00	17
402TR 25 01	RISP State RMS/CAD	\$501,146.03	\$501,146.03	65
402PM 25 02	Work Zone Safety Media Awareness Campaign	\$100,000.00	-	40
402PM 25 03	Paid Media Speed	\$150,000.00	-	44
402PM 25 04	Paid Media Occupant Protection	\$150,000.00	-	24
402TSP 25 01	Interactive High School Education Program	\$150,000.00	-	54
402TSP 25 02	Young Voices Keeping Young Drivers Safe	\$40,016.18	-	55
402TSP 25 03	RISAS - Youth Driven Program	\$159,145.63	-	56
402TSP 25 04	RILL Interscholastic League - Traffic Safety Is A Team Sport	\$124,331.93	-	57
402TSP 25 05	"In the Driver's Seat" Impaired Driving Education for High School Students	\$17,380.00	-	58
402MC 25 01	Salaries (Motorcycle)	\$75,000.00	-	51
402OD 25 01	AAA RI's Older and Wiser Driver	\$27,934.49	-	22
	<b>Total 402 Funds</b>	<b>\$4,890,554.74</b>	<b>\$3,014,103.36</b>	

	<b>Total 1906 Funds</b>	<b>\$0.00</b>	-	
B2CPS_US	RI Hospital Child Passenger Safety in Rhode Island	\$180,034.38	-	17
M2PE 25 02	Genesis OP for Diverse Families	\$29,160.37	-	20
M2OP 25 03	CIOT DMV Intercept Survey	\$11,750.00	-	19
M2OP 25 04	CIOT Observational Surveys	\$86,500.00	-	20
M2PE 25 05	RISP Rollover Simulator Demonstrations	\$14,210.24	-	21
	<b>Total 405B LOW Funds</b>	<b>\$321,654.99</b>	-	
M3DA 25 03	DOH EMS Maintenance Contract Fee	\$184,596.87	-	66
M3DA 25 04	MIRE Data Enhancements Project	\$100,000.00	-	67
B3TRP 25 01	Salaries OHS Traffic Records Position Support	\$75,000.00	-	66
B3SA 25 01	RISP State RMS/CAD	\$500,000.00	-	65
	<b>Total 405C Funds</b>	<b>\$859,596.87</b>	-	
M5IDC 25 01	RIPCA Mid ID Engagement Council and Coordinator	\$127,400.00	-	32
M5CS 25 01	Judicial Training	\$50,000.00	-	30
M5CS 25 02	RIAG TSRP	\$152,550.14	-	31
M5TR 25 02	RI Hospitality Association	\$18,486.25	-	37
B5DR 25 01	Alcohol Survey	\$11,750.00	-	28
M5OT 25 03	Community Conversation Andreozzi Foundation	\$53,477.14	-	38
M5TR 25 04	Impaired Driving Training Summit	\$100,000.00	-	39
M5OT 25 01	Newport Gulls Drunk Driving Education	\$7,579.65	-	33
M5PEM 25 01	CCAP High School Education Program	\$93,129.62	-	53
M5PEM 25 02	Creative Media Impaired Driving	\$400,000.00	-	35
M5PEM 25 03	Paid Media Impaired Driving	\$500,000.00	-	36
M5OT 25 02	Sports Marketing Advocacy, Awareness, Education LEARFIELD	\$82,500.00	-	34
M5BAC 25 01	STATE DOH Forensic Toxicologist (TSRFT) and Preliminary Breath Testing	\$368,093.87	-	29
M5OT 25 04	MADD Traffic Safety Impaired Driving Program	\$118,870.90	-	35
	<b>Total 405D Mid Funds</b>	<b>\$2,078,385.92</b>	-	
M8DDLE 25 01	Municipal/RISP/URI Distracted Driving Law Enforcement & Training	\$269,936.36	-	47
M8PE 25 01	Creative Media Distracted Driving	\$400,000.00	-	49
M8PE 25 02	Paid Media Distracted Driving	\$400,000.00	-	50
M8PE 25 03	Sports Marketing Advocacy, Awareness, Education LEARFIELD	\$27,500.00	-	34
M8*OP 25 01B	Salaries (OP)	\$325,000.00	-	23
M8*PS 25 01B	Salaries (Pedestrian/Bicycle)	\$150,000.00	-	61
M8*SC 25 01B	Salaries (Speed)	\$300,000.00	-	46
B8L*DD 25 01	Salaries (Distracted Driving)	\$150,000.00	-	48
B8A*AL 25 01	Salaries (Impaired Driving)	\$400,000.00	-	29
M8*TSP 25 01	Salaries (Young Drivers)	\$125,000.00	-	54
	<b>Total 405E Funds</b>	<b>\$2,547,436.36</b>	-	
M11MA 25 01	RIPCA Motorcycle Awareness Program Media	\$50,000.00	-	51
	<b>Total 405F Funds</b>	<b>\$50,000.00</b>	-	

<b>BGSP 25 01</b>	WRWC Red Shed Bicycle Safety Programs for Youth	\$134,642.13	-	60
<b>FHPE 25 01</b>	WRWC Red Shed Bicycle Safety Programs for Youth	\$5,111.37	-	60
	<b>Total 405G Funds</b>	<b>\$139,753.50</b>	-	
	<b>GRAND TOTAL</b>	<b>\$13,222,920.74</b>	<b>\$5,332,881.72</b>	



Table 2.2 Cost Summary by Department

Department	Impaired Driving 164ENF_AL 25-02	CIOT 402OP 25-01	CPS 402OP 25-02	CPS Training 402OP 25-02	Speed 402SC 25-06	Distracted Driving 402DD 25-01	Ped/Bike 402PS 25-03	Media for LE 402PM 25-01	BAT Mobile 164TOX_AL 25-03	Roll Over	TOTAL
Barrington	\$8,786.37	\$7,688.07	\$3,844.04		\$10,982.96	\$10,982.96	\$3,294.89				\$45,579.29
Bristol	\$17,250.00	\$8,625.00	\$2,760.00	\$385.00	\$17,250.00	\$17,250.00	\$2,760.00				\$66,280.00
Burrillville	\$12,723.69	\$9,375.35		\$390.00	\$38,840.74	\$17,411.37					\$78,741.15
Central Falls	\$13,372.20	\$31,464.00	\$6,292.80	\$865.00	\$31,464.00	\$18,354.00	\$13,110.00				\$114,922.00
Charlestown	\$3,960.00	\$2,376.00	\$2,112.00		\$7,920.00	\$3,300.00					\$19,668.00
Coventry	\$9,292.92	\$9,292.92	\$15,930.72	\$865.00	\$13,275.60	\$9,292.92	\$3,982.68				\$61,932.76
Cranston	\$17,250.00	\$23,000.00	\$17,250.00	\$190.00	\$56,350.00	\$46,000.00	\$46,000.00				\$206,040.00
Cumberland	\$13,483.52	\$16,432.21	\$8,499.42	\$385.00	\$27,198.14	\$9,349.36	\$3,399.77				\$78,747.42
E. Greenwich	\$8,996.86	\$8,153.41	\$7,309.95	\$195.00	\$11,527.23	\$11,527.23					\$47,709.68
E. Providence	\$7,228.99	\$3,012.08	\$1,807.25	\$190.00	\$1,807.25	\$3,012.08	\$1,204.83				\$18,262.48
Foster	\$4,305.66	\$1,614.62			\$4,305.66	\$1,614.62					\$11,840.56
Glocester	\$3,512.30	\$2,322.65			\$2,322.65	\$1,359.60					\$9,517.20
Hopkinton	\$3,312.00	\$4,140.00			\$4,140.00	\$3,312.00					\$14,904.00
Jamestown	\$8,084.04	\$3,902.64	\$2,508.84	\$190.00	\$3,902.64	\$3,902.64					\$22,490.80
Johnston	\$1,455.90	\$3,494.16	\$4,367.70	\$485.00	\$3,494.16	\$3,494.16					\$16,791.08
Lincoln	\$9,941.38	\$9,941.38	\$6,915.74	\$390.00	\$9,941.38	\$3,457.87	\$3,457.87				\$44,045.62
Little Compton	\$3,109.60	\$2,870.40	\$956.80	\$290.00	\$2,870.40	\$2,870.40	\$478.40				\$13,446.00
Middletown	\$10,396.92	\$8,664.10	\$693.13	\$485.00	\$19,407.58	\$5,198.46					\$44,845.19
N. Kingstown	\$17,250.00	\$4,140.00	\$3,312.00	\$380.00	\$9,200.00	\$4,416.00					\$38,698.00
N. Providence	\$11,743.80	\$11,743.80	\$7,617.60	\$95.00	\$11,743.80	\$11,743.80					\$54,687.80
N. Smithfield	\$1,801.73	\$3,603.46	\$3,603.46	\$390.00	\$3,603.46	\$1,801.73					\$14,803.84
Narragansett	\$11,670.20	\$4,885.20	\$4,342.40	\$385.00	\$14,655.60	\$5,428.00					\$41,366.40
Newport	\$3,378.70	\$3,378.70	\$1,559.40		\$6,757.40	\$3,118.80	\$3,118.80				\$21,311.80
Pawtucket	\$10,446.32	\$9,948.88	\$9,948.88	\$485.00	\$65,911.33	\$8,456.55	\$2,487.22				\$107,684.18
Portsmouth	\$17,279.33	\$13,439.48	\$1,228.75	\$385.00	\$23,039.10	\$13,439.48	\$7,679.70				\$76,490.84
Providence	\$11,540.25	\$27,696.60	\$16,156.35	\$870.00	\$27,696.60	\$55,393.20	\$23,080.50		\$75,241.50		\$237,675.00

Department	Impaired Driving 164ENF_AL 25-02	CIOT 402OP 25-01	CPS 402OP 25-02	CPS Training 402OP 25-02	Speed 402SC 25-06	Distracted Driving 402DD 25-01	Ped/Bike 402PS 25-03	Media for LE 402PM 25-01	BAT Mobile 164TOX_AL 25-03	Roll Over	TOTAL
Richmond	\$671.00	\$335.50	\$1,156.00		\$805.20	\$268.40					\$3,236.10
S. Kingstown	\$47,313.30	\$12,616.88	\$14,193.99	\$1,055.00	\$31,542.20	\$11,828.33	\$11,828.33	\$37,950.00			\$168,328.03
Scituate	\$2,557.76	\$3,978.74	\$568.39	\$95.00	\$10,231.06	\$10,231.06					\$27,662.01
Smithfield	\$7,326.00	\$7,912.08	\$2,637.36	\$190.00	\$11,721.60	\$5,567.76					\$35,354.80
Tiverton	\$16,016.00	\$14,414.40	\$6,006.00	\$55.00	\$14,414.40	\$4,004.00	\$4,004.00				\$58,913.80
Warren	\$7,590.00	\$6,900.00	\$1,035.00	\$190.00	\$8,625.00	\$8,625.00	\$4,830.00				\$37,795.00
Warwick	\$88,389.00	\$61,180.00	\$27,772.50	\$95.00	\$88,872.00	\$31,395.00	\$31,395.00				\$329,098.50
W. Greenwich	\$3,312.00	\$1,380.00			\$5,520.00	\$1,380.00					\$11,592.00
W. Warwick	\$9,635.85	\$2,753.10	\$9,911.16	\$385.00	\$9,635.85	\$2,753.10	\$2,753.10				\$37,827.16
Westerly	\$18,977.30	\$10,337.49	\$27,320.50		\$10,706.68	\$3,322.76					\$70,664.73
Woonsocket	\$14,243.63	\$12,027.95	\$3,988.22	\$190.00	\$16,142.78	\$2,658.81	\$2,595.51				\$51,846.90
URI	\$800.40	\$3,201.60	\$2,134.40	\$485.00	\$5,336.00	\$4,002.00	\$1,600.80				\$17,560.20
RI State Police	\$1,867,767.12	\$19,377.60	\$5,167.36	\$1,160.00	\$120,141.12	\$31,004.16				\$14,210.24	\$2,058,827.60
Municipal Totals	\$457,604.52	\$369,041.25	\$223,606.35	\$10,550.00	\$637,824.45	\$357,521.45	\$171,460.60	\$37,950.00	\$75,241.50		\$2,340,800.12
State Totals	\$1,868,567.52	\$22,579.20	\$7,301.76	\$1,645.00	\$125,477.12	\$35,006.16	\$1,600.80			\$14,210.24	\$2,076,387.80
Overall Totals	\$2,326,172.04	\$391,620.45	\$230,908.11	\$12,195.00	\$763,301.57	\$392,527.61	\$173,061.40	\$37,950.00	\$75,241.50	\$14,210.24	\$4,417,187.92

# 3

## Grant Applications

For FFY 2025, 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.

# 4

## 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: 2025

**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](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](https://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 (c) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> 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](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://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**

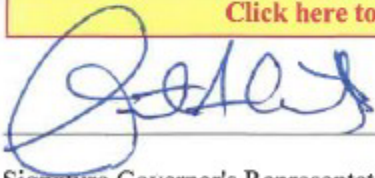
1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, 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



Date

Peter Alviti, Jr., PE

Printed name of Governor's Representative for Highway Safety