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Highway Safety Plan Annual Grant Application

Federal Fiscal Year 2026



PREPARED FOR

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

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Acronym Guide

AANE	American Automobile Association Northeast	EUDL	Enforcing the Underage Drinking Laws
AR	Annual Report	FARS	Fatality Analysis Reporting System
ARIDE	Advanced Roadside Impaired Driving Enforcement	FAST Act	Fixing America's Surface Transportation Act
ATLAS	Accident Tracking & Location Analysis System	FFY	Federal Fiscal Year
BAC	Blood Alcohol Concentration	FHWA	Federal Highway Administration
BIARI	Brain Injury Association of Rhode Island	FMCSA	Federal Motor Carrier Safety Administration
CARE	Combined Accident Reduction Effort	GDL	Graduated Driver's Licensing
CCRI	Community College of Rhode Island	GHSA	Governor's Highway Safety Association
CDL	Commercial Driver's License	HS 1	Highway Safety Grant Application
CDMS	Crash Data Management System	HSM	Highway Safety Manual
CIOT	Click It or Ticket	HSP	Highway Safety Plan
CLPVD	Community Libraries of Providence	HVE	High-Visibility Enforcement
CPS	Child Passenger Safety	IACP	International Association of Chiefs of Police
CPST	Child Passenger Safety Technician	IHSDM	Interactive Highway Design Model
CSEA	Center for Southeast Asians	IIJA	Infrastructure Investment and Jobs Act
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
DUI	Driving Under the Influence		
DWI	Driving While Intoxicated		
EMT	Emergency Medical Technician		

NOPUS	National Occupant Protection Use Survey	RISP	Rhode Island State Police
OHS	Office on Highway Safety	SADD	Students Against Destructive Decisions
PEP	Performance Enhancement Plan	SAFETEA-	
RFP	Request for Proposal	LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
RI	Rhode Island	SFST	Standardized Field Sobriety Testing
RIBHDDH	Rhode Island Department of Behavioral Healthcare, Developmental Disabilities, and Hospitals	SHSP	Strategic Highway Safety Plan
RIDOC	Rhode Island Department of Corrections	SIDNE	Simulated Impaired Driving Experience
RIDOT	Rhode Island Department of Transportation	TOPS	Traffic Occupant Protection Strategies
RIDOT OHS	Rhode Island Department of Transportation Office of Safety	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	USDOT	United States Department of Transportation
RIPTIDE	Rhode Island Police Teaming for Impaired Driving Enforcement	VMS	Variable Message Sign
		VMT	Vehicle Miles Traveled

Preamble

A Safer Rhode Island Starts with All of Us

Every life lost on Rhode Island roadways is one too many. As the Ocean State, we may be small in size, but our commitment to safety is large and unwavering. Rhode Island's Annual Grant Application (AGA) to the National Highway Transportation Safety Administration (NHTSA) serves as our strategic blueprint to prevent roadway fatalities and serious injuries through data-driven action, meaningful partnerships, and a shared vision of ZERO deaths.

The safety of every person who travels on Rhode Island roadways—whether by car, bike, transit, motorcycle, or foot—is a responsibility we share and a priority we reaffirm with all of Rhode Island's Highway Safety Plans. Our FFY2026 AGA represents both a roadmap and a commitment to reduce fatalities and serious injuries on our transportation system through evidence-based strategies, robust partnerships, and a culture of shared responsibility.

Since the release of last year's AGA, our state has made measurable progress, while also facing emerging challenges. During FFY2025 Rhode Island experienced three consecutive months with no roadway fatalities. That has never been recorded in the state before 2025. We are analyzing all state traffic data to identify factors and patterns that may have contributed to this decline. If we find credible factors, we will adapt our programs and accordingly during FFY2026. We will stay the course until we reach a conclusion and continue to support proven traffic safety countermeasures.

Recent legislative updates have enhanced our ability to address dangerous driving behaviors, promote best practices associated with law enforcement efforts, and increase investment in modern safety practices for community infrastructure. Concurrently, comprehensive data sets have sharpened our understanding of where, how, and why crashes occur, allowing for more targeted and effective

interventions. The strategies and programs listed in this plan rely on that data to ensure their success and community wide impact. We believe that this internalized safety philosophy enables us to tailor our strategies—whether through education, enforcement, engineering, or community engagement—to the municipalities and corridors that need them most.

This plan uses the latest safety data on speed-related crashes, pedestrian and bicyclist safety, impaired driving, and seatbelt use. It includes updated input from local stakeholders, public health experts, law enforcement, engineers, educators, and community members who shape our strategies.

In FFY2026, we will expand programs for vulnerable road users, young drivers, senior drivers, and impaired driving. We will also emphasize proactive safety by integrating Safe System principles, which include five complementary and culturally driven elements: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.

OHS emphasizes systemic countermeasures like speed management, policies, awareness, automated enforcement, and behavioral safety campaigns tailored to Rhode Island's unique traffic safety needs. 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, promoting high safety standards as the “fuel” to keep people alive and safe.

A powerful quote about traffic safety is: "Drive as if every child on the street were yours." This quote emphasizes the importance of caution and responsibility while driving, particularly in areas where children may be present. It serves as a reminder to treat every road user with care and consideration, as the consequences of reckless driving can be devastating.

Our FFY2026 Highway Safety Plan is more than a plan—it is a call to action. With collaboration, commitment, and continuous learning, we can save lives and ensure our roads are safe and accessible for all. Improving traffic safety is not solely the work of government—it requires collaboration between state and municipal agencies, law enforcement, engineers, public health professionals, advocates, and every Rhode Islander who travels our roads.

Together, we will create a transportation system that is safe, balanced, and built to protect every life on every trip.

As in prior years, the Triennial Highway Safety Plan will guide OHS’ decision-making. Figures 1 to 3 below provide background on demographics in Rhode Island.

Figure 1 shows the breakdown of demographics in Rhode Island as compared to the country based on 2022 U.S. Census data.

Figure 1 State and U.S Population (2022).

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

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

Figure 2 show how the population is distributed across the state by county.

Figure 2 Rhode Island population distribution by county (2022).

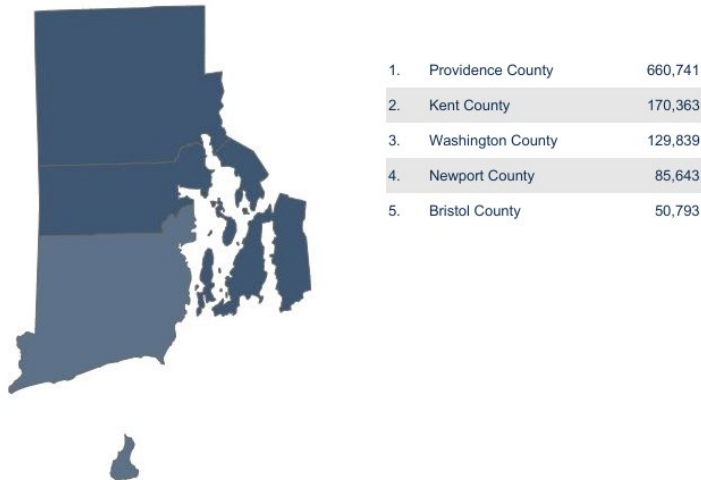
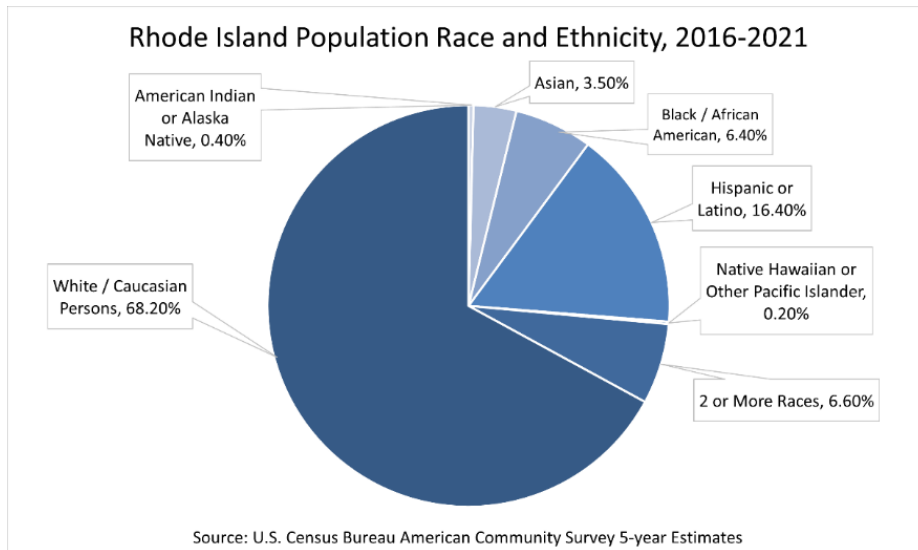


Figure 3 provides a snapshot of races represented in the Rhode Island population.

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



1

Updates to the Triennial HSP

1.1 Public Participation & Engagement

The Infrastructure Investment and Jobs Act 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 FFY2025 efforts and offers a glimpse of ongoing PP&E and some early results witnessed.

1.1.1 Engagement Planning

On 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 FFY2024 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 the Motorcycle Alliance of RI and 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 FFY2023. 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 will not offer any direct outcomes within this plan since the FFY is only half complete and much work is in transition.

Before FFY2024 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 IJA, 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 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 in a senior driver/pedestrian safety program with AAA and will support a new senior impaired driving program with the Androzzini Foundation. It is also the reason 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.

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 have made strong efforts since FFY2024 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 have increased our programmatic safety ability through an enhanced partnership with the RI Police Chiefs' Association (RIPCA), 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 the Woonasquatucket River Watershed Council (WRWC), Bike Newport and the RI Bike Coalition. Each partnership helps us strengthen our promised deliverables 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 that support the Safe System Approach.

1.1.4 Outcomes and Ongoing Engagement

Ongoing engagement is the exact intention of our State's Traffic Safety Coalition (TSC) which maintains a high level of activity and participation. During FFY2026 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. We are continuously seeking new partnerships which will help grow and enhance the voice of traffic safety. In the past two years we have mandated that anyone receiving NHTSA funds must attend a minimum of four Traffic Safety Monthly meetings. Although we have a total of ten meetings yearly, five are facilitated virtually and five are in person. Our sub-recipients can attend any meeting formatted in whichever way best suits their time and schedules. Our monthly attendance, whether virtual or in-person has an average

of 60-70 active participants. These meetings not only offer us an opportunity to update our partners on data and trends, but we also ask traffic safety stakeholders to share their program details and outcomes. This has proven to be the perfect conduit for growth of collaborative efforts amongst our stakeholders.

In addition to regular meetings of the TSC, OHS has also worked to make direct outreach to the motorcycle community in Rhode Island. During these meetings in FFY2024, the Motorcycle Alliance 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.

The shared purpose we embrace when working with motorcyclist enthusiasts and the general traveling public has always been to work collaboratively to improve rider safety, reduce fatalities and serious injuries, and promote a culture of shared responsibility on the roads. In the past two years we have created a social media campaign which brings heightened awareness to the general public's responsibility of driving on roadways shared with motorcyclists. That campaign is shared through our OHS network as well as, all our law enforcement community partners. We continue to reach out to RI's Motorcycle Alliance for assistance with increasing our awareness to young drivers through RI's Driver's education program. The Alliance is looking to provide us with a specific driver's education program that aligns with their goal. We realize that improving communication and trust with all roadway users remains an engagement strategy we need to increase and support. We will continue to work with our state's Motorcycle Driver's course leadership within our Community College in order to promote proper gear use and the state's beginner and advanced rider safety course.

We will monitor our data regarding motorcyclist licensing as well. If fatal crashes begin to show unlicensed operators are involved in more crashes we will enhance our efforts to increase safety information specific to anyone interested in operating a motorcycle.

Our 405F funds have always been limited but we will stretch them as far as possible in FFY2026 to ensure increased motorcycle safety.

During FFY2025, 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 on 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 is exciting!

In FFY2025, we worked with a new community advocacy group to implement a second older driver program which highlights impaired driving, both alcohol and drugged related. It has presented our team with a new opportunity to increase and highlight the need to change road culture with a population who has heard traffic safety messaging for most of their lives.

During 2025 we once again worked with AAA to extend their reach in promoting their Older, Wiser Driver program supported with NHTSA funding. They have increased their senior driver audience 100 percent and will share their success in data and created surveys at year end. AAA's increased partnerships with health care providers and senior centers has expanded community-based mobility assessments, helping identify drivers at risk and discussing alternative transportation resources. The program has also served to raise awareness of aging-related risk factors and promote resources such as self-assessments, and vehicle adaptations. AAA's program also facilitated a senior driver summit which hosted several different state and, national and local agencies and organizations which support senior driving safety and family responsibilities and concerns. The outcomes of the summit showed that a coordinated effort between all represented is the true strategy we will enhance.

We expect that our two senior programs will evolve in response to ongoing crash data, external senior program capacity, and resources available to support both programs

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 percent 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 percent 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 fully held accountable 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.

The Department of Health's Communication and Education Office asked us to connect them with a local cannabis dispensary. The DOH asked the dispensary for their assistance to promote an in-person survey of 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 in 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 would 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.

1.2 Performance Adjustments

1.2.1 Adjustments to Countermeasure Strategy for Programming Funds

No adjustments needed to the proposed Triennial Highway Safety Plan 2024-2026 countermeasure strategies.

Over the past year, OHS has consistently enforced mandatory attendance at a minimum of four Traffic Safety Monthly meetings throughout the year to increase engagement with sub-recipients.

1.2.2 Changes to the Performance Plan

The Rhode Island Performance Plan in the Triennial Highway Safety Plan (FFY2024-2026) is consistent with the current problems and challenges observed by the Office on Highway Safety today. There are no adjustments needed to the proposed Triennial Highway Safety Plan 2024-2026 Performance Plan.

Based on the *2025 Rhode Island Traffic Records Strategic Plan*, there are two performance measures related to the accuracy, completeness, timeliness, uniformity, accessibility, and integration of the State's traffic records database. One of these performance measures represents an adjustment to the Triennial Highway Safety Plan Performance Plan. Both performance measures are included in Exhibit 1.1 below.

1.2.3 Performance Measure Projections

As of July 28, 2025, fatal and serious injury crash trends are largely on trend to meet the 2025 targets set through the Triennial Highway Safety Plan. To date, 2025 has been a uniquely low year for total fatalities and number of fatalities in several emphasis areas. The key 2025 target that is not trending toward achieving the target is bicycle fatalities (C-11).

Exhibit 1.1 summarizes recent crash data and 2025 trends. This table summarizes the Triennial Highway Safety Plan target for 2025 and the baseline used to set that target (2018-2022). For performance measures outside of the Core Performance Measures, the best available baseline data is presented.

Exhibit 1.1 Projections for Meeting FFY2025 Performance Targets

Performance Measure	Performance Targets	Realized ¹
OHS Program Goals		
C-1 Reduce Traffic Fatalities	Baseline (2018-2022): 59 2025 Target (3HSP): 58	2020-2024: 61 – Target Not Met 2025 YTD: 19 – On Target Trend
C-2 Reduce Serious Injuries	Baseline (2018-2022): 284 2025 Target (3HSP): 278	2020-2024: 267 – Target Met 2025 YTD: 39 ² – On Target Trend
C-3 Reduce the Rate of Traffic Fatalities per 100 M Vehicle Miles Traveled.	(2018-2022) Baseline: 0.79 2025 Target (3HSP): 0.77	2020-2024: 0.81 – Target Not Met 2025 YTD: 0.43 – On Target Trend
Occupant Protection		
C-4 Reduce Unrestrained Occupant Fatalities	Baseline (2018-2022): 16 2025 Target (3HSP): 16	2020-2024: 18 Target Not Met 2025 YTD: 2– On Target Trend
B-1 Increase Observed Seat Belt Use	Baseline (2022): 87% 2025 Target (3HSP): 90%	2024: 90.5% Target Met
Increase belt use among pickup truck drivers	Baseline (2022): 75% 2025 Target (3HSP): 82%	2024: 81% Target Met
Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always”	Baseline (2022): 36% 2025 Target (3HSP): 50%	2024: 44% Target Not Met
Increase awareness of “Click It, or Ticket” slogan	Baseline (2022): 86% 2025 Target (3HSP): 95%	2024: 88% Target Not Met
Impaired Driving		
C-5 Reduce Alcohol-Impaired Driving Fatalities Involving Drive or Motorcycle Operator with a Blood Alcohol Content (BAC) of 0.08 or Greater	Baseline (2018-2022): 20 2025 Target (3HSP): 20	2019-2023: 25 Target Met 2025 YTD: N/D
Increase perception of being arrested by law enforcement after drinking and driving “always” or “nearly always”	Baseline (2022): 47% 2025 Target (3HSP): 65%	2024: 60% Target Met
Increase recognition of “Driver Sober or Get Pulled Over” impaired driving enforcement slogan	Baseline (2022): 61% 2025 Target (3HSP): 70%	2024: 69% Target Met
Speed		
C-6 Reduce Speed-Related Fatalities	Baseline (2018-2022): 26 2025 Target (3HSP): 26	2019-2023: 26 Target Met 2025 YTD: N/D
Motorcycles		
C-7 Reduce Motorcycle Fatalities	Baseline (2018-2022): 14 2025 Target (3HSP): 14	2020-2024: 12 Target Met 2025 YTD: 5 – On Target Trend

Performance Measure	Performance Targets	Realized ¹
C-8 Reduce Unhelmeted Motorcyclist Fatalities	Baseline (2018-2022): 7 2025 Target (3HSP): 7	2020-2024: 8 Target Not Met 2025 YTD: 2 – On Target Trend
Young Drivers		
C-9 Reduce the Number of Drivers Age 20 or Younger Involved in Fatal Crashes	Baseline (2018-2022): 6 2025 Target (3HSP): 6	2020-2024: 6 Target Met 2025 YTD: 3 – Exceeding Trend
Pedestrians		
C-10 Reduce the Number of Crash Fatalities Among Pedestrians	Baseline (2018-2022): 9 2025 Target (3HSP): 9	2020-2024: 14 Target Not Met 2025 YTD: 3 – On Target Trend
Reduce the number of pedestrian fatalities with a BAC of 0.08 or greater	Baseline (2017-2021): 2.3 2025 Target (3HSP): 1	2020-2024: N/D 2025 YTD: N/D
Bicycles		
C-11 Reduce the Crash Fatalities Among Cyclists	Baseline (2018-2022): 1 2025 Target (3HSP): 1	2020-2024: 2 Target Not Met 2025 YTD: 2 – Exceeding Target
Citations		
A-1 Speeding Citations	Baseline 2022: 11,291	2024: 10,758
A-2 Seat Belt Citations	Baseline 2022: 4,387	2024: 3,275
A-3 Impaired Driving Arrests	Baseline 2022: 600	2024: 547
Distracted Driving		
Increase the number of DMV survey respondents who never talk on a handheld cellular phone	(FFY2022) Baseline: 56% (FFY2024) Target: 75%	2024: 53% Target Not Met
State Traffic Records		
The percentage of all person records in crash reports with unknown injury severity	4/1/23-3/31/24 1.039%	4/1/24-3/31/25 0.955%
The percentage of crash data transmissions from RI law enforcement agencies that had audit failures during import into the statewide crash repository. Calculated by dividing the number of audit failures by the total number of transmissions for the specified period.	4/1/23-3/31/24 2.35%	4/1/24-3/31/25 0.83%

N/D – No Data

1. All values are preliminary. Values reported for 2025 are through July 30, 2025.
2. Serious Injury data are preliminary. Values are reported through March 31, 2025

2

Project and Subrecipient Information

Section 2 shows what activities will take place in FFY2026 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.: NHTSA 402 OP 26 05-43

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: Law Enforcement Agencies

P&A costs: NO

Location of activity: State and Municipal roadways, URI Campus

Budget includes: Law enforcement details, see also Table 2.2 for Police Details Cost Summary

Funding Source	Budget	Match	Local Expenditure
Section 402	\$511,566.83	\$102,313.37	

Description

RISP & URI Police

Every year roughly 50 percent of Rhode Island's roadway fatalities are designated as unbelted occupant 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 FFY2026 year. With the help of the State Police, RIDOT's OHS hopes to surpass FFY2024's seatbelt usage rate of 90.5 percent. 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 2026 beginning on October 1, 2025, and going through September 30th, 2026. 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.

Municipal Police

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 FFY2026 year. With the help of the police municipalities, RIDOT’s OHS hopes to surpass FFY2024’s seatbelt usage rate of 90.5 percent. Cities and towns throughout Rhode Island will be included in these detail efforts. The program will be deployed through the federal fiscal year 2026 beginning October 1, 2025, and going through September 30, 2026. 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.

Project Agreement No.: NHSTA 402 OP 26 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: Law Enforcement Agencies

P&A costs: NO

Location of activity: State and Municipal Roadways, URI Campus

Budget includes: Law enforcement details and training, see also Table 2.2 for Police Details Cost Summary

Funding Source	Budget	Match	Local Expenditure
Section 402	\$278,652.66	\$55,730.53	\$278,652.66

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, the Rhode Island State Police and the University or RI PD 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 2026 beginning on October 1, 2025, and going through September 30th, 2026. The number of new CPST's trained or current techs maintaining their certification during the fiscal year will differ depending on the department. Participating police agencies with certified technicians will disseminate these funds and provide education to families within the cities and towns. 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.: NHTSA 402 UNATTD 26 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 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	\$50,000.00	\$10,000.00	-

Description

Through 2024, more than 950 children have died of heatstroke, because they were left or became trapped in a hot car. It is 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." OHS will note that "cars get hot fast" and will encourage everyone to check the back seat. OHS will create the program from January through May and run it throughout the summer months. OHS will employ our website and social media partners to share it as many times as possible throughout the Summer and early months of Fall. OHS will share the program with our community traffic safety partners to reach every RI community.

Project Agreement No.: NHSTA B2CPS_US 26 01**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**Organization Type:** 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	\$204,178.74	\$40,835.75	-

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 passenger safety. With the dissemination of education and safety equipment by way of car seat installation 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 education training 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 fiscal year 2026, the following will be promised deliverables with trackable performance measures:

- Car seat fitting stations with scheduled installations at the IPC;
- Dissemination of injury prevention education materials;
- At least 30 community safety events held throughout the year across the state (seat check/installations focused); and
- CPST certification/recertification classes (a minimum of 3 full certification courses and 3 renewal courses).

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. The Safe Kids Program Coordinator will continue to assist with the instruction of new CPST's on mandatory use of the National Digital Check Form (NDCF) and administering the third 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, 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.

Project Agreement No.: NHTSA M2OP 26 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	\$12,045.00	\$2,409.00	-

Description

RIDOT continued its contracted partnership with Preusser Research Group (PRG) during the 2026 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 "Click it or Ticket" (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.

Project Agreement No.: NHTSA M2OP 26 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	\$88,950.00	\$17,790.00	-

Description

RIDOT continued its contracted partnership with Preusser Research Group (PRG) during the 2026 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 provides OHS with a final result of the rate in August.

Project Agreement No.: NHTSA M2PE 26 02

Name: Genesis OP for Diverse Families

Subrecipient: Genesis Center

Promised Project? No

Associated Countermeasure Strategy: Programs for Increasing Child Restraint and Booster Seat Use.

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	\$27,162.93	\$5,432.59	-

Description

The Genesis Center's (Genesis) 2026 program has a goal of delivering crucial occupant protection education to a minimum of 200 members of the low to moderate income immigrant population that the agency serves in Rhode Island. Genesis will focus on increasing seat belt and child restraint use throughout the community served by the agency, which has recorded the highest number of unrestrained fatalities in the past five years. Genesis will add occupant protection to its English language learner curriculum, share information through print, online, and social media, and provide state-funded car and booster seats to at least 30 eligible families.

In their 2026 monthly reports to RIDOT's OHS, Genesis will report on the following deliverables:

- the number of car seats distributed;
- the number of families worked with, the number of pre/post questionnaires completed;
- how many people were reached via social media; and
- the number of flyers distributed in their community.

The Office on Highway Safety looks forward to working with the Genesis Center again in 2026.

Project Agreement No.: NHTSA M2PE 26 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:** Law Enforcement Agency**P&A costs:** NO**Location of activity:** State and communities (where requested)**Budget includes:** Law enforcement details to demonstrate seatbelt education, see also Table 2.2 for Police Details Cost Summary

Funding Source	Budget	Match	Local Expenditure
Section 405B LOW	\$11,142.12	\$2,228.42	

Description

OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible in FFY2026 (with a warranted size audience). For each demonstration, two trained troopers are required to operate the Simulator. These demonstrations present a graphic depiction, without the risk to human life, of the consequences of not properly wearing a seat belt while inside a motor vehicle that has been involved in a crash.

For each detail – two Troopers are assigned, no exceptions. The Planning and Research Unit requires one Rollover Check Sheet be completed for each detail by assigned Troopers. This check sheet includes mechanic/operative checks before, during, and after the event. These steps are clearly labeled to ensure proper care and maintenance of the simulator.

Project Agreement No.: NHSTA 402 OD 26 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	\$16,905.00	\$3,381.00	-

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 percent of roadway fatalities involved older drivers between 2017-2021. 22 percent of fatal pedestrian crashes involved an older driver, and 48 percent 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.

The continuation of Rhode Island’s Older Wiser Driver program for a third year will reach approximately 400 older drivers – defined as motorist aged 65 and older – at a series of in-person, one-hour presentations across the state of Rhode Island. The presentations will focus on older driver safety and include safety tips for driving, walking, and cycling, and information on local transportation options, driver evaluations and defensive driver courses. A guidebook created by AAA expanding on these topics will be given to every attendee of the free presentations.

Project Agreement No.: NHSTA M8*OP 26 01

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 Agency

P&A costs: NO

Location of activity: Community/state-wide

Budget includes: OP Program Coordinator Salary

Funding Source	Budget	Match	Local Expenditure
Section 405E FLEX	\$375,000.00	-	-

Description

Staff Salaries dedicated to OP programming for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area,

Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year-end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses.

Project Agreement No.: NHSTA 402 PM 26 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 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	\$30,000.00	-

Description

OHS will contract a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2025, March 2026, May 2026, and September 2026. "Countermeasures That Work" rates "Communication Strategies for Low-Belt-Use Groups as Part of HVE" as a four star countermeasure. Following 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.

The proposed schedule for campaigns will be as follows:

- CIOT: November 2025, March 2026, May 2026, and September 2026. This campaign will target an audience of 16-to 34-year-old males.
- CPS: September 2026 during "National Child Passenger Week." The target audience will be 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.: NHTSA 164ENF_AL 26 01, NHTSA 164ENF_DG 26 01

Name: RISP SPECIALIZED UNIT Impaired Driving Alcohol and 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: 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), see also Table 2.2 for Police Details Cost Summary

Funding Source	Budget	Match	Local Expenditure
Section 164_AL	\$739,001.85	\$147,800.37	\$739,001.85
Section 164_DG	\$739,001.85	\$147,800.37	\$739,001.85

Description

This fund is for the impaired driving enforcement patrols by the Rhode Island State Police's "Traffic Safety Unit (TSU)." 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.: NHTSA 164ENF_AL 26 05-42**Name:** Municipalities Impaired Driving Law Enforcement Patrols & 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:** Law Enforcement Agencies**P&A costs:** NO**Location of activity:** Statewide**Budget includes:** Law enforcement details, see also Table 2.2 for Police Details Cost Summary

Funding Source	Budget	Match	Local Expenditure
Section 164	\$676,690.18	\$135,338.04	\$676,690.18

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 the 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.: NHTSA 164TOX_AL 26 03**Name:** Municipalities Impaired Driving B.A.T 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 Agency**P&A costs:** NO**Location of activity:** Statewide**Budget includes:** Impaired driving details and maintenance of the vehicle (fuel, washing, etc.), see also Table 2.2 for Police Details Cost Summary

Funding Source	Budget	Match	Local Expenditure
Section 164	\$62,100.00	\$12,420.00	\$62,100.00

Description

OHS will reimburse the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD officers per day for each time the truck is utilized. This tool will be employed in all communities throughout the state to assist with High Visibility Enforcement (HVE) 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
- > **July**- 4th of July
- > **August**- Labor Day
- > **October**-Halloween
- > **November**-Thanksgiving
- > **December**- Christmas and New Year's Eve.

Project Agreement No.: NHTSA 402 PM 26 01**Name:** Municipal Mobilization Media**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:** Paid and Creative media in support of HVE mobilizations**Organization Type:** Law Enforcement Agency

P&A costs: NO

Location of activity: Statewide

Budget includes: Media related costs for development and sustainable paid media

Funding Source	Budget	Match	Local Expenditure
Section 402	\$175,000.00	\$35,000.00	\$175,000.00

Description

The RIPCA is looking to conduct Public Safety Announcements (PSA) with all of law enforcement and our stakeholders on radio, television, and social media to increase both awareness and compliance with proven safety strategies being deployed throughout Rhode Island. All of the media messages will spotlight members of the law enforcement community with specific messages on the emphasis areas outlined in the SafeRhodes Programs – Impaired Driving Strategic Plan and/or the SHSP facilitated by the RIDOT/OHS. Currently there is increased social media outreach by local law enforcement on all of the emphasis areas. A part of this funding package would be to incorporate a social media campaign with traditional media outlets and allow for the revamping of the RIPCA website to support and host all media messages developed. Local law enforcement is also in the need for “canned” messaging for proven strategies that local agencies can edit to outline their personal efforts.

Project Agreement No.: NHTSA 402 PM 26 05

Name: Municipal Mobilization Media – South Kingstown

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: Law Enforcement Agency

P&A costs: NO

Location of activity: South Kingstown

Budget includes: Media related costs for development and sustainable paid media, , see also Table 2.2 for Police Details Cost Summary

Funding Source	Budget	Match	Local Expenditure
Section 402	\$37,950.00	\$7,590.00	\$37,950.00

Description

The South Kingstown Police Department (SKPD) will implement a communications strategy that will amplify and support the work of the department’s traffic safety enforcement efforts. Leveraging earned media and social media opportunities, the communications work will focus on targeted issues including impaired driving, speeding, seat belt use, distracted driving, and pedestrian/bicyclist safety.

Throughout the year, awareness efforts will align with and enhance initiatives from partner organizations (including the Office of Highway Safety and the Rhode Island Police Chiefs Association) with an authentic local voice, using local images and messages to reinforce the value of SKPD’s enforcement initiatives. The effort will serve as an education tool and a force-multiplier: reminding the community of the importance of traffic safety and letting them know that SKPD is committed to enforcement.

Project Agreement No.: NHTSA B5IDM 26 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	\$12,045.00	\$2,409.00	-

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 2026 and post surveys in early September 2026, to align with the State’s participation in the national “Drive Sober or Get Pulled Over” national Labor Day HVE Mobilization.

Project Agreement No.: NHTSA M8*AL 26 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: Support ID data and information systems

Organization Type: State 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, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses, SFST, ARIDE and DRE training.

Project Agreement No.: NHTSA B5BAC 26 01

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

Subrecipient: RI Department of Health, Forensics Laboratory

Promised Project? Yes

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

Eligible Use of Funds: 405D BAC Testing/Reporting

Organization Type: State Agency

P&A costs: NO

Location of activity: Providence

Budget includes: Staffing, equipment, supplies

Funding Source	Budget	Match	Local Expenditure
Section 405D MID	\$434,714.63	\$86,942.93	-

Description

OHS will reimburse 60 percent of the activities of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratories. We will also support 40 percent of the activities of a forensic scientist and 100 percent of activities of a senior laboratory technician. This project supports HEALTH's Forensics Unit, 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, at law enforcement agencies and on the B.A.T. Mobile. 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 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 implementing, certifying, and maintaining monthly certification on the Intoxilyzer 9000 and PBT's, all purchased solely with federal funds.

Project Agreement No.: NHTSA B5CS 26 02

Name: Rhode Island Attorney General (RIAG) Traffic Safety Resource Prosecutor (TRSP)

Subrecipient: RI Attorney General Office

Promised Project? Yes

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 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	\$139,427.35	\$27,885.47	-

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.). At the initial stages of a crash, this work often involves 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.: NHTSA M5OT 26 03

Name: Conversations Connections: Impairment and the Older Driver

Subrecipient: Tori Lynn Andreozzi Foundation

Promised Project? Yes

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

Eligible Use of Funds: Other based on Problem ID

Organization Type: Non-Profit

P&A costs: NO

Location of activity: Statewide

Budget include: Staffing, supplies and videography

Funding Source	Budget	Match	Local Expenditure
Section 405D MID	\$43,699.86	\$8,739.97	-

Description

The Tori Lynn Andreozzi Foundation will bring together audiences for informative presentations and interactive engagement through eight Impairment and the Older Driver programs. The goal is to provide education, promoting awareness to older citizens about impairment and address getting behind the wheel. The awareness and contributing factors affecting this demographic are highlighted throughout the presentation along with supporting statistics. Specifically, individuals aged 60 and older who are overrepresented in alcohol impairment-related fatalities.

Project Agreement No.: NHTSA M5IDC 26 01

Name: RIPCA Mid ID Engagement Council and Coordinator

Subrecipient: RI Police Chiefs' Association (RIPCA)

Promised Project? Yes

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
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Section 405D MID	\$98,800.00	\$19,760.00	-
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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 RIPCA. 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.

A 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 FFY2022 RI legalized possession, recreational use, and sales of cannabis through the "Rhode Island Cannabis Act". The coalition will be an important vehicle that steers our efforts toward 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.: NHTSA M5OT 26 01

Name: Newport Gulls Drunk Driving Education

Subrecipient: Newport Gulls, 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	\$9,130.00	\$1,826.00	-

Description

Rhode Island is one of the most dangerous States for alcohol-impaired driving. The fatality rate is among the highest of any. The Newport Gulls Baseball Club’s mission parallels that of the OHS. As a Baseball Team with significant reach and following, adding the Newport Gulls Alcohol-Impaired Driving Awareness Program to the OHS Multimedia Campaign will positively impact the campaign’s effectiveness. As a tourist/party destination – particularly during the Summer - Newport experiences a high rate of alcohol consumption, which often results in impaired driving. This program helps educate about and prevent detrimental traffic outcomes resulting from alcohol consumption as well as educating the future young drivers in the fan base. The strategies are planned for all year long via online media content but increase in May. Spring and Summer of 2026 is also when the community engagement will take place, i.e., hosting an event at Cardines Field June or July of 2026.

The Newport Gulls evaluation plan will consist of reviewing statistics related to alcohol-impaired driving not limited to deaths, injuries, and arrests in 2026 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.: NHTSA B5PEM 26 01

Name: Sports Marketing Advocacy, Impaired Driving Awareness, Education LEARFIELD

Subrecipient: Learfield IMG

Promised Project? Yes

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 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	\$55,000.00	\$11,000.00	-

Description

While watching sporting events, an average of 3.7 alcoholic drinks are consumed per person. Additionally, it is reported that 41 percent of NCAA Sports Fans binge drink while watching sports events. Drivers between the ages of 35 to 44 represent the largest segment of that group (27 percent). 38 percent of the Fans attending Providence Venues Events are 35-44 and are predominately male. Between URI, The Amica Mutual Pavilion, The 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 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, Providence 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, Brown Football, Basketball, Soccer and Lacrosse will once again round out the comprehensive sports marketing program in FFY2026. 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 is included.

Project Agreement No.: NHTSA M5OT 26 04

Name: MADD RI Traffic Safety Impaired Driving Program

Subrecipient: Mothers Against Drunk Driving R.I. Chapter

Promised Project? Yes

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

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

Organization Type: Non-profit

P&A costs: NO

Location of activity: Statewide

Budget includes: Staffing, billboard marketing, supplies

Funding Source	Budget	Match	Local Expenditure
Section 405D MID	\$108,429.15	\$21,685.83	-

Description

The goal of Mothers Against Drunk Driving’s 2026 program is to reduce impaired driving in Rhode Island by leveraging strategic community partnerships to raise awareness, promote responsible decision-making, and foster a culture of prevention. MADD aims to engage individuals between the ages of 21 and 50, a group identified as being at elevated risk of impaired driving. Their emphasis areas include targeting impaired driving through education, advocacy, and prevention, with a focus on collaboration across sectors such as business, media, education, law enforcement, and healthcare. MADD agrees to submit detailed monthly reporting in 2026 that will provide documentation of their deliverables including how many presentations of “Road to Zero” were completed, and how many pre and post surveys were accomplished. They will also deliver monthly reporting on honor patrols set up, collaboration with law enforcement, PSA’s and radio ads completed/disseminated, press releases put forth, social media posts shared and content created in collaboration with MADD National. The Office on highway Safety looks forward to another year of partnership with Mothers Against Drunk Driving as they continue to spread awareness to Rhode Island communities about the dangers of impaired driving

Project Agreement No.: NHTSA 164PM_AL 26 01, NHTSA 164PM_DG 26 01**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 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 164_AL	\$250,000.00	50,000.00	-
Section 164_DG	\$250,000.00	50,000.00	-

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 and drug 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 2025. The target audience is 21-49-year-old adults. The State-approved media vendor will conduct focus groups to ensure our program goals and program community reach.

Project Agreement No.: NHTSA 164PM_AL 26 02, NHTSA 164PM_DG 26 02**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 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 164_AL	\$250,000.00	50,000.00	-
Section 164_DG	\$250,000.00	50,000.00	-

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 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 2025 and August/September 2026 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.: NHTSA M5TR 26 02

Name: RI Hospitality Association

Subrecipient: RI Hospitality Association

Promised Project? Yes

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

Eligible Use of Funds: Training on screening and brief intervention, on impaired driving assessment programs or other tools related to recidivism and treatment

Organization Type: Non-profit

P&A costs: NO

Location of activity: Cranston

Budget includes: Trainings costs

Funding Source	Budget	Match	Local Expenditure
Section 405D MID	\$22,511.25	\$4,502.25	-

Description

This project aims to promote responsible beverage service throughout Rhode Island’s hospitality industry by providing ServSafe® Alcohol training to 350 individuals in food service roles, including bartenders, servers, valets, and other staff involved in the sale or service of alcohol. The training supports statewide efforts to reduce impaired driving and improve public safety by equipping

frontline employees with the knowledge and tools necessary for responsible alcohol service. Alcohol-impaired driving accounted for 43.7 percent of Rhode Island traffic fatalities in 2022. This rate is notably higher than the national average of approximately 30 percent for the same year. Although Spanish speaking communities currently report minimal alcohol-related crashes, expanding access to culturally and linguistically appropriate training is a strategic investment in statewide traffic safety.

Rhode Island faces a critical challenge with impaired driving, as alcohol-impaired fatalities accounted for 43.7 percent of all traffic deaths in 2022, which is roughly 14 percent above the national average. This project directly addresses the emphasis area of impaired driving prevention by targeting education and training for those most likely to influence safe alcohol service. In Rhode Island, young adults aged 18–25 is the largest group encountering impaired driving. 1 in 10 report they have driven while impaired by alcohol and 32 percent report that they have ridden with a drunk driver. 41 percent of Rhode Island’s hospitality and food service workforce falls within this high-risk age range.

On-line classes will be offered October 1, 2025 through September 30, 2026, and in-person classes scheduled as follows:

- Class 1: November 2025 (Providence)
- Class 2: March 2026 (Northern RI)
- Class 3 & 4: June 2026 (Block Island)
- Class 5: August 2026 (South County)

Project Agreement No.: NHTSA M5OT26 01

Name: Law Enforcement Forum Impaired Driving Training Summit

Subrecipient: OHS

Promised Project? Yes

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

Eligible Use of Funds: Education on impaired driving

Organization Type: Contracted Vendor

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	\$125,000.00	\$25,000.00	-

Description

OHS will host a forum for law enforcement on Impaired Driving 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.: NHTSA 402PM 26 02

Name: Work Zone Safety Media Awareness Campaign

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

Organization Type: Contracted Vendor

P&A costs: NO

Location of activity: State and local communities

Budget includes: Contracted media services

Funding Source	Budget	Match	Local Expenditure
Section 402	\$100,000.00	\$20,000.00	-

Description

This activity is needed to address crashes occurring within a work zone (2021: 1,633; 2022: 1,633; 2023: 1,960; 2024: 1,319). Rhode Island also had 2 fatal crashes that occurred in work zones during this period (one in 2020 and one in 2023). A RIDOT 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 FFY2025, 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 20-24, 2026). RIDOT is making every effort to encourage safe driving through highway work 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.

Project Agreement No.: NHTSA M5PEM/B5PEM**Name:** RIPCA Safety Partnership Program**Subrecipient:** Rhode Island Police Chiefs Association**Promised Project?** No**Associated Countermeasure Strategy:** Decrease impairment-related motor vehicles fatalities through education and enforcement activities.**Eligible Use of Funds:** Traffic Enforcement Services**Organization Type:** Non-profit**P&A costs:** NO**Location of activity:** Across state, available to assist every community and the state's Traffic Safety Coalition**Budget includes:** Staffing, media, supplies

Funding Source	Budget	Match	Local Expenditure
Section 402	\$561,400.00	\$112,280.00	\$561,400.00

Description

The RIPCA requested and received federal funding to help fund the Executive Director's (ED) position over the past 8 years, allowing more time be dedicated to monitor safety initiatives and work cooperatively with all municipalities, the RISP, RIDOT/OHS and public safety stakeholders to strategize resources. The ED assisted in overseeing federal funding and monitored all law enforcement spending rates and activities and worked with program managers at RIDOT/OHS to institute productivity measuring tools, which help RIDOT/OHS to evaluate effectiveness of funds being awarded to various traffic safety programs and individual departments. The increased hours of the ED also fulfilled a number of other goals in the 2024-2025 grants, acting as the central repository of information to allow for dissemination between all of law enforcement, RIDOT/OHS and other stakeholders. One of the greatest increases during a previous grant cycle was the implementation of an outside source for media development and consultation for directing highway safety messaging to appropriate media outlets. These messages were provided to local and state law enforcement agencies to be used in their local outreach to their respective communities.

The RIPCA is again requesting funding to help support the ED position to continue the monitoring and oversight of the programs mentioned above, and to continue working with all stakeholders in the quest to identify safety initiatives as we all strive for zero fatalities as outlined in the Impaired Driving Strategic Plan facilitated by RIDOT/OHS. We are also making this request to continue the initiatives listed below which continue the work outlined in the FFY 2026 Highway Safety Plans and are adding a request to continue funding centralized media messaging to be available to local and state law enforcement to include but not limited to press releases, social media posts, and website postings to disseminate highway safety initiatives throughout the State of Rhode Island, which also align with RIDOT safety initiatives. Over the last 4 years, local law enforcement has become reliant on the centralized coordination and dissemination of information and efforts being performed throughout the state.

Project Agreement No.: NHTSA M5TR 26 01**Name:** RIMPA Law Enforcement Safe Communities Training and Support**Subrecipient:** RI State Police**Promised Project?** Yes**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 Agency**P&A costs:** NO**Location of activity:** Community College of RI, Law Enforcement academy**Budget includes:** Staffing, training, supplies

Funding Source	Budget	Match	Local Expenditure
Section 405D MID	\$191,992.00	\$38,398.40	-

Description

In Federal Fiscal Year 2026 (FFY2026), RI's half-time Law Enforcement Highway Safety Training Coordinator (LEHSTC) will continue to offer guidance and support to all federal, state, and municipal law enforcement agencies involving impaired driving. The LEHSTC's office will continue to be located at the Rhode Island Municipal Police Training Academy, 1762 Louisquisset Pike, Lincoln, Rhode Island. The LEHSTC's grant will be monitored by the Rhode Island Department of Transportation's Office on Highway Safety and its Administrator for Policy and Community Affairs and the Chief of Highway Safety Programs.

The LEHSTC position is dedicated to RI's OHS impaired driving funded programs; Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) Programs. This position will work with the Rhode Island Department of Transportation, Office on Highway Safety, Rhode Island Municipal Police Chiefs Association, and all law enforcement agencies whose mission is to help keep Rhode Island roadways safe.

The LEHSTC will coordinate impaired driving trainings at the Rhode Island Municipal Police Training Academy and other satellite locations as deemed necessary and appropriate ensuring all law enforcement have an opportunity to receive impaired driving training to assist with the mission of the Highway Safety Office, the Strategic Highway Safety Plan and other duties and responsibilities directed by the Administrator for Policy and Community Affairs. This support enables law enforcement agencies to team up with other law enforcement agencies in coordinating impaired driving safety programs. The LEHSTC will divide the daily and weekly work schedule equally between all the impaired driving programs and Coordinating the Drug Recognition Expert and Standardized Field Sobriety Testing Programs.

2.3 Speed

Project Agreement No.: NHTSA 402 SC 26 05-43

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: High visibility enforcement, communications and outreach activities supporting enforcement

Organization Type: 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, see also Table 2.2 for Police Details Cost Summary

Funding Source	Budget	Match	Local Expenditure
Section 402	\$961,509.35	\$192,301.87	\$961,509.35

Description

In 2023, speeding was a contributing factor in 45 percent of all RI traffic fatalities. Between 2021-2023 there were 77 speed-related fatalities reported in the state of Rhode Island. In Rhode Island, a fatality is defined as "speed-related" if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. OHS will fund overtime speed enforcement patrols for FFY26 by local city and towns, State Police and URI police departments through sustained enforcement efforts throughout the year. We encourage our law enforcement to participate NHTSA's national July speed campaign. An annual report from each municipality and state law enforcement department will be required to analyze their enforcement for the entire grant cycle. We will encourage each department to utilize their VMS board technology to display visual speed messaging and aid with traffic calming as well as to track critical speed data that can be collected and analyzed via the VMS boards on our RI roadways.

Project Agreement No.: NHTSA 402 PM 26 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	\$200,000.00	\$40,000.00	-

Description

OHS will develop and implement statewide "Know the Limits – Never Speed" paid and earned media campaigns to support law enforcement mobilizations. As a 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 2026 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.: NHTSA 402 PT 26 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: Statewide (excluding Exeter and New Shoreham)

Budget includes: VMS boards and connection to Cloud services for each law enforcement partner

Funding Source	Budget	Match	Local Expenditure
Section 402	\$80,000.00	\$16,000.00	-

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 TrafficCloud. 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.

TrafficCloud 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 \$80,000.00 will be allocated to cover cloud services for up to 80 VMS. The consolidation results in cost savings of approximately \$40,000.00 per year 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. 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 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 understanding of this program, OHS and traffic safety.

Project Agreement No.: NHTSA M8*SC 26 01

Name: Salaries (Speed)

Subrecipient: Office on Highway Safety

Promised Project? Yes

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

Eligible Use of Funds: Speed Management

Organization Type: State Agency

P&A costs: NO

Location of activity: State and community level

Budget includes: Staff salaries dedicated to Speed programs

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

Description

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

2.4 Distracted Driving

Project Agreement No.: NHTSA M8DDLE 26 05-43

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: Law Enforcement Agencies

P&A costs: NO

Location of activity: State and Municipal roadways, URI Campus

Budget includes: Law enforcement details, see also Table 2.2 for Police Details Cost Summary

Funding Source	Budget	Match	Local Expenditure
Section 405E	\$502,596.65	\$100,519.33	

Description

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon driver accounts and recollections of 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 (April 6-13) during the month of April 2026 (*National Distracted Driving Awareness Month*).

Members of the RISP, municipal law enforcement agencies, and the University of Rhode Island Police 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 2025 - September 2026, including for *National Distracted Driving Awareness Month* in April 2026. RISP enforces the distracted driving laws among all motorists, especially on Routes 95 and 146 in Providence, Pawtucket, and Lincoln enforces the distracted driving laws among all motorists.

Project Agreement No.: NHTSA M8*DD 26 01, NHTSA B8L* DD 26 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: NO

Location of activity: RIDOT/ state and local communities

Budget includes: Salaries

Funding Source	Budget	Match	Local Expenditure
Section 405E FLEX	\$150,000.00	-	-
Section 405E FLEX	\$325,000.00	-	-

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, Participation in PPEs, contract reviews, emphasis area expert representative at all NHTSA trainings in emphasis areas for sub recipients, schools and local businesses.

Project Agreement No.: NHTSA M8PE 26 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	\$150,000.00	\$30,000.00	-

Description

In 2019, OHS supported 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 FFY2026, our plan is to extend 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 that 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 2026 as well as sustained enforcement throughout FFY2026. The primary target audience will be adults between the ages of 18 and 49. Focus groups will be conducted to affirm the best creative direction to reach this group. We will track and evaluate components via surveys, polls, and social media contacts.

Project Agreement No.: NHTSA M8PE 26 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	\$150,000.00	\$30,000.00	-

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 2026) 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-buy analysis, which will serve as the evaluation for this project.

Project Agreement No.: NHTSA M8PE 26 03

Name: Sports Marketing Advocacy, Distracted Driving Awareness, Education LEARFIELD

Subrecipient: Learfield IMG

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: Providence and South Kingstown

Budget includes: Media services and promotion at key sites

Funding Source	Budget	Match	Local Expenditure
Section 405E	\$55,000.00	\$11,000.00	-

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.

Between URI, The Amica Mutual Pavilion, The 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 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, Providence 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, Brown Football, Basketball, Soccer and Lacrosse will once again round out the comprehensive sports marketing program in FFY2026. 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 is included.

2.5 Motorcycle Safety

Project Agreement No.: NHTSA M11MA 26 01

Name: RIPCA Motorcycle Awareness Program Media

Subrecipient: RIPCA

Promised Project? No

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

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

Organization Type: 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	\$10,000.00	-

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 2026, and the message will be to all motorists that "Motorcycle Safety Is a Two-Way Street." We will assure that our creative media be showcased via social media, TV ads, radio and out of home media such as billboards and bus sides.

2.6 Younger Driver

Project Agreement No.: NHTSA M8*TSP 26 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 FLEX	\$150,000.00	-	-

Description

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

Project Agreement No.: NHTSA 402 TSP 26 01

Name: ThinkFast 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 receives 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, 2025 and going to September 30th 2026 for the FFY25 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. 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 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.: NHTSA 402 TSP 26 02

Name: Young Voices Keeping Young Drivers Safe

Subrecipient: Young Voices

Promised Project? No

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

Eligible Use of Funds: Public education and awareness programs

Organization Type: Non-profit

P&A costs: NO

Location of activity: Providence, Central Falls, Pawtucket

Budget includes: Supplies, Staff, Evaluation

Funding Source	Budget	Match	Local Expenditure
Section 402	\$41,770.46	\$8,354.09	-

Description

Young Voices aims to elevate youth leadership in public safety with a dynamic, youth-led social media campaign focused on distracted driving. Leveraging the creativity and digital fluency of young people, the program will raise awareness, influence peer behavior, and promote safer driving habits

among teens and young adults across Rhode Island. Distracted driving is a significant and growing safety issue in Rhode Island, particularly among young drivers aged 16-24. Despite the signing of a hands-free driving law in 2018, Rhode Island drivers are averaging over two minutes of phone use per driving hour, this is 33.2 percent above the national average. This level of distraction is linked to higher crash rates, especially among teens, making distracted driving a critical emphasis area in the state's Strategic Highway Safety Plan (SHSP) for 2023-2027. This program will produce at least 12 posts on Young Voice's official social media channels spearheading our distracted driving campaign, and at least 15 youth will have attended our immersive six-week summer Urban Development program.

Although this program's approach is not classified as a 3-star NHTSA countermeasure, the following justification supports its implementation: In 2023, Rhode Island drivers averaged 2 minutes and 11 seconds of distracted driving per hour, the highest in the United States.

- › Drivers aged 16-24 are distracted by personal devices at higher rates than other age groups, with female drivers being the most at-risk for fatal crashes involving distracted driving.
- › Distracted driving was a factor in 8 percent of all fatal crashes, approximately 13 percent of injury crashes, and 13 percent of all police-reported traffic crashes in 2023.
- › In 2023, distracted driving was responsible for 15 percent of all pedestrian accidents in Rhode Island.

These worrying statistics underscore the urgent need for targeted interventions addressing distracted driving among youth drivers in Rhode Island. The students of Young Voices, being predominantly vocal and influential young women with access to hundreds of social media followers, are uniquely positioned to lead a successful peer messaging campaign that connects to this most vulnerable group. Our history of leading educational initiatives around belting, pedestrian safety, and acquiring a driver's license using youth-generated artwork and storytelling will work in concert to traffic deaths toward zero in our state.

Project Agreement No.: NHTSA 402 TSP 26 03

Name: MADD RI Youth Program

Subrecipient: MADD RI

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	\$137,768.44	\$27,553.69	-

Description

MADD's Youth Programs will empower Rhode Island youth ages 12–17 to become leaders in substance use prevention through peer-to-peer education and engagement. The project will address youth substance use and impaired driving by hosting three statewide, one-day youth leadership conferences and delivering multiple Power of You(th) prevention presentations across schools and communities. Through these initiatives, MADD will reach and inspire youth throughout Rhode Island to make safe, healthy choices and become agents of change in their own communities.

Youth leadership and substance use prevention programs are critical tools in the fight against drunk driving. Alarming, those who start before age 15 are nearly seven times more likely to develop a substance use disorder than those who delay use until 21 or older. According to the 2024 Rhode Island Student Survey, youth substance use remains a pressing concern requiring proactive and comprehensive intervention. In high school, 25 percent of students reported having ever consumed alcohol, and nearly 1 in 5 (19 percent) reported having ever smoked or vaped marijuana. Although this reflects a decline from previous years, it still represents a substantial portion of the population. The average age of first use for alcohol falls between 12 and 15 years old, and 13 percent of students reported marijuana use by age 16. Implementing evidence-based education and leadership initiatives, such as MADD's Youth Programming, along with school and community partnerships, will be critical in mitigating risk, changing behavior, and reducing impaired driving incidents among Rhode Island's youth.

Project Agreement No.: NHTSA 402 TSP 26 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	\$129,983.38	\$25,996.68	-

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. According to the *RIDOT's Strategic Highway Safety Plan 2023-2027*, "In 2024, approximately

60 percent of all roadway fatalities involved unbelted drivers,” and “the Rhode Island seat belt use rate was 90.5 percent, compared to the national rate of 90.4 percent.” 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 RIIL 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 2025 – September 2026, including during summer training. Anticipated community reach is 5,000 coaches and 36,000 student athletes, with anticipated spectator attendance of up to 67,000 persons at events statewide.

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

Project Agreement No.: NHTSA 402 TSP 26 05

Name: “In the Driver’s Seat”-Impaired Driving Education for High Schoolers

Subrecipient: Bristol Prevention, Bristol Police Department

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	\$6,037.50	\$1,207.50	-

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.

Project Agreement No.: NHTSA 402 TSP 26 06

Name: Blackstone Valley Regional Youth Coalition

Subrecipient: Blackstone Valley 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: Burrillville, Central Falls, Cumberland, Lincoln, North Smithfield, Pawtucket, and Woonsocket schools

Budget includes: Contracted educational program

Funding Source	Budget	Match	Local Expenditure
Section 402	\$11,150.40	\$2,230.08	-

Description

This project plans to address the issues related to high school aged youth and young drivers, perception and understanding of the effects of alcohol, underage drinking and other drug use and the potential catastrophic results of impaired and distracted driving.

According to the RI Triennial Highway Safety Plan FFY2024-2026, 14 of the 20 younger driver fatal crashes occurred: in urban areas; in Transportation Disadvantaged and Environmental Justice communities reflective of minority populations and higher poverty rates; and in areas with limited English Proficiency. Moreover, the Triennial Highway Safety Plan reports that CF, Pawtucket, and Woonsocket are also considered at-risk regarding Child Passenger Safety; Pawtucket is tied for 3rd for alcohol impairment-related fatalities, 4th for speed-related fatalities and Motorcycle fatal injuries.

The results for the Rhode Island Student Survey (RISS) for the Blackstone Valley region show that the past 30-day use of alcohol among high school youth is 12.2 percent, and 12.6 percent for marijuana, which is higher than the state average of 10 percent and 10.9 percent respectfully. One concern if that there is a low perception of risk of alcohol and marijuana with 41 percent and 42 percent, which perception of risk for illegal drugs, prescriptions drugs and cigarettes remain above 70 percent.

These data support the importance of providing alcohol and underage drinking prevention education and awareness to high school youth and young adults. BVPC will engage a minimum of 15 youth (from the youth programs within the Blackstone Valley Region (Burrillville, CF, Cumberland, Lincoln, N. Smithfield, Pawtucket & Woonsocket) to convene a Regional Youth Coalition that will meet bi-weekly beginning in October 2025, plan, design and develop a presentation, materials for distribution/display and media campaign focused on underage drinking/cannabis use/impaired/ distracted driving to present to their peers in their sending high schools. Peers will benefit from this, as well as parents and the general public.

2.7 Pedestrians & Cyclists

Project Agreement No.: NHTSA 402 PS 26 05-42

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: Law Enforcement Agencies

P&A costs: NO

Location of activity: Community Level and University Campus

Budget includes: Law enforcement details, see also Table 2.2 for Police Details Cost Summary

Funding Source	Budget	Match	Local Expenditure
Section 402	\$242,846.47	\$48,569.29	\$219,189.59

Description

Every day more than 6 out of 10 people walk for transportation, exercise, or other activities. 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 pedestrians. NHTSA detail funds for local Rhode Island police municipalities and the University of RI PD 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 Pedestrian Decoy 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 2026 beginning on October 1, 2025, and going through September 30th, 2026, 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 enforcement efforts.

Project Agreement No.: NHTSA BGPE 26 01**Name:** Pedestrian Safety Booklets**Subrecipient:** Approved Consultant**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**Organization Type:** Contracted Vendor**P&A costs:** NO**Location of activity:** Community level, RI middle schools**Budget includes:** Staffing, supplies and evaluation services

Funding Source	Budget	Match	Local Expenditure
Section 405G	\$175,000.00	\$35,000.00	-

Description

Concern for the needs of vulnerable road users, including pedestrians, has grown in recent years as the volume and prevalence of these road users have become more widely observed. The growing millennial generation is demanding walkable and bikeable facilities. As such it becomes even more important to monitor and enhance the safety of these roadway users.

Over the last several years the five-year rolling average number of annual pedestrian fatalities has decreased to 9 with individual years ranging from 7 to 17 fatalities. There was a spike in pedestrian fatalities in 2020 however there was a notable decline in 2021 and 2022 of only 7 pedestrian fatalities each.

The SHSP Emphasis Areas highlight 12 factors in a crash that contribute to severe outcomes such as fatalities and serious injuries. For the most recent five-year period, 2018-2022, Pedestrian fatalities most commonly overlapped with intersection fatalities (24 percent), speed fatalities (22 percent), alcohol impairment-related fatalities (16 percent), and older driver-related fatalities (16 percent).

OHS will work with a contracted vendor to produce up to four pedestrian safety activity books targeting middle school aged children. Each activity book will focus on a specific topic of pedestrian safety, and be disseminated to schools, libraries, and community organizations throughout the state. OHS expects to print approximately 500 copies of each edition, and will make a digital edition available for download, as well. Each edition will also include a card for parents with key information on the topic.

OHS will conduct feedback surveys with schools, community groups, students, and parents to assess the impact of these activity books and to identify topics for future years.

Project Agreement No.: NHTSA BGPE 26 02**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	\$173,748.90	\$34,749.78	-

Description

Youth cyclist safety is a critical issue in Rhode Island and taken very seriously by the Woonasquatucket River Watershed Council. WRWC's Red Shed youth cycling education programs offer a proven and effective method for increasing bicycle safety skills and knowledge among children. In the 2026 fiscal year, WRWC has a goal of reaching 20 schools in the Rhode to Bicycle Safety (R2BS) program, an increase from their 2025 goals. 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. For the 2026 fiscal year WRWC has a goal of reaching over 2000 cyclists across all of their programs, another increase from their 2025 program goals. 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 programs. The OHS is looking forward to another successful year in FFY2026, helping youth gain access to such important cyclist safety education.

Project Agreement No.: NHTSA M8*PS 26 01

Name: Salaries (Pedestrian/Bicycle)

Subrecipient: Office on Highway Safety

Promised Project? Yes

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

Eligible Use of Funds: Support PB data and information systems

Organization Type: State Agency

P&A costs: NO

Location of activity: RIDOT and municipal community level

Budget includes: Staff salaries

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

Description

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

Project Agreement No.: NHTSA 402PS 26 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	\$120,018.00	\$24,003.60	-

Description

Bike Newport’s goal in the 2026 fiscal year is to improve road safety for an increasing number of youth and adult vulnerable road users. The program will be expanded to serve more widespread communities on Aquidneck Island with responsive safety information, education, and facilities.

Bicyclist fatalities are significantly more frequent in urban areas than in rural ones, with urban fatalities accounting for approximately 85 percent of all bicyclist deaths nationally. This proportion has risen steadily over the past decade—from 69 percent in 2011 to 85 percent in 2021 (NHTSA, 2023). In Rhode Island, the Strategic Highway Safety Plan (SHSP) identifies 12 emphasis areas contributing to severe crash outcomes. Among bicyclist fatalities recorded between 2013 and 2022, the most common overlap was with intersection-related crashes, representing 17 percent of all cyclist fatalities.

This project plans to address the safety needs of vulnerable road users through education programs that address the highlighted areas in the above chart, the promotion of bicycle helmet use, and collaboration with local, regional, and statewide efforts to bring about road safety improvements and policies to achieve Rhode Island’s mission of Road to Zero. 2026 programming from Bike Newport will reach a variety of program deliverables including community education, e-bike education, expanding adult cyclist reach, distribution of rules of the road, delivering safety information with bike rentals, road behavior surveys and audits in Newport, continuing work in their community bike garage, multiple in school bicycle safety education initiatives, League Certified Instructor training, continuing education at their traffic garden and big blue bike barn creations. Multiple forms of pre and post surveys, as well as evaluations will be used across all of the education programs that Bike Newport provides. The OHS is looking forward to another year of partnership with Bike Newport in 2026.

Project Agreement No.: NHTSA 402 PS 26 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	\$10,005.00	\$2,001.00	-

Description

The target audience for the proposed Smart Cycling Education program through the RI Bicycle Coalition in 2026 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. From the school age population to adults new to cycling, RI Bike 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. RI Bike 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. RI Bike 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. 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.

Given the wide array of methods for delivering instruction through the RI Bicycle Coalition, a variety of evaluation methods will be created and utilized in 2026. 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 which will be provided to RIDOT's OHS. In addition, the youth programs will include short interviews with young students' parents/guardians to obtain adult perspectives on their progress. Additionally, RI Bike aims to develop and utilize quick observational evaluations, based on the rubric developed by the League of American Bicyclists and an email-based questionnaire for their popup and drop in teaching opportunities. The Office on Highway Safety looks forward to another year of partnership in 2026 with the Rhode Island Bicycle Coalition.

2.8 State Traffic Records

Project Agreement No.: NHTSA B3TRP 26 01

Name: Salaries OHS Traffic Records Position Support

Subrecipient: Office on Highway Safety

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: 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	\$100,000.00	-	-

Description

Staff salaries dedicated to OHS Traffic Records Support for continued administration, oversight and updates to the crash report based on MMUCC requirements. Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for all law enforcement.

Project Agreement No.: NHTSA M3DA 26 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 2024, approximately 10,504 NEMSIS v.3 motor vehicle-related incident records were submitted from RIEMSIS.

Project Agreement No.: NHTSA M3DA 26 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, FFY2025 work, specifically, OHS will be working toward enhancing data inventory for MIRE Fundamental Design Elements and detailed unsignalized intersection attributes corelated 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.

Project Agreement No.: NHTSA 402AL 26 01

Name: Crash Investigation Equipment

Subrecipient: Rhode Island 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: Equipment to improve the process for data identification, collation and reporting

Organization Type: Law Enforcement Agency

P&A costs: No

Location of activity: Statewide

Budget includes: Contracted Services

Funding Source	Budget	Match	Local Expenditure
Section 402	\$15,425.00	\$3,085.00	-

Description

The Rhode Island State Police Crash Reconstruction Unit currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented.

2.9 Planning & Administration

Project Agreement No.: NHTSA 402PA 26 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.: NHTSA 402PA 26 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.: NHTSA 402PA 26 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.: NHTSA 402PA 26 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.: NHTSA 402PA 26 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.

Project Agreement No.: NHTSA 402PA 26 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 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 and training sessions.

Project Agreement No.: NHTSA 402PA 26 07

Name: Highway Safety Office Program Support

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: Statewide

Budget includes: Costs associated with developing web-based tools for improved grants management

Funding Source	Budget	Match	Local Expenditure
Section 402	\$75,000.00	-	-

Description

Funding to support Office on Highway Safety operations including tasks such as developing and updating digital forms for subrecipient grant submissions and reporting and providing program support to staff where needed

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 39 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 #
NHTSA 164ENF_AL 26 01	RISP SPECIALIZED UNIT Impaired Driving Alcohol	\$739,001.85	\$739,001.85	23
NHTSA 164ENF_DG 26 01	RISP SPECIALIZED UNIT Impaired Driving Drug	\$739,001.85	\$739,001.85	23
NHTSA 164ENF_AL 26 05-42	Municipalities Impaired Driving Law Enforcement Patrols & Training	\$676,690.18	\$676,690.18	24
NHTSA 164PM_AL 26 01	Creative Media Impaired Driving	\$250,000.00		34
NHTSA 164PM_DG 26 01	Creative Media Impaired Driving	\$250,000.00		34
NHTSA 164PM_AL 26 02	Paid Media Impaired Driving	\$250,000.00		34
NHTSA 164PM_DG 26 02	Paid Media Impaired Driving	\$250,000.00		34
NHTSA 164 TOX_AL 26 03	Municipalities Impaired Driving B.A.T Mobile - Providence	\$62,100.00	\$62,100.00	25
	Total 164 Funds	\$3,216,793.87	\$2,216,793.87	
NHTSA 402 PA 26 01	Audit Fees	\$5,408.36		63
NHTSA 402 PA 26 02	Memberships and Dues	\$30,000.00		63
NHTSA 402 PA 26 03	Office Equipment	\$35,000.00		64
NHTSA 402 PA 26 04	Office Supplies	\$30,000.00		64
NHTSA 402 PA 26 05	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities	\$275,000.00		65
NHTSA 402 PA 26 06	Travel and Training	\$65,000.00		65
NHTSA 402 PA 26 07	Highway Safety Office Program Support	\$75,000.00		66
NHTSA 402 OP 26 05-43	Municipalities/RISP /URI Seat Belt Law Enforcement Patrols & Training	\$511,566.83		14
NHTSA 402 OP 26 02	Municipalities/RISP/URI Child Passenger Safety (CPS) & Training	\$278,652.66	\$278,652.66	15
NHTSA 402 PS 26 01	RI Bike Coalition - Statewide Smart Cycling Education	\$10,005.00		58
NHTSA 402 PS 26 02	Bike Newport Road Share Education	\$120,018.00		57
NHTSA 402 PS 26 05-42	Municipalities/URI Pedestrian/Bicycle Enforcement Patrols	\$242,846.47	\$242,846.47	54
NHTSA 402 PT 26 01	VMS Message Boards and Cloud Services	\$80,000.00		41
NHTSA M5PEM/B5PEM	RIPCA Safety Partnership Program	\$561,400.00	\$561,400.00	38
NHTSA 402 SC 26 05-43	Municipalities/URI/RISP SPEED Enforcement/Equipment/Training	\$961,509.35	\$961,509.35	40
NHTSA 402 PM 26 01	Municipal Mobilization Media	\$175,000.00	\$175,000.00	25
NHTSA 402UNATTD 26 01	Vehicular Hyperthermia Awareness Program	\$50,000.00		16
NHTSA 402 PM 26 02	Work Zone Safety Media Awareness Campaign	\$100,000.00		37
NHTSA 402 PM 26 03	Paid Media Speed	\$200,000.00		40

Award Number	Award Name	Budget Amount	Local Expenditure	Pg #
NHTSA 402 PM 26 04	Paid Media Occupant Protection	\$150,000.00		22
NHTSA 402 PM 26 05	Municipal Mobilization Media - South Kingstown	\$37,950.00	\$37,950.00	26
NHTSA 402 TSP 26 01	ThinkFast Interactive High School Education Program	\$150,000.00		48
NHTSA 402 TSP 26 02	Young Voices Keeping Young Drivers Safe	\$41,770.46		49
NHTSA 402 TSP 26 03	MADD RI Youth Program (RI SAS)	\$137,768.44		50
NHTSA 402 TSP 26 04	RiIL Interscholastic League - Traffic Safety Is A Team Sport	\$129,983.38		51
NHTSA 402 TSP 26 05	Town of Bristol In the Driver's Seat Impaired Driving Education	\$6,037.50		52
NHTSA 402 TSP 26 06	Blackstone Valley Regional Youth Coalition	\$11,150.40		53
NHTSA 402 OD 26 01	AAA RI's Older and Wiser Driver	\$16,905.00		20
NHTSA 402 AI 26 01	Crash Investigation Equipment	\$15,425.00		62
	Total 402 Funds	\$4,428,396.85	\$2,332,358.48	
NHTSA B2CPS_US 26 01	RI Hospital Child Passenger Safety in Rhode Island	\$204,178.74	-	17
NHTSA M2PE 26 02	Genesis OP for Diverse Families	\$27,162.93	-	19
NHTSA M2OP 26 03	CIOT DMV Intercept Survey	\$12,045.00	-	18
NHTSA M2OP 26 04	CIOT Observational Surveys	\$88,950.00	-	18
NHTSA M2PE 26 05	RISP Rollover Simulator Demonstrations	\$11,142.12		20
	Total 405B LOW Funds	\$343,478.79		
NHTSA M3DA 26 03	DOH EMS Maintenance Contract Fee	\$184,596.87	-	60
NHTSA M3DA 26 04	MIRE Data Enhancements Project	\$100,000.00	-	61
NHTSA B3TRP 26 01	Salaries OHS Traffic Records Position Support	\$100,000.00	-	60
	Total 405C Funds	\$459,596.87	-	
NHTSA B5BAC 26 01	STATE DOH Forensic Toxicologist (TSRFT) and PBT	\$434,714.63	-	28
NHTSA M5IDC 26 01	RIPCA Mid ID Engagement Council and Coordinator	\$98,800.00	-	30
NHTSA B5CS 26 02	RIAG TSRP	\$139,427.35	-	29
NHTSA M5TR 26 02	RI Hospitality Association	\$22,511.25	-	35
NHTSA B5DR 26 01	Alcohol Survey	\$12,045.00	-	27
NHTSA M5OT 26 03	Conversations Connections: Impairment and the Older Driver	\$43,699.86	-	30
NHTSA M5OT 26 01	Law Enforcement Forum Impaired Driving Training Summit	\$125,000.00	-	36
NHTSA M5OT 26 01	Newport Gulls Drunk Driving Education	\$9,130.00	-	31
NHTSA M5TR 26 01	RIMPA Law Enforcement Safe Communities Training and Support	\$191,992.00	-	39
NHTSA B5PEM 26 01	Sports Marketing Advocacy, Awareness, Education LEARFIELD	\$55,000.00	-	32

Award Number	Award Name	Budget Amount	Local Expenditure	Pg #
NHTSA M5OT 26 04	MADD Traffic Safety Impaired Driving Program	\$108,429.15	-	33
	Total 405D Mid Funds	\$1,240,749.24	-	
NHTSA M8DDLE 26 05-43	Municipal/RISP/URI Distracted Driving Law Enforcement & Training	\$502,596.65		43
NHTSA M8PE 26 01	Creative Media Distracted Driving	\$150,000.00	-	44
NHTSA M8PE 26 02	Paid Media Distracted Driving	\$150,000.00	-	45
NHTSA M8PE 26 03	Sports Marketing Advocacy, Distracted Driving Awareness, Education LEARFIELD	\$55,000.00	-	45
NHTSA M8*OP 26 01	Salaries (OP)	\$375,000.00	-	21
NHTSA M8*PS 26 01	Salaries (Pedestrian/Bicycle)	\$150,000.00	-	57
NHTSA M8*SC 26 01	Salaries (Speed)	\$300,000.00	-	42
NHTSA M8*DD 26 01	Salaries (Distracted Driving)	\$325,000.00	-	43
NHTSA B8L* DD 26 01	Salaries (Distracted Driving)	\$150,000.00	-	43
NHTSA M8* AL 26 01	Salaries (Impaired Driving)	\$400,000.00	-	27
NHTSA M8*TSP 26 01	Salaries (Young Drivers)	\$150,000.00	-	48
	Total 405E Funds	\$2,707,596.65		
NHTSA M11MA 26 01	RIPCA Motorcycle Awareness Program Media	\$50,000.00	-	47
	Total 405F Funds	\$50,000.00	-	
NHTSA BGPE 26 01	Pedestrian Safety booklets	\$175,000.00	-	55
NHTSA BGPE 26 02	WRWC Red Shed Bicycle Safety Programs for Youth	\$173,748.90	-	56
	Total 405G Funds	\$348,748.90	-	
	GRAND TOTAL	\$12,795,361.17	\$4,474,152.35	

Table 2.2 Cost Summary by Department

Department	Impaired Driving ^{1,2}	CIOT ³	CPS ⁴	CPS Training ⁴	Speed ⁵	Distracted Driving ⁶	Ped/Bike ⁷	BAT Mobile ⁸	Roll Over Simulator ⁹	Municipal Mobilization Media ¹⁰	TOTAL
Barrington	\$15,271.63	\$15,271.63	\$5,938.97	-	\$16,120.06	\$15,271.63	\$3,393.70	-	-	-	\$71,267.62
Bristol	\$23,575.00	\$9,430.00	\$3,017.60	\$580.00	\$23,575.00	\$23,575.00	\$3,017.60	-	-	-	\$86,770.20
Burrillville	\$17,388.00	\$9,750.16	\$1,392.88	\$195.00	\$40,393.52	\$14,625.24	-	-	-	-	\$83,744.80
Central Falls	\$21,114.00	\$49,680.00	\$9,936.00	\$390.00	\$49,680.00	\$28,980.00	\$20,700.00	-	-	-	\$180,480.00
Charlestown	\$5,865.00	\$3,714.50	\$1,564.00	-	\$6,256.00	\$5,083.00	-	-	-	-	\$22,482.50
Coventry	\$5,615.68	\$5,615.68	\$9,626.88	\$675.00	\$8,022.40	\$5,615.68	\$4,813.44	-	-	-	\$39,984.76
Cranston	\$28,980.00	\$24,840.00	\$24,840.00	\$95.00	\$66,240.00	\$49,680.00	\$57,960.00	-	-	-	\$252,635.00
Cumberland	\$13,248.00	\$21,971.07	\$10,420.10	\$195.00	\$39,418.69	\$10,985.54	\$3,877.25	-	-	-	\$100,115.65
E. Greenwich	\$27,968.00	\$20,010.00	\$8,970.00	\$290.00	\$28,290.00	\$28,290.00	\$9,384.00	-	-	-	\$123,202.00
E. Providence	\$9,384.00	\$3,910.00	\$2,346.00	-	\$2,346.00	\$3,910.00	\$1,564.00	-	-	-	\$23,460.00
Foster	\$6,476.80	\$2,428.80	-	-	\$6,476.80	\$2,428.80	-	-	-	-	\$17,811.20
Glocester	\$12,196.44	\$2,642.56	\$609.82	\$195.00	\$4,878.58	\$3,049.11	-	-	-	-	\$23,571.51
Hopkinton	\$4,140.00	\$5,175.00	-	-	\$6,900.00	\$3,450.00	-	-	-	-	\$19,665.00
Jamestown	\$10,031.91	\$4,530.54	\$3,883.32	\$95.00	\$4,530.54	\$4,854.15	-	-	-	-	\$27,925.46
Johnston	\$4,367.70	\$3,494.16	\$4,367.70	\$95.00	\$3,494.16	\$3,494.16	-	-	-	-	\$19,312.88
Lincoln	\$16,595.51	\$16,595.51	\$1,746.90	\$390.00	\$27,513.61	\$8,734.48	-	-	-	-	\$71,576.01
Little Compton	\$4,932.90	\$4,553.45	\$1,517.82	\$290.00	\$4,553.45	\$2,276.72	-	-	-	-	\$18,124.34
Middletown	\$11,040.00	\$9,200.00	\$1,104.00	\$95.00	\$20,608.00	\$5,520.00	-	-	-	-	\$47,567.00
N. Kingstown	\$20,700.00	\$2,737.00	\$1,932.00	\$380.00	\$10,706.50	\$2,737.00	-	-	-	-	\$39,192.50
N. Providence	\$2,070.00	\$4,140.00	\$4,140.00	-	\$4,140.00	\$2,070.00	-	-	-	-	\$79,796.11
N. Smithfield	\$17,595.00	\$7,820.00	\$4,692.00	\$195.00	\$24,633.00	\$7,820.00	-	-	-	-	\$16,560.00
Narragansett	\$10,350.00	\$6,468.75	\$2,070.00	\$485.00	\$18,630.00	\$5,175.00	\$8,625.00	-	-	-	\$62,755.00
Newport	\$22,261.15	\$14,383.74	\$10,274.10	-	\$14,383.74	\$14,383.74	\$4,109.64	-	-	-	\$51,803.75
Pawtucket	\$11,360.16	\$10,819.20	\$10,819.20	\$580.00	\$71,677.20	\$10,819.20	\$4,057.20	-	-	-	\$120,132.16
Portsmouth	\$23,287.50	\$15,318.00	\$2,484.00	\$385.00	\$31,050.00	\$18,112.50	\$14,490.00	-	-	-	\$105,127.00
Providence	\$41,400.00	\$20,700.00	\$11,385.00	\$580.00	\$25,875.00	\$41,400.00	\$15,525.00	\$62,100.00	-	-	\$218,965.00
Richmond	\$1,656.00	\$828.00	\$1,035.00	\$290.00	\$3,726.00	\$1,242.00	-	-	-	-	\$8,777.00
S. Kingstown	\$2,674.03	\$4,159.60	\$1,188.46	\$195.00	\$10,696.10	\$10,696.10	-	-	-	\$37,950.00	\$358,067.48

Department	Impaired Driving ^{1,2}	CIOT ³	CPS ⁴	CPS Training ⁴	Speed ⁵	Distracted Driving ⁶	Ped/Bike ⁷	BAT Mobile ⁸	Roll Over Simulator ⁹	Municipal Mobilization Media ¹⁰	TOTAL
Scituate	\$11,900.00	\$8,500.00	\$3,060.00	-	\$13,600.00	\$6,800.00	-	-	-	-	\$30,661.26
Smithfield	\$95,656.08	\$54,513.68	\$49,885.16	\$380.00	\$95,656.08	\$54,513.68	\$54,513.68	-	-	-	\$43,860.00
Tiverton	\$13,593.00	\$13,593.00	\$6,796.50	\$190.00	\$5,663.75	\$1,359.30	\$1,359.30	-	-	-	\$42,554.85
Warren	\$17,595.00	\$9,315.00	\$1,656.00	\$390.00	\$19,147.50	\$19,147.50	\$10,350.00	-	-	-	\$77,601.00
Warwick	\$103,972.37	\$76,989.92	\$31,029.82	\$285.00	\$99,295.42	\$43,171.92	\$17,988.30	-	-	-	\$372,732.75
W. Greenwich	\$3,018.75	\$862.50	-	-	\$3,881.25	\$862.50	-	-	-	-	\$8,625.00
W. Warwick	\$13,800.00	\$3,450.00	\$6,210.00	\$390.00	\$13,800.00	\$1,725.00	\$3,450.00	-	-	-	\$42,825.00
Westerly	\$9,228.75	\$10,336.20	\$18,457.50	\$385.00	\$11,074.50	\$2,214.90	-	-	-	-	\$51,696.85
Woonsocket	\$16,381.82	\$17,251.86	\$4,805.55	-	\$18,566.20	\$3,450.40	\$2,990.32	-	-	-	\$63,446.15
URI	\$1,017.06	\$2,034.12	\$2,034.12	\$390.00	\$5,085.30	\$4,068.24	\$678.04	-	-	-	\$15,306.88
RI State Police	\$1,476,986.63	\$14,533.20	\$3,956.26	\$380.00	\$100,925.00	\$31,004.16	-	-	\$11,142.12	-	\$1,638,927.37
Municipal Totals	\$676,690.18	\$494,999.51	\$263,202.28	\$8,690.00	\$855,499.05	\$467,524.25	\$242,168.43	\$62,100.00	-	\$37,950.00	\$3,108,823.70
State Totals	\$1,478,003.69	\$16,567.32	\$5,990.38	\$770.00	\$106,010.30	\$35,072.40	\$678.04	-	\$11,142.12	-	\$1,654,234.25
Overall Totals	\$2,154,693.87	\$511,566.83	\$269,192.66	\$9,460.00	\$961,509.35	\$502,596.65	\$242,846.47	\$62,100.00	\$11,142.12	\$37,950.00	\$4,763,057.95

Note:

1. Municipal Impaired Driving funded through 164ENF_AL-26-02
2. State Impaired Driving 164ENF_AL-26-01 and 164ENF-DG-26-01
3. Occupant Protection Details funded through 402OP-26-01
4. CPS Services funded through 402OP-26-02
5. Speed Details funded through 402SC-26-05
6. Distracted Driving Details funded through M8DDLE-26-01
7. Pedestrian/Bike Details funded through 402PS-26-03
8. City of Providence BAT Mobile Details funded through NHTSA 164TOX_AL 26 03
9. State Police Rollover Simulator Details funded through NHTSA M2PE 26 05
10. South Kingstown LE Media funded through 402PM 26 05

3

Grant Applications

For FFY2026, 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)
- › Nonmotorized Safety (23 U.S.C. 405(g)) (23 CFR 1200 1300.26)

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
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[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: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, 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, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- 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 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) and 49 CFR part 21;
- **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, sub-recipients 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** (prevents 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); and
 - **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

 - a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o 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 –
 - o Abide by the terms of the statement.
 - o 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 –

- Taking appropriate personnel action against such an employee, up to and including termination.
 - 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-award 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 Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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 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 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 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 participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. 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 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 NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

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, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded 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 record, 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 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 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 1300.
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 and/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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier 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 1300.

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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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 participation in this transaction 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 ACT
(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 only steel, iron and manufactured products produced in the United States with Federal funds, 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 to and approved by the Secretary of Transportation.

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 on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

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 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 Highway Safety Plan 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. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
 4. 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 for the benefit 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 for the benefit 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.)
 5. 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))
 6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
 7. 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 seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
 - 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 Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. 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))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

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.



Signature Governor's Representative for Highway Safety

7-16-2025
Date

Peter Alviti, Jr., PE

Printed name of Governor's Representative for Highway Safety